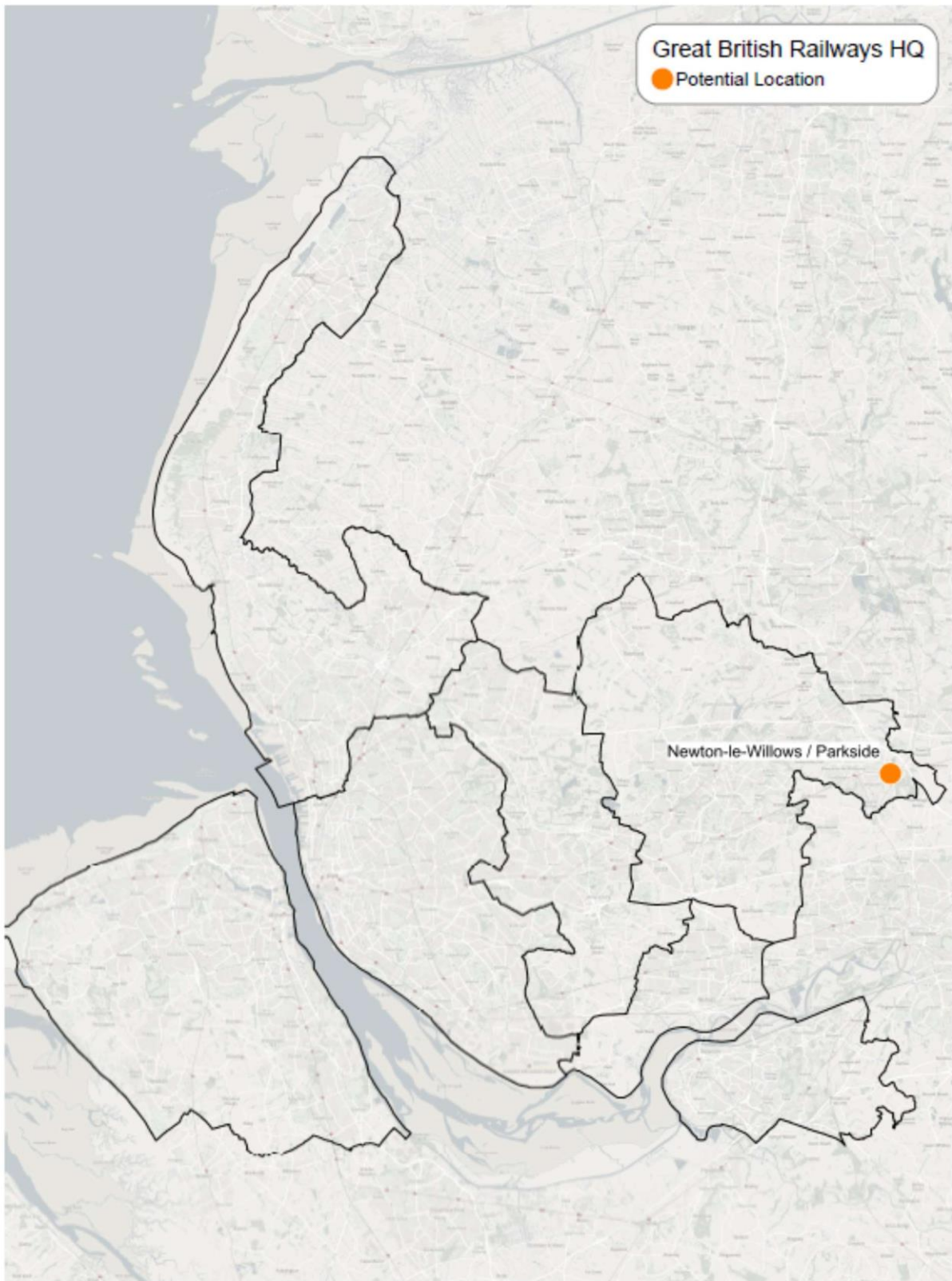


**GREAT BRITISH RAILWAYS HQ**  
**EXPRESSION OF INTEREST BY THE**  
**LIVERPOOL CITY REGION COMBINED AUTHORITY**

**Executive Summary**

1. The Liverpool City Region Combined Authority (LCRCA) welcomes this opportunity to submit an Expression of Interest to host the Great British Railways HQ. We are pleased to showcase a prime site in our city region that we believe best meets the requirements. The site we wish to put forward within the LCR for consideration is **Parkside (Newton-le-Willows)**, a centrally located regional hub and tax-efficient Freeport site located on the West Coast Main Line and the historic Liverpool & Manchester Railway. The site has the potential to create a bespoke, 21st century HQ offer befitting and complementing the goals of Great British Railways.
2. The Liverpool City Region rose to prominence through transformation, pioneering the modern dock technology, transport systems and maritime buildings that enabled the first industrial revolution. Our region is a major port city and has a strong, living and globally significant railway heritage.
3. The Liverpool & Manchester Railway, approaching its 200-year anniversary in 2030, set the global benchmark for what is a “railway”. The LCR also pioneered electrification of suburban railways such as Mersey Railway, Liverpool Overhead Railway and the Liverpool to Southport Line. This pioneering spirit continued in the 1970s with creation of the Merseyrail network and goes from strength to strength today with the new Merseyrail trains that are directly owned by LCRCA.
4. Locating the new GBR HQ in the LCR offers significant synergy with a strong rail industry cluster, centred on the cross-industry LCRCA Rail Hub at Mann Island. Alstom’s global centre of excellence for train refits, traction controls and hydrogen trains, based within the LCR, at Widnes, also aligns strongly with the levelling-up agenda and local regeneration plans.
5. More importantly our railway heritage remains fully intact as vibrant, relevant and living parts of the modern rail network of the Liverpool City Region continuing to serve the everyday needs of our economy and people.
6. Locating the Great British Railways HQ here in LCR will build on these strong foundations, living railway heritage and take the story into the future. This expression of interest has strong public and private sector support across the region, and demonstrates substantial value for money, benefiting both Great British Railways and local communities within LCR.



## 1 Introduction

- 1.1 The Liverpool City Region Combined Authority (LCRCA) welcomes this opportunity to submit an Expression of Interest to host the Great British Railways HQ. We outline our prime site that best meets the criteria, as set out in the Competition Guidance.
- 1.2 The Liverpool City Region (LCR) is made up of the six local authority areas of Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral.



### Our Candidate GBR HQ Location

- 1.3 Our GBR HQ suggested location is Parkside, Newton-le-Willows. [Parkside Regeneration](#) is a joint venture between experienced office, industrial and logistics developer Langtree and St Helens Borough Council. Its ambition is to transform the former Parkside Colliery into one of the North's leading logistics and supply chain hubs. It is supported by the LCRCA and is the largest customs and tax site within the LCR Freeport.
- 1.4 Parkside enjoys a prime location on the M6 growth corridor and at the heart of the North West, equidistant between Liverpool and Manchester. The site will soon benefit from its own link road to Junction 22 of the M6, sitting just north of Junction 9 of the M62. The Port of Liverpool and two international airports, together with 5m people, are all within thirty minutes' drive. Parkside is also flanked by the West Coast Main Line and Chat Moss (Liverpool to Manchester) Line and benefits from a newly completed £21m public transport hub, providing rail connections to Chester, Crewe, Leeds, Liverpool, Manchester, Newcastle, North Wales and York.



- 1.5 The site is one of the largest strategic employment sites in the region and will assist in meeting the huge demand for logistics space in the North West, including a new Strategic Rail Freight Interchange. Its status as the largest customs and tax site in the emerging LCR Freeport affords special regulatory and tax benefits including enhanced capital allowances, stamp duty and other buildings and land reliefs, employer's national insurance relief and business rate relief.
- 1.6 Parkside will play a strategic role in creating the M6 growth corridor, and is perfectly placed to take advantage of the Northern Powerhouse and other regional initiatives. Outline planning consent for Phase 1 of the Parkside development scheme, comprising 1m square feet, has been granted, with work underway to bring the first phase of speculative development forward. Work has also begun on the Parkside Link Road, which will be completed by the end of 2023, with the first phase of speculative development ready for occupation by Q2 2024.
- 1.7 Parkside Regeneration will bring forward a further Phase 2 outline planning application for around 1.6m square feet of employment floorspace later this year. This additional consent will provide further speculative and bespoke development opportunities for advanced manufacturing, logistics and other large scale uses. The planning status of Parkside is ideal for this opportunity, with the flexibility to create a bespoke solution for a 21<sup>st</sup> century rail headquarters reflecting the emerging goals of Great British Railways.

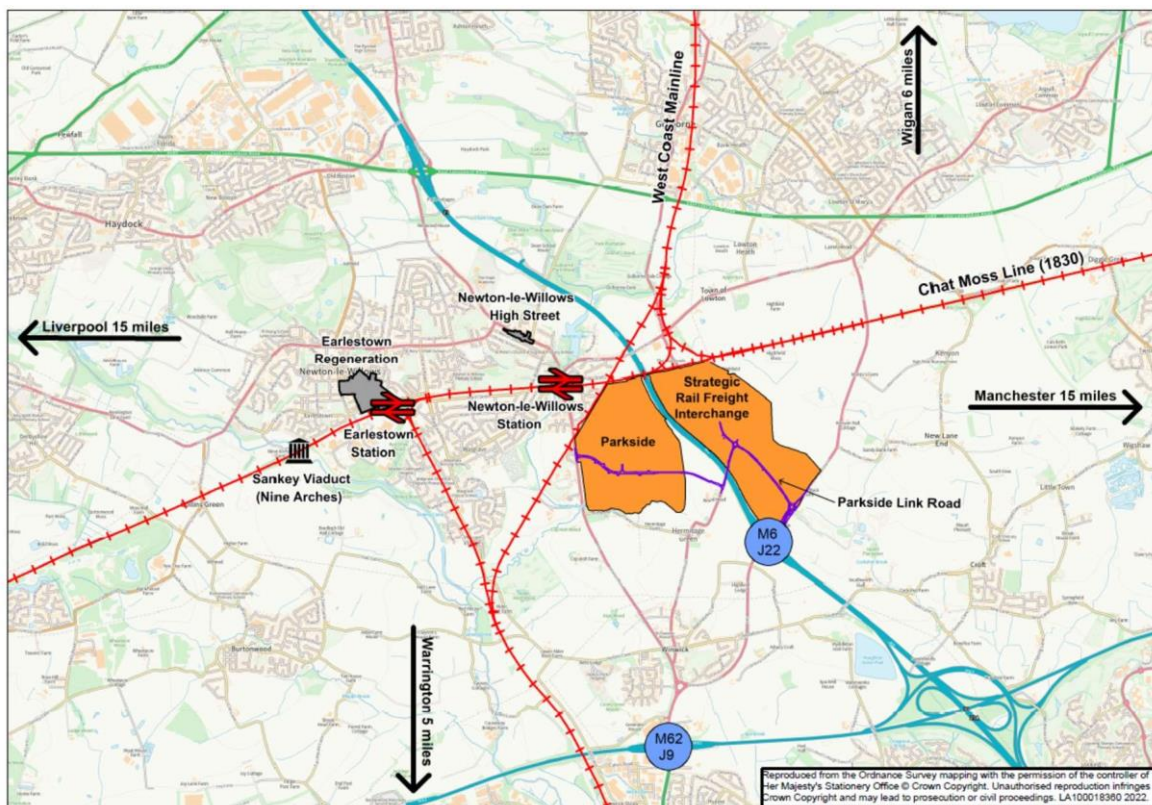


Image: Parkside (Newton-le-Willows) Local Context Map

## **2 Alignment to levelling up objectives**

2.1 The [Levelling Up White Paper](#) (LUWP) highlights the following missions:

- Boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging
- Spread opportunities and improve public services, especially in those places where they are weakest
- Restore a sense of community, local pride and belonging, especially in those places where they have been lost
- Empower local leaders and communities, especially in those places lacking local agency

2.2 Our submission strongly aligns with these missions by focusing on a site where it will contribute most to regeneration. It also helps restore community pride and sense of place by reviving and celebrating the unique, globally significant and living railway heritage of the Liverpool City Region.

2.3 Transport for the North's [Strategic Transport Plan](#) highlights that Northern England is home to around 1.1m businesses, more than 7.7m jobs, and over 15 million people, with population growth of 6.7%. The North's economy is around £343bn, 19% of UK total. The [Northern Powerhouse](#) presents the opportunity to transform the North through more dynamic places and agglomeration that will rebalance the UK economy and increase international competitiveness.

2.4 The [LCR Plan for Prosperity](#) highlights the important role our City Region can play to help rebalance the UK through our key strengths such as our global innovation excellence, an exemplar inclusive economy, the Freeport, the Global Cultural Capital, and our pioneering role in the Green Industrial Revolution as the UK's Renewable Energy Coast. This will help the LCR contribute strongly towards the challenges of levelling up, climate change and global outlook.

2.5 In addition, the LCR has been successful with three Levelling Up Fund bids:

- Liverpool: £20m for cultural regeneration of the Albert Dock area, with £10m for the Tate Liverpool and £10m for National Museums Liverpool.
- Liverpool City Region: £37.5m for transport infrastructure improvements.
- Wirral: £19.6m to transform the waterfront at Woodside in Birkenhead.

2.6 Our candidate site is located on the historic Liverpool & Manchester Railway (L&MR) that will celebrate its 200th anniversary in 2030. This anniversary can help celebrate the past and inspire the next generation of railway workers, engineers and innovators.

## Parkside (Newton-le-Willows)

- 2.7 The St Helens Borough Strategy recognises existing challenges with deprivation, skills gaps and post-pandemic economic recovery, clearly demonstrating the case for levelling up in line with the LUWP objectives. We have a compelling vision for levelling up, including recently adopted regeneration framework masterplans for Earlestown (Newton-le-Willows) and St Helens town centres.
- 2.8 Newton-le-Willows lies at the heart of Liverpool City Region's Freeport plans with the [Parkside](#) logistics hub forming the largest Freeport Tax Site, located directly on the M6 Growth Corridor, and with a nationally significant Strategic Rail Freight Interchange planned for Parkside East.
- 2.9 In November 2021 the Secretary of State for Levelling Up, Housing & Communities granted planning permissions for Phase 1 development at the former Parkside Colliery and the construction of 'Parkside Link Road' connecting the site directly to Junction 22 of the M6 Motorway.
- 2.10 Parkside Colliery, which employed over 1,600 miners at its peak, closed in 1993. The first phase of its redevelopment is scheduled to open in 2024 and when complete Phase 1 will generate more than 450 jobs through construction, with the creation of a further 1,300 posts projected amongst end-users. It aligns well with GBR HQ timescale. Parkside is expected to add more than £80m a year to the economy of St Helens Borough.
- 2.11 The [Earlestown Town Centre Master Plan Regeneration Framework](#) will support the regeneration of this area of Newton-le-Willows and capacity funding has been allocated to St Helens as a local authority in most need Levelling Up in England.



*Image: Earlestown Town Centre Master Plan*



- 2.12 All wards in St Helens, including Earlestown and Newton, are also eligible to apply for the £378m Youth Investment Fund as part of the government's plans to level-up activities for young people.
- 2.13 The LUWP also identified St Helens as one of 55 cold spots of the country where school outcomes are the weakest, to target investment, support and action that help children from all backgrounds and areas to succeed at the very highest levels.
- 2.14 The Great British Railways HQ would present opportunities to engage, inspire and educate young people and future generations in direct support of the other Levelling Up initiatives identified above.



### 3 Connectivity:

- 3.1 Liverpool City Region is strategically located at the heart of the UK in North West England. Liverpool is on the West Coast Main Line from London which is the busiest mixed-use railway in Europe and is the backbone of Britain's rail network and a major economic spine railway linking the UK's major cities including London, the Midlands, North West, North Wales and Scotland. It also has good access to the motorway network and has comprehensive active travel network with improvements such as cycle hubs and a 600km high-quality active travel network planned.
- 3.2 From Liverpool, trans-Pennine rail routes provide connectivity to Greater Manchester, Yorkshire and the North East. Northern Powerhouse Rail and HS2 offer potential to improve these linkages in future. The Merseyrail network links communities within the City Region.





- 3.3 Liverpool is a globally renowned port city and is the UK's leading transatlantic port and Irish Sea shipping hub, located at the interface of the Northern Powerhouse and the Irish Sea Region. It handles 45% of trade from the US and is the UK's biggest western facing port. The [Liverpool Cruise Terminal](#) is located at Pier Head in the city centre.
- 3.4 [Liverpool John Lennon Airport](#) was the first provincial airport in the UK when opened in 1933 and today it has flights to destinations across Europe as well as global connectivity via Lufthansa and their Frankfurt hub.
- 3.5 The LCR is uniquely located to provide optimum connectivity to all nations and regions of Great Britain, both for freight and passengers.



Image: Port of Liverpool Hinterland

## Parkside (Newton-le-Willows)

- 3.6 Newton-le-Willows is at the junction between the Liverpool-Manchester Chat Moss Line and the West Coast Main Line. It is also on the Manchester to Chester and North Wales line. It benefits from a newly completed £21 million public transport hub at Newton-le-Willows rail station.
- 3.7 It is served by an hourly fast TransPennine Express service Liverpool to Newcastle via Manchester Victoria, Leeds and York. Newton-le-Willows and Earlestown are served by Northern Trains stopping services on the Chat Moss Line between Liverpool and Manchester, and Liverpool to Warrington Bank Quay. Transport for Wales also serves Newton-le-Willows once per hour each way (with peak extras) on its Manchester Airport/Manchester Piccadilly to Chester and Llandudno route.
- 3.8 Wider sustainable travel connectivity is provided by frequent direct bus services to Warrington, Wigan, St Helens and Leigh and an emerging 600km LCR active travel network, including connections from the site into Warrington along the Sankey Valley, a potential future National Cycle Network route.
- 3.9 Moreover, the proposed site provides close access to the M6, M62 and A580 corridors on the boundary between the Liverpool City Region, Greater Manchester and Warrington, making it well connected by road to other regional hubs and the wider country. This connectivity is one of the reasons that the area already hosts the National Highways Regional Operations Centre for the North West.
- 3.10 The proposed site is owned and promoted by a partnership between St Helens Borough Council and the private developer Langtree, with strong support from local business groups and the LCRCA, demonstrating successful collaboration to further social, economic and transport objectives.

## **4 Opportunities for Great British Railways:**

### Synergy with Rail Industry:

#### 4.1 Liverpool City Region is home to a strong rail industry cluster:

- [Alstom](#) train manufacturing plant in Widnes is their global centre of excellence for train refits, traction controls and hydrogen trains. They also manage a train maintenance depot at Edge Hill.
- [Stadler](#) have their UK HQ at Mann Island in Liverpool. They also manage train maintenance depots for the [Merseyrail](#) fleet at Kirkdale and Birkenhead North.
- [Northern Trains](#) has a train maintenance depot for their fleet at Allerton, and [Merseyrail](#) have their HQ at Rail House in Liverpool.
- [Rock Rail & Road](#) have their offices at Mann Island in Liverpool. This office is focused on supporting city regions to help meet their Net Zero targets through the funding of zero-emission buses, trains and infrastructure. Rock is the leading financier of new UK rolling stock having deployed more than £3bn of institutional capital.
- Faiveley Transport is a major global manufacturer and supplier of equipment for the railway industry founded in 1919 and is located in Birkenhead Docks. It introduced the single-arm pantograph in 1955 and is now renowned as a world leader in railway pantograph systems. Faiveley Transport is now part of [Wabtec Corporation](#).
- [RS Clare](#), founded in Liverpool in 1748 at the start of the Industrial Revolution, are the longest established company manufacturing lubricants in the UK for the rail, maritime and automotive sectors.
- [Unipart Dorman](#) is the UK's leading designer and manufacturer of innovative rail and road products. The Unipart Group also has a long heritage in the railway industry and is the largest product and service partner for the UK rail industry.

#### 4.2 A powerful example of the LCR's strong partnership with the rail industry is the "Case for Change" project that created the LCRCA Rail Hub in Mann Island with rail partners through co-location of project teams. This was based on several shared objectives to address perceived issues frustrating project delivery, including:

- Implementing a 'One Team Ethos' for the Rail Project Programme, including a mission and a vision.

- Establishing a jointly located project team between Network Rail, LCRCA and Train Operators, including collective goals to help foster and embed a 'One Team Ethos'.
- Developing cost and schedule transparency between organisations and identify ways of getting early resolution of issues that arise during project delivery.
- Designing and implementing an operating model and new organisation design and capture in a joint Programme Operating Manual.
- Agreeing how risk will be managed across the projects.
- Introducing greater levels of devolved decision-making within project teams in order to reduce the time and cost to deliver projects.

## Synergy with Other Industries:

- 4.3 Liverpool City Region is designated as a [Freeport](#) and is a natural choice for this status as a globally-renowned port city. The proposed Freeport sites, which includes Parkside, are located within areas of logistics and manufacturing capability. Rail connectivity is at the heart of the Freeport, connecting the Port of Liverpool with these key logistics and manufacturing hubs. Across the City Region, the Freeport will be transformative, creating over 10,500 jobs and £400m GVA per year, with an estimated cumulative GVA impact of £1.36bn. LCR is an outward looking, diverse and global city region, fully aligned with the emerging objectives of Great British Railways.
- 4.4 LCR is home to University of Liverpool and Liverpool John Moores University and amazing assets including [Sensor City Liverpool](#), [Virtual Engineering Centre](#), [STFC Hartree Centre](#), [Zero Carbon Research Institute](#), [Port City Innovation Hub](#), [Manufacturing Technology Centre \(MTC\) Liverpool](#) etc. LCR lies at the heart of a number of industry clusters including [North West Hydrogen Alliance](#), [Offshore Energy Alliance](#), [Northern Automotive Alliance](#), [Mersey Maritime](#), [Liverpool Health Partners](#) and the [Pandemic Institute](#). Liverpool City Region is a UK government-designated Centre for Offshore Renewable Energy. The LCRCA is leading the [Mersey Tidal Power](#) project.
- 4.5 [CNC Robotics](#) is the UK's leading robotics integration company specialising in advanced robotics systems for machining. They also have launched the Robotics Skills Academy which is the first of its kind in the North West focusing exclusively on robotics for manufacturing.
- 4.6 [Cammell Laird](#) shipyard in Birkenhead is world renowned and is the major ship repair facility on the UK West Coast serving the Irish Sea region. In 1929, Cammell Laird's train manufacturing business was spun off to become a world-renowned train manufacturer, now part of Alstom, with a train manufacturing plant at Widnes in the LCR.



- 4.7 [Jaguar Land Rover](#) car plant in Halewood anchors the LCR automotive cluster along with [Ford](#), [BAC Mono](#) and [Stellantis](#). The LCR is at the centre of innovation in manufacturing as part of the transition towards electric vehicles following Ford's £230m investment in their Halewood transmission factory.
- 4.8 Stellantis are investing £100m upgrading their Ellesmere Port facility, to produce electric cars and vans making it the first large plant in the UK dedicated exclusively to electric vehicles.
- 4.9 [Glass Futures](#) is creating a new glassmaking test facility in St Helens to provide a Global Centre of Excellence for sustainable manufacture of glass.
- 4.10 [Pilkington](#) in St Helens is the UK's largest glass manufacturer, and in a world first 100% hydrogen has recently been used at its manufacturing plant.
- 4.11 The [National Highways](#) North West Regional Operations Centre is already based in Newton-le-Willows, off the M6 corridor just one mile from the candidate site. This proposal therefore offers opportunities for multimodal proximity of strategic national bodies for road and rail.
- 4.12 Liverpool City Region is one of the best digitally connected cities in the UK with many tech assets including [Sci-Tech Daresbury](#). The LCR (uniquely in Northern England) has the GTT Atlantic (Hibernia) transatlantic telecommunications cable that links the UK and Ireland to North America as well as ESAT-2 telecommunications cable that links UK and Ireland. The LCRCA is delivering enhanced digital connectivity with [LCR Connect](#), a £30m joint venture which is installing a 212km full-fibre, ultrafast, gigabit-capable network infrastructure across the LCR. This is a transformational upgrade delivering a £105m boost to the local economy initially.
- 4.13 LCR also is home to the industry led Phoenix 1 project, by [Drone Major](#), focused on drone/autonomous technologies across the port city economy. This is a concept to deployment project rather than stop start trials and is part of their unique and world-leading [Phoenix Programme](#).
- 4.14 LCR offers all the business-critical ingredients for a new HQ and is a high quality, cost competitive and low risk financial and business hub and investment location making it ideally placed for the new GBR HQ.

## Quality of Life:

- 4.15 For the staff that would be based at the Great British Railways HQ, they will find the region a great place to live, work and play. Quality of life matters here and is the reason why our companies in LCR have such low rates of staff turnover. The population of our vibrant city centre has more than doubled in the last decade, fuelled by a rise in young professional jobs.

- 4.16 In Spring 2021, Newton-le-Willows was named as the second hottest property seller's market (after Newquay) by online property portal, Rightmove. With its busy high street, independent shops, eateries and pubs, and excellent transport links it is clear why the area made the top list.
- 4.17 LCR has a talent pipeline that is increasingly future-proofed thanks to skills initiatives and excellent schools, colleges and universities. Companies invest and reinvest here, because of the exceptional quality of recruitment and levels of retention that they experience.
- 4.18 Our natural environment is unique and of great value. Our City Region is 80% blue/green space – more than any other city region.
- 4.19 LCR also has a strong tradition of social enterprise, fairness and inclusion. Today this continues with the [LCR Fair Employment Charter](#) which encourages employers to embrace fairness, equity and inclusion.

## 5 Our Railway Heritage

- 5.1 [The Rainhill Trials](#) were famously held at Rainhill in LCR in 1829, when Stephenson's locomotive, '[The Rocket](#)', set a speed record of 29 mph. The trials were held to decide the best motive power for the Liverpool & Manchester Railway. **Rocket proved to be the forerunner of all future steam locomotives.**
- 5.2 Liverpool pioneered the [Liverpool & Manchester Railway](#) (L&MR) which was **the world's first inter-city railway for passengers and freight.** It became the forerunner of all subsequent railways around the world. It set the global benchmark and blueprint for what makes a "railway". L&MR was the first railway to rely exclusively on locomotives driven by steam power. It was also responsible for the standard gauge of 4 ft 8 1/2 in (1,435 mm), which came to be the almost universal standard around the world. The line forms the northern boundary of the Parkside development area and will reach its 200-year anniversary in 2030.
- 5.3 The Sankey Viaduct, carrying the L&MR and located less than two miles from the HQ candidate site, was the earliest major railway viaduct in the world and strides high over the [Sankey Canal](#), the world's first canal of the Industrial Revolution (1757). The viaduct is already Grade I listed, and St Helens Borough Council are working with community partners to promote an application for UNESCO World Heritage Status.

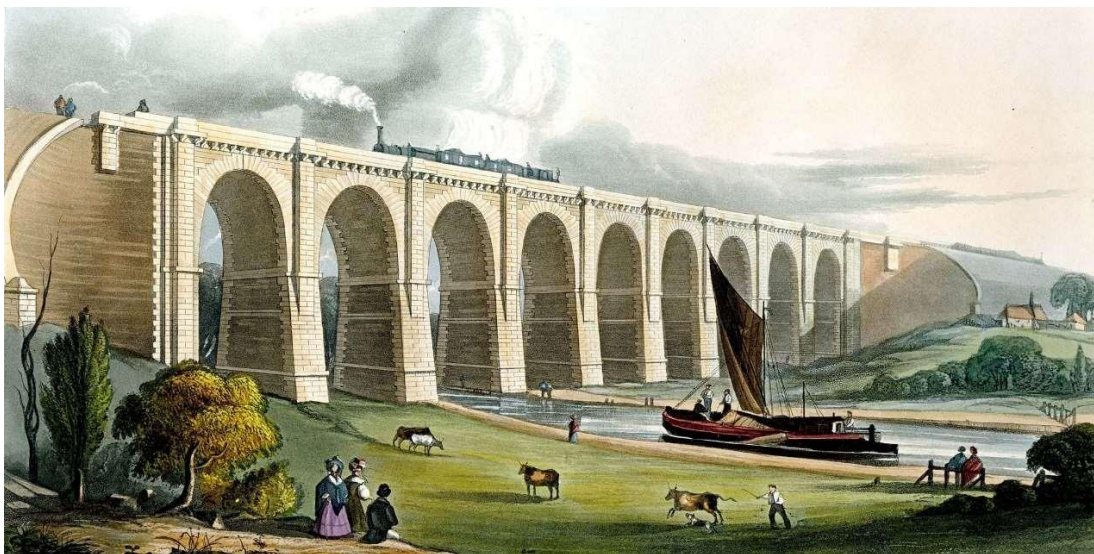


Image: L&MR Sankey Viaduct

- 5.4 Earlestown rail station was the world's first railway junction and today is one of only two triangular stations in the UK. Its station building is **the world's oldest station building still in operational use.**

- 5.5 The death of Sir William Huskisson on Opening Day of the L&MR was the world's first widely reported railway passenger fatality. This resulted in the world's first ambulance train being used to take him to hospital. The Huskisson Memorial now stands on the south side of the Chat Moss Line near Newton-le-Willows.
- 5.6 [Edge Hill Rail Station](#) is **the world's oldest continuously operating passenger rail station**. At Edge Hill, the Wapping Tunnel (now disused) linked to the South Docks and was **the world's first rail tunnel under a city** when opened in 1830.
- 5.7 Liverpool Lime Street rail station was opened in August 1836 and is **the world's oldest continuously operating grand terminus mainline rail station**. From here trains climb the very steep 1:88 gradient through cavernous tunnels and rock cuttings up to Edge Hill – this is one of the steepest gradients out of a mainline rail terminus in the UK.
- 5.8 The [Museum of Liverpool](#) houses the historic Liverpool & Manchester Railway steam locomotive [Lion](#) which also starred in the 1937 Victoria the Great, 1951 Lady with a Lamp and 1953 Titfield Thunderbolt films. For many years Lion was the world's oldest operational steam locomotive and remained operational until 1988 when it was permanently retired for static display.
- 5.9 The Mersey Railway, opened in 1886, incorporated **the world's first tunnel under a tidal estuary and the world's first deep-level underground stations**. Using the first tunnel under the Mersey, this line between Liverpool and Birkenhead is the world's oldest underground railway outside London. The Mersey Railway also was **the first railway in UK to convert fully from steam to electric operation in 1903**. This railway is now part of the Merseyrail Electrics network as the Wirral Line.
- 5.10 In 1893 **the world's first overhead railway** was opened in Liverpool as the [Liverpool Overhead Railway \(LOR\)](#). It set the global benchmark for a suburban rail network and was the forerunner of all subway networks in North America.
- 5.11 When the Lancashire & Yorkshire Railway (LYR) electrified the Liverpool Exchange to Southport route which relaunched on 22 March 1904, they created **the world's first inter-urban electric railway**.
- 5.12 Liverpool was a **pioneer in electrification of suburban railways** in Britain in the 20th century with the Liverpool Overhead Railway, Mersey Railway and Liverpool to Southport Line. **The 1938 LMS EMU trains for the Wirral Line were the forerunner of all modern British EMU suburban trains.**





*Image: LMS 1938 "Wirral" and "Southport" Electric Multiple Unit*

- 5.13 The launch of the Merseyrail brand in 1971, and the opening of the "Loop and Link" underground tunnels and extensions in 1977, created an integrated suburban rail system as Merseyrail that set a new benchmark.
- 5.14 In 2003, the LCR was the first area in the UK to get devolved responsibility for its local rail network and so now it manages the Merseyrail concession rather than the Department for Transport. Since then it has taken a long-term partnership approach and pioneered industry first standards for improved service quality.
- 5.15 This pioneering spirit continues today and into the future with the new Merseyrail trains from Stadler. These trains have step free access due to a sliding step – a UK first. It will make Merseyrail the most accessible, traditional rail network in the UK. Uniquely they are owned by the Liverpool City Region making us the only public-sector mainline rolling-stock owner in the UK.
- 5.16 At Runcorn the West Coast Main Line (WCML) to Liverpool strides high above the Manchester Ship Canal and River Mersey on the Queen Ethelfleda Bridge. When completed it was **the longest bridge of its type (lattice girder bridge) in the world**. Today it remains a strategic asset on the WCML linking Liverpool to the South as a vital part of the modern rail network in the LCR.
- 5.17 Birkenhead was a **pioneer of the street tramway in UK and Europe**. On 30 September 1860, the first tram service in the UK started operating at Birkenhead between Woodside Ferry Terminal and Birkenhead Park. Today a short section has been recreated as the [Wirral Transport Museum & Heritage Tramway](#).

- 5.18 Liverpool was one of **Britain's first-generation tramway 'giants'**, being the third largest system in England by the end of the Second World War and a fleet of some 744 tramcars, many of which had been built in the 1930s.
- 5.19 Vulcan Foundry, one of the UK's greatest private manufacturers of railway locomotives, had its locomotive works in Newton-le-Willows until closed in 2002. It was founded by Charles Tayleur and later joined by Robert Stephenson. It exported 6,500 locomotives around the world between 1832 and 2002 as one of the great powerhouses of British locomotive manufacturing.
- 5.20 [Cammell Laird](#) shipyard in Birkenhead spun off its train manufacturing business in 1929 and merged it with that of Vickers to become Metro-Cammell which was jointly owned by Cammell Laird and Vickers. Metro-Cammell became a famed train manufacturer and later it was acquired by [Alstom](#) in 1989. Today this legacy continues as Alstom has a train manufacturing plant at Widnes in the LCR.
- 5.21 The **Fifteen Guinea Special was the last main-line passenger train to be hauled by steam locomotives run by British Rail** on 11 August 1968 from Liverpool Lime Street via Manchester Victoria to Carlisle and back via the Settle & Carlisle Line. This made the Fifteen Guinea Special the last steam-hauled passenger train to be run by BR on its standard gauge network.
- 5.22 National Museums Liverpool has plans to create [The Transport Shed](#) visitor attraction in Birkenhead to showcase its transport collections.
- 5.23 Liverpool City Region contributed many milestones of British railway history, many of which have international significance and have influenced railways around the world. The Liverpool & Manchester Railway in 1830 set the global benchmark. The LCR also pioneered the electrification of suburban railways in Britain and today this leadership and pioneering spirit continues with the new Merseyrail trains. We are the ideal location to host the next stage in the evolution of rail by becoming the HQ location for Great British Railways.

## **6 Value for Money:**

- 6.1 Parkside phase 1 regeneration has planning approval and is scheduled to open in 2024. This aligns well with the timescale for the proposed GBR HQ. Now is the ideal moment for the GBR HQ to come forward at Parkside, with the security of Phase 1 planning consent but enough flexibility to shape a bespoke solution suitable for a 21st century headquarters for Great British Railways.
- 6.2 Parkside is one of the largest strategic employment sites in the region. Coupled with the industrial synergies set out in section 4, this offers significant agglomeration benefits to those based on the site. Moreover, Parkside's status as the largest customs and tax site in the emerging LCR Freeport affords special regulatory and tax benefits including enhanced capital allowances, stamp duty and other buildings and land reliefs, employer's national insurance relief and business rate relief.
- 6.3 The site is owned and promoted by a partnership between St Helens Borough Council and the private developer Langtree, with strong support from local business groups and the LCRCA, demonstrating successful collaboration to further social, economic and transport objectives.
- 6.4 By contributing to the LCRCA's Levelling Up agenda, bringing high-quality jobs into the local economy, promoting sustainable business travel and contributing to the successful development of the LCR Freeport, the location will generate exceptional public value including a wide array of economic, social and environmental impacts.

## **7 Public Support:**

Our railways are the beating heart of the Liverpool City Region and continue to serve the everyday needs of our economy and people. This bid is supported by:

- Avanti West Coast / West Coast Partnership
- Merseyrail Electrics
- Rock Rail & Road
- Knowledge Quarter Liverpool
- St Helens Borough Council
- St Helens Chamber of Commerce
- Marie Rimmer CBE, MP
- Conor McGinn, MP

Further discussion removed due to being over word limit