

APPENDIX M2

CONNECTIVITY IMPROVEMENTS

ACHIEVED BY **HS2** AND **HIGH SPEED UK**
FOR:

MANCHESTER AIRPORT

(extract from *HS2 - High Speed to Nowhere*)

Appendix M2 : Manchester Airport	
Page 292	Introduction & key results
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Page 296	Tabulated journey times from Manchester Airport

Manchester Airport

Airport	Manchester
Passenger numbers per year**	23.1 million
Ranking amongst UK airports**	3
Number of cities directly linked by existing rail network (out of 31)	12

References: HSUK North-West Rail Strategy HSUK Transpennine Rail Strategy HSUK Regional Maps 08, 09 & 10 HSUK Manchester Airport Network Map <i>All available on HSUK website</i> www.highspeeduk.co.uk

** https://en.wikipedia.org/wiki/Busiest_airports_in_the_United_Kingdom_by_total_passenger_traffic

Manchester Airport : Intercity Connectivity with HSUK and HS2

	Average journey time reduction	Cities directly linked (out of 30)	Journeys made faster (out of 31)	Journeys made worse (out of 31)	Best performer (out of 31 journeys)
High Speed UK	43%	13	29	0	24
HS2	18%	3	7	2	5

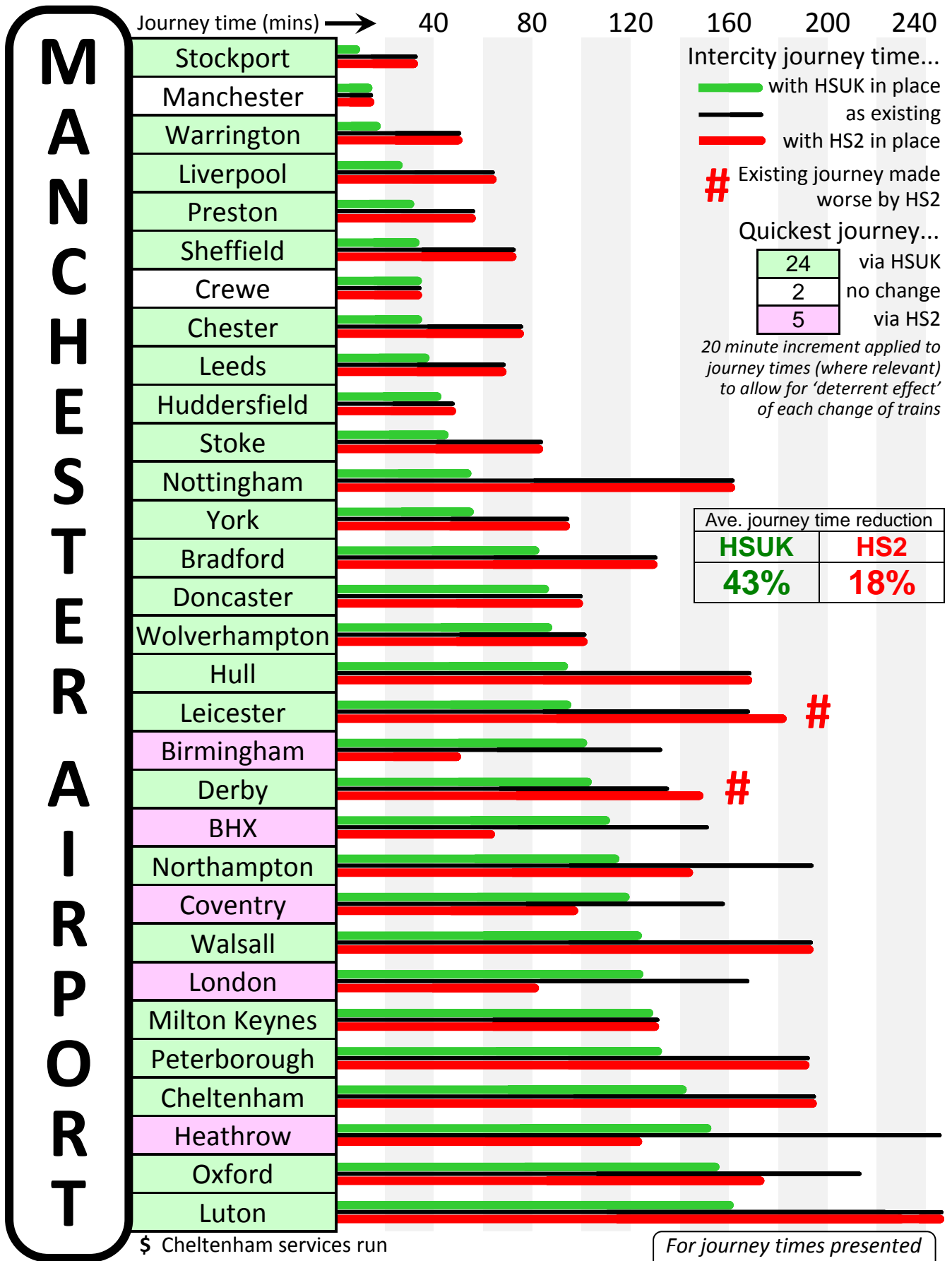
Manchester Airport is the North of England’s primary international gateway, and it is the only UK airport other than Heathrow to have 2 runways. The construction of a 2km long spur from the Styal Loop in 1993 enabled direct rail links to be established to most principal Northern cities; however, the limited capacity of the 3 terminus platforms at Manchester Airport, and the limited capacity of Manchester Piccadilly and other central Manchester routes greatly restrict the further spread of the airport’s surface links.

The proposed Manchester Airport station on the HS2 Manchester spur will be built near M56 Junction 5, on the far side of the motorway from the airport terminals and approximately 2km from the existing centrally located airport station. No proposals have yet emerged for the ‘people mover’ system necessary to link the station to the airport; but for the purposes of this study a shuttle similar to that proposed between HS2’s Birmingham Interchange and the existing Birmingham International has been assumed. Although HS2 will provide extremely fast links from Manchester Airport to a few remote and generally disconnected destinations (London Euston, Birmingham Interchange and Birmingham Curzon Street), more crucially HS2 will fail to address the Northern Powerhouse requirement for efficient links from Manchester Airport to all principal Northern cities within its own Northern hinterland. Instead, HS2’s configuration, with a terminus at Manchester Piccadilly, will do much to prevent the establishment of efficient direct links.

HSUK will achieve all Northern Powerhouse requirements for improved intercity links to Manchester Airport by converting the existing terminating spur into a through loop. This loop will extend around the south side of the Greater Manchester conurbation and will include key interchanges with the existing network at both Stockport and Altrincham. The conversion of Manchester Airport station to ‘through’ operation will create increased capacity for a much greater range of services, and the loop will provide direct access to the existing rail network and to HSUK, allowing a major reduction in existing journey times.

HIGH SPEED UK & HS2 LINKS TO

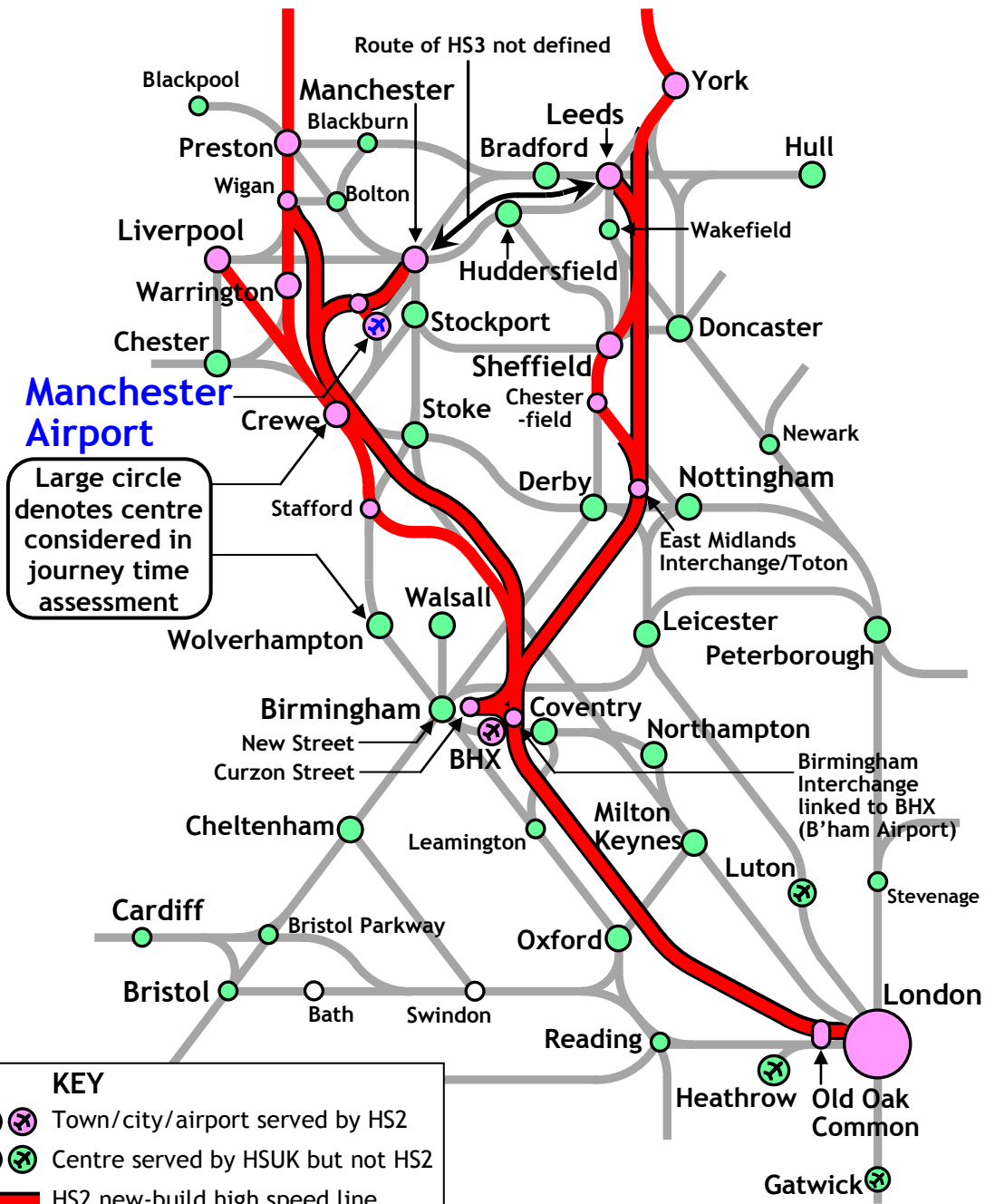
MANCHESTER AIRPORT



MANCHESTER AIRPORT

Direct links to Northern Powerhouse cities not possible with proposed HS2 Manchester terminus

HS2
Average journey time reductions:
18%
No. of cities directly linked:
3
No. of journeys made faster:
7
No. of journeys made worse:
2



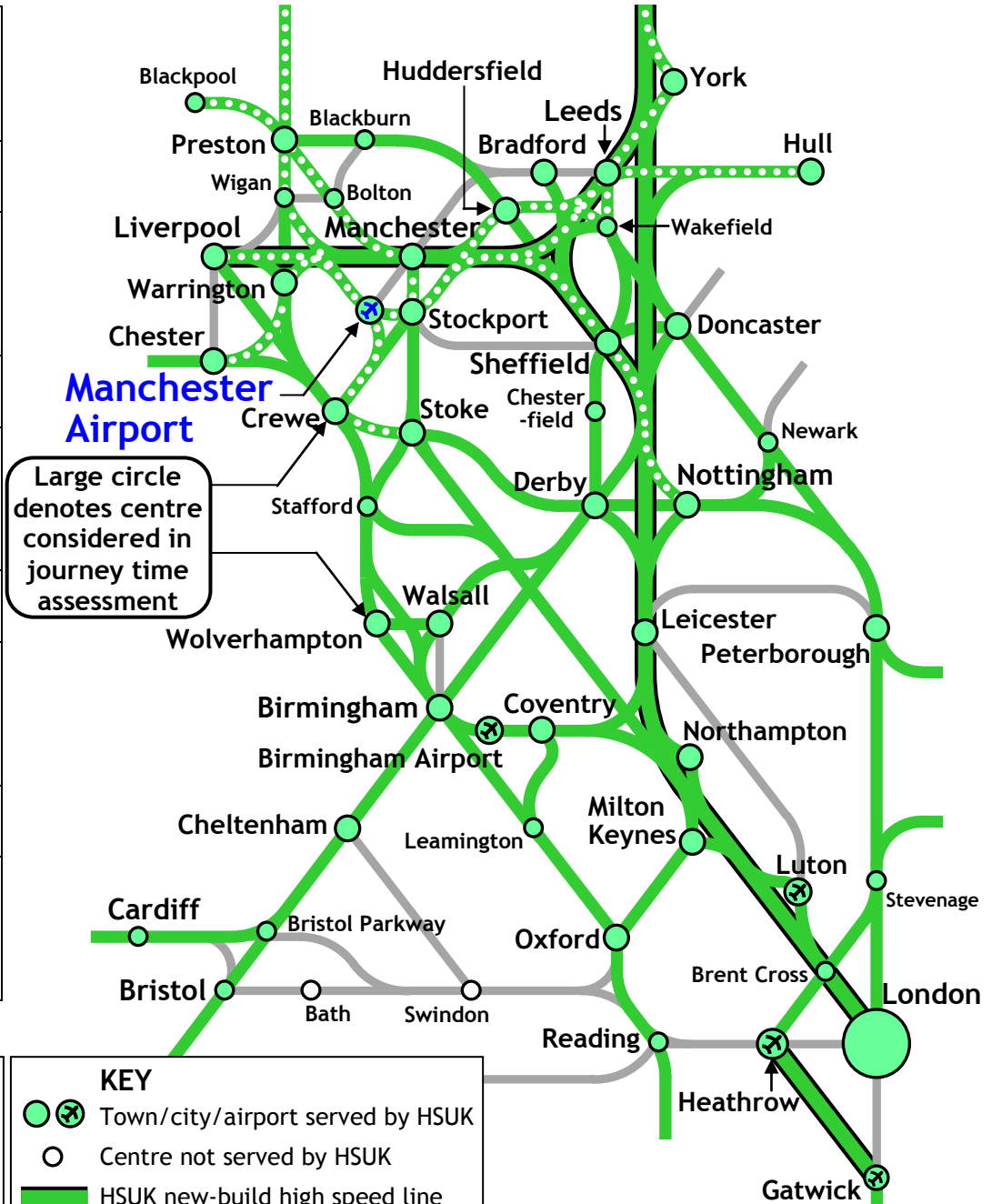
KEY	
	Town/city/airport served by HS2
	Centre served by HSUK but not HS2
	HS2 new-build high speed line
	HS2 services on existing line
	HS2 services from M'ch'r Airport

HIGH SPEED 2
ROUTES & CITIES SERVED

MANCHESTER AIRPORT

Fully connected to national high speed network & to all principal Northern Powerhouse cities

HSUK
Average journey time reductions:
43%
No. of cities directly linked:
13
No. of journeys made faster:
29
No. of journeys made worse:
0



Manchester Airport served by:
HSUK24,25,26
HSUK28,29
See Appendix A1

KEY

- (with cross) Town/city/airport served by HSUK
- Centre not served by HSUK
- (thick green) HSUK new-build high speed line
- (thin green) HSUK services on existing line
- ⋯ (dotted green) HSUK services from M'ch'r Airport

**HIGH SPEED UK
ROUTES & CITIES SERVED**

www.highspeeduk.co.uk

Comparative Journey Times from Manchester Airport

Quickest via:	HSUK	No change	HS2	Journey time adjusted for number of changes			HSUK		Existing		HS2		Journey made worse by HS2
				HSUK	Existing	HS2	Journey time	No of changes	Journey time	No of changes	Journey time	No of changes	
Origin	Destination			HSUK	Existing	HS2	Journey time	No of changes	Journey time	No of changes	Journey time	No of changes	
M A N C H E S T E R A I R P O R T	Birmingham	102	133	50	82	1	113	1	40	0			
	B'ham Airport	111	151	65	91	1	131	1	45	1			
	Bradford	80	130	130	60	1	110	1	110	1			
	Cheltenham	140	196	196	120	1	176	1	176	1			
	Chester	32	77	77	32	0	77	0	77	0			
	Coventry	120	159	99	100	1	139	1	59	2			
	Crewe	35	35	35	35	0	35	0	35	0			
	Derby	103	136	136	83	1	116	1	116	1	#		
	Doncaster	89	100	100	69	1	100	0	100	0			
	Heathrow	153	275	124	133	1	215	3	94	1			
	Huddersfield	39	48	48	39	0	48	0	48	0			
	Hull	92	169	169	92	0	149	1	149	1			
	Leeds	37	69	69	37	0	69	0	69	0			
	Leicester	97	168	168	77	1	148	1	148	1	#		
	Liverpool	26	64	64	26	0	64	0	64	0			
	London	127	168	81	107	1	148	1	71	0			
	Luton	163	280	280	143	1	220	3	220	3			
	Manchester	13	13	13	13	0	13	0	13	0			
	Milton Keynes	131	131	131	111	1	111	1	111	1			
	Northampton	117	193	145	97	1	153	2	105	2			
	Nottingham	57	161	161	57	0	141	1	141	1			
	Oxford	160	214	173	140	1	194	1	133	2			
	Peterborough	134	192	192	114	1	172	1	172	1			
Preston	30	57	57	30	0	57	0	57	0				
Sheffield	34	73	73	34	0	73	0	73	0				
Stockport	7	33	33	7	0	33	0	33	0				
Stoke	43	83	83	43	0	63	1	63	1				
Walsall	122	194	194	102	1	154	2	154	2				
Warrington	16	51	51	16	0	51	0	51	0				
Wolverhampton	85	101	101	65	1	81	1	81	1				
York	55	94	94	55	0	94	0	94	0				

A = Change introduced by HS2 B = Change via shuttle between Birmingham International and Interchange

= Journey made worse by intervention of HS2 (no adjustment made to existing journey time)

Generally, journey times adjusted by 20 minutes to allow for each change of trains. 30 minute adjustment applied for the special cases noted above ie A – extra change introduced by HS2 and B – shuttle connection between Birmingham International and Birmingham Interchange.