

## A5036 Port of Liverpool Access Scheme Project Team Stakeholder Meeting: Federation of Small Businesses

Monday 17 December 2018 Arcadis, Warrington

## Attendees:

'A', Federation of Small Businesses ('A');

'B', Highways England ('B');

'C', Arcadis ('C'),

'D', Arcadis ('D').

Item	Notes/actions	Action owner
<b>no.</b>	The Foderation of Small Dusinesses (FSD) is the are eminent voice of community enterprise	All to note.
1	The Federation of Small Businesses (FSB) is the pre-eminent voice of community enterprise, with the majority of its members self-employed. The FSB provide their members with a	All to flote.
	with the majority of its members sen-employed. The rab provide their members with a wide range of core business services including advice, financial expertise, support and an	
	influential voice in government. Their mission is to help smaller businesses achieve their	
	ambitions. They are a not-for-profit organisation, led by a team of members, which exist to	
	serve the small business community across the UK.	
	It is estimated the FSB has approx. 1000 members in in Sefton MBC, which forms part of	
	their Liverpool City Region (LCR) and Cheshire operational area. Their fortunes are a	
	barometer of the resilience of the local economy and often depend on unfettered access to	
	the local and regional highway network, as many are engaged in the export of local goods	
	and services.	
	Apart from maintaining a strong voice on Brexit, the FSB has been involved in a number of	
	high-profile campaigns, in particular promoting the contribution of women in enterprise	
	and advocating action to support community investment.	
2	Arcadis confirmed its role as assembling research and documentation for the DCO	'C'/'D'
	(planning application) for the scheme which would contain three elements: a new bypass	
	through the existing Rimrose Valley, plans for the reconfiguration of the existing Rimrose	
	Valley to contain multiple linkages to retain its unitary status and plans to detrunk the	
	existing Dunnings Bridge Road/Church Road corridor.	
3	Highways England (HE) noted according to local records a plan to build a road through the	'B'
	Rimrose Valley was not itself new and there were numerous public references over the last	
	thirty years to that effect. Highways England had sought to conduct a positive dialogue	
	about the transport infrastructure needs of the locality in recent times and had previously	
	started a positive relationship with Sefton, together with Network Rail and Port of	
	Liverpool owners, Peel Ports through the Port Access Steering Group. Progress was	
	suspended by Sefton's decision to cease co-operation with Highways England when a	
	decision not to pursue a tunnel option was taken early in 2017. The council instigated a	
	Judicial Review on this basis that recently found in favour of HE. Sefton have subsequently	
	confirmed they will not appeal. It was to be hoped that co-operation with the council can	
	now be reinstated. The present timetable envisages a planning submission being lodged	
	during 2019 that could involve a construction programme commencing in 2021.	
4	The FSB understood the pressing business case of the A5036 Port of Liverpool Access	'A'
	Scheme and noted the role it could play in boosting the local economy. The opportunity to	
	understand at first hand the details of the proposal was welcomed. Given the density of the	
	local built environment, the need the pursue the route option through the Rimrose Valley	
	Park was noted; as the alternative, the upgrading of the Dunnings Bridge corridor would	
	not offer sufficient capacity for future needs and had the potential to have a greater impact	
	on the residential amenity of the locality.	
6	FSB had recently reorganised its regional activities and used to have a consultative panel of	'A'/All to
	local businesses in Sefton. Since branch reorganisation and the transfer of economic	note.

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	development strategy to Liverpool City Region, local liaison with members was maintained	
	through electronic communication, although the present Chair of the new LCR branch was	
	'E', a Liverpool based solicitor (address redacted). The strategic objective of the FSB was to	
	work with other Liverpool based interest groups to assist the LCR LEP deliver their Growth	
	Strategy and to contribute to other locally based business promotion initiatives such as	
	their emerging Industrial Strategy. Key outcomes were likely to involve activity to increase	
	parking capacity and reduce parking charges as well as supporting local independent	
	retailers. This was important in Bootle Town Centre.	
7	Local Economic Development Policy guidance could be given by InvestSefton, an arms	All to note.
	length council funded body which was responsible for the local Growth Hub. Another	
	useful contact was 'F', CEO of the Liverpool BID company.	
3	Although the FSB was happy in principle to express its support for the A5036 project it was	'A'
	felt more attention should be given to explain the detail of the proposal. 'A' made the	
	point that some of his locally based members may not presently be supportive and that he	
	would want to discuss their concerns as an immediate priority to ensure they were fully	
	aware of the detail. Notwithstanding this, the FSB was prepared to make its	
	communication channels available to HE – in particular preparing an article for the FSB's	
	North Western Regional Voice newsletter which could contain a Q&A about the positives	
	for local members. Further, the FSB would be prepared to petition the influential LCR	
	Business Group for a presentation slot at one of their meetings in the New Year. Also, if	
	thought beneficial, FSB could facilitate a local business forum/focus group in Bootle	
	specifically to discuss the issue. Highways England thought these options were a	'B'
	constructive means of "getting the message out" and would consider these suggestions in	
	order to decide what action may be appropriate in the context of its statutory consultation	
	obligations.	
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