Appendix 6-2: Dublin Airport Surface Access Monitoring Report

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2026 Quarter 1

May 2026

Delivering a better world

Quality information

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1. Introduction

1.1 Background

In 2024, daa developed the Dublin Airport Surface Access Monitoring Framework in collaboration with the Dublin Airport Surface Access Stakeholder Group[1] to oversee operating performance of the transport network surrounding the airport as it grows. The Monitoring Framework is a multi-modal framework which outlines three primary surface access indicators for the monitoring of car mode share and vehicular movement. These indicators include thresholds for optimal performance of the transport network around the airport. If exceeded, these thresholds would trigger the requirement for mitigating action by members of the Stakeholder Group. The thresholds are:

1. Passenger car mode share – to decrease from 43% at 32mppa to 37% at 40mppa.
2. Staff car mode share – to decrease from 66% at 32mppa to 53% at 40mppa.
3. Vehicle movements – two thresholds were provided for the maximum combined two-way hourly flow to/from the airport campus, as follows:
    - High – 6,500 vehicles.
    - Low – 5,800 vehicles.

To support the Monitoring Framework, daa installed permanent traffic counters at the three entrance points to the airport campus in May 2024. These counters provide a continuous dataset of traffic movements to and from the airport on a 15-minute basis. daa also collects passenger and staff mode share data on a quarterly and annual basis, respectively.

A base year of 2019 (2023) and passenger level of 32mppa was used, based on a comprehensive suite of traffic data collection.

In 2025, a further comprehensive traffic data collection exercise was undertaken. In the same year, passenger numbers at the airport reached 36.4mppa, representing an 11% increase in annual passengers since 2019 (2023). Further details of the surveys that were undertaken are provided in Section 2.2. Over the same period, the staff at Dublin airport increased by 3%, from 19,350 in 2019 to an estimated 20,000 in 2025.

1.2 Report Purpose

With the airport reaching 36.4mppa for the first time in 2025, the annual passenger throughput is now at a midpoint between the 32mppa and 40mppa passenger caps in the Monitoring Framework. The purpose of this report is to review the data gathered since 2024 and compare it with the base year data (from 2019) and the three primary surface access indicators, to understand the impact of the increased passenger demand on the road network surrounding Dublin Airport.

[1] The Dublin Airport Surface Access Stakeholder Group is a collaborative forum that was established to review and improve land-based transport to and from Dublin Airport. It consists of various stakeholders, including daa, Fingal County Council (FCC), the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII).

2. Data Sources

2.1 Overview

A comprehensive set of data has been collated by daa to analyse the extent and type of movement around the airport. This includes traffic surveys which were undertaken in 2019 and 2025, data from the daa and TII permanent counters, as well as airport staff and passenger mode share surveys. These data sources have been used to undertake the comparative analysis outlined in this report and are described below.

2.2 Traffic Surveys

2019 Traffic Surveys

In 2019, traffic surveys were undertaken from the 20th to the 26th of May. In the same year, Dublin Airport passenger volumes reached the 32mppa operating cap, making it a useful dataset for understanding pre-COVID19 travel conditions. May was a peak month for background traffic in the study area in 2019, as identified through the analysis of TII count data.
The surveys undertaken included:

- **Automatic traffic counts (ATCs):** Undertaken on key road links, both on the internal airport network and external road network within the study area. The ATCs recorded daily and weekly traffic profiles, in hourly periods, during the week-long survey period outlined above.
- **Junction turning counts (JTCs):** Undertaken using video survey equipment on key junctions within the study area. Data was collected for an extended AM peak period (05:00 – 10:00) and PM peak period (16:00 – 19:00) on a neutral weekday for background traffic to capture both the background peak and airport demand. All information was collected in 15-minute intervals.
- **Automatic number plate recognition (ANPR) surveys:** Undertaken on the approach roads to the airport and at various locations within the airport to determine the origins and destinations for various types of trips to/from the airport. The surveys were undertaken over a 24-hour period on a neutral day, with data recorded in 15-minute intervals.
- **Pedestrian crossing counts**: Undertaken at some JTC sites. These surveys recorded the number of two-way crossing movements at each location over the JTC survey period.
- **Car park access counts:** Undertaken at the entry/exit points to some passenger and staff car parks. The surveys were undertaken on a neutral day during the period 05:00 – 21:00 and counted the number of vehicles entering and exiting each car park in 15-minute intervals.
- **Kerbside surveys:** Undertaken at Terminal 1 (T1) arrivals and departures kerbs and at Terminal 2 (T2) departures kerb, providing vehicle classification and occupancy. Vehicles were further monitored to identify the zone they parked in along with arrival and departure times (and dwell times) together with observations of any vehicles that did not stop and drove straight through. Data was collected for an extended AM peak period (05:00 – 10:00) and PM peak period (16:00 – 19:00) on a neutral weekday.
- **Bus surveys**: Undertaken at the T1 kerbside set-down and pick-up areas and in the Ground Transport Centre (GTC) over a 24-hour period on a neutral day. The surveys recorded the arrival time, operator, service number, departure time, dwell time, and the number of passengers boarding/alighting for each bus.
- **Coach area survey**: Undertaken over a 24-hour period on a neutral day. The survey had two elements. The first noted the arrival time and departure time of coaches entering/exiting the coach park during the survey period. The second element was a two-way pedestrian count recording the pedestrian movements to and from the coach park.
- **Car occupancy counts** were undertaken at the entrance to some passenger and staff car parks. Data was collected for an extended AM peak period (05:00 – 10:00) and PM peak period (16:00 – 19:00) on a neutral weekday.

2025 Traffic Surveys

The 2025 traffic surveys were undertaken from the 11th to the 17th of October 2025. Data from these surveys is used to compare observed 2025 traffic volumes against previous baseline data and previously modelled projections. The 2025 surveys included:

- **ATCs:** As described in Section 0 for the October 2025 survey period.
- **JTCs:** As described in Section 0 for the October 2025 survey period.
- **ANPR surveys:** Undertaken on the approach roads to the airport and at various locations within the airport to determine the origins and destinations for various types of trips to/from the airport. Full registrations of vehicles passing each of the sites were collected in real time (hh:mm:ss) and matched between sites. The surveys were undertaken over a 24-hour period on a neutral day, with data recorded in 15-minute intervals.
- **Active travel surveys:** Pedestrian surveys were undertaken at key crossing points and pedestrian desire lines on the airport campus. These captured the total pedestrians crossing by direction on a neutral weekday from 04:00 – 19:00 in 15-minute intervals.
- **Active travel cordon counts**: Undertaken to capture the number of cyclists accessing the campus by road, footways and dedicated cycle track. The surveys were on a neutral weekday from 04:00 – 19:00 and captured in 15-minute intervals.
- **Kerb areas - ANPR:** Video Survey Counts were undertaken along the Terminal 1 and Terminal 2 kerbside areas, and in the GTC and Coach Park. The surveys were undertaken on the same neutral weekday, with data recorded during the AM Peak (04:00 – 10:00) and PM Peak (15:00 – 19:00). The survey captured vehicle classification (including bus, taxi, private car), dwell time, occupancy and vehicle distribution. This ANPR data was matched with the wider ANPR survey, described above, to inform understanding of wider routings of vehicles accessing the kerbs areas.
- **Kerb areas - boarding and alighting surveys:** Undertaken to capture all the bus boardings and alighting at the airport for all airport bus, shuttle and coach services. The survey captured the bust stop location, service number, operator, vehicle type, boardings, alighting, arrival time and departure time for each bus accessing the survey areas.

In addition, a limited number of surveys were undertaken in May 2025, to provide a some directly comparable data to the May 2019 surveys, and in July 2025, to capture peak airport summer conditions. This included ATCs on select key external road links and JTCs at the airport access junctions.

2.3 Permanent Counters

daa Permanent Traffic Counters

To support the Surface Access Monitoring Framework, daa installed permanent traffic counters in May 2024 at the three principal access points to the airport campus: Airport Roundabout, Corballis Road South, and the Naul Road junction. These camera-based counters record the volume of vehicles entering and exiting the campus on a 15-minute basis, disaggregated by car, taxi, bus, LGV and HGV.

TII Traffic Monitoring Units (TMUs)

TII maintains permanent automatic traffic counters (ATCs), installed on the strategic road network, namely the M1, M50, R108, and N2 (see Figure 2.1). Data from TII counters within the study area was collated for May 2019 and October 2025, coinciding with the traffic survey periods.



Figure 2.1 TII Permanent Automatic Traffic Counters around Dublin Airport

2.4 Mode Share data

Dublin Airport undertakes passenger and staff travel surveys to monitor travel demand and needs. From these sources, actual mode share data for 2019 (32mppa) and 2025 (36mppa) is available. The main modes considered are private car, public transport, active modes and other modes, where public transport includes bus, coach, and taxi services.

3. Passenger Growth & Mode Share

3.1 Annual Passenger Numbers

Dublin Airport reached 32.9mppa in 2019. Annual passenger numbers then declined sharply during the COVID-19 pandemic in 2020 and 2021. In 2022, passenger numbers recovered to 27.8mppa and have been steadily growing year-on-year, reaching 36.4mppa in 2025 as shown in Figure 3.1.

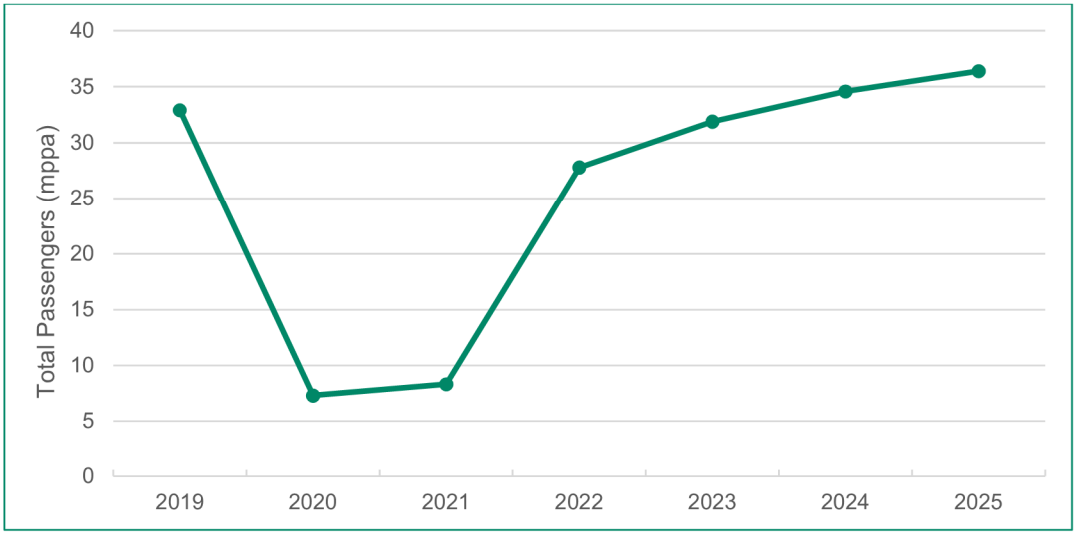


Figure 3.1 Annual Passenger Numbers at Dublin Airport 2019-2025

3.2 Mode Shares

Passenger Mode Share

Figure 3.2 shows the passenger mode share at Dublin Airport from 2019 to 2025. The passenger public transport (bus) mode share has remained relatively consistent since 2019 at approximately 35%, apart from a sharp reduction in 2022 during the COVID-19 pandemic, which has since been reversed.

The overall car-based mode share has seen a reduction, from 43% in 2019 to 39% in 2025, with a corresponding increase in Taxi mode share over the same period from 22% to 26%.

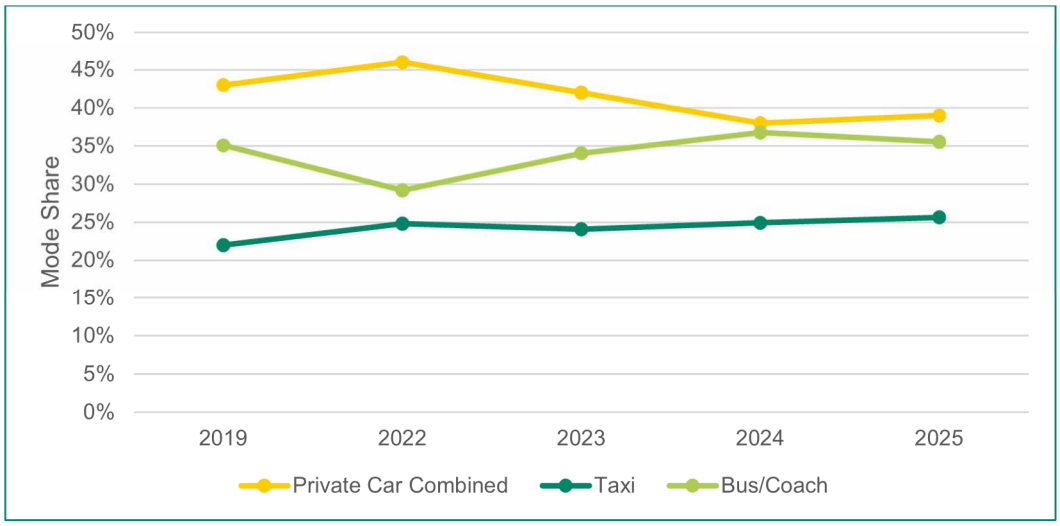


Figure 3.2 Passenger Mode Shares at Dublin Airport 2019-2025

Staff Mode Share

Staff travel to/from Dublin Airport is dominated by car and bus, with a small percentage of staff travelling by taxi or active modes, as illustrated in Figure 3.3.

The staff bus mode share followed a similar trend to passengers, i.e., a sharp decline during COVID, bouncing back to 2019 levels from 2022 onwards and remaining consistent at approximately 31% since. Car mode share for staff followed a similar but opposite trend, increasing during COVID but returning to 2019 levels since.

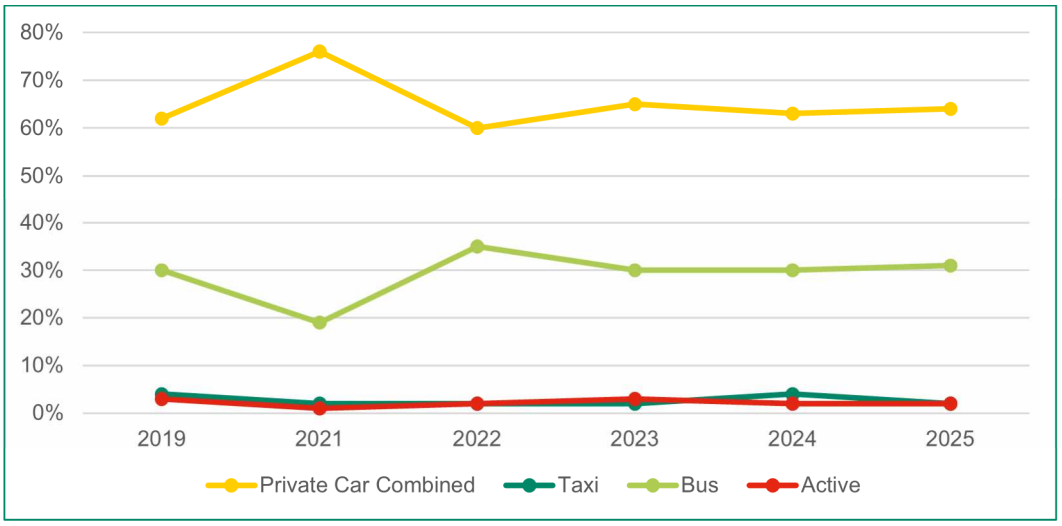


Figure 3.3 Staff Mode Shares at Dublin Airport 2019-2025

4. Road Network

4.1 External Road Links

This section examines and compares recorded traffic flows on the external road network and, where relevant, compares these to the Monitoring Framework thresholds. Data is presented for the identified AM (08.00-09.00) and PM (17.00-18.00) peak hours on the external road network. Although airport peak demand occurs at a different time, the peak periods on the external road network are when it is most sensitive to additional airport demand.

2025 Traffic Flows

The 2025 AM and PM peak traffic flows on the external road network in the vicinity of the airport are summarised in Table 4.1 for the movements displayed in Figure 4.1.

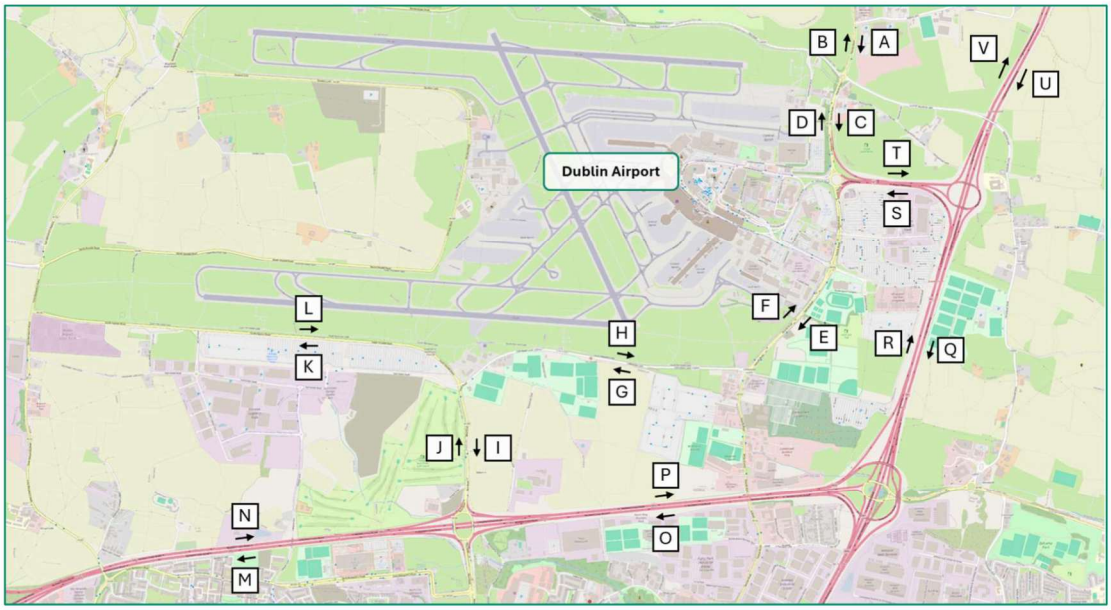


Figure 4.1 Reported Traffic Flow Movements on Surrounding Road Network

Table 4.1 Reported AM and PM Traffic Flows - 2025

Movement	Peak Flows (vehicles)		Movement	Peak Flows (vehicles)	
	AM (08:00 - 09:00)	PM (17:00 - 18:00)		AM (08:00 - 09:00)	PM (17:00 - 18:00)
A	1,133	946	**L**	397	234
B	607	857	**M**	3,815	5,034
C	1,065	844	**N**	5,787	5,423
D	687	1,124	**O**	3,722	4,054
E	1,399	952	**P**	4,732	5,204
F	749	1,015	**Q**	4,398	4,088
G	508	653	**R**	4,581	5,628
H	695	585	**S**	2,559	1,535
I	466	817	**T**	1,228	2,020
J	785	585	**U**	4,288	3,139
K	252	278	**V**	3,327	5,247

TII TMU data was used to determine the Annual Average Daily Traffic (AADT) at each of the reported locations. The AADT and %HGV are displayed for each location in Figure 4.2.

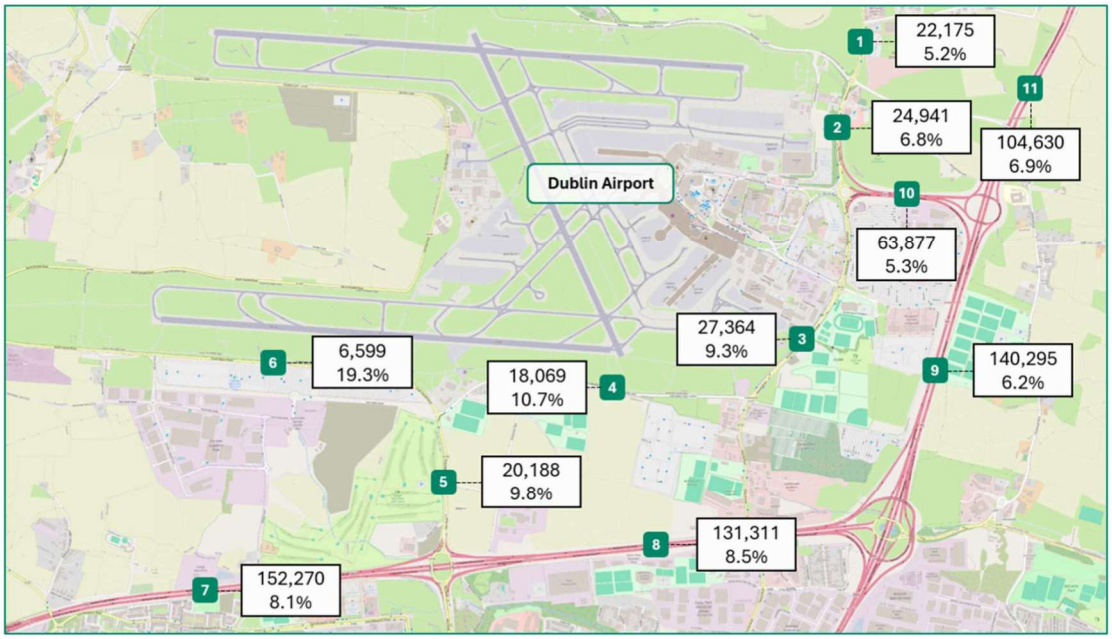


Figure 4.2 2025 AADT on external road links

2019 and 2025 Traffic Flows

Average weekday flows from the survey period of May 2019 were compared to equivalent flows from the October 2025 survey period. The results are shown in Table 4.2 for the movements shown in Figure 4.3.

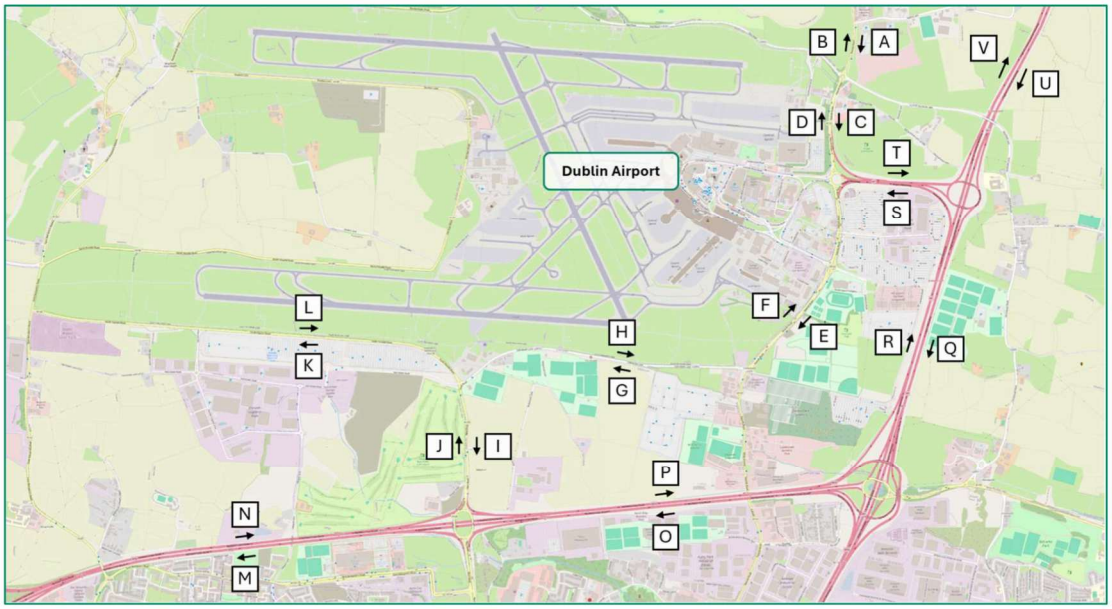


Figure 4.3 Reported Traffic Flow Movements on Surrounding Road Network

Table 4.2 Reported AM and PM Traffic Flows - 2019 vs. 2025

Movement	AM Peak Flows (vehicles) 08:00 – 09:00				PM Peak Flows (vehicles) 17:00 – 18:00			
	May 2019	Oct 2025	Actual Change	% Change	May 2019	Oct 2025	Actual Change	% Change
A	1,069	1,133	64	6%	1132	946	-186	-16%
B	505	607	102	20%	583	857	274	47%
C	1,318	1,065	-253	-19%	1003	844	-159	-16%
D	752	687	-65	-9%	967	1124	157	16%
E	935	1,399	464	50%	902	952	50	6%
F	659	749	90	14%	852	1015	163	19%
G	484	508	24	5%	738	653	-85	-11%
H	617	695	78	13%	479	585	106	22%
I	348	466	118	34%	855	817	-38	-4%
J	637	785	148	23%	494	585	91	18%
K	203	252	49	24%	418	278	-140	-33%
L	378	397	19	5%	472	234	-238	-50%
M	4,783	3,815	-968	-20%	5824	5034	-790	-14%
N	6,143	5,787	-356	-6%	5742	5423	-319	-6%
O	4,821	3,722	-1099	-23%	4454	4054	-400	-9%
P	4,922	4,732	-190	-4%	5706	5204	-502	-9%
Q	5,379	4,398	-981	-18%	4371	4088	-283	-6%
R	5,051	4,581	-470	-9%	6570	5628	-942	-14%
S	2,812	2559	-253	-9%	1790	1535	-255	-14%
T	1,421	1228	-193	-14%	2334	2020	-314	-13%
U	4,971	4288	-683	-14%	2961	3139	178	6%
V	3,251	3327	76	2%	5705	5247	-458	-8%

For the AM peak, there is large variation in the percentage change between 2019 and 2025 traffic flows. Some movements show strong growth in the AM peak, notably movement E (R132 southbound) where flows increased by 50%, and I (R108 southbound) where flows increased by 34%. Similarly, large variation is observed in the PM peak between the two survey years, where some movements show strong growth (along the R132 northbound), and some show significant decreases, specifically movement L (R108 eastbound). More broadly, peak traffic flows on the strategic road network (M50 and M1) are lower in 2025 relative to 2019 for both the AM and PM peak.

4.2 Traffic Flows from daa permanent counters

In 2024, Dublin Airport was operating at 34.6mppa and over 7 million vehicles entered the airport campus between June and December 2024. In 2025, airport passenger volumes increased to 36.4mppa and over 12 million vehicles entered the airport campus between January and December, with the highest volumes being observed during the summer months, as seen in Figure 4.4.

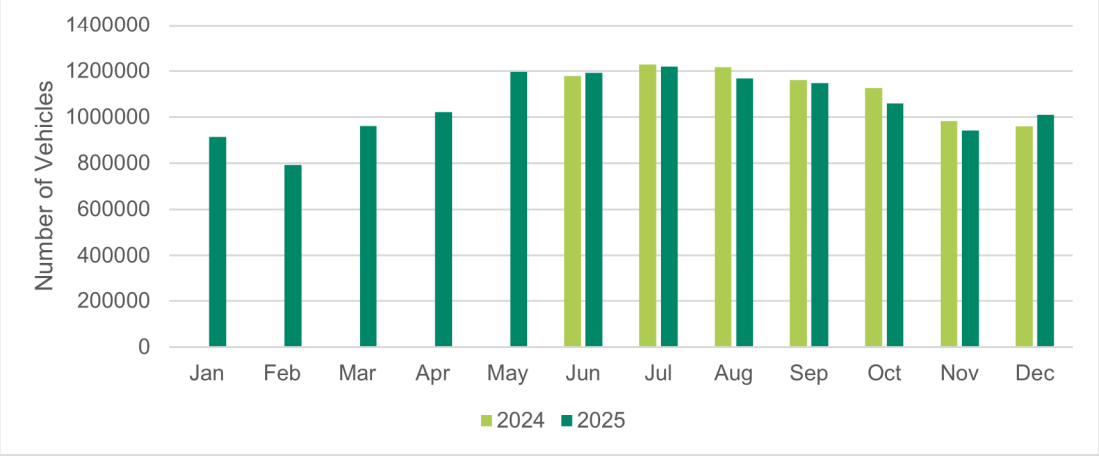


Figure 4.4 Total Vehicles Entering the Airport Campus in 2024 & 2025, by Month

Figure 4.5 and Figure 4.6 show the maximum hourly vehicle flow in and out of the airport campus per day in 2024 (from June) and 2025, respectively. The maximum hourly flow observed in 2024 was 5,940, and in 2025 was 6,237 veh/hr in July 2025. The figures also display the low (5,800 veh/hr) and high (6,500 veh/hr) vehicle movement thresholds from the Dublin Airport Surface Access Monitoring Framework.

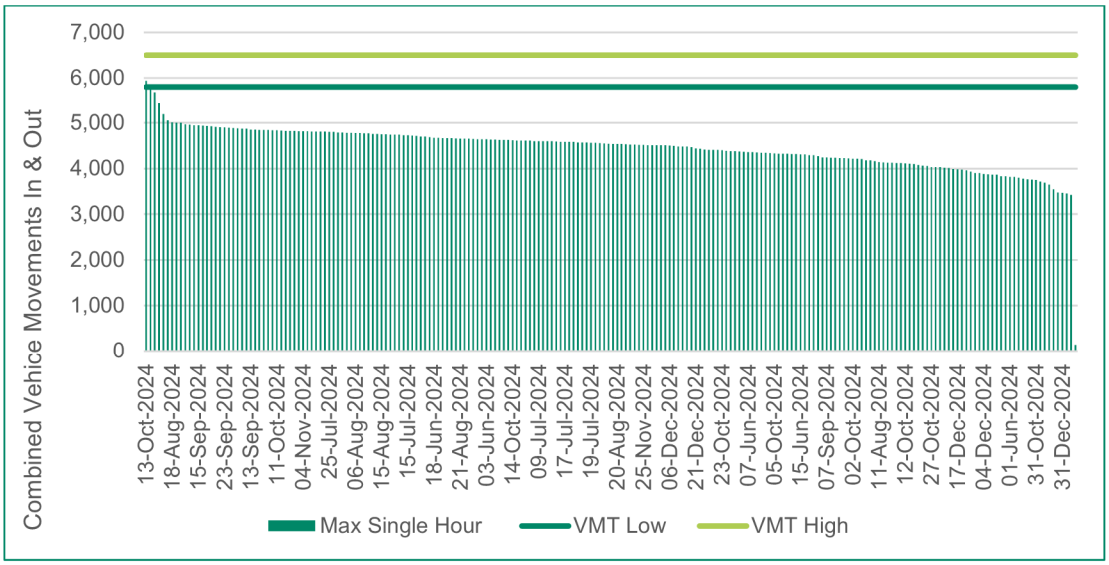


Figure 4.5 Largest Single Hourly Flows in 2024, by Day

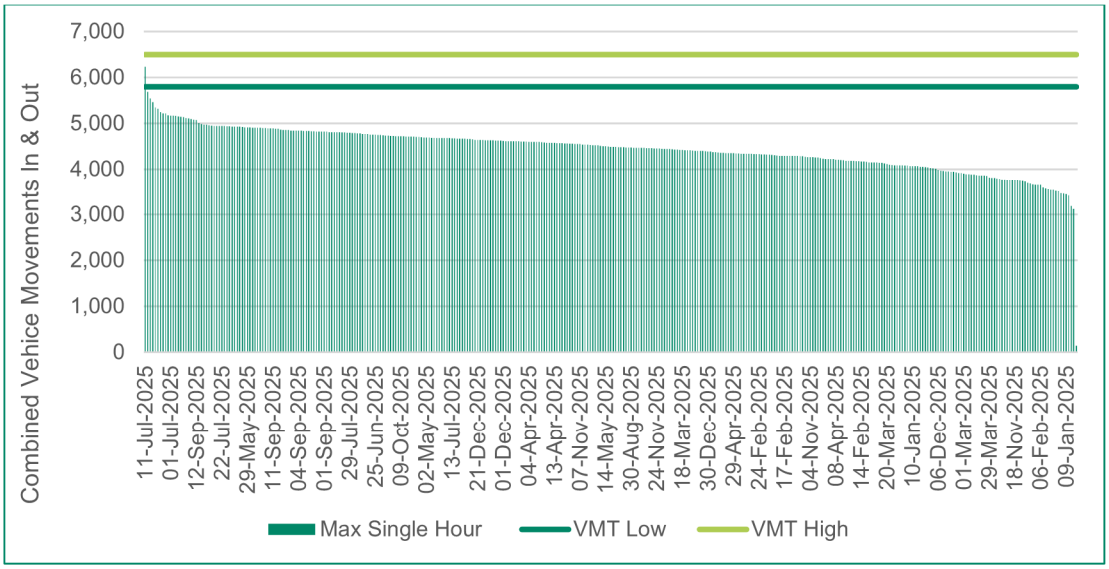


Figure 4.6 Largest Single Hourly Flows in 2025, by Day

Table 4.3 compares the 2024 and 2025 hourly volumes to the Monitoring Framework thresholds for vehicle movement. Although the airport operated at 36.4mppa in 2025, the volumes of traffic entering/exiting the airport campus remained well below the vehicle movement thresholds, with just 0.01% of the hourly flows exceeding the low threshold and none exceeding the high threshold. Similarly, in 2024, a very low proportion (<0.01%) of the hourly flows exceeded the low threshold and none exceeded the high threshold.

Table 4.3 Distribution of hourly flows in 2025

Combined Vehicle Movements (veh/hr)	Proportion of hourly flows exceeding Vehicle Movements	
	2024 – 34.6mppa	2025 – 36.4mppa
3,500	43.70%	40.20%
4,000	25.84%	25.33%
4,500	5.35%	7.90%
5,000	0.13%	0.31%
5,500	0.03%	0.02%
5,800 (VMT Low)	0.00%	0.01%
6,500 (VMT High)	0.00%	0.00%

4.3 Traffic Flows on M1 Link

The M1 Airport Link Road (shown in Figure 4.7) makes up the eastern arm of the Airport Roundabout, which is the primary access junction to the airport and links the airport to the surrounding strategic road network. There is a TII TMU counter on this M1 Link Road, and the data from this TMU was used to assess the growth in traffic on the link since 2019.



Figure 4.7 M1 Airport Link Road

Figure 4.8 compares the 2019, May 2025 and October 2025 volumes along the M1 Airport Link Road during the AM peak (08:00 – 09:00) and PM peak (17:00 – 18:00). The 2019 and 2025 data used for this analysis corresponds with the weeks when surveys were undertaken in the respective years. The results indicate that the recorded May and October 2025 flows on the M1 Link are similar and are both lower than the recorded May 2019 flows.

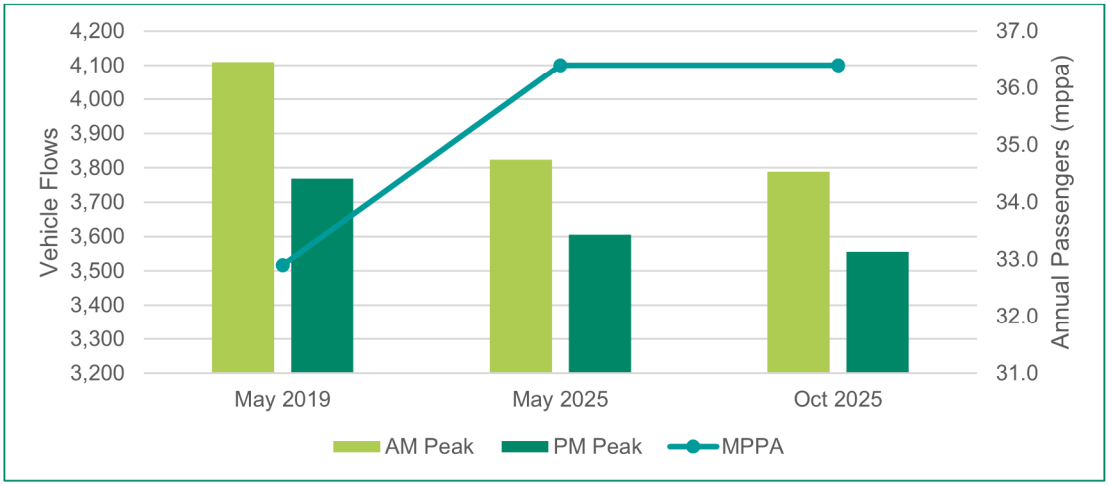


Figure 4.8 Peak hour flows on the M1 Airport Road Link 2019 vs 2025

Table 4.4 shows the percentage change in peak hour flows and mppa from May 2019 to May 2025. The airport's annual passengers increased by 11% from 2019 to 2025, from 32.9mppa to 36.4mppa. Despite this addition of

3.5mppa, we see a slight decrease in the peak hour volumes on the M1 link. The AM peak decreased by 7%, while the PM peak decreased by 4%.

Table 4.4 2019 and 2025 Peak Hour Volumes and MPPA - M1 Airport Road Link

	May 2019	May 2025	Actual Change	% Change
AM Peak Volumes	4,109	3,824	-285	-7%
PM Peak Volumes	3,769	3,605	-164	-4%
Airport Passengers (mppa)	32.9	36.4	3.5	11%

The AADT on the M1 link was just over 60,000 in 2019, dropped sharply during the pandemic and recovered and exceeded pre-pandemic levels from 2023 – see Figure 4.9. From 2019 to 2025, mppa has increased by 11%, while AADT on the M1 Link has increased by 5% as shown in
Table 4.5. In particular, from 2023 to 2025, traffic volumes remained relatively static while airport passenger numbers have increased steadily.
While the overall AADT has increased slightly, peak hour flows have decreased, as noted in Section 4.1.2. This could be due to changes in the airport flight schedule and/or reflective of the shift towards working from home in the aftermath of COVID.

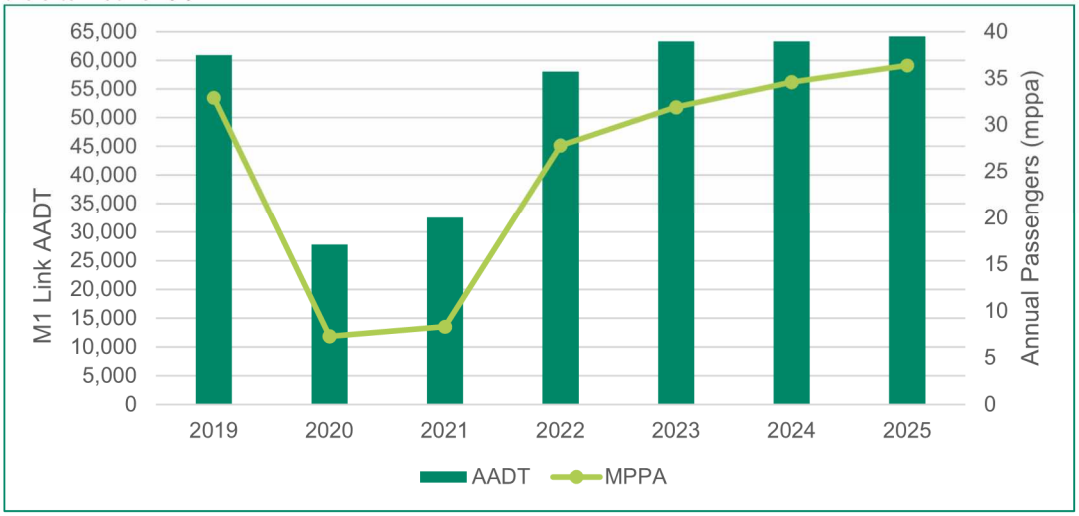


Figure 4.9 2019 - 2025 Average Annual Daily Traffic - M1 Airport Road Link

Table 4.5 2019 and 2025 AADT and MPPA - M1 Airport Road Link

	2019	2025	Actual Change	% Change
AADT	60,921	64,166	3,245	5%
mppa	32.9	36.4	3.5	11%

4.4 Airport Roundabout

The primary access junction to the airport is the Airport Roundabout. It is a four-arm, signal-controlled roundabout, which serves as a key interface between the airport and the local and strategic road networks. The layout of the roundabout is shown in Figure 4.10.



Figure 4.10 Airport Roundabout

Analysis of traffic flows at the Airport Roundabout considers May 2019, May 2025, July 2025 and October 2025 survey data. Airport traffic accounts for more than half of all traffic going through the Airport Roundabout, in both the AM and PM peak hour – see Figure 4.11. In May/October, which represent typical peak traffic conditions on the external road network, there was a very slight increase in the proportion of airport traffic through the roundabout from 2019 to 2025 in the AM peak. The opposite is observed in the PM peak. In July, however, there is a much larger proportion of Airport traffic using the airport roundabout, reflecting the impact of peak summer airport conditions.

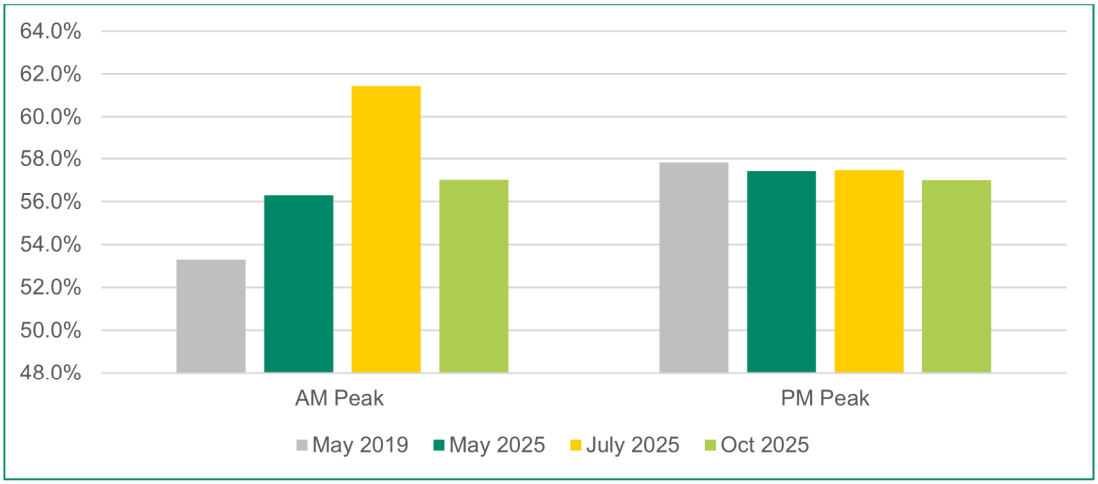


Figure 4.11 Airport Traffic as Proportion of Roundabout Total

Overall, the observed data indicates that total traffic through the Airport Roundabout decreased between 2019 and 2025 in both the AM and PM peak hours in May and October, despite growth in airport passenger volumes – see Figure 4.12. Notably, AM peak flows in July are higher than the May 2019 AM peak flows, consistent with peak summer conditions.

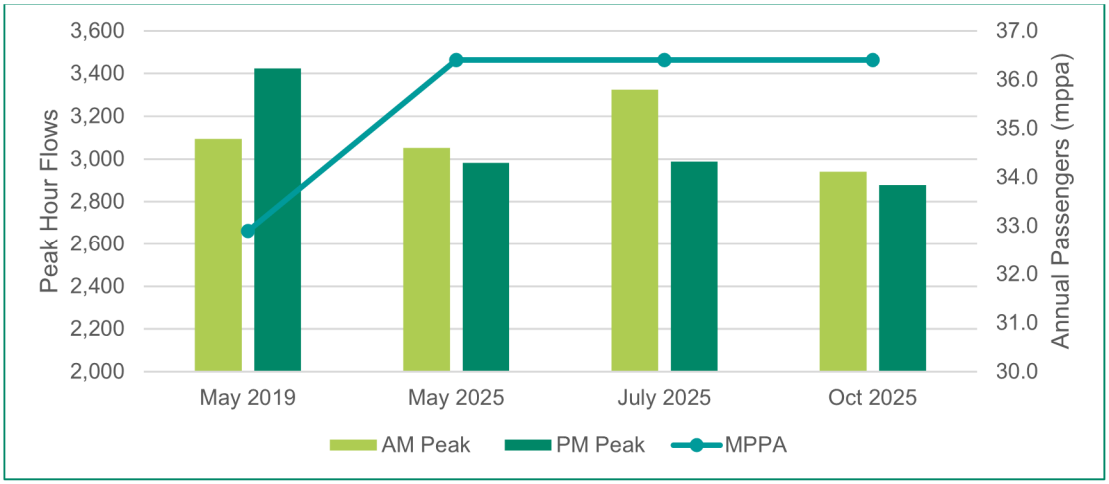


Figure 4.12 Total Airport Traffic through Roundabout - AM and PM Peak

5. Public Transport

Public transport demand at Dublin Airport was monitored through bus boarding and alighting (B&A) surveys, undertaken in 2019 and 2025. The 2019 survey provides a baseline representing pre-pandemic travel conditions, while the 2025 survey reflects current operational and demand patterns.

The 2019 survey was conducted on Tuesday, 21 May 2019, and the 2025 survey on Wednesday, 15 October 2025. Both survey days represent typical weekday conditions.

For the purpose of this assessment, the datasets were filtered to include public transport services only, with a focus on key operators within the Transport for Ireland (TFI) network and other strategic coach services. These include Dublin Bus, Bus Éireann, Expressway, Aircoach, Dublin Express, Citylink and Translink. Non-public transport services (e.g. private shuttles, hotel buses, and car park transfer services) were excluded to ensure consistency and comparability between datasets.

Hourly boarding and alighting profiles for 2019 and 2025 are presented in Figure 5.1. The 2025 survey indicates a more pronounced midday peak than 2019, with total passenger activity reaching 2,378 boardings and alightings at 12:00. Furthermore, demand remains relatively high (i.e., more than 1,800 boardings and alightings) throughout the inter-peak period (11:00–15:00).

In comparison, the 2019 survey shows a more traditional commuter-driven profile, with slightly pronounced AM and PM peaks. The AM peak is at 09:00 with 2,007 passengers, and the PM peak occurs at 15:00, with 2,019 passengers. However, demand remains high between the peaks, indicating sustained activity across the core daytime period.

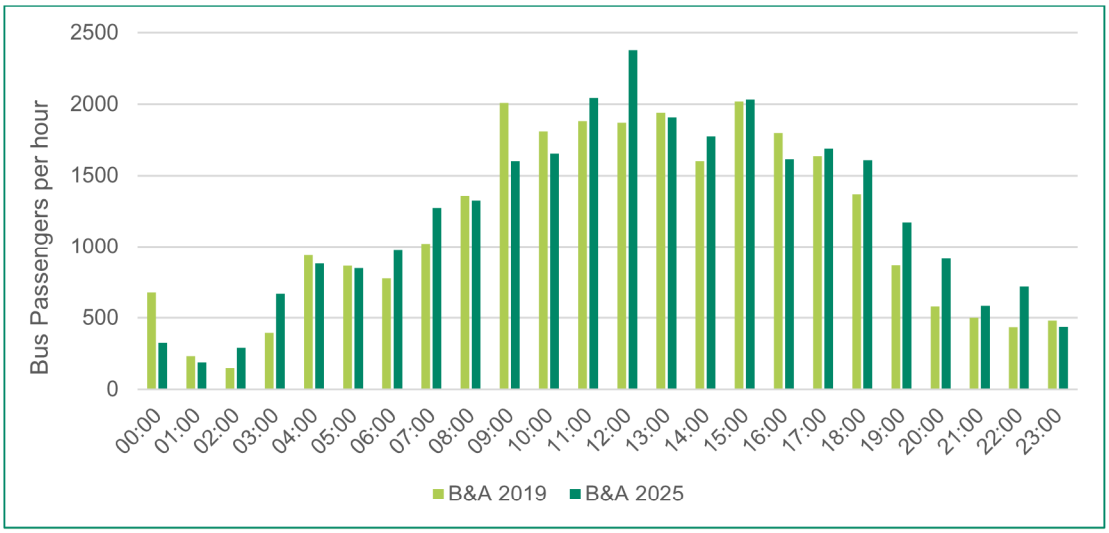


Figure 5.1 Public Transport Demand Profile for 2019 and 2025

Overall, it is evident that there has been an increase in public transport usage at Dublin Airport from 2019 to 2025. Total boardings and alightings have increased by 6%, from 27,210 in 2019 to 28,907 in 2025. This would be expected since, although bus mode shares relatively consistent between 2019 and 2025, overall passenger volumes have increased.

6. Active Travel

Active travel was assessed using a travel count survey carried out on Wednesday, 15 October 2025 from 04:00 – 19:00 in 3 different locations as seen in Figure 6.1. The survey day represent typical weekday conditions and the locations cover all the airport entrances accessible by bike.



Figure 6.1 ATC Locations for Active Travel Count

A total of 287 cyclists were counted across all the locations on the day of the survey. ACT 3 had the highest count with 205 cyclists while ACT 1 was the lowest with only 10, as shown in Table 6.1.

Table 6.1 Active Travel Count per Site

Site	Location	Count
ACT 1	Castlemoate Road (North of Hanger 6 Car Park)	10
ACT 2	Corballis Road North (West of Airport Roundabout & R132)	72
ACT 3	Corballis Road South (West of R132)	205
	Total number of cyclists	**287**

The demand profile during the day shows two distinct peaks, one at 06:00 and the other at 17:00, as shown in Figure 6.2. A significant drop in demand is observed in the late morning between 09:00 and 12:00.

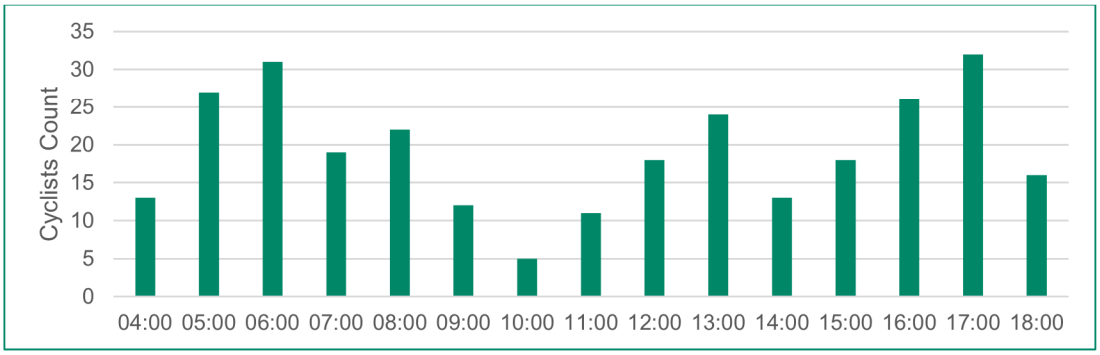


Figure 6.2 Active Travel Demand Profile

7. Review of Thresholds & Conclusion

7.1 Mode Share Thresholds

Figure 7.1 and Figure 7.2 show the mode share thresholds for passengers and staff, respectively, outlined in the Monitoring Framework, as well as the actual recorded 2025 36mppa mode shares. They also show a projected straight line midpoint between 32mppa and 40mppa against which the actual 36mppa mode share can be compared to determine progress to date against the targets.

Passenger Mode Share

The data illustrates that the passenger mode share for private car is below the projected 36mppa midpoint and that good progress is therefore being made in achieving this target.

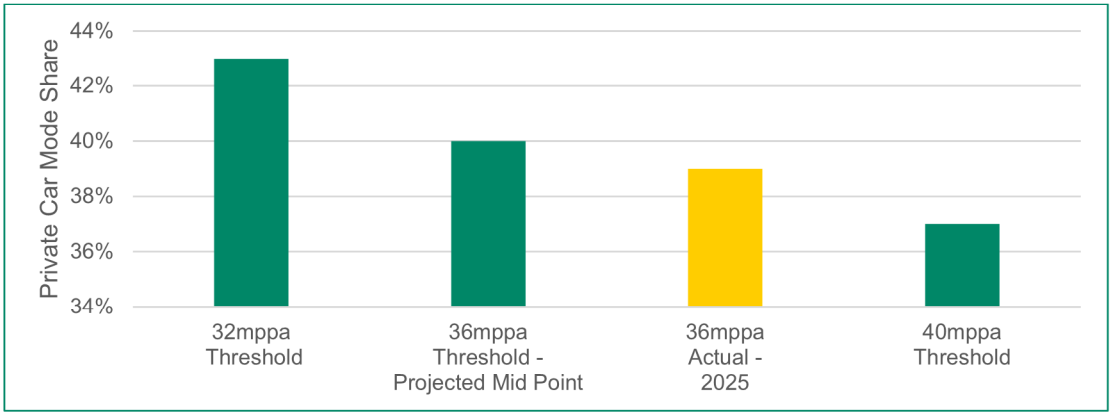


Figure 7.1 Monitoring Framework Passenger Mode Share Thresholds

Staff Mode Share

The Staff mode share for private car has shown a smaller reduction relative to 32mppa and is higher than the projected 36mppa midpoint.

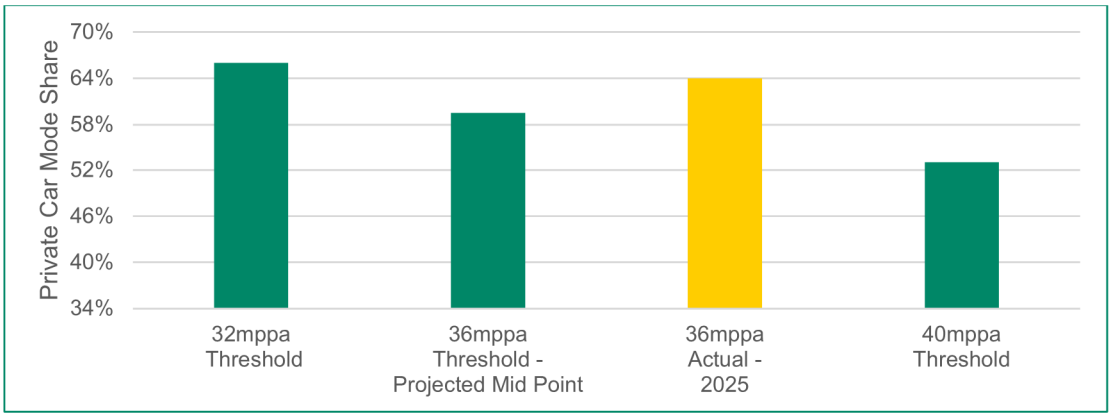


Figure 7.2 Monitoring Framework Staff Mode Share Thresholds

In accordance with the principles set out in the Surface Access Monitoring Framework, detailed analysis is required to determine the potential areas of causation. For example, it is important to note that the mode share reported is the average across a 24 hour period. Initial analysis indicates that the car mode share for staff varies considerably across the day, from a high of approximately 80% between 03:00 and 06:00, reflecting the reduced public transport alternatives at that time, to close to 30% at other times.

The Dublin Airport Mobility Management Plan (MMP) and daa's Landside Transportation Programme will be critical resources to identifying potential mitigating actions to help improve progress to reduce car mode share by staff at key periods of the day. A list of potential demand management actions is included within the MMP which could be implemented to ensure that staff mode share remains on track up to 40mppa.

7.2 Vehicle Thresholds

The thresholds included in the Monitoring Framework for the Infrastructure Application were based on the traffic analysis and forecasting that was undertaken to support the application. This analysis used a base of 32mppa and projected to a future horizon of 40mppa.

The analysis presented in this report has consistently indicated that in most cases the actual recorded traffic volumes in 2025 (36.4mppa) are lower than the observed 2019 data when the airport was operating at 32.9mppa.

Furthermore, the analysis of the daa permanent traffic counters, which provide a continuous source of data, indicated that:

- In 2025, at the halfway point between the 32mppa and 40mppa IA horizon, hourly traffic volumes in and out of the airport campus are significantly and consistently below the thresholds outlined in the Monitoring Framework.
- For the directly comparable time periods (i.e. June to December 2024 and 2025), overall traffic volumes are actually lower in 2025, although the 95th percentile flow was slightly higher in 2025.

This suggests that the scale of increase in annual passenger numbers is not directly replicated by a comparable increase in traffic volumes.

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