

Transport Members Meeting Minutes

9 April 2014

Venue: Council Chamber, Liverpool Chamber of Commerce, 1 Old Hall Street.

Time: 10:00am – 12:00pm.

Attendance:

Chair:	Peter Brown
In Attendance:	Suzanne Cain, Paul Cherpeau
Guests:	Mike Garrett (MDS), Jonathan Marsh (WSP)
Apologies:	Phil Halewood, Warren Marshall, Sue Waller, Andrew McLoughlin, Claire Delahunty, Claire Wilson

Name	Organisation
Peter Brown	University of Liverpool
Jonathan Brown	Share the City
John Chappelle	Chappelle Construction Solutions
Peter Evans	Sefton MBC
Cedric Green	North Cheshire Rail Users Association
Craig Harrop	Northern Rail
Alice Owen	Merseyrail
Phillip Winston Spick	
Martin Taylor	Arriva
Robin Tudor	Liverpool John Lennon Airport
Mark Willison	Reddbridge
Paul Young	British International Freight Association

1. Welcome, introductions and apologies

Chair of the Transport Members Group, Peter Brown, opened the meeting and invited introductions from the attendees.

2. Minutes of the last meeting and matters arising

The minutes of the last meeting were discussed and agreed.

The only matter arising, not covered by the main agenda, concerned the launch of the Combined Authority; the group were informed that papers and associated combined authority publications were hosted on the Knowsley Council website.

An invitation to the Highways Agency to present to the Transport Members Group would be forwarded in due course.

3. Liverpool City Region Freight Study – Presentation & discussion

Mike Garrett of MDS and Jonathan Marsh of WSP outlined the scope and findings of the Liverpool City Region Freight Study.

A copy of the presentation is attached to the minutes.

Key points of discussion focussed on road, rail and port access, specifically the 'pinch-points' acting as impediments to freight mobility in the LCR. Further points of relevance within the presentation included the requirements of freight access on the rail network and the problematic nature of the HS2 proposals within the current hybrid bill.

The implications of the development of Liverpool 2 were detailed, including opportunities identified for boosting containerised shipping traffic via Liverpool and the potential for cheaper land-based transport of goods and cargo.

Subsequent discussion concerned:

- The potential for Liverpool to function as a land bridge. MG stated that this was an unrealistic aspiration, given the tonnage volume of cargo on ships and the quantity of trains that would be required to move goods onwards.
- The benefits of an East-West link via HS2 development; MG suggested that transpennine freight was currently a "hopeless cause" due to the limitations of capacity on the lines.
- The implications of David Higgins' report on HS2 were noted by John Chappelle, specifically relating to the proposed extension to Crewe where an interchange would service the wider North West region. The group were asked to consider whether supporting this Crewe interchange should be a lobbying point for the City Region.
- The expectation of accessing funding for support in local works improvement, given the limited support provided by government for infrastructure building in port areas. MG stated that local access funding was easier to attain than wider government funding, given the reluctance to fund activity that may give a competitive advantage to one UK port over another.

In concluding the presentation, Suzanne Cain outlined the process through which the Strategic Economic Plan had been submitted and **it was agreed** that members would submit views to SC and inform the subsequent phase of work.

4. Rail North

SC updated members on the work undertaken by the task & finish group to determine how the Chamber would work with Rail North to support the delivery of the Long Term Rail Strategy for the North.

The group recommended that an education process regarding the franchising process was required to enable the wider business membership of the Chamber to appreciate how the procurement process of rolling stock is undertaken. This would enable the Chamber to lobby relevant stakeholders more effectively and from a base of knowledge.

It was agreed that a presentation be delivered to the Chamber's Member Council to gain their approval to the Chamber's approach to the wider rolling stock strategy.

5. HS2 Update

SC updated members about the latest developments in the High Speed Rail consultation process, reminding members that a formal Chamber response had been submitted to accompany the City Region's response in January.

The response had supported the evidence-based approach adopted by the City Region and a number of feasibility studies were in progress to provide the required metrics for HS2 Ltd and government. The Growth Task Force report, produced last month, included several proposals asked for by the Merseytravel-led LCR group and the integration group comprising LCR, HS2 Ltd and Dft was working well.

SC recognised there was a need for wider communication from the Chamber (and City Region) concerning its policy position and campaign on HS2.

PB suggested the Chamber should consider backing 20 Mile More's campaign.

In the ensuing discussion of this, there was broad consensus that 20 Miles More should be thanked and appreciated for its populist approach to their campaign and their service to the city and its economy.

However, it was acknowledged that the LCR must "speak with one voice", a sentiment shared by HS2 Ltd, and that 20 Miles More must ensure its activities support the evidence based, constructive approach that the LCR are successfully pursuing with HS2 Ltd and the DfT. This has already produced a marked shift in the emerging HS2 plans and which provides HS2 Ltd with the flexibility to respond positively.

Specifically, it was understood that the evidence base being compiled by the LCR, as set out in SC's report, should underpin all lobbying and campaigning, to ensure the message remains joined up and consistent. To this end, the group wished to ask that both the LCR and 20 Miles More continue to share information and feedback, and work together towards the common goal of an improved offer for Liverpool.

6. NW Chambers Workshop

SC informed the group that a NW Chambers open morning was being arranged for 20th May at Merseytravel's offices to enable the group to formulate a manifesto of transport issues prior to the 2015 General Election. The agenda is to be circulated in the coming weeks.

7. Local Growth Fund

SC updated members on the Local Growth Fund process and explained how the City Region had identified five key areas to its Strategic Economic Plan, with which the funding bid had been mapped. The priorities relating to freight and logistics and port access were identified as the most critical to the work of the Transport Members Group.

MW queried the comparative quality of the LCR bid against that of other conurbations, referencing the recently failed cycle bid. SC confirmed that the comparative quality of the Local Growth Fund was not currently clear but that the LCR's lack of a well-defined cycle strategy had largely been the reason behind the

bid not being successful and as such would be addressed through the Growth Deal process.

PB asked whether the work of the Strategic Investment Framework had been incorporated into the City Region SEP. SC confirmed it had. **It was agreed** that an update on the SIF at a future meeting would be appropriate.

8. Liverpool JLA Update

Robin Tudor provided an update on the operations at Liverpool John Lennon Airport.

In addition to the report, subsequent discussion concerned stakeholder consultation about new routes at JLA. A survey would be distributed in the coming months concerning the appetite of business travellers for the use of routes to specific destinations from the airport. This survey would subsequently inform any lobbying efforts deemed desirable by the transport group.

9. Consultation Response – National Rail and Road Network Policy

SC outlined the content of the meeting paper outlining the Chamber's response to the consultation. Members were informed that an update would be forthcoming at the next meeting.

10. Any Other Urgent Business

Craig Harrop reported Northern's successful renegotiated franchise operation with DfT for a further 22 months and noted the NW Electric deal for the first 2 electrified trains to run between Liverpool and Manchester from November 2014. He also reported further investment was planned in station improvements and increasing the customer experience on the network. Stakeholder engagement had begun in preparation for the 2016 bid for franchise delivery. Members were also informed that a new Revenue Protection Company had been employed by Northern to provide greater customer service on board trains.

PB provided details of the Chartered Institute of Logistics & Transport North West Awards dinner that is taking place in Liverpool on 20th June and encouraged organisations to submit an entry to one or more of the award categories. Details would be sent out with the minutes of this meeting.

11. Date of Next Meeting

The scheduled meeting date and venue is 11th June at Liverpool John Lennon Airport at 10am.