Runway and Dublin Airport Central

Presentation by daa to Engineers Ireland Roads & Transportation Society

John Heffernan, Chief Development Officer

21st September 2016
Contents

1. Overview of Dublin Airport

2. Runway overview

3. Dublin Airport Central

4. Dublin surface access strategy and mobility plan

5. Conclusion & Q&A
Our Purpose & Vision

To connect Ireland with the World

We will be airport industry leaders – growing our business by delivering great service and value for airlines, passengers and business partners

Our Purpose

Create an outstanding shopping experience every time

click for ARI

Our Vision

We will deliver the best shopping experiences for our customers and value for our partners

Dublin Airport

Our Purpose

Deliver an outstanding airport experience for airlines and passengers

Our Vision

We will be the best performing airport in Europe

Cork Airport

Our Purpose

Connect the south of Ireland with the world

Our Vision

We will compete and grow as the airport of choice in Munster for passengers and airlines

daa International

Our Purpose

Use our expertise to unlock value for airport investors

Our Vision

We will be the first choice operator on airport transaction
27.5 million passengers

DUBLIN-LONDON

No. 1
BUSIEST ROUTE IN EUROPE
& No. 2 IN THE WORLD

+14% passenger growth versus previous period

34 Airlines

15,700 jobs directly supported by Dublin Airport

+2,200 departing flights per week

14th best connected airport in Europe

Over 180 destinations

Source: Dublin Airport July 2016,
Rapid recovery ... five years of consecutive growth to 25 M in 2015

Source: Dublin Airport 2016

We currently estimate our LE to be over 27M for 2016
Abolition of Air Travel Tax in 2014

Ryanair growth existing and new routes

Competitive short haul fares

Traffic Growth 50 new routes/svcs extra capacity on existing routes, 9 new airlines

Transatlantic growth new routes, new and existing operators

Transfer Growth 900,000 passengers in 2015
Continuing Growth with 14 new Routes & Services 2016

- Athens – Greece
- Cancun – Mexico
- Cluj – Romania
- Hamburg – Germany
- Hartford, Connecticut – USA
- LA – USA
- Montego Bay – Jamaica
- Montpelier – France
- Newark, New York – USA
- Pisa – Italy
- Sofia – Bulgaria
- Vancouver – Canada
- Vigo – Spain
- Murcia – Spain
Dublin in 1996

Limited Presence in North America Only
Dublin Airport – 2016 North American Network

Significant growth in coverage in 2016

Plus Dubai, Abu Dhabi and Addis Ababa
Dublin Targets for the Future
Further North American Expansion plus Important links to currently developing Markets
Continuing Growth - Summer Demand

- This year, all weeks between the 15th May and 2nd October will be busier than the peak week in summer 2015.

- During summer 2016 there will be multiple hours across the day where demand exceeds capacity.
  - **Full or nearly full for arrivals at 0900, 1000, 1200, 2000 and 2300 (all local).**
  - **Full or nearly full for departures at 0600, 0700 and 1600 (local).**

- 80% of slot times allocated to airlines for take-off and landing between 5am and midnight will be fully utilised
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North Runway Location
North Runway History goes back to the 1970’s

- 1970’s – Now Incorporated in successive County Development Plans
- 2005 Planning application lodged
- 2007 Permission granted
- 2008 Passenger numbers reach 23.4m
- 2009 Runway project put on hold
- 2009-2010 Passenger numbers fall by 5 million
- 2011-2012 Fragile return to passenger growth +2%p.a.
- 2014 Passenger growth of 8%
- 2015 Passenger Growth of 15% reaching 25 million
- 2015 National Aviation Policy endorses Runway Development
- 2016 daa announce decision to proceed with North Runway

“The process to develop the second runway at Dublin Airport will commence, to ensure the infrastructure necessary for the airport’s position as a secondary hub and operate to global markets without weight restrictions is available when needed.”

National Aviation Policy 2015
Potential to Connect, Compete and Grow

The provision of North Runway is key to developing Dublin Airport’s network:

- **Increased runway capacity** at peak times to cater for increasing demand
- **Longer runway to cater for new long-range destinations**, allowing for new routes and airlines
- Extended **global connectivity** (e.g. Asia, Dublin-China)
- Further development as a **European gateway to the US**

By 2043, the new runway will facilitate:

- 31% increase in connectivity
- **€2.2bn** growth in GDP
- **31,200** new jobs (7,000 of those by 2023; 1,200 during development)

Good land use planning

- Construction on daa lands
- Approaches largely free of development
North Runway Technical Details

- Parallel to the existing Runway 10/28
- Separation between the centrelines of 1690m.
- Catering for CAT III B operations.
- 60m wide plus shoulders of 7.5m each side of runway
- Served by a parallel taxiway to the south, with a minimum runway/taxiway separation of 190m.
- Rapid exit taxiways (RETs) to serve each runway direction, catering for 90% of aircraft movements
- Simple taxiway routings, to reduce confusion, congestion and unnecessary additional routing.
- Taxiways designed to Code F standards.
- Precision Approach Category III airfield and approach lighting
- A secondary RFFS satellite station
- A perimeter road with a 6m carriageway
Comparison of Population Density in Vicinity of Dublin & Heathrow (wide view)

Source for London Airports: Google Maps
Population Density within 8.4kms east of Heathrow
(similar distance from Dublin Airport to the east coast)
Comparison of Population Density in Vicinity of Dublin &

Source for London Airports: Google Maps
There are far fewer residents living close to Dublin than at Heathrow or Gatwick.

Residents within 60 dB $L_{\text{day}}$ Contour – 2014

<table>
<thead>
<tr>
<th></th>
<th>LHR</th>
<th>LGW</th>
<th>DUB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Count</td>
<td>121,800</td>
<td>1,500</td>
<td>800</td>
</tr>
</tbody>
</table>

Sources:
- Noise Exposure Contour for Gatwick Airport, 2014, UK Civil Aviation Authority
- Noise Exposure Contour for Heathrow Airport, 2014, UK Civil Aviation Authority
- Noise Contour Report for Dublin Airport 2014, Bickerdike Allen Partners for daa
This is reflected in the much lower number of houses within the noise contours.

Houses within 60 dB $L_{day}$ Contour – 2014*

*Excludes businesses

Note: 60dB is equivalent to normal conversation; 63 dB is commonly used as a threshold for noise mitigation to dwellings and other noise sensitive buildings such as schools

Sources:
- Noise Exposure Contour for Gatwick Airport, 2014, UK Civil Aviation Authority
- Noise Exposure Contour for Heathrow Airport, 2014, UK Civil Aviation Authority
- Noise Contour Report for Dublin Airport 2014, Bickerdike Allen Partners for daa
And in the lower number of complaints received

Noise Complaints per 1000 Movements*

*Note that the above figures can be difficult to compare based on the individual factors at play at each airport, and also that complaints can vary depending on the year in question. For example in 2014, LGW and LHR were undergoing a number of route trials.

Sources:
Heathrow & Manchester Airport Websites
The runway at Dublin is cheaper than the proposed runways in London or the Runway Previously Constructed at Manchester.

### Comparison of equivalent runway costs (€bn)

- **LHR**: €8
- **LGW**: €4.8
- **Manchester**: €0.4
- **DUB**: €0.32

**Sources:**

Project is far cheaper than UK equivalents

Comparison of equivalent runway costs ($bn)

- LHR: €8
- LGW: €4.8
- Manchester: €0.4
- DUB: €0.32

Cost remunerated within the regulatory framework and financed internally via debt and retained earnings.

Sources:
Key Phases in Project Plan

2016

- Project Announcement

2017

- North Runway Construction Package 1
- North Runway Construction Package 2

2018-2020

- Runway Commissioning
- Runway Operational

Note: based on best information available as at April 2016 - may be subject to change
We are Addressing Onerous Conditions

- **Condition 3(d) prohibits use of North Runway for landings and take-offs between the hours of 2300 to 0700.**
- **Condition 5 states that, on completion of construction of the new runway, the average number of night time aircraft movements at the airport shall not exceed 65/night (between 2300 and 0700).**
- Currently have c 100 movements during those hours
- Negative impact on
  - development and growth of short-haul based-aircraft services requiring 0600 hour departures and late evening arrivals
  - development of long-haul services (eg, transatlantic routes) requiring early morning arrivals
  - opportunities for flight connections and the development of Dublin Airport as a hub
- Currently considering how best to address
Addressing Onerous Conditions

- 31 conditions attached – 2 of which are considered onerous
  - New runway not usable between 23:00hrs and 07:00hrs
  - Restriction of 65 movements applied to airport between 23:00hrs and 07:00hrs
  - Currently have c 100 movements during those hours

![Image of Annual Traffic Impact chart]

- Negative impact on
  - development and growth of short-haul based-aircraft services requiring 0600 hour departures and late evening arrivals
  - development of long-haul services (e.g., transatlantic routes) requiring early morning arrivals
  - opportunities for flight connections and the development of Dublin Airport as a hub
Key Mitigation Measures – To be submitted and agreed with FCC

• Voluntary Dwelling Purchase Scheme (≥ 69dB)
  • No CPO
  • Honour commitments made in previous correspondence to residents - those previously offered the scheme will also be eligible
  • 20% more than the current market value of each house; market value will be calculated as if the North Runway was not being built.
  • Seeking input from eligible community groups

• Residential Noise Insulation Scheme (≥ 63dB)
  • Offering to 40% more houses than required by planning

• Schools Insulation Scheme (≥60dB)
  • Schools and registered pre schools

• Other measures include
  • Compensatory habitat
    • Creation of 3 Ha of parkland
    • Creation of 8 Ha of replacement habitat for any possible displaced wildlife
  • Relocation of engine testing area
  • Enhanced drainage system
We are working closely with the local Communities

- €2.6m invested in community projects in last 10 years
- New independently administered community fund to be set up
- Dedicated community liaison team
- Open door policy for neighbours and local residents

Intensive Engagement since project launch
- Dublin Airport Environmental Working Group (formerly DASF)
- St. Margaret’s Concerned Residents
- Portmarnock Community Association
- Cloghran Residents
- Meetings with Santry, Swords, Knocksedan residents
- One to one meetings with individuals
- Briefings with local representatives
- Presentations to Fingal Council Meeting
- Dedicated website
- Information leaflet dropped to over 30,000 homes
- Public consultation and information events In June/July, 500 attendees
- New St Margaret’s Community Liaison Group established
Summary

- Project is well advanced and urgently needed to deal with near term capacity constraints

- Significant economic and connectivity benefits for Ireland

- Developed within daa’s own land bank at a fraction of the cost and disruption incurred at other airports

- €74m more than regulatory allowance due to construction inflation and required additions, however still dramatically cheaper than other comparable runway projects

- Extensive mitigation activities planned, in excess of planning requirements, despite far fewer people impacted than at other airports

- Seeking to address onerous and unwarranted planning conditions
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Dublin Airport has an existing land bank of 2,500 acres and we are looking at a 70 acre site for Dublin Airport Central.

daad have acquired 70 acres from ‘Regulatory Till’ to facilitate commercial development of Dublin Airport Central.
In 2011 FCC re-designated the Central Area as ‘HT’ subject to completion of a Masterplan

High technology zoning provides for:

- Research, development & innovation of high technology
- High technology manufacturing type employment
- High quality and landscaped environment

Extract from the Fingal County Development Plan 2011-2017 with the Dublin Airport Central Area highlighted in purple

Zoned Core Aviation
Zoned High Technology
Dublin Airport Central will offer seamless connectivity for a unique proposition for Ireland

• Global connectivity 70% of International travel in/out Ireland through Dublin Airport

• Dublin Region connectivity

• Terminal connectivity within 500m

• Economic connectivity as a hub for commerce and innovation

• IT connectivity and on site network
Schiphol Airport is the exemplar international benchmark

- Part of an Airport city with 60,000 employees and 544 companies
- 65,000m² in WTC and 5,500 car spaces
- Project includes offices, shops, restaurants, hotels, culture, medical care and relaxation
- Walking distance to terminal and transportation hub
In 2013, we appointed an international team led by KCAP to complete a Masterplan for the 70 acre site

### The Team

- **KCAP Architects & Planners**
- **McGarry Ni Eanaigh Architects**
- **Atelier Dreiseitl**
- **ARUP**
- **bannon**
- **SL&A**

### Terms of Reference

1. Commercial Economic Market Analysis
2. Masterplan Baseline Review
3. Preliminary Masterplan Proposals
4. The Preferred Option
5. Final Masterplan
There could be up to 300,000m$^2$ of development across the full 70 acre site (3 zones)

Zone 1: 150,000m$^2$
Zone 2: 100,000m$^2$
Zone 3: 50,000m$^2$
Total: 300,000m$^2$
March 2016 - FCC published Dublin Airport Central Masterplan which facilitated development of 77,000m² of commercial development.
Former Aer Lingus Head office has been regenerated as first part of Dublin Airport Central

- Regenerated to grade A LEED Gold Standard
- ESB International anchor tenant for single let (8,300m²)
- Working closely on promoting and implementing Workplace travel Plan
- Bicycle parking and centralised public transport hub
- High quality urban realm with flexible uses

We have c.200 spaces for 600 employees so Workplace Travel Plan is key to the success of transport challenges
Development will commence between the ESB International head office building and Terminal 2 – 450,000sqft
We have received planning permission for 4x Grade A, LEED Gold offices surrounded by city gardens

- 4 office buildings between 6&7 storeys – Grade A / LEED Gold
- Ground floor café within first building
- Outdoor F&B Pavillion
- Terminal link to T2
- Multi-storey car parking
- Bicycle parking and centralised public transport hub
- High quality urban realm with flexible uses
We have worked very closely with TII, NTA & FCC ensure a balanced approach to the transport for the development.

Three Separate Traffic Modelling Tasks:

Strategic Traffic Modelling

1. VISUM Traffic Modelling (Transport Infrastructure Ireland)
   i. Proposed Development
   ii. Zone 1 Development

2. SATURN Traffic Modelling (National Transport Authority)

Micro simulation Traffic Modelling

3. VISSIM Traffic Modelling
Traffic Modelling for the Development of c.42,000m² in TII model showed no material impact on the junctions

**TII – Penalised VISUM Traffic Model – Year 2018**

<table>
<thead>
<tr>
<th>Route</th>
<th>Direction</th>
<th>Capacity</th>
<th>Base</th>
<th>With Dev</th>
<th>Capacity Ratio</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>M50 (West of Ballymum Interchange)</td>
<td>Eastbound</td>
<td>7600</td>
<td>4693</td>
<td>4828</td>
<td>64%</td>
<td>3%</td>
</tr>
<tr>
<td></td>
<td>Westbound</td>
<td>7600</td>
<td>4552</td>
<td>4559</td>
<td>60%</td>
<td>0%</td>
</tr>
<tr>
<td>M50 (East of Ballymum Interchange)</td>
<td>Eastbound</td>
<td>7600</td>
<td>3785</td>
<td>3904</td>
<td>51%</td>
<td>3%</td>
</tr>
<tr>
<td></td>
<td>Westbound</td>
<td>7600</td>
<td>4325</td>
<td>4340</td>
<td>57%</td>
<td>0%</td>
</tr>
<tr>
<td>M1 (South of Airport Interchange)</td>
<td>Northbound</td>
<td>7600</td>
<td>3843</td>
<td>4087</td>
<td>54%</td>
<td>6%</td>
</tr>
<tr>
<td></td>
<td>Southbound</td>
<td>7600</td>
<td>5434</td>
<td>5473</td>
<td>72%</td>
<td>1%</td>
</tr>
<tr>
<td>M1 Link Road</td>
<td>Eastbound</td>
<td>4200</td>
<td>1068</td>
<td>1108</td>
<td>26%</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td>Westbound</td>
<td>4200</td>
<td>1967</td>
<td>2239</td>
<td>53%</td>
<td>14%</td>
</tr>
<tr>
<td>M1 (North of Airport Interchange)</td>
<td>Northbound</td>
<td>5400</td>
<td>2671</td>
<td>2733</td>
<td>51%</td>
<td>2%</td>
</tr>
<tr>
<td></td>
<td>Southbound</td>
<td>5400</td>
<td>5161</td>
<td>5250</td>
<td>97%</td>
<td>2%</td>
</tr>
<tr>
<td>R132 (North of Airport)</td>
<td>Both Directions</td>
<td>5000</td>
<td>2391</td>
<td>2399</td>
<td>48%</td>
<td>0%</td>
</tr>
<tr>
<td>R132 (South of Airport)</td>
<td>Both Directions</td>
<td>2800</td>
<td>1787</td>
<td>1851</td>
<td>66%</td>
<td>4%</td>
</tr>
</tbody>
</table>

**Biggest concerns were the impact on the M50**
This correlated very similarly in the NTA Saturn Model

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Capacity</th>
<th>BASE</th>
<th>WITH DEV</th>
<th>Capacity Ratio</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>M50 (West of Ballymum Interchange)</strong></td>
<td>Eastbound</td>
<td>8400</td>
<td>6080</td>
<td>6282</td>
<td>75%</td>
<td>3%</td>
</tr>
<tr>
<td></td>
<td>Westbound</td>
<td>8400</td>
<td>5741</td>
<td>5749</td>
<td>68%</td>
<td>0%</td>
</tr>
<tr>
<td><strong>M50 (East of Ballymum Interchange)</strong></td>
<td>Eastbound</td>
<td>8400</td>
<td>5178</td>
<td>5293</td>
<td>63%</td>
<td>2%</td>
</tr>
<tr>
<td></td>
<td>Westbound</td>
<td>8400</td>
<td>5339</td>
<td>5353</td>
<td>64%</td>
<td>0%</td>
</tr>
<tr>
<td><strong>M1 (South of Airport Interchange)</strong></td>
<td>Northbound</td>
<td>7290</td>
<td>5035</td>
<td>5257</td>
<td>72%</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td>Southbound</td>
<td>9000</td>
<td>6240</td>
<td>6218</td>
<td>69%</td>
<td>0%</td>
</tr>
<tr>
<td><strong>M1 Link Road</strong></td>
<td>Eastbound</td>
<td>3800</td>
<td>1932</td>
<td>1934</td>
<td>51%</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Westbound</td>
<td>5400</td>
<td>2279</td>
<td>2506</td>
<td>46%</td>
<td>10%</td>
</tr>
<tr>
<td><strong>M1 (North of Airport Interchange)</strong></td>
<td>Northbound</td>
<td>7290</td>
<td>3815</td>
<td>3859</td>
<td>53%</td>
<td>1%</td>
</tr>
<tr>
<td></td>
<td>Southbound</td>
<td>7290</td>
<td>5366</td>
<td>5391</td>
<td>74%</td>
<td>0%</td>
</tr>
<tr>
<td><strong>R132 (North of Airport)</strong></td>
<td>Both Directions</td>
<td>5080</td>
<td>2984</td>
<td>2981</td>
<td>59%</td>
<td>0%</td>
</tr>
<tr>
<td><strong>R132 (South of Airport)</strong></td>
<td>Both Directions</td>
<td>5080</td>
<td>1889</td>
<td>1995</td>
<td>66%</td>
<td>6%</td>
</tr>
</tbody>
</table>
Both Traffic Models show all links to be within Capacity in 2018 following completion of the Proposed Development

• At TII’s request, we penalised the model to reduce
  • M50 Capacities from 8,400 cars per direction per hour to 7,600
  • M1 (north of airport) from 7,290 cars per direction to 5,400
• Overall, the first development of four buildings c.41,000m² does not have a significant impact on either the M50 or the M1 in morning or evening peak, as the slides show:

  In 2018:
  • M50: Impact on the worst of am/pm and east/west is 3% (am in easterly direction and pm in westerly direction)
  • M1: Impact on worst of am/pm and north/south is 6% (am in northerly direction)
VISSIM Traffic Modelling Results for Micro-simulation of the Airport Campus was also undertaken

- Local Road Network and Internal Junctions assessed.
- The Swords to City Centre proposals included in the assessment.
- Modifications to the Airport Roundabout traffic signals required (in line with BRT proposals)
- Cloghran Roundabout to be upgraded in line with BRT proposals.

Assessment indicates existing junctions have sufficient capacity to accommodate proposed development.
We then looked at the access routes to the development to minimise the impact on the airport passenger.

1. The primary entry point will be at the Maldron Hotel serving traffic from the Airport Roundabout.

2. The secondary vehicular access point will be provided at the entry to the Terminal 2 MSCP serving traffic coming from Corballis Road South.

3. A single exit point will be provided from the development at the existing Corballis Avenue/North Corballis Road signalised junction.
Connectivity to transport links is key to the success of the development with restrictions on car parking

1. Access between the Ground Transport Centre and the proposed development via the Terminal 2 forecourt.

2. A high level pedestrian link connecting the office buildings directly with Terminal 2.

3. The provision of a central pedestrian courtyard and garden.

4. The provision of a footpath connection to the north-west to connect with the bus stops along North Corballis Road and the existing campus services provided along the North Corballis Road.
Car Parking Provision averages a space per 57m²

- Based on the Fingal County Council Dublin Airport Central Masterplan

<table>
<thead>
<tr>
<th>Threshold</th>
<th>Gross External Floor Area (m²)</th>
<th>Rate</th>
<th>Number of Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>17,797 m²</td>
<td>1 space per 47m²</td>
<td>379</td>
</tr>
<tr>
<td>2</td>
<td>13,500 m²</td>
<td>1 space per 59m²</td>
<td>229</td>
</tr>
<tr>
<td>3</td>
<td>12,089 m²</td>
<td>1 space per 90m²</td>
<td>134</td>
</tr>
<tr>
<td>Total</td>
<td>43,386 m²*</td>
<td>1 space per 57m²</td>
<td>742</td>
</tr>
</tbody>
</table>

*Car Parking requirement based on Gross External Floor Area which is slightly larger than Gross Floor Area.

- 694 spaces provided in the Cluster A Multi Story Car Park
- 48 spaces provided in a surface car park

We need to be innovative in our approach to changing the reliance on cars for transport
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Dublin Airport published an update to the MMP in 2015 with favourable trends for both passengers and employees.

Passenger travel in private vehicle is decreasing.

<table>
<thead>
<tr>
<th>Transport Mode</th>
<th>Mode Share 2006 (%)</th>
<th>Mode Share 2011 (%)</th>
<th>Mode Share 2012 (%)</th>
<th>Mode Share 2014 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car – Private</td>
<td>44</td>
<td>40</td>
<td>34</td>
<td>33</td>
</tr>
<tr>
<td>Car – Rental</td>
<td>5</td>
<td>-</td>
<td>4</td>
<td>4.5</td>
</tr>
<tr>
<td>Bus</td>
<td>24</td>
<td>33</td>
<td>34.5</td>
<td>36</td>
</tr>
<tr>
<td>Taxi</td>
<td>26</td>
<td>24</td>
<td>26.5</td>
<td>22</td>
</tr>
<tr>
<td>Bicycle, Motorbike, Other</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>4.5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100</strong></td>
<td><strong>100</strong></td>
<td><strong>100</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

Table 2.1: Passenger Mode Share
Sources: Aer Rianta Survey 2005; NTA Survey 2011; daa surveys 2012, 2014

We have used the employee mode share 2014 as baseline for improvement in Dublin Airport Central.

<table>
<thead>
<tr>
<th>Transport Mode</th>
<th>Mode Share (%) 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car – Private (driver)</td>
<td>67</td>
</tr>
<tr>
<td>Car – Private (passenger)</td>
<td>6</td>
</tr>
<tr>
<td>Bus</td>
<td>19</td>
</tr>
<tr>
<td>Bicycle, Motorbike</td>
<td>4</td>
</tr>
<tr>
<td>Taxi</td>
<td>3</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

We are working with NTA on initiatives to improve modal shares in favour of public transport.
We estimate half of Dublin Airport Central staff live within a 60 minute public transport journey

<table>
<thead>
<tr>
<th>Distance</th>
<th>Catchment</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-3 kms</td>
<td>2%</td>
</tr>
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<td>3-5 kms</td>
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<td>5-10 kms</td>
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<td>10-30 kms</td>
<td>36%</td>
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<td>&gt; 30 kms</td>
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Dublin Airport Central

- Future Staff will be attracted to live close to the Airport
  - **Swords** is 20-30 minutes by bike or public transport
  - **Santry** is 20 minutes by bus and only 15 minutes by bike
  - **Dublin City Centre** is 40 minutes by bike and just over 30 minutes by public transport
There are 3-key pillars to the workplace Travel plan for Dublin Airport Central

1. We are including secure bike storage and shower facilities within the offices

2. We are seeking improvements to public transport and intensifying some routes introduction of new 757 route and also JJ Kavanagh from Skerries to DCU

3. We have restricted parking and are already working with ESB Internaitonal in smart ways to manage car spaces eg car sharing

4. DAP are also looking at rostering staff from similar address codes for to develop car sharing model
We will provide providing amenities and incentives for those who Cycle, Walk or Run to work

Healthy Breakfast
  • Free Breakfast to any one walking or cycling to work

Cleaning Service
  • Free Towels available for walkers/runners
  • Dry Cleaning/ Laundry service available within the Airport Campus

Promotional Measures
  • Promote and encourage participation in the NTAs ‘Cycle to Work’ scheme;
  • Set up a Bicycle Users Group within the Dublin Airport Campus;
  • Organise annual events to promote cycling within the organisation (i.e. bike repairs, group cycle events, National Bike Week, etc.);

Tax-Saver Tickets
  • Promote and provide the option of ‘Tax-Saver’ public transport tickets to staff.

Centrally Managed Leap Cards
  • Provide free public transport for business use through centrally managed Leap cards;

Real-Time Information Screens
  • Provide real time information screens in the foyer for each office to assist staff plan their journey to and from work;
We are working closely with bus / coach operators and NTA to improve Public Transport

**Swords to City Centre Swiftway**
- Direct Service to Dublin Airport
- High Quality/ High Frequency Services

**Fingal/ North Dublin Transport Study**
- Premium Service direct to Dublin Airport
- Integration with other transport services

_Dublin Airport is the busiest public transport hub in Ireland_
A variety of programmes will be trialled to reduce the reliance on car usage

**Car Park Access**

- Car parking at Dublin Airport Central will be restricted.
- All staff wishing to use the car park must register their car on an annual basis in order to gain access to the car park;

**Car Sharing**

- The existing car sharing scheme (utilising the NTA car sharing portal (www.carsharing.ie)) in operation within the Airport is to be re-launched and staff of Dublin Airport Central will be invited to participate.

**Car Pool**

- A ‘Go-Car’ base will be provided within the Airport Campus and each operator will set up a business account with the company to facilitate business trips.
In summary … conclusions TBC

- We have the land available and within our control

- We will develop the compelling proposition with start of former HOB and first phase of new buildings

- We have a vision which elevates us onto the international Airport City platform
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