

	Peel Ports would be interested in understanding what conclusions Arcadis had reached. 'C' agreed to refer to check what stakeholder information could be shared with Peel.	'C'
5	Peel Ports had their own networks in the locality and were monitoring community attitudes. They expressed a view that Highways England was (unfairly) being criticised for not taking a sufficiently multi-modal approach to solving the connectivity challenges of the locality. The relative paucity of the local rail infrastructure was of particular concern which had been illustrated by the challenge of establishing the biomass rail service to Drax Power Station, presently involving 6 trains on a 24-hour rota. Peel was liaising with Network Rail (NR) to improve access to the Port and already some money had been allocated to this objective by NR but no timetable for delivery was presently in place. Even with new investment in rail infrastructure, upgraded highway access would be essential. Peel expressed concern about the perception that the Highways England project was entirely for their commercial benefit and stated in their view some 18% of traffic on the local network could be attributed to their operations. They were already collaborating with Arcadis to prepare relevant traffic data. The company was committed to major long-term investments within the boundaries of their sites around the Mersey which offered significant benefits to the regional supply chain. This could be better understood by a tour of the Port facilities, the majority of which were within the Sefton boundary and in due course Peel would consider the prospect of a port tour to those identified as relevant opinion formers and decision makers.	'A'
6	Peel Ports had access to a range of strategic stakeholders (customers) which would be relevant to supporting the case for the A5036. This included major shipping operators such as Mediterranean Shipping and Atlantic Container Line as well as haulage operators, scrap metal exporters, commodity dealers, manufacturers, wholesalers and retailers. Most were readily contactable through Peel's Cargo 200i network. Although data could not be shared directly, Peel was happy to arrange introductions to a representative cross section who would be able to demonstrate the economic importance of the Port and associated local connectivity. Peel to recommend stakeholders for future engagement.	'B'
5	'C' expressed interest in understanding more context about Peel Ports operations, specifically their likely timetable for the expansion of Port operations, how the Port worked with ancillary Peel developments in the Manchester Ship Canal basin, Peel Ports procurement strategy for their local supply chain and details (if available) of Peel Land & Property tenancies in the locality. 'A' indicated Peel Ports planned to publish a revised Corporate Plan document, (last updated in 2011) later this year, which would reference some of this information, but in the meantime would investigate what could be shared on these points in the near future.	'C' 'A'
6	It was agreed that some research and focus on the importance of the A5036 project to the local economy would be useful, which would include reference to the developing apprentice programme being undertaken with Hugh Baird College. It was noted that Invest Sefton would be a good party to involve in the future if circumstances permitted.	All to note.