

**A5036 Port of Liverpool Access Scheme Stakeholder Meeting:
 Road Haulage Association**
 Monday 24 September 2018
 Arcadis, Manchester

Attendees:

'A', Road Haulage Association ('A')
 'B', Road Haulage Association ('B')
 'C', Highways England ('C')
 'D', Arcadis ('D')
 'E', Arcadis ('E')

Apologies:

Carl Stockton, Highways England (CS)
 'F', Road Haulage Association ('F')

Item no.	Notes/actions	Action owner
1	The Road Haulage Association is the pre-eminent trade body for the road haulage industry. Representing over 7,000 businesses. RHA members operate more than 100,000 commercial vehicles utilising Britain's Trunk Road network. Its members are regular users of the present A5036 network and will be amongst the prime beneficiaries of the scheme. Their members share an ambition to see the efficient and safe utilisation of the existing road network resulting in free flowing traffic with minimal delays. Given the planned lifecycle of the project, significant innovations in vehicle clean air technology and the accelerated adoption of Euro 6 units was going to address the purpose and function of local authority backed clean air zones.	All
2	It was noted that the project had regional and national significance despite its relatively small scale but owing to the title of the project, its strategic role facilitating links across North Liverpool and South Sefton was undervalued and not fully recognised.	All to note
3	The Project Team had historically enjoyed a positive relations with a diverse range of local stakeholders, collectively known as the Port Access Group. However, these contacts had been put on hold as a result of Sefton MBC's Judicial Review challenge due to be announced on 23 October. This was a lost opportunity to contribute to the advocacy and public understanding of the scheme.	All to note
4	RHA raised the issue of the role of Peel in promoting the case. Arcadis pointed out their client was Highways England (HE), who as a public body operated independently of the commercial considerations of the port operators in putting forward the business case. The reason for the preferred route option through the Rimrose Valley was in order to manage predicted capacity issues to 2038 and minimise disturbance within the local built environment. The alternative would not resolve the present acute congestion problems.	All to note
5	Notwithstanding the role and activities of Peel, all noted that having demonstrable support from the RHA would be a quality mark for the project and Arcadis wanted to understand how RHA backing could be secured. Strategically, RHA saw particular potential for the scheme to act as a catalyst for the delivery of safe, secured and managed facilities, 24/7, for trucks to be able to park and drivers to rest in order to avoid present unsatisfactory <i>ad hoc</i> arrangements, utilising residential streets. Further, the present position was resulting in a growing tendency for vehicle related crime in the area. This was an issue of concern for the RHA who were already investigating with Merseyside Police.	All to note
6	RHA recognised the project would deliver benefits for their members and was happy to offer its support in principle. RHA requested a summary briefing on the project that they	'E'/'C'

	could disseminate to their networks. Information should contain key points relating to the business case for road haulage operators. Arcadis to draft for HE approval.	
7	HE was taking a positive view about the Judicial Review outcome and was putting in place arrangements for a public consultation in November. Given the Christmas break, it would not be scheduled for completion until late January. This period is important for opinion formers to be able to declare their positions. HE was interested to know what specific steps could be initiated by RHA to demonstrate their support. There was a possibility the matter could be raised at the RHA forthcoming Northern Regional Council meeting or at their Annual Parliamentary Reception. Arcadis expressed interest in collecting views of RHA members on the scheme and being able to engage with RHA members using the Port of Liverpool. RHA noted based on their experience, feedback from members could most effectively be collected by electronic communication provided it was limited to no more than six questions. RHA also offered to use their social media services, but these were thought to be supplemental to the project's central objective at the present time. Looking to the medium term, there was the prospect of agreeing a Statement of Common Ground which could be a material consideration. RHA to confer and propose specific options for Arcadis/HE to consider.	'C'A'/'B'/'F'