



NORTHERN

# Strategic Airport Plan

## Accessing the Network with better integration



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# Introduction

## Better integrating rail travel with airports in the north of England

The Northern Powerhouse and its growing industries have the potential to transform the north of England, adding £97 billion to the economy and bringing 850,000 jobs by 2050. Northern will play a critical role in helping the north realise this vision.

Better transport integration is crucial to connecting people to their places of work, education and leisure. This strategy will set out a high level overview of how Northern will seek to better integrate with the airports in our region to deliver improved access to these vital facilities and deliver a consistent customer experience.

There are seven airports within the Northern franchise area and each airport has a train station, with Northern services stopping, in the near vicinity. Our commitment within this strategy is to work closely with each of these airports to provide an acceptable and viable alternative to road transportation when travelling to one of these airports.

A mode shift from private to public transport is crucial to ensure a sustainable transport network for the future. Each of the seven airports aspire to increase their public transport mode share in line with their Airport Surface Access Strategy targets and their own master plans. Each of these documents can be found on line and will be referenced within this strategy.

Integration will provide a benefit to both customers and employees of Northern and the airports we serve. Sharing investment in improved ticketing, information and timetable improvements will deliver a step change in access to northern airports in the future. We commit to remaining engaged with our airport partners, and other transport providers (such as the bus network), in delivering the strategic objectives which will greatly improve connectivity for the people of the north. This will include being involved in consultation on airport development, listening to our customers and the communities we serve, and maintaining strong collaborative relationships with the management teams of the airports in our region.

Working together, we can deliver an improved experience for our customers and a integrated airport-rail network which delivers for the people of the north of England.

### Daniel Edwards

Head of Customer Experience – Northern  
October 2017



# Background

There are seven airports that are accessible from the Northern network, and by becoming more integrated, we will deliver a seamless journey from door-to-door.

The table below details the seven airports in our region with the 2016 passenger numbers. This is displayed alongside the nearest, and most convenient, railway station on our network:

Airport	2016 Passenger numbers	Most convenient railway station	Links to rail (operator)
Manchester	25.6m	Manchester Airport	Direct (Northern / TPE)
Newcastle	4.8m	Newcastle / Airport (Metro)	Metro (Nexus)
Liverpool John Lennon	4.7m	Liverpool South Parkway / Lime Street	Bus (Arriva)
Leeds Bradford	3.6m	Leeds / Bradford Interchange	Bus (Arriva)
Robin Hood Doncaster/Sheffield	1.2m	Doncaster	Bus (first)
Humberside	201,000	Hull / Grimsby	Bus (Stagecoach)
Durham Tees Valley	132,000	Darlington	Bus (Arriva)

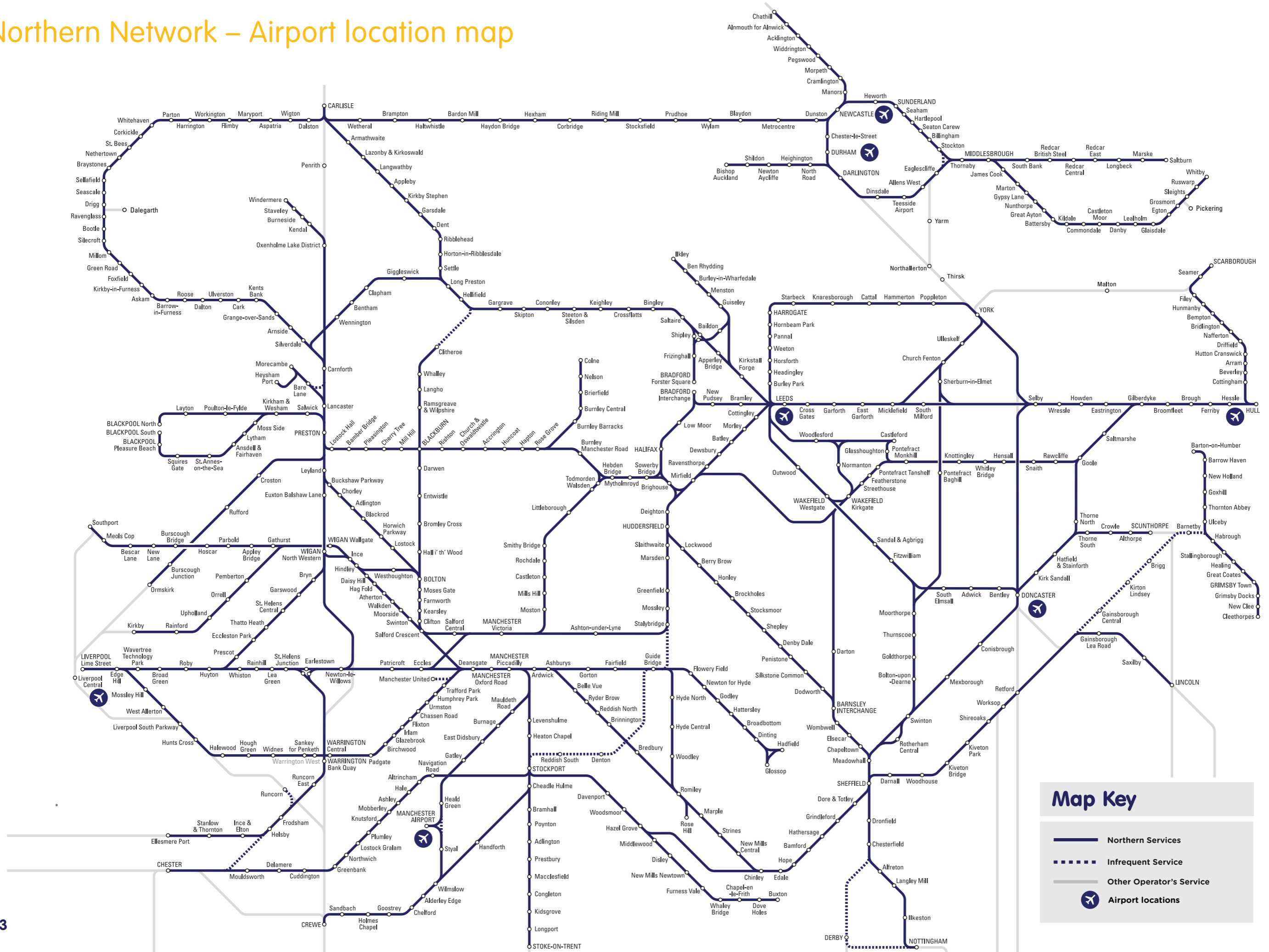
Blackpool Airport closed in 2014 to domestic and international flights but is still available for private flights.

Arriva already has an excellent relationship with a number of these airports and already works with other transport providers to deliver a seamless journey to the destination airport.

We will utilise our experience and contacts within the Arriva group to build closer relationships with the management teams of the airports in our region.



# Northern Network – Airport location map



# What do the airport master plans suggest for rail travel?

Each of the seven airports on our network have aspirations relating to better rail integration within their Airport Surface Access Strategy targets. These are summarised below for each airport:

## Manchester Airport

Manchester Airport will:

- Work with Transport for the North, TfGM and the Train Operators
- Operators to increase rail use, reduce journey times and improve the passenger experience
- Press for early completion of the Northern Hub investment programme
- Secure more frequent and direct services, including to the west, North Wales and south via Crewe
- Support the early delivery of HS2 and a station serving the airport
- Reduce journey times and radically improve east-west connectivity as part of the Northern Powerhouse Rail investment programme
- Work with Arriva Trains Wales/the Wales and Borders Franchise (or Welsh Government with regards to future devolved franchise)
- Improve rail access from Cheshire West and Chester and North Wales

\*Provided by Manchester Airport – Sustainable Development Plan 2016

## Newcastle Airport

Newcastle Airport will:

- We will seek to further increase sustainable transport usage to 30% and to grow staff sustainable travel to 25%.  
We anticipate daily vehicular movements to increase from around 9,000 currently to 16,250.
- In addition, the development of south side sites would generate 5,000 daily movements.
- The number of car parking spaces will need to be increased from capacity on site.
- In addition to the provision of additional car parking we will seek bus services, the on-going Metro reinvigoration programme and other measures.

\*Provided by Newcastle Airport – Masterplan 2030

## Liverpool John Lennon Airport

Liverpool John Lennon Airport will:

- Continue to work with Merseytravel and other operators to increase the frequency and range of rail services calling at Liverpool South Parkway
- Work with TransPennine Express and Northern Rail to coordinate service patterns in order to deliver coordinated, integrated solutions to Liverpool South Parkway
- Lobby for additional rail routes and services to / from Liverpool South Parkway
- Work with Merseytravel, Network Rail and Train Operating Companies to change the name of Liverpool South Parkway to emphasise the link to Liverpool Airport;
- Continue to support and promote connections to Cheshire and North Wales;
- Continue to support Merseytravel's Long Term Rail Strategy;
- To investigate options for the provision of a fixed rail link to the Airport;
- Support Transport for the North proposals to develop an integrated, smart ticketing product for the North of England."

\*Provided by Liverpool John Lennon Airport – Surface Access Plan – Issue 5 - July 2016

## Leeds Bradford Airport

Leeds Bradford Vision:

'To improve surface access to the Airport by sustainable transport modes so it can better perform its function as a key gateway and economic hub and thereby raise the profile of the Leeds City Region as a location for business and tourism.'

\*Provided by Leeds Bradford Airport – Route to 2030 – Strategic Development Plan – Surface Access Strategy

## Robin Hood Doncaster/Sheffield

Robin Hood Airport will:

- Ensuring easy and reliable access for passengers, which minimises environmental, congestion and other local impacts, is a key factor in considering any proposal for new airport capacity. All such proposals must be accompanied by clear proposals on surface access which meet these criteria.
- Increasing the proportion of passengers who get to airports by public transport can help reduce road congestion and air pollution. We expect airport operators to share this objective and to demonstrate how they will achieve it in putting forward their proposals for developing new capacity.

\*Provided by Robin Hood Airport – Masterplan 2030

## Humberside Airport

Humberside Airport will look:

- To actively encourage the use of public transport for journeys to and from Humberside Airport, setting clear and deliverable targets.
- To offer passengers and staff a better choice of efficient public transport services that are accessible for all.
- To invest and support, in partnership with others, in transport schemes that provide the most appropriate solutions in terms of cost, deliverability and environmental quality.
- To encourage the development of a network of quality public transport services from the principal centres in the Humber sub-region.
- To support the completion of the strategic highway network serving the Airport.
- To support the development of a public transport network to meet the needs of the Airport's work force.
- To manage the demand for passenger and staff car to complement the development of public transport links.

\*Provided by Humberside Airport – Master Plan – March 2007

## Durham Tees Valley Airport

Durham Tees Valley Airport Objectives include:

- Reduce the need to travel long distances to other airports, (principally in the South East) through the provision of connecting air routes
- Improve the opportunities for sustainable travel, including public transport, to and from DTVA through the provision of improved bus services
- Facilitate relocation of the railway station as part of wider investment in rail connectivity within the Tees Valley
- Establish a framework for improving the physical appearance of DTVA, its landscape quality and its interface with neighbouring land uses
- Set out the long term growth plans of DTVA in order that these can be taken into account by local authorities in preparing their development, economic and transport plans and by others in making investment decisions

\*Provided by Durham Tees Valley Airport – Master Plan to 2020 and Beyond – April 2014



# How do we achieve better integration?

Improving integration with all seven airports across the north is crucial to delivering a seamless customer journey and contributing to reducing carbon emissions. Effective integration is convenient for customers and can have a significant positive effect on environmental performance. Since its launch in 1998, Heathrow Express has saved approx. 200 million kilograms of carbon emissions. We will work with the airports to ensure that rail travel is truly the most convenient method of getting to the airport. We will remain involved in any expansion and development plans at the airports in our region to

ensure that the positioning of any rail link into the airport is in such a place to make rail travel the preferred method of transport to the airport.

We will provide improved information via our journey planner and real-time information streams, allowing the customer to effectively plan and monitor their door-to-door journey.

We will work with our airport partners to develop, fund and deliver initiatives to improve the provision of passenger services to the stations serving the seven airports and increase the use of these services by customers and employees.

## Improved train services

### Manchester Airport

We will look to introduce further services to Manchester Airport with details below of where those services are likely to be operated from:

Origin/destination	Frequency	First arrival (approx.)	Last departure (approx.)
Central Manchester	Six train per hour	0340 hours	0112 hours
Liverpool via Warrington Central	Hourly	0437 hours	2248 hours
Liverpool via Newton-le-Willows	Hourly	0629 hours	2241 hours
Blackpool North	Hourly	0455 hours	2311 hours (0041 Preston)
Barrow-in-Furness or Windermere	Almost hourly	0644 hours	1926 hours
Bradford via Rochdale	Hourly	0552 hours	2331 hours
Crewe	Hourly	0504 hours	2337 hours (connection)



And we are committed to ensure that we have a train that will go to Manchester Airport:

In operation by:	
From Manchester Piccadilly arriving before 0345 hours	December 2019
From Crewe arriving before 0515 hours	December 2019
From Wigan arriving before 0545 hours	December 2019
From Liverpool via Warrington arriving before 0640 hours	December 2019

### Durham Tees Valley Airport

Line of route - Saltburn to Darlington involving Dinsdale station  
(Nearest rail station to the airport)  
There are no planned changes to level of service for this route.

### Robin Hood Airport

Line of route - Services to and from Doncaster  
There will be an increase in service frequency on Sundays on the Leeds to Doncaster and Hull to Doncaster routes compared to current provision from May 2018.

### Humberside Airport

Line of route - Barnetby and Cleethorpes  
(Nearest rail stations to the airport)  
There are no planned changes to level of service for this route; which remains on a Saturday only.

### Leeds, Bradford Airport

Line of route - Services involving Guiseley and Horsforth  
(Nearest rail stations to the airport)  
There are no planned changes to the level of service for services to and from Guiseley but there are for services to and from Horsforth, which includes an increased frequency to four trains per hour during the week and increased to two on a Sunday.

### Newcastle Airport

Line of route - Services from Sunderland to Newcastle  
There are no planned changes to the level of service for services between Sunderland and Newcastle Airport.



# Other Initiatives

## Manchester Airport

Our Central regional team work closely with Manchester Airport Group to ensure our relationship with the second largest airport in the UK is close and productive.

This is led by the regional Commercial and Stakeholder managers who meet regularly with the airport. Immediate priorities are focussed on the May 2018 timetable changes which will deliver an increase in services to the airport.

We will plan joint marketing and other customer facing initiatives to promote these new services.

## Liverpool John Lennon Airport

Our West regional team attends the Airport Transport Forum (ATF) hosted by Merseytravel and attended by all transport operators that serve Liverpool John Lennon Airport.

We are currently working on two projects with Arriva Bus to install additional retail facilities at John Lennon Airport and also develop the Rail Air Bus Link from Liverpool South Parkway. We will review the success of these projects and continue to focus on how we can take the lessons learned to deliver further improvements.

We will continue to work closely with Merseytravel to improve the marketing of the link, its timetable and improvements to ticketing.

## Newcastle Airport

Our North East regional team are working with Newcastle Airport team to increase the retail and marketing offering in the airport.

This includes providing new fares from Teesside and the scoping of the potential to build a departure lounge at Sunderland Station, which is a major interchange from the south.

## Leeds Bradford Airport

Currently there is no direct rail link but we are working (and will continue to work) with West Yorkshire Combined Authority as they develop their plan with Leeds City Council to build a new station the line to Harrogate. This would operate as a 'parkway' style service and would require a bus service to the Airport.

This is very much in its infancy but there are allocated funds by the Government for this to move things forward.

Leeds is recognised as a significant rail hub, and we commit to looking into the possibility of improving airport connection information at the station.



# Useful links

## Airport links

### **Manchester Airport**

[www.magworld.co.uk/magweb.nsf](http://www.magworld.co.uk/magweb.nsf)

### **Newcastle Airport**

[www.newcastleairport.com](http://www.newcastleairport.com)

### **Liverpool John Lennon Airport**

[www.liverpoolairport.com](http://www.liverpoolairport.com)

### **Leeds Bradford Airport**

[www.leedsbradfordairport.co.uk](http://www.leedsbradfordairport.co.uk)

### **Robin Hood Doncaster/ Sheffield**

<http://flydsa.co.uk/>

### **Humberside Airport**

[www.humbersideairport.com](http://www.humbersideairport.com)

### **Durham Tees Valley Airport**

[www.durhamteesvalleyairport.com](http://www.durhamteesvalleyairport.com)

### **Blackpool Airport**

[www.blackpoolairport.com/General-Aviation](http://www.blackpoolairport.com/General-Aviation)

## Other links

### **Nexus**

(Tyne and Wear Metro operator)

[www.nexus.org.uk/metro](http://www.nexus.org.uk/metro)