



Liverpool City Region All Party Parliamentary Group

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LIVERPOOL CITY REGION APPG BUILD BACK BETTER INQUIRY:

DELIVERING GREEN TRAVEL - INCLUDING LOW-CARBON VEHICLES, HYDROGEN BUSES AND ACTIVE TRAVEL - FOR A GREEN RECOVERY

FRIDAY 28TH MAY 12:00 - 13:30

RE-WATCH THE SESSION HERE: <https://www.youtube.com/watch?v=iqUnDyJbwwA>

NON VERBATIM MINUTES

Introductions and welcome

- Welcome and introductions by Chair, Kim Johnson MP, Liverpool Riverside
- Formal agreement of minutes of the meeting held on March 12th - [here](#) – and matters arising. None raised.

Page Williams, Apprentice, Merseyside Fire and Rescue Service

- Highlighted current and future work to de-carbonise the fire and emergency services, including converting to electric vehicles and encouraging active transport use.
- Suggested more bike storage in the city centre and available road safety training.

Connor, Apprentice, Merseyside Fire and Rescue Service

- Highlighted the limited access to coastal and green spaces via public transport.
- Argued for the creation of more green spaces in the outskirts of the City Centre.

Leah Priestley, Member, Halton Youth Cabinet

- Highlighted the issues with travel to Halton and Runcorn.
- Suggested an in depth consultation on transport with young people who have special education needs

Baroness Vere, Parliamentary Under Secretary of State at the Department for Transport

- Highlighted that transport is the largest source of emissions in the UK and has a huge role to play in the UK reaching its Net Zero targets. Furthermore, that in the LCR while emissions from

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industry and domestic consumption have reduced since 2005, overall emissions from transport have largely stayed the same.

- Commended the LCR for showing climate leadership by committing to Net Zero by 2040 and for schemes such as the creation of 20 hydrogen busses, aims of 1000 zero emission busses by 2030 and the 'my ticket' scheme which saw a 168% uptake in young people using busses.
- Explained that to achieve Net Zero targets more people need to use public transport and in the LCR 80% of journeys on public transport are made on bus.
- Highlighted that the Government's Bus Strategy will deliver the 'biggest shake up in busses for a generation' and is backed by £3bn additional funding over the course of the Parliament that will deliver better bus services putting passengers first.
- Further explained that the bus strategy would see modern accessible busses, with chargers, fast Wi-Fi, audio visual announcements and contactless payment alongside simpler and cheaper fares with daily price caps.
- there would be higher frequency services through turn up and go routes in busy urban corridors making timetables largely redundant: plus integrated ticketing and limited number of bicycles on buses.
- Noted that the proposals would see local transport authorities work far more closely with the bus operators and by March 2022 the bus operators and LTAs should be in statutory enhanced partnerships. Furthermore, that this would mean greater powers for combined authorities, including more control over pricing and route selection.
- Said that by October Government is looking for bus service improvement plans from every local transport authority with targets in those for journey times to be reviewed annually.
- Set out ambition that half of all journeys and towns in cities are cycled and walked by 2030.

Patrick Warner, Lead Officer, Bus Decarbonisation, LCR Combined Authority

- Explained HyBus Project will deliver 20 Hydrogen Fuel Cell Electric Double Decker Buses.
- Highlighted that these buses will be purchased by the Combined Authority and then leased to operators.
- A Hydrogen Refuelling Infrastructure will be located at Arriva's St Helens Depot at the end of the 10A route
- Noted that the current work is funded by over £12.5m of Transforming Cities Funding
- Further explained that the busses will be the highest spec busses used in the city region with E leather seating, high back seats, additional glazing in both the roof and the staircase, USB charging on Wi-Fi and next stop announcements including on the approach to railway stations with rail real time information so as the buses approached the railway stations or the metro the screens inside the buses will flip to show what the next rail departures are.
- Added that other things that are being funded by Transforming Cities Funding include 'green roots', dealing with many pinch points, improving street infrastructure so that the waiting environment for passengers as they wait to board is better, and positioning cycle hire schemes

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or scooter docking stations by some of these bus stops, making it easy to flip between other active methods of transport.

- Further noted that following on from initial HyBus 20 bus trial, the LCR have submitted a Fast Track ZEBRA bid to convert all 10A buses to hydrogen.
- Highlighted that the LCR found after a route analysis study there isn't a single bus depot that could convert solely to conventional battery electric buses.
- Further explained that road transport emissions are the biggest contributor to poor air quality and deaths by far but only 4% of these come from existing diesel buses
- Bus journey times have increased by up to 40%. In the last decade
- Argued faster cleaner bus journeys will deliver more modal shift, growth in patronage, reduce the operating costs of the service delivery and make the city region's bus network more sustainable for a post covid new normal.
- Argued for priority bus routes to increase the speed of a bus in comparison to the traditional car. This would lead to increased bus use.
- See slide presentation [here](#).

Steve Rotheram, Metro Mayor, Liverpool City Region

- Argued the city region is ready to hit the ground running when provided with the funding. However, flexibilities around legislation is needed as the Bus Services Act 2017 is very cumbersome.
- Highlighted the electric scooter trial has seen positives and negatives. Pointed out that is the point of a trial and improvements can now be made alongside a shift in culture around active transport.
- Said that the Liverpool City Region for a decade hasn't received a fair share of transport funding. With it the CA can make major improvements to active travel including connecting all 600 kilometres of walking and cycling lanes throughout the city region.
- Further highlighted engagement with young people on the future of transport in the city region including the Fairness and Social Justice Advisory Board, Youth Parliament and Young Person's Councils.
- Explained that the city region has invested £500 million on a brand-new rolling stock of accessible trains and there are plans to encourage active transport to and from the stations using the 600km of cycling and walking routes in the Liverpool City Region.

Mary Creagh, CEO, Living Streets

- Highlighted that Sport England data shows that during the first lot down 63% of people said exercise was important for their mental health and nearly 2/3 of people were walking for exercise.
- Argued for a 'rocket booster' for people's appreciation of their local areas.

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- Further argued for the city region to take up the Living Streets manifesto four main pledges. Firstly, to end pedestrian deaths and injuries on roads. Secondly, to tackle air pollution, thirdly to make school streets safe and finally to make walking easier and cut the clutter on our pavements
- Called for a default 20 mile an hour speed limit in built up areas and changing the lens through which we look at our cities and creating a School Street in every ward in the Liverpool City Region
- Concluded that our Towns and cities do not have to be built around the cars, that we want places where children can play, and children can run because places that are safe for children and for older people are safer places that are safe for everybody and that is truly a prize worth fighting for.

Steve Sutcliffe, Head of Northern Powerhouse Rail Development, Transport for the North

- Highlighted we are at a critical moment in the North's history and that a vitally important infrastructure investment decision will be made in the coming weeks and this may well define our region's future prosperity for generations to come.
- Noted that in February, Council and City region leaders including Mayor Rotherham unanimously agreed to Transport for the North's preferred network for NPR.
- Argued that Government should back this vision of Northern leaders in its Integrated Rail Plan.
- Further highlighted that NPR in full would deliver up to £14.4 billion GVA by 2060 and around 74,000 new jobs in the north. An additional 12,250 seats per hour capacity in the morning peak travel time.
- The job market for employers and employees will be widened beyond comparison across the region, particularly for those near key stations. In Liverpool, for example, 2,000,000 more people and 56,000 additional businesses will be within 90 minutes of the city region.
- Noted that travel around the region is dominated by car with nearly 60% of trips made by car: NPR is predicted to take 58,000 cars off roads every day.
- Concluded that NPR and HS2 phase 2 are a long-term solution to correct what's become a serious national imbalance in our economy caused by decades of under investment in the north. That's why the government should commit to full transformation vision for both northern Powerhouse Rail and the full western and Eastern HS2 route.

Liam O'sullivan, Operations Manager, Scottish Power Energy Networks

- Argued that leaving the pandemic we need to build back better utilities and that Scottish Power Energy Networks are in a pivotal role to kickstart a green recovery and speed up the progress towards net zero.
- Noted that Scottish Power Group is a principal partner of COP 26.
- Said that to meet net zero targets will require increased capacity for the network due to a huge reliance on electricity to power cars, buses and to heat homes. SPEN have invested £4

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billion in our asset base to adapt to the change of modernising the network to meet its current needs and to meet the needs of customers in the future.

- Highlighted that Scottish Power launched a National Zero Carbon Communities Initiative with Steve Rotheram in October 2019. The initiative highlighted that Liverpool City Region would need to install somewhere in the region of 600,000 EV charging points by 2040 to reach the net zero target, creating thousands of jobs along the way.
- Argued SPEN believe that Liverpool City region should be able to take the decisions based on their community needs and wants in the transition to net zero, ensuring its fit for purpose, and that no community in the UK is left behind.
- Noted that as a part of SPEN commitment to the recovery as well as providing green jobs, they have announced over £10 millions of funding for the next two years in Liverpool City Region Combined Authority for green recovery projects that will help drive the transition to electric transport and energy efficient homes.
- Concluded that the schemes are only the tip of the iceberg of what SPEN need to do in Liverpool and everywhere across the UK in order to get communities ready for net zero. SPEN will fund many more projects like this and continue to press to go much further and faster.

CONCLUDING COMMENTS

Cllr Collins, Greenbank Ward, Liverpool City Council

- Argued for more school streets across the city.

Mary Creagh, CEO, Living Streets

- Highlighted that London has powers to enforce camera enforcement of school streets that Liverpool does not currently have and that is an issue Living Streets is lobbying for as teachers cannot be expected to enforce school streets.

Kim Johnson MP, Chair

- Thanked all speakers and attendees as well as the Secretariat and sponsors.

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Peter	Dowd	MP	Bootle
Bill	Esterson	MP	Sefton Central
Kim	Johnson	MP & Chair	Liverpool, Riverside
Marie	Rimmer	MP	St Helens South and Whiston
Steve	Rotheram	Metro Mayor	Liverpool City Region
Baroness	Vere	Parliamentary Under Secretary of State	Department for Transport
Patrick	Warner	Lead Officer, Bus Decarbonisation	LCR Combined Authority
Mary	Creagh	CEO	Living Streets
Liam	O'sullivan	Operations Manager	Scottish Power Energy Networks
Steve	Sutcliffe	Head of NPR Development	Transport for the North
Matthew	Allen	CIO	Rock Rail
CLlr David	Baines	Leader	St Helen's Council
Steve	Barwick	Director	DevoConnect
Sioban	Campbell	Local Government - Advisor	Turner & Townsend
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Mark	Walsh	Amal Branch Secretary	CWU Greater Mersey
Charles	Whitford	Associate Director	MTC
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