

**A5036 Port of Liverpool Access Scheme Stakeholder Meeting:  
 Atlantic Gateway**

Wednesday 26 September 2018

Arcadis, Manchester

**Attendees:**

'A', Atlantic Gateway ('A')

'B', Atlantic Gateway ('B')

'C', Highways England ('C')

'D', Arcadis ('D')

'E', Arcadis ('E')

**Apologies:**

'F', Highways England

'G', Arcadis

Item no.	Notes/actions	Action owner
1	<p>Atlantic Gateway is one of the most significant clusters of development opportunities in the UK. It aims to accelerate growth and help rebalance the UK economy, by driving infrastructure investment across the central region of the North West of England. It brings together public and private partners to aggregate a commercial proposition for the sub region which is projected to cost £50 billion (over the next 50 years). Backed by Peel Holdings it has a board of influential senior representatives of the public and private sectors (including Liverpool City Region LEP, MAG and United Utilities), and is chaired by 'H', Head of Corporate Projects at Stobart Group. The purpose of the initiative is to promote a shared vision for economic development along the corridor provided by the Manchester Ship Canal, linking Manchester and Liverpool. The A5036 Port of Liverpool Access Scheme is a strategically important element of the Atlantic Gateway proposition and those present are interested to consider how the project can be supported. Atlantic Gateway pointed to the recent Infrastructure and Projects Authority Report "Transforming Infrastructure Performance" (2017) as providing a strong narrative for its justification. Atlantic Gateway itself represented a "cocktail of assets of unique quality. Its existing and planned infrastructure network offers a distribution model that is close to customers but operating in a global context, and capable of building on a complex, professional supply chain".</p>	All to note.
2	<p>Arcadis stated that the A5036 project was subject to Judicial Review (as instigated by Sefton MBC) and although the development team had an obligation to be planning for a successful outcome on 23 October, it could not be certain at the present time. It was important therefore in the initial period (pre -JR), to be soliciting feedback from stakeholders as well as identifying opportunities for advocacy in the future. It was reported provisional plans were in place to implement a new round of public consultation in mid-November.</p>	All to note.
3	<p>Atlantic Gateway understood the process for route selection and agreed the technical proposal was sound, given the physical constraints of the land and water tables as well as associated drainage issues. They welcomed the plan to develop 10m wide underpasses to address community safety, and appreciated plans to reduce signal-controlled junctions, facilitating the flow of traffic. They drew particular attention to the treatment of the southern boundary of the Park with Dunnings Bridge Road and the potential benefits of de-trunking the present route, subject to ensuring measures were in place limit truck access and promote the new route through satnav technology.</p>	All to note/'A'

	<p>Atlantic Gateway invited to make more specific comments.</p> <p>Atlantic Gateway noted the new route from the motorway hub to the port would be marginally longer and that some work was in process to make the case to hauliers on the basis of savings in time, fuel and carbon emissions.</p>	
4	<p>Atlantic Gateway noted the compelling timetable for delivering the project, given the projected significant growth in freight tonnage being handled by the Port of Liverpool, but recognised the challenges of winning community support, despite the tacit understanding by sections of residents that the present position was unsatisfactory and deteriorating. HE would review following the forthcoming public consultation when community views could be better assessed, however it was unlikely the full extent of the projects benefits would be known at that time.</p>	'C'
5	<p>There was an opportunity to make a strong case to local community interest groups and that needed to be about the legacy aspects of the proposal. In relation to the road, Atlantic Gateway thought it important to realise the locality was a series of small complex and diverse communities who valued their individual identity and did not necessarily recognise the economic and social advantages of better connectivity. It was important to position the project as a long-term sustainable infrastructure project providing training and employment opportunities for local people, as well as reviewing local supply chain engagement as port related activities expanded. Despite investment in multimodal facilities the important contribution of the road haulage industry should not be underestimated. There could be great benefit in working with training providers presently based in Sefton, and the project should recognise and engage with the education challenges in neighbouring areas - where Knowsley, for example, only had one school providing 6<sup>th</sup> Form education. Brexit would inevitably lead to increased demand for local labour and it was important to engage with education stakeholders now to meet the challenges of providing the skills employers would need. There may be a prospect of engaging with the port operators, Peel on such a strategy. 'B', a Director of Peel as well as an Atlantic Gateway board member offered to facilitate. Arcadis would discuss with HE and revert.</p>	'D''C''B'
6	<p>A5036 offered the additional possibility of leaving a lasting legacy of an enhanced community asset – a much improved and managed urban park which could address community aspirations for health, education, nature conservation and recreation activities. The project faced the challenge of demonstrating how an open space, bisected by a road could be planned to build better long-term engagement and participation. Atlantic Gateway urged the project team to consider this in its broadest extent as it could facilitate multi-organisation collaboration which had not been achieved to date. HE/Arcadis to consider.</p>	'D''C'
7	<p>Atlantic Gateway's board was due to meet on 18 October and the executive would providing a briefing on this contact and consider what assistance could be offered to build support for the project by its members. Arcadis indicated that understanding Atlantic Gateway's forthcoming activity calendar would be useful if it provided opportunities to express support. Further, a Statement of Common Ground between Atlantic Gateway and the A5036 project would be welcomed.</p>	'A'
8	<p>Atlantic Gateway asked if a summary briefing pack on the project could be made available for dissemination to their board members This was agreed in principle subject to clarification on the date for receipt.</p>	'D''/''E'