

**A5036 Port of Liverpool Access Scheme Stakeholder Meeting with
 Freight Transport Association**

Wednesday 29 August 2018

Arcadis, Manchester

Attendees:

'A', Freight Transport Association ('A')

'B', Highways England ('B')

'C', Arcadis ('C')

'D', Arcadis ('D')

Apologies:

Carl Stockton, Highways England

'E', Arcadis

Item no.	Notes/actions	Action owner
1	FTA members represent an important group of HE customers. The purpose of the meeting was to ensure the FTA was briefed on the project and was able to solicit feedback on the scheme proposals to assist project development.	All
2	FTA closely involved in transport and economic development policy at regional, national and international level. A5036 PoL Access regarded as strategically valuable. This is likely to be reflected at a meeting of TransPennine Ports Connectivity Group next month.	'A'
3	A5036 also important in the context of Transport for the North policy and the UK Freight Council North West. FTA is a multimodal organisation and regards A5036 as a key ingredient in an integrated transport infrastructure policy where opportunities for investment in railfreight, especially in the vicinity, are limited.	'A'
4	Port of Liverpool likely to specialise in the movement of Panamax units, which were likely to require loading on to individual trailers for onward movement. This was likely to mean there would be a greater proportion of road transport being provided by sub-contractors or individual owner-operators.	'A'
5	FTA identified a number of issues that would matter to its members, most importantly, the commercial viability of the project from an operator's perspective. Relevant factors were the flow of journeys /speed limits which would minimise stops at controlled junctions, and cut journey times; driver facilities and day/night secure parking. Package of improvements for hauliers on the A14 were regarded as a best practice model. The ability for haulage contractors to reduce fuel consumption would be important as well as meeting carbon targets, which are required to achieve 25% reduction by 2050. Issues involving the provision of driver facilities would have implications for Sefton MBC's Local Plan	'A'
6	It was agreed that noise and air quality will become increasingly important issues for the locality.	All
7	'A' to brief new FTA Policy Director, 'F' on the A5036 project and consider what forms of advocacy would be appropriate. Given the likely timescales there was a possibility the project could be presented to the UK Freight Council North West meeting in January 2019. Further meetings would be scheduled with FTA if required. 'A' would respond to 'D' shortly.	'A'/'D'
8	Content of Point 5 above to be shared with environment/traffic colleagues for comment.	'C'
9	List of haulage owner/operators presently authorised for access to the Port of Liverpool to be accessed with a view to future engagement.	'B'