NTA
Údarás Náisiúnta Iompair
National Transport Authority

State Airports Passenger Survey
2022

Final Report
December 2023

Acknowledgement

Contents

1. Introduction

1.1 Background to the Survey

In November 2022, the National Transport Authority (NTA), in conjunction with the daa (formerly known as the Dublin Airport Authority) and the Shannon Airport Authority (SAA), conducted surveys of air passengers at departure gates at the three state-owned Airports: Dublin, Cork and Shannon.

The research required information to be captured from two distinct types of passengers; passengers who live in the Republic of Ireland and Northern Ireland ('Resident') and are travelling out of the country, and passengers who reside outside of Ireland ('Visitors'), have been in Ireland and are now returning home. Similar research was conducted by the National Transport Authority in both 2011 and 2016. A summary of the total number of surveys at each airport by iteration is outlined below:

Number Surveyed	2022	2016	2011
Dublin	4,153	5,000	12,007
Cork	877	500	-
Shannon	533	500	-
TOTAL	**5,563**	**6,000**	**12,007**

Table 1: Number of Passengers Surveyed in 2022, 2016 & 2011

The 2022 survey took into consideration the changes in the airport environment, including the impact of Covid-19 and Brexit, as well as the introduction of new carriers. Post Covid-19 pandemic total passenger numbers have recovered across the 3 airports. However, the pandemic impacted the trajectory of growth levels observed previously between 2011 and 2016. Table 2 below demonstrates total passenger numbers recorded at Dublin, Cork, and Shannon Airports in each survey year:

Total Passenger Numbers (in millions)	2022	2016	2011
Dublin	28.1	27.9	18.7
Cork	2.24	2.23	2.4
Shannon	1.51	1.74	1.6
TOTAL	**31.85**	**31.87**	**22.7**

Table 2: Total Passenger Numbers by Airport

Sources – www.daa.ie, www.corkairport.com, www.snnairportgroup.ie, www.dublinairport.com

In Autumn 2022, the National Transport Authority appointed Customer Perceptions to undertake the Airport Passenger Survey at Dublin, Cork and Shannon Airports. As with previous project iterations, the 2022 survey was undertaken with the full co-operation and involvement of daa and Shannon Airport Authority (SAA). Both Authorities worked closely with Customer Perceptions on the preparations for the survey fieldwork. In addition, daa and SAA provided all the security arrangements and personnel necessary to enable Customer Perceptions' surveyors to access airside departing passengers. A direct comparison of results against 2016 and 2011 (where applicable) can be found in Appendices A to C.

1.2 Research Objectives

The objective of the research was to obtain data on the daily and weekly travel patterns and behaviour of passengers travelling to and from each of the three state-owned Airports. The aim of this research was to collect essential travel data to form a part of the calibration and update of the National Transport Authority's Regional Modelling System (RMS), as well as other research on surface accessibility to each of these airports.

The data collected included, but was not limited to:

a) Departing passenger's mode of surface transport (to and from each given airport).

b) Departing passenger's geographic trip origin and destination.

c) Main journey purpose.

d) Mode(s) of transport.

e) Daily and weekly profiles of travel patterns to and from each given airport.

f) Times of arrival and departures.

g) Auxiliary information on the purpose of journey, vehicle occupancy, overnight stays at hotels, number of passengers travelling together, car availability and parking arrangements etc.

The surveys took the form of face-to-face interviews of a statistically robust and random sample of departing passengers, airside, at the departure gates in each Airport.

No quota was enforced of the passenger breakdown. Response numbers were targeted based on passenger profiles and flight schedules. Transfer passengers were excluded from the survey.

1.3 Research Methodology and Sampling

The NTA provided Customer Perceptions with the questionnaires used in a previous iteration of the survey in 2016. Together, the NTA and Customer Perceptions reviewed the 2016 survey and made small amendments and improvements to same. There were two questionnaires, one survey for passengers who reside on the island of Ireland (referred to as 'Residents'), and a second survey for passengers who reside outside of the island of Ireland (referred to as 'Visitors'). Both surveys were similar but made necessary allowances for the differing passenger types.

Where possible, airports provided Customer Perceptions with the flight schedules and projected passenger numbers for the two-week fieldwork periods. Customer Perceptions created a two-week survey schedule for Dublin Airport to ensure they obtained a proportionate sample across passenger types, terminals, airlines, flights, destinations, days, and times. Appropriate access was also granted to all relevant airside areas.

Surveys were conducted at random with departing passengers. Surveys were conducted airside at the departure gates. All surveys were conducted face-to-face. Surveys were conducted by trained and experienced interviewers. The number of interviewers used in each Airport was as follows:

Airport	Number of Interviewers
Dublin	18
Cork	5
Shannon	3

Table 3: Number of Interviewers in each Airport

The total sample size required was 4,000 interviews at Dublin Airport, 500 interviews at Cork Airport and 500 interviews at Shannon Airport. Surplus surveys were conducted in each Airport to allow for any null or incomplete surveys. All complete surveys were included in data analysis.

Fieldwork was conducted in Dublin Airport from Monday November 14th 2022, to Tuesday November 29th 2022, inclusive. Fieldwork was conducted in Cork and Shannon Airport on the weeks commencing Monday 6th and Monday 20th March 2023. For the purposes of this report, research in all Airports will be denoted as '2022'. These timeframes were selected as they were a neutral travel period, with passenger numbers being unimpacted by any seasonal increase. Fieldwork was conducted from Monday to Friday only. Surveys were conducted on weekdays only as the purpose of this research was to obtain a representative sample of travel patterns at the busiest time for general traffic on the surrounding road network. Therefore, the scope of the survey was limited by the NTA to weekday only, and excluded weekends.

1.4 Questionnaire Design

Customer Perceptions created an online version of the survey that was tested by Customer Perceptions and the NTA prior to the fieldwork. A copy of both questionnaires can be found in Appendix D.

The survey questionnaire included the following fields:

- The origin of trips to the Airport and the destination of trips from the Airport.
- Flight Number.
- Mode of travel used.
- Parking arrangements of car users.
- Number of passengers travelling together (Group size).
- Purpose of the trip abroad ('Residents').
- Purpose of trip to Ireland ('Visitors').
- Date of journey from the Airport.

1.5 Fieldwork

1.5.1 Interviewers:

In Dublin and Cork Airport, all field researchers utilised to conduct surveys were in possession of a valid Airport Identity Card (AIC) issued by the daa, giving them appropriate to airside access. At Shannon Airport, relevant access was provided to field researchers by SAA to gain access airside.

All interviewers received a one-to-one briefing session from Customer Perceptions' Senior Project Manager for the NTA. In addition to this, each interviewer received detailed briefing documentation outlining the objective of the survey, how to effectively interview passengers, utilising the survey technology and information on the project methodology, approach, and questionnaires. Emphasis was placed on the requirements for anonymised address capture for geo-coding, an integral element to the research. Each interviewer was also provided with their schedules and targets for each day of fieldwork.

1.5.2 Fieldwork:

To ensure a representative sample, shift times were spread across a time range of 4am to 11pm. Interviewers were instructed to achieve a mix of passenger type (Residents and Visitors), gender and age range. Furthermore, interviewers spread across terminals and gate ranges in line with industry practice for market research of this nature.

1.6 Research Limitations

No significant limitations or difficulties were encountered in the execution of this research. There were, however, some minor limitations. The main limitations that applied to this research were linked to self-report bias and some non-responses.

A second potential limitation was that the results from the primary research depended solely on self-report measures i.e., a report about one's own behaviour provided directly by the research subject themselves. While participants were advised, prior to participation, that responses would be kept completely anonymous, it is possible that response bias and social desirability could have influenced participants' response. To minimise the likelihood of these potential biases occurring, Customer Perceptions completed thorough training with interviewers on effective interviewing, thus enhancing the validity and reliability of the research.

A final potential limitation was the variations in response rates for specific questions. In some cases, respondents did not provide an answer for every question as the question may not have applied, they did not know the answer, or they declined to answer. Hence, these questions were left blank and excluded from the analysis.

1.7 Analysis & Data Processing

Once interviewing was complete, data underwent a comprehensive process of quality control by Customer Perceptions, this included providing the NTA with appropriate geo-coded information for integration into their modelling database.

First, the data was cleaned. This included editing, correcting, formatting, and structuring the raw data files to ensure they were free from duplications and structural errors. Following this, the data was validated, and quality checked, to ensure it was free from any error and ready for data analysis.

Following this, this final report and electronic database was prepared and delivered.

2. Survey Sample – Dublin

2.1 Number of Passengers Surveyed

Sample by Passenger type:

In total, 4,153 passengers were surveyed in Dublin Airport. Of those surveyed, 2,809 were Residents and 1,344 were Visitors. No quota was enforced in advance.

Sample Breakdown - Passenger Type
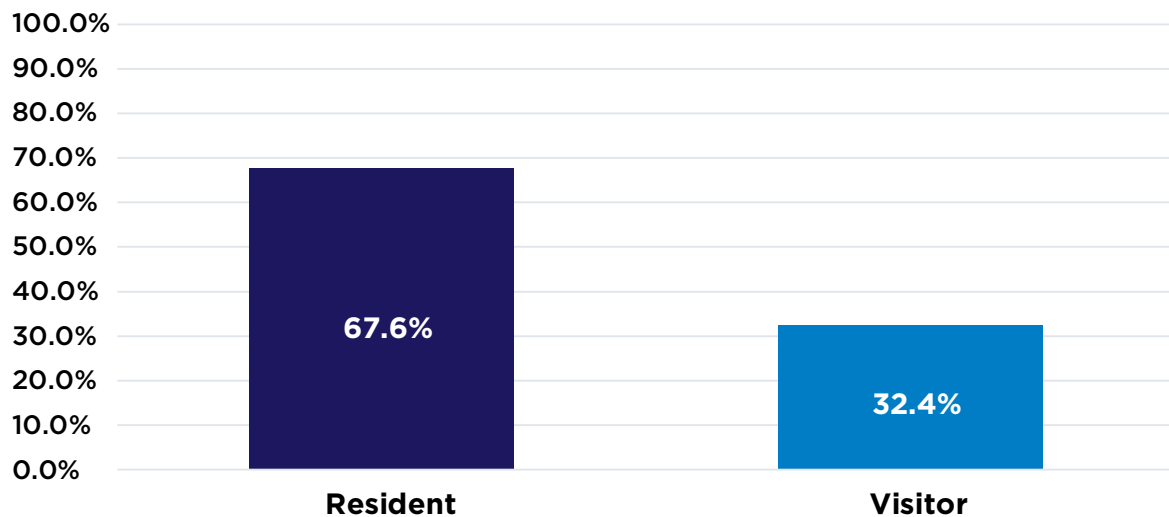
Figure 1: Sample Breakdown – Passenger type (Dublin Airport)

Sample by Day of the Week:

Interviews took place from Monday – Friday only, excluding weekends. Table 4 indicates the sample by day of the week.

Day of the Week (Dublin Airport)	Number of Passengers	%
Monday	1025	24.7%
Tuesday	898	21.6%
Wednesday	608	14.6%
Thursday	699	16.8%
Friday	923	22.2%
TOTAL	**4153**	**100.0%**

Table 4: Sample by Day of the Week (Dublin Airport)

Sample by Day of the Week and Passenger Type:

Sample Breakdown - Day of the Week and Passenger Type
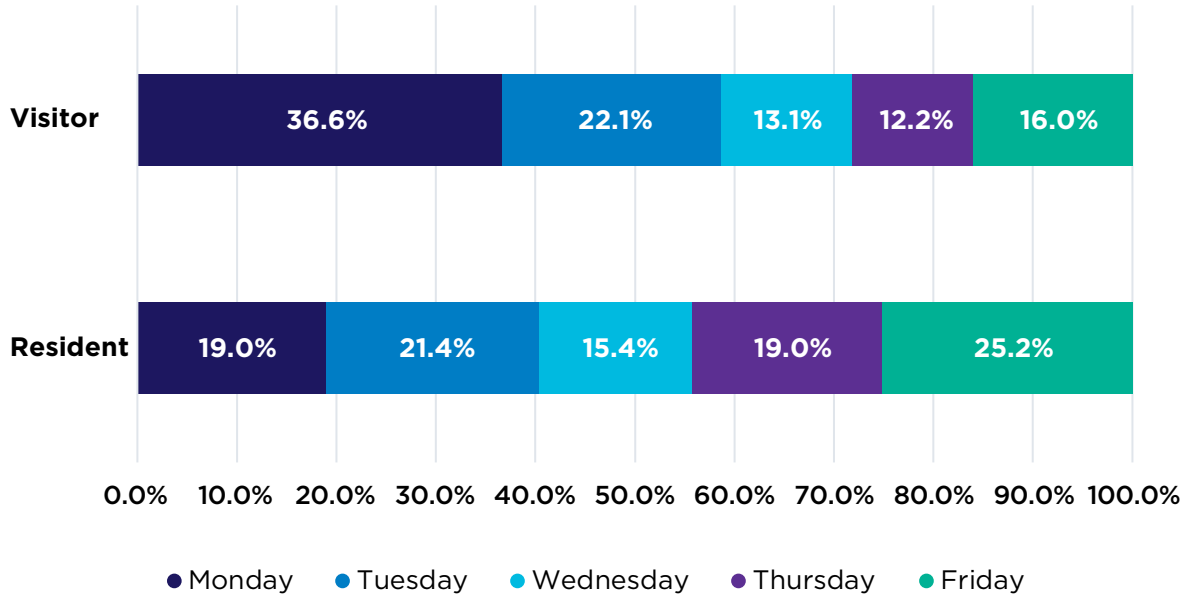
Figure 2: Sample Breakdown – Day of the Week and Passenger Type (Dublin Airport)

Sample by Terminal:

Interviews took place in three locations in Dublin Airport: American CBP (Customs and Border Protection), Terminal 1 and Terminal 2. The targeted number of interviews per location was set based on departing flight schedules and passenger profiles. The majority of flights during this period departed from Terminal 1, hence 79% of interviews were conducted in Terminal 1.

Location (Dublin Airport)	Number of Passengers	%
American CBP	223	5.4%
Terminal 1	3271	78.8%
Terminal 2	659	15.9%
TOTAL	**4153**	**100.0%**

Table 5: Sample by Location (Dublin Airport)

Sample by Location and Passenger type:

Passengers' location of departure did not vary significantly based on passenger type, as evidenced in Figure 3 (count) and Figure 4 (percentage).

Sample Breakdown - Terminal and Passenger Type (Count)
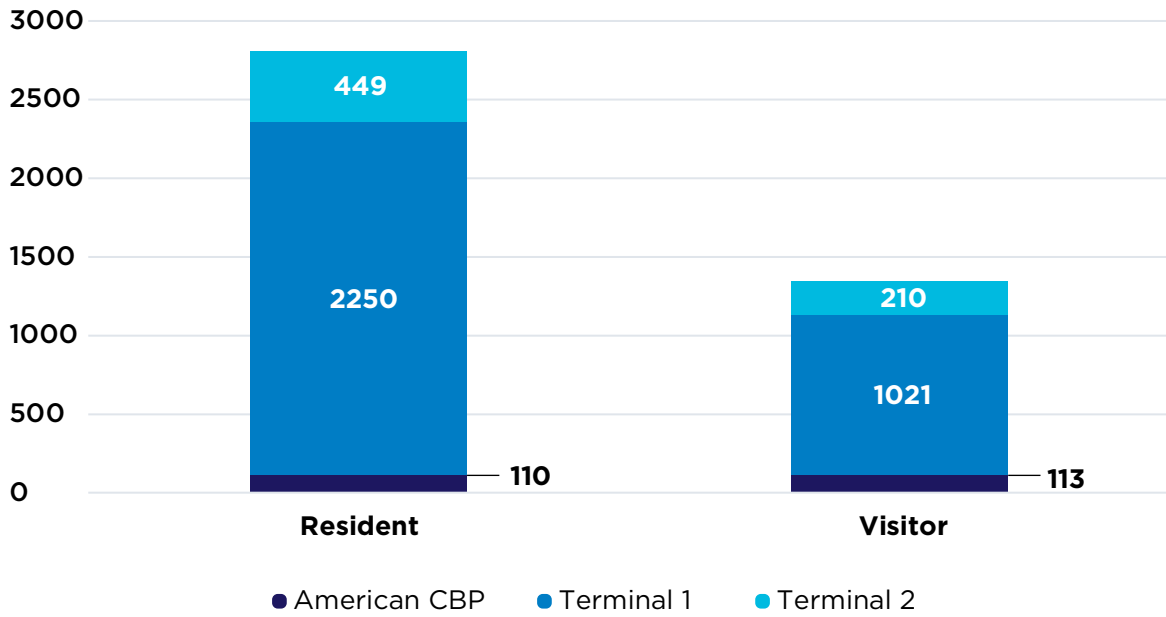
Figure 3: Sample Breakdown – Location by Passenger Type (Count) (Dublin Airport)

Sample Breakdown - Terminal and Passenger Type (%)
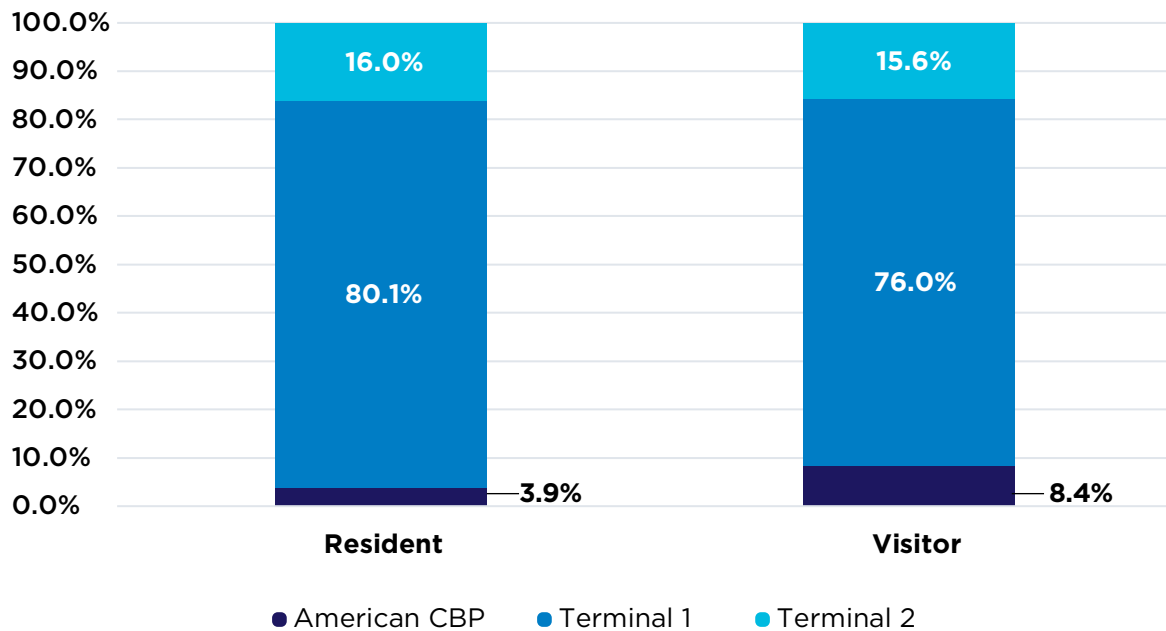
Figure 4: Sample Breakdown – Location by Passenger type (%) (Dublin Airport)

2.2 Sample by Socio-Demographic Variables

Sample by Country of Residence (Visitors Only):

Visiting passengers were asked for their country of residence. Figure 5 provides a breakdown of destinations with at least 20 responses recorded. A complete list of responses can be found in Appendix E.

Visitors-Country of Residence

Country	Count
UK	591
USA	176
Spain	85
France	66
Germany	61
The Netherlands	46
Italy	43
Canada	36
Australia	28
Portugal	23
Poland	20
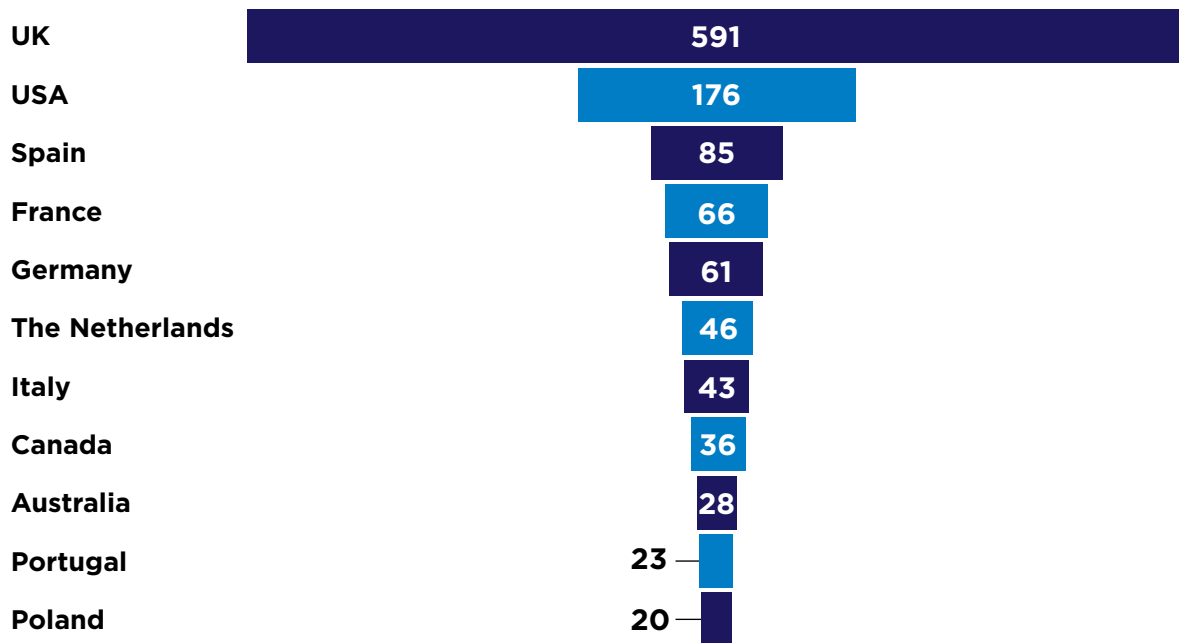
Figure 5: Sample Breakdown – Visitors Country of Residence (Dublin Airport)

Sample by Gender:

An approximate even split of responses was achieved across male and female respondents overall. No gender quota was enforced in advance.

Gender	Resident		Visitor		Overall	
	PAX*	%	PAX	%	PAX	%
Female	1,381	49.2%	676	50.3%	2,057	49.5%
Male	1,428	50.8%	668	49.7%	2,096	50.5%
TOTAL	2,809	100.0%	1,344	100.0%	4,153	100.0%

Table 6: Sample by Gender (Dublin Airport)

* PAX is an abbreviation used to denote the total count of passengers.

Sample by Age Range:

Passengers aged 18+ were interviewed. The minimum participation age was 18 years old, there was no maximum participation age. The age profile was split across 6 cohorts.

Age Range	Number of Passengers	%
18 - 24	274	6.6%
25 - 34	1193	28.7%
35 - 44	1064	25.6%
45 - 54	825	19.9%
55 - 64	519	12.5%
65+	278	6.7%
TOTAL	**4153**	**100%**

Table 7: Sample by Age Range (Dublin Airport)

Sample by Age Range and Passenger Type:

Sample by Age Range and Passenger Type
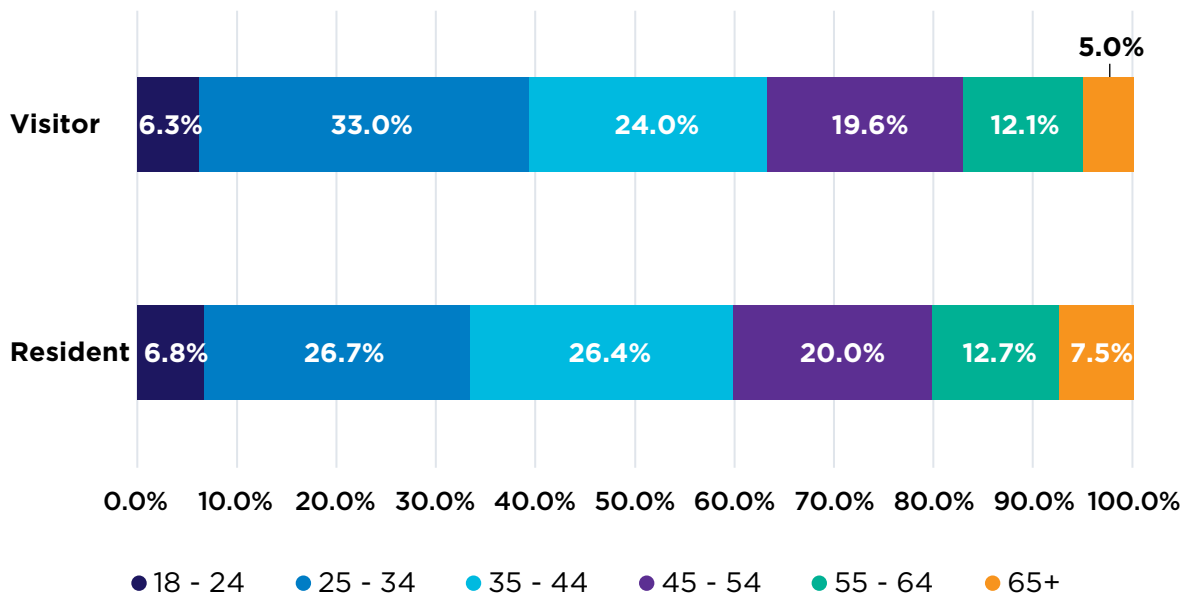
Figure 6: Sample Breakdown – Age Range by Passenger Type (Dublin Airport)

Number of Passengers Travelling in Group (including interviewee):

Interviewees were asked how many passengers were travelling in their group, including themselves. The average group size was 1.89. A total of 3991 respondents reported a group size of 4 or fewer.

Number of Passengers Travelling in Group (incl. interviewee)	Resident	Visitor	Overall
Mean	1.99	1.71	1.89
Median	2	1	2

Table 8: Number of Passengers Travelling in Group (including interviewee) (Dublin Airport)

3. Main Survey Findings - Dublin

3.1 Introduction

This section summarises the main survey findings under the following headings:

• Trip Purpose and Trip Duration

• Mode of Travel

• Arrival and Departure Profiles and Journey Time

• Overnight Stay

• Choice of Bus Service Provider

• Parking / Dropping off Arrangements and Car-Availability

• Return / Inbound Journey

3.2 Trip Purpose and Trip Duration

Table 9 provides a breakdown of trip purpose for those surveyed at Dublin Airport. Figure 7 gives a breakdown of trip purpose by passenger type.

Sample by Trip Purpose:

Main Purpose of Journey	Number of Passengers	%
Business / Work	940	22.6%
Emigrate	22	0.5%
Holiday / Leisure	1,794	43.2%
Visit Friends / Relatives	1,281	30.8%
Other	116	2.8%
TOTAL	**4,153**	**100.0%**

Table 9: Sample by Trip Purpose (Dublin Airport)

Trip Purpose by Passenger Type:

Sample Breakdown - Purpose of Travel by Passenger Type
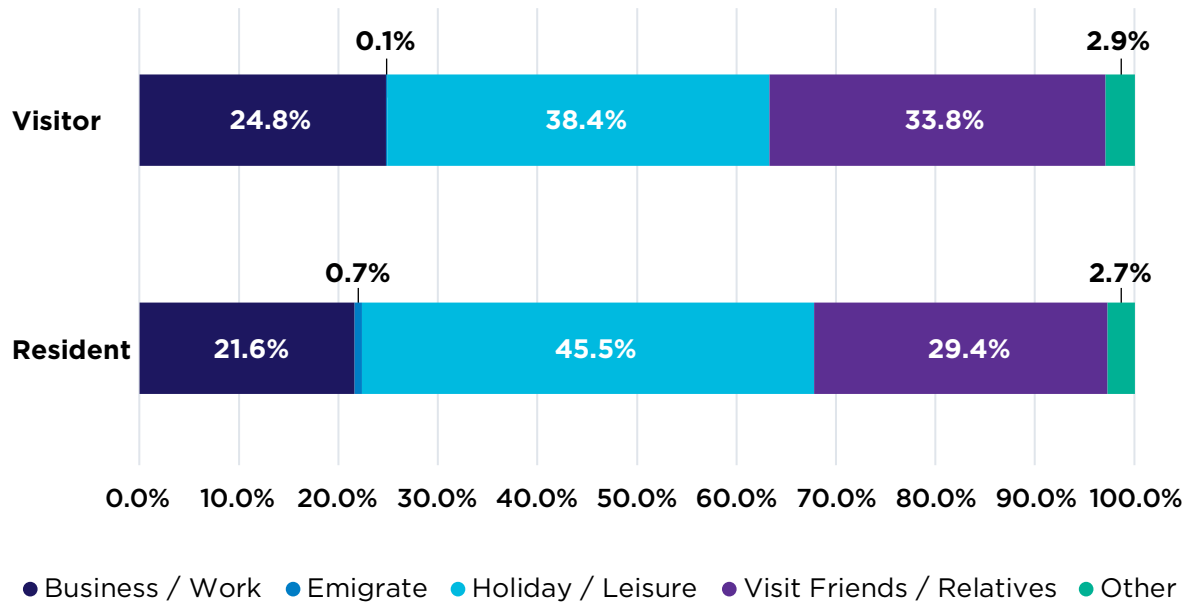
Figure 7: Sample Breakdown – Purpose of Trip by Passenger Type (Dublin Airport)

Sample by Trip Duration:

Table 10 provides a sample breakdown of trip duration in weeks. Figure 8 gives a sample breakdown of trip purpose by passenger type.

Trip Duration	Number of Passengers	%
Less than a week	2,841	74.7%
1-2 weeks	644	16.9%
2-3 weeks	120	3.2%
3-4 weeks	67	1.8%
More than 4 weeks	144	3.8%
Not Answered	337	-
TOTAL	**4,153**	**100.0%**

Table 10: Sample by Trip Duration (Dublin Airport)

Trip Duration by Passenger Type:

Sample Breakdown - Trip Duration by Passenger Type
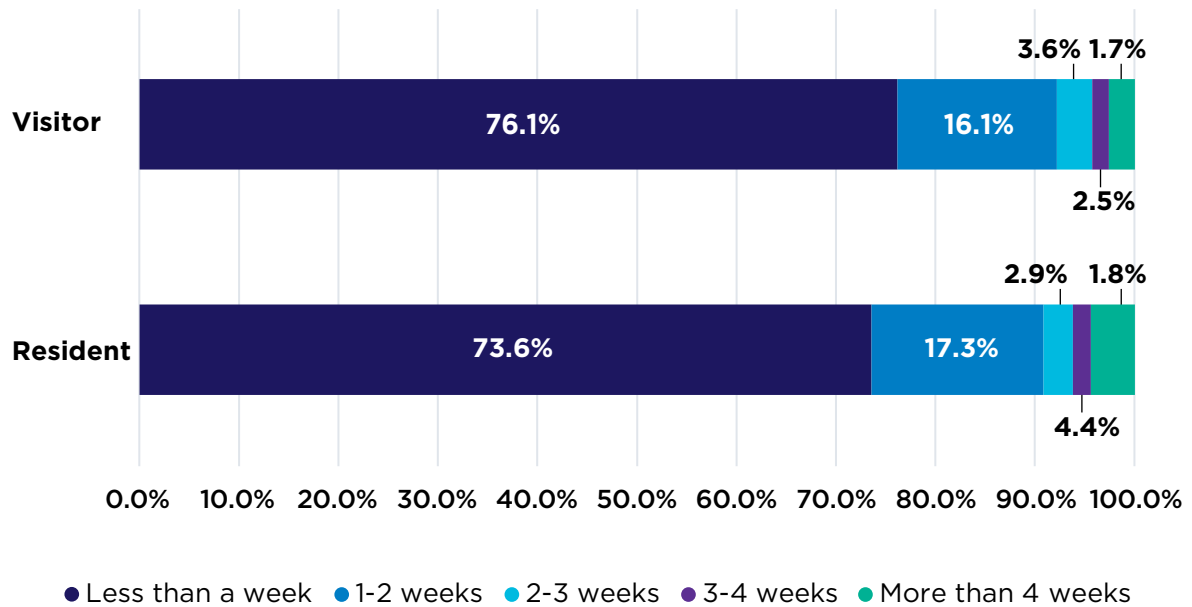
Figure 8: Sample Breakdown – Trip Duration by Passenger Type (Dublin Airport)

3.3 Mode of Travel

Sample by Mode of Travel:

Passengers were asked *how they travelled most of the way to the airport that day.* Table 11 provides a breakdown of mode of travel by passenger type (count). Table 12 presents the percentages of mode share by passenger type.

Mode of Travel (Number of Passengers)			
Mode	**Resident**	**Visitor**	**Overall**
Another Flight	0	0	0
Bicycle	0	0	0
Bus	678	455	1,133
Drove own Car / Van	735	10	745
Hotel Shuttle Bus	70	81	151
Motorcycle	5	0	5
On Foot	11	10	21
Passenger in car	697	221	918
Rental Car / Van	11	131	142
Taxi	600	426	1,026
Other	2	10	12
Not Answered	0	0	0
TOTAL	**2,809**	**1,344**	**4,153**

Table 11: Mode of Travel (Count) (Dublin Airport)

Mode of Travel - %			
Mode	Resident	Visitor	Overall
Another Flight	0.0%	0.0%	0.0%
Bicycle	0.0%	0.0%	0.0%
Bus	24.1%	33.9%	27.3%
Drove own Car / Van	26.2%	0.7%	17.9%
Hotel Shuttle Bus	2.5%	6.0%	3.6%
Motorcycle	0.2%	0.0%	0.1%
On Foot	0.4%	0.7%	0.5%
Passenger in car	24.8%	16.4%	22.1%
Rental Car / Van	0.4%	9.7%	3.4%
Taxi	21.4%	31.7%	24.7%
Other	0.1%	0.7%	0.3%
Not Answered	0.0%	0.0%	0.0%
TOTAL	**100.0%**	**100.0%**	**100.0%**

Table 12: Mode of Travel (%) (Dublin Airport)

Mode of Travel: 2022, 2016 & 2011 Comparison:

	2022		2016		2011*	
Mode	Resident	Visitor	Resident	Visitor	Resident	Visitor
Another Flight	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycle	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%
Bus	24.1%	33.9%	32.8%	32.3%	26.4%	39.2%
Drove own Car / Van	26.2%	0.7%	27.2%	0.7%	52.1%	28.4%
Hotel Shuttle Bus	2.5%	6.0%	1.9%	6.5%	0.0%	0.0%
Motorcycle	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
On Foot	0.4%	0.7%	0.1%	0.3%	0.0%	0.0%
Passenger in car	24.8%	16.4%	20.0%	11.6%	0.0%	0.0%
Rental Car / Van	0.4%	9.7%	0.5%	12.4%	0.0%	0.0%
Taxi	21.4%	31.7%	16.0%	34.8%	20.1%	28.7%
Other	0.1%	0.7%	1.3%	1.4%	1.5%	3.6%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 13: Mode of Travel – 2022, 2016 & 2011 Comparison (Dublin Airport)

*In 2011, the options for mode of travel were Bus, Drove own Car/Van, Taxi, or Other.

Sample by Rail Usage:

Passengers were asked whether they had used Rail or Luas (tram or light rail) for any part of their journey to the airport that day. Table 14 below indicates the sample breakdown of rail usage.

Rail Usage	Number of Passengers	%
Luas	49	1.2%
Rail	58	1.4%
No	4,046	97.4%
TOTAL	4,153	100.0%

Table 14: Sample by Rail Usage (Dublin Airport)

3.4 Arrival and Departure Profiles and Journey Time

Table 15 shows the estimated arrival time that passengers arrived at Dublin Airport that day. Figure 9 demonstrates this by passenger type.

Sample by Arrival Time:

Time of Arrival	Number of Passengers	%
6:00am – 7:00am	408	9.8%
7:01am – 10:00am	759	18.3%
10:01am – 1:00pm	809	19.5%
1:01pm – 4:00pm	770	18.5%
4:01pm – 7:00pm	406	9.8%
7:01pm – 11:59pm	102	2.5%
12:00am – 5:59am	899	21.6%
TOTAL	**4,153**	**100.0%**

Table 15: Sample by Arrival Time (Dublin Airport)

Arrival Time by Passenger Type:

Sample Breakdown - Trip Duration by Passenger Type
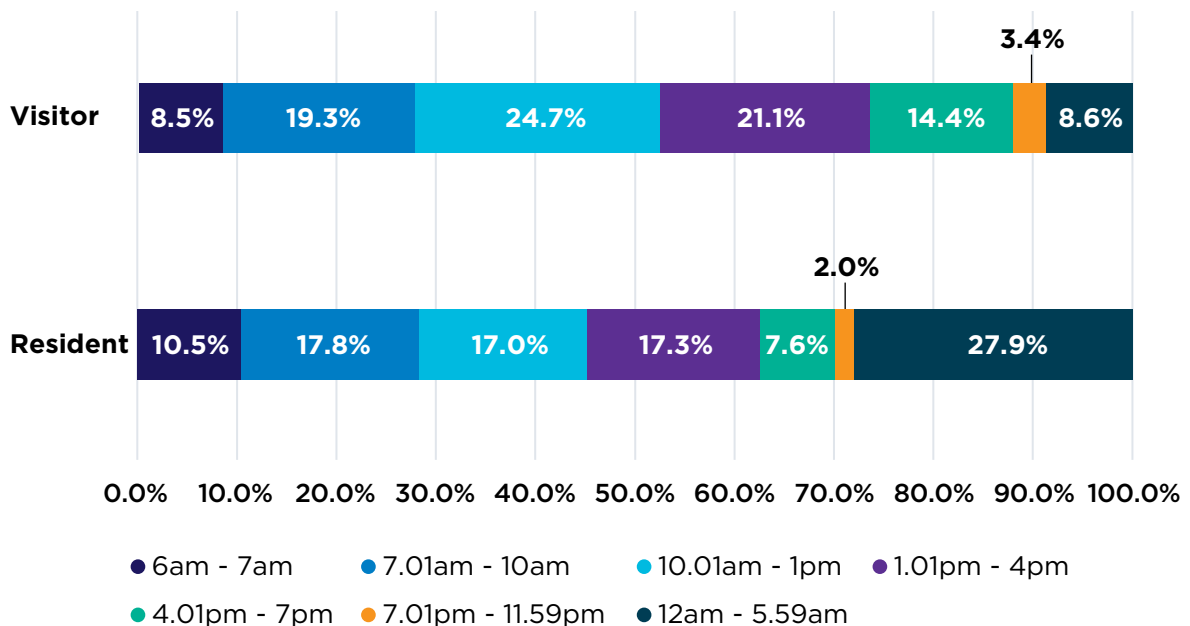
Figure 9: Sample Breakdown – Time of Arrival to Airport by Passenger Type (Dublin Airport)

Sample by Journey Duration:

Table 16 provides a breakdown of the journey duration to Dublin Airport at an overall level. Figure 10 gives journey time to Dublin airport by passenger type.

Journey Duration	Number of Passengers	%
<15 minutes	326	7.9%
16-30 minutes	1179	28.6%
31-60 minutes	1280	31.0%
61-120 minutes	689	16.7%
121-180 minutes	368	8.9%
>180 minutes	286	6.9%
Not Answered	25	-
TOTAL	**4,153**	**100.0%**

Table 16: Sample by Journey Duration (Dublin Airport)

Journey Duration by Passenger Type:

Sample Breakdown - Journey Duration by Passenger Type
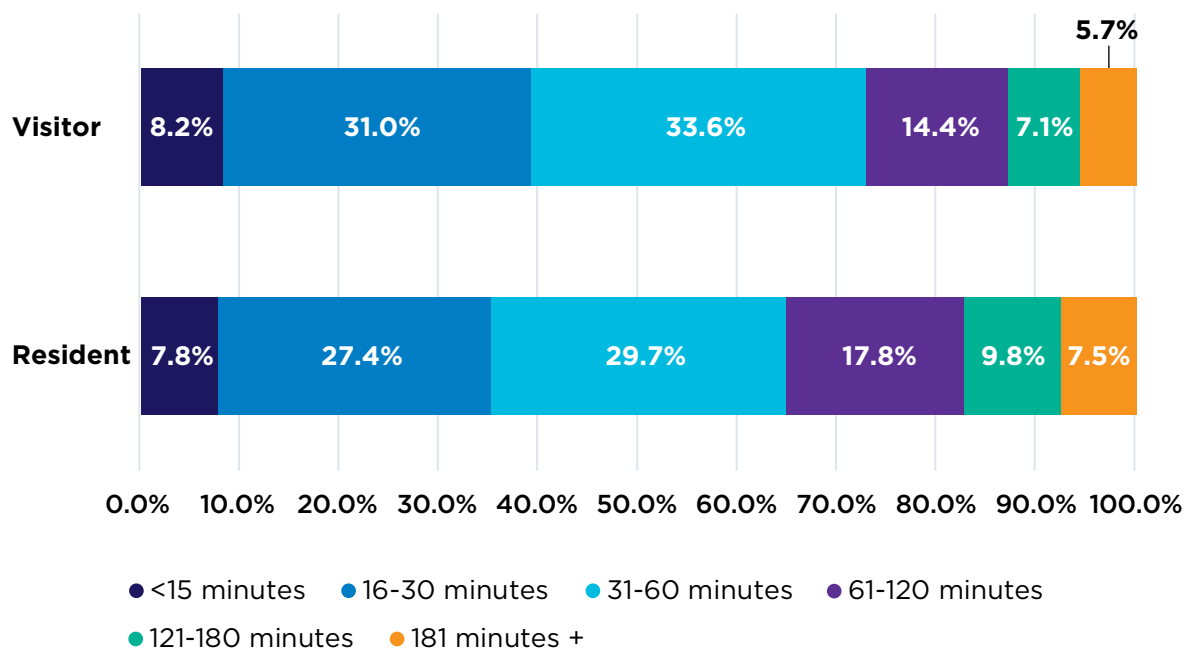
Figure 10: Sample Breakdown – Journey Duration by Passenger Type (Dublin Airport)

Journey Duration: 2022, 2016 & 2011 Comparison (Total):

Journey Duration	2022	2016	2011
<15 minutes	7.9%	9%	46%
16-30 minutes	28.6%	30%	
31-60 minutes	31.0%	29%	27.5%
61-120 minutes	16.7%	16%	14%
121-180 minutes	8.9%	9%	12%
>181 minutes	6.9%	7%	
Grand Total	100.0%	100.0%	100.0%

Table 17: Journey Duration (to airport) – 2022, 2016 & 2011 Comparison (Dublin Airport)

3.5 Overnight Stay

Table 18 and Table 19 provide a breakdown of whether departing passengers spent the previous night at a hotel, bed-and-breakfast, or hostel by passenger type.

Sample of Overnight Stay by Passenger Type:

Overnight Stay in a Hotel, B&B or Hostel - Number of Passengers			
	Resident	Visitors	Total
No	2,657	576	3,233
Yes	152	768	920
TOTAL	2,809	1,344	4,153

Table 18: Sample of Overnight Stay by Passenger Type (Count) (Dublin Airport)

Overnight Stay in a Hotel, B&B or Hostel - %			
	Resident	Visitors	Total
No	94.6%	42.9%	77.8%
Yes	5.4%	57.1%	22.2%
TOTAL	100.0%	100.0%	100.0%

Table 19: Sample of Overnight Stay by Passenger Type (%) (Dublin Airport)

3.6 Choice of Bus Provider

Table 20 shows the breakdown of passengers who travelled by bus to the Airport by their choice of bus service provider by passenger type. Dublin Bus (26.8%) and Aircoach (24.3%) were the most commonly cited Bus Provider by passenger type. The previously popular Airlink service was suspended at the time of this research resulting in alternative bus providers being used instead. A comparison to 2016 and 2011 can be found in Appendix A.

Bus Provider by Passenger Type (Dublin Airport):

Bus Provider			
	Resident	**Visitor**	**Total**
Aircoach	23.5%	25.5%	24.3%
Bus Eireann	12.8%	4.6%	9.5%
Citylink	9.3%	6.6%	8.2%
Collins Tours	0.1%	0.0%	0.1%
Don't Know	0.7%	2.9%	1.6%
Dublin Bus	26.7%	27.0%	26.8%
Dublin Express	6.6%	24.4%	13.8%
Eireagle	1.3%	0.2%	0.9%
Expressway	1.9%	0.0%	1.1%
Go Bus	2.9%	0.9%	2.1%
Goldline	0.3%	0.0%	0.2%
JJ Kavanagh	4.0%	2.9%	3.5%
Kennedy Tours	0.0%	0.2%	0.1%
Matthews Coach	0.3%	0.2%	0.3%
O'Donoghues	0.1%	0.0%	0.1%
Private Coach	1.3%	1.1%	1.2%
Rabbie's Tours	0.0%	0.2%	0.1%
Translink/Ulster Bus	5.1%	2.2%	4.0%
Wexford Bus	2.8%	1.1%	2.1%
TOTAL	**100.0%**	**100.0%**	**100.0%**

Table 20: Sample of Bus Provider by Passenger Type (Dublin Airport)

3.7 Parking Arrangements, Drop-off and Car Availability

Table 21 gives the sample breakdown of passengers who drove their own car/van to the airport or arrived at the airport in a rental car or as a passenger in a car which was subsequently parked, and where they parked. Figure 11 provides this breakdown by passenger type.

Sample of Car Parking Arrangements:

Car Parking	Number of Passengers	%
Airport Long Term	542	58.4%
Airport Short Term	245	26.4%
Private Long Term	21	2.3%
Hotel	19	2.0%
Other	101	10.9%
Not Answered	877	-
TOTAL	**1,805**	**100.0%**

Table 21: Sample of Car Parking Arrangements (Dublin Airport)

Car Parking Arrangements by Passenger Type:

Sample Breakdown - Car Parking Arrangements by Passenger Type
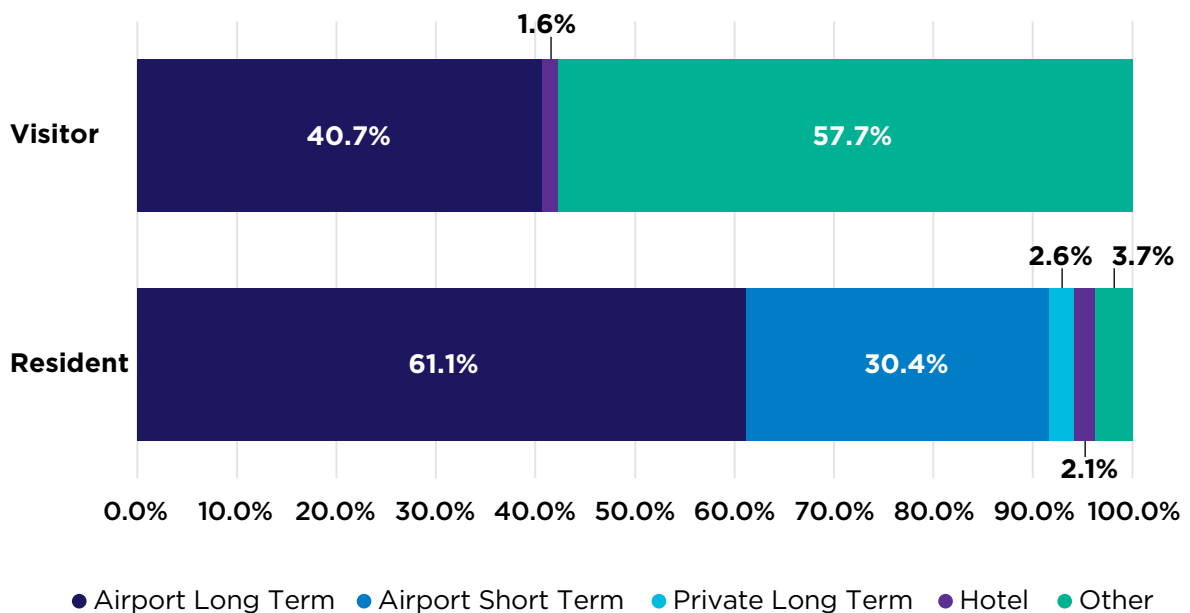
Figure 11: Sample Breakdown – Car Parking Arrangements by Passenger Type (Dublin Airport)

Sample of 'Passenger in Car' Drop Off and Parking Arrangements:

Table 22 outlines the sample breakdown of passengers who were driven to the airport as a passenger in a private car and whether the driver drove away after dropping them off or if the driver parked the car and accompanied the passenger to the terminal. Figure 12 provides this breakdown by passenger type.

Passenger in Car – Drop off Arrangements	Number of Passengers	%
Drive Away	822	89.8%
Park Car	93	10.2%
Not Answered	3	-
TOTAL	**918**	**100.0%**

Table 22: Sample of Passenger in Car – Drop Off Arrangements (Dublin Airport)

'Passenger in Car' Drop Off and Parking Arrangements by Passenger Type:

Sample Breakdown - Drop off and Parking Arrangements by Passenger Type
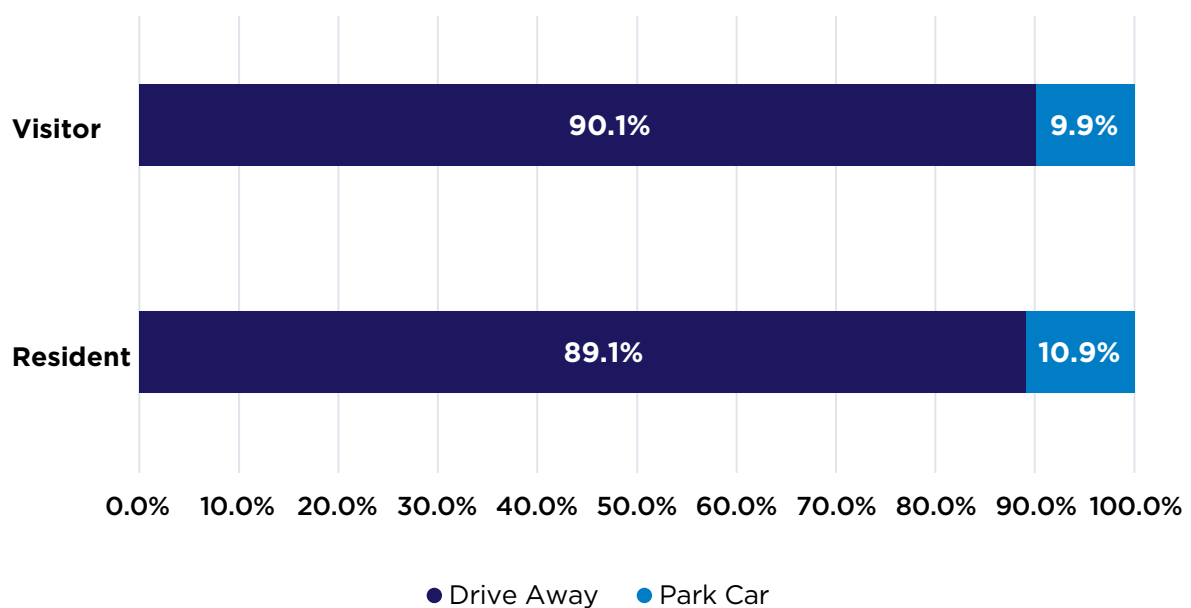
Figure 12: Sample Breakdown – Drop off and Parking Arrangements by Passenger Type (Dublin Airport)

Availability of Car/Van:

Table 23 indicates whether passengers had a car/van available to drive themselves to the airport that day by passenger type.

Sample of Car/Van Availability:

Car/Van Availability	Resident		Visitor		Overall	
	PAX	%	PAX	%	PAX	%
No	850	30.3%	1,179	87.7%	2,029	48.9%
Yes	1,959	69.7%	165	12.3%	2,124	51.1%
TOTAL	**2,809**	**100.0%**	**1,344**	**100.0%**	**4,153**	**100.0%**

Table 23: Sample of Car/Van Availability (Dublin Airport)

3.8 Return/Incoming Journey Arrangements

Sample by Mode of Travel (Return/Incoming Journey):

Residents were asked how they intended to get (most of the way) back to their final destination when they returned, while Visitors were asked how they got (most of the way) to their first destination when they arrived in Ireland. Table 24 provides a breakdown of mode of travel by passenger type (count). Table 25 provides a breakdown of mode of travel by passenger type (average).

Mode of Travel (Number of Passengers)			
	Resident	**Visitor**	**Overall**
Another Flight	5	3	8
Bicycle	1	0	1
Bus	707	481	1,188
Drive own Car / Van	738	11	749
Hotel Shuttle Bus	17	34	51
Motorcycle	6	0	6
On Foot	2	13	15
Passenger in car	735	255	990
Rental Car / Van	11	140	151
Taxi	516	395	911
Other	44	12	56
Not Answered	27	0	27
TOTAL	**2,809**	**1,344**	**4,153**

Table 24: Sample by Mode of Travel (Count) - (Return/Incoming Journey) (Dublin Airport)

Mode of Travel - %			
	Resident	**Visitor**	**Overall**
Another Flight	0.2%	0.2%	0.2%
Bicycle	0.0%	0.0%	0.0%
Bus	25.4%	35.8%	28.8%
Drive own Car / Van	26.5%	0.8%	18.2%
Hotel Shuttle Bus	0.6%	2.5%	1.2%
Motorcycle	0.2%	0.0%	0.1%
On Foot	0.1%	1.0%	0.4%
Passenger in car	26.4%	19.0%	24.0%
Rental Car / Van	0.4%	10.4%	3.7%
Taxi	18.5%	29.4%	22.1%
Other	1.6%	0.9%	1.4%
TOTAL	**100.0%**	**100.0%**	**100.0%**

Table 25: Sample by Mode of Travel (%) - (Return/Incoming Journey) (Dublin Airport)

Sample by Rail Usage (Return/Incoming Journey):

Residents were asked whether they intended to travel by Rail or Luas (tram or light rail) in Ireland at any part of their trip home on return, whilst Visitors were asked whether they had travelled by rail in Ireland for any part of their trip when they first arrived in Ireland. Table 26 below indicates the sample breakdown of rail usage.

Rail Usage	Number of Passengers	%
Luas	67	1.6%
Rail	103	2.5%
No	3,951	95.9%
Not Answered	32	-
TOTAL	4,153	100.0%

Table 26: Sample by Rail Usage - (Return/Incoming Journey) (Dublin Airport)

Sample by Final/First Destination:

Residents were asked whether their final destination on return to Ireland would be the same as that from which they came from that day, whilst Visitors were asked whether their first destination on arrival to Ireland was the same as that from which they came that day. Table 27 below outlines the response breakdown:

Final/First Destination	Number of Passengers	%
No	244	5.9%
Yes	3,907	94.1%
Not Answered	2	-
TOTAL	4,153	100.0%

Table 27: Sample by Final/First Destination (Dublin Airport)

4. Summary of Key Findings – Dublin Airport

- In total, 4,153 passengers were interviewed in Dublin Airport. 67.6% of passengers interviewed were Irish Residents, while 32.4% were Visitors. The largest proportion of Visitors (44%) surveyed were from the United Kingdom and 13.1% were from the United States of America.

- An even split was achieved between male and female respondents overall (50.5% and 49.5% respectively). The age profile was split across 6 cohorts. In Dublin Airport, 25–34-year-olds represented the highest proportion of age group at 28.7%, this was closely followed by 35–44-year-olds (25.6%).

- Interview targets were set based on flight schedules and passenger numbers, 78.8% of interviews took place in Terminal 1. The remaining 21.2% were split across Terminal 2 (15.9%) and US Preclearance (5.4%).

- The mean number of passengers travelling in a group (including the interviewee) for Residents was 1.99, and 1.71 for Visitors.

- The main purpose of travel for both Residents and Visitors was Holiday/Leisure (45.5% and 38.4% respectively). This was followed by Visiting Friends/Relatives at 29.4% and 33.8% respectively and Business/Work at 21.6% and 24.8% respectively.

- The highest proportion (31.0%) of passengers travelled between 31 minutes and 1 hour to get to the airport (29.7% Residents and 33.6% Visitors respectively).

- The majority of passengers' trip duration was less than one week (74.7%). Among Residents and Visitors, this split was 73.6% and 76.1% respectively.

- Regarding transport mode share for travelling to Dublin airport, 27.3% (1,113) of passengers travelled by bus, 24.7% by taxi (1,026) and 22.1% were passengers in a car (918).

- Bus was the most popular mode of transport among Visitors (33.9% / 455).

- Driving Own Car/Van was the most popular mode of transport among Residents (26.2% / 735).

- 2.6% of passengers used Rail/Luas during their journey to Dublin airport.

- 57.1% of Visitors spent the previous night at a hotel, bed-and-breakfast, or hostel, compared to 5.4% of Residents.

- Dublin Bus is the most popular Bus Service Provider among all passenger types (26.7% / 181 among Residents and 27% / 123 among Visitors). This was closely followed by Aircoach (23.5% / 159 and 25.5% / 116 respectively).

- Among passengers who travelled by private car as a passenger to reach Dublin Airport (918 in total), 89.8% were dropped off rather than accompanied in the terminal.

- Of those who parked at the Airport (928), 58.4% used the Airport's Long-Term Car Park (61.1% Residents, 40.7% Visitors).

- 51.1% of respondents had a car/van available to drive themselves to the airport (69.7% Residents and 12.3% Visitors).

- Among Residents, 26.5% intended to drive their own car/van to their destination on return, whilst 26.4% would travel as a passenger in a car. 25.4% intended to travel by bus. Among Visitors, 35.8% had travelled by bus to their first destination on arrival to Ireland, whilst 29.4% took a taxi.

- 2% (55) of Residents intended to use Rail/Luas on return to Ireland, whilst 1% would use the Luas (29). On initial arrival to Ireland, 3.6% (48) of Visitors cited using rail services and 2.8% (38) travelled via the Luas.

5. Survey Sample – Cork

5.1 Number of Passengers Surveyed

Sample by Passenger Type:

In total, 877 passengers were surveyed in Cork Airport. Of those surveyed, 580 were Residents and 297 were Visitors. No quota was enforced in advance.

Sample Breakdown - Passenger Type
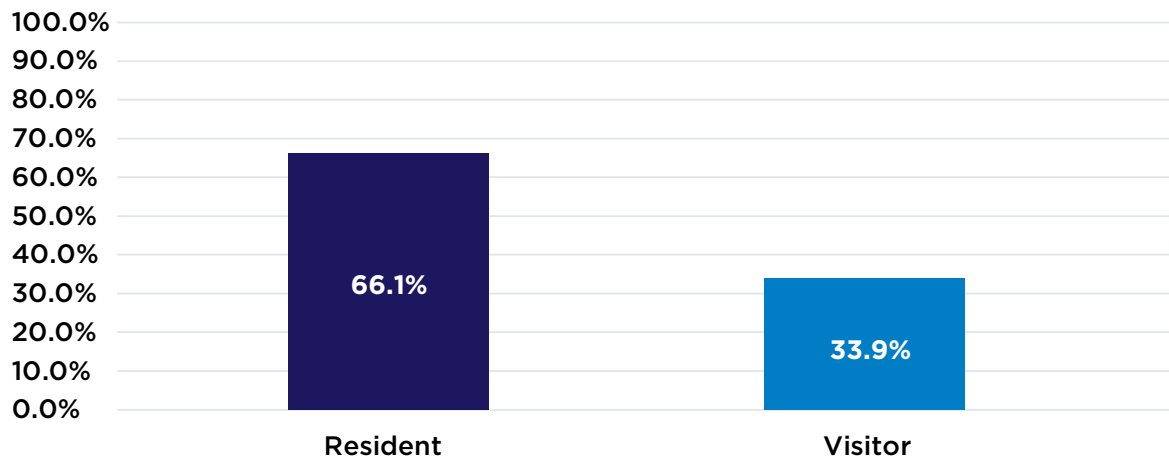
Figure 13 : Sample Breakdown – Passenger Type (Cork Airport)

Sample by Day of the Week:

Interviews took place from Monday – Friday only, excluding weekends. Table 28 indicates the sample breakdown by day of the week.

Day of the Week (Cork Airport)	Number of Passengers	%
Monday	155	17.7%
Tuesday	143	16.3%
Wednesday	158	18.0%
Thursday	191	21.8%
Friday	230	26.2%
TOTAL	**877**	**100.0%**

Table 28: Sample by Day of the Week (Cork Airport)

Sample by Day of the Week and Passenger Type:

Sample Breakdown - Day of the Week and Passenger Type
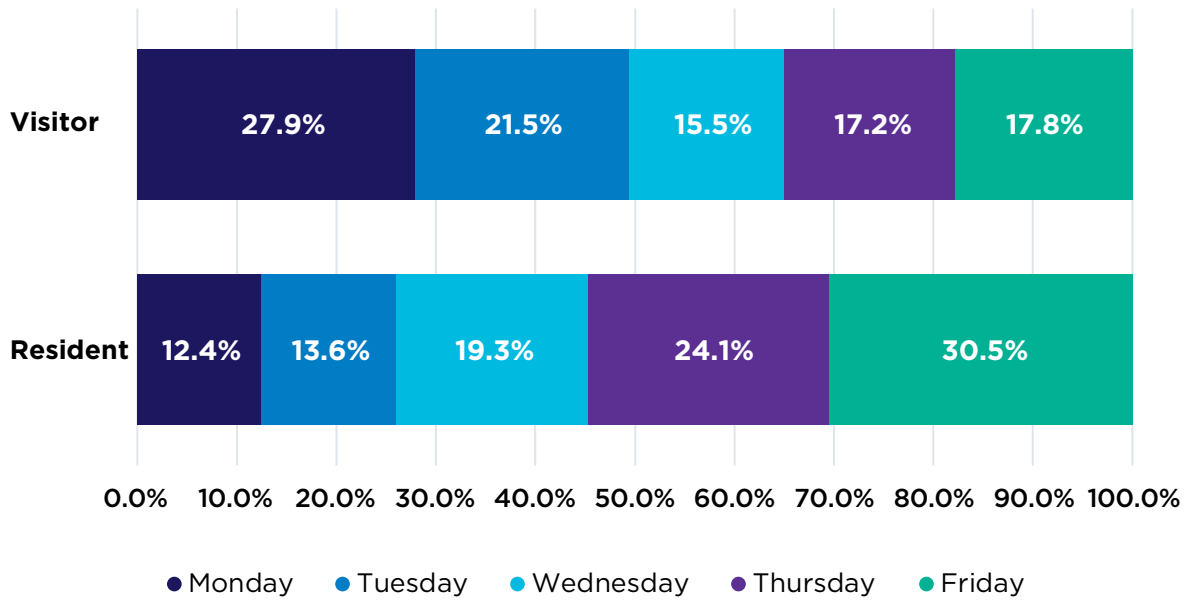
Figure 14: Sample Breakdown – Day of the Week and Passenger Type (Cork Airport)

5.2 Sample by Socio-Demographic Variables

Sample by Country of Residence (Visitors Only):

Visiting passengers were asked for their country of Residence. Figure 15 provides a breakdown of destinations with at least 3 responses recorded. A complete list of responses can be found in Appendix F.

Sample Breakdown - Visitors Country of Residence

Country	Value
UK	176
USA	33
Poland	16
Spain	13
Australia	7
France	7
Germany	5
Italy	5
The Netherlands	5
Belgium	3
Canada	3
India	3
South Africa	3
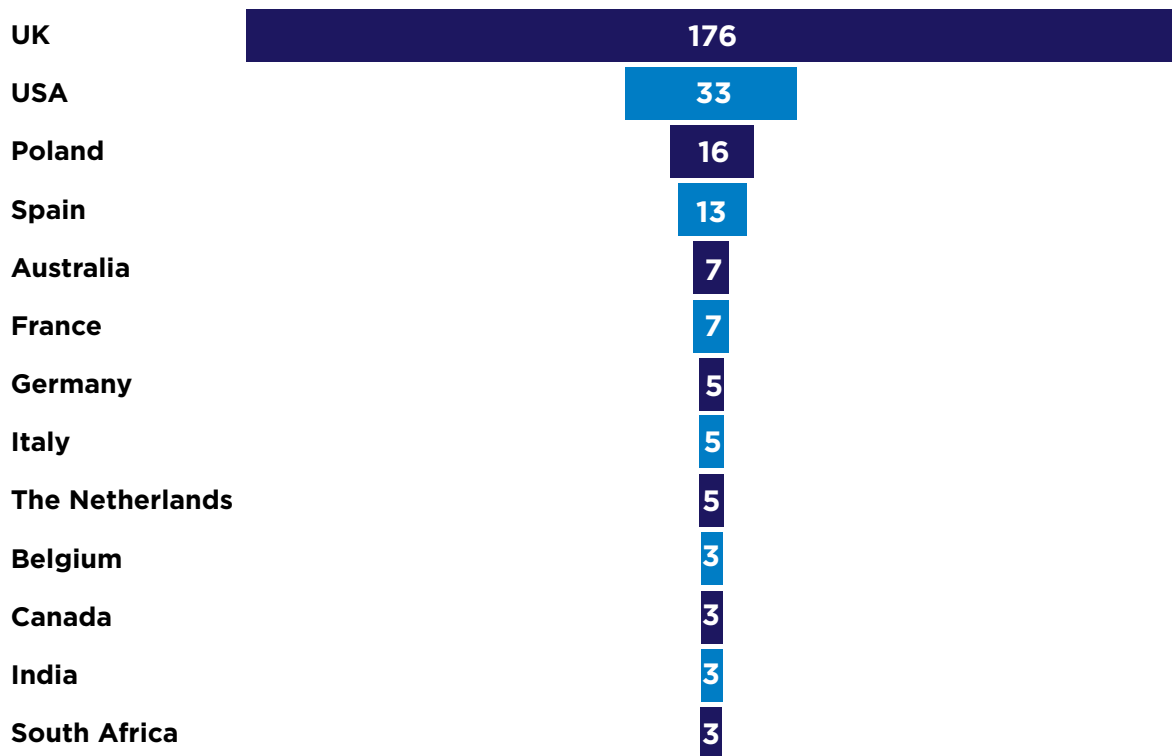
Figure 15: Sample Breakdown - Visitors Country of Residence (Cork Airport)

Sample by Gender:

An approximate even split of responses was achieved across male and female respondents overall. No gender quota was enforced in advance.

Gender	Resident		Visitor		Overall	
	PAX	%	PAX	%	PAX	%
Female	288	49.7%	140	47.1%	428	48.8%
Male	292	50.3%	157	52.9%	449	51.2%
TOTAL	580	100.0%	297	100.0%	877	100.0%

Table 29: Sample by Gender (Cork Airport)

Sample by Age Range:

Passengers aged 18+ were interviewed. The minimum participation age was 18 years old, there was no maximum participation age. The age profile was split across 6 cohorts.

Age Range	Number of Passengers	%
18 – 24	99	11.3%
25 – 34	162	18.5%
35 – 44	138	15.7%
45 – 54	192	21.9%
55 – 64	172	19.6%
65+	114	13.0%
TOTAL	**877**	**100.0%**

Table 30: Sample by Age Range (Cork Airport)

Sample by Age Range and Passenger Type:

Sample Breakdown - Age Range by Passenger Type
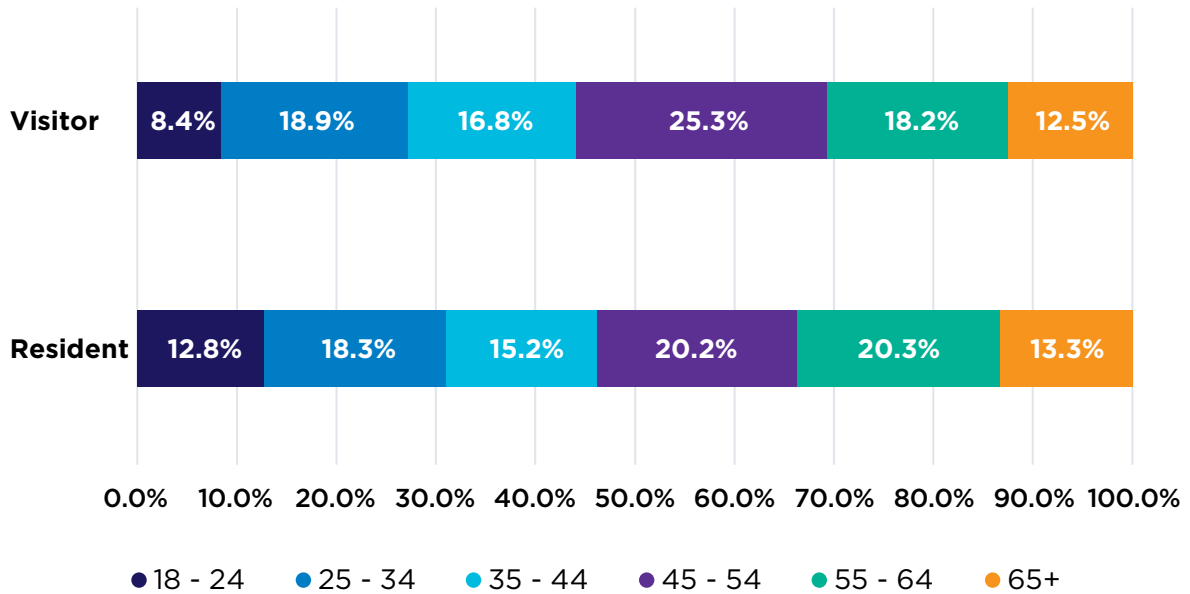
Figure 16: Sample Breakdown – Age Range by Passenger Type (Cork Airport)

Number of Passengers Travelling in Group (including interviewee):

Interviewees were asked how many passengers were travelling in their group, including themselves. The average group size was 1.98. A total of 836 respondents reported a group size of 4 or fewer.

Number of Passengers Travelling in Group (incl. interviewee)	Resident	Visitor	Overall
Mean	1.94	2.05	1.98
Median	2	1	1

Table 31: Number of Passengers Travelling in Group (including interviewee) (Cork Airport)

6. Main Survey Findings – Cork

6.1 Introduction

This section summarises the main survey findings under the following headings:

- Trip Purpose and Trip Duration
- Mode of Travel
- Arrival and Departure Profiles and Journey Time
- Overnight Stay
- Choice of Bus Service Provider
- Parking / Dropping off Arrangements and Car-Availability
- Return / Inbound Journey

6.2 Trip Purpose and Trip Duration

Figure 17 provides a breakdown of trip purpose. Table 32 gives a breakdown of trip purpose by passenger type.

Sample by Trip Purpose:

Main Purpose of Journey	Number of Passengers	%
Business/Work	180	20.5%
Emigrate	4	0.5%
Holiday/Leisure	363	41.4%
Visit Friends/Relatives	282	32.2%
Other	48	5.5%
TOTAL	**877**	**100.0%**

Table 32: Sample by Trip Purpose (Cork Airport)

Trip Purpose by Passenger Type:

Sample Breakdown - Purpose of Trip by Passenger Type
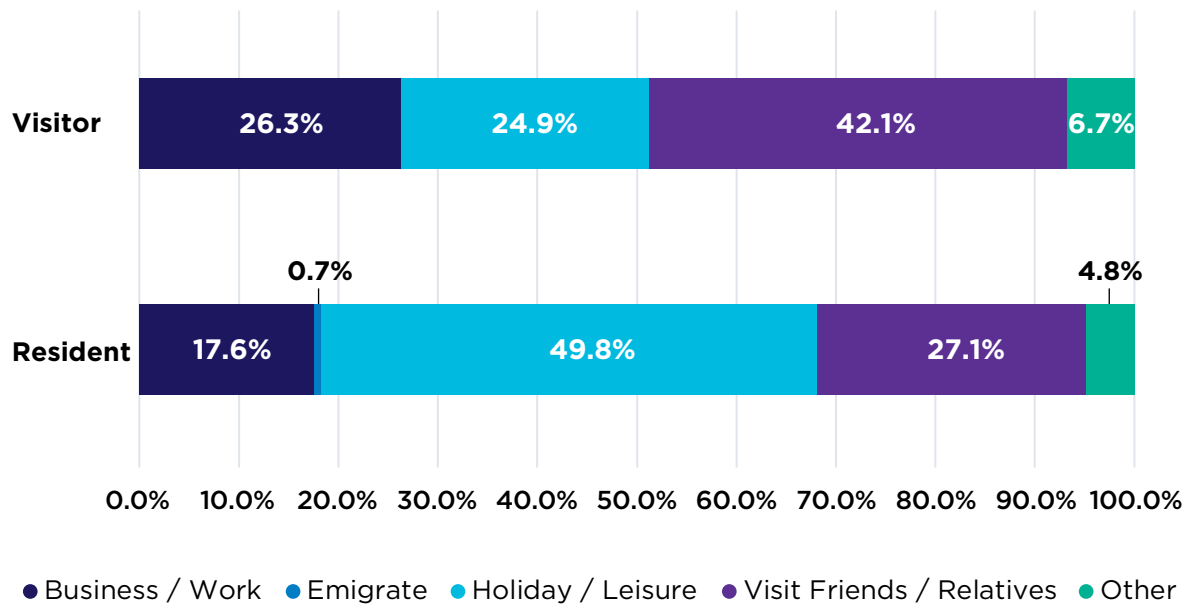
Figure 17: Sample Breakdown – Purpose of Trip by Passenger Type (Cork Airport)

Sample by Trip Duration:

Table 33 provides a breakdown of trip duration in weeks. Figure 18 gives a breakdown of trip purpose by passenger type.

Trip Duration	Number of Passengers	%
Less than a week	631	72.5%
1-2 weeks	154	17.7%
2-3 weeks	24	2.8%
3-4 weeks	15	1.7%
More than 4 weeks	46	5.3%
Not Answered	7	-
TOTAL	**877**	**100.0%**

Table 33: Sample by Trip Duration (Cork Airport)

Trip Duration by Passenger Type:

Sample Breakdown - Trip Duration by Passenger Type
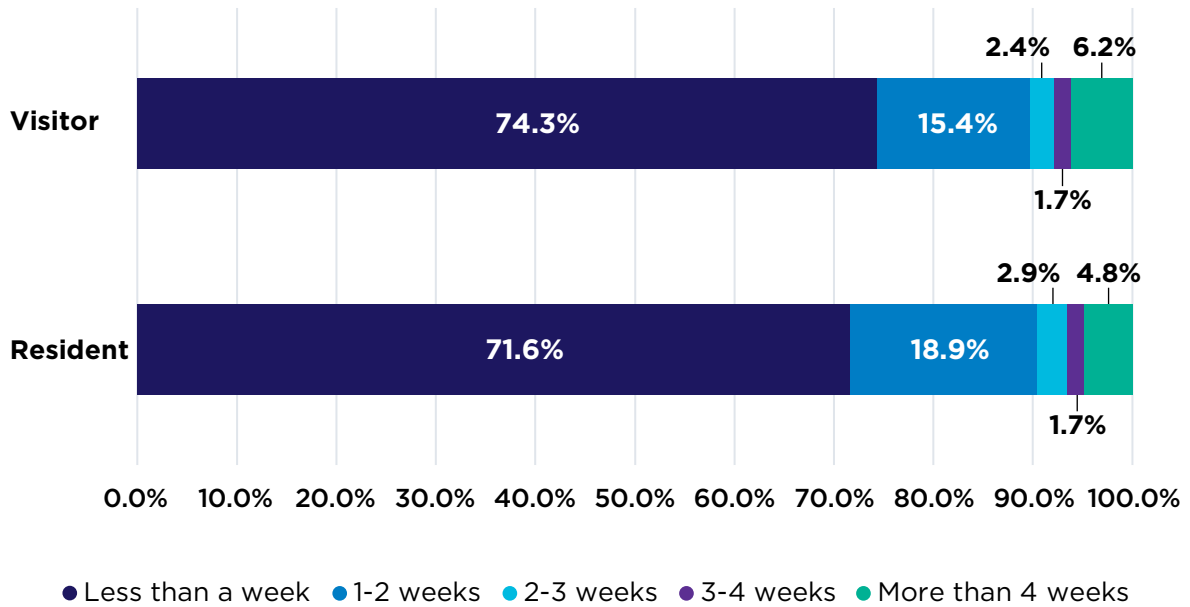
Figure 18: Sample Breakdown – Trip Duration by Passenger Type (Cork Airport)

6.3 Mode of Travel

Sample by Mode of Travel:

Passengers were asked how they travelled most of the way to the airport that day. Table 34 provides a breakdown of mode of travel by passenger type (count). Table 35 presents the percentages the mode share by passenger type.

Mode of Travel - Number of Passengers			
	Resident	**Visitor**	**Overall**
Another Flight	1	1	2
Bicycle	0	0	0
Bus	29	35	64
Drove own Car/Van	240	8	248
Hotel Shuttle Bus	6	12	18
Motorcycle	0	0	0
On Foot	3	6	9
Passenger in car	215	95	310
Rental Car/Van	3	36	39
Taxi	74	103	177
Other	9	1	10
Not Answered	0	0	0
TOTAL	**580**	**297**	**877**

Table 34: Mode of Travel (Count) (Cork Airport)

Mode of Travel - %			
	Resident	Visitor	Overall
Another Flight	0.2%	0.3%	0.2%
Bicycle	0.0%	0.0%	0.0%
Bus	5.0%	11.8%	7.3%
Drove own Car/Van	41.4%	2.7%	28.3%
Hotel Shuttle Bus	1.0%	4.0%	2.1%
Motorcycle	0.0%	0.0%	0.0%
On Foot	0.5%	2.0%	1.0%
Passenger in car	37.1%	32.0%	35.3%
Rental Car/Van	0.5%	12.1%	4.4%
Taxi	12.8%	34.7%	20.2%
Other	1.6%	0.3%	1.1%
TOTAL	**100.0%**	**100.0%**	**100.0%**

Table 35: Mode of Travel (%) (Cork Airport)

Mode of Travel: 2022 & 2016 Comparison:

	2022			2016		
	Resident	Visitor	Overall	Resident	Visitor	Overall
Another Flight	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	2.3%	6.3%	3.4%	0.0%	0.0%	0.0%
Drove own Car/Van	59.1%	0.0%	43.3%	0.0%	0.0%	0.0%
Hotel shuttle bus	0.0%	4.2%	1.1%	9.0%	19.0%	9.0%
On Foot	0.0%	0.7%	0.2%	31.0%	1.0%	31.0%
Passenger in Car	35.3%	35.9%	35.5%	6.0%	0.0%	6.0%
Rental Car/Van	0.3%	32.4%	8.8%	1.0%	1.0%	1.0%
Taxi	2.6%	19.7%	7.1%	37.0%	26.0%	37.0%
Other	0.5%	0.7%	0.6%	1.0%	26.0%	1.0%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 36: Mode of Travel – 2022 & 2016 Comparison (Cork Airport)

Sample by Rail Usage:

Passengers were asked whether they had used Rail or Luas (tram or light rail) for any part of their journey to the airport that day. Table 37 below indicates the sample breakdown of rail usage.

Rail Usage	Number of Passengers	%
Luas	0	0.0%
Rail	15	1.7%
No	862	98.3%
TOTAL	877	100.0%

Table 37: Sample by Rail Usage (Cork Airport)

6.4 Arrival and Departure Profiles and Journey Time

Table 38 shows the estimated arrival time that passengers arrived at Cork Airport that day. Figure 19 demonstrates this by passenger type.

Sample by Arrival Time:

Time of Arrival	Number of Passengers	%
6:00am – 7:00am	127	14.5%
7:01am – 10:00am	282	32.2%
10:01am – 1:00pm	201	22.9%
1:01pm – 4:00pm	66	7.5%
4:01pm – 7:00pm	63	7.2%
7:01pm – 11:59pm	21	2.4%
12:00am – 5:59am	117	13.3%
TOTAL	**877**	**100.0%**

Table 38: Sample by Arrival Time (Cork Airport)

Arrival Time by Passenger Type:

Time of Arrival by Passenger Type
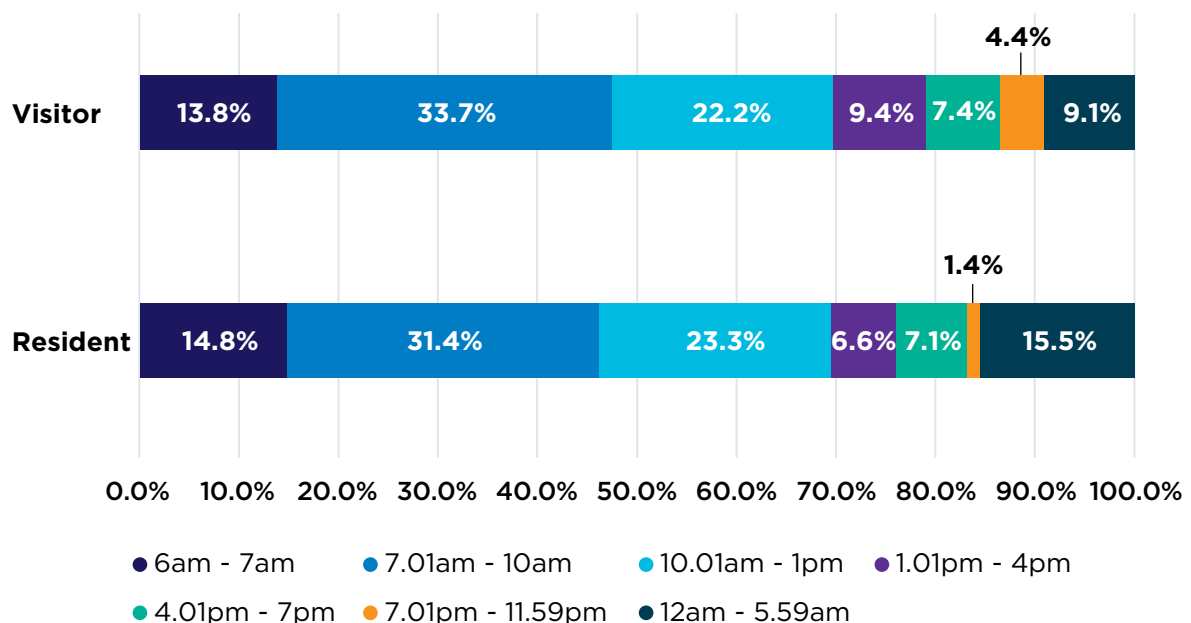
Figure 19: Sample Breakdown – Time of Arrival to Airport by Passenger Type (Cork Airport)

Sample by Journey Duration:

Table 39 provides a breakdown of the journey duration to Cork Airport at an overall level. Figure 20 gives journey time to Cork airport by passenger type.

Journey Duration	Number of Passengers	%
<15 minutes	211	24.3%
16-30 minutes	249	28.7%
31-60 minutes	188	21.7%
61-120 minutes	170	19.6%
121-180 minutes	31	3.6%
>180 minutes	28	3.2%
TOTAL	877	100.0%

Table 39: Sample by Journey Duration (Cork Airport)

Journey Duration by Passenger Type:

Journey Duration by Passenger Type Cork Airport
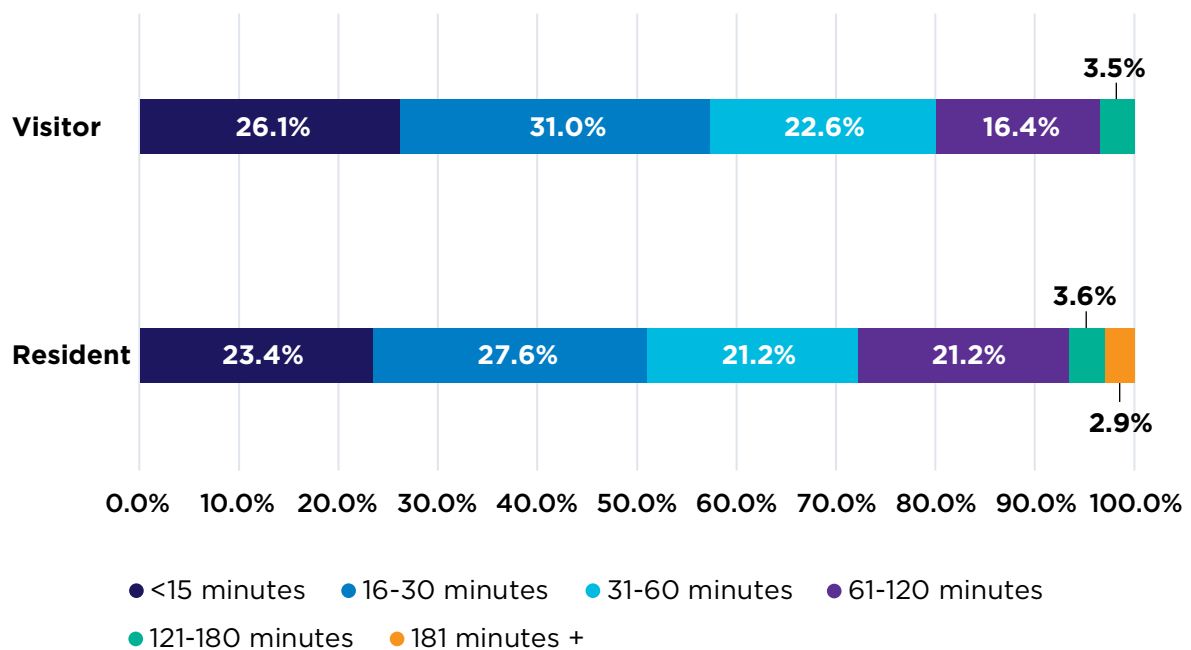
Figure 20: Sample Breakdown - Journey Duration by Passenger Type (Cork Airport)

Journey Duration: 2022 & 2016 Comparison (Total):

Journey Duration	2022		2016	
	Resident	Visitor	Resident	Visitor
≤15 minutes	23.4%	25.3%	27.0%	18.0%
16-30 minutes	27.6%	30.0%	26.0%	33.0%
31-60 minutes	21.2%	21.9%	20.0%	19.0%
61-120 minutes	21.2%	15.8%	16.0%	20.0%
121 - 180 minutes	3.6%	3.4%	8.0%	6.0%
181 minutes+	2.9%	3.7%	4.0%	5.0%
TOTAL	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Table 40: Journey Duration (to airport) – 2022 & 2016 Comparison (Cork Airport)

6.5 Overnight Stay

Table 41 and Table 42 provide a breakdown of whether departing passengers spent the previous night at a hotel, bed-and-breakfast, or hostel by passenger type.

Sample of Overnight Stay by Passenger Type:

Overnight Stay in a Hotel, B&B or Hostel (Number of Passengers)			
	Resident	Visitors	Overall
No	561	151	712
Yes	19	146	165
TOTAL	**580**	**297**	**877**

Table 41: Sample of Overnight Stay by Passenger Type (Count) (Cork Airport)

Overnight Stay in a Hotel, B&B or Hostel (%)			
	Resident	**Visitors**	**Overall**
No	96.7%	50.8%	81.2%
Yes	3.3%	49.2%	18.8%
TOTAL	**100.0%**	**100.0%**	**100.0%**

Table 42: Sample of Overnight Stay by Passenger Type (%) (Cork Airport)

6.6 Choice of Bus Provider

Table 43 shows the breakdown of passengers who travelled by bus to the Airport by their choice of bus service provider by passenger type. Bus Eireann was the most commonly cited Bus Provider by passenger type (92.1%). A comparison to 2016 and 2011 can be found in Appendix B.

Bus Provider by Passenger Type:

Bus Provider			
	Resident	**Visitor**	**Average**
AircCoach	6.9%	0.0%	3.2%
Bus Eireann	93.1%	91.2%	92.1%
Don't know	0.0%	8.8%	4.8%
TOTAL	**100.0%**	**100.0%**	**100.0%**

Table 43: Sample of Bus Provider by Passenger Type (Cork Airport)

6.7 Parking Arrangements, Drop-off, and Car Availability

Table 44 gives the sample breakdown of passengers who drove their own car/van to the airport or arrived at the airport in a rental car or as a passenger in a car which was subsequently parked, and where they parked. Figure 21 provides this breakdown by passenger type.

Sample of Car Parking Arrangements:

Car Parking	Number of Passengers	%
Airport Long Term	110	39.0%
Airport Short Term	116	41.1%
Private Long Term	28	9.9%
Hotel	3	1.1%
Other	25	8.9%
Not Answered	315	-
TOTAL	**597**	**100.0%**

Table 44: Sample of Car Parking Arrangements (Cork Airport)

Car Parking Arrangements by Passenger Type:

Car Parking Arrangement by Passenger Type
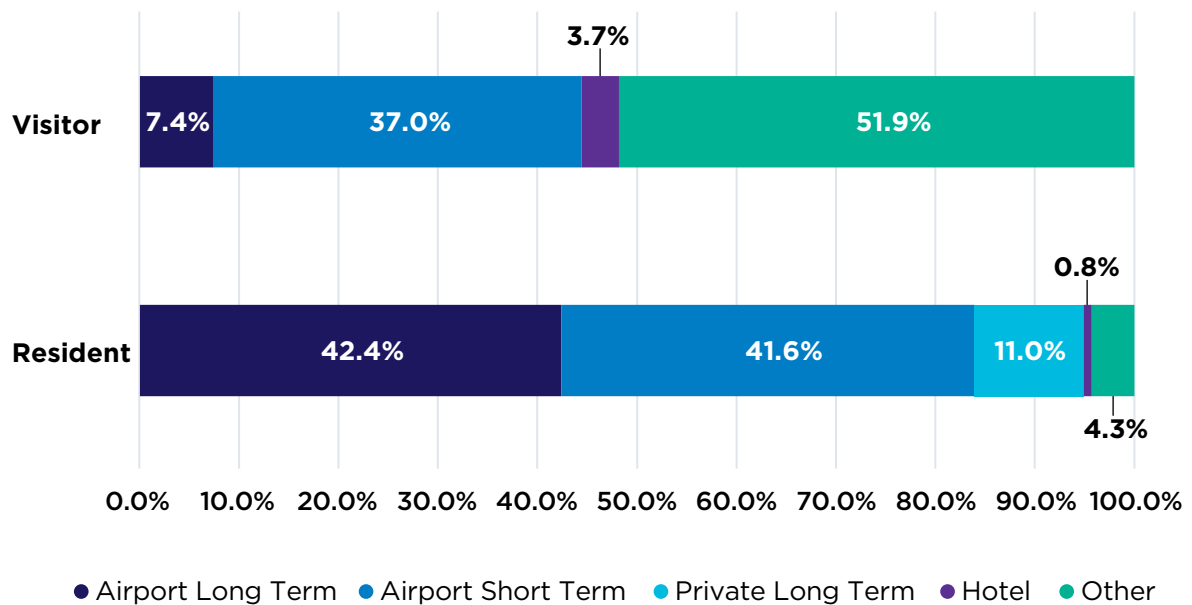
Figure 21: Sample Breakdown – Car Parking Arrangements by Passenger Type (Cork Airport)

Sample of 'Passenger in Car' Drop Off and Parking Arrangements:

Table 45 outlines the sample breakdown of passengers who were driven to the airport as a passenger in a private car and whether the driver drove away after dropping them off or if the driver parked the car and accompanied the passenger to the terminal. Figure 22 provides this breakdown by passenger type.

Passenger in Car – Drop off Arrangements	Number of Passengers	%
Drop Off	269	86.8%
Park Car	41	13.2%
TOTAL	**310**	**100.0%**

Table 45: Sample of Passenger in Car – Drop Off Arrangements (Cork Airport)

'Passenger in Car' Drop Off and Parking Arrangements by Passenger Type:

Sample Breakdown - Drop off and Parking Arrangements by Passenger Type
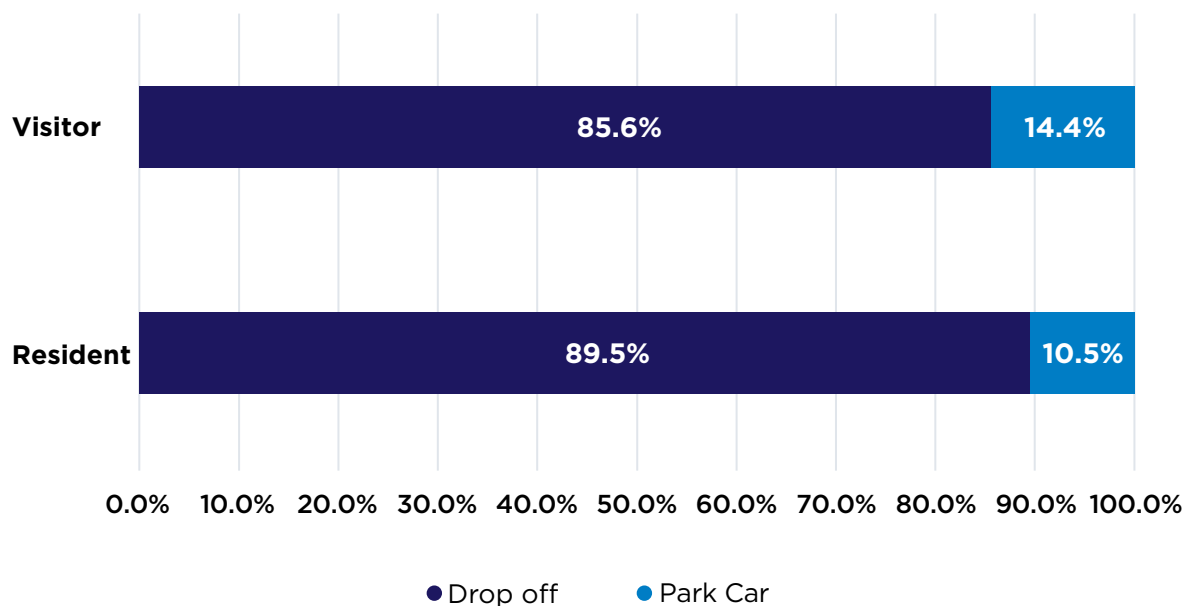
Figure 22: Sample Breakdown - Drop off and Parking Arrangements by Passenger Type (Cork Airport)

Availability of Car/Van:

Table 46 indicates whether passengers had a car/van available to drive themselves to the airport that day by passenger type.

Sample of Car/Van Availability:

Car/Van Availability	Resident		Visitor		Overall	
	PAX	%	PAX	%	PAX	%
No	128	22.1%	255	85.9%	383	43.7%
Yes	452	77.9%	42	14.1%	494	56.3%
TOTAL	580	100.0%	297	100.0%	877	100.0%

Table 46: Sample of Car/Van Availability (Cork Airport)

6.8 Return/Incoming Journey Arrangements

Sample by Mode of Travel (Return/Incoming Journey):

Residents were asked how intended to get (most of the way) back to their final destination when they returned, while Visitors were asked how they got (most of the way) to their first destination when they arrived in Ireland. Table 47 provides a breakdown of mode of travel by passenger type (count), Table 48 provides this breakdown by passenger type (average).

Mode of Travel – Number of Passengers			
Mode	Resident	Visitor	Combined
Another Flight	0	1	1
Bicycle	0	0	0
Bus	37	43	80
Drive own Car / Van	233	6	239
Hotel Shuttle Bus	0	5	5
Motorcycle	0	0	0
On Foot	1	2	3
Passenger in car	226	100	326

Mode of Travel – Number of Passengers			
Rental Car / Van	1	37	38
Taxi	64	94	158
Other	14	9	23
Not Answered	4	0	4
TOTAL	**580**	**297**	**877**

Table 47: Sample by Mode of Travel (Count)- (Return/Incoming Journey) (Cork Airport)

Mode of Travel - %			
Mode of Transport	**Resident**	**Visitor**	**Average**
Another Flight	0.0%	0.3%	0.1%
Bicycle	0.0%	0.0%	0.0%
Bus	6.4%	14.5%	9.2%
Drive own Car / Van	40.5%	2.0%	27.4%
Hotel Shuttle Bus	0.0%	1.7%	0.6%
On Foot	0.2%	0.7%	0.3%
Passenger in car	39.2%	33.7%	37.3%
Rental Car / Van	0.2%	12.5%	4.4%
Taxi	11.1%	31.6%	18.1%
Other	2.4%	3.0%	2.6%
TOTAL	**100.0%**	**100.0%**	**100.0%**

Table 48: Sample by Mode of Travel (%) - (Return/Incoming Journey) (Cork Airport)

Sample by Rail Usage (Return/Incoming Journey):

Residents were asked whether they intended to travel by Rail or Luas (tram or light rail) in Ireland at any part of their trip home on return, whilst Visitors were asked whether they had travelled by rail in Ireland for any part of their trip when they first arrived in Ireland. Table 49 below indicates the sample breakdown of rail usage.

Rail Usage	Number of Passengers	%
Luas	0	0.0%
Rail	18	2.1%
No	855	97.9%
Not Answered	4	-
TOTAL	**877**	**100.0%**

Table 49: Sample by Rail Usage - (Return/Incoming Journey) (Cork Airport)

Sample by Final/First Destination:

Residents were asked whether their final destination on return to Ireland would be the same as that from which they came from that day, whilst Visitors were asked whether their first destination on arrival to Ireland was the same as that from which they came that day. Table 50 below outlines the response breakdown:

Final/First Destination	Number of Passengers	%
No	13	1.5%
Yes	864	98.5%
TOTAL	**877**	**100.0%**

Table 50: Sample by Final/First Destination (Cork Airport)

7.   Summary of Key Findings – Cork

- In total, 877 passengers were interviewed in Cork Airport. 66.1% (580) of passengers interviewed were Irish residents, while 33.9% (297) were Visitors. The largest proportion of Visitors surveyed were from the United Kingdom (59.3%) and 11.1% were from the USA.

- Approximately equal numbers of male and female respondents were recorded (51.2% male vs. 48.8% female)

- The largest age group surveyed was the 45-54 years old category (21.9%). The 18-24 age group had the lowest representation, making up 11.3% of Residents and 8% of Visitors.

- The average number of passengers travelling in a group (including the interviewee) for Residents was 1.94, and 2.05 for Visitors.

- For Residents, the most common purpose was holiday/leisure (41.1%), while Visitors primarily travelled to visit friends/relatives (42.1%).

- The majority of Residents drove their own car or van (41.4% / 240) or arrived as a passenger in a car (37.1% / 215), while Visitors had a higher reliance on taxis (34.7% / 103) and being a passenger in a car (32.0% / 95).

- Most respondents, both Residents (71.6%) and Visitors (74.3%), had a trip duration of less than a week.

- The highest number of Residents and Visitors arrived between 7:01 am to 10:00 am, accounting for 31.4% and 33.7% respectively.

- The most common journey time for both Residents and Visitors was between 16-30 minutes, constituting 27.6% and 31.0% respectively.

- Approximately half (49.2%) of Visitors stayed overnight at a hotel, bed & breakfast, or hostel the night previous.

- For those who arrived by bus (64 respondents in total), the survey enquired about the bus company used. The majority of respondents who arrived via bus reported using Bus Eireann (92.1% / 58).

- The majority of Residents (42.4%) who arrived by car parked in the Airport Long Term parking lot (108), while only two visitors (7.4%) chose this option. Both Residents (41.6%) and Visitors (37.0%) utilised the Airport Short Term parking area.

- Of the passengers driven to the airport the majority of respondents (85.6% / 184) of Residents and 89.5% / 85) of Visitors) reported that the driver drove away after dropping them off. Whilst 14.4% and 10.5% respectively reported that the car was parked, and they were accompanied by the driver to the airport.

- The survey assessed whether participants used rail travel as part of their trip to the airport. No participants, either residents or visitors, reported using Luas services. Just 1.7% (15) reported using Rail. Similar results were recorded for the return journey, with 2.1% (18) of respondents expressing plans to use rail services on return (Residents) or had used them on arrival (Visitors).

- Participants were asked if they had a car or van available to drive themselves to the airport. The majority of Residents (77.9% / 452) reported having a vehicle, while a smaller proportion of Visitors (14.1% / 42) had access to a vehicle.

- 40.5% of Residents intended to travel to their final destination on return to Ireland by driving their own car/van (233), whilst 39.2% (226) said they would be a passenger in a car. On initial arrival to Ireland, 33.7% (100) of Visitors arrived to their first destination as a passenger in a car, while 31.6% took a taxi (94).

8. Survey Sample – Shannon

8.1 Number of Passengers Surveyed

Sample by Passenger Type:

In total, 533 passengers were surveyed in Shannon Airport. Of those surveyed, 391 were Residents and 142 were Visitors. No quota was enforced in advance.

Sample Breakdown - Drop off and Parking Arrangements by Passenger Type
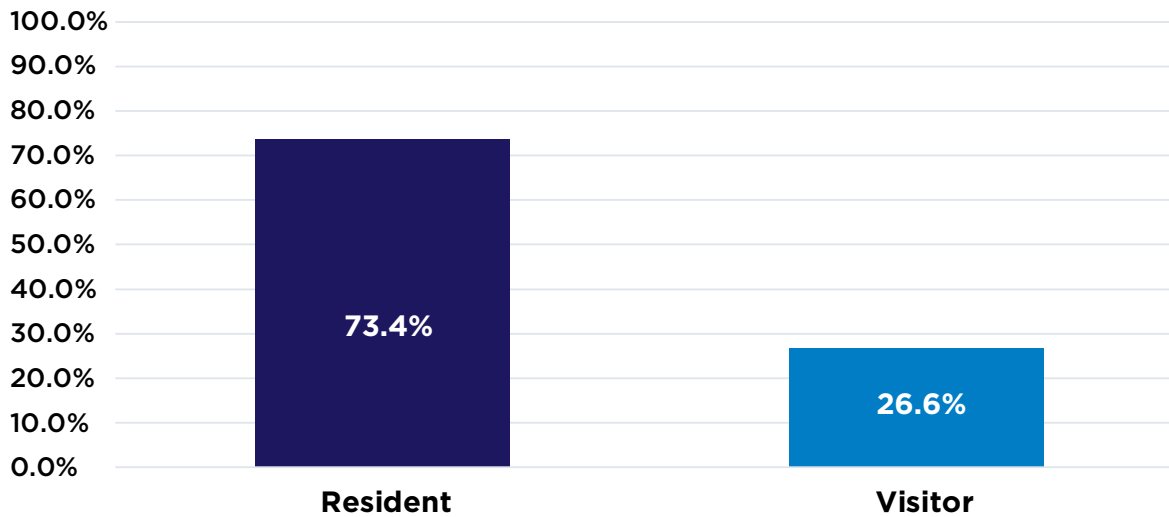
Figure 23: Sample Breakdown – Passenger Type (Shannon Airport)

Sample by Day of the Week:

Interviews took place from Monday – Friday only, excluding weekends. Table 51 indicates the sample breakdown by day of the week.

Day of the Week	Number of Passengers	%
Monday	65	12.2%
Tuesday	78	14.6%
Wednesday	121	22.7%
Thursday	84	15.8%
Friday	185	34.7%
TOTAL	**533**	**100.0%**

Table 51: Sample by Day of the Week (Shannon Airport)

Sample by Day of the Week and Passenger Type:

Sample Breakdown - Day of the Week
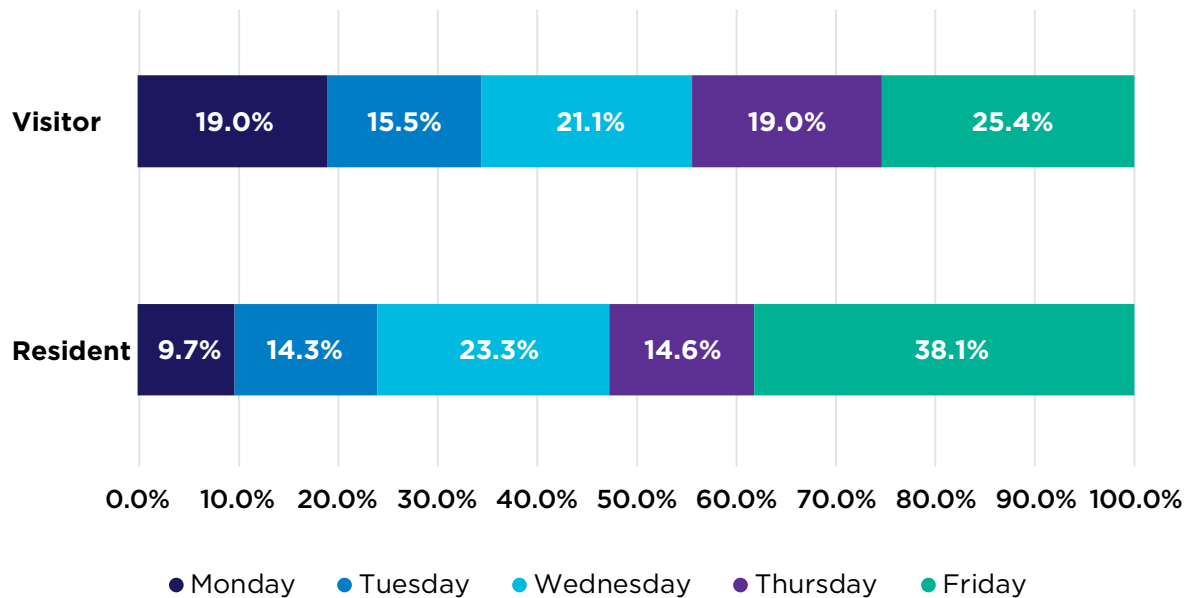
Figure 24: Sample Breakdown - Day of the Week and Passenger Type
(Shannon Airport)

8.2 Sample by Socio-Demographic Variables

Sample by Country of Residence (Visitors Only):

Visiting passengers were asked for their country of residence. Figure 25 provides a breakdown of destinations with at least 3 responses recorded. A complete list of responses can be found in Appendix G.

Sample Breakdown - Visitors Country of Residence
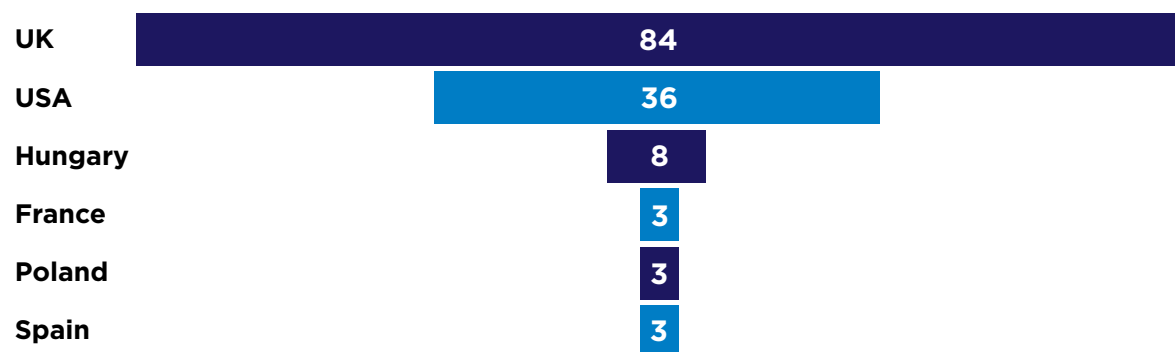
Figure 25: Sample Breakdown – Visitors Country of Residence (Shannon Airport)

Sample by Gender:

An approximate even split of responses was achieved across male and female respondents overall. No gender quota was enforced in advance.

Gender	Resident		Visitor		Overall	
	PAX	**%**	**PAX**	**%**	**PAX**	**%**
Female	201	51.4%	68	47.9%	269	50.5%
Male	190	48.6%	74	52.1%	264	49.5%
TOTAL	**391**	**100.0%**	**142**	**100.0%**	**533**	**100.0%**

Table 52: Sample by Gender (Shannon Airport)

Sample by Age Range:

Passengers aged 18+ were interviewed. The minimum participation age was 18 years old, there was no maximum participation age. The age profile was split across 6 cohorts.

Age Range	Number of Passengers	%
18-24	45	8.4%
25-34	121	22.7%
35-44	121	22.7%
45-54	111	20.8%
55-64	95	17.8%
65+	40	7.5%
TOTAL	**533**	**100.0%**

Table 53: Sample by Age Range (Shannon Airport)

Sample by Age Range and Passenger Type:

Sample Breakdown - Age Range by Passenger Type
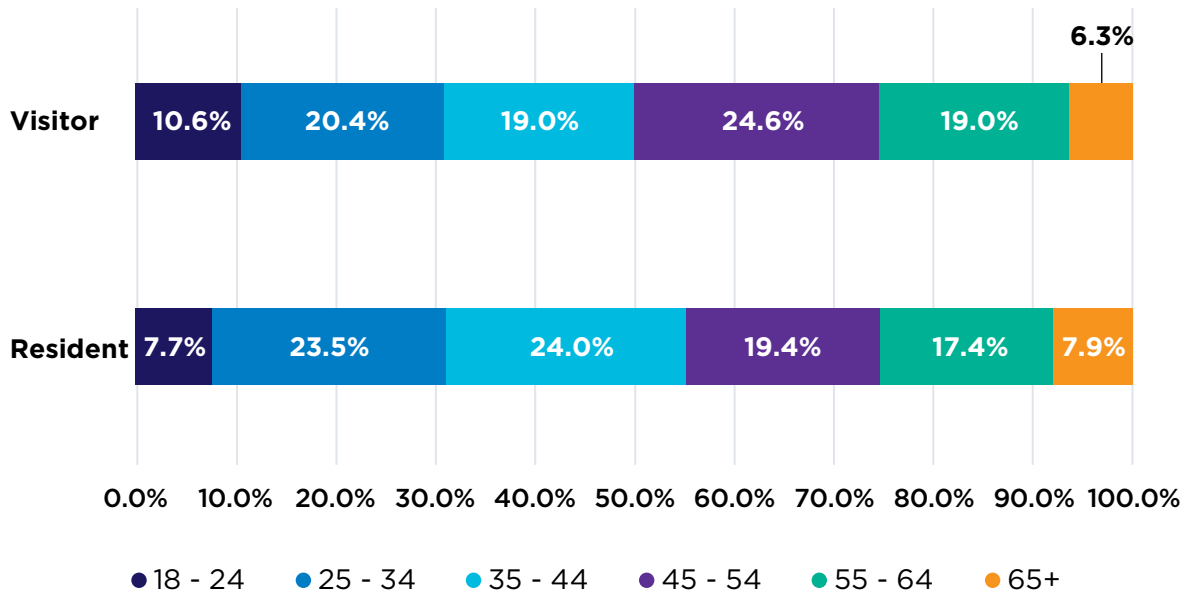
Figure 26: Sample Breakdown – Age Range by Passenger Type (Shannon Airport)

Interviewees were asked how many passengers were travelling in their group, including themselves. The average group size was 2.07. A total of 511 respondents reported a group size of 4 or fewer.

Number of Passengers Travelling in Group (incl. interviewee)	Resident	Visitor	Overall
Mean	2.19	1.74	2.07
Median	2	1	2

Table 54: Number of Passengers Travelling in Group (including interviewee) (Shannon Airport)

9.   Main Survey Findings – Shannon

9.1 Introduction

This section summarises the main survey findings under the following headings:

- Trip Purpose and Trip Duration
- Mode of Travel
- Arrival and Departure Profiles and Journey Time
- Overnight Stay
- Choice of Bus Service Provider
- Parking / Dropping off Arrangements and Car-Availability
- Return / Inbound Journey

9.2 Trip Purpose and Trip Duration

Table 55 provides a breakdown of trip purpose. Figure 26 gives a breakdown of trip purpose by passenger type.

Sample by Trip Purpose:

Main Purpose of Journey	Number of Passengers	%
Business/Work	63	11.8%
Holiday/Leisure	281	52.7%
Emigrate	1	0.2%
Visit Friends/Relatives	177	33.2%
Other	11	2.1%
TOTAL	**533**	**100.0%**

Table 55: Sample by Trip Purpose (Shannon Airport)

Trip Purpose by Passenger Type:

Sample Breakdown - Trip Purpose by Passenger Type
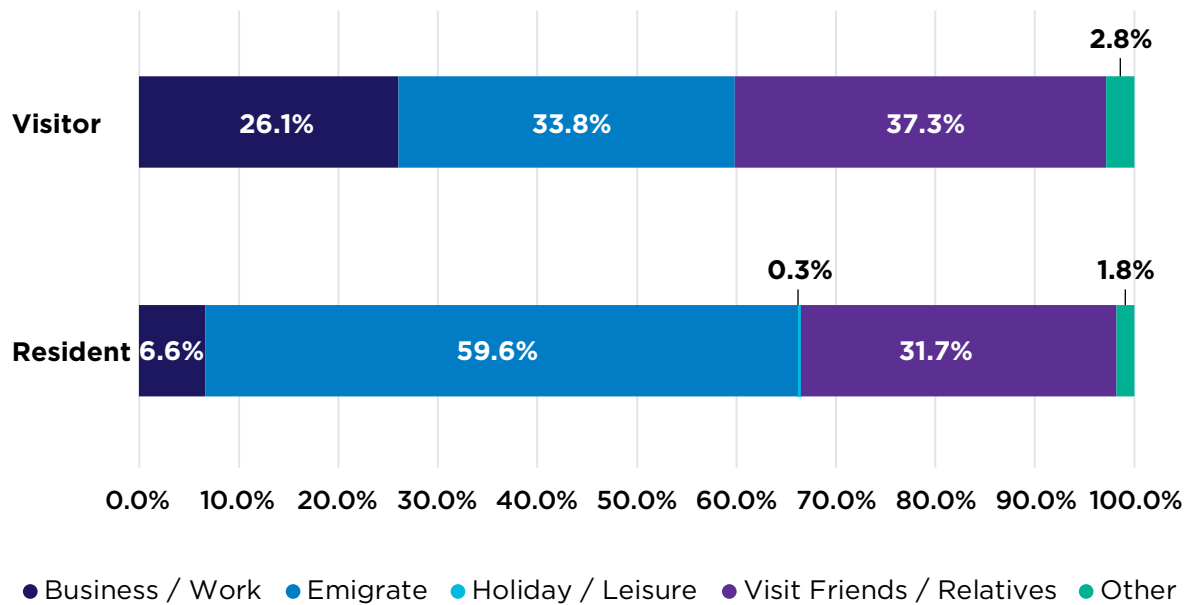
Figure 27: Sample Breakdown – Trip Purpose by Passenger Type (Shannon Airport)

Sample by Trip Duration:

Table 56 provides a breakdown of trip duration or length. Figure 28 gives a breakdown of trip purpose by passenger type.

Trip Duration	Number of Passengers	%
Less than a week	383	72.3%
1-2 weeks	111	20.9%
2-3 weeks	7	1.3%
3-4 weeks	8	1.5%
More than 4 weeks	21	4.0%
Not Answered	3	-
TOTAL	**533**	**100.0%**

Table 56: Sample by Trip Duration (Shannon Airport)

Trip Duration by Passenger Type:

Sample Breakdown - Trip Duration by Passenger Type
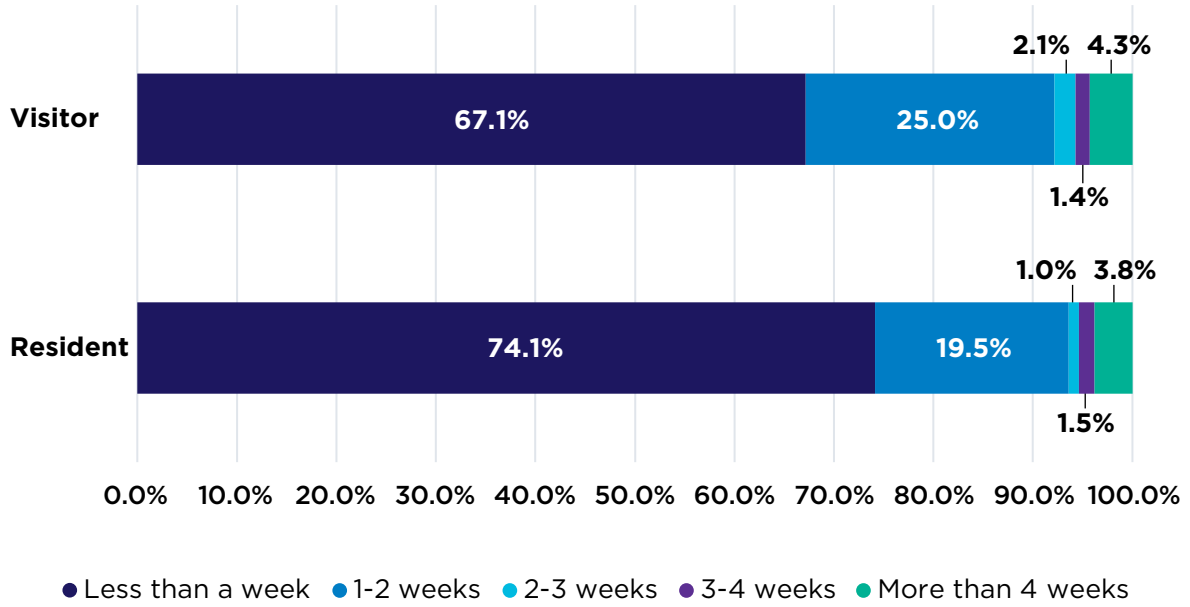
Figure 28: Sample Breakdown – Trip Duration by Passenger Type (Shannon Airport)

9.3 Mode of Travel

Sample by Mode of Travel:

Passengers were asked how they travelled most of the way to the airport that day. Table 57 provides a breakdown of mode of travel by passenger type (count). Table 58 presents the percentages of mode share passenger type.

Mode of Travel – Number of Passengers			
Mode of Transport	**Resident**	**Visitor**	**Total**
Another Flight	0	0	0
Bicycle	0	0	0
Bus	9	9	18
Drove own Car/Van	231	0	231
Hotel shuttle bus	0	6	6
Motorcycle	0	0	0
On Foot	0	1	1
Passenger in Car	138	51	189
Rental Car/Van	1	46	47
Taxi	10	28	38
Other	2	1	3
Not Answered	0	0	0
TOTAL	**391**	**142**	**533**

Table 57: Mode of Travel (Count) (Shannon Airport)

Mode of Travel - %			
Mode of Transport	**Resident**	**Visitor**	**Overall**
Another Flight	0.0%	0.0%	0.0%
Bicycle	0.0%	0.0%	0.0%
Bus	2.3%	6.3%	3.4%
Drove own Car/Van	59.1%	0.0%	43.3%
Hotel shuttle bus	0.0%	4.2%	1.1%
Motorcycle	0.0%	0.0%	0.0%
On Foot	0.0%	0.7%	0.2%
Passenger in Car	35.3%	35.9%	35.5%
Rental Car/Van	0.3%	32.4%	8.8%
Taxi	2.6%	19.7%	7.1%
Other	0.5%	0.7%	0.6%
TOTAL	**100.0%**	**100.0%**	**100.0%**

Table 58: Mode of Travel (%) (Shannon Airport)

Mode of Travel: 2022 & 2016 Comparison:

	2022			2016		
	Resident	Visitor	Overall	Resident	Visitor	Overall
Another Flight	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	2.3%	6.3%	3.4%	14%	11%	13%
Drove own Car/Van	59.1%	0.0%	43.3%	39%	1%	20%
Hotel shuttle bus	0.0%	4.2%	1.1%	0%	0%	0%
Motorcycle	0.0%	0.0%	0.0%	0%	0%	0%
On Foot	0.0%	0.7%	0.2%	0%	3%	2%
Passenger in Car	35.3%	35.9%	35.5%	44%	24%	34%
Rental Car/Van	0.3%	32.4%	8.8%	0%	39%	20%
Taxi	2.6%	19.7%	7.1%	2%	13%	8%
Other	0.5%	0.7%	0.6%	0%	8%	4%
TOTAL	**100.0%**	**100.0%**	**100.0%**	**100%**	**100%**	**100%**

Table 59: Mode of Travel – 2022 & 2016 Comparison (Shannon Airport)

Sample by Rail Usage:

Passengers were asked whether they had used Rail or Luas (tram or light rail) for any part of their journey to the airport that day. Table 60 below indicates the sample breakdown of rail usage.

Rail Usage	Number of Passengers	%
No	531	99.6%
Rail	2	0.4%
Luas	0	0.0%
TOTAL	**533**	**100.0%**

Table 60: Sample by Rail Usage (Shannon Airport)

9.4 Arrival and Departure Profiles and Journey Time

Table 61 shows the estimated arrival time that passengers arrived at Shannon Airport that day at a total level. Figure 29 demonstrates this by passenger type.

Sample by Arrival Time:

Time of Arrival	Number of Passengers	%
6:00am – 7:00am	47	8.8%
7.01am – 10:00am	125	23.5%
10.01am – 1:00pm	88	16.5%
1:01pm – 4:00pm	84	15.8%
4:01pm – 7:00pm	141	26.5%
7:01pm – 11:59pm	10	1.9%
12:00am – 5:59am	38	7.1%
TOTAL	**533**	**100.0%**

Table 61: Sample by Arrival Time (Shannon Airport)

Arrival Time by Passenger Type:

Sample Breakdown - Arrival Time by Passenger Type
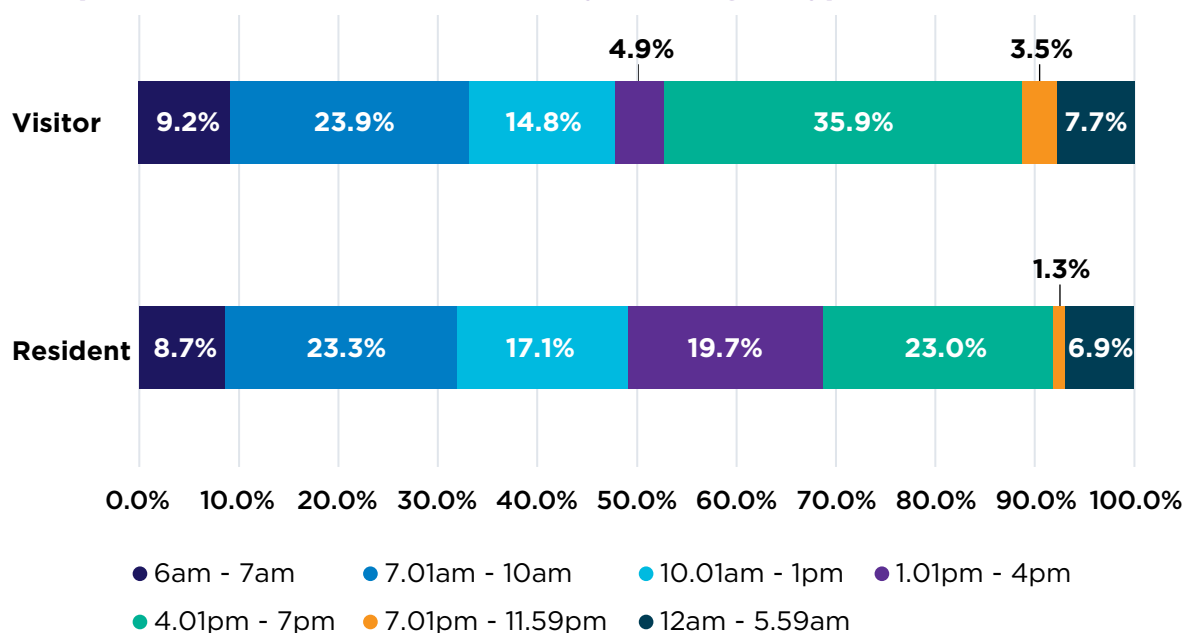
Figure 29: Sample Breakdown – Arrival Time by Passenger Type (Shannon Airport)

Sample by Journey Duration:

Table 62 provides a breakdown of the journey duration to Shannon. Figure 30 outlines journey duration to by passenger type.

Journey Duration	Number of Passengers	%
≤15 minutes	21	3.9%
16-30 minutes	123	23.1%
31-60 minutes	191	35.8%
61-120 minutes	156	29.3%
121-180 minutes	37	6.9%
>181 minutes	5	0.9%
TOTAL	**533**	**100.0%**

Table 62: Sample by Journey Duration (Shannon Airport)

Journey Duration by Passenger Type:

Sample Breakdown - Journey Duration by Passenger Type
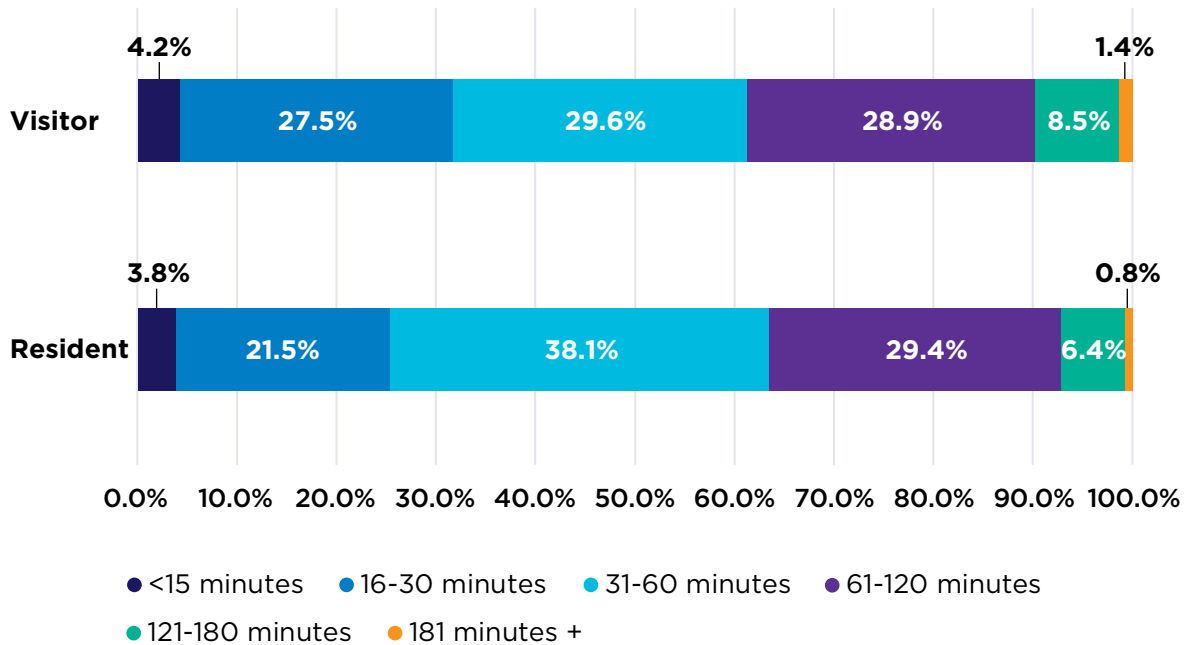
Figure 30: Sample Breakdown - Journey Duration by Passenger Type (Shannon Airport)

Journey Duration: 2022 & 2016 Comparison (Total):

	2022			2016		
	Resident	**Visitor**	**Overall**	**Resident**	**Visitor**	**Overall**
≤15 minutes	3.8%	4.2%	3.9%	4.0%	23.0%	13.0%
16-30 minutes	21.5%	27.5%	23.1%	29.0%	24.0%	26.0%
31-60 minutes	38.1%	29.6%	35.8%	23.0%	32.0%	27.0%
61-120 minutes	29.4%	28.9%	29.3%	27.0%	16.0%	22.0%
121-180 minutes	6.4%	8.5%	6.9%	15.0%	4.0%	10.0%
181-240 minutes	0.3%	0.7%	0.5%	2.0%	1.0%	2.0%
>240 minutes	0.5%	0.7%	0.6%			
TOTAL	**100.0%**	**100.0%**	**100.0%**	**100%**	**100%**	**100%**

Table 63: Journey Duration – 2022 & 2016 Comparison (Shannon Airport)

9.5 Overnight Stay

Table 64 and Table 65 provide a breakdown of whether departing passengers spent the previous night at a hotel, bed-and-breakfast, or hostel by passenger type.

Sample of Overnight Stay by Passenger Type:

Overnight Stay in a Hotel, B&B or Hostel – Number of Passengers			
	Resident	**Visitors**	**Overall**
No	389	71	460
Yes	2	71	73
TOTAL	**391**	**142**	**533**

Table 64: Sample of Overnight Stay by Passenger Type (Count) (Shannon Airport)

Overnight Stay in a Hotel, B&B or Hostel – Number of Passengers			
	Resident	**Visitors**	**Overall**
No	99.5%	50.0%	86.3%
Yes	0.5%	50.0%	13.7%
TOTAL	**100.0%**	**100.0%**	**100.0%**

Table 65: Sample of Overnight Stay by Passenger Type (%) (Shannon Airport)

9.6 Choice of Bus Provider

Table 66 shows the breakdown of passengers who travelled by bus to the Airport by their choice of bus service provider at a Passenger Type and Total level. Bus Eireann was the most commonly cited Bus Provider by passenger type (88.9% for both residents and visitors). A comparison to 2016 and 2011 can be found in Appendix C.

Bus Provider by Passenger Type:

Bus Provider			
	Resident	**Visitor**	**Overall**
Bus Eireann	88.9%	88.9%	88.9%
Harris Coaches	0.0%	11.1%	5.6%
JJ Kavanagh	11.1%	0.0%	5.6%
TOTAL	**100.0%**	**100.0%**	**100.0%**

Table 66: Sample of Bus Provider by Passenger Type (Shannon Airport)

9.7 Parking Arrangements, Drop-off, and Car Availability

Table 67 gives the sample breakdown of passengers who drove their own car/van to the airport or arrived at the airport in a rental car or as a passenger in a car which was subsequently parked, and where they parked. Figure 31 provides this breakdown by passenger type.

Sample of Car Parking Arrangements:

Car Parking	Number of Passengers	%
Airport Long Term	208	75.1%
Airport Short Term	50	18.1%
Hotel	2	0.7%
Private Long Term	13	4.7%
Other	4	1.4%
Not Answered	189	-
TOTAL	**466**	**100.0%**

Table 67: Sample of Car Parking Arrangements (Shannon Airport)

Car Parking Arrangements by Passenger Type:

Sample Breakdown - Car Parking by Passenger Type
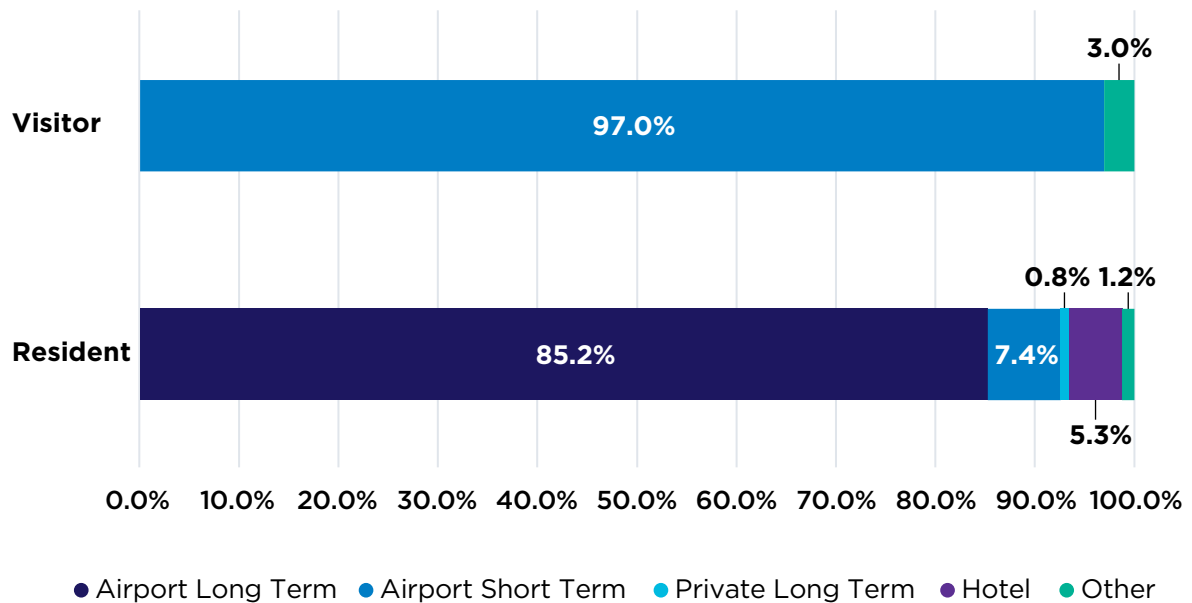
Figure 31: Sample Breakdown – Car Parking by Passenger Type (Shannon Airport)

Sample of 'Passenger in Car' Drop Off and Parking Arrangements:

Table 68 gives the sample breakdown of passengers who were driven to the airport as a passenger in a private car and whether the driver drove away after dropping them off or if the driver parked the car and accompanied the passenger to the terminal. Figure 32 provides this breakdown by passenger type.

Passenger in Car – Drop off Arrangements	Number of Passengers	%
Drive Away	169	89.4%
Park Car	20	10.6%
TOTAL	**189**	**100.0%**

Table 68: Sample of Passenger in Car – Drop Off Arrangements (Shannon Airport)

'Passenger in Car' Drop Off and Parking Arrangements by Passenger Type:

Sample Breakdown – Drop off and Parking Arrangements by Passenger Type
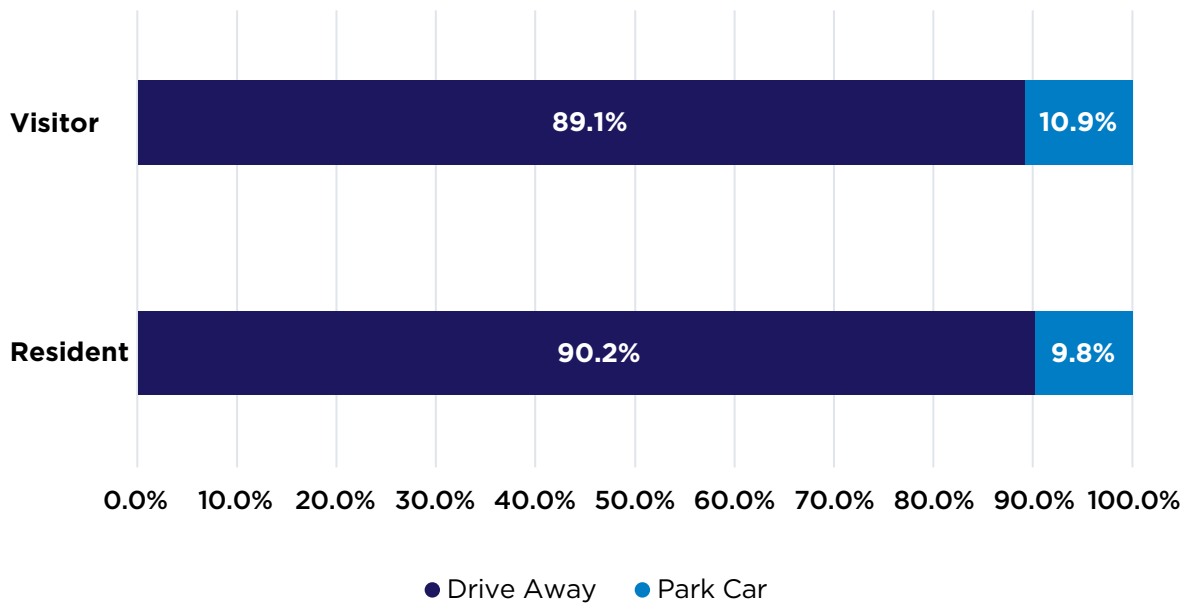
Figure 32: Sample Breakdown – Drop off and Parking Arrangements by Passenger Type (Shannon Airport)

Availability of Car/Van:

Table 69 indicates whether respondents had a car/van available to drive themselves to the airport that day by passenger type.

Sample of Car/Van Availability:

Car/Van Availability	Resident		Visitor		Overall	
	PAX	%	PAX	%	PAX	%
No	22	5.6%	96	67.6%	118	22.1%
Yes	369	94.4%	46	32.4%	415	77.9%
TOTAL	391	100.0%	142	100.0%	533	100.0%

Table 69: Sample of Car/Van Availability (Shannon Airport)

9.8 Return/Incoming Journey Arrangements

Sample by Mode of Travel (Return/Incoming Journey):

Residents were asked how intended to get (most of the way) back to their final destination when they returned, whilst Visitors were asked how they got (most of the way) to their first destination when they arrived in Ireland. Table 70 provides a breakdown of mode of travel by passenger type (count), Table 71 provides this breakdown by passenger type (average).

Mode of Travel – Number of Passengers			
Mode of Transport	**Resident**	**Visitor**	**Total**
Another Flight	0	0	0
Bicycle	0	0	0
Bus	14	12	26
Drove own Car/Van	229	2	231
Hotel shuttle bus	0	3	3
Motorcycle	0	0	0
On Foot	0	1	1
Passenger in Car	135	51	186
Rental Car/Van	1	43	44
Taxi	8	27	35
Other	2	3	5
Not Answered	2	0	2
TOTAL	**391**	**142**	**533**

Table 70: Sample by Mode of Travel (Count)- (Return/Incoming Journey) (Shannon Airport)

Mode of Travel - %			
Mode of Transport	**Resident**	**Visitor**	**Average**
Another Flight	0.0%	0.0%	0.0%
Bicycle	0.0%	0.0%	0.0%
Bus	3.6%	8.5%	4.9%
Drove own Car/Van	58.9%	1.4%	43.5%
Hotel shuttle bus	0.0%	2.1%	0.6%
Motorcycle	0.0%	0.0%	0.0%
On Foot	0.0%	0.7%	0.2%
Passenger in Car	34.7%	35.9%	35.0%
Rental Car/Van	0.3%	30.3%	8.3%
Taxi	2.1%	19.0%	6.6%
Other	0.5%	2.1%	0.9%
TOTAL	**100.0%**	**100.0%**	**100.0%**

Table 71: Sample by Mode of Travel (%)- (Return/Incoming Journey) (Shannon Airport)

Sample by Rail Usage (Return/Incoming Journey):

Residents were asked whether they intended to travel by Rail or Luas (tram or light rail) in Ireland at any part of their trip home on return, whilst Visitors were asked whether they had travelled by rail or Luas (tram or light rail) in Ireland for any part of their trip when they first arrived in Ireland. Table 72 below indicates the sample breakdown of rail usage.

Rail Usage	Number of Passengers	%
No	528	99.1%
Rail	5	0.9%
Luas	0	0.0%
TOTAL	**533**	**100.0%**

Table 72: Sample by Rail Usage - (Return/Incoming Journey) (Shannon Airport)

Sample by Final/First Destination:

Residents were asked whether their final destination on return to Ireland would be the same as that from which they came from that day, whilst Visitors were asked whether their first destination on arrival to Ireland was the same as that from which they came that day. Table 73 below outlines the response breakdown:

Final/First Destination	Number of Passengers	%
No	14	2.6%
Yes	519	97.4%
TOTAL	**533**	**100.0%**

Table 73: Sample by Final/First Destination (Shannon Airport)

10. Summary of Key Findings – Shannon

- A total of 533 interviews were conducted over the survey period, some 391 (73.4%) of those interviewed were Irish Residents, whilst the remaining 142 (26.6%) were Visitors. Visitors represented various countries, with the UK being the most common (59.2%), followed by the USA (25.4%) and Hungary (5.6%).

- The gender distribution among respondents was balanced, with 50.5% being female and 49.5% being male.

- The highest age group representation among Residents was in the 35-44 (24.0%) and 25-34 (23.5%). These age groups represented 19.0% and 20.4%, respectively, within the Visitors group.

- Whilst 51.4% of Visitors travelled alone, the majority of Residents travelled in pairs, with 53.2% travelling with one other person.

- The most common purpose of the journey for Residents was a holiday/leisure trip (59.6%), followed by visiting friends/relatives (31.7%). Visitors had a more diverse range of purposes, including visiting friends/relatives (37.3%), holiday/leisure (33.8%) and business/work (26.1%).

- The majority of Residents (74.1%) and Visitors (67.1%) had a trip duration of less than a week.

- The majority of Residents (59.1% / 231) drove their own car/van to the airport, while visitors used a range of transportation methods, including being a passenger in a car (35.9% / 51) and using rental cars (32.4% / 46).

- Only a small percentage of respondents (0.4% / 2) travelled by rail at any stage part of their trip to Shannon Airport.

- Arrival times to the airport were spread throughout the day, with the highest number of Residents and Visitors arriving between 7.01am and 10am (23.3% and 23.9% respectively).

- The most common journey time for both Residents and Visitors was between 31 minutes and 1 hour, accounting for 38.1% and 29.6% respectively.

- 50% of visitors stayed overnight in a Hotel, B&B or Hostel the previous night, whilst just 0.5% of Residents reported doing the same.

- Among those who arrived by bus, the majority (88.9% / 16) used Bus Eireann, while smaller percentages used Harris Coaches or JJ Kavanagh (5.6% / 1 each).

- Among Residents, the most common parking location was the airport long-term parking (85.2% / 208), while Visitors had a higher usage of the airport short-term parking (97.0% / 32).

- Among those who arrived to the airport as a passenger in a car that day, the majority (89.1% / 123 Residents, 90.2% / 46 Visitors) reported that the person who drove them to the airport left after dropping them off, while a smaller percentage (10.9% / 15 Residents, 9.8%/ 5 Visitors) stated that the person parked the car and accompanied them into the terminal.

- Most Residents (94.4% / 369) had a car/van available for self-driving to the airport, while a significant proportion of Visitors (67.6% / 96) did not.

- The vast majority of Residents respondents (98.7%) did not intend to travel by rail during their return trip, whilst 100% of Visitors did not use rail at any stage of their journey on arrival to Ireland.

Appendix A: Comparison with 2016 and 2011 - Dublin

Grid 1: Mode of Travel (to airport) - comparison

	2022		2016		2011	
	Resident	**Visitor**	**Resident**	**Visitor**	**Resident**	**Visitor**
Another Flight	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycle	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%
Bus	24.1%	33.9%	32.8%	32.3%	26.4%	39.2%
Drove own Car / Van	26.2%	0.7%	27.2%	0.7%	52.1%	28.4%
Hotel Shuttle Bus	2.5%	6.0%	1.9%	6.5%	0.0%	0.0%
Motorcycle	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
On Foot	0.4%	0.7%	0.1%	0.3%	0.0%	0.0%
Passenger in car	24.8%	16.4%	20.0%	11.6%	0.0%	0.0%
Rental Car / Van	0.4%	9.7%	0.5%	12.4%	0.0%	0.0%
Taxi	21.4%	31.7%	16.0%	34.8%	20.1%	28.7%
Other	0.1%	0.7%	1.3%	1.4%	1.5%	3.6%
Grand Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**
Sample Sizes	**4153**		**5041**		**23055**	

Grid 2: Journey Time (to airport) - comparison

	2022	2016	2011
Journey Time (to airport)	**Average**	**Average**	**Average**
<15 minutes	7.9%	9%	46%
16-30 minutes	28.6%	30%	
31-60 minutes	31.0%	29%	27.50%
61-120 minutes	16.7%	16%	14%
121-180 minutes	8.9%	9%	
181-240 minutes	4.5%	7%	12%
>=240 minutes	2.5%		
Grand Total	**100.0%**	**100%**	**100%**

Grid 3: Bus Provider - comparison

Bus Provider	2022			2016			2011
	Resident	Visitor	Average	Resident	Visitor	Average	Average
Aircoach	23.5%	25.5%	24.3%	42%	63%	53%	36%
Air Link				11%	37%	23%	6%
Bus Eireann	12.8%	4.6%	9.5%	16%	23%	16%	10%
Citylink	9.3%	6.6%	8.2%				
Collins Tours	0.1%	0.0%	0.1%				
Don't Know	0.7%	2.9%	1.6%	6%	4%	5%	4%
Dublin Bus	26.7%	27.0%	26.8%	9%	9%	9%	16%
Dublin Express	6.6%	24.4%	13.8%				
Eireagle	1.3%	0.2%	0.9%				12%
Expressway	1.9%	0.0%	1.1%				
Go Bus	2.9%	0.9%	2.1%				
Goldline	0.3%	0.0%	0.2%				
JJ Kavanagh	4.0%	2.9%	3.5%				
Kennedy Tours	0.0%	0.2%	0.1%				
Matthews Coach	0.3%	0.2%	0.3%				
O'Donoghues	0.1%	0.0%	0.1%				
Private Coach	1.3%	1.1%	1.2%				
PSO Bus (net)				32%	17%	25%	
Rabbie Tours	0.0%	0.2%	0.1%				
Translink	3.5%	2.2%	3.0%				
Ulster Bus	1.6%	0.0%	1.0%				
Wexford Bus	2.8%	1.1%	2.1%				
Other				15%	16%	17%	16%
Grand Total	**100.0%**	**100.0%**	**100.0%**	**131%**	**169%**	**148%**	**100%**

Appendix B: Comparison with 2016 - Cork

Grid 1: Mode of Travel (to airport) - comparison

Mode of Travel (to airport)	2022		2016	
	Resident	Visitor	Resident	Visitor
Another Flight	0.2%	0.3%	0.0%	0.0%
Bicycle	0.0%	0.0%	0.0%	0.0%
Bus	5.0%	11.8%	9.0%	19.0%
Drove own Car/Van	41.4%	2.7%	31.0%	1.0%
Hotel Shuttle Bus	1.0%	4.0%	6.0%	0.0%
On Foot	0.5%	2.0%	1.0%	1.0%
Passenger in car	37.1%	32.0%	37.0%	26.0%
Rental Car/Van	0.5%	12.1%	1.0%	26.0%
Taxi	12.8%	34.7%	13.0%	26.0%
Other	1.6%	0.3%	2.0%	1.0%
Grand Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**
Sample Size	**580**	**297**	**277**	**229**

Grid 2: Journey Time (to airport) - comparison

Journey Time (to airport)	2022		2016	
	Resident	Visitor	Resident	Visitor
≤15 minutes	23.4%	25.3%	27.0%	18.0%
16-30 minutes	27.6%	30.0%	26.0%	33.0%
31-60 minutes	21.2%	21.9%	20.0%	19.0%
61-120 minutes	21.2%	15.8%	16.0%	20.0%
121 - 180 minutes	3.6%	3.4%	8.0%	6.0%
181-240 minutes	1.5%	1.4%	4.0%	5.0%
>240 minutes	1.4%	2.4%		
Grand Total	100.0%	100.0%	100.0%	100.0%
Sample Size	580	287	277	229

Grid 3: Bus Provider - comparison

Bus Provider	2022		2016	
	Resident	Visitor	Resident	Visitor
Air Coach	6.9%	0.0%	0.0%	0.0%
City Link	0.0%	0.0%	0.0%	2.0%
Bus Eireann	93.1%	91.2%	49.0%	65.0%
Don't know	0.0%	8.8%	0.0%	5.0%
Other	0.0%	0.0%	51.0%	28.0%
Grand Total	100.0%	100.0%	100.0%	100.0%
Sample Size	63		68	

Appendix C: Comparison with 2016 - Shannon

Grid 1: Mode of Travel (to airport) - comparison

Mode of Travel (to airport)	2022			2016		
	Resident	Visitor	Average	Resident	Visitor	Average
Another Flight	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	2.3%	6.3%	3.4%	14%	11%	13%
Drove own Car/Van	59.1%	0.0%	43.3%	39%	1%	20%
Hotel shuttle bus	0.0%	4.2%	1.1%	0%	0%	0%
Motorcycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
On Foot	0.0%	0.7%	0.2%	0%	3%	2%
Passenger in Car	35.3%	35.9%	35.5%	44%	24%	34%
Rental Car/Van	0.3%	32.4%	8.8%	0%	39%	20%
Taxi	2.6%	19.7%	7.1%	2%	13%	8%
Other	0.5%	0.7%	0.6%	0%	8%	4%
Grand Total	**100.0%**	**100.0%**	**100.0%**	**100%**	**100%**	**100%**
Sample Size	**391**	**142**	**533**	**263**	**264**	**527**

Grid 2: Journey Time (to airport) - comparison

Journey Time (to airport)	2022			2016		
	Resident	Visitor	Average	Resident	Visitor	Average
≤15 minutes	3.8%	4.2%	3.9%	4.0%	23.0%	13.0%
16-30 minutes	21.5%	27.5%	23.1%	29.0%	24.0%	26.0%
31-60 minutes	38.1%	29.6%	35.8%	23.0%	32.0%	27.0%
61-120 minutes	29.4%	28.9%	29.3%	27.0%	16.0%	22.0%
121-180 minutes	6.4%	8.5%	6.9%	15.0%	4.0%	10.0%
181-240 minutes	0.3%	0.7%	0.5%	2.0%	1.0%	2.0%
240+ minutes	0.5%	0.7%	0.6%			
Grand Total	**100.0%**	**100.0%**	**100.0%**	**100%**	**100%**	**100%**

Grid 3: Bus Provider - comparison

Bus Provider	2022			2016		
	Resident	Visitor	Average	Resident	Visitor	Average
Bus Eireann	88.9%	88.9%	88.9%	96%	70%	84%
Harris Coaches	0.0%	11.1%	5.6%	0%	0%	0%
JJ Kavanagh	11.1%	0.0%	5.6%	0%	0%	0%
Other	0.0%	0.0%	0.0%	4%	30%	16%
Grand Total	**100.0%**	**100.0%**	**100.0%**	**100%**	**100%**	**100%**

Appendix D: Survey Questionnaires

Survey 1 – Residents of Ireland/Northern Ireland

DRAFT   NTA State Airport Passenger Survey 2022   Resident of Ireland / NI   0000

(A)   Transferring passenger? Make sure "No"

(B)   What is your Country of Residence?

_ .

DAY	D D ☐ (1 Mon, 2 Tues,…)	TERMINAL: ☐
DATE:	D D M M	PIER: ☐
TIME:	H H M M	GENDER: ☐
INTERVIEWER: _____		AGE (approx.): ☐

(1)   What is your Flight Number?   ☐☐☐☐☐☐

(2)   How many passengers are travelling in your group (including you)?   ☐

(3)   Did you "overnight" at a hotel / B&B en route to this airport?   No `1`   Yes `2`

(4)   From which town did you begin your journey to this airport today?

	Or, from which Hotel / B&B?
Street / Road _____	**Hotel Name:** _____
City / Town / Village _____	**Street / Road** _____
(Townland) _____	**City / Town / Village** _____
County _____	**County** _____
Post Code (if known) _____	**Post Code (if known)** _____

(5)   What time did you arrive at this airport today?   H H M M

(6)   What time did you begin your journey to this airport?   H H M M

Journey time to this airport (interviewer calculate)   H H M M

(7)   What is / was the <u>main</u> purpose of your journey?   please mark just **one** box

Holiday/Leisure `1`   Visit Friends/Relatives `2`   Business / work `3`   Emigrate `4`   Other `99`

(8)   How did you get (most of the way) to this airport?   please mark just **one** box

Bus	`1`	Passenger in car	`4`	Motorcycle	`7`	Another Flight	`10`
Taxi	`2`	Rental Car / Van	`5`	Bicycle	`8`	Other (specify)	`99`
Drove own Car / Van	`3`	Hotel shuttle bus	`6`	On Foot	`9`	_____	

(9)   Did you travel by **rail** at any part of your trip to this airport?   No `1`   Rail `2`   Luas `3`

(10)   If you arrived by **BUS (i.e. Code 1 in Q.8 above)** what bus company provided the service?
If yes, please specify _____   Or, Don't Know `99`

(11)   If you were driven to the airport as a **PASSENGER** did the person with you: please mark just **one** box

Drive away after dropping you? `1`   Park the car and accompany you into the terminal? `2`   Not Applicable `99`

(12)   If you arrived by **CAR** (i.e. Codes 3, 4 or 5 at Q.8 above) where did you **PARK** the car?

Hotel `1`   DAA Long term `2`   Private Long term `3`   DAA Short Term `4`   Other `99`

(13)   Did you have a car / van available to drive yourself to the airport today?   No `1`   Yes `2`

(14)   When did you last fly **out of** Ireland or Northern Ireland?

Y Y M M   Or, never / first time `1`

PTO

DRAFT   NTA State Airport Passenger Survey 2022   Residents of Ireland / NI

For your Future / Return Journey through this Airport

15)   On what date will you return to this airport? | D | D | M | M | Please enter 9999 if N/A

16)   What time will you arrive at this airport? | H | H | M | M | Please enter 9999 if N/A

17)   How do you intend to get (most of the way) back to your final destination from this airport (when you return)?

Bus	1	Passenger in car	4	Motorcycle	7	Another Flight	10
Taxi	2	Rental Car / Van	5	Bicycle	8	Other (specify)	99
Drive own Car / Van	3	Hotel shuttle bus	6	On Foot	9		------------------

18)   Do you intend to travel by **rail in Ireland** at any part of your trip home on your return?

| No | 1 | | Rail | 2 | | Luas | 3 |

19)   If your final destination will be other than that given in Q4— **Please provide the full address**:

Street / Road _____

City / Town / Village _____

(Townland) _____

County _____

Post Code (if known) _____

20)   How long will the journey take you to get to the address above (approximately)?

| H | H | M | M |

Thank Passenger(s) and End Interview

Survey 2 - Visitors

DRAFT NTA State Airport Pass. Survey 2022   Returning (after visit to Ireland) 0000

(A) Are you returning home after visiting Ireland?

(B) What is your Country of Residence?

DAY	D	D		(1 Mon, 2 Tues,…)	TERMINAL:	
DATE:	D	D	M	M	PIER:	
TIME:	H	H	M	M	GENDER:	
INTERVIEWER: _____					AGE (approx.):	

(1) What is your Flight Number?

(2) How many passengers are travelling in your group (including you)? [ ]

(3) Did you "overnight" at a hotel / B&B en route to this airport?   No [1]   Yes [2]

(4) From what address did you begin your journey to this airport today?

Or, from which Hotel / B&B?

Street / Road _____

City / Town / Village _____

(Townland) _____

County _____

Post Code (if known) _____

Hotel Name: _____

Street / Road _____

City / Town / Village _____

County _____

Post Code (if known) _____

(5) What time did you arrive at this airport today?

H	H	M	M

(6) What time did you begin your journey to this airport?

H	H	M	M

Journey time to this airport (interviewer calculate)

H	H	M	M

(7) What is / was the <u>main</u> purpose of your journey?   *please mark just* **one** *box*

Holiday/Leisure [1]   Visit Friends/Relatives [2]   Business / work [3]   Emigrate [4]   Other [99]

(8) How did you get (most of the way) to this airport?   *please mark just* **one** *box*

Bus	1	Passenger in car	4	Motorcycle	7	Another Flight	10
Taxi	2	Rental Car / Van	5	Bicycle	8	Other (specify)	99
Drove own Car / Van	3	Hotel shuttle bus	6	On Foot	9		

----

(9) Did you travel by **rail** at any part of your trip to this airport?   No [1]   Rail [2]   Luas [3]

(10) If you arrived by **BUS (i.e. Code 1 in Q.8 above)** what bus company provided the service?
If yes, please specify _____   Or, Don't Know [99]

(11) If you were driven to the airport as a **PASSENGER** did the person with you: *please mark just* **one** *box*

Drive away after dropping you? [1]   Park the car and accompany you into the terminal? [2]   Not Applicable [99]

(12) If you arrived by **CAR** (i.e. Codes 3, 4 or 5 at Q.8 above) where did you **PARK** the car?

Hotel [1]   DAA Long term [2]   Private Long term [3]   DAA Short Term [4]   Other [99]

(13) Did you have a car / van available to drive yourself to the airport today?   No [1]   Yes [2]

(14) When did you last fly **out of** this country?

Y	Y	M	M

Or, never / first time [1]

PTO

DRAFT   NTA State Airport Pass. Survey 2022   Non-Residents of Ireland / NI

For your <u>Incoming</u> Journey through this Airport (Thinking back to your arrival)

(15)   On what date did you arrive at this airport? | D | D | M | M | Please enter 9999 if N/A

(16)   What time did you leave this airport? | H | H | M | M | Please enter 9999 if N/A

(17)   How did you get (most of the way) to your first destination from this airport?

Bus	1	Passenger in car	4	Motorcycle	7	Another Flight	10
Taxi	2	Rental Car / Van	5	Bicycle	8	Other (specify)	99
Drive own Car / Van	3	Hotel shuttle bus	6	On Foot	9	- - - - - - - - - - - - - - - - - -	

(18)   Did you travel by **rail in Ireland for any part of** this first trip?

| No | 1 | Rail | 2 | Luas | 3 |

(19)   When you arrived at this Airport what was your first destination — **Please provide the full address**:

Street / Road _____

City / Town / Village _____

(Townland) _____

County _____

Post Code (if known) _____

(20)   Can you remember how long did the journey take you to get to the address above (approximately)?

| H | H | M | M |

Thank Passenger(s) and End Interview

Appendix E: Key Question Response Breakdown - Dublin

Grid 1: Terminal Breakdown

Terminal	Resident	Visitor	Sum	Resident	Visitor	Average
American CBP	110	113	223	3.9%	8.4%	5.4%
Terminal 1	2250	1021	3271	80.1%	76.0%	78.8%
Terminal 2	449	210	659	16.0%	15.6%	15.9%
Grand Total	**2809**	**1344**	**4153**	**100.0%**	**100.0%**	**100.0%**

Grid 2: Day of the Week Breakdown

Day of the Week	Resident	Visitor	Sum	Resident	Visitor	Average
Monday	533	492	1025	19.0%	36.6%	24.7%
Tuesday	601	297	898	21.4%	22.1%	21.6%
Wednesday	432	176	608	15.4%	13.1%	14.6%
Thursday	535	164	699	19.0%	12.2%	16.8%
Friday	708	215	923	25.2%	16.0%	22.2%
Grand Total	**2809**	**1344**	**4153**	**100.0%**	**100.0%**	**100.0%**

Grid 3: Gender Breakdown

	Resident	Visitor	Sum	Resident	Visitor
Passenger Type	2809	1344	4153	67.6%	32.4%

Grid 4: Age Range Breakdown

Age Range	Resident	Visitor	Sum	Resident	Visitor	Average
18 - 24	190	84	274	6.8%	6.3%	6.6%
25 - 34	749	444	1193	26.7%	33.0%	28.7%
35 - 44	742	322	1064	26.4%	24.0%	25.6%
45 - 54	561	264	825	20.0%	19.6%	19.9%
55 - 64	356	163	519	12.7%	12.1%	12.5%
65+	211	67	278	7.5%	5.0%	6.7%
Grand Total	**2809**	**1344**	**4153**	**100.0%**	**100.0%**	**100.0%**

Grid 5: Mode of Transport Breakdown (to airport)

Mode of Travel	Resident	Visitor	Sum	Resident	Visitor	Average
Another Flight	0	0	0	0.0%	0.0%	0.0%
Bicycle	0	0	0	0.0%	0.0%	0.0%
Bus	678	455	1133	24.1%	33.9%	27.3%
Drove own Car / Van	735	10	745	26.2%	0.7%	17.9%
Hotel Shuttle Bus	70	81	151	2.5%	6.0%	3.6%
Motorcycle	5		5	0.2%	0.0%	0.1%
On Foot	11	10	21	0.4%	0.7%	0.5%
Passenger in car	697	221	918	24.8%	16.4%	22.1%
Rental Car / Van	11	131	142	0.4%	9.7%	3.4%
Taxi	600	426	1026	21.4%	31.7%	24.7%
Other	2	10	12	0.1%	0.7%	0.3%
Grand Total	**2809**	**1344**	**4153**	**100.0%**	**100.0%**	**100.0%**

Grid 6: Time of Arrival Breakdown

Time of Arrival	Resident	Visitor	Sum	Resident	Visitor	Average
6am - 7am	294	114	408	10.5%	8.5%	9.8%
7.01am - 10am	500	259	759	17.8%	19.3%	18.3%
10.01am - 1pm	477	332	809	17.0%	24.7%	19.5%
1.01pm - 4pm	486	284	770	17.3%	21.1%	18.5%
4.01pm - 7pm	213	193	406	7.6%	14.4%	9.8%
7.01pm - 11.59pm	56	46	102	2.0%	3.4%	2.5%
12am - 5.59am	783	116	899	27.9%	8.6%	21.6%
Grand Total	**2809**	**1344**	**4153**	**100.0%**	**100.0%**	**100.0%**

Grid 7: Journey Duration Breakdown

Journey Time (to airport)	Resident	Visitor	Sum	Resident	Visitor	Average
<15 minutes	216	110	326	7.8%	8.2%	7.9%
16-30 minutes	762	417	1179	27.4%	31.0%	28.6%
31-60 minutes	828	452	1280	29.7%	33.6%	31.0%
61-120 minutes	496	193	689	17.8%	14.4%	16.7%
121-180 minutes	272	96	368	9.8%	7.1%	8.9%
181-240 minutes	132	52	184	4.7%	3.9%	4.5%
240 minutes +	78	24	102	2.8%	1.8%	2.5%
Grand Total	**2784**	**1344**	**4128**	**100.0%**	**100.0%**	**100.0%**

Grid 8: Rail Usage Breakdown (to airport)

Rail Usage	Resident	Visitor	Sum	Resident	Visitor	Average
Luas	29	20	49	1.0%	1.5%	1.2%
Rail	36	22	58	1.3%	1.6%	1.4%
No	2744	1302	4046	97.7%	96.9%	97.4%
Grand Total	**2809**	**1344**	**4153**	**100.0%**	**100.0%**	**100.0%**

Grid 9: Parking Arrangements (to airport)

Car Parking	Resident	Visitor	Sum	Resident	Visitor	Average
Airport Long Term	492	50	542	61.1%	40.7%	58.4%
Airport Short Term	245		245	30.4%	0.0%	26.4%
Private Long Term	21		21	2.6%	0.0%	2.3%
Hotel	17	2	19	2.1%	1.6%	2.0%
Other	30	71	101	3.7%	57.7%	10.9%
Grand Total	**805**	**123**	**928**	**100.0%**	**100.0%**	**100.0%**

Grid 10: Bus Service Company Breakdown (to airport)

Bus Provider	Resident	Visitor	Sum	Resident	Visitor	Average
Aircoach	159	116	275	23.5%	25.5%	24.3%
Bus Eireann	87	21	108	12.8%	4.6%	9.5%
Citylink	63	30	93	9.3%	6.6%	8.2%
Collins Tours	1		1	0.1%	0.0%	0.1%
Don't Know	5	13	18	0.7%	2.9%	1.6%
Dublin Bus	181	123	304	26.7%	27.0%	26.8%
Dublin Express	45	111	156	6.6%	24.4%	13.8%
Eireagle	9	1	10	1.3%	0.2%	0.9%
Expressway	13		13	1.9%	0.0%	1.1%
Go Bus	20	4	24	2.9%	0.9%	2.1%
Goldline	2		2	0.3%	0.0%	0.2%
JJ Kavanagh	27	13	40	4.0%	2.9%	3.5%
Kennedy Tours		1	1	0.0%	0.2%	0.1%
Matthews Coach	2	1	3	0.3%	0.2%	0.3%
O'Donoghues	1		1	0.1%	0.0%	0.1%
Private Coach	9	5	14	1.3%	1.1%	1.2%
Rabbie Tours		1	1	0.0%	0.2%	0.1%
Translink	24	10	34	3.5%	2.2%	3.0%
Ulster Bus	11		11	1.6%	0.0%	1.0%
Wexford Bus	19	5	24	2.8%	1.1%	2.1%
Grand Total	**678**	**455**	**1133**	**100.0%**	**100.0%**	**100.0%**

Grid 11: Passenger in Car Drop-Off/Parking Arrangements

Passenger in Car Drop-Off/ Parking	Resident	Visitor	Sum	Resident	Visitor	Average
Drive Away	626	196	822	90.1%	89.1%	89.8%
Park Car	69	24	93	9.9%	10.9%	10.2%
Grand Total	**695**	**220**	**915**	**100.0%**	**100.0%**	**100.0%**

Grid 12: Car/Van availability Breakdown:

Car/Van-Availability	Resident	Visitor	Sum	Resident	Visitor	Average
No	850	1179	2029	30.3%	87.7%	48.9%
Yes	1959	165	2124	69.7%	12.3%	51.1%
Grand Total	**2809**	**1344**	**4153**	**100.0%**	**100.0%**	**100.0%**

Grid 13: County of Residence Breakdown (Visitors only):

Country of Residence (Visitors)	Total	%
UK	591	44.0%
USA	176	13.1%
Spain	85	6.3%
France	66	4.9%
Germany	61	4.5%
The Netherlands	46	3.4%
Italy	43	3.2%
Canada	36	2.7%
Australia	28	2.1%
Portugal	23	1.7%
Poland	20	1.5%

Country of Residence (Visitors)	Total	%
Belgium	15	1.1%
Brazil	13	1.0%
Switzerland	12	0.9%
Romania	11	0.8%
Sweden	11	0.8%
Denmark	8	0.6%
Lithuania	6	0.4%
Mexico	6	0.4%
Norway	6	0.4%
India	5	0.4%
Ukraine	5	0.4%
Croatia	4	0.3%
Hungary	4	0.3%
Israel	4	0.3%
Turkey	4	0.3%
Argentina	3	0.2%
Czech Republic	3	0.2%
Estonia	3	0.2%
Japan	3	0.2%
Latvia	3	0.2%
Morocco	3	0.2%
New Zealand	3	0.2%
South Africa	3	0.2%
UAE	3	0.2%
Austria	2	0.1%
Chile	2	0.1%
China	2	0.1%
Colombia	2	0.1%
Luxembourg	2	0.1%

Country of Residence (Visitors)	Total	%
Philippines	2	0.1%
Algeria	1	0.1%
Ecuador	1	0.1%
Greece	1	0.1%
Guatemala	1	0.1%
Hong Kong	1	0.1%
Iceland	1	0.1%
Indonesia	1	0.1%
Iran	1	0.1%
Korea	1	0.1%
Kuwait	1	0.1%
Lebanon	1	0.1%
Malta	1	0.1%
Moldova	1	0.1%
Slovenia	1	0.1%
Surinam	1	0.1%
Uganda	1	0.1%
Grand Total	**1344**	**100%**

Grid 14: Mode of Transport Breakdown (return/incoming journey)

Mode of Travel	Resident	Visitor	Sum	Resident	Visitor	Average
Another Flight	5	3	8	0.2%	0.2%	0.2%
Bicycle	1		1	0.0%	0.0%	0.0%
Bus	707	481	1188	25.4%	35.8%	28.6%
Drive own Car / Van	738	11	749	26.5%	0.8%	18.0%
Hotel Shuttle Bus	17	34	51	0.6%	2.5%	1.2%
Motorcycle	6		6	0.2%	0.0%	0.1%
On Foot	2	13	15	0.1%	1.0%	0.4%
Passenger in car	735	255	990	26.4%	19.0%	23.8%
Rental Car / Van	11	140	151	0.4%	10.4%	3.6%
Taxi	516	395	911	18.5%	29.4%	21.9%
Other	44	12	56	1.6%	0.9%	1.3%
Grand Total	**2782**	**1344**	**4126**	**100.0%**	**100.0%**	**100.0%**

Grid 15: Rail Usage Breakdown (return/incoming journey)

Rail Usage	Resident	Visitor	Sum	Resident	Visitor	Average
Luas	29	38	67	1.0%	2.8%	1.6%
Rail	55	48	103	2.0%	3.6%	2.5%
No	2693	1258	3951	97.0%	93.6%	95.9%
Grand Total	**2777**	**1344**	**4121**	**100.0%**	**100.0%**	**100.0%**

Grid 16: Final/First Destination Same as Today

Final/First Destination	Resident	Visitor	Sum	Resident	Visitor	Average
No	89	155	244	3.2%	11.5%	5.9%
Yes	2718	1189	3907	96.8%	88.5%	94.1%
Grand Total	**2807**	**1344**	**4151**	**100.0%**	**100.0%**	**100.0%**

Grid 17: Overnight Stay

Overnight Stay	Resident	Visitor	Sum	Resident	Visitor	Average
No	2657	576	3233	94.7%	42.9%	77.9%
Yes	152	768	920	5.4%	57.1%	22.2%
Grand Total	**2809**	**1344**	**4153**	**100.0%**	**100.0%**	**100.0%**

Appendix F: Key Question Response Breakdown - Cork

Grid 1: Day of the Week Breakdown

Day of the Week	Resident	Visitor	Sum	Resident	Visitor	Average
Monday	72	83	155	12.4%	27.9%	17.7%
Tuesday	79	64	143	13.6%	21.5%	16.3%
Wednesday	112	46	158	19.3%	15.5%	18.0%
Thursday	140	51	191	24.1%	17.2%	21.8%
Friday	177	53	230	30.5%	17.8%	26.2%
Grand Total	**580**	**297**	**877**	**100.0%**	**100.0%**	**100.0%**

Grid 2: Gender Breakdown

	Resident	Visitor	Sum	Resident	Visitor
Passenger Type	580	297	877	66.1%	33.9%

Grid 3: Age Range Breakdown

Age Range	Resident	Visitor	Sum	Resident	Visitor	Average
18 - 24	74	25	99	12.8%	8.4%	11.3%
25 - 34	106	56	162	18.3%	18.9%	18.5%
35 - 44	88	50	138	15.2%	16.8%	15.7%
45 - 54	117	75	192	20.2%	25.3%	21.9%
55 - 64	118	54	172	20.3%	18.2%	19.6%
65+	77	37	114	13.3%	12.5%	13.0%
Grand Total	**580**	**297**	**877**	**100.0%**	**100.0%**	**100.0%**

Grid 4: Mode of Transport Breakdown (to airport)

Mode of Travel	Resident	Visitor	Sum	Resident	Visitor	Average
Another Flight	1	1	2	0.2%	0.3%	0.2%
Bus	29	35	64	5.0%	11.8%	7.3%
Drove own Car/ Van	240	8	248	41.4%	2.7%	28.3%
Hotel Shuttle Bus	6	12	18	1.0%	4.0%	2.1%
On Foot	3	6	9	0.5%	2.0%	1.0%
Passenger in car	215	95	310	37.1%	32.0%	35.3%
Rental Car/Van	3	36	39	0.5%	12.1%	4.4%
Taxi	74	103	177	12.8%	34.7%	20.2%
Other	9	1	10	1.6%	0.3%	1.1%
Grand Total	**580**	**297**	**877**	**100.0%**	**100.0%**	**100.0%**

Grid 5: Time of Arrival Breakdown

Time of Arrival	Resident	Visitor	Sum	Resident	Visitor	Average
6am - 7am	86	34	120	14.8%	11.4%	13.7%
7.01am - 10am	182	100	282	31.4%	33.7%	32.2%
10.01am - 1pm	135	66	201	23.3%	22.2%	22.9%
1.01pm - 4pm	38	28	66	6.6%	9.4%	7.5%
4.01pm - 7pm	41	22	63	7.1%	7.4%	7.2%
7.01pm - 11.59pm	8	13	21	1.4%	4.4%	2.4%
12am - 5.59am	90	34	124	15.5%	11.4%	14.1%
Grand Total	**580**	**297**	**877**	**100.0%**	**100.0%**	**100.0%**

Grid 6: Journey Duration Breakdown

Journey Time (to airport)	Resident	Visitor	Sum	Resident	Visitor	Average
≤15 minutes	136	75	211	23.4%	26.1%	24.3%
16-30 minutes	160	89	249	27.6%	31.0%	28.7%
31-60 minutes	123	65	188	21.2%	22.6%	21.7%
61-120 minutes	123	47	170	21.2%	16.4%	19.6%
121 - 180 minutes	21	10	31	3.6%	3.5%	3.6%
181-240 minutes	7	4	11	1.2%	1.4%	1.3%
240+ minutes	10	7	17	1.7%	2.4%	2.0%
Grand Total	**580**	**287**	**867**	**100.0%**	**100.0%**	**100.0%**

Grid 7: Rail Usage Breakdown (to airport)

Rail Usage	Resident	Visitor	Sum	Resident	Visitor	Average
Luas	0	0	0	0.0%	0.0%	0.0%
Rail	12	3	15	2.1%	1.0%	1.7%
No	568	294	862	97.9%	99.0%	98.3%
Grand Total	**580**	**297**	**877**	**100.0%**	**100.0%**	**100.0%**

Grid 8 Parking Arrangements (to airport)

Car Parking	Resident	Visitor	Sum	Resident	Visitor	Average
Airport Long Term	108	1	109	42.4%	3.7%	38.7%
Airport Short Term	106	10	116	41.6%	37.0%	41.1%
Private Long Term	28	0	28	11.0%	0.0%	9.9%
Hotel	2	2	4	0.8%	7.4%	1.4%
Other	11	14	25	4.3%	51.9%	8.9%
Grand Total	**255**	**27**	**282**	**100.0%**	**100.0%**	**100.0%**

Grid 9: Bus Service Company Breakdown (to airport)

Bus Provider	Resident	Visitor	Sum	Resident	Visitor	Average
Air Coach	2	0	2	6.9%	0.0%	3.2%
Bus Eireann	27	31	58	93.1%	91.2%	92.1%
Don't know		3	3	0.0%	8.8%	4.8%
Grand Total	**29**	**34**	**63**	**100.0%**	**100.0%**	**100.0%**

Grid 10: Passenger in Car Drop-Off/Parking Arrangements

Passenger in Car Drop-Off/Parking	Resident	Visitor	Sum	Resident	Visitor	Average
Drop Off	184	85	269	85.6%	89.5%	86.8%
Park Car	31	10	41	14.4%	10.5%	13.2%
Grand Total	**215**	**95**	**310**	**100.0%**	**100.0%**	**100.0%**

Grid 11: Car/Van availability Breakdown:

Car/Van-Availability	Resident	Visitor	Sum	Resident	Visitor	Average
No	128	255	383	22.1%	85.9%	43.7%
Yes	452	42	494	77.9%	14.1%	56.3%
Grand Total	**580**	**297**	**877**	**100.0%**	**100.0%**	**100.0%**

Grid 12: County of Residence Breakdown (Visitors only):

Country of Residence (Visitors)	#	%
UK	176	59.3%
USA	33	11.1%
Poland	16	5.4%
Spain	13	4.4%
Australia	7	2.4%
France	7	2.4%
Germany	5	1.7%
Italy	5	1.7%
The Netherlands	5	1.7%
Belgium	3	1.0%
Canada	3	1.0%
India	3	1.0%
South Africa	3	1.0%
Romania	2	0.7%
Sweden	2	0.7%
Ukraine	2	0.7%
Costa Rica	1	0.3%
Croatia	1	0.3%
Czech Republic	1	0.3%
Denmark	1	0.3%
Dubai	1	0.3%
Estonia	1	0.3%
Greece	1	0.3%
Hong Kong	1	0.3%
Papua New Guinea	1	0.3%
Peru	1	0.3%
Seychelles	1	0.3%
Singapore	1	0.3%
Grand Total	**297**	**100.0%**

Grid 13: Mode of Transport Breakdown (return/incoming journey)

Mode of Travel	Resident	Visitor	Sum	Resident	Visitor	Average
Another Flight	0	1	1	0.0%	0.3%	0.1%
Bus	37	43	80	6.4%	14.5%	9.2%
Drive own Car / Van	233	6	239	40.5%	2.0%	27.4%
Hotel Shuttle Bus	0	5	5	0.0%	1.7%	0.6%
On Foot	1	2	3	0.2%	0.7%	0.3%
Passenger in car	226	100	326	39.2%	33.7%	37.3%
Rental Car / Van	1	37	38	0.2%	12.5%	4.4%
Taxi	64	94	158	11.1%	31.6%	18.1%
Other	14	9	23	2.4%	3.0%	2.6%
Grand Total	**576**	**297**	**873**	**100.0%**	**100.0%**	**100.0%**

Grid 14: Rail Usage Breakdown (return/incoming journey)

Rail Usage	Resident	Visitor	Sum	Resident	Visitor	Average
Luas	0	0	0	0.0%	0.0%	0.0%
Rail	12	6	18	2.1%	2.0%	2.1%
No	564	291	855	97.9%	98.0%	97.9%
Grand Total	**576**	**297**	**873**	**100.0%**	**100.0%**	**100.0%**

Grid 15: Final/First Destination Same as Today

Final/First Destination	Resident	Visitor	Sum	Resident	Visitor	Average
No	0	13	13	0.0%	4.4%	1.5%
Yes	580	284	864	100.0%	95.6%	98.5%
Grand Total	**580**	**297**	**877**	**100.0%**	**100.0%**	**100.0%**

Grid 16: Overnight Stay

Overnight Stay	Resident	Visitor	Sum	Resident	Visitor	Average
No	561	151	712	96.7%	50.8%	81.2%
Yes	19	146	165	3.3%	49.2%	18.8%
Grand Total	**580**	**297**	**877**	**100.0%**	**100.0%**	**100.0%**

Appendix G: Key Question Response Breakdown – Shannon

Grid 1: Day of the Week Breakdown

Day of the Week	Resident	Visitor	Sum	Resident	Visitor	Average
Monday	38	27	65	9.7%	19.0%	12.2%
Tuesday	56	22	78	14.3%	15.5%	14.6%
Wednesday	91	30	121	23.3%	21.1%	22.7%
Thursday	57	27	84	14.6%	19.0%	15.8%
Friday	149	36	185	38.1%	25.4%	34.7%
Grand Total	**391**	**142**	**533**	**100.0%**	**100.0%**	**100.0%**

Grid 2: Gender Breakdown

	Resident	Visitor	Sum	Resident	Visitor
Passenger Type	391	142	533	73.4%	26.6%

Grid 3: Age Range Breakdown

Age Range	Resident	Visitor	Sum	Resident	Visitor	Average
18 - 24	30	15	45	7.7%	10.6%	8.4%
25 - 34	92	29	121	23.5%	20.4%	22.7%
35 - 44	94	27	121	24.0%	19.0%	22.7%
45 - 54	76	35	111	19.4%	24.6%	20.8%
55 - 64	68	27	95	17.4%	19.0%	17.8%
65+	31	9	40	7.9%	6.3%	7.5%
Grand Total	**391**	**142**	**533**	**100.0%**	**100.0%**	**100.0%**

Grid 4: Mode of Transport Breakdown (to airport)

Mode of Travel	Resident	Visitor	Sum	Resident	Visitor	Average
Bus	9	9	18	2.3%	6.3%	3.4%
Drove own Car/Van	231	0	231	59.1%	0.0%	43.3%
Hotel shuttle bus	0	6	6	0.0%	4.2%	1.1%
On Foot	0	1	1	0.0%	0.7%	0.2%
Passenger in Car	138	51	189	35.3%	35.9%	35.5%
Rental Car/Van	1	46	47	0.3%	32.4%	8.8%
Taxi	10	28	38	2.6%	19.7%	7.1%
Other	2	1	3	0.5%	0.7%	0.6%
Grand Total	**391**	**142**	**533**	**100.0%**	**100.0%**	**100.0%**

Grid 5: Time of Arrival Breakdown

Time of Arrival	Resident	Visitor	Sum	Resident	Visitor	Average
6am to 7am	34	13	47	8.7%	9.2%	8.8%
7.01am to 10am	91	34	125	23.3%	23.9%	23.5%
10.01 to 1pm	67	21	88	17.1%	14.8%	16.5%
1.01pm to 4pm	77	7	84	19.7%	4.9%	15.8%
4.01pm to 7pm	90	51	141	23.0%	35.9%	26.5%
7.01pm to 11.59pm	5	5	10	1.3%	3.5%	1.9%
Midnight to 5.59am	27	11	38	6.9%	7.7%	7.1%
Grand Total	**391**	**142**	**533**	**100.0%**	**100.0%**	**100.0%**

Grid 6: Journey Duration Breakdown

Journey Time (to airport)	Resident	Visitor	Sum	Resident	Visitor	Average
≤15 minutes	15	6	21	3.8%	4.2%	3.9%
16-30 minutes	84	39	123	21.5%	27.5%	23.1%

Journey Time (to airport)	Resident	Visitor	Sum	Resident	Visitor	Average
31-60 minutes	149	42	191	38.1%	29.6%	35.8%
61-120 minutes	115	41	156	29.4%	28.9%	29.3%
121-180 minutes	25	12	37	6.4%	8.5%	6.9%
181-240 minutes	1	1	2	0.3%	0.7%	0.4%
240+ minutes	2	1	3	0.5%	0.7%	0.6%
Grand Total	391	142	533	100.0%	100.0%	100.0%

Grid 7: Rail Usage Breakdown (to airport)

Rail Usage	Resident	Visitor	Sum	Resident	Visitor	Average
No	390	141	531	99.7%	99.3%	99.6%
Rail	1	1	2	0.3%	0.7%	0.4%
Luas	0	0	0	0.0%	0.0%	0.0%
Grand Total	391	142	533	100.0%	100.0%	100.0%

Grid 8 Parking Arrangements (to airport)

Car Parking	Resident	Visitor	Sum	Resident	Visitor	Average
Airport Long Term	208	0	208	85.2%	0.0%	75.1%
Airport Short Term	18	32	50	7.4%	97.0%	18.1%
Hotel	2	0	2	0.8%	0.0%	0.7%
Private Long Term	13	0	13	5.3%	0.0%	4.7%
Other	3	1	4	1.2%	3.0%	1.4%
Grand Total	244	33	277	100.0%	100.0%	100.0%

Grid 9: Bus Service Company Breakdown (to airport)

Bus Provider	Resident	Visitor	Sum	Resident	Visitor	Average
Bus Eireann	8	8	16	88.9%	88.9%	88.9%
Harris Coaches	0	1	1	0.0%	11.1%	5.6%
JJ Kavanagh	1	0	1	11.1%	0.0%	5.6%
Grand Total	**9**	**9**	**18**	**100.0%**	**100.0%**	**100.0%**

Grid 10: Passenger in Car Drop-Off/Parking Arrangements

Passenger in Car Drop-Off/Parking	Resident	Visitor	Sum	Resident	Visitor	Average
Drive Away	123	46	169	89.1%	82.1%	87.1%
Park Car	15	10	25	10.9%	17.9%	12.9%
Grand Total	**138**	**56**	**194**	**100.0%**	**100.0%**	**100.0%**

Grid 11: Car/Van availability Breakdown:

Car/Van-Availability	Resident	Visitor	Sum	Resident	Visitor	Average
No	22	96	118	5.6%	67.6%	22.1%
Yes	369	46	415	94.4%	32.4%	77.9%
Grand Total	**391**	**142**	**533**	**100.0%**	**100.0%**	**100.0%**

Grid 12: County of Residence Breakdown (Visitors only):

Country of Residence (Visitors)	Number	%
UK	84	59.2%
USA	36	25.4%
Hungary	8	5.6%
France	3	2.1%
Poland	3	2.1%
Spain	3	2.1%
Canada	2	1.4%
Australia	1	0.7%
Brazil	1	0.7%
Germany	1	0.7%
Grand Total	**142**	**100.0%**

Grid 13: Mode of Transport Breakdown (return/incoming journey)

Mode of Travel	Resident	Visitor	Sum	Resident	Visitor	Average
Bus	9	12	21	2.3%	8.5%	3.9%
Drove own Car/Van	231	2	233	59.1%	1.4%	43.7%
Hotel shuttle bus	0	3	3	0.0%	2.1%	0.6%
On Foot	0	1	1	0.0%	0.7%	0.2%
Passenger in Car	138	51	189	35.3%	35.9%	35.5%
Rental Car/Van	1	43	44	0.3%	30.3%	8.3%
Taxi	10	27	37	2.6%	19.0%	6.9%
Other	2	3	5	0.5%	2.1%	0.9%
Grand Total	**391**	**142**	**533**	**100.0%**	**100.0%**	**100.0%**

Grid 14: Rail Usage Breakdown (return/incoming journey)

Rail Usage	Resident	Visitor	Sum	Resident	Visitor	Average
No	386	142	528	98.7%	100.0%	99.1%
Rail	5	0	5	1.3%	0.0%	0.9%
Luas	0	0	0	0.0%	0.0%	0.0%
Grand Total	**391**	**142**	**533**	**100.0%**	**100.0%**	**100.0%**

Grid 15: Final/First Destination Same as Today

Final/First Destination	Resident	Visitor	Sum	Resident	Visitor	Average
No	0	14	14	0.0%	9.9%	2.6%
Yes	391	128	519	100.0%	90.1%	97.4%
Grand Total	**391**	**142**	**533**	**100.0%**	**100.0%**	**100.0%**

Grid 16: Overnight Stay

Overnight Stay	Resident	Visitor	Sum	Resident	Visitor	Average
No	389	71	460	99.5%	50.0%	86.3%
Yes	2	71	73	0.5%	50.0%	13.7%
Grand Total	**391**	**142**	**533**	**100.0%**	**100.0%**	**100.0%**