Alexandra Basin Redevelopment 2

Bringing Dublin Port To 2040

Environmental Impact Assessment Report

Appendix 15-1 Mobility Management Plan

Volume 3



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DUBLIN PORT

TETRA TECH

Dublin Port Company

Mobility Management Plan Framework

ABR2 Project

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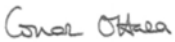
TETRA TECH

Tetra Tech Belfast, Elmwood House, 74 Boucher Road, Belfast, BT12 6RZ, Northern Ireland

Tetra Tech Consulting Limited. Registered in England: No.01470149
Registered Office: 101 Park Drive, Milton Park, Abingdon, Oxfordshire, England, OX14 4RY

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Prepared by
Tetra Tech
Conor O'Hara – Technical Director
Elmwood House, 74 Boucher Road, Belfast, BT12 6RZ
T: +44 2896 949 765
E: conor.ohara1@tetratech.com

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1.0 Introduction

This Mobility Management Plan (MMP) has been prepared to assist with a planning application for the ABR2 Project.

The ABR2 Project will comprise redevelopment works in two areas of Dublin Port:

- Alexandra Basin West;
- Berth 52/53.

Alexandra Basin West

Capital dredging will be undertaken to achieve a standard depth of -10m CD at Alexandra Basin West to enable Alexandra Basin West to handle deeper draught ships. In addition, undertaking the works in Alexandra Basin West will allow a legacy contamination issue in the basin to be addressed and remediated, which restricts DPC's ability to carry out routine and essential maintenance dredging operations. The berths in Alexandra Basin West will become increasingly busy in the future, and it is important (including, operationally) that DPC is able to include these berths within routine maintenance dredging campaigns.

Environmental sampling of sediment within Alexandra Basin West (above a depth of -10m CD) has demonstrated that the bed of the basin is contaminated with a range of heavy metals and organotins (Dibutyltin (DBT) and Tributyltin (TBT)) as a result of past ship building, maintenance, and repair activities, handling of ores, and other shipping activities. The levels of contamination in the existing materials within Alexandra Basin West result in this material being unsuitable for disposal at sea. The extent of contamination has been confirmed following recent site investigation surveys of the less contaminated sediments at the entrance of Alexandra Basin West, with the analysis demonstrating that no material required to be dredged and removed from Alexandra Basin West may be disposed of at sea (above a depth of -10m CD).

Berth 52/53

The ABR Project was the first Strategic Infrastructure Development (SID) project to be brought forward for planning consent in July 2015. The second SID project, as set out in the Dublin Port Masterplan 2040, reviewed in 2018, is the MP2 Project, which was granted planning consent in July 2020 (ABP-304888-19). The MP2 Project, as permitted, amended elements of the ABR Project, with respect to the alignment of Riverside Berth 52, to allow for the insertion and alignment of a new Riverside Berth 53. The new Riverside Berth 53 is currently under construction, and once the new Riverside Berths 53 and 52 have been constructed, the basin will be closed off from the main navigational channel, and the operational basin berths can be decommissioned. Works can then commence to infill the basin, as proposed under the ABR2 Project, which will facilitate the construction of the Unified Ferry Terminal, consented under the MP2 Project. The area around Berth 49 (subject to extension works under the MP2 Project) and Riverside Berth 52 (as consented under the

MP2 Project) will be used for possible receipt of remediated dredged material and to facilitate working areas for the ABR2 Project.

2.0 Mobility Management Plan Framework

2.1 Mobility Management Plan (MMP)

An MMP is a package of measures and targets aimed at promoting sustainable travel within a development, with an emphasis on reducing reliance on single occupancy car travel. This MMP framework is tailored to the specific circumstances of the ABR2 Project.

This MMP framework summarises proposals for enhancing the attractiveness of sustainable travel opportunities for employees, as well as visitors of the site, and outlines the restrictions imposed to curtail the use of private cars, where necessary, taking cognisance of the nature of the development.

The purpose of an MMP is to seek to reduce reliance on the private car or single occupancy vehicle trips, improve road safety and personal security particularly for pedestrians, cyclists, and public transport users, and will evolve to meet the changing travel characteristics of the development over that time. It is imperative, therefore, that any travel planning approach should feature a mechanism to embrace changing travel patterns and needs. In addition, it is possible to introduce certain measures as part of good site design to encourage sustainable travel. The following sections describe both these initial measures and the likely future 'designed in' measures (to be introduced following an annual review of travel patterns), which will be delivered through the MMP for the ABR2 Project.

The development of an MMP for the ABR2 Project will encourage employees and (where possible) visitors to the site to use more sustainable alternatives than driving alone for at least some of their journey. For an MMP to be successful, it should comprise of a mixture of incentives and disincentives; for example, controlled parking, car sharing, promoting increased use of public transport, encouraging cycling & walking, and supporting alternative work practices which reduce the need to travel, particularly single occupancy car travel.

This MMP will demonstrate the development site is accessible by walking, cycling and public transport; it aims to discourage the use of single occupancy private cars, where necessary, and shows that the client is committed to the promotion of sustainable transport modes.

2.2 Roles & Responsibilities – Senior Management

Support from senior management is critical to the overall success of the MMP. It is important that this support is secured from the outset. The applicant is very supportive of the need to develop an MMP and reduce reliance on private car trips, while increasing sustainable modes of transport. The support of senior management is important to:

- Allow budget allocations for MMP activities; and
- Secure the release of staff time (e.g., MMP Coordinator) for work concerned with the MMP.

2.3 MMP Coordinator

An MMP Coordinator will be appointed by senior management to oversee the implementation and operation of the MMP and will be responsible for the promotion of walking, cycling and public transport amongst staff (and visitors where possible), taking cognisance of the sensitive healthcare nature of the development. This MMP has identified the following tasks that are anticipated to be carried out by the MMP Coordinator:

- Oversee the continuing development and implementation of the MMP
- Obtain and maintain the support of senior management and employees
- Implement sustainable travel marketing activities
- Operate and attend an MMP Steering Group
- Coordinate and undertake data collection and review (e.g., staff travel surveys)
- Undertake review and development of the MMP
- Act as contact point for the MMP
- Monitoring and updating travel patterns
- Providing public transport information
- Identifying and maintaining drop-off points for visitors and employees of the development
- Promoting benefits of cycling, walking and public transport use
- Amending procedures as necessary to promote sustainable transport; and
- Ensuring adequate facilities are provided to encourage alternative modes of travel.

2.4 Travel Survey / Audit

The MMP will be reviewed at the beginning of each year, this will ensure all travel patterns and requirements are considered within the MMP. The surveys will be updated every year, and comment on the existing modal shift targets made (if they have been achieved or not), the surveys will enable new modal shift targets to be set, or incentives changed to achieve existing targets.

The MMP Coordinator will undertake travel surveys of staff / visitors. This will enable a database of information to be constructed and will aid the implementation of the MMP. The survey may consist of the following:

- Personal and employment details (subject to compliance with Data Protection Act)
- Current modal split of employees / visitors
- Journey length, distance, and time (to help determine what alternative travel modes may suit a modal shift)
- Reasons for current mode of travel
- Working Hours
- Level of interest in car sharing

- Which sustainable travel options work / don't work for individuals
- Problems encountered in commuting; and
- Ideas for improvement of the MMP.

This information will enable the MMP Coordinator to:

- Provide personalised travel planning in identifying where staff / visitors are travelling to / from daily
- Identify the areas where the largest groups of staff / visitors are travelling from / to, allowing the MMP Coordinator to concentrate on areas where most impact can be made on changing travel habits; and
- Present the information to the public transport provider with information on staff / visitors so they can review against existing public transport provision from these areas, and so they can review existing services or provision of new services which would improve public transport provision for staff / visitors.

Once the MMP Coordinator has compiled the survey data, targets for the reduction in car-based travel can be determined. Once these targets have been set, the MMP Coordinator will monitor and review these targets at regular intervals and determine how successful the MMP is. The monitoring of staff travel could include the following:

- Additional car park surveys to establish car usage by staff / visitors
- Discussions with public transport service providers to establish demand for the existing bus/rail services
- Surveys of passengers boarding and alighting at bus/rail stops serving the development; and
- Monitoring of specific initiatives such as car sharing etc.

Promotion of sustainable transport modes is paramount to the MMP, and emphasis should be placed on the provision of information for staff / visitors identifying available services, timetables and pick-up / drop off point locations, which will be located within communal areas of the development.

2.5 Objectives & Targets

The overall objective of this MMP is to reduce the number and reliance on private car trips, while increasing the number of pedestrians, cycling and public transport trips. The application of the MMP will help further encourage the shift from car-based trips to more sustainable modes.

From the initial surveys undertaken by the MMP Coordinator, the proposals to implement further incentives / disincentives can be considered to increase the use of sustainable modes and reduce private car trips. Each year surveys will be undertaken and revised modal split targets set.

2.6 Sustainable Travel Measures

It is difficult to confirm specific measures until such time as the site becomes operational and final staff numbers / rota's, trip origins, mode share and travel options (at the time of opening) are made known.

2.7 Appointment of a MMP Coordinator

Within three months of the opening of the proposed development, the position of the MMP Coordinator will have to be filled to ensure that the requirements of the MMP can be implemented quickly and efficiently. After opening, several issues regarding the MMP must be addressed and implemented, these are discussed below.

2.7.1 Senior Management

It is important that senior management of the development provide a clear and concise statement indicating their backing and support of the MMP initiatives and outline the importance of adopting the MMP by staff.

2.7.2 Appointment of Individual Groups

The MMP Coordinator will set up the various groups and provide feedback on the outcome of group meetings. These working groups will be made up of employees and will discuss the incentives / disincentives in place within the MMP and other promotions which could increase the amount of sustainable travel.

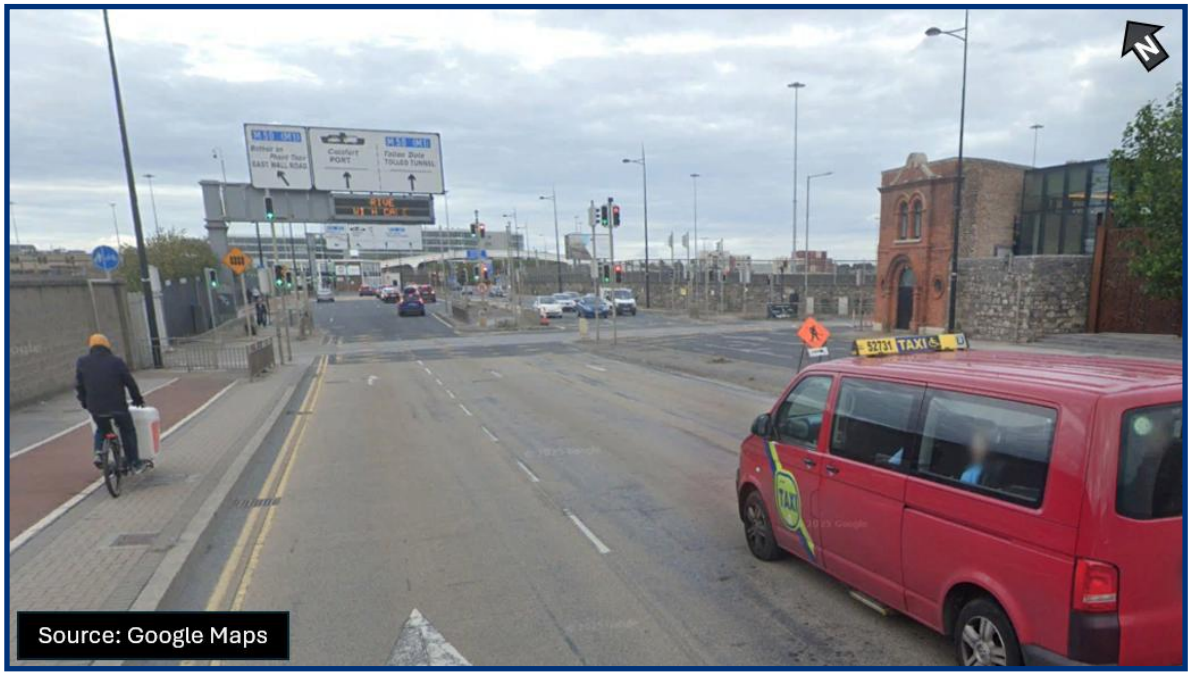
This will include ensuring any sustainable travel website page/content is operational and clearly sets out the MMP principles of the proposed development indicating any restricted private vehicle trips and the promotion of sustainable modes of transport.

2.8 Existing Active Travel & Public Transport Provision

2.8.1 Pedestrian Facilities

Dublin Port is well served by pedestrian facilities with internal pedestrian routes connecting to the external network providing pedestrian connectivity to existing cycle routes, bus stops (both Dublin Bus and Bus Éireann) and the Luas light rail system. Several controlled pedestrian crossing points are located on East Wall Road along the frontage of the site, ensuring safe crossing facilities for pedestrians. Existing pedestrian facilities are indicated in Figure 2-1.

Figure 2-1: Existing Pedestrian Facilities – East Wall Road / Alexandra Road



2.8.2 Cycling Facilities

There are existing cycle facilities on East Wall Road along the frontage of Dublin Port, these existing cycling facilities connect into the wider cycling network throughout Dublin as indicated in Figure 2 2. Dublinbikes has several stations located along North Wall Quay near Dublin Port as indicated in Figure 2 3.

Figure 2-2: Existing Cycling Facilities – Dublin (Dublin Port Area)

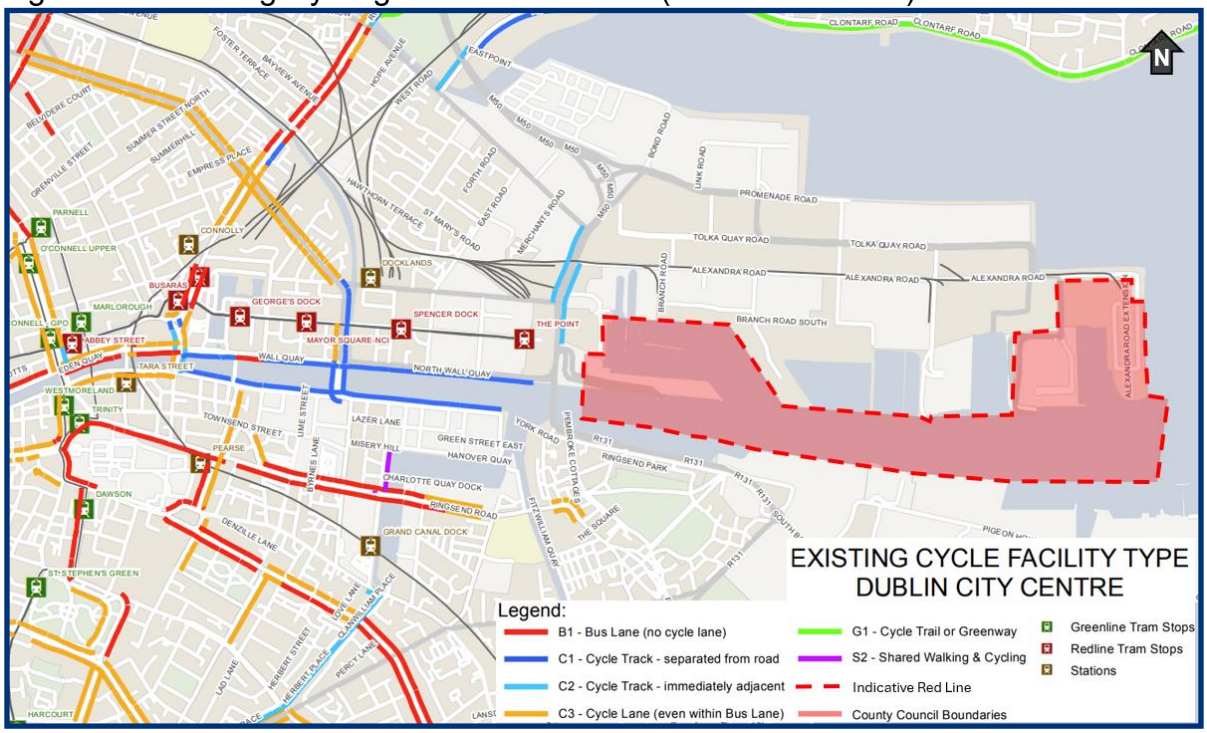
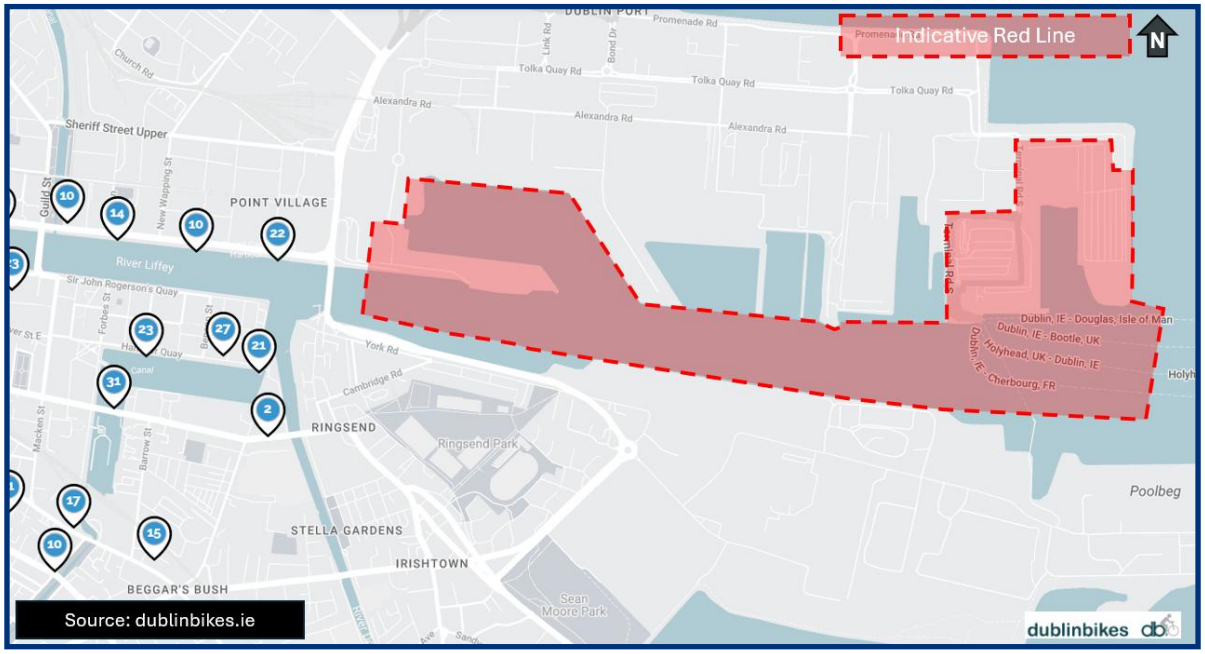


Figure 2-3: Dublin Bikes – Dublin (Dublin Port Area)



2.8.3 Public Transport Facilities

There are both Dublin Bus & Bus Eireann stops located within walking distance of Dublin Port (with the controlled pedestrian crossings ensure safety for pedestrians) as indicated in Figure 2-4. Dublin Port is also located near the Luas system (as indicated in Figure 2-5). The main source of public transport to / from Dublin Port and therefore the ABR2 Project is either Dublin Bus or the Luas and therefore workers associated with ABR2 Project could travel to / from the site via public transport as a mode of transport.

Figure 2-4: Public Transport Services – Dublin (Dublin Port Area)

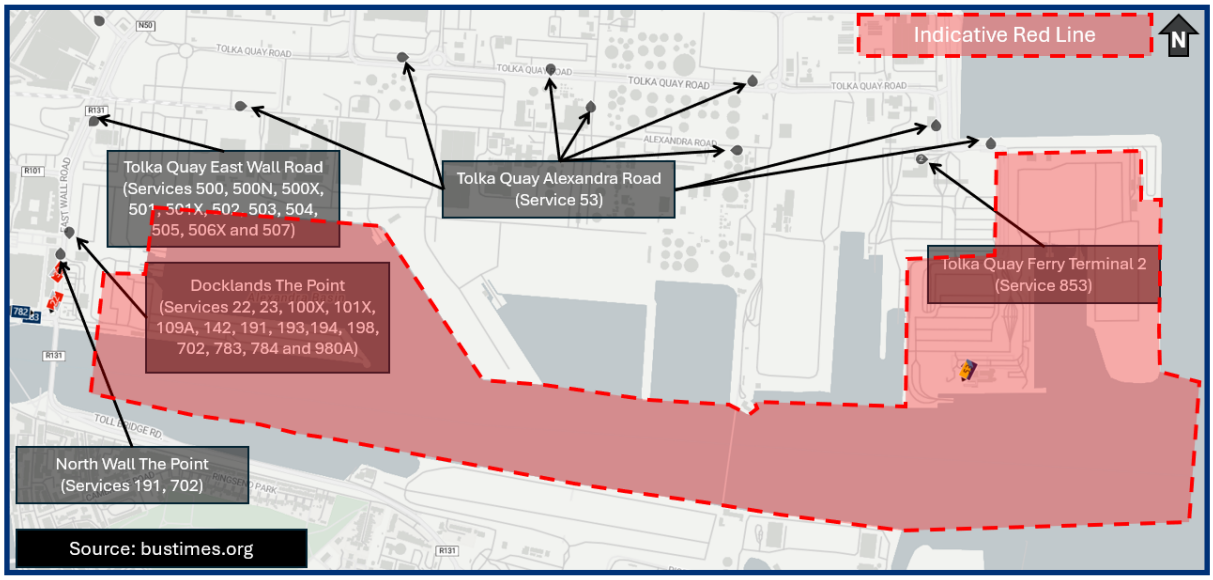
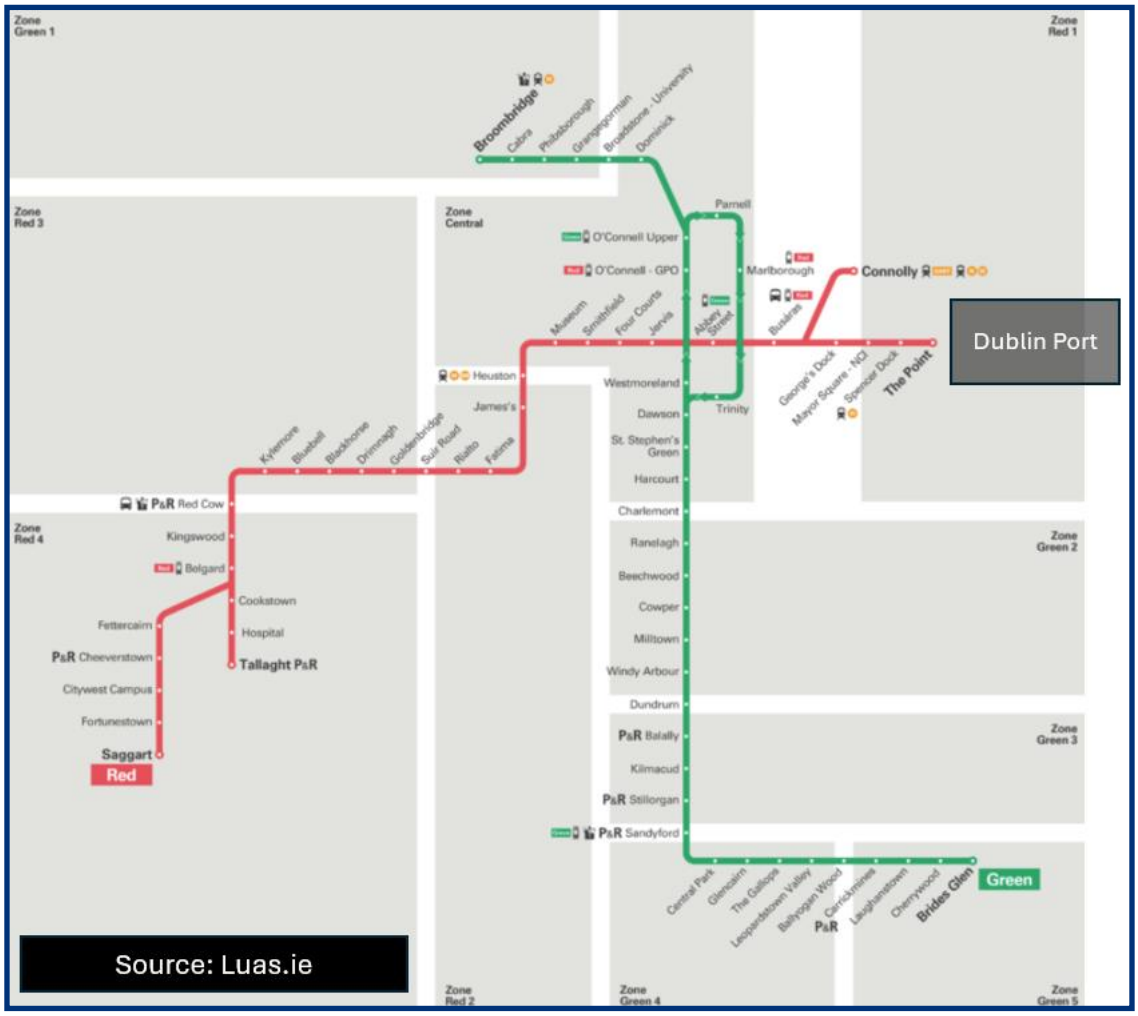


Figure 2-5: Public Transport Services – Luas – Dublin (Dublin Port Area)



2.8.4 Private Vehicle Facilities

There are currently three main approach roads serving Dublin Port and therefore the ABR2 Project including Promenade Road (which provides direct access to / from Dublin Port Tunnel), Alexandra Road and Terminal 3 Access (former P&O Access).

East Wall Road comprises three lanes from North Quay Wall, widening to four lanes at the approach to Sheriff Street Upper, six lanes from Sheriff Street Upper to Alexandra Road with an additional lane north of Alexandra Road.

Dublin Port Tunnel carries most of the traffic to and from the Port. Dublin Port Tunnel links Dublin Port to the M50 via the M1.

It is also noted that as part of the wider Masterplan for Dublin Port there are proposed changes to the existing access arrangements, however, these changes have not been implemented yet and are unlikely to impact upon the ABR2 Project.

2.9 Future Measures

The MMP will constantly change as the characteristics of staff / visitors evolve each year. Therefore, future measures will constantly have to be considered and promoted to try and further reduce the level of car trips associated with the site.

These future measures will be considered after each annual review, once the review is complete the MMP Coordinator will know which modes of transport are being highly used and which need further promotion and potentially further incentive. These future measures can only be accurately identified once the annual review has taken place.

2.10 Monitoring and Updating

The MMP will be reviewed at the beginning of each year on receipt of additional travel information, site assessment, resulting from the yearly travel surveys. From this, objectives will be reviewed, and new targets set. Once the new targets and objectives have been set, the MMP will be updated and launched.

3.0 Conclusions

Tetra Tech has been commissioned by Dublin Port Company to prepare an MMP framework. The MMP framework, which was prepared in line with relevant local and national guidelines, summarises proposals for enhancing the attractiveness of sustainable travel opportunities for employees and visitors of the site, and outlines the restrictions imposed to curtail the use of private cars.