

**A5036 Port of Liverpool Access Scheme Stakeholder Meeting:
 Mersey Maritime**

Tuesday 18 September 2018
 Mersey Maritime, Birkenhead

Attendees:

'A', Mersey Maritime ('A')
 'B', Mersey Maritime ('B')
 'C', Highways England ('C')
 'D', Arcadis ('D')
 'E', Arcadis ('E')

Apologies:

'F', Arcadis

Item no.	Notes/actions	Action owner
1	Mersey Maritime is one of Europe`s most influential maritime cluster organisations, representing the interests of 1700 maritime, logistics and energy businesses on Merseyside, many could be regarded as customers of the A5036 scheme. It operates as a not-for-profit organisation at the public-private sector interface. In 2015, the region`s Marine and Maritime Sector comprised some 1250 businesses making a combined contribution of £3.47bn, or 13% of, the regional GDP and supports some 28000 jobs through the supply chain. The organisation is the lead partner for the Dept of Transport`s Cluster Powerhouses and chairs the Marine UK Group of Cluster organisations.	All to note
2	Mersey Maritime has strong networks across the region as well as the locality and has been aware of the history of the scheme. Although essentially local in nature, the strategic regional and national importance of the project was understood and as such there was an opportunity to brief Maritime UK. Business users in the locality were already aware of the present delays on approaches to the Port from the motorway network and the situation was likely to deteriorate in future years. 'C' to consider.	'C/A'
3	Highways England (HE) agreed with the analysis, indicating the reason for selecting the Rimrose Valley route was because it was the only option to balance value for money for the tax payer with long term sustainability and protect the community`s interest, in line with Highways England`s strategic directive from the Secretary of State.	All to note
4	Mersey Maritime said that savings in journey times, reducing fuel consumption and carbon emissions would become increasingly important considerations for sections of its membership, and expressed surprise that the present plan was subject to Judicial Review.	All to note
5	The Judicial Review, sought by Sefton MBC, was to determine whether HE had been right not to have offered an option of a tunnel to access the Port. HE had discounted this at an early stage owing to the prohibitive cost, construction time and scale of disturbance to the built environment. It was noted Sefton had suspended collaboration with the project team until the outcome of the JR is known at the end of October. Irrespective of the outcome, a resident`s interest group had pledged to oppose the proposal. They had succeeded in winning support from local councillors and MPs and appeared to have access to funding. A second round of public consultation would follow which would provide the public with a more detailed view of the scheme.	All to note
6	Mersey Maritime offered to seek opinions about the scheme from some of its members and to provide feedback. They expressed concern that the name of the project suggested to local people it was a commercial plan lead by Peel Ports, owner/operator of the Liverpool 2 facility. They would be interested in understanding more about the business	'A'/'B'/'D'/'E'

	case metrics and receiving other pieces of presentation material to share with colleagues which demonstrate the broad range of benefits to businesses, residents and visitors. Arcadis indicated that presentation materials associated with the public consultation could be made available in the near future.	
7	Mersey Maritime recommended engagement with Everton Football Club who had relevant experience to share.	'E'
8	Highways England observed the A5036 scheme could offer the prospect of delivering selected upgraded facilities for users of the Rimrose Valley Park as well as businesses on the route of the present A5036 Dunnings Bridge Road, subject to applying for designated enhancement funds. However, it was unlikely such benefits could be captured without further collaboration and it was important for the project team to better understand existing local economic development initiatives, collectively known as the “Dunnings Bridge Road Growth Corridor” in order to shape a proposition. Mersey Maritime agreed to investigate and revert for further discussion.	'A'/'B'/'E'
9	Mersey Maritime believe the objectives of the scheme are consistent with their aims and would be happy to engage with the project team in future activity. This could involve delivering a presentation at a monthly members’ meeting, making representations on the project’s behalf or speaking at a dinner. 'C' to consider.	'C'