



Greater Manchester All-Party Parliamentary Group

Chair	Lucy Powell MP
Vice-Chairs	Lord David Goddard Afzal Khan MP Yvonne Fovargue MP Baroness Newlove Jim McMahon MP Nav Mishra MP
Secretary	Jonathan Reynolds MP
Treasurer	Yasmin Qureshi MP

Covid-19 Recovery Series

Greater Manchester Transport and Travel in Recovery

11:00 – 12.30 Friday 18th September via Zoom

Keynote Minutes

11:00 *Introductions, Welcome and Opening Remarks*

Jim McMahon MP, Vice Chair of GMAPPG and Shadow Secretary of State for Transport

- There are devastating economic issues facing the transport and travel sector across Greater Manchester
- At the moment, a return to the “old normal” of commuting by overcrowded train, tram and/or bus is difficult to imagine especially as home working continues to be the norm for many businesses
- Despite implementing Covid-19 distancing measures and guidelines designed to build safety and confidence in public transport and travel - it is clear that passengers and businesses could choose to opt out of using public transport for some time to come
- Low demand for holidays abroad and international air travel - and subsequent quarantine rules - are a major concern for Manchester Airport and Greater Manchester’s economy in the immediate to longer term.
- On the upside, we have seen growth in more “active travel”, promises of investment from Government and plans for rail electrification and electric vehicle infrastructure being accelerated
- This important session will look at both the challenges and the opportunities ahead. It will focus on issues around capacity, reliability, safety and resilience: making sure that planned investment in transport related infrastructure helps deliver a recovery and builds back better
- There are opportunities to build sustainable transport networks as we recover from Covid

11:10 *Keynote Remarks*

Rt Hon Andy Burnham, Mayor of Greater Manchester

- A London-style, single transport system with a daily cap of what people can spend is what is needed in Greater Manchester
- If we don't do that, "we'll be prioritising the car as we have for decades"
- This is crucial to reducing the number of cars on our roads in Greater Manchester & hitting our 2038 set Net Zero target
- There are many opportunities for Government to devolve transport powers - from moving traffic powers to devolving commuter rail network and stations

Questions to Mayor Andy Burnham from GM APPG MPs

Jim McMahon MP

- Asked Andy about the Net Zero challenges GM faces especially air pollution and progress on initiatives to tackle that
- Will have a huge impact and change vehicles of taxi drivers
- Highlighted that delivery has boomed over lockdown, with lots of new drivers being employed driving around in diesel cars packed with boxes.

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- We should make sure these vehicles are electric, and make it a part of the wider transport strategy

Andy Burnham, Mayor of GM

- The onus is on big companies, like delivery companies, who are making this boom in profit to change to electric vehicles
- It's the people and smaller players we have to care and look after, we don't have sufficient funding from central Govt. to make this change yet
- Maybe a grant and a loan would be a good way to roll this initiative out, we would need business support for this, but in a difficult time (like we face) it's hard to do that
- Maybe a Govt clean air tax, but it is a risky move at the moment

Navendu Mishra, MP for Stockport

- Raised the matter of the Environment Bill in Stockport last week, air pollution is really an important issue to tackle
- Interest in Metrolink in Stockport, which Andy has been working on with Cllr Elise Wilson, and would be great to see that come to fruition – what progress has there been on that?

Andy Burnham, Mayor of GM

- Vision of a Mayoral Development Corporation delivering over 3000 modern homes in the town centre of Stockport with a Metrolink is a fantastic prospect - Stockport is close to cracking this
- The MDC could be a template for the rest of the country and a great opportunity to level up
- MDC goes beyond transport, it's the intertwining policies – there will be a 5-year delivery plan put out in the infrastructure plan, just need to get the funding from central government which is where MPs come in to help lobby

Jeff Smith MP

- Problem is the revenue to back these plans up, that's what makes London work so well
- We need the arguments to why GM can be an example for the country and why we can help them level up
- All MPs are keen to lobby for that

Andy Burnham, Mayor of GM

- Until a bus journey in GM costs the same as LDN, we won't be levelling-up the country
- Can't be done without Govt subsidy supporting this, Govt needs to keep their promises, especially one so central to their manifesto
- Asked MPs to look out for the very well-timed TfGM transport delivery plan

11:20 Industry Panel

Chair introduced speakers and invited them to provide a short contribution on the key challenges around transport and travel and what is needed to help drive a sustainable and resilient recovery.

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Karen Smart, New Managing Director, Manchester Airport

- Passenger volumes are more than 80,000 per day lower than this time last year, with 5.6m passengers between January – August compared to 20.1m passengers in the same period in 2019
- This activity supported £5.3bn in GVA last year and supported more than 40,000 jobs in the region – when we talk about levelling up, its equally important in the aviation industry
- The Northern Powerhouse vision will not be achieved without international connectivity and the UK economy will suffer
- Rigorous testing at airports and home, and using a regional approach to quarantine, would be steps forward – something comparable to how Germany is operating
- Asked for Govt to implement testing of international arrivals to shorten quarantine periods, extend the regional travel corridor approach to include low-risk areas of mainland countries, waive air passenger duty on a temporary basis and develop a system of travel guarantees and health support to give passengers confidence and protection when booking travel
- Also asked for extension of the furlough scheme, relief from business rates as they have with supermarkets, introducing a more supportive and internationally competitive policy on duty free and tax-free shopping, and suspending regulatory costs where possible.

Louise Collins, Senior Stakeholder Manager, Transport Focus

- Transport user watchdog has been carrying out research to hear about the experience people have been having using transport and travelling throughout the pandemic
- Still a significant – but decreasing – number of people who are avoiding public transport or don't feel it is safe
- Several key reasons to why people are avoiding public transport or don't feel it is safe at the moment, including feeling it is un-clean, it will be crowded, general lack of trust in others to follow the rules and fear of enclosed spaces
- Around half who haven't travelled recently feel that public transport is less safe than other places

Lucja Majewski Kent, Regional Development Manager, TransPennine Express

- The speed at which the pandemic hit transport providers was extremely difficult, especially when it dropped by 95% overnight at the start of lockdown
- TPE managed to continue a number of services for Key Workers throughout the pandemic
- Still only at 40% (passenger capacity) to where TPE were last year in comparison to last year
- Services, stations and depots have never been cleaner, meeting the highest of cleanliness standards – so figures shown (by Transport Focus) are really disappointing
- Increased cleaning on board, powerful long-lasting anti-bac being used and want to show people it is safe to return to rail – have a good to go accreditation
- High expectations of cleanliness will be high up there in terms of importance to the customer
- Need to collaborate across providers to stimulate back the economy
- Have a huge back-log of driving training which will take time to resolve, and trade performance needs to be reliable

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Daniel Cochlin, Head of External Affairs, Northern Powerhouse Partnership

- Huge levelling up efforts needed by the Government, HS2 is critically important to the Northern Powerhouse initiative and strategy
- The importance of people and goods being able to move around the North easily should not be underestimated; and stations should be at the heart of this growth, central to growth plans, like Manchester Piccadilly
- The improvements to Northern rail, bus and tram networks are vital to the levelling up agenda and to the British economy
- Transport plays a huge role in helping us meet our net zero targets, 32% of transport emissions are related to HGV and Vans, while rail freight is 76% lower than the average road emission
- If we are to build back better, high speed rail must be a part of that
- 4 out of 5 passengers to MAN airport are by car – need to improve rail to support this change

Mary Creagh, Chief Executive Officer, Living Streets

- National charity for everyday walking, want to inspire people to walk more
- If you force people into their homes, like Covid has, there is a real threat to social mobility and happiness; has shown huge disparities – loneliness threatens mental and physical health
- There's a real opportunity to make dynamic social change from government funding into active travel
- Around 60% of car journeys are under 2 miles, we need to have a cultural change in the way we approach transport to help encourage people to do more active travel – walking is the cheapest and greenest form of transport there is
- School initiatives to encourage active travel, need to educate people that it's safe to go out via active travel and has huge health benefits

11:45 Open Discussion and Q&A

Jeff Smith MP for Withington

- Buses are getting busier and slightly more uncomfortable, getting much more difficult to feel comfortable using public transport
- Road is getting much busier with vehicles as people are reluctant to use public transport – does anyone have figures for that?

Lord Stunell, Manchester Peer

- It's hard to be positive about what public transport will look like over the next 12 months - especially as we move into winter
- Huge economic burden on transport providers and government
- We have a real opportunity to make huge improvements, especially with pedestrian travel as Mary has pointed out, should be positive about this
- Do the panellists have ONE key thing they think would help moving forward?

Kate Green, MP for Stretford and Urmston

- How can our communities be actively involved in helping to design some of these transport solutions?

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- Some of the changes don't need to be massive infrastructure changes even they could be quite small very local changes - haven't seen any evidence really of that beginning to happen
- wonder if that's actually something that is being embedded into Greater Manchester's overall spatial transport and climate strategies and community strategies
- Northern Rail service had extensive complaints from commuters, can we be reassured that the time during which there's been significantly less passenger traffic on the railways has been well used to rectify some of the deep-rooted structural problems that were causing such bad service?

Jonathan Morgan, Electricity North West

- The pathways work Electricity North West has done shows that to reach net zero by 2038, we'll need 100,000 public EV charging points across GM and 96% of the cars on the road will need to be electric.
- Electricity North West are doing our bit to create the capacity, but how do we incentivise people to change to change to an EV and how do we support businesses to understand the important role they play in this adoption and get ready for the change?

Andrea Lee, Clean Air Campaign Manager at Client Air

- Given that there is an urgent need to protect people's health, clean air zones have had many delays, how do people feel about the vehicle restrictions to help this?
- Or can we do this by just providing a bit more encouragement for people to use public transport?

Ali Abbas, Friends of the Earth

- Does the GVA figure from MAN airport presentation include the tourism deficit from people overseas?
- GM city region is signed up to this ambitious carbon project, but will MAG commit to a carbon emissions pact to help reduce the impact they have on emissions?

12:20 Closing Remarks

Karen Smart – MAG

- What's really important is whilst recognising that without people travelling abroad there is potentially a domestic increase in the UK economy, what we've got to recognise is the vast amounts of money that overseas visitors spend to the UK
- Neil Robinson who chaired the Sustainable Aviation Group has formed an industry perspective in terms of where we need to go to hit the 2050 target
- MAG has committed to meet the GM targets 2038 target no later than 2038

Louise Collins – Transport Focus

- Yes - people have started making long term plans to switch permanently to car journeys
- No silver bullet to fix this but central government, local authorities and providers need to work together to fit the system to what people need, and make them feel safe

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Lucja Majewski Kent – TPE

- There are new fleets that need new drivers, there's a real risk of a huge backlog
- We need to ensure that when things go back to normal that the service won't be compromised, and we can deliver on that

Daniel Cochlin - Northern Powerhouse Partnership

- To pick on Kate's question - NPP raised this with Network Rail very early in the lockdown process 'no one's using trains why can't we get on and deliver some of the upgrades that badly needed'
- There was a reluctance for a number of probably very good reasons, we saw it both as a way of getting the upgrades that we need to tackle but also getting the economy moving to a certain extent - getting people working and doing projects
- Question in the chat around whether the GM strategy should be reviewed in the light of possibly permanent changes were seen to the rail network and as the focus toward policy affordability and greenness to transport rather than capacity? Yes and no - of course we need to look at quality, affordability and sustainability but we have to remember on certainly the broader Northern Rail network that capacity is absolutely the biggest constraint to productivity and businesses
- People being able to move around more effectively, when and if things go back to normal; we shouldn't forget the capacity is the biggest reason for doing all of this highly expensive work

Mary Creagh - Living Streets

- In LDN, traffic in the suburbs is back up to pre Covid levels but in the city centre it's lower- there is this issue about getting your car versus get on your bike or walking
- Concerned also about the massive switch to e-commerce which means that we're having a big rise in freight and courier deliveries
- There's no point getting people out of their cars if we then seeing a huge increase in delivery vehicles - so that shows the need for cargo and e-bikes ET etc
- The bus strategy is about to be published - there is a moment here for the Mayors and the Combined Authorities to work with the government in terms of what is the new settlement around buses
- In terms of co-designing with communities (Kate Green MP question) - we have schools who go out and do audits and want very simple things like footpaths upgraded; we need to listen and make sure that the voices of those vulnerable road users are heard
- Behaviour change projects have a cost benefit ratio of 9 to 1 - every pound you put in you get 9 pounds back with reducing the air pollution, the congestion and the health benefits
- Most cost-effective projects that you can have, and they don't take 30 years to produce

Jim McMahon MP

- Parliamentary Questions will be drafted to raise some of the consensus points and concerns shared during this meeting and tabled by Parliamentary colleagues.

12:30 Session Ends

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