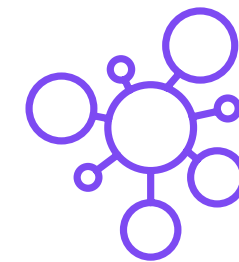




Newcastle International
Your Airport



**Surface
Access
Strategy**



Contents ○

1. Foreword	5
2. Introduction	7
3. Our aim	10
4. Our objectives	13
5. Regional context and catchment	15
6. Current travel behaviour	18
7. Private car use	25
8. Tyne and Wear Metro	34
9. Rail	39
10. Buses and coaches	42
11. Active travel – walking and cycling	48
12. Traffic forecasts and future demand	52
13. Green Travel Plan – supporting our people	58
14. Delivery, actions and monitoring	61



1. Foreword

Alice Andreassen

Chief Corporate Affairs Officer

Newcastle Airport is proud to be the North East of England's international gateway. Every day, we help people travel across the world and welcome them into our region, whilst supporting jobs, investment and economic growth, and showcasing the North East as a place to live, work and do business.

In 2025, we welcomed 5.6 million passengers. Over the next 15 years, our Masterplan 2040 outlines how our passenger numbers are expected to grow steadily, reaching a maximum of 9 million by 2040. This potential growth is important for the region - but it also brings responsibility. How people travel to and from the Airport matters, not just for convenience and reliability, but for our impact on the environment and the communities we serve.

This Surface Access Strategy sets out how we will work with our people, passengers, transport providers and partners to support more sustainable travel, whilst recognising the practical realities of how and when people need to travel across the diverse counties we serve.

This is our first dedicated Surface Access Strategy. It brings together our approach in a single, clear plan, aligned with our 2040 Masterplan and wider regional transport priorities. Above all, it reflects our belief that strong, sustainable transport options create a better experience for everyone - helping to make the Airport a great place to work, visit and travel through.



Surface Access Strategy





2. Introduction

Newcastle Airport is vital to how people travel, work and connect across the North East and beyond.

The Airport serves a large and diverse catchment area of 3.5m people, covering the North East, southern Scotland, North Yorkshire and Cumbria. More than 700 of our people work for us, with a further 3,000 employed by our business partners on site. Together, this creates a significant number of daily journeys to and from the Airport without counting our passengers.

The Airport benefits from a strong range of transport connections. We are served by a dedicated Metro line - the UK's

quickest airport to city centre connection - alongside bus services and strategic road links that connect the Airport to the wider region. These options have developed over time and continue to play a crucial role in supporting access for passengers, our people and business partners.

This strategy sets the foundation for how we will manage and improve access to the Airport as we continue to grow, ensuring it remains convenient, inclusive and fit for the future.

2.1 Why we need a Surface Access Strategy

As Newcastle Airport continues to grow, the way people travel to and from the Airport becomes increasingly important.

Strong, sustainable transport options underpin the passenger experience, support our people and business partners, and play a vital role in reducing our environmental impact.

Passenger numbers are forecasted to rise steadily over the coming years, bringing increased demand for travel to and from the Airport. At the same time, travel patterns are changing. Passengers expect journeys to be reliable, easy to understand and well connected, whilst our people and business partners need affordable and dependable options that work around shift patterns and operational hours.

This strategy brings clarity to how we will manage these challenges and opportunities. It sets out a coordinated, long-term approach to improving access to the Airport, balancing convenience and growth with our commitment to sustainability and inclusion.

By setting clear objectives and actions, this strategy provides a framework for working with transport providers, local authorities and regional partners to improve journey choice, support improvements in reliability and integration across the North East.



Cathy Massarella, Managing Director of Nexus and Alice Andreasen, Chief Corporate Affairs Officer at Newcastle Airport

Surface access planning for airports sits within a wider national and regional policy framework. At a national level, aviation policy expects airports to take a proactive approach to managing access, reducing congestion and supporting lower carbon travel.

The Aviation Policy Framework requires airports to prepare and maintain a Surface Access Strategy that:

- Sets out how passengers and our people travel to and from the site
- Encourages greater use of public transport and active travel
- Supports carbon reduction and improved air quality
- Includes mechanisms for monitoring and review

At a local and regional level, the strategy aligns with:

- The Airport's **Net Zero 2035 Strategy**, which commits to reducing emissions from passenger and our people's journeys
- The **Airport's 2040 Masterplan**, which sets out how the Airport will grow and invest over the next 15 years
- The **North East Mayoral Strategic Authority's Transport Plan**, which aims to create a greener, more integrated and accessible transport network
- Regional ambitions to improve public transport, expand active travel and strengthen connections between different modes of travel

This Surface Access Strategy responds directly to these requirements.

By aligning with these policies and plans, the Surface Access Strategy ensures that improvements to Airport access support wider economic, environmental and social objectives across the North East.

One of the Airport's electric airside buses



3. Our aim

To support the delivery of a convenient, reliable and lower carbon surface access network that supports passengers, our people and business partners.



Surface Access Strategy





4. Our Objectives



We support plans to:

- **Increase the use of public transport and active travel**, where these options are realistic and deliver a good experience
- **Improve accessibility and inclusivity**, ensuring passengers with reduced mobility and additional needs can travel to and from the Airport with confidence
- **Support our people**, by improving sustainable commuting options that work around operational and shift-based roles
- **Improve journey reliability and information**, working with transport providers to enhance service quality, integration and real-time communication
- **Strengthen connections between different transport modes**, making journeys easier to understand and complete across the North East
- **Reduce surface access carbon emissions** in order to improve air quality in the region and Airport surroundings, with a particular focus on emissions from passenger and our people's travel
- **Work in partnership** with local authorities, transport operators and regional bodies to deliver coordinated, long-term improvements





5. Regional context and catchment

Newcastle Airport serves a large and diverse catchment across the North East of England and beyond.

5. Regional context and catchment



Airport's catchment area

Whilst the Airport is located within Newcastle, the region it serves extends well beyond the city itself, reflecting the Airport's role as the international gateway for the North East.

The Airport is located approximately six miles north west of Newcastle city centre in Woolsington, close to the border with Northumberland. Over the past 30 years, a range of transport connections have been developed to support access to the site. Together, these form the foundation of how passengers, our people and business partners travel to and from the Airport today.

The Airport's core catchment includes Tyne and Wear, Northumberland and County Durham. Beyond this, the Airport serves a wider catchment that includes parts of Teesside, Cumbria, North Yorkshire and southern Scotland. Passengers from these areas often travel significant distances - in some cases several hours - to reach the Airport.

These longer journeys have a direct impact on travel choice and highlight the importance of reliable road access alongside strong public transport connections where available.

The catchment is geographically varied, combining dense urban areas with extensive rural communities and smaller settlements. In some locations, transport choice is limited and reliance on private vehicles is higher. This context is central to understanding current travel behaviour and ensures that surface access improvements are realistic, inclusive and appropriate for the region the Airport serves.

The Airport benefits from a combination of public transport services, strategic road connections and opportunities for active travel.

These options support a wide range of journeys, from short local trips to longer cross-regional travel. Public transport plays a crucial role in connecting the Airport with key population centres, particularly across Tyne and Wear. The Airport is served by a dedicated Metro station directly accessed from the terminal, providing a fast and reliable link to Newcastle and Sunderland city centres

and onward connections across the wider network. Bus services are complimentary by serving areas not directly connected by Metro and by supporting early morning travel when rail services are more limited.

The Airport is also well connected to the strategic road network, with direct access to the A696 and strong links to the A1, A19, A68 and A69. These connections are particularly important given the size of the Airport's catchment, the number of passengers and our people travelling longer distances or outside standard public transport operating hours.

Active travel options, such as walking and cycling, are available for those travelling short distances, particularly our people commuting from nearby communities. While

these modes are not always practical for passengers travelling with luggage, they form an important part of the Airport's wider approach to sustainable access.

Despite the availability of public and active transport, the majority of journeys to and from the Airport are currently made by private car. This reflects factors such as journey distance, convenience, luggage, shift patterns and the availability of transport services at certain times of day. Understanding these factors is essential to shaping a Surface Access Strategy that supports change, while continuing to meet the needs of those who rely on car travel.

Local Authority	Population	% Rural	% Urban
County Durham	528,127	41	59
Gateshead	197,722	6	94
Newcastle	307,565	2	98
Northumberland	324,362	44	56
North Tyneside	210,487	4	96
South Tyneside	148,667	0	100
Sunderland	277,354	1	99
North East total	1,994,284	19%	81%

Table 1. Rural and urban population breakdown of each local authority.



Survey respondent's locations

6. Current travel behaviour

Understanding how people and passengers travel to and from the Airport is essential to shaping realistic, effective improvements in the future.



As part of this Surface Access Strategy, we carried out dedicated travel surveys covering both our people and passengers. The results provide a strong evidence base for the priorities and actions set out in this strategy.

The surveys explored journey types, distances, timing and the factors that most influence travel choices. They also highlighted where better services, information or incentives could encourage greater use of sustainable transport.



6.1 Travel behaviour – our people

To better understand our people's commuting patterns, an online survey was issued to those working on site.

More than 150 responses were received, providing valuable insight into how our people currently travel to work and the challenges they face.

The survey shows that private car use is the dominant mode of travel, with around 85% of respondents reporting they commute by car. A small proportion of these journeys are already made using electric vehicles. The remaining 15% of journeys are mainly made by Metro, with limited car sharing taking place.



Most of our people commute to the Airport four days a week or more, reflecting the operational nature of the Airport and the limited scope for home working in many roles. This results in a high volume of regular, repeat journeys to and from the site each week.

Commuting distances vary, but the majority of journeys fall within a 5-to-20-mile range, covering the main urban areas of Newcastle, Gateshead and Sunderland. A smaller proportion of our people travel more than 20 miles, often from areas with fewer public transport options or less frequent services. When asked what most influences their choice of travel convenience, speed and journey time were the most common factors. Almost half of respondents said they rely on their chosen mode because they feel there are no realistic alternatives available. This highlights the importance of improving the availability, reliability and attractiveness of sustainable commuting options.

Improved services, better reliability and financial support, such as travel subsidies, were consistently identified as the measures most likely to encourage greater use of public or shared transport.

6.2 Travel behaviour – passengers



Passenger travel behaviour was assessed through a dedicated survey issued to those accessing Airport Wi-Fi over a six-month period. More than 1,500 passengers responded during February 2026, providing a robust sample of recent travel behaviour.

The survey confirmed that most passengers use the Airport primarily for leisure travel, with only a small proportion travelling for business purposes. As a result, many passengers were travelling with luggage, which shaped transport choice.

Most passengers accessed the Airport by private car, either by being dropped off or picked up, travelling by taxi, or driving and parking on site. Around 14% of passengers travelled using more sustainable modes, with the Metro accounting for the largest share of these journeys.

Journey distance is a key factor for passengers. A significant proportion of journeys are over 20 miles, with around 18% exceeding 40 miles. Given the size of the Airport's catchment, this reinforces the importance of maintaining strong road connectivity whilst continuing to improve public transport links for those travelling from areas served by rail and Metro.

When asked what drives transport choice, passengers cited convenience and door-to-door travel, followed by cost, reliability and journey time. The timing of flights also plays an important role. Early morning and late night departures and arrivals limit the availability of public transport and act as a barrier to greater use of sustainable options.

Passengers identified a range of improvements that could encourage more sustainable travel, including lower fares, more frequent services, better information and improved early morning connectivity.



The survey results confirm there is no single solution to improving surface access at the Airport. Travel choices are shaped by distance, time of day, luggage, shift patterns and service availability.

While private car use will continue to play an important role - particularly for longer journeys - the findings clearly show opportunities to:

- Improve public transport reliability and coverage
- Better align services with flight schedules
- Enhance integration between different transport modes
- Support behavioural change through targeted incentives

These insights provide a clear foundation for the proposals and actions set out in the following sections.

Surface Access Strategy





7. Private car use

Road access plays a vital role in how passengers, our people and business partners travel to and from the Airport.

Given the size of the Airport's catchment and the timing of many flights, private vehicles will continue to be the most popular travel option, particularly for longer journeys and due to public transport operating hours.

This strategy recognises the ongoing role of road travel, whilst setting out how road access can be managed alongside wider ambitions to increase sustainable transport use and reduce carbon emissions.



7.1 Strategic road connections

The Airport is well located near the North East's strategic road network, providing strong north-south and east-west connectivity.

The main route serving the Airport is the A696, which runs to the west of the terminal and connects directly to the A1, approximately three miles to the south. The A696 is a dual carriageway and provides a direct, high-quality link between the Airport and the wider region.

The A1 is the longest numbered road in the UK, connecting London and Edinburgh and serving as a key route through the North East. Improvements to the A1 Western Bypass in recent years, including widening works, have helped to improve resilience and reduce congestion for Airport related traffic, particularly during peak periods.

Additional strategic routes support access from across the Airport's wider catchment:

- The A68 provides connections to Northumberland and the Scottish Borders
- The A69 links the Airport to communities in the west of the region
- The A19 and A167 support access from Tyneside, Wearside, County Durham and Teesside

Together, these routes enable the Airport to serve a broad geographic area and support journeys from both urban and rural locations.

7.2 The role of private car travel

Travel surveys undertaken as part of this strategy confirm that most journeys to and from the Airport are currently made by private car.

There are clear reasons for this level of car use. Many passengers travel long distances, carry luggage, or travel at times when public transport options are limited. Similarly, our people often work shift-based roles that start or finish outside standard public transport hours.

This strategy acknowledges these realities. While there is ambition to increase the use of sustainable transport, it is essential that road infrastructure continues to function effectively and safely to support Airport operations and regional connectivity.

7.3 Traffic patterns and growth

As passenger numbers grow over the period to 2040, traffic associated with the Airport is expected to increase. Forecasts developed as part of the Airport's Masterplan take account of projected passenger growth, average vehicle occupancy and peak travel periods.

These forecasts represent a worst-case scenario, as they do not assume future modal shift towards more sustainable travel. They therefore provide a robust basis for understanding potential impacts on the road network and planning appropriate mitigations.

Airport related traffic peaks do not consistently align with wider network peaks. Instead, traffic is spread more evenly throughout the day, although growth in flight numbers is expected to result in increased movements during traditional morning and evening peak hours, over time.

Understanding these patterns is essential to ensuring that access to and from the Airport remains safe, efficient and resilient.



Premium Meet and Greet Car Park

7.4 Car parking, drop-off & pick-up

Car parking and forecourt facilities play an essential role in how passengers access the Airport, particularly given the size of the catchment, the amount of luggage carried by many passengers, and the timing of flights throughout the day and night.

Managing parking provision efficiently and responsibly is critical to supporting passenger experience, operational resilience and environmental objectives.

7.5 Current parking provision

The Airport provides around 12,450 car parking spaces across a range of products designed to meet different passenger needs.

These include:

- Long Stay parking, offering secure parking for longer trips
- Short Stay parking, located close to the terminal for shorter stays
- Premium parking products, including Meet and Greet, Premium Long Stay and Fast Track parking, providing additional convenience and proximity to the terminal
- Express parking, designed for very short stays during pick-up and drop-off
- Dedicated parking for minibuses and larger vehicles, ensuring safe and suitable access for nonstandard vehicle types

This mix of parking options allows passengers to choose the level of convenience that best suits their journey.

7.6 Drop-off, pick-up and the Waiting Zone

Drop-off and pick-up activity is a significant component of surface access demand at the Airport.

To manage this demand safely and efficiently, the Airport provides a dedicated Express pick-up and drop-off area outside of the terminal. This facility allows quick and convenient access while helping to reduce congestion on surrounding roads.

In addition, the Airport operates a Waiting Zone at Callerton Parkway, providing a free place for vehicles - including taxis and private hire vehicles - to wait before collecting passengers. The Waiting Zone offers up to 90 minutes of free parking and is connected to the terminal by a free shuttle bus operating at regular intervals throughout the day.

The shuttle service is fully accessible and provides a convenient, door-to-door connection between the Waiting Zone and the terminal entrance. This facility helps tackle illegal, anti-social and dangerous parking on nearby residential roads and improves traffic management across the wider area.



7.7 Role of parking in reducing unnecessary journeys

Car parking provision can also play a role in reducing unnecessary vehicle movements.

Where passengers are dropped off and picked up, this can result in multiple return trips to the Airport. By contrast, parking a vehicle on-site for the duration of a trip can remove the need for these additional journeys. Encouraging appropriate use of on-site parking therefore supports more efficient use of the road network and helps reduce overall vehicle movements.

This principle is particularly important as passenger numbers grow and demand for access increases.

7.8 Future parking demand and growth

As passenger numbers are forecast to increase to up to 9 million by 2040, additional parking capacity will be required to support this growth.

The Airport's 2040 Masterplan sets out proposals to deliver approximately 4,600 additional parking spaces over the next 15 years. These proposals include:

- Expansion of Long Stay parking areas
- The delivery of a multi-storey car park close to the terminal
- Extensions to existing Express and short-stay facilities
- Provision for future vehicle technologies, including autonomous vehicles

Any new parking provision will be carefully planned to balance convenience with efficient land use, environmental impact and integration with other modes of transport.

7.9 Car parking – priorities and actions

What's already in place

- A wide range of parking products to suit different passenger needs
- Dedicated pick-up and drop-off facilities close to the terminal
- A free Waiting Zone with regular shuttle connections
- Existing EV charging provision on and near the Airport site

What we will continue to support

- Delivery of additional parking capacity in line with passenger growth
- Investment in electric vehicle charging infrastructure for our people
- Improved traffic circulation between parking areas and the terminal
- Integration of parking strategy with wider surface access and sustainability objectives



7.10 Electric vehicles and charging infrastructure

The transition to EVs is a key part of reducing emissions from journeys to and from the Airport. National policy, vehicle market trends and changing travel behaviour all point towards a significant increase in EV use over the coming years.

The Strategy recognises the UK Government's commitment to phase out the sale of new petrol and diesel cars by 2030, with all new cars and vans required to be zero emission by 2035 under the Zero Emission Vehicle (ZEV) transition framework. This legislative direction is expected to accelerate the uptake of electric vehicles (EVs) across both passenger and staff travel over the coming decade. In response, the Airport will continue to support the transition through the provision of EV charging infrastructure and by promoting low-emission and sustainable transport options.

This strategy sets out how the Airport will support that transition by providing the right charging infrastructure in the right locations, while ensuring EV provision is integrated with wider surface access and parking plans.

7.11 Current EV provision

EV charging is available within selected parking areas on-site, including Express parking, long stay car park and our people's car parks. These facilities allow drivers to recharge while parked at the Airport, supporting both short stay and longer stay journeys.

In addition to on-site provision, ultra-rapid charging facilities have been delivered nearby at the Fastned charging hub at Callerton Parkway. This site provides high capacity charging for a wide range of vehicles and supports longer distance journeys to and from the Airport.

Together, these facilities form the foundation of the Airport's EV charging offer.

7.12 Integrating EVs with parking and access plans

New and expanded parking facilities proposed through the 2040 Masterplan provide an opportunity to embed EV charging as part of their design from the outset.

This includes:

- Expanding charging provision in our people's parking areas
- Supporting the electrification of taxi and private hire fleets
- Allowing space and power capacity for future expansion as demand increases

By integrating EV infrastructure early, the Airport can ensure charging facilities are well located, easy to use and capable of adapting over time.

7.13 Supporting low carbon travel

EVs play an important role in reducing surface access emissions, particularly for journeys that are unlikely to switch to public transport due to distance, timing or operational needs. They provide a lower carbon alternative for necessary car journeys and contribute to improved air quality within the region.

EV charging infrastructure therefore forms part of a broader package of measures that includes improved public transport, better route planning, car sharing and demand management.

7.14 Electric vehicles – priorities and actions

What's already in place

- EV charging bays within passenger and our people's parking areas
- Ultra-rapid charging facilities at the nearby Fastned hub
- Initial provision supporting electric taxis and our people's vehicles

What we will continue to support

- Phased expansion of EV charging in line with demand
- Support for electrification of taxi and private hire fleets
- Monitoring of EV usage to inform future investment



EV charging in terminal car parks

7.15 Taxis and private hire vehicles

Taxis and private hire vehicles play an important role in providing flexible, door-to-door access to the Airport. For many passengers - particularly those travelling with luggage, travelling at night, or requiring step-free access - taxis offer a convenient and reliable way to complete their journey.

As passenger numbers grow, managing taxi activity safely and efficiently is an important part of the Surface Access Strategy.

7.16 Taxi provision at the Airport

The Airport provides a dedicated taxi pick-up and drop-off facility directly outside the terminal building. This area is operated by the Airport's approved taxi partner and is designed to provide a clear, safe and well-managed experience for arriving and departing passengers.

For arriving passengers, a staffed booking desk is located within the terminal, allowing journeys to be arranged quickly and easily on arrival. This helps ensure passengers have access to a licensed, reliable service and reduces the risk of informal or unauthorised pick-ups.

Taxis account for a significant proportion of passenger journeys to and from the Airport, with survey results indicating that around 25% of passengers use taxis as their primary mode of access.



Dean Ward, Director of
Commercial, Newcastle Airport

7.17 Managing demand and waiting activity

As passenger numbers increase, so too does demand for taxi services. Unmanaged waiting and pick-up activity can cause congestion, create safety issues and result in inappropriate parking in nearby residential areas.

To address this, the Airport has introduced a dedicated waiting zone at Callerton Parkway, adjacent to Callerton Parkway Metro Station. This facility provides a safe and managed location for taxis and private hire vehicles to wait when not actively collecting passengers.

The waiting zone helps:

- Reduce congestion on Airport roads
- Prevent inappropriate waiting in surrounding communities
- Improve the efficiency and turnover of taxi movements

The availability of nearby facilities, including charging infrastructure and amenities, further improves the suitability of this location for drivers.

7.18 Supporting sustainable taxi operations

Taxis also have a role to play in supporting the Airport's wider decarbonisation ambitions.

The growth of electric vehicles in the taxi and private hire market presents an opportunity to reduce emissions from these journeys. Existing and planned electric vehicle charging facilities at and around the Airport support this transition and enable drivers to operate electric vehicles with confidence.

Future enhancements to taxi facilities will continue to consider the needs of electric and low emission vehicles, ensuring infrastructure keeps pace with changes in vehicle technology and operator requirements.

7.19 The role of taxis in an integrated network

Taxis complement public transport by providing flexibility at times and in locations where scheduled services may be limited. They are particularly important during early morning and late-night periods, when flight schedules fall outside standard public transport operating hours.

Taxis also support accessibility and inclusion, providing tailored support for passengers with reduced mobility or additional needs. Maintaining a high-quality, well-regulated taxi offer is therefore a key part of delivering inclusive access to the Airport.

7.20 Taxis – priorities and actions

What's already in place:

- Dedicated taxi pick-up and drop-off facilities at the terminal
- A managed taxi booking desk within the terminal
- A dedicated off-site taxi waiting zone
- Electric vehicle charging infrastructure supporting low emission taxis

What we will continue to support:

- Safe and efficient management of taxi movements
- Continued coordination with taxi operators and local authorities



8. Tyne & Wear Metro

The Tyne and Wear Metro is the primary public transport link to the Airport and plays a vital role in connecting passengers and our people across the North East.

The Metro was extended to Newcastle Airport in November 1991 and provides a direct, high-frequency connection between the Airport and key centres across Tyne and Wear. The Airport Metro station is located directly beneath the terminal building, offering a convenient, step-free and weather-protected route between the platform and check-in.

8.1 Services and connectivity

The Airport Metro station is served by the Green Line, which connects the Airport with Newcastle city centre in 23 minutes and Sunderland city centre in 55 minutes. The Green Line also serves communities in north west Newcastle before reaching the city centre.

At peak times, services typically operate every 12 minutes, with four services per hour running outside peak periods.

8.3 Metro usage and capacity

Nexus station usage data shows that the Airport Metro station recorded a total footfall of approximately 940,000 entries and exits in 2025, equating to around 470,000 individual journeys. This represents roughly 10% of all journeys to and from the Airport.

Nexus has confirmed that there is sufficient capacity within the existing Metro network to accommodate forecast growth in passenger numbers. As a result, the focus of this strategy is improving reliability, service coverage, integration and awareness.

8.2 Operating hours and early travel

Metro services to and from the Airport currently operate between approximately 5.38am and 11.53pm. While this supports most journeys, the operating hours do not fully align with the Airport's earliest departures. The first wave of outbound flights typically departs between 6am and 7am, with passengers checking in from 2.30am and for some passengers and our people, the first Metro arrival at the Airport is too late to support these journeys.

Passenger survey results show that more than a quarter of respondents would consider using the Metro if services operated earlier in the morning. Extending Metro operating hours could therefore improve alignment with flight schedules and

create opportunities for more sustainable travel, particularly for short-haul and business-focused routes that dominate the early departure window.

However, any extension to operating hours would need to be carefully balanced against operational requirements. Overnight closures provide essential time for track, infrastructure and fleet maintenance and reducing this window could affect the ability to undertake critical works.

As a result, while earlier services are desirable, there are significant operational considerations that may affect the viability of such changes.

Current Metro route map



8.4 Fleet renewal

The Metro fleet is currently undergoing a full programme of renewal, replacing trains that have been in service since the Metro opened in 1980.

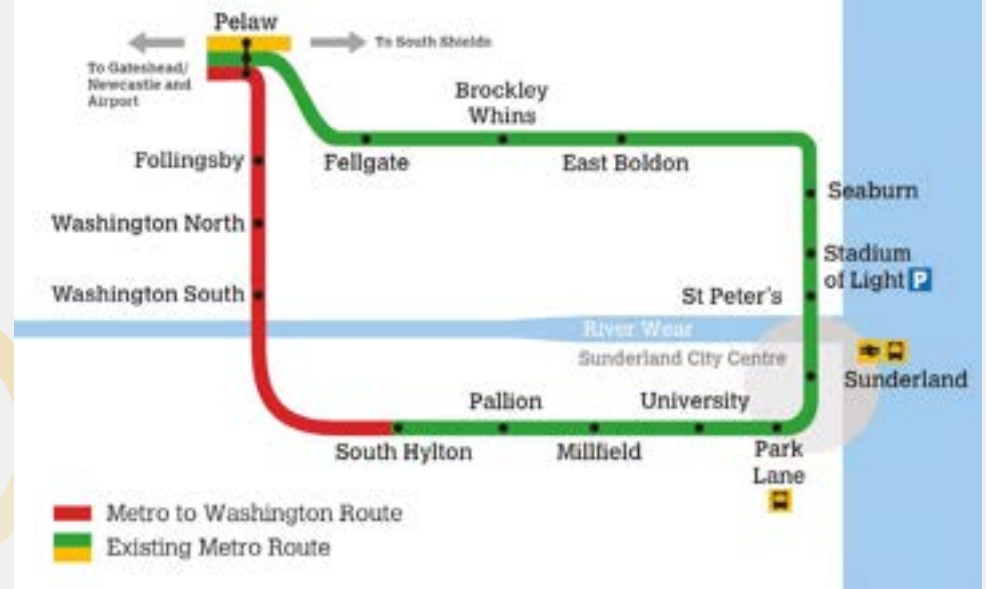
The £337m fleet replacement programme will see the entire existing fleet replaced with new, modern trains. The first new trains entered passenger service in late 2024, with further vehicles being introduced on a phased basis.

8.5 Network expansion and future opportunities

Investment in the new fleet also creates opportunities for future network expansion. Nexus' Metro Futures programme outlines how extending and enhancing the Metro network could support economic growth and improved connectivity across the North East.

Proposals such as the Washington Metro Loop and the wider reopening of the Leamside Line would further extend sustainable travel options to new communities across the region. The Airport continues to support these proposals and works with partners to ensure any future expansion provides direct benefits for Airport access.

Metro to Washington proposals



8.6 Ticketing and technology

Nexus has introduced a range of ticketing and digital improvements to make Metro travel easier and more flexible.

The Pop Pay as You Go card offers a simple pay-as-you-travel option and supports integrated journeys across Metro and participating bus services. This provides greater flexibility for occasional travellers, Airport visitors and those making infrequent journeys.

The North East Mayor's new "Mayor's Fares" initiative has introduced a £2.50 cap on single journeys across the Tyne and Wear Metro network when using a Pop Pay as You Go card, regardless of the number of zones travelled. The scheme also includes a £5 daily cap and aims to make public transport more affordable, improve passenger numbers and better align Metro fares with the region's capped bus fares.

Planned enhancements to the Metro's Pop Pay As You Go card scheme will make journeys easier and more convenient, while there are ambitions to introduce contactless bank card payments in the future to reduce the need to purchase tickets in advance or queue at machines.

8.7 Airport Metro station improvements

While incremental upgrades have been delivered over time, the Airport Metro station has not benefited from a full refurbishment since it first opened.

As the station often forms a visitor's first impression of the region, improving its condition presents a valuable opportunity to enhance perceptions of the Airport and the region.

8.8 Metro – priorities and actions

What's already been delivered:

- Introduction of new Metro trains, improving comfort, reliability and accessibility
- Integration of the Northumberland Line with the Metro network and ticketing system
- Installation of real-time travel information linking the terminal and station

What we will continue to support:

- Earlier morning services to better align with flight schedules
- Improved signage and wayfinding within the terminal
- Stronger integration between Metro, bus and rail ticketing
- Full refurbishment of Airport Metro station
- Continue to lobby for extended hours of Metro service.





9. Rail

While Newcastle Airport does not currently have a direct heavy rail connection, rail travel plays an important role in supporting sustainable access to the Airport, particularly for passengers travelling from outside the Tyne and Wear conurbation.

Rail services, combined with the Metro network, provide onward access to the Airport from across the region and beyond. As the Airport continues to grow, maintaining and improving the integration between rail and Metro services will be key to supporting lower-carbon journeys over longer distances.

9.1 National rail connectivity

Passengers travelling by rail can access the Airport via Newcastle Central Station, which is directly connected to the Metro network.

Newcastle Central Station is served by the East Coast Main Line, offering direct services north to Edinburgh and Glasgow and south to York, Leeds and London. Additional regional routes, including the Tyne Valley Line and the Durham Coast Line, connect communities across the Airport's wider catchment area.

9.2 Strategic rail improvements

Significant investment has been made in the North East's rail network in recent years, helping to improve capacity, resilience and passenger experience.

One of the most significant developments is the reintroduction of the Northumberland Line, which has returned passenger rail services between Ashington and Newcastle for the first time in several decades. The reopening of this route reconnects communities in south-east Northumberland to the regional rail network and provides a new, sustainable option for reaching the Airport.

Integration between the Northumberland Line and the Metro network - including shared ticketing - allows passengers to complete their journey using a single, coordinated system. This integration significantly improves access to the Airport from areas that were previously poorly connected by public transport.





9.3 Future rail opportunities

There are further opportunities to strengthen rail access to the Airport over the medium and longer term.

The Airport owns safeguarded land at Benton, representing a former rail alignment known as the Benton Curve. This site offers the potential to create a direct heavy rail link between the East Coast Main Line and the Airport via the existing Metro corridor. While no delivery programme is currently in place, the land has been protected to preserve future options as regional rail plans continue to develop.

The proposed reopening of the Leamside Line also presents longer-term opportunities to enhance rail connectivity across the region. The full reopening of the corridor would create additional capacity on the rail network, support new passenger services through County Durham and Wearside, and improve links between rail and the Metro system.

9.4 Ticketing and passenger experience

Making rail journeys to the Airport simple and easy to understand is just as important as service provision.

The integration of Pop card ticketing across Metro services and the Northumberland Line demonstrates how simplified, multimodal ticketing can reduce barriers to rail travel. Extending this type of integration across other regional rail routes would further improve the passenger experience.

There is also an opportunity to improve access to national rail ticketing for passengers arriving at the Airport. Enhancements such as clearer information, improved wayfinding at key interchange stations, and closer integration with airlines and travel providers could help encourage more passengers to consider rail as part of their journey.

9.5 Rail – priorities and actions

What's already been delivered:

- Reintroduction of the Northumberland Line, reconnecting communities by rail
- Integration of rail and Metro services through shared ticketing
- Major improvements to rail stations such as Sunderland

What we will continue to support:

- Improved interchange between national rail and the Metro network
- Expanded integrated ticketing across rail and public transport



10. Buses and coaches

Bus and coach services play an important role in providing access to the Airport.

Particularly for communities not directly served by the Metro or rail network, and for passengers and our people travelling outside standard operating hours.

While bus travel currently represents a smaller proportion of journeys to and from the Airport, it offers opportunities to improve sustainable access, especially with the right combination of routing, frequency, early morning services and clear information.



10.1 Current bus services

The Airport is currently served by a range of local and regional bus services, with a dedicated bus stop located directly outside the main terminal building. Additional stops are also located on the B6918 near Prestwick Terrace, providing alternative access points via a short walk to the terminal.



X77, X78 & X79 Services

The X77, X78 & X79 service provides a regular service from the Airport to both Ponteland to the north and the city centre to the south. The services run approximately every 30 minutes. The service currently operates from the bus stop on the B6918 opposite Prestwick Terrace. The service currently does not serve the bus stop directly outside the main terminal.



787 Service

The 787 service is an early morning service which arrives at the Airport in time for passengers travelling on the first flights of the day. The service begins in Wallsend then travels through Newcastle city centre and then the West End of Newcastle before arriving at the Airport. The service provides an opportunity for passengers and our people to reach the site in time for early shift starts outside the Metro's operational hours.



777 Service

The 777 service runs from Morpeth in Northumberland, through to Ponteland and then the Airport terminal. The service continues to Kingston Park in the south. The first service arrives at the Airport for 4.50am. This provides an opportunity for passengers to arrive before the first Metro service.



342 Service

In March 2026, it was announced that the 342 service would be reintroduced to the Airport from Monday to Saturday during the day. The service begins in Wallsend and then travels northwards through Forest Hall, Killingworth, Seaton Burn, Hazelrigg and Dinnington before reaching the Airport. The lack of this service over the last four years has resulted in a lack of connectivity to the Airport for communities near the Airport.



10.2 Opportunities for improvement

While details of bus services are available online, clearer and more visible information within the terminal - including real-time departure displays - would help passengers and visitors understand their options and feel more confident choosing bus travel.

Given the Airport's location close to key north-south road corridors, there is potential for longer distance coach services to play a greater role in surface access, particularly for passengers travelling from the outer catchment.

Coach services could provide direct, lower carbon connections from areas such as southern Scotland and other parts of northern England, reducing reliance on private car journeys for longer distance travel. Any future coach provision would need to be well integrated with terminal access arrangements and supported by clear information for passengers.





10.3 Ticketing and integration

Passengers and our people can combine multiple modes of transport when travelling to and from the Airport. However, ticketing arrangements across bus, Metro and rail services can be complex, particularly for visitors unfamiliar with the region.

There is a strong opportunity to improve the passenger experience through greater integration of ticketing systems. Expanding the use of shared ticketing products and digital platforms across bus and Metro services would make journeys simpler, reduce barriers to use and support mode shift where practical.

10.4 Buses and coaches – priorities and actions

What's already been delivered:

- Introduction of early morning bus services aligned with flight schedules
- Improved local connectivity through reinstated and extended routes
- Dedicated bus stopping facilities directly outside the terminal

What we will continue to support:

- Improved real-time information for passengers within the terminal
- Stronger integration between bus, Metro and rail services
- Opportunities for longer distance coach connections



11. Active travel – walking and cycling

Walking and cycling form an important part of a balanced Surface Access Strategy, particularly for shorter, local journeys and for our people commuting to work.

While active travel is not always practical for passengers travelling longer distances or carrying luggage, it offers clear benefits for health, wellbeing and carbon reduction where it is a realistic option.

This strategy recognises both the opportunities and the limitations of active travel at an airport location and focuses on supporting safe, practical choices for those who can walk or cycle to Your Airport.

11.1 Walking access

Pedestrian access to the Airport is available from both the north and south via existing footpaths.

From the south, a footpath provides access from Woolsington, running along the western boundary of the DoubleTree by Hilton hotel before connecting into the Airport estate. From the north, pedestrian access is available from Prestwick Village, with routes passing close to the nearby service station before linking into the terminal.

These routes provide an option for nearby residents and our people to walk to the Airport. However, the location of the site, traffic flows and flight schedules mean that walking is primarily a realistic travel choice for our local people and visitors, rather than most passengers.

Improving signage, lighting and the legibility of pedestrian routes can help ensure these journeys are safer, clearer and more attractive where walking is already being used.

11.2 Cycling access

Cycling to the Airport is currently used by a small proportion of people, reflecting factors such as journey distance, road conditions and the nature of many roles carried out on-site.

There are currently no dedicated cycle lanes that extend directly into the Airport terminal area. However, cycle parking is provided outside the terminal building, and secure cycle storage is available for our people.

Beyond the immediate Airport estate, improvements to the wider cycling network - including enhanced cycle routes between

Ponteland and Prestwick - have begun to improve connectivity from the north. These upgrades help create safer, more continuous routes for those commuting from nearby communities.

While cycling is unlikely to become a significant travel mode for most passengers, it does represent an important opportunity for our people's journeys, particularly as regional cycling infrastructure continues to develop.



11.3 Supporting our people to travel actively

Active travel plays a central role in the Airport's Green Travel Plan, which focuses on supporting more sustainable commuting for our people.

Through the Cycle to Work scheme, our people can access tax-efficient savings on new bicycles and cycling equipment. Secure cycle lockers are provided on-site to support those choosing to cycle, and shower and changing facilities are available for our people.

These measures reduce barriers to cycling and support healthier, more sustainable commuting habits where distances and working patterns allow.

As both demand and cycling uptake increase, there may be opportunities to expand cycling facilities across the Airport estate, including additional cycle storage in our people's parking areas.



11.4 Future opportunities

While active travel will not be suitable for every journey, there is clear potential to improve conditions for those who are able to walk or cycle to the Airport.

Future opportunities include:

- Improved pedestrian signage and wayfinding across the Airport estate
- Enhanced lighting and surface quality along existing footpaths
- Additional secure cycle parking and locker facilities for our people
- Continued cooperation with local authorities to support improvements to the surrounding cycling network

11.5 Active travel – priorities and actions

What's already in place:

- Walking routes providing access from nearby communities
- Cycle parking outside the terminal
- Secure cycle lockers for our people
- Cycle to Work scheme as part of the Green Travel Plan

What we will continue to support:

- Improvements to pedestrian routes and signage
- Expansion of cycle facilities in line with demand
- Better connections to local and regional cycling networks



12. Traffic forecasts and future demand

As passenger numbers increase over the coming years, the volume of travel to and from the Airport will also grow.

Understanding how this growth may affect the road network is essential to planning infrastructure improvements, managing congestion and supporting safe, reliable access to the site.

Traffic forecasts have been prepared as part of the Airport's wider Masterplan to help understand potential future impacts and ensure the Airport and its partners can plan appropriately.



Surface Access Strategy



12.1 Forecasting approach

Traffic forecasts are based on predicted growth in passenger numbers as outlined in the 2040 Masterplan.

These forecasts take account of:

- Expected passenger growth
- Average vehicle occupancy
- Typical travel patterns associated with airport trips
- Peak-period demand during busy travel seasons

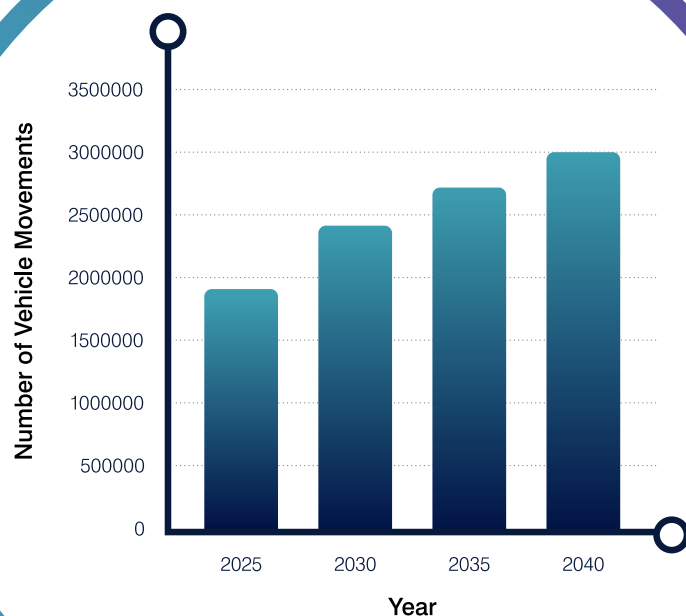
The forecasts represent a high growth, worst-case scenario, as they do not assume any future shift towards public or active transport. This ensures the analysis provides a robust basis for infrastructure planning and mitigation.

12.2 Forecast traffic growth

Based on this approach, Airport-related vehicle movements are forecast to increase steadily between 2026 and 2040, reflecting projected passenger growth.

Indicative yearly vehicle movements are forecast to increase from around 1.9 million movements in 2025 to approximately 3 million movements by 2040. This growth highlights the importance of planning early for changes in demand and ensuring the road network can continue to operate safely.

Graph 1. Number of annual peak vehicle movements to/from the Airport



12.3 Key considerations

Several important factors have been considered when interpreting forecast traffic growth:

- The forecasts do not assume any future increase in public transport use, meaning they represent a conservative view of future demand
- Not all Airport-related traffic passes through the main Airport access roundabout, with some of our people and service vehicles using alternative routes
- Airport traffic is distributed throughout the day rather than concentrated in traditional commuter peaks
- Emerging technologies, such as autonomous vehicles and increased electrification may influence travel behaviour and infrastructure needs over time

As flight schedules expand, there is likely to be increased overlap between Airport traffic and wider peak-period conditions. This reinforces the importance of early intervention.



12.4 Managing future demand

While traffic growth is expected, the Airport's approach is not solely focused on accommodating additional vehicles. This Surface Access Strategy also aims to:

- Reduce unnecessary trips through better parking and access management
- Encourage realistic modal shift where alternatives are available
- Improve public transport reliability and integration
- Support car sharing and EV use

Together, these measures help manage demand more efficiently while maintaining safe, reliable access to the Airport.

12.5 Road infrastructure improvements

As passenger numbers grow, it is essential that access to the Airport remains safe, reliable and resilient. Road infrastructure improvements play a critical role in supporting this growth, particularly given the continued importance of private vehicle access for many passengers and our people.

This strategy focuses on ensuring that road infrastructure keeps pace with demand, while being carefully integrated with wider ambitions to improve public transport, reduce congestion and support lower carbon travel.

12.6 Improving circulation within the Airport

Efficient circulation within the Airport estate is just as important as access to it from the public highway.

Short internal road sections between access junctions and terminal forecourts can quickly become congested during peak times, notably when different traffic types - such as long stay parking users, drop-off vehicles, taxis and service traffic - are competing for space.

Future infrastructure improvements will focus on:

- Improving separation between different traffic flows
- Reducing conflicts between short stay and long stay movements
- Improving wayfinding and signage to reduce unnecessary circulation
- Supporting smoother access to parking, drop-off and pick-up facilities

These measures help improve overall traffic efficiency, reduce delay and support a better passenger experience.

12.7 Additional access opportunities

As part of longer term planning, the Airport is exploring opportunities to introduce additional access points to serve specific parts of the site, such as long stay parking areas.

Providing a separate access route for certain parking facilities could:

- Reduce pressure on the main access junction
- Improve journey times for passengers using long stay parking
- Improve internal road circulation
- Increase overall network resilience

Potential locations are being assessed to ensure any additional access integrates safely with the surrounding highway network and delivers clear operational benefits.

12.8 Road infrastructure – priorities and actions

What's already in place:

- Direct access to the A696 and strong links to the strategic road network
- Safeguarded land to enable future access improvements
- Ongoing monitoring of junction performance

What we will continue to support:

- Upgrades to the main Airport access arrangements
- Improved internal road layout and circulation
- Potential additional access routes linked to parking facilities
- Close partnership working to deliver timely infrastructure improvements

13. Green Travel Plan – supporting our people

Our people are central to the success of the Airport and supporting them to travel to and from work in more sustainable ways is a key part of our commitment to being a great employer.

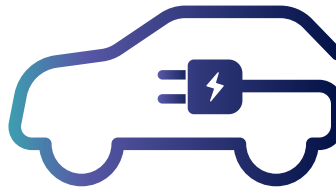
Journeys made by our people form a significant proportion of daily travel to and from the site. While the operational nature of the Airport means that not all roles or shift patterns can rely on public transport, there are clear opportunities to support more sustainable commuting where it is practical to do so.

The Airport's Green Travel Plan brings together a package of measures designed to encourage and enable our people to make lower carbon travel choices, while recognising the need for flexibility and reliability. The plan also contributes to improving the environmental performance of the Airport and aligns with our Net Zero target.



Cycling support

The Cycle to Work scheme enables our people to access tax efficient savings on bicycles and cycling equipment through salary sacrifice schemes. Secure cycle lockers are also provided on-site, helping to remove practical barriers for those choosing to cycle to work.



Electric vehicle salary sacrifice scheme

Through the Electric Vehicle Salary Sacrifice scheme, our people can access significant savings on the cost of leasing an EV. Dedicated EV charging bays are also available within our people's parking areas, with reduced charging fees offered to encourage uptake.



Public transport incentives

The Airport supports access to discounted Metro season tickets for our people through a corporate travel arrangement. Payments are made through salary deduction, helping spread the cost over the year and making public transport affordable.



Car sharing

Dedicated car share parking bays are provided close to the terminal, offering an incentive to reduce single-occupancy car trips.





14. Delivery, actions and monitoring

This Surface Access Strategy sets out a clear direction for improving how people travel to and from the Airport.

Delivering the strategy will require ongoing collaboration with partners, careful prioritisation of investment and regular review to ensure actions remain effective and relevant. Not all measures will be delivered at the same time or at the same pace. Some improvements can be implemented quickly, while others rely on longer term funding, infrastructure delivery or third-party decision-making.

14.1 Delivering the strategy

The Airport will play a central role in coordinating delivery of the Surface Access Strategy, working closely with:

- Public transport operators, such as Nexus and Stagecoach
- Local and regional highway authorities
- The North East Mayoral Strategic Authority
- Transport for the North
- Airlines and other Airport business partners

Delivery will focus on actions that:

- Improve the passenger and our people's travel experience
- Support the Airport's environmental performance including our Net Zero 2035 ambitions
- Are realistic, achievable and evidence-led
- Align with wider regional transport investment

Where proposals rely on third-party funding or delivery, the Airport will continue to act as an advocate, supporting business cases, feasibility work and engagement with key stakeholders.

14.2 Phasing and prioritisation

Actions within the Surface Access Strategy will be delivered on a phased basis:

- **Short-term actions** focus on improving information, operational efficiency and making better use of existing infrastructure
- **Medium-term actions** align with parking expansion, public transport enhancements and Green Travel Plan improvements
- **Long-term actions** support major infrastructure delivery, network expansion and emerging technologies

Priorities will be reviewed regularly to reflect changes in travel behaviour, funding availability and wider transport policy.

14.3 Monitoring and review

Monitoring is essential to ensure the strategy is delivering real benefits.

The Airport will use a combination of data sources, including:

- Passenger and our people travel surveys
- Metro and rail usage data
- Road traffic and parking data
- Feedback from transport partners and stakeholders

This information will be used to track progress against the strategy's objectives, identify emerging issues and refine actions where needed.





Newcastle International
Your Airport