



Strategic Surface Access Transport Advisor

Manchester Airport Transport Forum

25th November 2025

Oliver Baldwin

Overview

Oliver Baldwin,
Associate Director,
AECOM

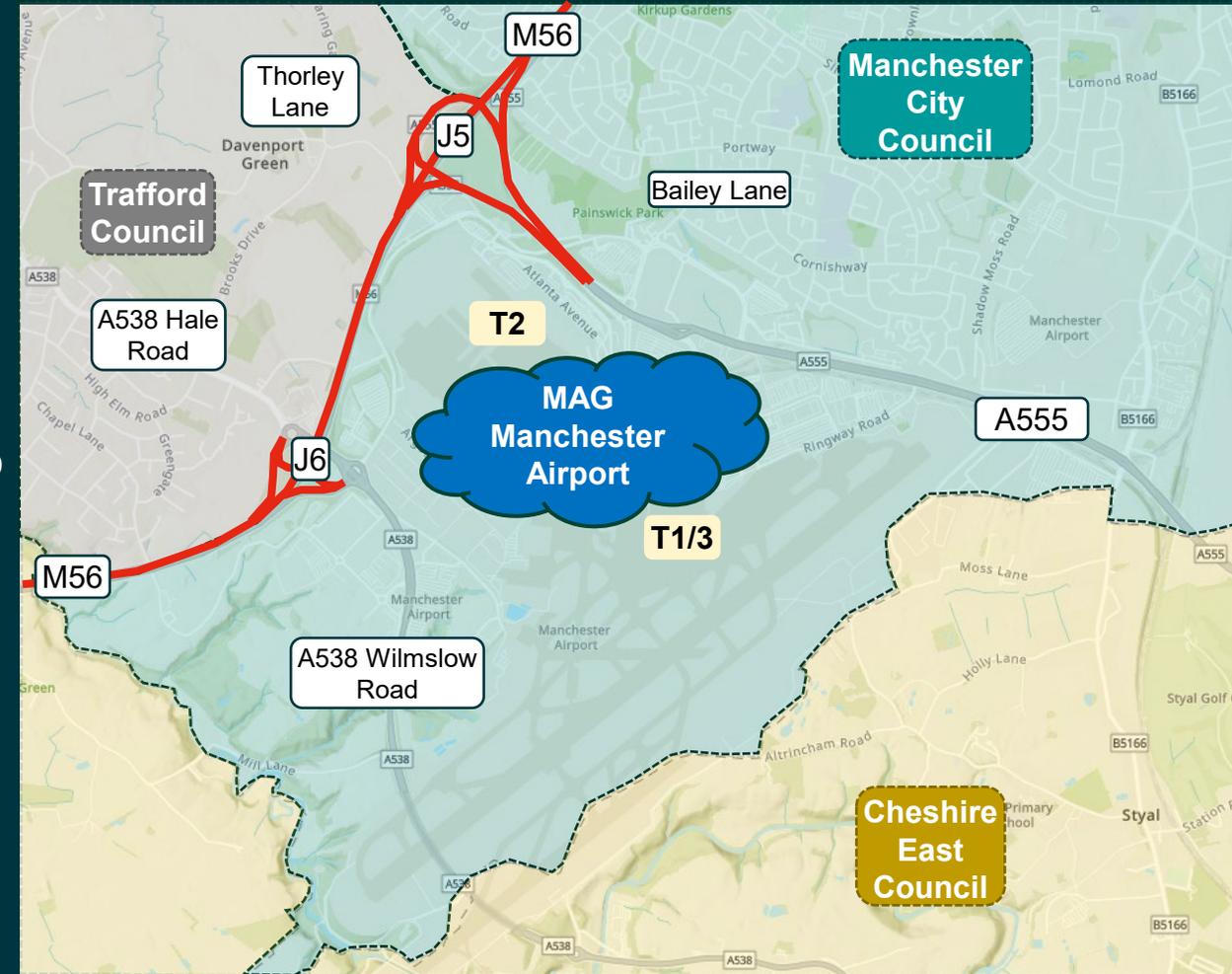


- Manchester Airport and its surrounding area are experiencing significant change, driven by the Terminal 2 expansion, shifting focus of surface access demand, and wider local developments.
- With further growth on the horizon, unmanaged change could disrupt access and place added pressure on the local road network.
- The airport recognises these challenges and is actively evaluating future impacts.
- AECOM is providing strategic support to help Manchester Airport assess and plan for the long-term requirements for road-based surface access modes.

AECOM
Delivering a better world

Complexity of Manchester Airport Surface Access

- Access from the strategic road network (M56), via Junctions 5 and 6;
- Major local road access, A555 & A538, with several signal-controlled junctions;
- Local access, Thorley Lane & Bailey Lane;
- Provides access to the airport for local bus and long distance coach;
- Active travel corridors, with cycle routes connecting to local communities;
- Located on the border between 3 councils, with several key stakeholders who are responsible for areas of the local and surrounding network:



- Future changes will need to be driven through collaboration with consultation and agreement.

Local Road Network Changes

There has been a series of network updates relatively recently which impact upon airport surface access.

1. Internal Airport Network:

- a. Sydney Avenue (Terminal 2)
- b. Oliva Lane, Woodhouse Lane, and Ringway Road

2. M56 Junction 6 to 8 smart motorway (2023):

All-lane running, maximising use of the existing road to provide increased capacity.

3. Global Logistics Hub:

'world-class' cargo and logistics centre, offering businesses access to air and motorway links.

Access via improved junction on A538

4. Active Travel Bridge (2020):

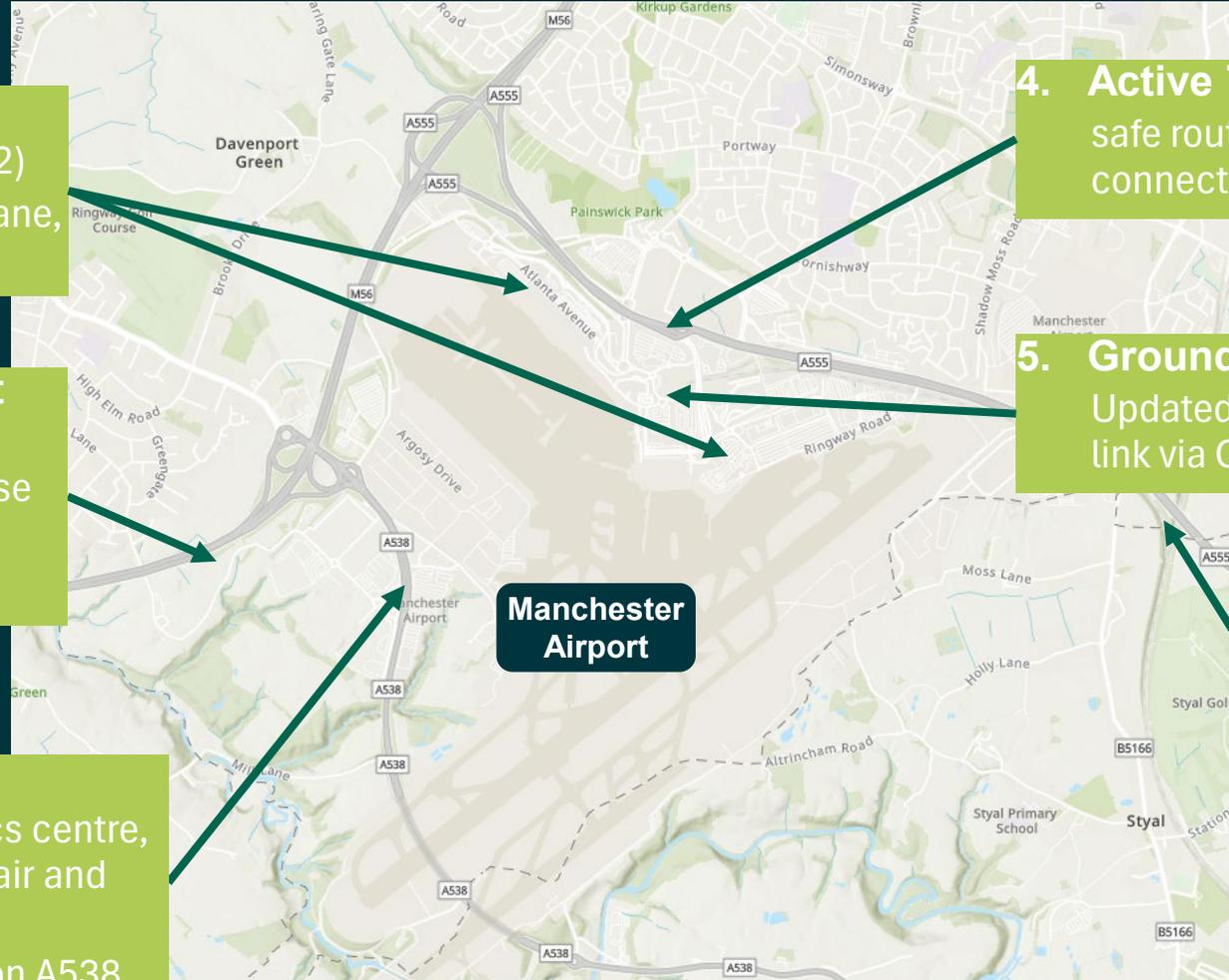
safe route for pedestrians and cyclists, connecting Wythenshawe with the Airport.

5. Ground Transport Interchange Access:

Updated access to the GTI with new access link via Outwood Lane.

5. A555 (2018):

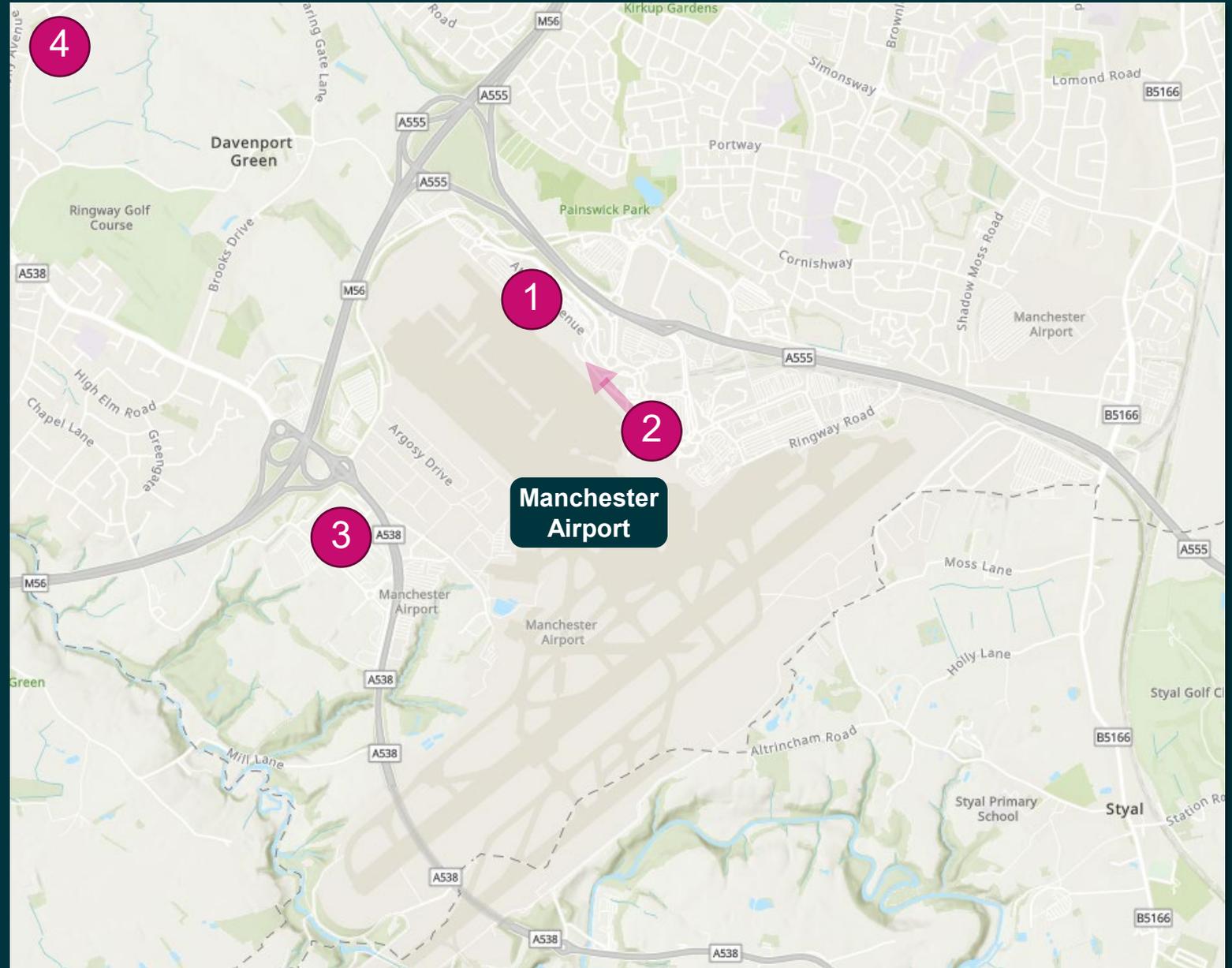
A6 to Manchester Airport Relief Road Scheme, 10km dual carriageway, providing improved access to the Airport and M56 from east.



Recent Traffic Flow Impacts

Recent local developments influencing traffic flows.

- 1 MAN-TP Terminal 2 expansion
- 2 associated airline moves from T1/T3 to T2
- 3 Global Logistics Hub
- 4 Wider background highway demand changes



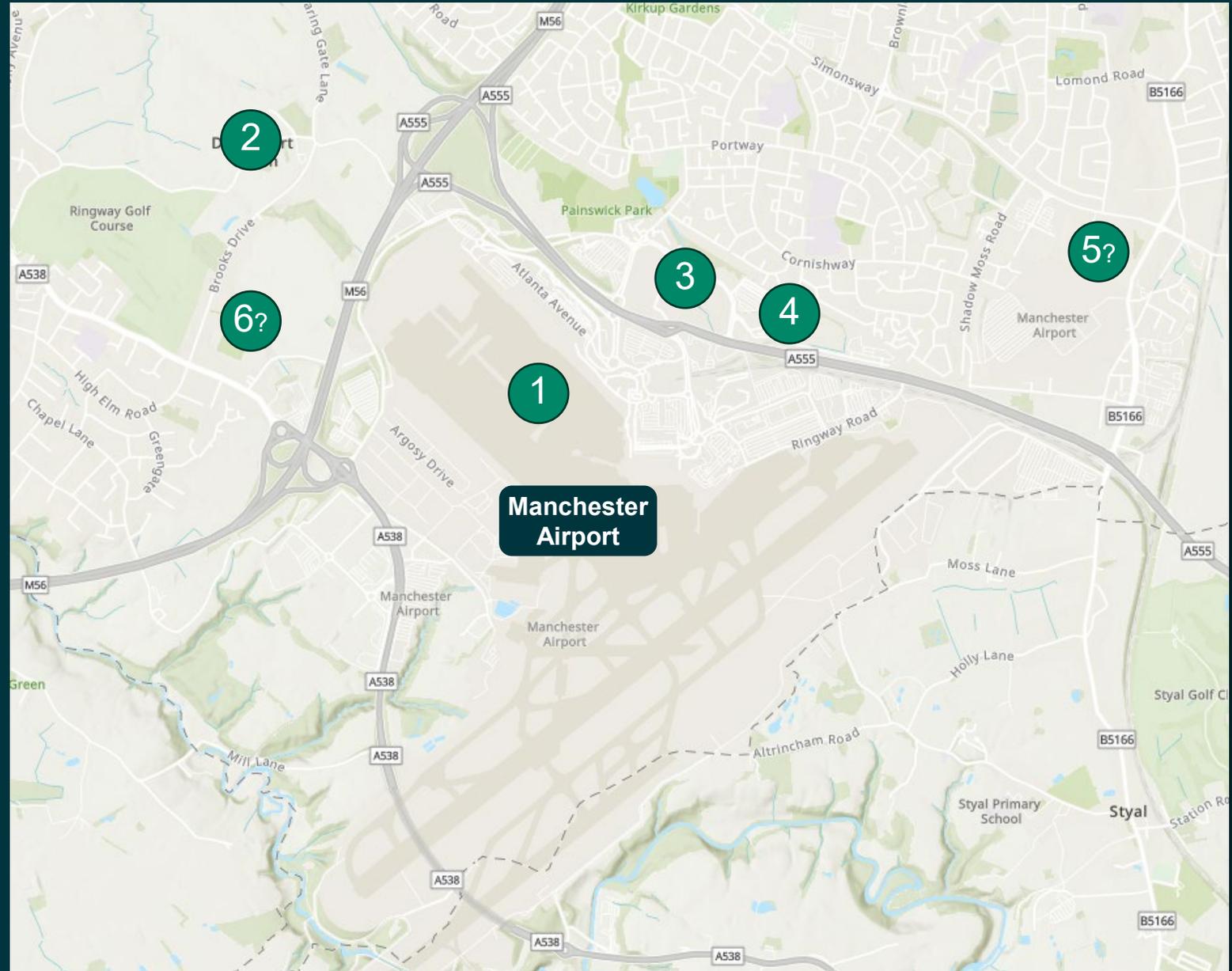
Future Traffic Flow Impacts

Planned / known future developments that will influence future flows.

- 1 Airport Passenger Growth
- 2 Davenport Green
- 3 MIX Manchester
- 4 Manchester Business Park expansion
- 5 Atlas Business Park expansion
- 6 NPR?

Background growth arising from broader housing allocations

Changes to airport surface access mode shares over time



Manchester Airport Surface Access

Understanding Current and Future traffic flows in and around the airport.

Airport Environment with complex traffic behaviours

Recent network changes

Recently delivered developments

Recent Operational Efficiency improvements

Future developments



The airport appreciates an accurate understanding of current flows and how these will evolve into future is imperative to understand the future requirements for surface access



Achieve an Effective Network

Support Efficient Airport Operation

Enable Airport Growth

AECOM have been instructed to review the future road based surface access requirements for Manchester Airport.

This will allow us to develop a picture of expected future conditions, highlighting possible pinch points that may exist in the future that may need to be addressed.

A multi-modal approach will be followed, considering the future requirements for all road based modes, including bus, coach, active travel, whilst also maintaining an appropriate level of car based access.

Conclusion

The need for an effective road network is crucial:

- Allowing for efficient airport operation;
- Requirement to support the airport's car borne passenger growth;
- Supporting improved efficient and reliability within road based public transport airport links;
- Enabling existing and future growing local population to easily get to work;
- Impacting on local air quality by reducing congestion hotspots;
- Improved safety and desirability for active travel; and
- Allowing for better public transport experiences (bus and coach) routing to and from the airport and moving around within the airport campus.



Delivering a better world