



# Mobility Management Plan

## Synopsis 2024-2026



# Contents

Executive Summary.....	3
1.0 Introduction.....	4
2.0 Existing Surface Access.....	5
3.0 Existing Travel Patterns.....	8
4.0 Future Growth.....	11
5.0 Future Surface Access.....	12
6.0 Progress to date.....	14
7.0 Mobility Management Measures.....	15

# Executive Summary

This Mobility Management Plan (MMP) sets out Dublin Airport's approach to enhancing and promoting sustainable modes (walking, cycling and public transport) for passengers and staff travelling to and from the airport for the period 2024-2026.

Dublin Airport's first MMP was produced in 2006 and, as a live document, has been updated regularly since. The most recent update was submitted to Fingal County Council (FCC) in 2022, in accordance with the objectives of the Dublin Airport Local Area Plan (LAP) 2020, and covered the period 2021-2024.

As part of daa's plans for airport expansion, a recent planning application for infrastructure improvements includes a range of surface access proposals, including improvements and extensions to the internal cycling network, a redesigned Ground Transportation Centre (GTC) that will facilitate increased bus services at the airport, and bus priority measures at key junctions to ensure reliable access to the airport campus.

Dublin Airport successfully applied for NTA funding for a number of sustainable transport projects, including a shared on-site cycling scheme and for a cycle locker scheme, both of which are due for delivery in 2024. These will complement the new public cycle parking facilities that were installed at a number of locations on campus in 2022.

In recognition of existing cycling infrastructure and facilities, Dublin Airport achieved 'Silver Cycle Friendly Employer Accreditation' from the European Cyclist Federation. A target has been set to achieve Gold accreditation by the end of 2024.

Moving forward, this MMP outlines a series of interventions for delivery in the short, medium and long-term. Dublin Airport will continue to actively oversee the implementation of short-term measures for delivery in 2024, while also commencing planning on further medium to long term interventions and working with the transport authorities and operators to explore potential areas for further improvement.

Increasing awareness of sustainable transport modes is a central component of mobility management. The Mobility Manager will continue to promote initiatives that are already in place, while also overseeing the active promotion of the further MMP interventions as they are delivered.

This will be aided by policy developments since the last MMP, which have seen a significant shift towards prioritising sustainable travel. The Climate Action Plan 2023 (CAP23), which sets a roadmap for taking decisive action to halve Ireland's emissions by 2030 and reach net zero no later than 2050, includes targets to reduce total vehicle kilometres by 20% and increase sustainable transport trips by (+130%) by 2030.

Meeting the 2030 transport abatement targets outlined in CAP23 will require transformational change and accelerated action across all key decarbonisation channels.

The National Investment Framework for Transport in Ireland (NIFTI) sets out a hierarchy of users that prioritises pedestrians and cyclists above public transport, which in turn is prioritised above the private car. These principles have been incorporated in the updated Greater Dublin Area Transport Strategy 2022-2042, which outlines a number of sustainable transport schemes that will directly benefit travel to the airport, including BusConnects and MetroLink.

The outcome from this recent policy shift is fresh impetus for delivering sustainable transport improvements, coupled with an unprecedented level of government funding.

# 1.0 Introduction

A Mobility Management Plan (MMP) is an important part of any airport's approach to surface access. It sets out an approach to promoting sustainable modes for passengers and staff travelling to and from the airport. daa is fully committed to ensuring the provision of sustainable surface access at Dublin Airport and works with internal stakeholders and external transport authorities and providers to this end. The goal of enhancing sustainable surface access at the airport has taken on new impetus in the wake of recent national policies, which set ambitious targets for carbon reduction from transport through modal shift. The Climate Action Plan 2023 (CAP23) is the second annual update to Ireland's Climate Action Plan 2019 and the first to be prepared following the introduction of economy-wide carbon budgets and sectoral emissions ceilings. CAP23 sets a roadmap for taking decisive action to halve Ireland's emissions by 2030 and reach net zero no later than 2050. Previous Climate Action Plan 2021 targets have been revised to meet this higher level of ambition, including a 20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips (+130%) and modal shares associated with sustainable modes by 2030. Meeting the 2030 transport abatement targets outlined in CAP 2023 will require transformational change and accelerated action across all key decarbonisation channels. Dublin Airport's first MMP was produced in 2006 and, as a live document, it has regularly been updated since. More recently, the adoption of the Dublin Airport Local Area Plan LAP 2020 set out a number of specific objectives in relation to mobility management, to ensure the sustainable growth of Dublin Airport in line with government policies:

**MM01** Facilitate, with the relevant stakeholders, the coordination and/or amalgamation of all Mobility Management Plans within the Dublin Airport LAP area, to provide an overarching MMP for submission to Fingal County Council for approval every three years. This will include the designation of a mobility manager for the Airport by daa who should co-ordinate, engage and review the MMP. The first co-ordinated MMP should be delivered within 2 years of the adoption of this LAP.

**MM02** Identify and implement measures to maximise non-motorised and public transport use while minimising the use of the private car.

**MM03** Increase emphasis on the promotion of public transport usage among staff and passengers.

**MM04** Require that all organisations operating within the Dublin Airport LAP area implement the overarching Mobility Management Plan, either as part of regular stakeholder liaison or incorporation within the Development Management process, through submission of MMPs with planning applications.

In compliance with these objectives, an overarching MMP for the entire airport campus was produced in 2021 and submitted to FCC for approval in 2022. The 2024 MMP provides the first three year update of the MMP since the LAP was adopted. The purpose of the document is:

- To provide a snapshot of the current surface access situation at the airport, in terms of facilities and services, as well as passenger and staff mode shares.
- To establish the current passenger and staff mode shares at the airport and compare them to historic trends to determine if the airport is tracking in the right direction.
- To outline future growth projections for the airport campus.
- To provide an update on the surface access developments that have occurred in three years since the 2021 MMP, both internal and external.
- To provide an updated set of surface access interventions

The MMP provides practical solutions to help shift transport demand away from private car use, both for passengers and staff. To achieve this aim, the MMP must provide airport stakeholders/other on-site operators with information to encourage them to buy-in to the long-term objectives, which are intended to be implemented across the Airport.

## 2.0 Existing Surface Access

In recognition of the recent policy shifts, the National Investment Framework for Transport Infrastructure (NIFTI) outlines a modal hierarchy that prioritises sustainable modes above low occupancy private vehicles. This hierarchy places walking and cycling above public transport, which is in turn above private vehicles. Subsequent sections are therefore structured in accordance with this hierarchy.

### Actives modes

There is an increasing appreciation for the potential of active travel (inclusive walking and cycling) and public transport as opening up access opportunities, not only within city/town centres but also to and within other important destinations such as major business parks and airports.

Designing for an accessible airport which is supportive of active travel connections to and within the campus leads the way towards a healthier, greener, more compact and more desirable business location.

While it is acknowledged that the remote location of the airport means that these modes will not be feasible for most passengers, daa is making every effort to encourage staff to walk or cycle for their journey to work, where feasible. With the most recent staff travel survey showing that 35% live within 10km of the airport, cycling offers a real alternative, healthy and flexible option for some staff. Within the airport campus, there is an extensive network of footpaths and crossings which provide connection between all key origins and destinations within the site.

Covered walkways and segregated footpaths are provided to encourage walking within the campus. Dedicated signalised pedestrian crossing locations are provided at all the major road crossing points. Other busy interaction points between pedestrians and vehicles are designated as zebra crossings with provision of dropped kerbs along the primary pedestrian desire lines, for example, in the Ground Transportation Centre (GTC).

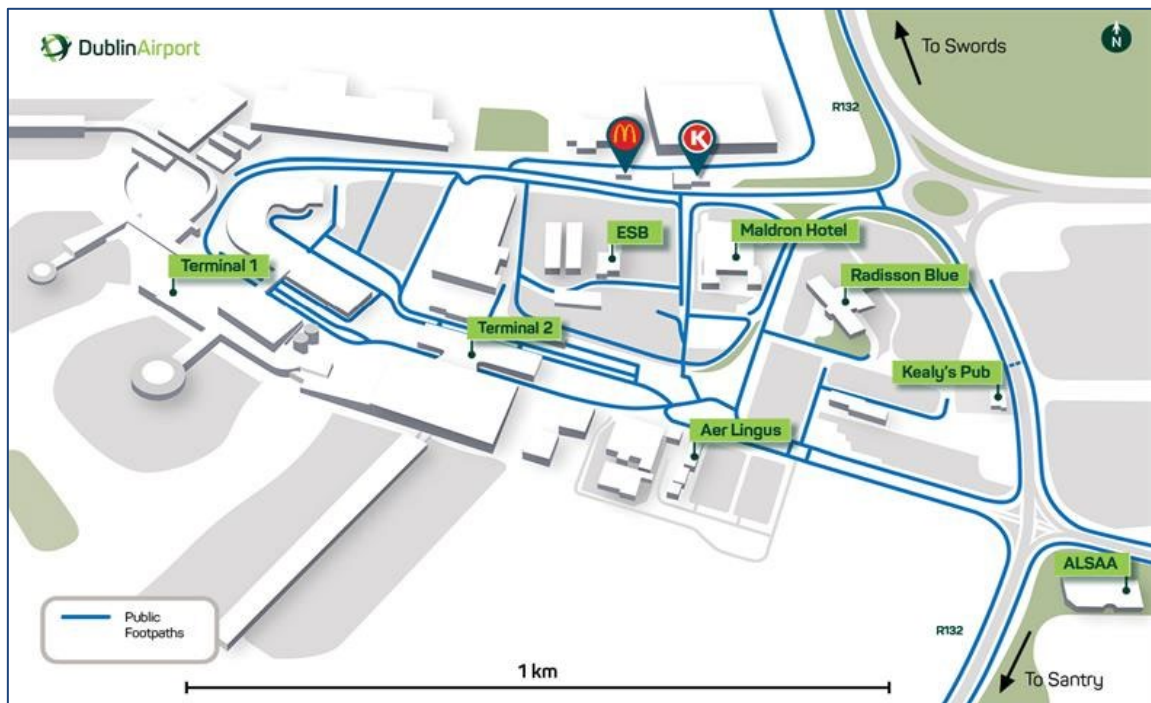


Figure 1: Dublin Airport campus showing public footpath network

## Pedestrian infrastructure on campus

Good cycling facilities, especially 'end of trip' facilities, such as secure cycle parking, lockers, showers and changing facilities, are important components of facilitating commuting by active modes.

Over 250 bicycle parking spaces are currently provided at a number of different locations across the airport campus. These facilities are a mixture of type (Sheffield Stands – locks to the bicycle frame, Toaster Stands – locks to the bicycle wheel, etc.), and quality (covered/uncovered, locked/unsecure). Given the variability in type and quality of cycle parking provided, there is scope to improve and standardise facilities to ensure a consistent high-quality provision across the campus.

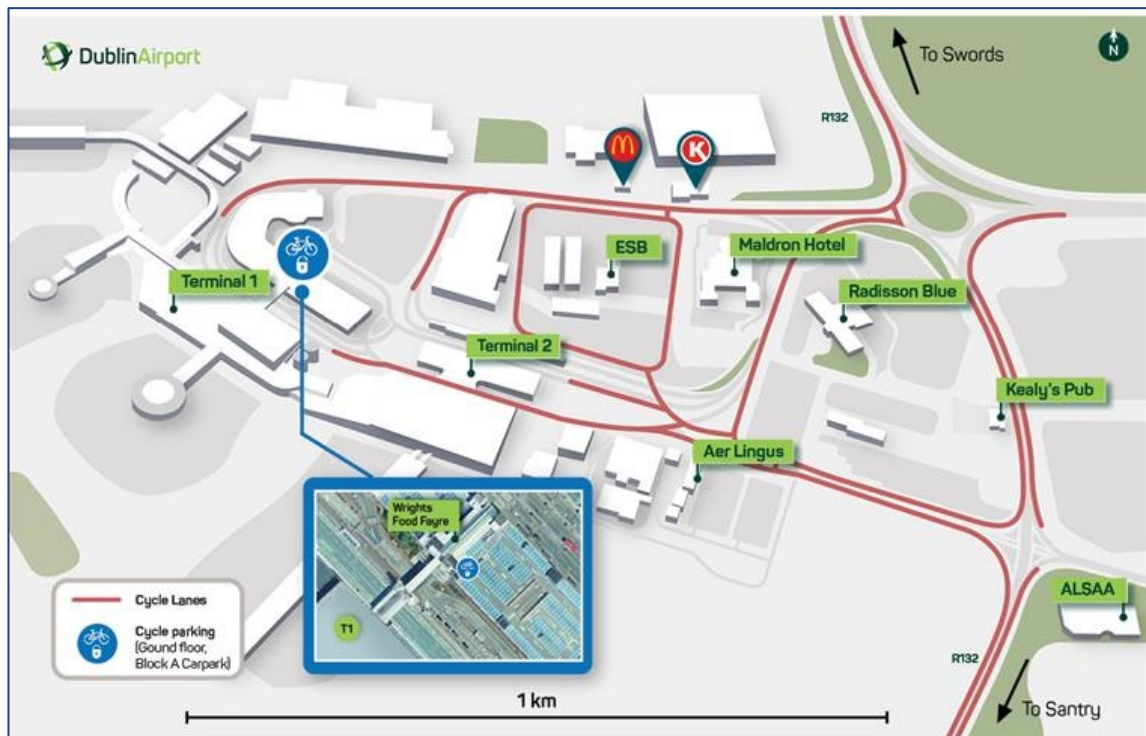


Figure 2: Dublin Airport campus showing cycle lane network

## Cycling infrastructure on campus

Good cycling facilities, especially 'end of trip' facilities, such as secure cycle parking, lockers, showers and changing facilities, are important components of facilitating commuting by active modes.

Over 250 bicycle parking spaces are currently provided at a number of different locations across the airport campus. daa also encourages active travel through the Cycle to Work Scheme (generally known as the Bike to Work Scheme), a tax incentive scheme to encourage employees to cycle to work.

Under the scheme an employer can pay for a new bicycle (including bicycle accessories) and the employee then repays the cost in regular instalments from their gross salary. daa supports Bike to Work, allowing staff to avail of the scheme. Participation in the scheme by other Airport staff is at the discretion of their respective employers.

## Public Transport

daa is committed to providing sustainable travel solutions at the airport and has worked collaboratively with various transport service providers to ensure that the level of bus and coach service provision has grown in response to demand caused by increasing passenger and staff numbers at Dublin Airport. This is reflected in a bus mode share which has remained consistent for the last 10 years as demand has increased.

## Taxi

While passenger mode share for taxis has seen a moderate decline in recent years, the growth in passenger numbers has seen an overall increase in the number of taxi journeys to the Airport.

As such, it remains a key mode of travel for passengers, with drop off facilities provided within the kerb areas to the front of the terminals. A taxi waiting area is provided for taxis waiting to pick up arriving passengers to the rear of Cloghran House

## Parking

Existing passenger parking comprises short-stay and long-stay parking. Short-stay parking is principally provided within walking distance of the terminal buildings in multi-storey car parks.

Long-stay surface car parking is principally located further away from the terminal buildings due to the requirement for large areas of space not readily available in the central area. Dublin Airport's long-stay car parks have good access from the external road network and frequent shuttle connections to the terminal buildings.

Staff parking is dispersed across the campus, reflecting the different zones and dispersed nature of activities. The majority of staff parking is in the eastern part of the campus.

The primary focus of the MMP is the improvement and promotion of sustainable modes of transport and daa is working to facilitate a significant shift to these modes. However, daa also recognises that there are certain factors associated with the nature of airport travel that will always favour the use of car over sustainable modes, including:

- **National catchment** - 40% of Dublin Airport passengers travel to/from areas outside of Dublin and, while there are a range of bus services to and from Dublin City, options for sustainable access from other regional locations are currently more limited.
- **Flight Schedules** – A large volume of flights arrive/depart early in the morning or late at night, outside of the traditional operating hours of bus services.

- **Luggage requirements** – larger parties, travelling with baggage, are difficult to accommodate on public transport.
- **Time sensitivity** – the 'penalty' for a delay associated with a trip to the airport is far more severe than with other types of trip. This is particularly relevant for passengers travelling longer distances from areas outside of Dublin, where travelling by car provides greater flexibility, contingency and control compared to travelling by public transport.
- **Parking for passengers and staff** will therefore continue to be a key mode of travel to the airport, with a range of suitable parking facilities provided for varying requirements. The main focus of this MMP, in terms of parking, will be on managing its demand, and careful provision of future staff car parking.



# 3.0 Existing Travel Patterns

## Passengers

daa’s Customer Insight’s team undertake regular passenger surveys to understand their travel patterns and behaviours. The most recent data from 2022 and 2023 has been used to update the mode shares in this MMP. The bus / coach mode share for passengers has increased since the time of the airport’s first MMP in 2006, quite significantly over the first few years, and then levelling out and remaining fairly consistent at approximately 35% since 2012. Over the same period, there has been a reduction in the combined car (drop-off/pick-up, parking and car rental) mode share.

In 2022 there was a notable reduction in bus / coach mode share and a corresponding increase in car mode share. In 2023, however, their respective mode shares have returned to their pre-COVID levels. Dublin Airport’s combined non-car mode share of 59% compares favourably with other airports, despite its lack of a direct rail link.

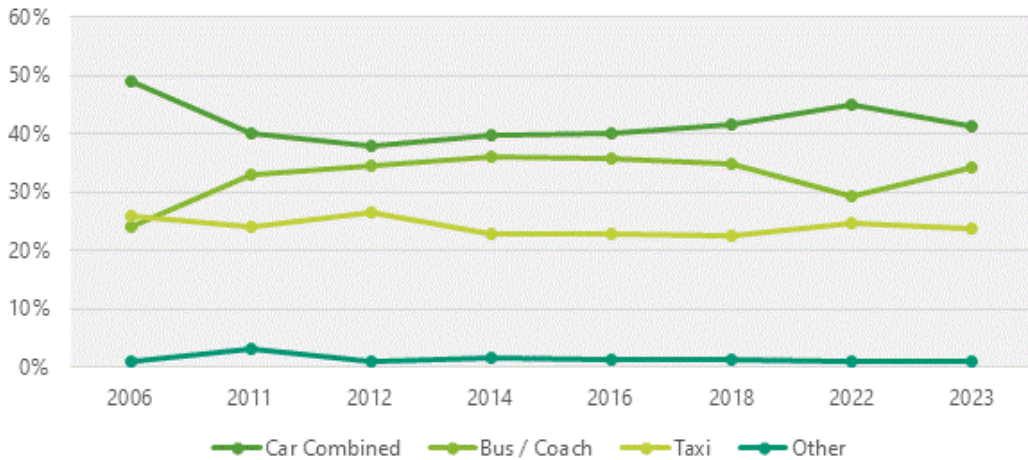


Figure 3 above shows Passenger mode share trends (2006-2023)

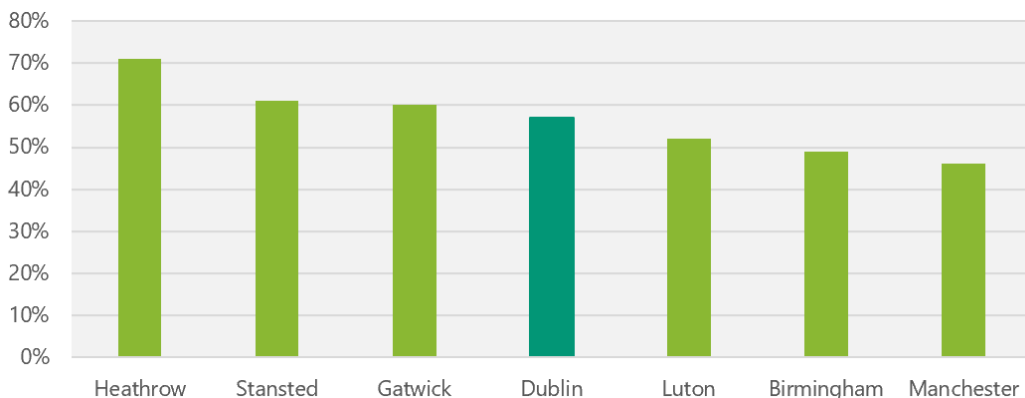


Figure 4 above shows Non-Car Passenger Mode Share – Comparison with UK Airports



The Customer Insights team also collects information on the origins and destinations of passengers travelling through their surveys. The results emphasise the national importance of Dublin Airport, with 40% of passengers who use the airport travelling to/from a location outside of Dublin.

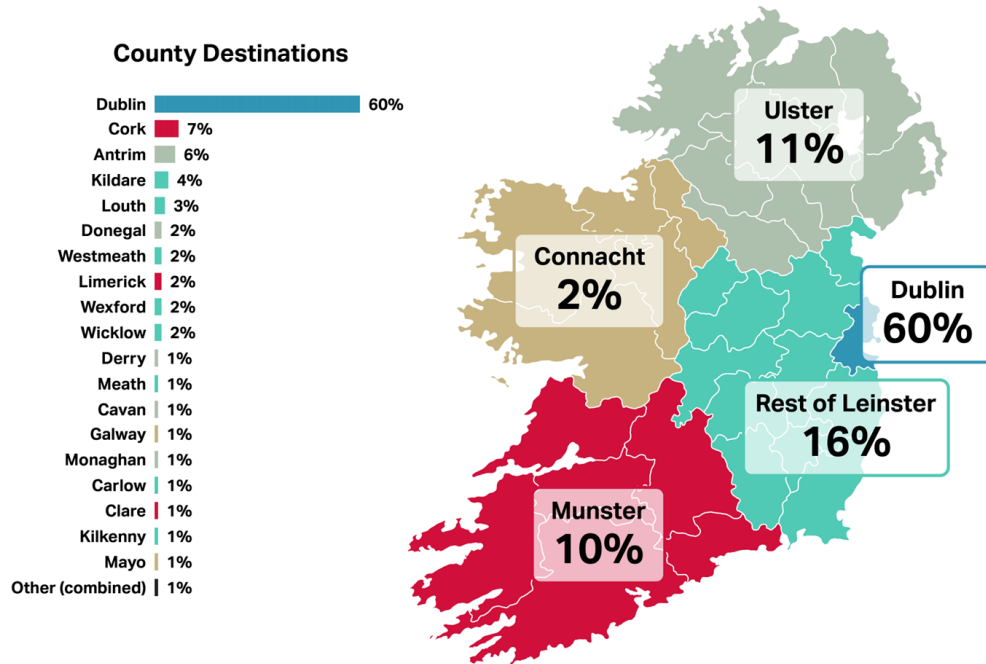


Figure 5: Origins / Destinations of Dublin Airport Passengers

Dublin Airport’s flight schedules can be used to estimate the times that passengers enter and exit the airport.

This is important when trying to determine the surface access impacts and requirements for passengers.



## Staff

daa undertakes regular staff travel surveys to better understand their travel patterns and requirements. The 2023 survey is currently being undertaken but results will not be ready in time for the finalisation of this report. The 2022 survey results have therefore been used to update the staff travel patterns in this MMP.

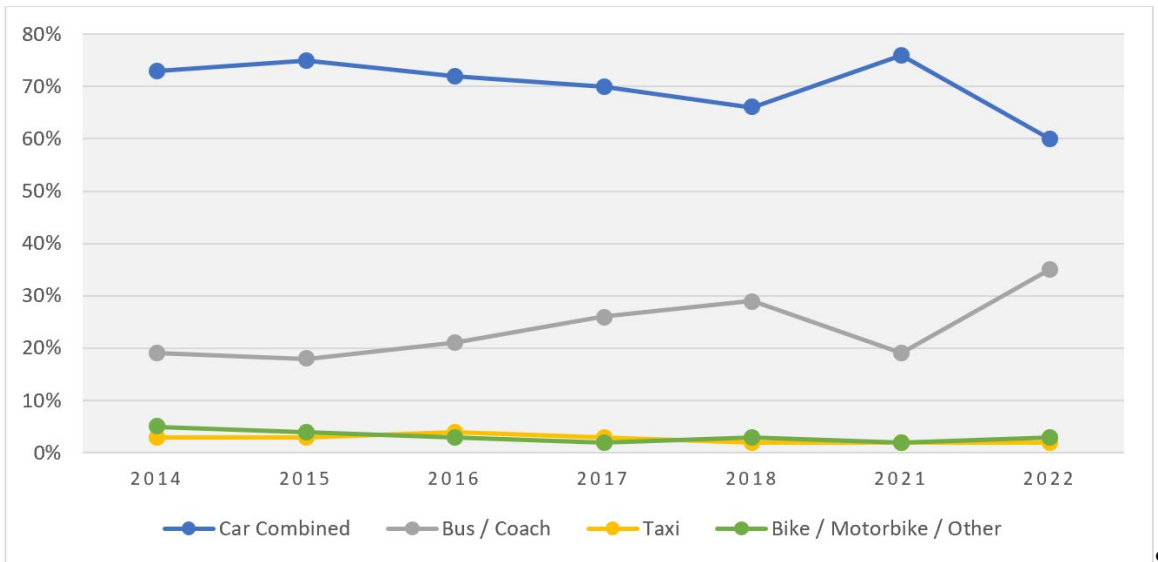


Figure 6: Staff Mode Share Trends (2014 – 2022)

The combined (driver and passenger) mode share for car has reduced significantly over the last 10 years, apart from a spike in between 2018 and 2021, most likely in response to COVID-19, when public transport became a less suitable/desirable mode for many.

With most other modes remaining relatively static over the same time period, the bus / coach mode share mirrors that of the car mode share, with steady continuous growth interrupted by a decline during the pandemic, but bouncing back in the years since.

Until recently, bike, motorbike and 'other' modes were grouped together in the survey reporting and have been included in this way in the above graph, for comparative purposes. Recent years have seen the bike mode share reported separately.

The most recent survey showed that it currently stands at 2%. With the staff survey showing that 35% live within 10km of the airport, this suggests there is significant scope to expand this.

A breakdown of staff origins showed that the majority of Dublin Airport staff travel from Dublin North (61%), with another 12% travelling from a location in Dublin South/West. A further 27% travel from outside of Dublin.

A significant proportion (21%) of staff start work between 00.00 and 06.00, while 40% finish between 18.00 and 00.00. Further emphasising how public transport services may not be running, or running very low frequencies when a large proportion of airport staff are travelling to/from work.

## 4.0 Future Growth

### Growth to 40 mppa

As a condition of the grant of permission for Terminal 2, throughout at Dublin Airport is currently capped at 32 million passengers per annum (mppa) through the terminals. Dublin Airport is planning for growth beyond this to 40mppa, and to support this an infrastructure programme was outlined in the Capital Investment Plan (CIP) 2020+, composed of several elements which include:

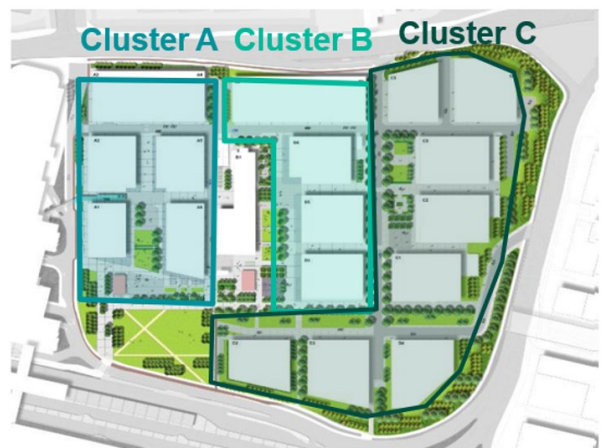
- Improved / expanded floor space within the Airport;
- Increase in the number of aircraft stands;
- Improved / expanded surface transport access to the Airport, improved Public Transport and parking facilities;
- Improved / expanded means of moving passengers between the terminals and the aircraft; and
- Ancillary infrastructure related to services.

A planning application for permission to raise the operating cap to 40mppa, and the infrastructure elements required to do so, will be lodged in December 2023. The application will be supported by an Environmental Impact Assessment Report and Natura Impact Statement.

This Mobility Management Plan which demonstrates how travel demand, by passengers and staff, to the Airport will be managed is therefore an importance reference document for the application.

### Further Development of DAC

In addition to the required infrastructure to cater for growth to 40mppa, the continued development of Dublin Airport Central (DAC) is also planned, as outlined in the FCC DAC Masterplan. The current plans for the DAC development can be seen in **figure below**.



*Figure 7 above: DAC Development Plans*

The promotion of sustainable travel to and from DAC forms an integral part of the development so as not to place undue strain on the external road network. The development and implementation of an MMP in consultation with both TII and NTA was a condition of planning .

As the LAP calls for an overarching MMP for all organisations operating within the Airport campus, this will include DAC

## 5.0 Future Surface Access

### daa proposals

daa will submit a planning application in 2023 to extend the current operating cap at the airport to 40mppa. That application includes a range of surface access measures that are intended to facilitate a further shift away from private car to sustainable modes. These measures include:

**Active Travel** – To provide enhanced connectivity between the internal and external cycle networks, an extension to the internal airport cycle network between Corballis Road North and Naul Road, along Castlemoate Road is proposed. The link will provide a segregated two-way cycle track on the eastern side of Castlemoate Road. The proposal also includes a two-way east-west cycle track link between Castlemoate Road and the R132, as well as a signalised cycle crossing of Naul Road at the junction with Castlemoate Road.

**Bus Facilities** – The anticipated growth in airport passengers, coupled with a planned further shift from car use to public transport will necessitate an increase in the number of bus services to/from the airport. To support this increase a series of improvements to airport bus facilities are proposed.

The most significant proposal is a re-design of the existing GTC to a revised Drive In, Reverse Out (DIRO) layout, to make more efficient use of the current space available and provide an additional 5 bus stands, compared with the existing layout. Bus and coach services, which are currently spread across multiple locations (as noted previously), will be consolidated within the re-designed GTC, improving passenger wayfinding and streamlining pedestrian movements in the vicinity of T1 and the GTC.

A further key aspect of the proposed layout is the segregation of general traffic from bus movements, which will reduce the interaction between buses and traffic entering/exiting the adjacent multi story car parks, allowing for more efficient movement of buses.



*Figure 8 above: Locations of Bus Priority Infrastructure Improvements*

**Remote Staff Parking** - As Dublin Airport continues to develop, staff parking spaces will be lost to the expansion of airport operations within the main campus. Dublin Airport proposes to re-provide for these spaces at a location remote from the main airport campus, keeping the total number of spaces at the same level, i.e. no material increase, despite the proposed growth in airport capacity. This will reduce the number of staff trips on the road network in the direct vicinity of the airport. Frequent shuttle bus services will transport staff to the main campus. Transferring staff on to a bus for the 'last mile' of their journey to work will reduce the overall number of vehicle kilometres travelled by airport staff.

### External Stakeholders

As noted previously, recent policy has seen a shift towards the prioritisation of sustainable modes, particularly in response to the carbon reduction targets outlined as part of CAP23. This is particularly evident in the proposals of the Greater Dublin Area Transport Strategy (2022-2042), which sets out how transport will be developed across the region over the next 20 years.

In the short to medium term, however, there are a number of transport schemes currently planned for delivery by external stakeholders which will see significant improvements to surface access at the airport.

## Bus Connects

One of the most significant public transport schemes in the GDA over the next 10 years is BusConnects. A key element of this programme is a redesign of the bus network in Dublin, that will see a re-organisation of existing services, the introduction of new services and increased frequencies across the network. The introduction of the revised network commenced in 2021 and is being rolled out on a phased basis.



Figure 9: Overview of BusConnects Network Serving the Airport

As well as increased frequencies on Swords road services, BusConnects also proposes a new orbital service connecting the airport to Blanchardstown in the west and Clongriffin in the east, as well as new local services running from the city centre, via Finglas and Ballymun, picking up catchments that are not currently served by bus.

daa is fully supportive of these proposals and is in frequent communication with the NTA regarding the roll out of airport-related services, which is due to commence in 2024 and continue into 2025.

## Swords to Dublin Airport Pathfinder Project

In 2022, the Department of Transport launched the Pathfinder Programme; 35 exemplar transport projects to be delivered by local authorities over a three-year period. Pathfinder projects will demonstrate sustainable travel actions which can be replicated and scaled up across the country. One of these pathfinder projects is the rapid build out of the cycle network in Swords, providing improved cycle connectivity to the airport. This will then be further enhanced when the BusConnects Swords CBC scheme is complete.

daa fully supports this project, and is in regular communication with Fingal County Council and their appointed designers to ensure adequate connectivity between this route and the internal airport cycle network.

## 6.0 Progress to date

- 2021** – Dublin Airport appointed a full time mobility manager, with responsibility for overseeing the implementation of the interventions outlined in the MMP. The mobility manager’s roles included coordinating overall delivery, communication, monitoring and evolution of the MMP. They were also responsible for coordination of existing transportation services, planning for future public transportation needs, developing new transportation services; and promoting available transportation resources.
- 2022** – A three-day Cycle Clinic event was held to promote the use of sustainable modes among staff. Visitors to the event could avail of a free bike service. Suppliers from local public hire bikes were also on site to answer questions from staff and a local bike shop provided displays of sample packages that can be availed of through the Cycle to Work scheme
- daa formalised its **Flexible Working Policy**. Staff now have the opportunity to work from home two days a week, thereby reducing the amount of vehicle kilometres travelled.
- Dublin Airport achieved ‘**Silver Cycle Friendly Employer Accreditation**’ from the European Cyclist Federation, with a target of achieving Gold accreditation by the end of 2024.
- New **cycle parking facilities** were installed for public use at a number of strategic locations on campus.
- The TFI Journey Planner was embedded on the bus services page on dublinairport.com.
- Successful funding applications were made to the NTA Active Travel Team for a **shared on-site cycling scheme** and for a cycle locker scheme – for development and design in 2023.
- The Airport’s ‘Future Factory’ team piloted a ‘**free lift to and from work**’ scheme for staff who need to arrive at the airport in the early morning (03.00 – 06.00). The scheme provided two inbound and two outbound trips per day and generated considerable interest from stakeholders.
- 2023** – A wayfinding audit was undertaken to identify opportunities to enhance the user experience, and improve airport wayfinding for both pedestrians and cyclists. This was in response to feedback from passenger surveys that showed some passenger dissatisfaction with information provided at the airport, as well as anecdotal evidence from staff who say they are frequently stopped by passengers looking for directions or information.

This included an innovative use of video goggles, to record the experience of a passenger as they moved through the airport facilities, both airside and landside. It will be used to identify key decision points and locations where wayfinding may be lacking / require improvement.

The wayfinding audit made recommendations for ‘quick fixes’, with the immediate focus being on upgrading existing signage. Measures to remedy the findings from the audit will be undertaken in 2024.
- Development commenced on **new/enhanced walking routes**, between services and business based on the airport campus, which will benefit staff health and wellbeing
- Established a new set of staff commute principles for the campus. These principles define a new approach to staff parking that will include, relocation of staff parking away from the main campus and improvement and modernisation of the permit management system.
- Dublin Airport’s **Electric Vehicle (EV) Policy** was prepared. The document examines the status of the EV nationally and internationally, and sets out the proposed roll out of EV charging infrastructure in the context of current constraints. This policy represents a pragmatic first step towards EV roll out providing flexibility for future technological advances.

# 7.0 Mobility Management Measures

<p>Long-Term Vision for Dublin Airport Mobility Management</p>	<ul style="list-style-type: none"> <li>• A vision for the entire campus which includes both passenger and staff travel</li> <li>• Phased plan for implementation with focus on early interventions, plus integration with the 40 MPPA airport surface access plan</li> <li>• Publication of Surface Access Strategy</li> </ul>
<p>Stakeholder Engagement</p>	<ul style="list-style-type: none"> <li>• Internal buy-in to the MMP scope and implementation plan</li> <li>• Proactive collaboration with external stakeholders on improvement of travel alternatives</li> </ul>
<p>Review Passenger and Staff Demand Management Measures</p>	<ul style="list-style-type: none"> <li>• Commence the process of review of the staff parking permit scheme and introduction of alternative technology management solutions</li> </ul>
<p>Improve the Alternatives to Car Travel</p>	<ul style="list-style-type: none"> <li>• Bus services and infrastructure, plus cycling infrastructure and supporting facilities</li> <li>• Flexible working arrangements</li> <li>• Behavioural Change Campaign</li> </ul>
<p>Adopt a Robust Monitoring Framework</p>	<ul style="list-style-type: none"> <li>• Commence the process of establishing a comprehensive monitoring framework</li> <li>• Secure process for reward of positive change</li> </ul>

## Next Steps

This MMP outlines daa’s approach to promoting sustainable modes for passengers and staff travelling to and from the airport. There has been a significant shift in the landscape of sustainable travel since the last MMP update in 2021, characterised by recent policy directions that prioritise sustainable modes. This, coupled with daa's commitment to promoting sustainable travel to / from the airport, means that the three year period covered by this MMP will see significant developments in terms of sustainable surface access at the airport.

In the short-term, daa will continue to work with the NTA and FCC to ensure the successful delivery and integration of the BusConnects and Swords to Dublin Airport Pathfinder projects. The Dublin Airport Mobility Manager will commence and continue the roll out of the short-term interventions outlined in the document, while commencing planning on the medium and longer-term items. These activities will be supported by ongoing research monitoring to ensure targeted responses to identified issues and to identify the success of the interventions.



### **More information**

To find out more information on our Mobility Management Plan, please visit the Dublin Airport website:  
[www.dublinairport.com/corporate/corporate-social-responsibility/mobility-management](http://www.dublinairport.com/corporate/corporate-social-responsibility/mobility-management)