



GOVERNMENT OFFICE
FOR THE NORTH WEST

The North West of England Plan Regional Spatial Strategy to 2021

8 Transport in the North West – Connecting People and Places

Policy RT 6

Ports and Waterways

The region will optimise the use of its ports and waterways assets, for trade and leisure, whilst at the same time protecting the environment and the integrity of their biodiversity. Plans and strategies should support the economic activity generated and sustained by the Region's major ports and waterways, in particular, the Port of Liverpool, as the North West's key international sea port, and the Manchester Ship Canal. Port operators in partnership with stakeholders should develop land-side surface access plans to accommodate existing and projected freight and passenger traffic. There should be a presumption in favour of making best use of existing infrastructure where possible, and opportunities to secure the transfer of port-related freight from road to rail or water should be explored.

It is recommended that for the Port of Liverpool, the Manchester Ship Canal, Port of Heysham and Fleetwood, the future operational and infrastructure requirements, surface access demands and environmental impacts for each port should be identified and measures to address and monitor them included in Port Masterplans and relevant plans and strategies. For navigations and waterways, Local Authorities and operators should work in partnership with appropriate navigation authorities to investigate and identify bottlenecks and develop solutions.

Port boundaries, as existing or as proposed, should be shown in Local Development Documents. Development that would impede the operational requirements of a port should not be permitted within this boundary. There should be a strong presumption in favour of safeguarding land close to ports for logistics, transport and port-related development where there is at least a reasonable likelihood of restitution to significant operational use within fifteen years and where the alternative use in contemplation is one, such as residential development, which will be difficult to reverse. Land with wharveside frontages should also be protected for future uses that require a water connection where there is a likelihood of such re-use in the short term.

In determining requirements for the expansion of a port beyond its existing boundary, plans and strategies should take account of:

- the scope for intensification and rationalisation of activities and facilities within the existing boundary;
- the scope for relocating existing activities or facilities off-site;
- the scope for developing proposed activities or facilities off-site.

Plans and strategies for ports and adjacent areas should include measures to regulate the availability of car parking spaces to accommodate existing and projected passengers and employees across the site.

In considering applications for development at ports, account will be taken of:

- the extent to which land-side surface access can assist the transfer of port traffic from road to rail and/or water;
- the extent to which it reduces unsustainable use of ports in other UK regions;

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- the effect of the proposed development on the health and wellbeing of local communities; and
- the adverse effects on sites of national and international nature conservation importance to ensure that these effects are avoided, mitigated or compensated as appropriate.

8.23 This policy should be read in conjunction with policies RDF3 (The Coast) and EM6 (Managing the North West’s Coastline) and DP7 (Promote Environmental Quality). The proximity of potential port developments at Liverpool, Birkenhead and the Manchester Ship Canal and the ‘in-combination’ impacts of such development on the integrity and conservation objectives of the sites of international importance found within the wider Liverpool Bay area will need to be assessed and mitigated against. Similarly such assessment and mitigation may be necessary at Heysham and Fleetwood, where there may also be ‘in combination’ disturbance impacts of development on the integrity of the sites of International Importance associated with Morecambe Bay and Liverpool Bay. The impacts from development include (but are not limited to) construction and shipping related disturbance and pollution and land take leading to a potential risk of “coastal squeeze”. “Coastal squeeze” occurs when rises in sea levels along with coastal development reduce the available coastal strip between the land and sea.

8.24 The North West ports and waterways are important gateways for trade and travel and provide opportunities to promote the cultural diversity and history of the region. In 2005, 47.5 million tonnes of cargo was moved through the region’s ports. In addition to handling freight, the ports provide major leisure and tourism opportunities for the region. 984,000 passengers (2005 based figures) used the roll-on, roll-off (Ro-Ro) ferry services which operate from Liverpool, Birkenhead, Heysham and Fleetwood, which are of major importance to the economies of Northern Ireland and the Republic of Ireland. There are also opportunities to develop cruise liner facilities, particularly at the Port of Liverpool. The North West Ports Economic Trends and Land Use Study⁽⁸¹⁾ has informed policy development. National policy is set out in ‘Modern Ports: A UK Policy’⁽⁸²⁾ which is being reviewed. In the North West, Liverpool, Manchester (Manchester Ship Canal), Heysham and Fleetwood are categorised as major ports by the Department for Transport in that they handle at least one million tonnes of cargo per annum. Other ports are located at Barrow-in-Furness, Silloth and Workington in Cumbria, Glasson Dock near Lancaster and Garston Dock on the River Mersey.

8.25 Liverpool is by far the most dominant port in the Region and in 2005 handled 33.7 million tonnes of cargo, an all time record. It operates the UK’s largest Freeport zone with extensive facilities on both sides of the River Mersey, acting as a hub connecting world-wide deep-sea services with an extensive network of Continental, UK and Irish Sea short-sea services. Birkenhead in particular and Seaforth Container Terminal have the potential for significant further development. Ports in the North West also have a role to play in supporting EC initiatives to encourage the transfer of freight from land to water transport (see Policy RT7 and RT8).

8.26 North West ports benefit the regional economy by helping to attract investment and new employment opportunities, assisted by their capacity to act as multi-modal interchanges and to provide logistical services and manufacturing on-site. The availability of suitable land to accommodate these facilities is essential, as are good road, rail and inland waterway connections. Port estates often have land available where industry could locate, reducing the need for onward distribution of goods by road and delivering environmental benefits. The development of rail

81 North West Ports Economic Trends and Land Use Study, NWDA, December 2005.

82 Modern Ports: A UK Policy, DETR, November 2000.

Appendix RT (b): North West Hierarchy of Gateways and Interchanges ⁽¹⁴³⁾

International and National Gateways and Interchanges

The North West's international gateways, through which we import and export goods and services, are vital to the region's economic productivity. Fast and reliable access to/from national and international destinations is important for North West businesses and for the tourism industry.

The international and national gateways and interchanges are the most significant, in terms of the amount of passenger and/or freight traffic to international and UK markets. They comprise:

- Manchester Airport
- The Mersey Ports
- The Manchester Ship Canal
- Liverpool John Lennon Airport
- Blackpool Airport
- Manchester Piccadilly Railway Station
- Liverpool Lime Street Railway Station

Regional Gateways and Interchanges

These are gateways and interchanges which have more than sub-regional significance. They comprise:

- Other Central Manchester Railway and Bus Stations
- Other Central Liverpool Railway and Bus Stations
- Preston Railway and Bus Stations
- Crewe Railway Station
- Chester Railway Station
- Warrington Railway and Bus Stations
- Wigan Railway and Bus Stations
- Carlisle Railway Station
- The Port of Heysham
- The Port of Fleetwood

Criteria for Sub-Regional Interchanges

Local authorities should use the following to define sub-regional interchanges as part of their Sub-Regional and Local Public Transport Framework:

- provide connections between city-regions and sub-regions identified in RSS13 complimentary to those outlined in diagram RT1.1
- provide travel opportunities from the regional towns and cities identified in table 7.1 to the regional interchanges identified above;
- provide opportunities for interchange within or between modes and between identified sub-regional corridors within city-regions/sub regions.

143 Please note that interchanges will often serve multiple functions and are categorised according to the highest order services they serve (i.e. Manchester Piccadilly is a long-distance interchange but also provides regional and local travel opportunities).

Appendix RT

ii) similar destinations in adjacent regions.

Routes of regional importance are of varying standard and include a number of motorways and all-purpose dual carriageways. Although many are trunk roads, a significant number are, or on de-trunking will become, the responsibility of local authorities. All-purpose routes are included in the Primary Route Network. They comprise:

Trunk Roads

- M53 North from M56 at Junction 15 to Kingsway Tunnel Approach, Wallasey
- M55 West from M6 at Junction 32 to Blackpool
- M58 West from M6 at Junction 26 to M57/A5036(T) at Switch Island
- M65 East from M6/A6 at Bamber Bridge to A56(T) at Junction 8
- M66/A56(T) North from M60/M62 at Junction 18 to M65 at Junction 8
- M67/A57(T)/A628(T) East from M60 at Junction 24 to Derbyshire
- *M602 West from A57/A5063 at Salford to M60/M62 at Junction 12*
- A41(T)/A550(T) South from M53 at Junction 5 to A5117(T) at Woodbank
- A66(T) West from M6 at Junction 40 to Workington
- A585(T) North from M55 at Junction 3 to the Port of Fleetwood
- A590(T) West from M6 at Junction 36 to Barrow-in-Furness
- A595(T) South West from A66(T) at Chapel Brow to Calder Bridge
- *A627(M)/A663(T) South from Rochdale and M62 to M60 at Junction 21*

These routes are managed and maintained by the Highways Agency on behalf of the Secretary of State for Transport, although the Government intends that decisions on improvements should be taken regionally.

Local Authority and Other Non-Trunk Roads

- M62/A5080 West from Tarbock Interchange (J6) to A5058 Liverpool Inner Ring Road
- M65/A6068/A56 North East from A56(T) at Junction 8 to Yorkshire
- A6 South East from M60 at Stockport to Derbyshire
- A7 North from M6 at Junction 44 to Scotland
- A34 South from M60 at Junction 3 to Staffordshire
- A49 South from M56 at Junction 10 to Shropshire
- A51/A500 South East from A55(T) at Chester to M6 at Junction 16
- A54/A556 North East from A51 near Chester to M6 at Junction 19
- A65 South East from M6 at Junction 36 to Yorkshire
- A523 South from A6 in Hazel Grove to A536 in Macclesfield
- A536/A34/A534 South West from Macclesfield to M6 at Junction 17
- A537/A50/A5033 West from A523 at Macclesfield to A556 West of Knutsford
- A557 North from M56 at Junction 12 to M62 at Junction 7
- A562/A561 West from A557 in Widnes to Port of Garston
- A570 North West from M58 at Junction 3 to Meols Cop (Southport)
- A575 North from M60 at Junction 13 to A580, Worsley
- A580 East from M57 at Junctions 4/5 to M60 at Junction 14
- A591 North West from A590(T) near Levens to A5074 in Windermere
- A595/A7/A69 North East from A66(T) West of Cockermouth to M6 at Carlisle
- A596 North West from A66(T) to Northside, Workington

- A683 West from M6 at Junction 34 to the Port of Heysham
- A689 East from M6/A74(T) at Junction 44 to A69(T) at Brampton
- A5139 East from M53 at Junction 1 to A554 in Wallasey
- A5300 South from M57/M62 Tarbock Interchange to A562 West of Widnes
- Kingsway Tunnel & Approach Roads, Liverpool & Wallasey ⁽¹⁴⁴⁾

Routes of Sub-Regional Importance

Sub-regional highway networks, to be defined in Local Transport Plans, should comprise those routes of more than local importance which are considered to be the most appropriate for through traffic movements serving sub-regional economic and social needs, together with routes considered to function as sub-regional distributors. In defining these networks, relevant environmental factors will need to be taken into consideration. Routes of sub-regional importance should form part of the Primary Route Network and should be available for use by heavy goods vehicles.

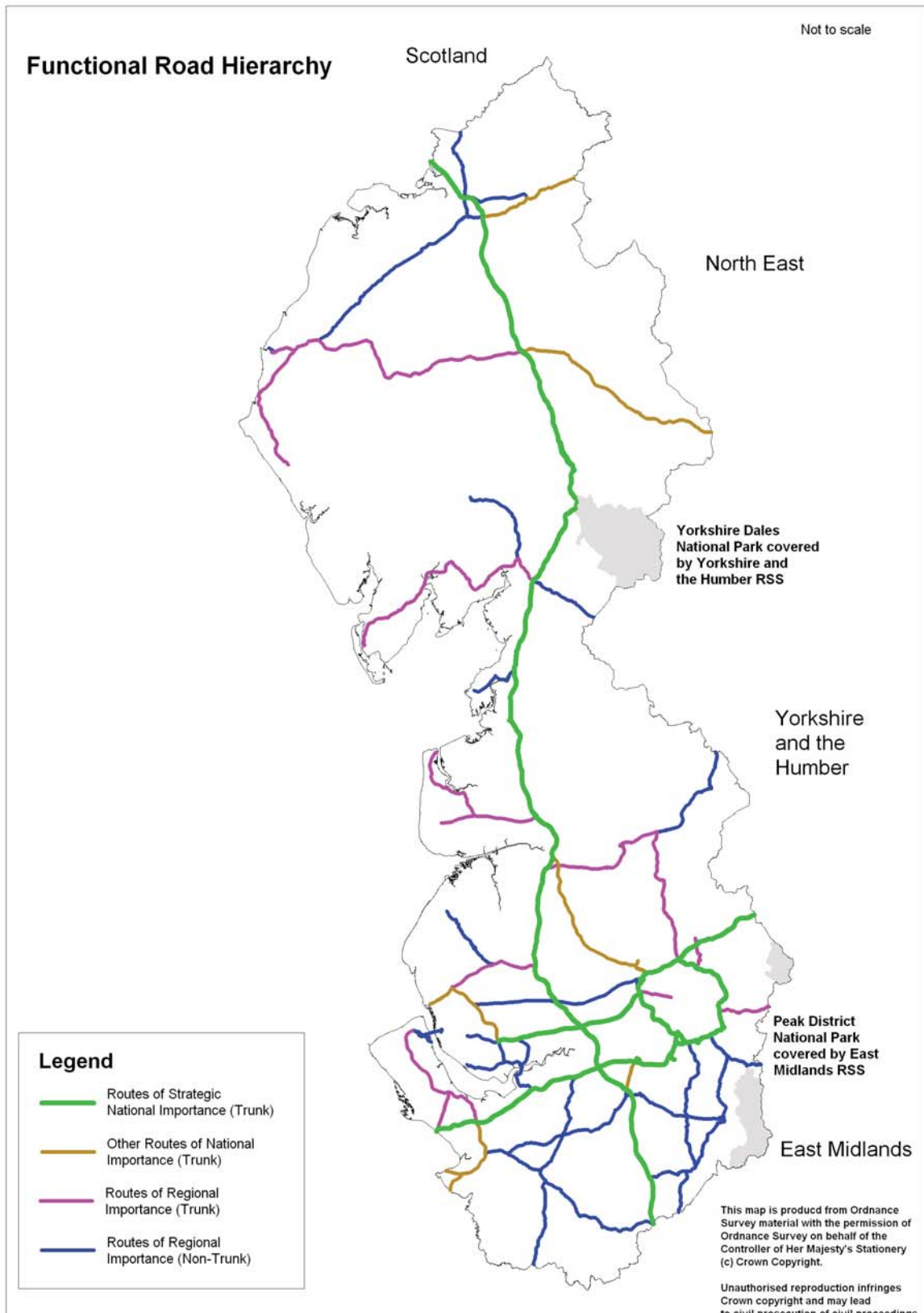


Diagram 3