

SURFACE ACCESS

Strategy

2026-2030

Contents

1. Foreword	3
2. Travel To Belfast City Airport Today	4
3. Introduction	7
4. Getting To and From Belfast City Airport	14
5. Our Surface Access Strategy	21
6. Delivery, Monitoring, and Reporting	32

Foreword

Given Northern Ireland's island location, good air connectivity to the rest of the UK and EU is vital. Road and rail transport across the sea isn't feasible, and as a result, we must take proactive steps to meet future air travel demand.

At Belfast City Airport, we recognise that, as we maintain and grow connectivity by air, it is equally important that we improve how people travel to and from the airport.

Our passengers' journeys start well before they arrive at the airport, and as we continue to play our key role as a facilitator of safe, fast, and efficient travel, the ways in which our staff and passengers get to and from the airport will be pivotal.

This strategy sets out the ways in which we will encourage increased levels of sustainable transport, enabling responsible growth, enhancing choice, and reducing carbon emissions.

We know we cannot do this alone and look forward to working with a range of partners and stakeholders across Northern Ireland to achieve a shift towards more sustainable forms of travel over the next five years.

Matthew Hall

Chief Executive, Belfast City Airport

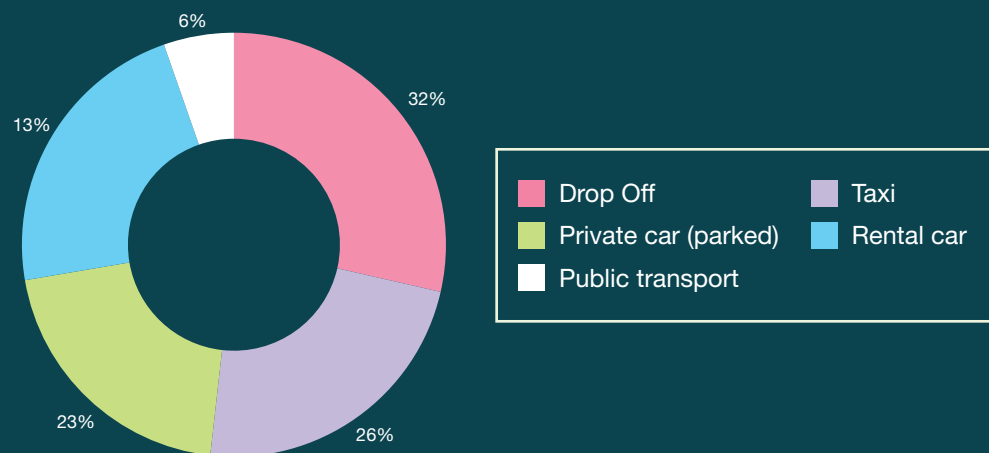




Travel to Belfast City Airport Today

According to the most recent data from the Civil Aviation Authority (CAA)¹, over 90% of our passengers arrive at the airport by car and only 6% used public transport. Our own recent surveys found that has increased slightly to around 10%.

Surface access passenger mode share



¹CAA data was last collected at Belfast City Airport in 2019





OUR TARGET

Our target is for up to 15% of passengers and 15% of staff travelling to and from Belfast City Airport to arrive by sustainable modes by 2030, and to set in place the foundations for that share to increase further as we serve more passengers.

As we continue to grow, reaching our goal will require a gradual and sustained increase in the number of passengers using various modes of public transport available compared to today.

OUR PRIORITIES

1

Promote improved connections and facilities

Ensure that public transport is available at the times of day that passengers and employees need to travel, and to and from the places they need to travel to

2

Build awareness of sustainable transport options

Make it easier for passengers and employees to understand the choices they have for travelling to and from Belfast City Airport

3

Manage demand for less sustainable transport modes

Continually influence how passengers get to and from the airport by encouraging more sustainable transport modes and discouraging less sustainable ones

OR

The screenshot shows the Translink website interface. At the top, there are navigation links: "Your Journey", "Event Travel", and "Quick Buy Tickets". The main heading is "Journey Options". Below this, the route is specified as "Belfast, Grand Central Station" to "Sydenham, Sydenham Train Station". A "Filters" button is visible. The departure date and time are "Leaving: 13 Jan 2026, 11:39". The "Earlier journeys" section lists four rail options, each with a "Buy from: £2.20" button.

Time	Duration	Mode	Buy from
11:35 - 11:51	16 mins	Rail	£2.20
12:05 - 12:21	16 mins	Rail	£2.20
12:35 - 12:51	16 mins	Rail	£2.20
13:05 - 13:21	16 mins	Rail	£2.20

Introduction

At Belfast City Airport, we recognise that our passengers' journey starts before they arrive at the airport – it starts with their journey to the airport. One of our ambitions is to work with transport providers to promote a wider range of high-quality public transport links.

BACKGROUND

Our Surface Access Strategy outlines our focus on improving sustainable modes of travel over the period of 2026 to 2030.

A five-year timeline allows us to think strategically about the changes needed for the future success of the airport whilst keeping us focused on initiatives we can implement today to realise these changes.

Our aim is to ensure that passengers and staff have convenient and more sustainable transport options when travelling to and from the airport and that, wherever available, sustainable choices become the preferred option.

This Surface Access Strategy aligns with our Sustainability Strategy, which includes a commitment to achieving net zero for emissions under our direct control by 2050, or sooner where possible.

The Sustainability Strategy also sets out our ambitions to enhance connectivity while promoting and proactively encouraging passengers and staff to choose more responsible modes of transport when travelling to and from the airport.

Over the next five years, we will work closely with our partners and key stakeholders to enhance the public transport offering to and from the airport where possible. That will require close engagement with partners to consider higher frequencies and extended transport operating hours, as well as better wayfinding and information to help passengers make an informed choice.

It will also mean partnering with Translink to build on the recent feasibility study to explore the prospect of a new rail halt directly serving the terminal building as outlined in our Master Plan.

BASELINE

The CAA provides a standardised data collection methodology deployed in airports across the UK, producing the most complete and reliable data set which can be used for airport comparison.

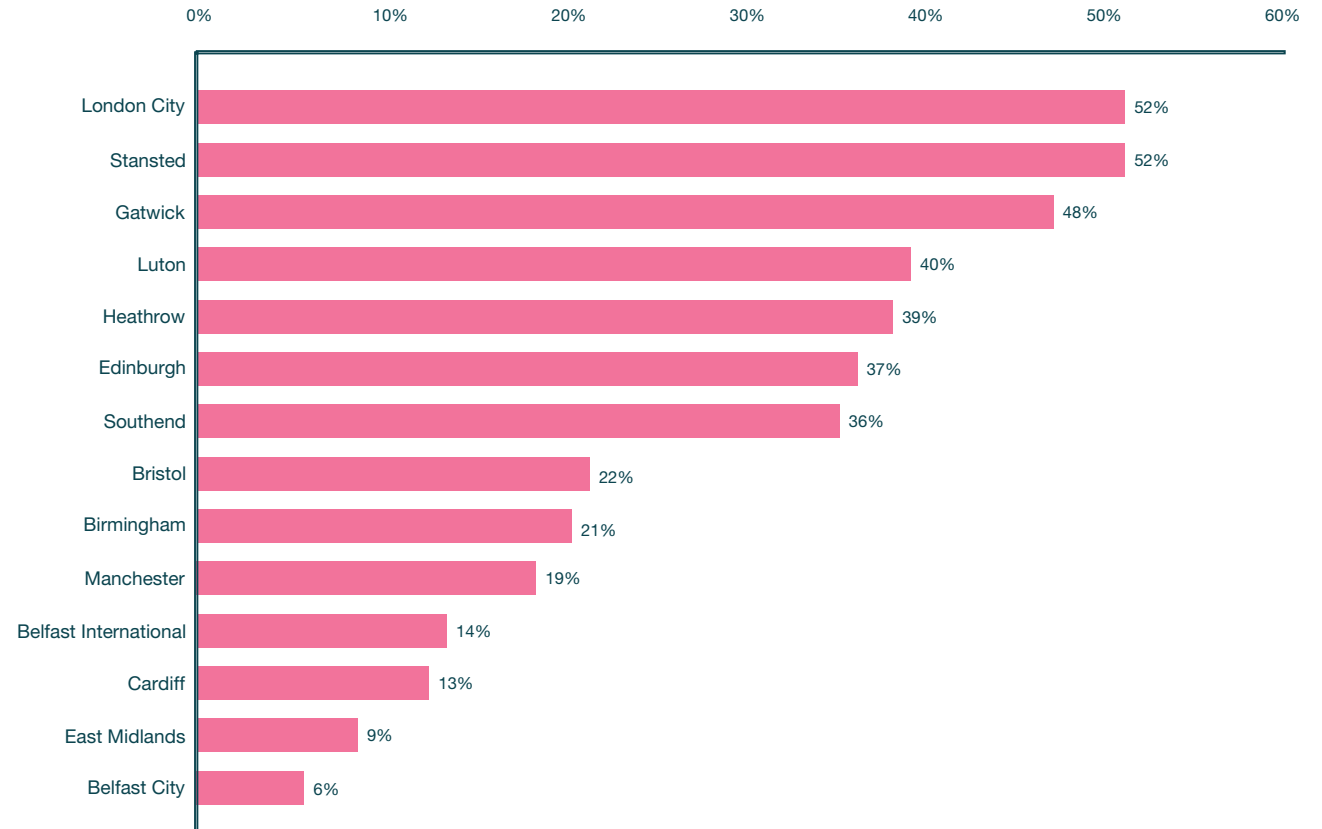
The most recent data available from the CAA (2019) suggested that Belfast City Airport had the lowest levels of public transport use across all UK airports at just 6%.

Since 2019, there has been no further CAA data collection at Belfast City Airport, however, subsequent surveys were carried out in December 2024 and April 2025 by the airport.

These surveys suggest that public transport usage has increased from the 6% seen in 2019 to around 10% over the last 12 months. While they are not as robust as the data collection used by the CAA, they provide a useful snapshot of public transport usage and give us confidence in our target setting for this strategy.

Over the course of the next five years, we will continue to monitor and measure public transport usage for both our passengers and our employees, mimicking the CAA data collection process as closely as possible.

2019 public transport mode share UK airports



OUR VISION FOR SURFACE ACCESS

Our vision is that public transport, either bus or rail, becomes the first choice for passengers making the journey between the city centre and Belfast City Airport.

We want the proportion of our passengers who use public transport to and from the airport to be much higher, given the bus and rail connections available.

This also includes ensuring that public transport is an option for our passengers travelling from further afield, making it easy to connect to Belfast Grand Central Station and travel beyond on the wider bus and rail network.

Our vision will be realised through three surface access priorities:

- 1 Promote improved connections and facilities
- 2 Build awareness of sustainable transport options
- 3 Manage demand for less sustainable transport modes

For each priority area, we have identified a set of actions which will help us work towards achieving real change in the next five years, supporting more of our passengers and staff in choosing sustainable transport choices for their journey to and from the airport.



POLICY CONTEXT

Our Surface Access Strategy has been informed by national and local policy, helping key agencies deliver on their goals.

2013 UK Aviation Policy Framework

The 2013 UK Aviation Policy Framework recognises the importance of surface access strategies at airports, stating that surface access proposals should demonstrate how airports will ensure easy and reliable access for passengers, increase the use of public transport by passengers, and minimise congestion and other local impacts.

The policy suggests that in preparing a surface access strategy, airports should:

- Set targets for increasing the proportion of journeys made to the airport by public transport for both airport workers and passengers
- Highlight how the targets will be achieved

The Belfast Local Development Plan Strategy 2035

Adopted in May 2023, the Belfast Local Development Plan Strategy 2035 (LDP) states that Belfast City Airport provides a gateway to Britain, Europe, and the rest of the world and will continue to act as an enabler of wider economic growth throughout the plan period.

This Surface Access Strategy has incorporated the following relevant strategies from the LDP:

- **Policy TRAN 1: “Active travel (walking and cycling)”**

Highlights the importance of providing for walking and cycling (active travel) in new development including safe walk and cycle access and secure cycle parking

- **Policy TRAN 2: “Creating an accessible environment”**

Emphasises the importance of providing suitable access for all, including people with disabilities/those who are mobility impaired

- **Policy TRAN 8: “Car parking and servicing arrangements”**

Indicates that development is required to provide adequate provision for car parking and servicing arrangements. However, it emphasises allowing parking provision that will assist in reducing reliance on the private car, particularly when commuting into the city, helping to tackle growing congestion and bring about a change in travel behaviour



Belfast Agenda

The Belfast Agenda is the city's community plan, created by a collective of key city partners, residents and community organisations. It has set a target of a 15% increase in the use of sustainable transport by 2035. This Surface Access Strategy adopts targets to increase sustainable transport use which will help reach this goal.

All-Island Strategic Rail Review

Jointly commissioned by the Department for Transport in Ireland and the Department for Infrastructure in Northern Ireland (DfI), the All-Island Strategic Rail Review sets out the vision for the development of the rail network across the island of Ireland over the coming decades.

This review recommends the improvement of existing rail connectivity at Belfast City Airport, which has been incorporated as part of our overall Surface Access Strategy priorities.

Union Connectivity Review

The Union Connectivity Review makes recommendations to improve transport connectivity and enhance quality of life and economic opportunities across the UK.

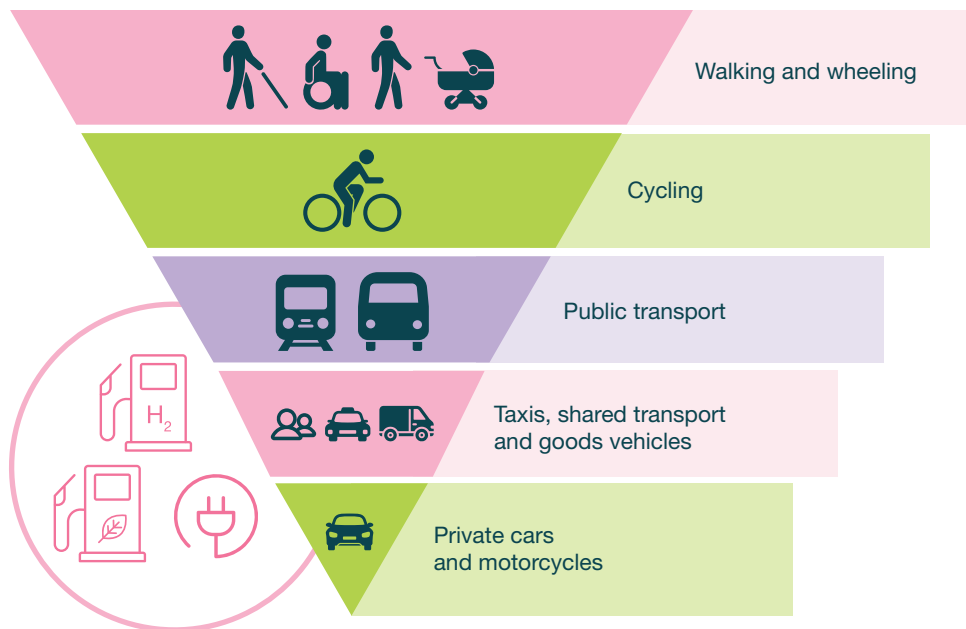
The review recommends better rail connectivity for all airports in Northern Ireland. One of this Surface Access Strategy's priorities of promoting improved connections and facilities will help realise this recommendation.

Planning for the Future of Transport – Time for Change

Outlining the DfI’s priorities for the future of transport in Northern Ireland, Planning for the Future of Transport – Time for Change sets out how it can be supported by the improved planning, management and development of the transport networks over the next 10 to 15 years.

This document highlights that a modal shift requires a new focus on the movement of people and goods, rather than on private vehicles, and therefore for longer journeys there needs to be an increased focus on public transport options. New proposals should prioritise sustainable transport using the following hierarchy:

Sustainable transport hierarchy



We have adopted a similar hierarchical approach in developing our Surface Access Strategy.

In June 2025, the DfI launched a draft Transport Strategy for public consultation. It sets out a new vision and strategic priorities for the transport system through to 2035 and calls out shifting modes.

The draft strategy recognises the need to encourage more people to replace some, or all, of their private car journeys with more sustainable modes where it is feasible to do so, and that will require a range of complementary measures that prioritise and promote sustainable modes.

Overall, we support the DfI’s transport vision to provide a sustainable, safe, accessible and effective transport system to 2035 and beyond.

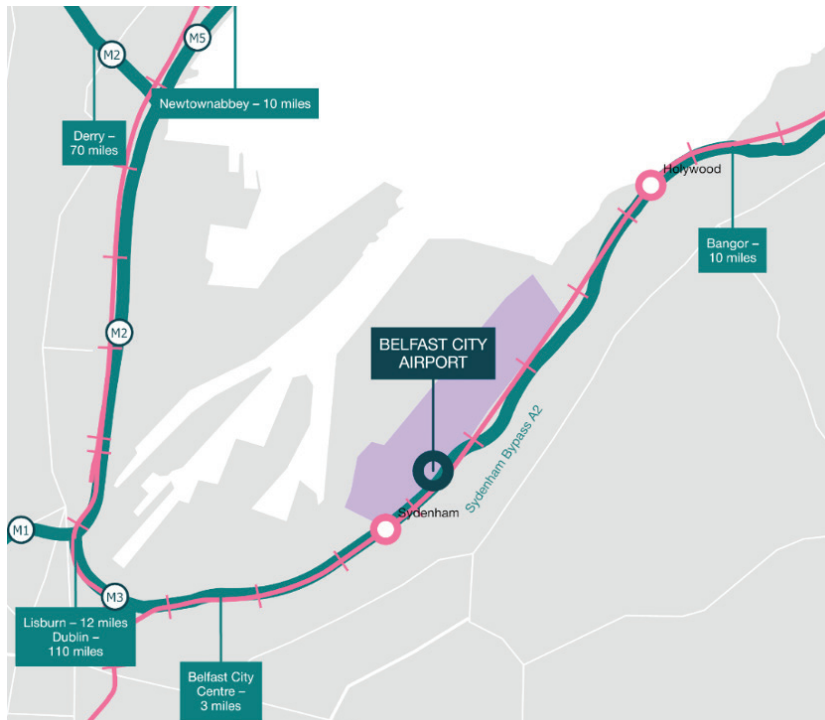
We encourage DfI to acknowledge that air travel is an important driver to meet its vision for the transport system, with our Master Plan being a key enabler to deliver on this vision.



Getting To and From Belfast City Airport

LOCATION

Belfast City Airport is located three miles to the northeast of Belfast city centre, adjacent to Belfast Harbour. The site benefits from direct access to the Sydenham Bypass (A2), providing connectivity by bus and car.

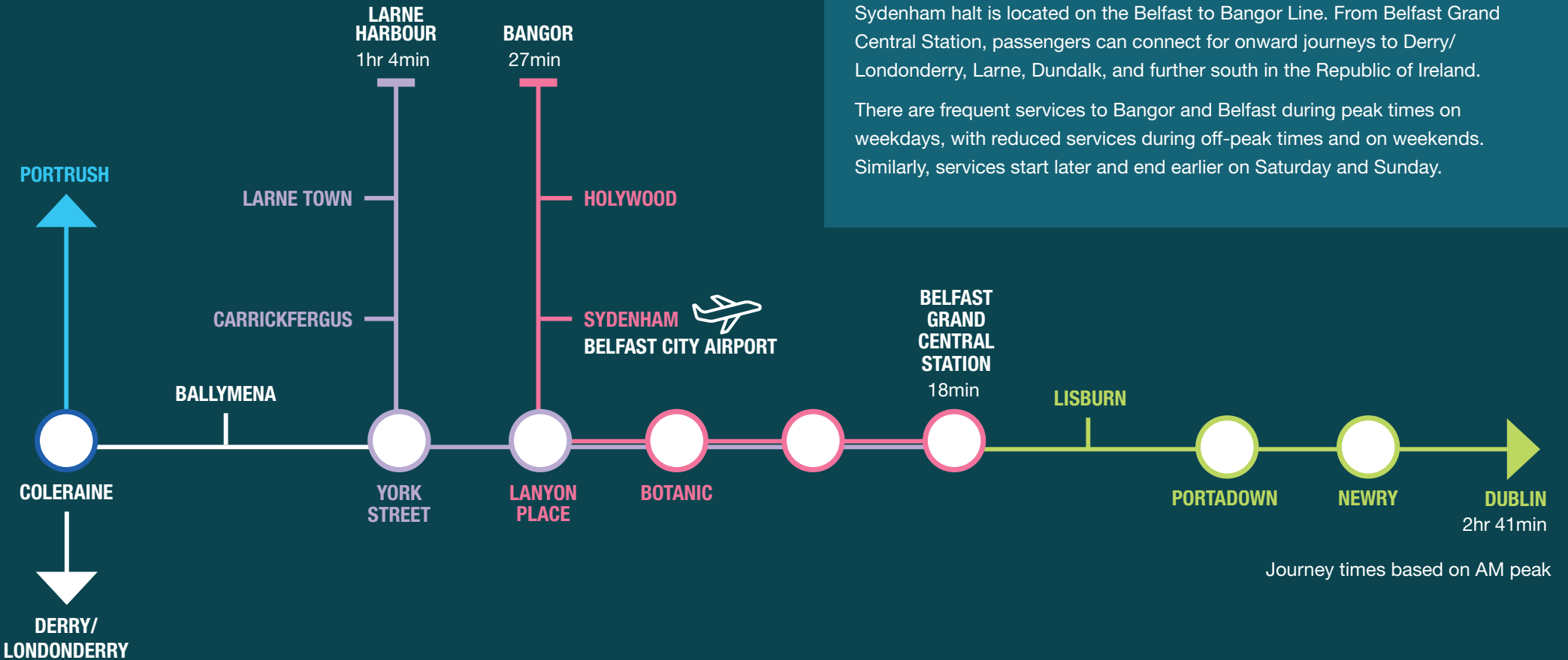
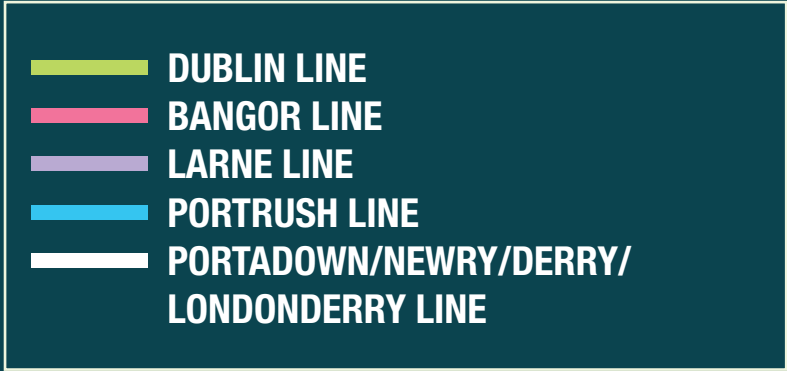


BUS

Belfast City Airport has a dedicated bus service, Airport Express 600, which provides, on average, a 16-minute service between the airport and Belfast Grand Central Station.

The service stops at Queen's Square and Wellington Place in Belfast city centre. It operates every 20 minutes at peak times and every 30 minutes outside this time and at the weekend. On Saturday and Sunday, from 6:30pm, this service runs every 45 minutes.





RAIL

Belfast City Airport currently has no direct connection to the Northern Ireland Rail network. The closest halt to the airport is Sydenham on the Belfast to Bangor line. The halt is 1.2km away from the airport terminal and can be accessed by walking alongside the western footpath of the Sydenham Bypass and crossing a footbridge. A complimentary courtesy bus service is also available from the terminal to the pedestrian footbridge.

Present timetabling does not allow for passengers to reach the airport in time for the earliest flights, nor for employees to be at the airport for the start of their shift. Inadequate timetabling and distance from the terminal mean rail is not well used by passengers and employees.

Sydenham halt is located on the Belfast to Bangor Line. From Belfast Grand Central Station, passengers can connect for onward journeys to Derry/Londonderry, Larne, Dundalk, and further south in the Republic of Ireland.

There are frequent services to Bangor and Belfast during peak times on weekdays, with reduced services during off-peak times and on weekends. Similarly, services start later and end earlier on Saturday and Sunday.

TAXI

There is a dedicated taxi rank at the front of the terminal, with Value Cabs available as the long-standing, official taxi partner of Belfast City Airport. Passengers using other taxi companies can be picked up or dropped off in any of the other car parks, including our dedicated Express Drop Off and Pick Up Area.

CAR RENTAL

For passengers wanting to rent a car and explore the island of Ireland, car rental operators have a range of vehicles available to hire. All car hire pick up points are based a short walk from the terminal building.

DROP OFF AND PICK UP

A controlled system operates on site to make sure that the drop off and pick up of passengers is safe.

Those dropping off or picking up can currently choose between our Express Drop Off and Pick Up Area (fees apply), located just a three-minute walk from the terminal, or avail of 10 minutes free in our Long Stay Car Park, located only five minutes from check-in and arrivals.

WALKING AND CYCLING

Passengers and staff can access the airport through the main gates on the Sydenham Bypass.

There is a dedicated cycle lane northbound from the main gates to the Belfast Road junction, and a footpath running alongside the Sydenham Bypass in both directions (including to Sydenham halt).

Once inside the main gates, there is a network of safe pedestrian routes to the terminal building, and between the bus stop, car parks and taxi rank.

Those choosing to cycle can park their bike in covered spaces only a short walk from the terminal building.

ELECTRIC CHARGING

Passengers can choose to charge their electric vehicle whilst it is parked at the airport. There are twelve parking bays with EV charging facilities located in the Short Stay Car Park, including standard and rapid chargers.



PASSENGER TRAVEL TO THE AIRPORT

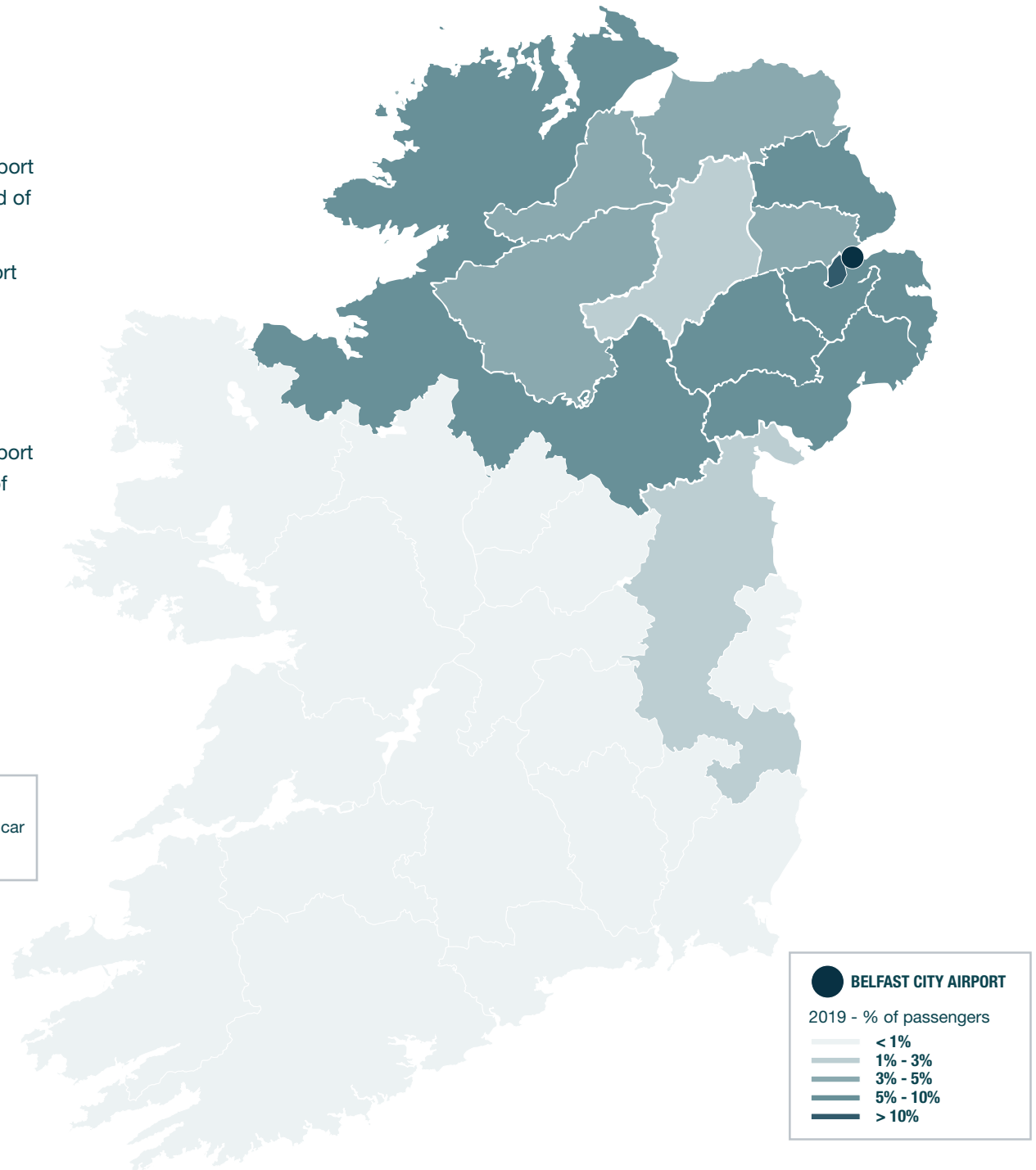
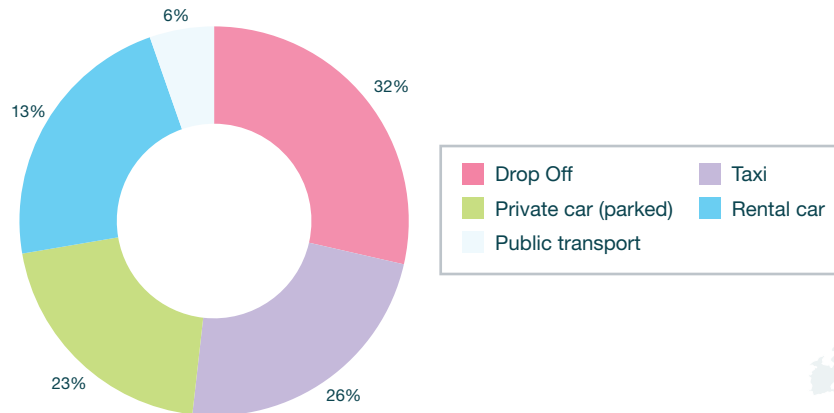
Data from 2019 suggests that 93% of passengers travelling to the airport started their journey from within Northern Ireland, with just over a third of our passengers starting their journey from Belfast city centre.

Looking ahead, an important focus will be making sure public transport connections to Belfast city centre are fast, frequent and reliable.

Given the distribution of passengers, we must also ensure there are sufficient public transport provision improvements across Northern Ireland and into the Republic of Ireland.

In 2019, more than half of our passengers were dropped off at the airport - 32% by a friend or family member and 26% by taxi. A further third of passengers drove a car to the airport, 23% parked their own car, and 13% used a rental car. Only 6% of passengers used public transport.

Surface access passenger mode share





Since the surveying undertaken by the CAA in 2019, we have commissioned our own surveys to get an up-to-date understanding of how our passengers travel to the airport. These surveys, whilst not as robust as the CAA data, are helpful in providing a snapshot of recent passenger travel.

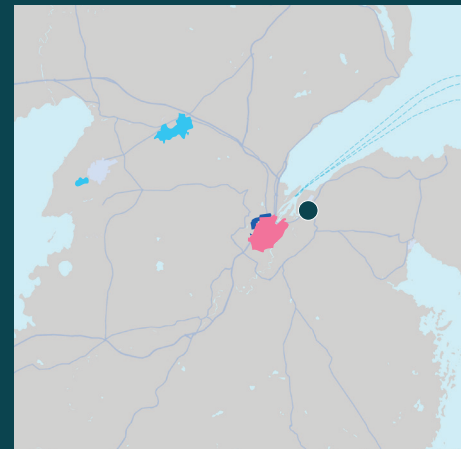
We have supplemented this data with our own car parking information and Translink bus patronage figures. This exercise has helped develop better understanding of the current levels of public transport usage.

One of the key barriers for passengers is the availability of public transport services early in the morning.

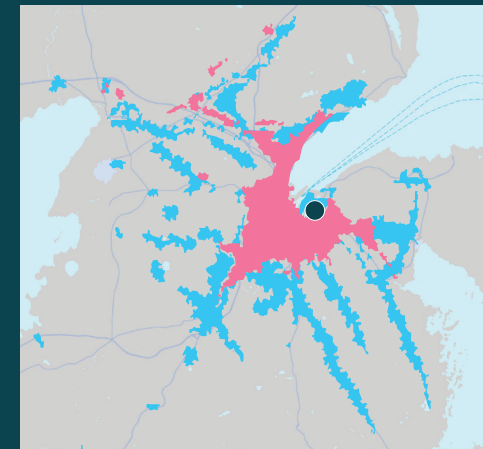
At 9am, 36% of passengers travel from within a 60-minute public transport catchment and 51% within a 90-minute catchment. At 6am, these numbers reduce dramatically, highlighting the need to provide additional service to meet early morning demand, in addition to better service throughout the day.

Existing public transport catchment at 6am and 9am

6am



9am



- < 60 min
- 60 min - 90 min



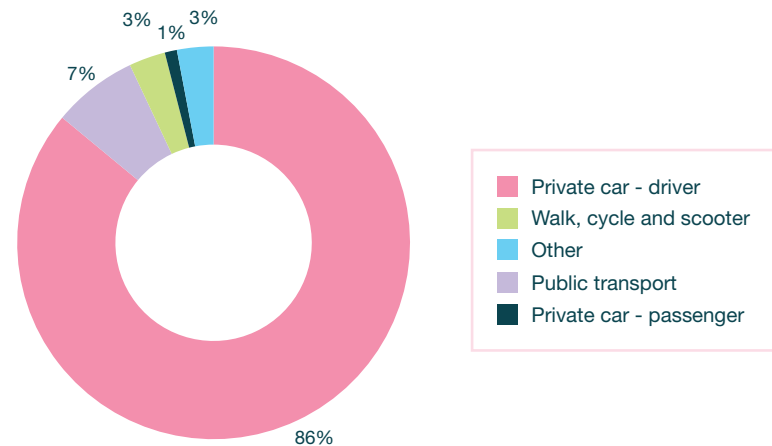
EMPLOYEE TRAVEL TO BELFAST CITY AIRPORT

The Surface Access Strategy is equally applicable for staff and passengers with each demographic requiring nuanced focus and initiatives.

In 2024, 1,120 people were directly employed on the airport campus.

Employees using a private car and parking at the airport is the dominant mode of travel (86%). The Airport Express Bus and other public transport account for 7% of all employee journeys, and 3% walk or cycle.

Surface access employee mode share



Almost half of our employees start work at 6am or earlier, when public transport service is currently limited. One third of employees reside in Belfast, and almost 10% of employees live within 2km of the airport, highlighting an opportunity to promote more active travel.

ZERO
ZERO

emissions
100% Electric

05

Our Surface Access Strategy

“We know the transformative effect that better public transport will have on some of our passengers when travelling through Belfast City Airport. We are proud to have been named the UK and Ireland’s most convenient airport and the UK’s Most Punctual Airport for 2023 and 2024. We want to underpin that recognition with great sustainable transport connections, enhancing our customer experience even further.”

Tim Halley, Chief Development Officer

OUR TARGETS

All targets outlined in this strategy are aspirational, and realising these targets will rely on working closely with a network of partners both on and offsite.

Whilst we are committed to playing our part in supporting the initiatives identified within our Surface Access Strategy, service providers will also need to do the same to meet the need of growing demand.

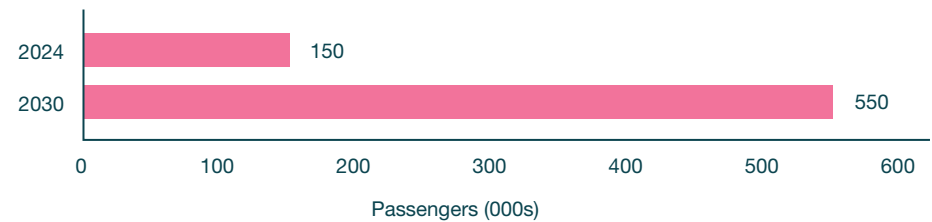
Passengers

We believe there is real opportunity for an increased level of passengers to travel to and from the airport via more sustainable modes of travel. Our aspiration is to work with partners and key stakeholders to meet our target of 15% of all passengers travelling by sustainable modes, and to set in place the foundations for that share to increase further as we grow.

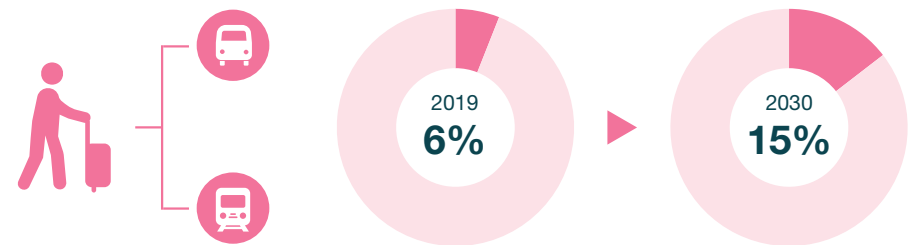
Employees

Our ambition for more sustainable journeys to the airport extends to our staff. In 2024, 11% of those working at Belfast City Airport travelled to work by sustainable modes (public transport, walking, cycling or car sharing) - we want to increase that proportion to 15% by 2030.

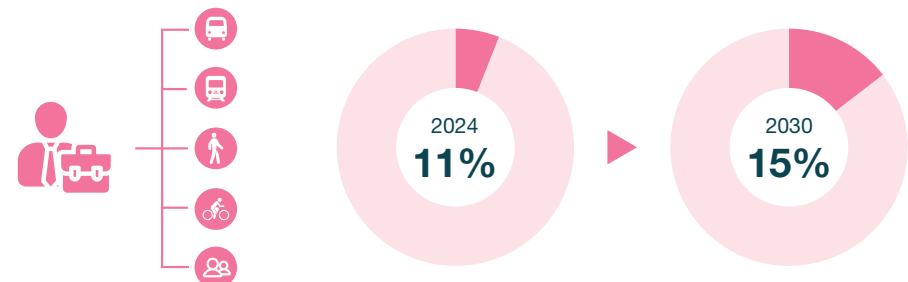
✈️ Increase in passengers using public transport between 2024 and 2030



✈️ Achieve a passenger public transport mode share of 15% by 2030



✈️ Achieve an employee sustainable transport mode share of 15% by 2030



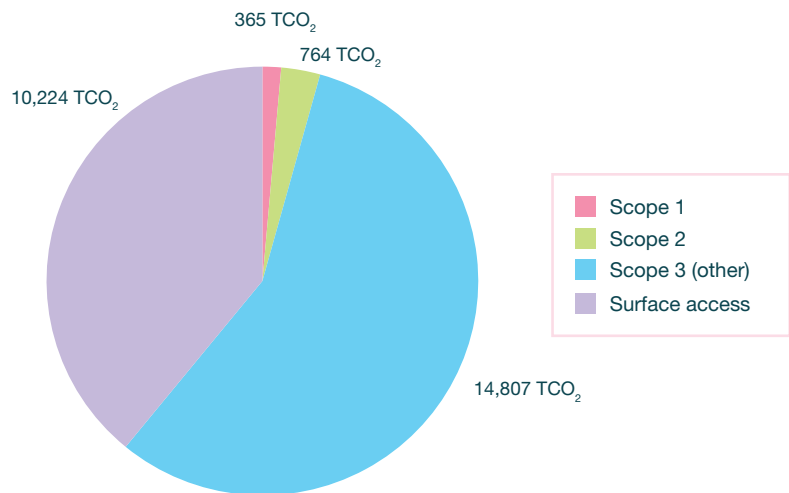
AIRPORT TRANSPORT FORUM

We cannot achieve this alone. We will work closely with local stakeholders, including Translink, to facilitate this substantial growth.

As part of this strategy, we will aim to establish a Belfast City Airport Airport Transport Forum. This Forum will oversee the implementation of this strategy, bringing together the agents who are able to deliver this ambitious change. Those agents may include representatives from Translink, Belfast City Council and the DfI, as well as large neighbouring businesses such as IKEA.

Surface access to and from the airport represented 41% of our 2024 total carbon emissions. By realising our ambition for more sustainable journeys, we are not only enhancing customer experience but also reducing our carbon emissions as an airport.

Belfast City Airport carbon emissions by Scope (1, 2, Surface Access, and remaining Scope 3) in 2024



OUR PRIORITIES

To realise our targets, passengers and airport employees who are dropped off (either by taxi or by friends and family) or park their car at the airport will need to choose to use public transport or an active travel mode instead.

Utilising behaviour change theory, three conditions need to be present to support people in switching to public transport:

- **Opportunity** - Is there public transport available at the time the individual needs to travel? Will the time taken and cost of using public transport be acceptable? Is there a safe cycle route available and a place to lock a bicycle?
- **Motivation** - Does the individual want to use public transport or active modes? Are the right incentives in place to encourage them to do so? (Meaning public transport becomes more attractive and being dropped off less so)
- **Capability** - Does someone have the knowledge and skills required? Do they know where the bus/rail stop is, how to buy a ticket, and where the bus or train can take them? Do they know where the safe cycle routes are and if their bike can be parked securely?

We have identified three priorities which will guide our activities to achieving our mode share targets.

Under each priority, we have identified a set of actions to deliver over the next five years, which will enable passengers and airport employees to have the opportunity, motivation and capability to choose to travel by sustainable travel modes to Belfast City Airport.



OUR OVERARCHING PRIORITIES

1

PROMOTE IMPROVED
CONNECTIONS AND FACILITIES

2

BUILD AWARENESS OF
SUSTAINABLE TRANSPORT
OPTIONS

3

MANAGE DEMAND FOR
NON-SUSTAINABLE MODES





PRIORITY 1: PROMOTE IMPROVED CONNECTIONS AND FACILITIES

Without public transport available, airport passengers and employees will not have the ability to choose to travel by public transport.

Our ambition is to ensure that public transport is available at all times of the day and to the places that passengers and employees need to travel to.

Whilst the airport is directly served by a dedicated Airport Express bus service, as well as Sydenham rail halt and connecting shuttle bus, neither service operates at all the times passengers and employees need to travel. As passenger and employee numbers grow over the next five years, we aim to work with Translink to ensure sufficient service is available when passengers and employees need it.

We aim to also work with Translink and other transport operators to identify opportunities for new and improved regional and local bus and coach services. Our analysis has identified several towns within Northern Ireland where a dedicated coach service could be viable and provide an easy door-to-door transfer for passengers.

We will also explore maximising the excellent connectivity provided by the recently opened Belfast Grand Central Station - for example, for those travelling from Lisburn who could travel by train either side of an interchange through Belfast Grand Central Station.

While availability of service is a major focus, other factors that influence mode choice include comfort, space for baggage, and high-quality waiting areas.

We will seek to improve all elements of the passenger journey to make public transport an easier choice for more passengers.

Providing improved connections and facilities will not be limited to public transport; we will also explore improving cycle and pedestrian access to the airport.

Over a quarter of those working at the airport live within 5km of the site. For some of these, cycling to work could provide a direct door-to-door journey and be faster than using public transport.

Safe, well-lit routes will be key to making walking and cycling a realistic option for many of our employees, along with high-quality facilities on site. As the airport develops, we will adopt requirements of the LDP Strategy to provide for walking and cycling in development proposals and seek to provide high-quality links on the airport site.

We are proud to have achieved a “Very Good” rating, the highest accolade available, from the CAA for our accessibility services. As more passengers are expected to use the airport over the next five years and beyond, we will continue to ensure that our current standards of service for passengers with restricted movement are maintained.

PRIORITY 1: PROMOTE IMPROVED CONNECTIONS AND FACILITIES - OUR ACTIONS BY 2030

Ambition	Aims
Increase bus services available for passengers and employees	We aim to work with Translink to make the case for extending the operational hours and frequency of the Airport Express Bus Service between Belfast city centre and the airport. This includes earlier morning services and more weekend services.
	We will identify potential new bus and coach routes which will provide choice for our passengers.
	We want to make it easier for employees to connect from other local bus services and work with local landowners to make the case for a walking path to the terminal.
	We aim to improve the visibility of onward bus travel directly outside the terminal.
Make it easier to use rail to travel to Belfast City Airport	We aim to identify opportunities to enhance signage on the bridge at Sydenham rail halt to make it easier for passengers to transfer from the station to the airport, and from the airport to Belfast and Bangor.
	We aim to explore options to improve the existing waiting area for the courtesy bus from Sydenham rail halt, including providing a larger shelter, more seating and better information.
	We want to work with Translink to improve wayfinding at Belfast Grand Central Station to make it easier for passengers to navigate between rail and bus, or rail and rail, to travel to the airport.
	We will work to build on our recent feasibility study by partnering with Translink to further explore the real opportunity for a new rail halt directly serving Belfast City Airport.
Improve cycle facilities at the airport for passengers and employees	We will review existing provision of cycle parking, showers, and lockers to facilitate more employees cycling to work.
	We will understand demand for additional facilities and seek to increase the provision and improve the quality of cycle parking, showers, and lockers to meet demand.
	We will seek to work with the DfI to identify and implement suitable commuter cycling route enhancements to support employees travelling by bicycle to work.
	As the airport grows, we will provide high-quality walking and cycling links on site to make it easy for employees to travel around the site sustainably while also facilitating sustainable commutes.
Implement a car sharing programme for airport employees	We will explore implementing a car sharing programme with employees across the airport.

PRIORITY 2: BUILDING AWARENESS OF SUSTAINABLE TRANSPORT OPTIONS

We want to make it easier for passengers and employees to know of the choices they have for travel to and from Belfast City Airport.

Given the relatively low adoption of public transport today, there is evident potential to build awareness of the choice of public transport services available, and how to use them.

We will work to ensure passengers can find answers to all their questions easily, including where public transport can take them, how much will it cost, how they can pay, and the room available for their luggage. We will also work with our partners to ensure that it is easy to buy tickets to travel on local bus and train services, either on board, at stations, or in the airport.

For employees, we will aim to develop a communications campaign to provide information from the point of recruitment and induction through to regular updates about how the airport supports employees travelling to work by sustainable modes.

We also want to use incentives to provide passengers and employees with the motivation to change behaviour and use a sustainable mode of transport. Incentives can also enhance the overall customer experience using the airport. For employees, effective incentives could be those which allow them to trial a new mode of transport where practical.



PRIORITY 2: BUILDING AWARENESS OF SUSTAINABLE TRAVEL OPTIONS – OUR ACTIONS BY 2030

Ambition	Aims
Improve transport information available to passengers	We will work with our Communications Team to improve the information for passengers on ‘getting to the airport’ on our website, social media content, and other external communications channels. This will prioritise information about travelling by public transport.
	Working with our partners, we will collaborate on effective messaging and communications to passengers to ensure that they are more aware of the existing public transport links to Bangor, Belfast, and beyond.
Make it easier to use rail to travel to Belfast City Airport	We will identify additional locations at the airport where passengers can understand their onward travel options and purchase their onward travel tickets, and will work with Translink to install ticket machines if appropriate.
	We aim to work with Translink to ensure that it is easy to find information and purchase tickets on board bus and rail services and at key waiting areas, including Belfast Grand Central Station.
Use incentives to encourage passengers and employees to travel by sustainable transport options	For passengers, we will explore the possibility of providing potential incentives if they travel to the airport by public transport.
	For employees, we will explore what can be done to encourage or incentivise them to try public transport for their journey to work, and to maintain that habit. For example, this could be delivered through targeted trials or subsidies.
	We will explore a ‘Cycle to Work’ scheme providing tax-free cycle purchases for our employees.
Improve employee travel communications and engagement	We will develop a communications plan to ensure all airport employees are fully aware of their travel options.
	We will aim to develop a new-start ‘Travel to Work’ information pack, to be available for use by all employers at the airport, supporting both recruitment and induction.

PRIORITY 3: MANAGE DEMAND FOR LESS SUSTAINABLE TRANSPORT MODES

Our aim is to reduce the proportion of passengers arriving to the airport by car, increasing the use of public transport.

In 2024, over 60% of passengers were dropped off or picked up, either by private car or by taxi. Passengers being dropped off and picked up by friends or family require four car journeys, making it one of the least sustainable ways to travel.

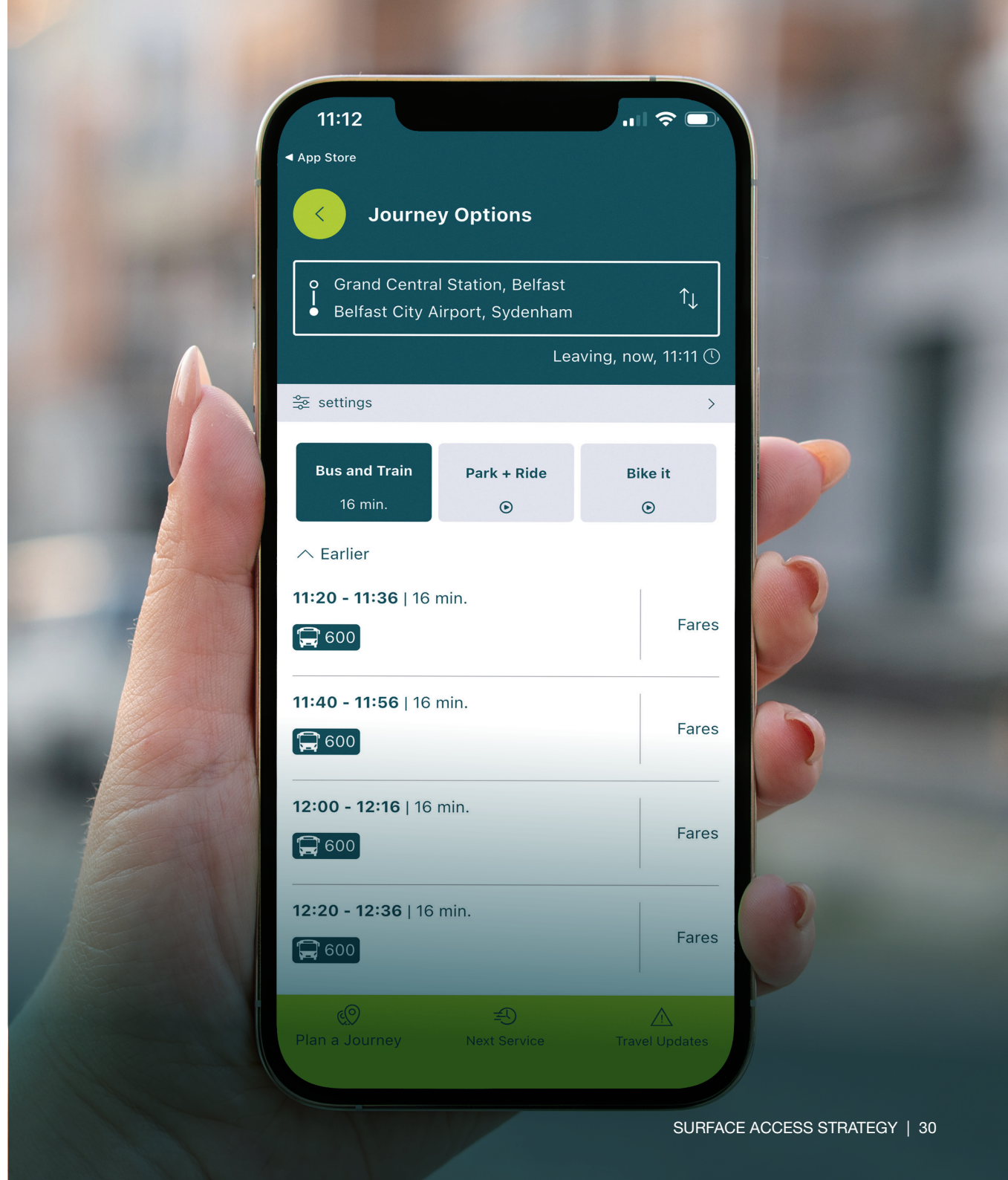
We want to make sure that we can manage the expected passenger and employee travel to the airport by non-public transport modes.

We have attempted to discourage this through the introduction of a drop off and pick up charge, however, as passenger demand grows, there will be more cars travelling to and from the airport, which will bring about a greater demand for parking on site.

In addition, we will consider appropriate policies and initiatives to ensure that taxis can arrive with a passenger and leave with a different passenger, resulting in fewer empty car trips.

Airport growth will also bring greater demand for employee parking on site. We will continue to review the policies that we have in place for employees and business partner parking to ensure they remain fit for purpose, supporting the delivery of this Surface Access Strategy and the vision for airport growth.

To reduce the environmental impact of vehicles that need to come to the airport, we will aim to further enhance the existing EV charging facilities we have and support their further implementation and operation.



PRIORITY 3: MANAGE DEMAND FOR LESS SUSTAINABLE TRANSPORT MODES - OUR ACTIONS BY 2030

Ambition	Aims
Continually review parking strategy	We will continually review our parking strategies to discourage less sustainable transport modes including drop off and pick up where appropriate.
Reduce the number of taxis which arrive or leave the airport 'empty'	We intend to undertake a study to understand the potential for backfilling taxis to facilitate less 'empty' trips in and out of the airport.
Review employee parking strategy	We will review our employee parking strategy to ensure it supports the delivery of the Surface Access Strategy and overall airport growth.
Support the adoption of lower emission vehicles	We aim to develop a plan to facilitate the adoption of lower emission vehicles operating to, from and within the airport. This includes vehicles of all employers based at the site, car rental, and passengers choosing to park.



Delivery, Monitoring and Reporting

DELIVERY

This strategy sets out how we plan to improve access to Belfast City Airport over the next five years. Three important supporting mechanisms will enable us to deliver our vision:

Dedicated employee resource

Our ESG and Sustainable Transport Manager will be responsible for delivering on the ambitions set out in this plan, under the direction of our Chief Development Officer.

On airport engagement

We intend to establish a Forum so that we can regularly engage with the employers based at the airport. The Forum will provide a two-way communication channel where we can hear about the challenges of employees in respect to travel to work, and we can share updates about what we are doing to improve transport options for everyone.

Airport Transport Forum

We aim to establish a Belfast City Airport Transport Forum, as recommended in the Aviation Policy Framework (2013). We will aim to seek representation of the Forum from the following groups:

- Airport operator (will lead the forum)
- Local Highway Authority and Integrated Transport Authority
- Local transport providers (e.g. bus, rail, coach, and car hire)
- Local authorities
- Passenger representative
- Freight industry representative
- Local businesses
- Representative from the Airport Consultative Committee
- Representative of airport users
- Representative of airport employees
- Bodies representing interests of walkers, cyclists and disabled people in the area

The Forum will bring these representatives together to develop a shared purpose and enable collaborative working to oversee the implementation of this strategy and delivery of the targets within it.

MONITORING AND REPORTING

We will undertake annual staff and passenger surveys to track and record our progress towards the targets set out in this strategy.

As well as travel surveys, we will review our progress against the actions set out in this strategy. We will aim to share this progress twice a year with the Airport Transport Forum and will include it in our Annual Report.

“Belfast City Airport is committed to delivering the ambitions set out in this plan — providing better public transport options for passengers and staff travelling to and from Belfast City Airport. These efforts not only enhance the overall passenger experience but also play a vital role in helping us reach our goal of net zero emissions by 2050”

George Bee, ESG and Sustainable Transport Manager

For more information, visit www.belfastcityairport.com



