



# Greater Manchester All-Party Parliamentary Group

**Chair** Lucy Powell MP  
**Vice-Chairs** Lord Goddard of Stockport, Ivan Lewis MP, Baroness Morris of Bolton, Chris Green MP, Jim McMahon MP  
**Secretary** Jonathan Reynolds MP  
**Treasurer** Yasmin Qureshi MP

**Transport and Connectivity in Greater Manchester  
Committee Room 11, Houses of Parliament  
17:00-18:00, Tuesday 31<sup>st</sup> October**

## NON VERBATIM MINUTES

1. **Lucy Powell MP**, *Chair of the GM APPG*, welcomed all attendees to the meeting, highlighted a number of issues in the briefing paper prepared by TfGM and introduced the Secretary of State, Chris Grayling MP. She also asked him whether the £300 million for 'touchpoint' stations includes Piccadilly.
2. **Rt Hon Chris Grayling MP**, *Secretary of State for Transport*, began by reminding MPs and others that there has been significant investment in Greater Manchester including the Ordsall Chord, improvements on the Liverpool to Manchester route and a commitment to Northern Powerhouse Rail. Regards Piccadilly he said that he has asked Northern Rail to see what more can be done regards capacity on platforms 15 and 16. He is also waiting to see what the Northern Powerhouse Rail proposals are regards HS2 and Piccadilly.

A number of questions and/or issues were raised by **Parliamentarians**:

Road improvements on M6 are too slow and impacting too greatly: can they be done a different way?

*Chris Grayling said that he accepts that roadworks need to more and better phased in future*

Will TfGM take over the running of its own train stations?

*CG said that he accepts the problems with current arrangements but has yet to determine his view on the best future model.*

A number of issues were raised regarding the constituencies of individual members including Stockport, which now only has one train per hour to Oxford Road; persistent problems on the M60 and with development at Carrington; the lack of a connection from Leigh to Wigan despite Wigan now being on HS2 route; regards the Mottram by pass; and better connections for High Peak that also respect the Peak District.

*CG: would look into all these*

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When will GM get its fair share of transport capital investment and revenue? Should not all transport be devolved?

*CG said IPPR's figures are wrong and, if strip out Crossrail 2, spending per head of population for London and Greater Manchester is similar. Also the powers that TfL and TfGM have are similar (when Buses Act fully implemented).*

- John Cridland CBE, Chair, Transport for the North**, said that the future of his organisation is in the hands of MPs as the Order for it to become a Statutory Authority will be going through Parliament shortly. It is important to understand that, with the exception of a number of rail franchises that are managed by Rail North (which will become part of Transport for the North once the latter becomes a Statutory Body) from its Leeds office, Transport for North is a strategic body setting out an ambition as well as a specific plan to improve productivity in the north by improving connectivity. The overall goal is to erode the £4,600 gap by which earnings in the north are less than the UK average by 2050. It also aims to introduce smart ticketing across the whole of the north.

The Chancellor's £300m for touchpoints for HS2 should be seen as a down payment on Northern Powerhouse Rail. TfN aims to complement north-south links with the east-west Northern Powerhouse Rail project which can be seen as the lintel connecting the two furthestmost points of the 'Y' of HS2. Currently fewer 10,000 people can get to four out of the six largest cities in the north within one hour. When we have Northern Powerhouse Rail that figure will increase to 1.3 million.

A new line between Manchester and Leeds is an important part of our plans, and Bradford must be linked in too, as well as improved road and rail links for Sheffield – at same time as respecting the Peak District. There is consideration underway of a TransPennine Tunnel although it is by no means certain this will be cost effective. Other priorities include freight transport because at the moment many of the goods destined for the North are shipped into southern ports and trucked North, contributing to congestion, and freight journeys on the rail network in the North, particularly east-west journeys, are often tortuously slow.

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4. **Simon Warburton**, *Transport Strategy Director, TfGM*, referred to the briefing document that TfGM had prepared and emphasised two key points for Members. Firstly, he highlighted the importance of bus services in supporting social mobility in GM and the major opportunity offered by the Bus Services Act to improve integration across bus travel in GM. He highlighted the need for all secondary legislation in support of the Act to be completed soon to enable the Mayor to consider the use of his new powers under the Act. Following this, the Mayor will consider future bus service delivery models under the provisions within the Act, and TfGM will inform Parliamentarians further of future plans.

Secondly, he highlighted the importance of additional future transport capacity in GM to meet the needs of increasing population and associated new levels of transport demand. In due course GM will need Government support for a fuller capital programme and a transport funding strategy, both of which are in development. TfGM will inform Parliamentarians in due course, as work across the 2040 Strategy and GMSF completes, on a draft future transport spending programme.

5. **Tim Hawkins**, *Corporate Affairs Director, MAG*, said that MPs and others should think about international connectivity as well as connectivity within the region. The region needs a successful hub airport and this should be recognised in forthcoming DfT policy development. Unfortunately, the aviation debate is too focussed on the south east when in fact less than one-third of passengers that enter the UK use Heathrow so it cannot really be described as “the UK’s front door.”

The aim of MAG is to make Greater Manchester - and the north - one of the best connected regions in Europe. The benefits of direct flights to Beijing for example spread across the whole area (see appendix). Connectivity to the airport from across the north is therefore critical. Currently only three million people can get to the airport within 2 hours. With Northern Powerhouse Rail that would be ten million people.

6. Further points raised by **Parliamentarians**:

- Accessibility and affordability are key issues in Greater Manchester
- There is a need for an orbital tram as well as other improvements to the network

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- The Minister was wrong to exclude Crossrail 2 figures from comparative spending per head regards London and Greater Manchester.
  - TfN and TfGM need to give MPs the political and intellectual capital to champion their key concerns
  - MPs would be keen to hear more about what a non South-East dominated aviation policy would look like.
7. **Eammon Boylan**, *Chief Executive of GMCA*, gave a short update on GMCA developments including that the Greater Manchester Strategy Implementation Plan was agreed at the last GMCA meeting. There is also a commitment to use existing transport infrastructure better. Finally, he said that it is important that housing and transport strategies are linked and that discussions have been ongoing with both CLG and DfT regards how the GMCA could have a greater role in ensuring this happens.
8. **Lucy Powell MP**, *Chair of the APPG*, concluded the meeting by thanking Chris Grayling and the other speakers and reporting back that the Secretary of State has indicated that he is willing to return to speak to the Group further in a few months. She also thanked DevoConnect for arranging the meeting.

### Appendix 1 – Addendum from MAG: The China dividend – One Year in

APPG members will be interested to know that following the meeting, on the 6th November ‘The China Dividend – One Year In’ report was launched by Manchester Airport and Manchester China Forum.

Produced by SDG Economic Development, this ground-breaking study into the power of direct connectivity has revealed that the Manchester-Beijing air route – announced by President Xi during his 2015 trip – has driven a significant increase in exports, inward investment, inbound tourism and international student numbers in its first year. Already worth hundreds of millions of pounds a year, these benefits are tipped by researchers to grow substantially in the years ahead, as civic and business ties between the North and China are strengthened further.

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This report is one of the first to strategically study the wider impacts of long haul growth into a region. Its developmental approach analyses the size and scale of the economic benefits as well as addressing the measures needed to unlock further connections into the China market. Please see:

<http://www.investinmanchester.cn/en/news-en/the-china-dividend-one-year-in/>

## Appendix 2 - Attendance List

Rt Hon Chris Grayling MP	Secretary of State for Transport
Yvonne Fovargue MP	House of Commons
James Frith MP	House of Commons
Ruth George MP	House of Commons
Chris Green MP	House of Commons
Kate Green MP	House of Commons
Tony Lloyd MP	House of Commons
Jim McMahon MP	House of Commons
Jo Platt MP	House of Commons
Lucy Powell MP	House of Commons
Jonathan Reynolds MP	House of Commons
Mary Robinson MP	House of Commons
Jeff Smith MP	House of Commons
Graham Stringer MP	House of Commons
William Wragg MP	House of Commons
Lord Keith Bradley	House of Lords
Lord David Goddard	House of Lords
Lord Andrew Stunell	House of Lords
John Cridland CBE	Chair, Transport for the North

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This agenda has been prepared by DevoConnect who provide the secretariat function for the Greater Manchester All-Party Parliamentary Group. If you have any questions, please get in touch via [appggm@devoconnect.co.uk](mailto:appggm@devoconnect.co.uk).



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Tim Hawkins	Corporate Affairs Director, MAG
Simon Warburton	Strategy, Director, TfGM
Eamonn Boylan	Chief Executive, GMCA
Anthony Arkle	Skanska
Simon Bennett	Abellio Bus
Tom Bradley	Instinctif
Hugh Coates	Office of Road and Rail
Paul Hirst	Addleshaw Goddard
Jessica Mullins	NHF
Lucja Majewksi	TransPennine Express
Nicholas McQueen	Open Road
Charlotte Morris	University of Salford
Simon Nokes	Executive Director, Strategy, GMCA
Benjamin Nicol	Dods Group
Chris Parkinson	Vodafone
Jason Prince	TfGM
Fraser Seifert	Ofo
Omar Sharif	Office of Jo Platt MP
James Stevens	Home Builders Federation
George Robinson	Abellio Bus
Alastair Willis	Abellio Bus
Tim Wood	Amey/TfN
Steve Barwick	DevoConnect
Julie Hilling	DevoConnect
Gill Morris	DevoConnect

**Apologies:** Lord Keith Bradley, Graham Brady MP Afzal Khan MP, Lisa Nandy MP, Angela Rayner MP

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