

Trans-Pennine Tunnel Study

Stakeholder Reference Group Conference

Tuesday 6 October 2015

Guest Presentations

Presentation

Dawn Osborne – Meadowhall

2015

Meadowhall

Linking Retail Across the Pennines





300 businesses under one roof



Just one retail offer ...

- 191 acre site (71 undeveloped) Ranked 4th best out of town shopping centre location in the UK
- Directly employ up to 8,500 people
- 300 retail and catering units in 1.52m Sq Ft
- Circa 25 million visitors a year



Contribution to the Local Economy

Socio-economic impact analysis over the last 25 years



Where do we stand on the Trans-Pennine Tunnel

Broadly in favour because ...

- Retail (especially shopping centres) is about creating shopping opportunity and convenience
- Perception is everything, people must have positive travel experiences



Thoughts on the Trans-Pennine Tunnel

- How would a fast, reliable link across the Pennines **benefit** retailers in Manchester, Sheffield and the surrounding areas?
- Would **trade** increase or would it simply increase competition?
- What **transport improvements** do retailers need to capture the benefits of a stronger economy in the North of England?
- How far will **people** travel to shop and how can retailers maintain regional differences whilst accessing a wider market?

Benefit to retailers



- Breaks down psychological and physical barriers regardless of weather
- Logistics would be significantly improved

Increase in **trade** or competition



- Simple answer is both
- It is up to any business to constantly attract and keep its customer
- Shopping centres create comparison shopping

What **transport improvements** are needed



- Improvements in motorway junctions are needed
- Utilising technology to keep traffic moving
- Cultural evolution to embrace public transport in a more 'Scandinavian way'

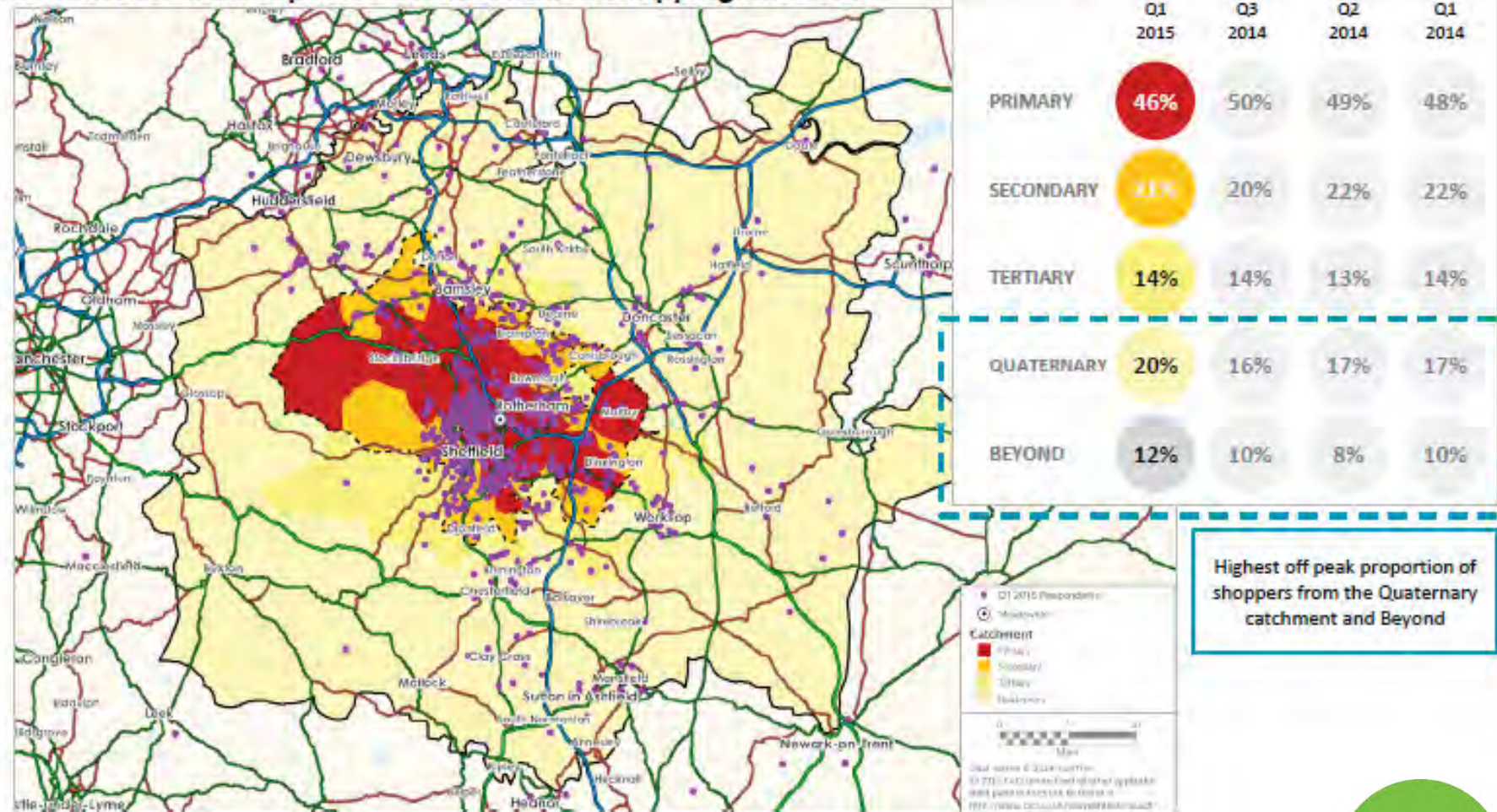
What **transport improvements** are needed



- Northern cities working more effectively together
- Far more 'customer experience focus' on public transport
- Embrace and endorse alternatives

How far will people travel to shop

March 2015 saw shoppers travelling the furthest distances as Meadowhall continues to pull in shoppers from further than expected on destination shopping missions



Maintaining **regional differences** whilst accessing wider market



- Retailers have already transcended 'regional' boundaries
- Bricks and Clicks is here to stay
- It's poor travel experiences and lack of choice that affect

Where do we stand on the Trans-Pennine Tunnel



Positive travel experiences = Happy shoppers

Presentation

Emma Antrobus – Alstom



Accessing a Wider Workforce

Emma Antrobus
Stakeholder & Corporate Responsibility Manager

6th October 2015

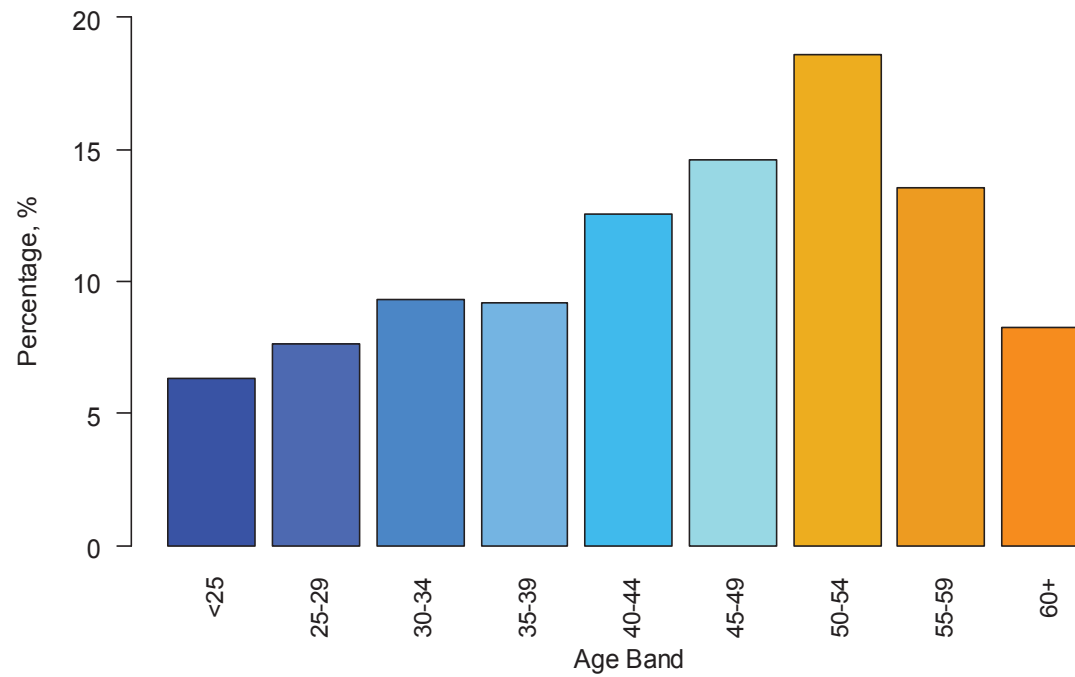


Challenges

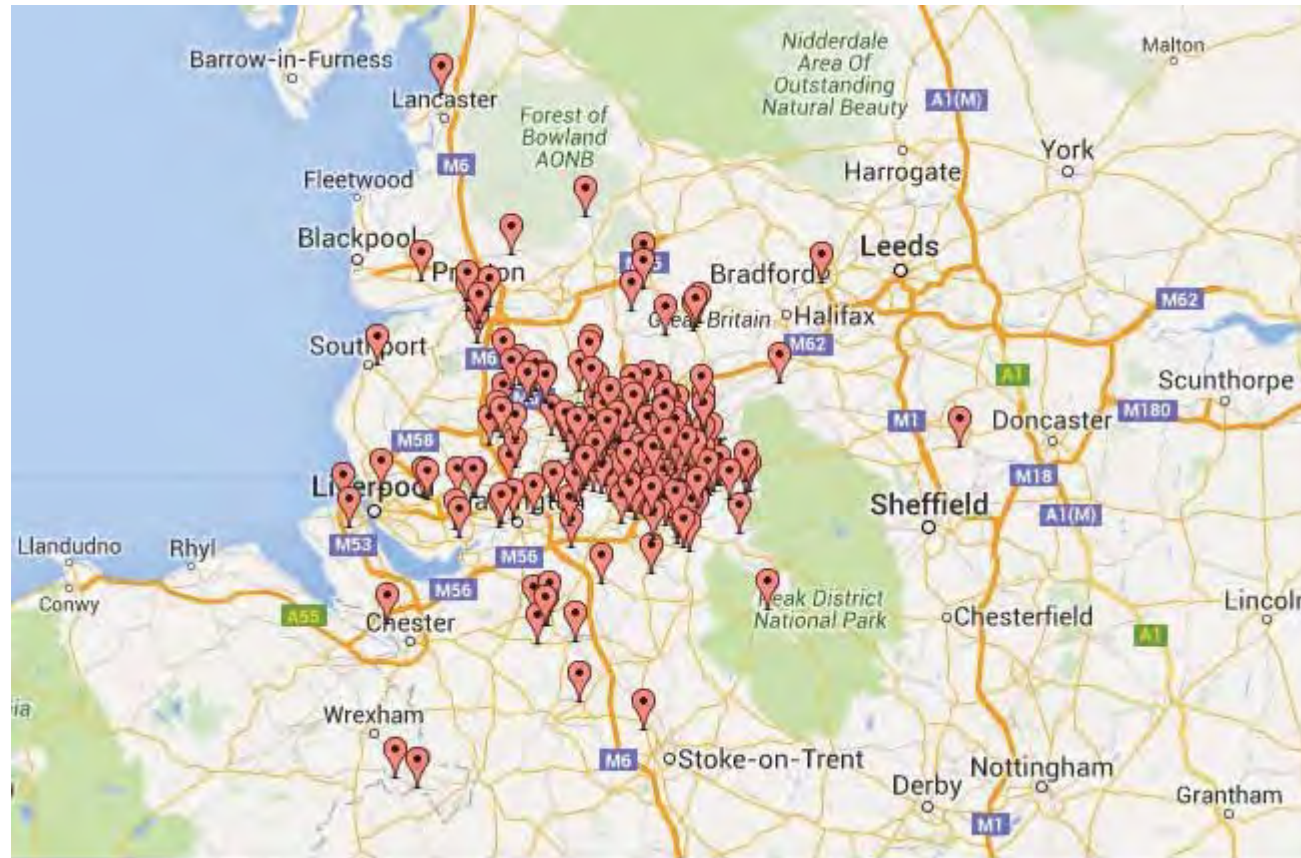
- Do current workforce demographics meet the present and future needs of employers in the North of England?
- How will improved transportation links aid employers in reaching the skilled and professional workforce they need to maximise their own potential and to help deliver the economic growth that the Northern Powerhouse seeks to create?
- What changes in the nature of commerce and industry in the next twenty to thirty years will impact on travel patterns and workforce composition?
- How will key sectors develop and change over the next thirty years and how will transport infrastructure help bring about these changes?

Rail Industry

- Age Profile



Travel to Work Data – Manchester Traincare Centre



What Do We Want?

- Efficient, reliable public transport
- Reliable road journey times
- Physical & digital connectivity
- Well trained workforce
- Access to finance
- Better planning frameworks



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Presentations

Alistair Andrew – Manchester Airport



CONNECTING TRAVELLERS WITH MANCHESTER AIRPORT

Alistair Andrew
6th October 2015

MANCHESTER AIRPORTS GROUP (MAG)

- Largest UK-owned airport operator
- Manchester, London Stansted, East Midlands and Bournemouth airports
- Serves 48.5 million passengers
- Handles nearly 750,000 tonnes of air freight



MANCHESTER AIRPORT

- 23m passengers
- 100,000 tonnes of freight
- Over 20,000 on site jobs
- Largest airport outside the south east
- International air gateway for northern Britain



MANCHESTER TRANSFORMATION PROGRAMME



10-year investment programme which will see us spend over **£1 billion** on improving facilities for the millions of passengers who visit each year

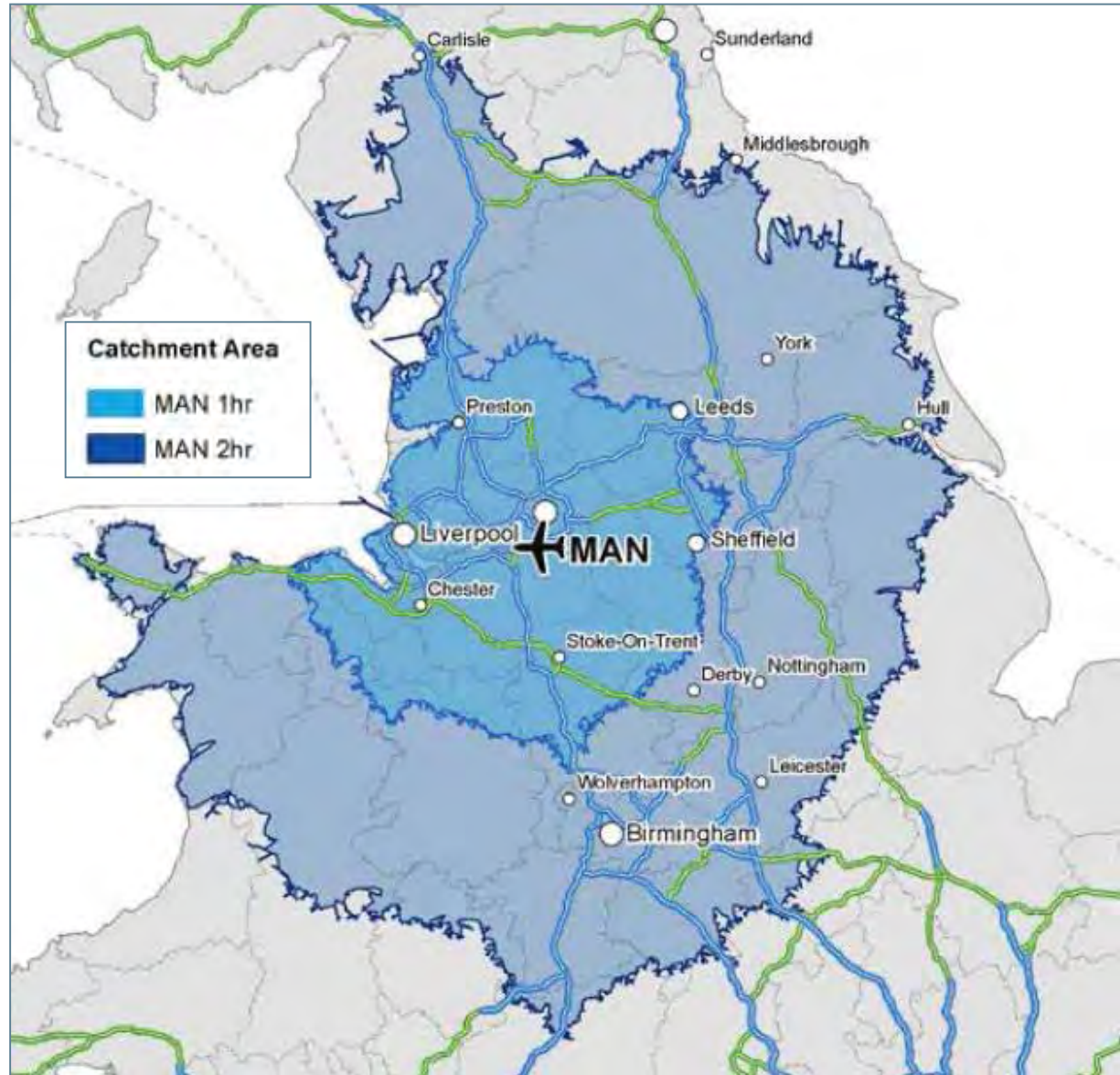
AIRPORT CITY ENTERPRISE ZONE

- a £690m economic zone
- founded on high quality connectivity – by air, road, rail and coach
- 12,000 new jobs across c.4.5m sqft of mixed employment development

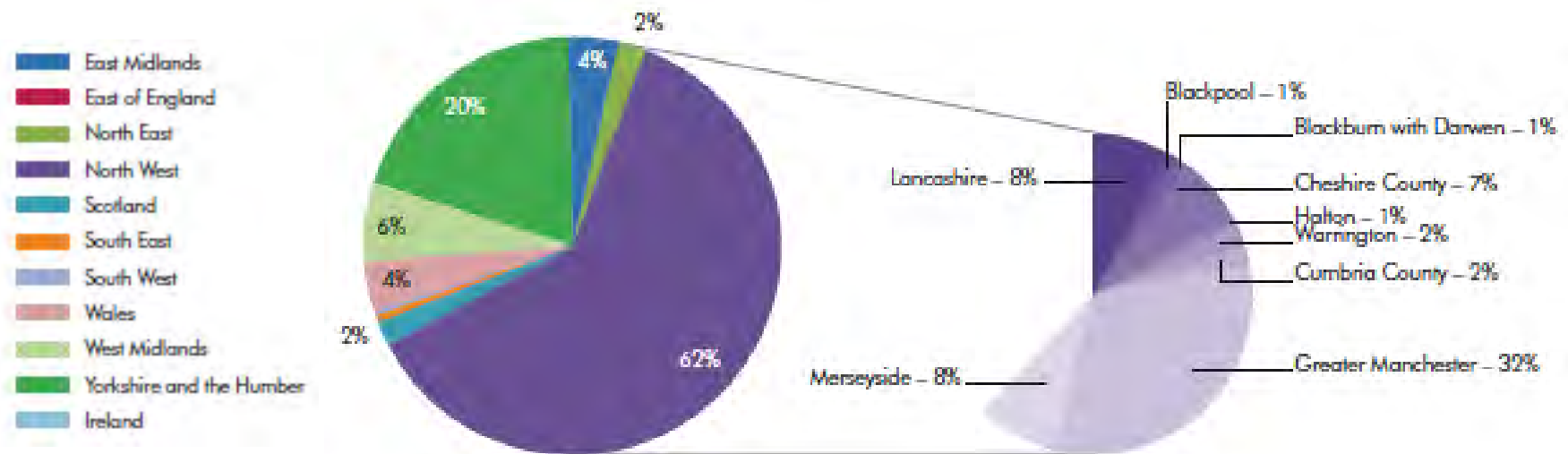


CATCHMENT

- 8.9m within 1hr drive catchment
- 22m within 2hr drive catchment



CATCHMENT



20% of our UK based passengers are from Yorkshire and the Humber

Source: CAA Passenger Survey Report 2012

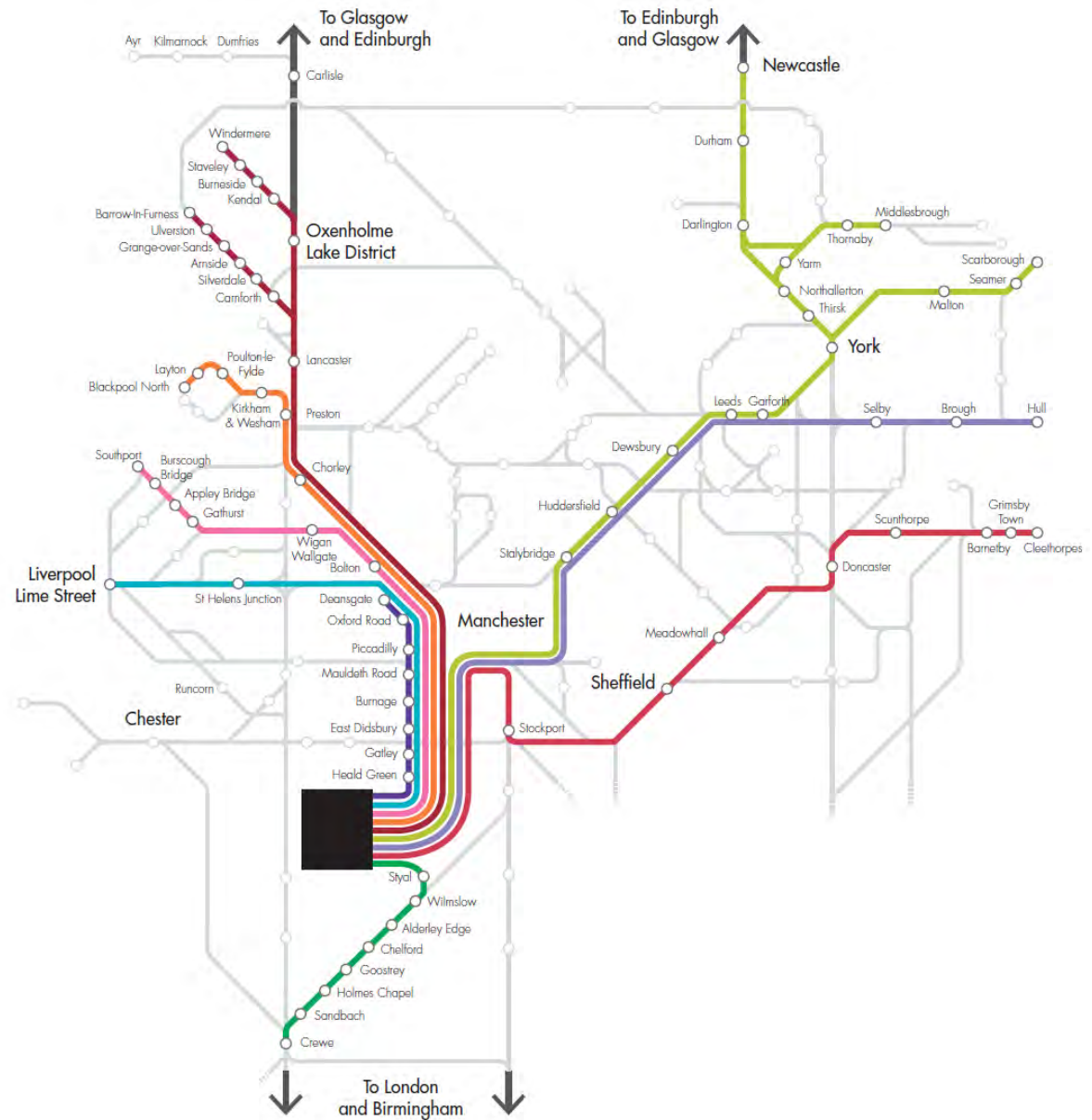
CONNECTIVITY: ROAD

- Over 17 million airport users travel by car
- Motorway links serve key parts of our catchment, including the M62 Trans Pennine route
- Only mode option for many pax
- Bus and Coach access too



CONNECTIVITY: RAIL

- Rail - busiest part of our public transport system
- Over 4 million airport rail trips take place



CONNECTIVITY: RAIL

Service Provider	Origin	Approximate Journey Time	Weekday Frequency
TransPennine Express	York	2 hours	34 services a day
TransPennine Express	Leeds	1 hour 20 minutes	34 services a day
TransPennine Express	Sheffield	1 hour 20 minutes	19 services a day
TransPennine Express	Preston	1 hour	36 services a day
TransPennine Express	Blackpool	1 hour 45 minutes	18 services a day
TransPennine Express	Newcastle	3 hours	12 services a day
Northern Rail	Liverpool	1 hour 10 minutes	15 services a day

Summary of Key Direct Rail Journeys to Manchester Airport

INVESTMENT

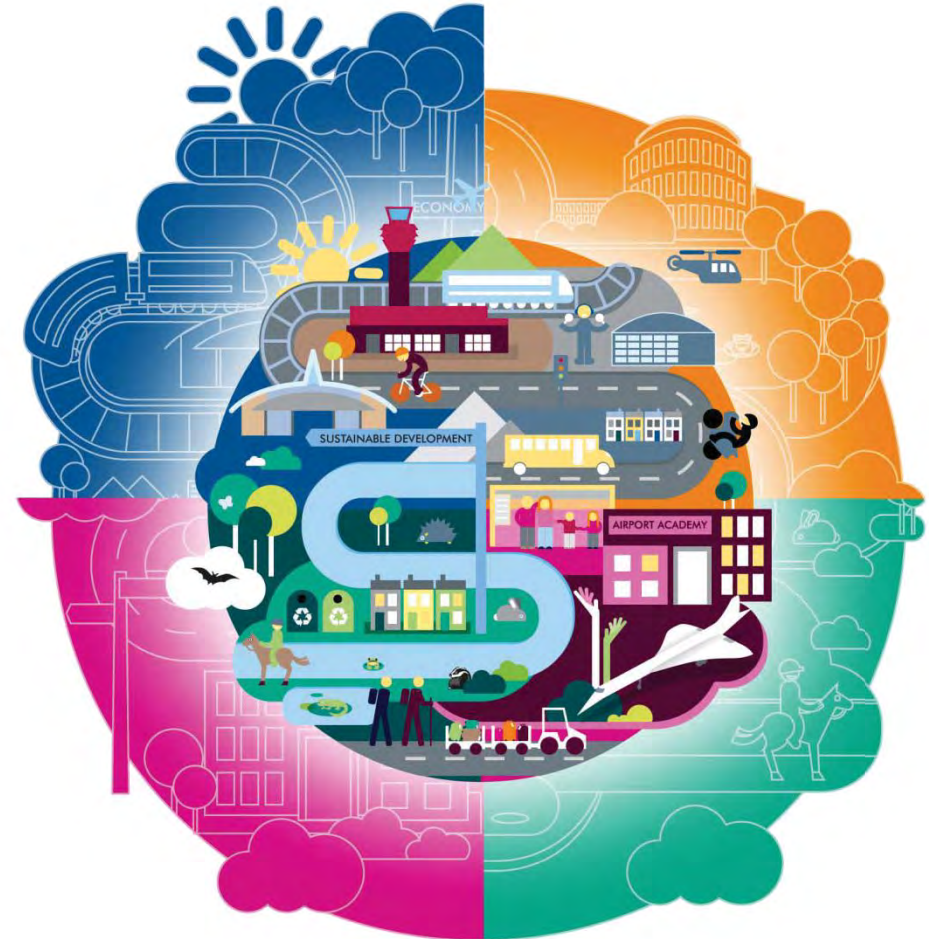
- **The Station:** expansion to deal with growth & Airport City opportunity
- **Metrolink:** extension to Airport – opened 2014 (£300m)
- **Northern Hub:** rail investment package including 4th Airport platform (£600m)
- **High Speed Rail (HS2):** inc Airport Station (c. £32.7bn)
- **Airport to A6 link road:** opens 2017 (£290m)
- **Airport City:** road & PT infrastructure (£27m)



SUSTAINABLE DEVELOPMENT PLAN (DRAFT)

ECONOMY AND SURFACE ACCESS PLAN

“We are committed to improving connectivity and, through our partnership working, support the delivery of the North’s transport priorities”.



SUSTAINABLE DEVELOPMENT PLAN (DRAFT)

KEY AIMS: Rail

- Grow rail mode share from 14% to 25% at 45mppa
- Reduce journey times and improve east-west connectivity

KEY AIMS: Road

- Maintain high quality access via the strategic road network



CONNECTING TRAVELLERS TO MANCHESTER AIRPORT

- Reduce journey times
- Improve journey time reliability
- Greater resilience
- Increased choice and quality
- Safe and Affordable





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