
NetworkRail
Enhancing Rail Connectivity for Manchester Airport
Simpler.
Better.
Greener.

Manchester and North-West Transformation Programme

OFFICIAL

MNTP Configuration States

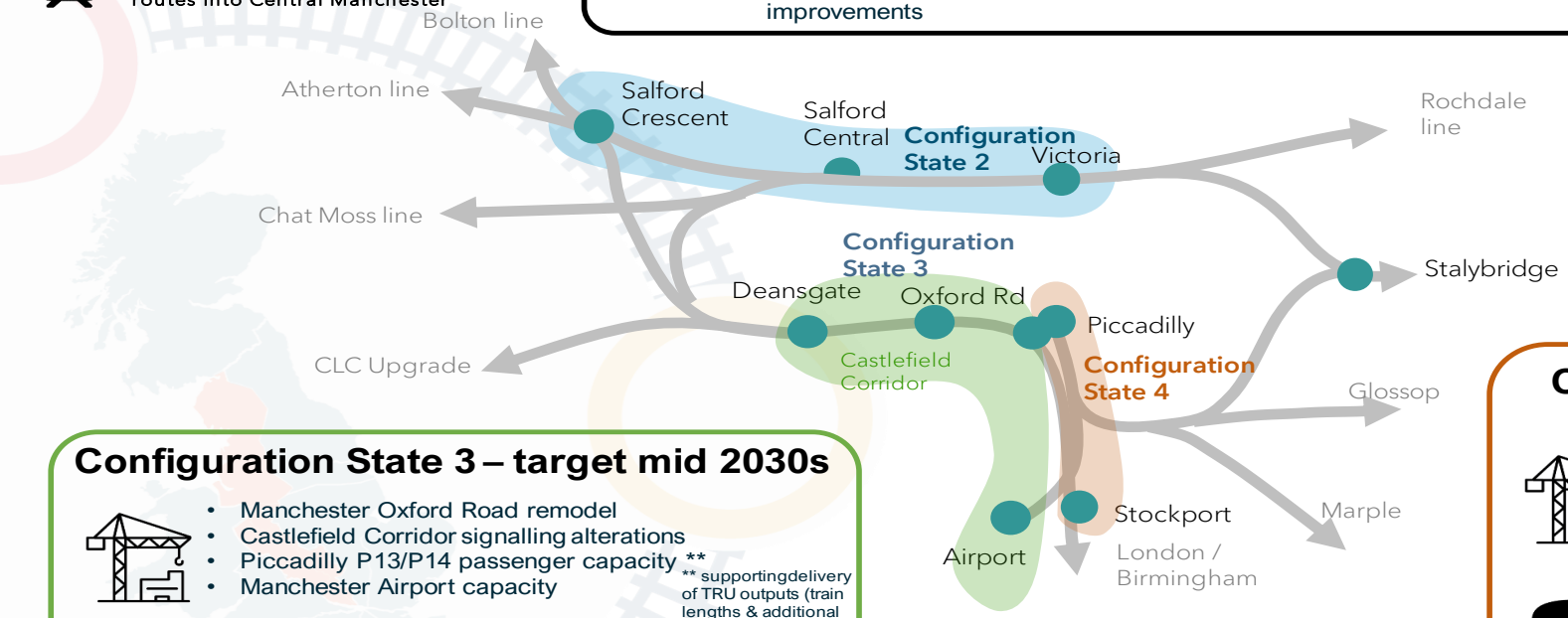
Investment at all major stations within Central Manchester, improving passenger facilities and network reliability

Rolling stock improvements (including capacity and electrification) on all routes into Central Manchester

Configuration State 2 – target Dec 26

- Wigan – Bolton electrification
- Brewery turnback and Oldfield Road turnback / sidings
- Salford Crescent 3rd platform
- Manchester Victoria passenger improvements

- Electric trains Wigan– Stalybridge
- Southport trains via Atherton
- Improved reliability in North and East Manchester
- Operating cost savings



Configuration State 1

- Platform lengthening. Including:
- Styal Line, Chat Moss line and other platform extensions (eg Lea Green)
- Depot improvements - 2 new depots.

- Dec 2022 timetable change
- Simplified structure
- Reduced delays

Configuration State 3 – target mid 2030s

- Manchester Oxford Road remodel
- Castlefield Corridor signalling alterations
- Piccadilly P13/P14 passenger capacity **
- Manchester Airport capacity

** supportingdelivery of TRU outputs (train lengths & additional Airport service)

Longer 6 car trains on urban routes

- +1tph York / Leeds / Vic extended to Airport #
- +1tph Southport to Airport #
- +1tph CLC – Oxford Rd #

subject to ongoing analysis

Configuration State 4

- Piccadilly additional low numbered platform(s), lengthening and throat work
- Freight loops - locations may include Baguley Fold and Chat Moss
- Stockport corridor, additional platform andsignalling

- +2tph Piccadilly toHudds #
- +1tph Piccadilly to Leeds #
- Up to 15tpd trans-Pennine freight #
- +1tph fast Sheffield to Manchester (HopeValley) *#

* = subject to the intervention in South Manchester/Stockport and Sheffield

subject to ongoing analysis

Benefits delivered

Delivery of MNTP Configuration State 1 infrastructure:

- Platform extensions at various stations to enable longer trains to operate on services to Manchester Airport.
- December ’22 timetable change was used as a recast of the Timetable in the North of England to improve performance on services through Manchester .

Currently in delivery

Delivery of MNTP Configuration State 2 infrastructure:

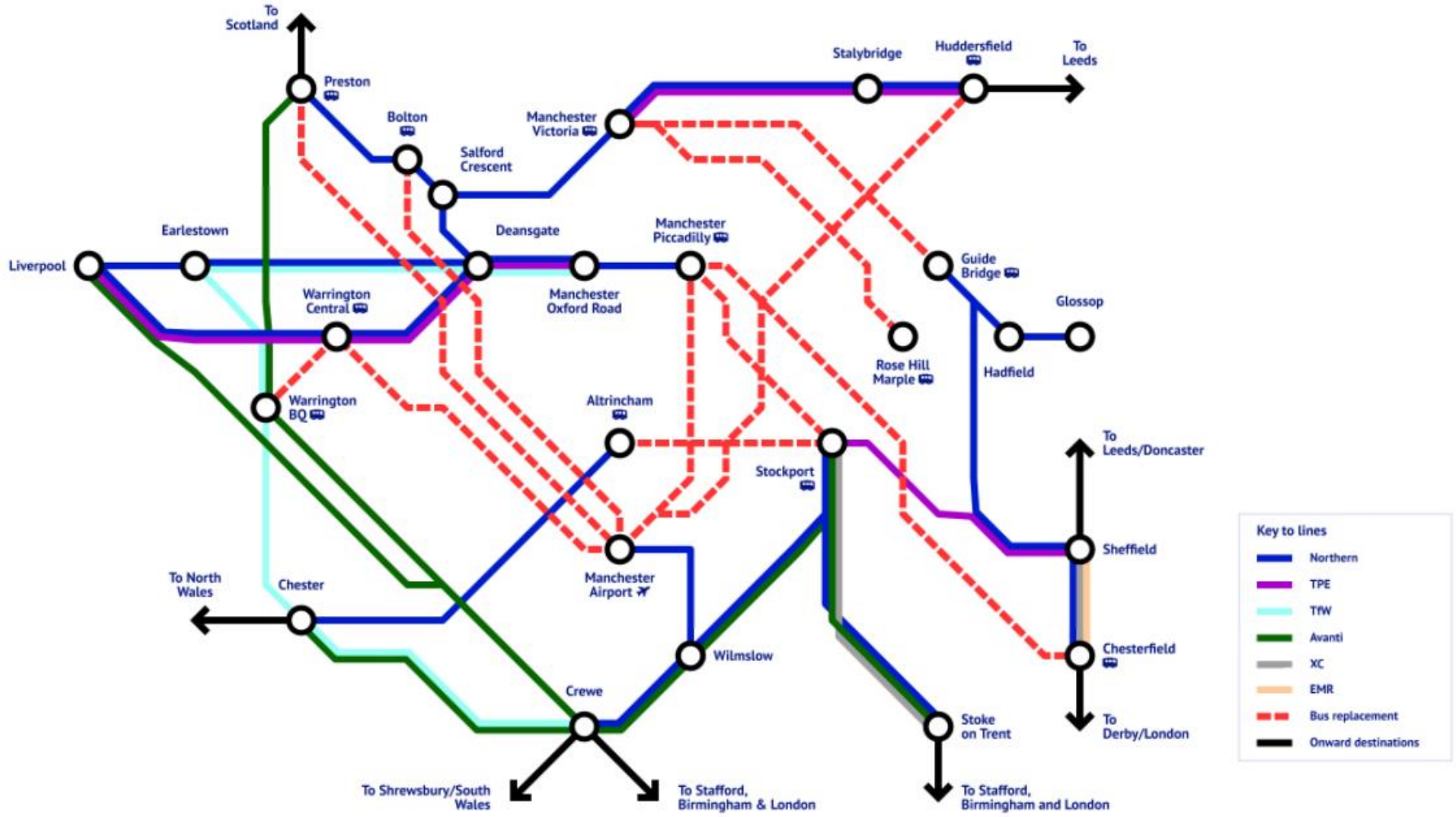
- Additional platform at Salford Crescent, Infrastructure around Manchester Victoria to enable the splitting of long-distance services to better serve passenger demand.
- The December ’26 timetable change will increase capacity, reliability and the customer experience on services operating through Manchester.

Significant renewal at Ardwick

- Proposed renewal of track infrastructure on the approach to Manchester Piccadilly station
- Improve network resilience on busy approach,
- Reduction of delay minutes for passenger services
- Improving reliability by reducing reactive maintenance in this area.

Ardwick train plan

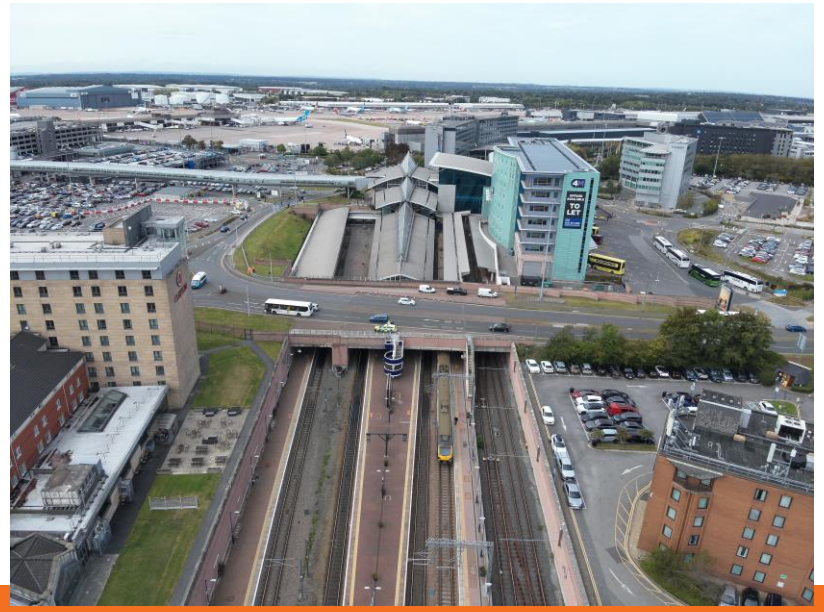
- Proposed to be delivered within a 9 day blockade in February 2026
- Very limited train service operating to Manchester Airport, with a bus replacement timetable being developed

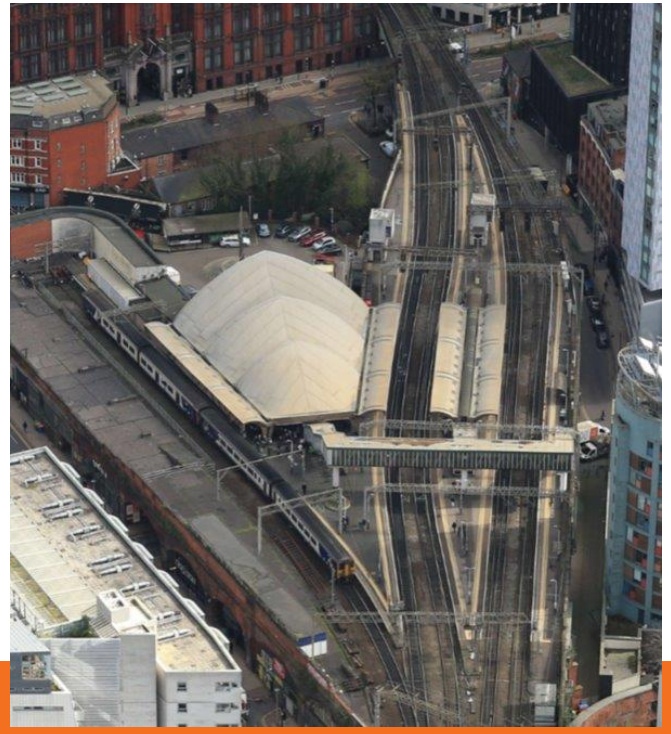


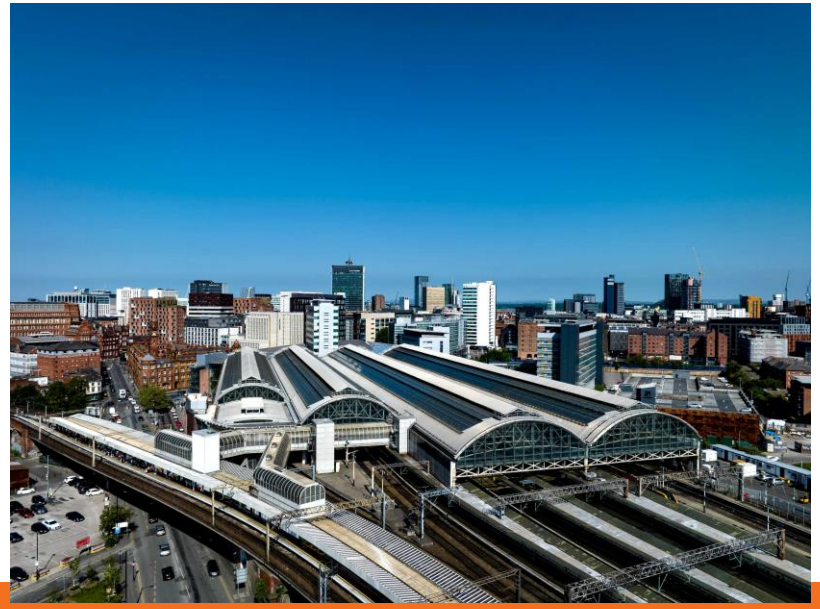
Future proposed interventions

Delivery of MNTP Configuration State 3 infrastructure

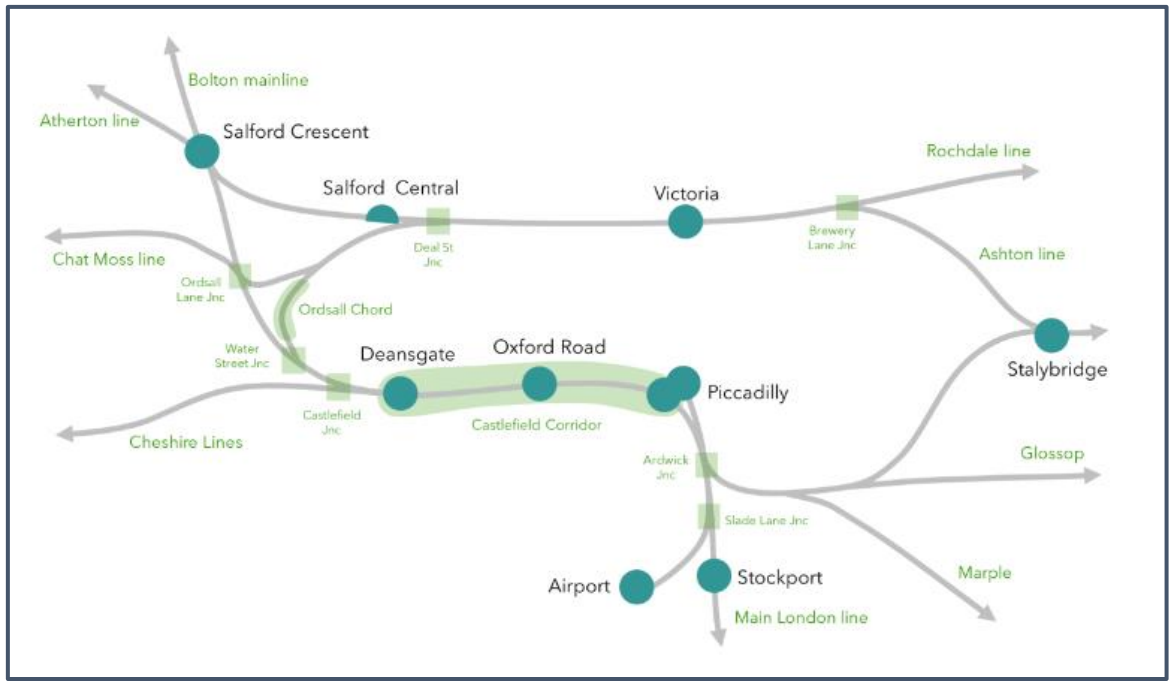
- Extended platforms at Manchester Airport railway station, Remodelling of Manchester Oxford Road Station, Interventions at Manchester Piccadilly station
- The CS3 timetable change, alongside interventions as part of the Transpennine Route Upgrade (TRU) will increase the number of services that operate through the Castlefield Corridor, between Deansgate and Manchester Piccadilly, and onwards to Manchester Airport.







Why investment is required at Manchester Airport Station



Opened in 1993 as a two-platform station. With a third platform opened in 2008 and fourth in 2014.

Station currently allows two 4 car (96m trains) to be platformed in each platform.

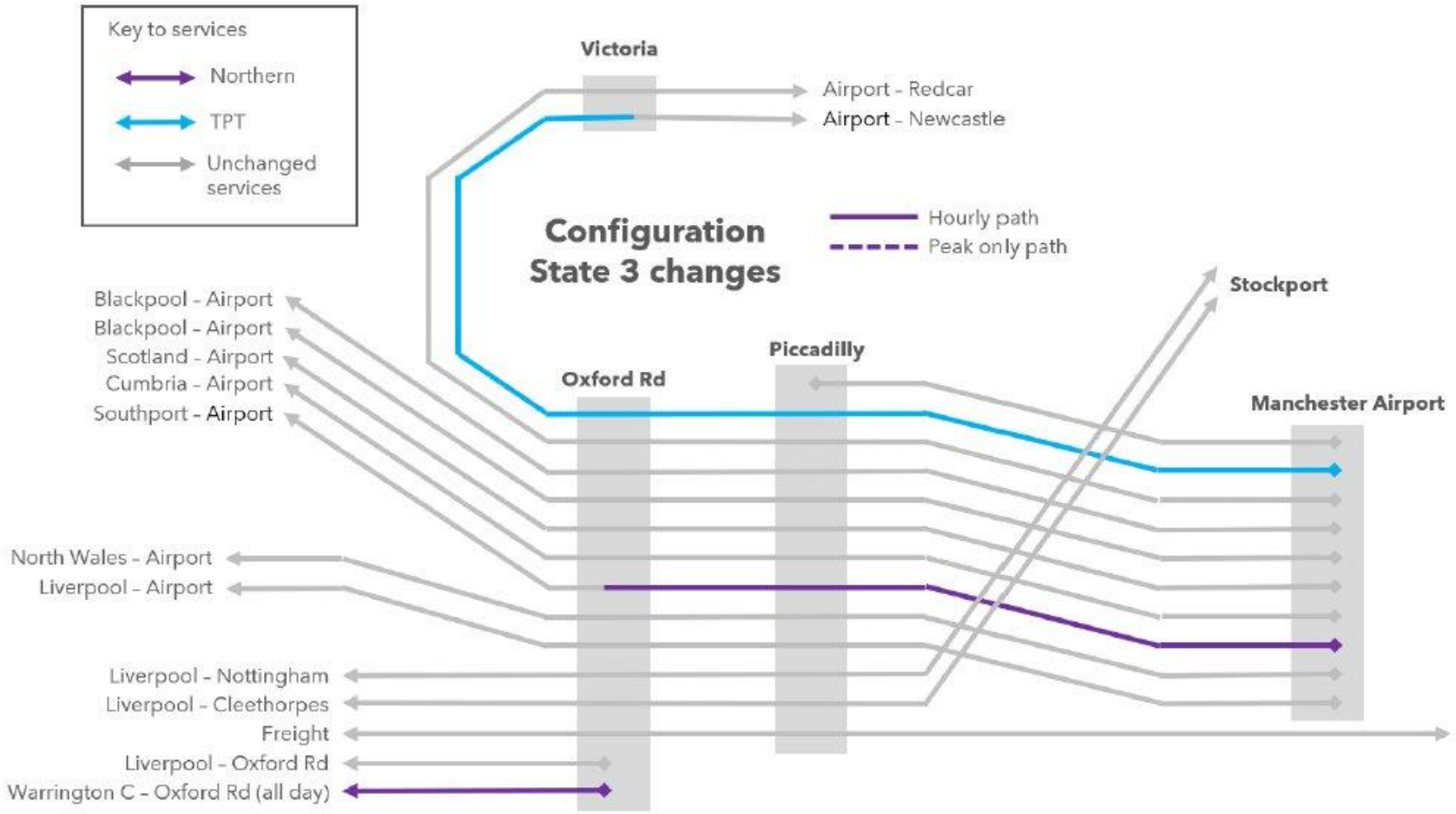
8 trains per hour currently serve the station, a decrease of 9tph following the introduction of the Dec '22 TT.

Permissive working allowing 'double stacking' units at Manchester Airport has been a key part of the train plan in Manchester

Direct Services to the Airport remain a high priority to political leaders across the North.

- The planned investment at Manchester Airport will provide the most economically efficient means of accommodating additional Castlefield Corridor services following CS3 of MNTP.
- The Airport is a key location serving as an important passenger destination and as a key operational hub where any services that pass through the Castlefield Corridor can turn-around.
- Supports the significant investment in rolling stock being carried out by TransPennine Express and Northern that will see longer services (and therefore greater capacity) operate to the airport and was identified as supporting delivery of TRU outputs.

Config State 3 Indicative Timetable



Delivery of CS3 infrastructure provides:

- Additional 1tph from Newcastle, extension of current Manchester Victoria service (TRU service)
- Additional 1tph from Southport, extension of current Manchester Oxford Road service which was reduced in the Dec '22 TT

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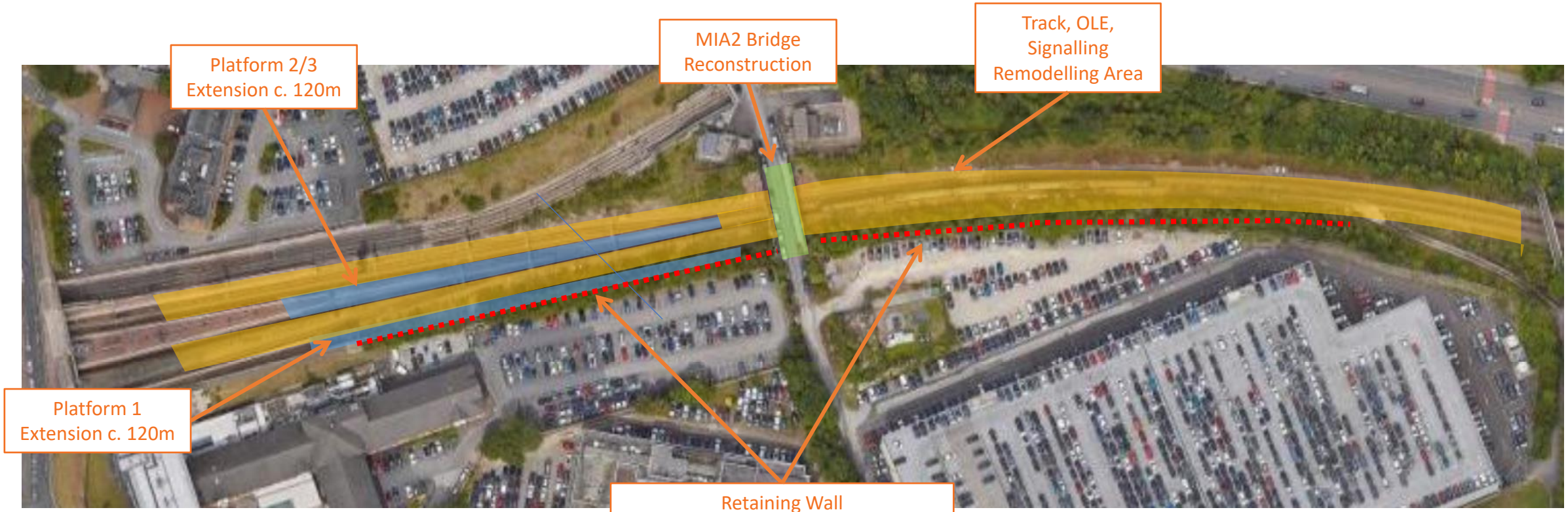
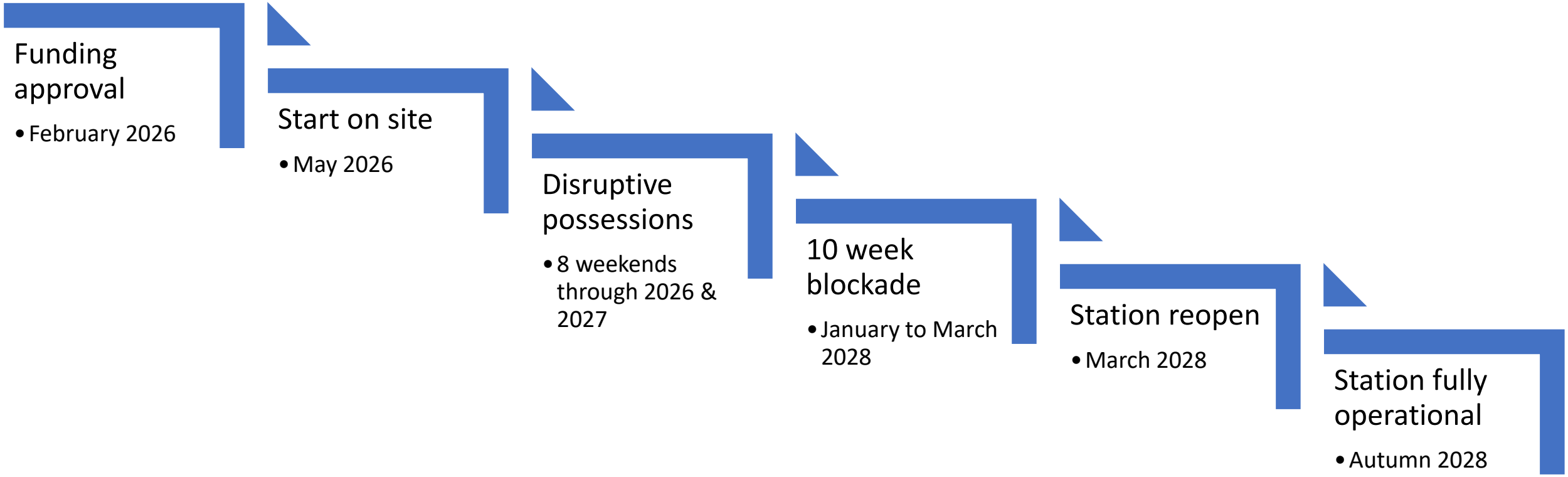
- Additional 1tph all day between Manchester Oxford Road and Liverpool Lime Street via CLC, service became peak only in the Dec '22 TT.

* Subject to additional timetable development

Key construction deliverables



Key milestones for Manchester Airport



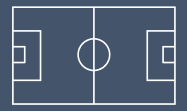
Facts & Figures

120m platform extensions
Length of:

Three Airbus A320s parked nose to tail

4,500m of Power Cables

Length of:



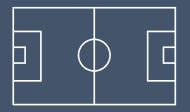
43 football pitches

or

Enough to wire:

Blackpool Pleasure Beach twice

361 Piles
when laid end to end
Length of:



41 football pitches

or

114 Boeing 737s

12,000 m^3 of Spoil
Equivalent to fill:

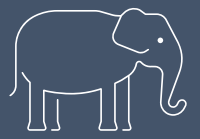
23 Boeing 747s

or

660 Bee Network Buses

400 tons of Steel

Weight of:



57 African Elephants

or

Enough to build:

Eiffel Tower's first platform