

GREAT BRITISH RAILWAYS HQ

NORTH LANARKSHIRE COUNCIL
EXPRESSION OF INTEREST



INVEST HERE



**MOTHERWELL
INVEST HERE**

**GET CONNECTED
BE CONNECTED
STAY CONNECTED**

Introduction

The following represents an Expression of Interest from North Lanarkshire Council for the Great British Railway Headquarters to be located in the heart of Motherwell town centre in North Lanarkshire.

Motherwell's impressive regional and national connectivity provides a perfect base for the Great British Rail Headquarters (GBR HQ) and to clearly demonstrate the relationship between the regions and national role of the new GBR organisation. Motherwell's growth as a Scottish and cross-boundary rail hub and regional travel interchange puts rail and sustainable connectivity at the heart of regeneration plans for the town. Motherwell railway station is situated at the centre of the town and is currently being redeveloped by ScotRail, funded by Transport Scotland (TS), Strathclyde Passenger

Transport (SPT), Glasgow City Region City Deal and North Lanarkshire Council. The combined investment of £19million is set to transform the station and its surrounding environment visually and operationally but more importantly, cements the council and its partner's long-term ambitions for sustainable travel, connectivity and economic growth for Motherwell, the Glasgow City Region (GCR) and beyond.

Attracting the GBR HQ to Motherwell will bring skilled jobs, improve the local economy and help address the social and economic inequalities affecting local communities

while supporting and stimulating the wider regeneration of the town, improving economic opportunities and outcomes for Motherwell, North Lanarkshire and GCR.

This EOI demonstrates how Motherwell meets the selection criteria while being aligned with national and regional railway priorities, demonstrating value for money and contributing to the delivery of wider government policies and ambitions.

Location

Glasgow City Region

GCR is home to around two million people, it's the largest city region in Scotland and is the economic and industrial heart of Scotland.

The Region is bolstered by leading higher and further education institutions, major infrastructure assets, a strong economy, a thriving social and cultural scene, innovation districts and outstanding greenspace.

GCR currently possesses over half of all rail industry jobs in Scotland (7,000 jobs). In 2020, it was estimated that there were approximately 4,000 jobs within the rail industry in GCR, with 600 of these located in North Lanarkshire. This estimate demonstrates an increase from the 3,500 jobs estimated in 2015, primarily concentrated in the passenger rail transport sub-sector.

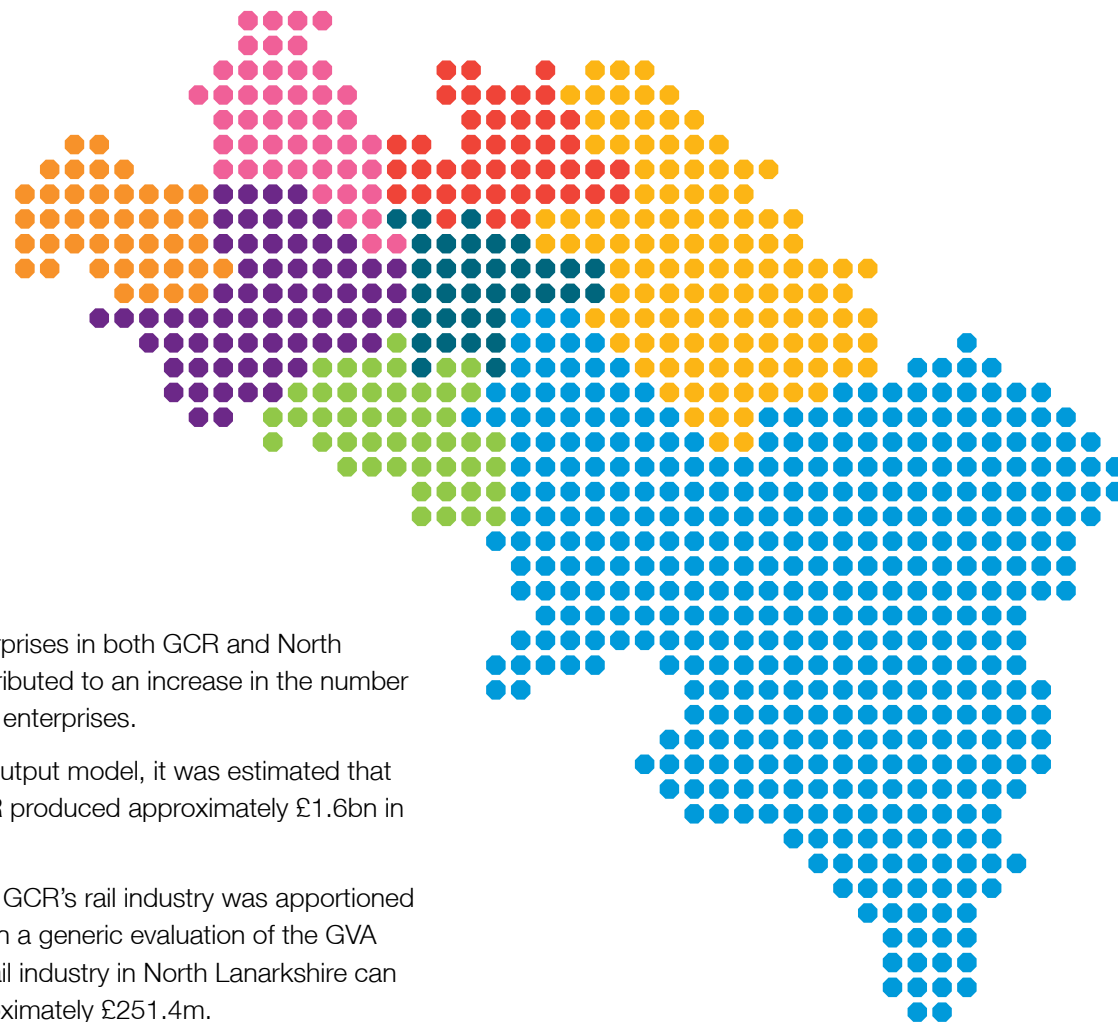
GCR's market share in the rail industry is also underlined by the large proportion of rail enterprises located in the region. In 2021, it was estimated that over 55% of all rail enterprises in Scotland were located within GCR.

GCR's rail enterprises have grown significantly since 2015, increasing from 25 to 105 in 2021, while North Lanarkshire has doubled its rail enterprise base from 10 to 25 in the same period.

The growth in rail enterprises in both GCR and North Lanarkshire can be attributed to an increase in the number of railway construction enterprises.

Using the GCR Input/output model, it was estimated that the rail industry in GCR produced approximately £1.6bn in GVA in 2018.

If the assessed GVA in GCR's rail industry was apportioned on a per-job basis, then a generic evaluation of the GVA generated within the rail industry in North Lanarkshire can be calculated as approximately £251.4m.





North Lanarkshire

North Lanarkshire has one of the fastest growing economies in Scotland. Over the last ten years the economy has grown at a rate of 20.5%; that's around 2.0% each year on average, and double the Scottish growth of around 1.0% each year.

North Lanarkshire is one of 32 local authority areas in Scotland and is the 4th most populated areas with 339,960 residents. It is a highly valued area for business and employment growth that is on the cusp of the biggest and most ambitious regeneration and infrastructure

programmes in Scotland. It is one of eight local authorities that comprise the Glasgow City Region.

North Lanarkshire leads on connectivity for the Glasgow City Region (GCR), not only chairing the transport and connectivity portfolio but in linking the region with central Scotland and the north of England. North Lanarkshire has almost half of all available marketable land in the GCR and alongside the area's focus on inclusive economic growth, innovation and journey to net zero, it's central to the wider region's success and prosperity.

Motherwell

Motherwell is Lanarkshire's best-connected town.

There is a major opportunity to develop its role within the Glasgow City Region as a key hub with excellent connections to Edinburgh, Glasgow, Scotland's Central Belt and to other GB nations and regions via strategic rail and road links. It has been identified as a strategic centre within ClydePlan, the relevant regional planning strategy. Ravenscraig, located to the immediate east of Motherwell, and Eurocentral, located to the north-west, are identified as Strategic Economic Investment Locations, with Eurocentral/Mossend also identified as a Strategic Freight Transport Hub.

Motherwell is the administrative centre for North Lanarkshire Council (NLC). A former industrial town, with the historical Ravenscraig steelworks situated to the immediate east of the town, Motherwell is undergoing a substantial transition to a dramatically improved economic, environmental and social future. The council, its partners and stakeholders including Transport Scotland, ScotRail and Avanti West Coast, recognise that the railway industry is a key part of this journey. Rail is situated in the heart of the town and played a key part in the historic development of Motherwell into an industrial hub. It is now a critical driver for economic change and the transition to net zero. Motherwell rail station is situated in the town centre, to the immediate west of the town centre retail core.

The Site

The specific site selected for the GBR HQ is the former Motherwell masonic halls, a category C listed building on a prominent site adjacent to Motherwell Station.

The halls were built in 1900 and are now in public ownership. The late Greek revival style building formed of red ashlar sandstone is four stories with a rectangular plan. The building offers the opportunity for a modest number of GBR staff to be located in a re-developed, flexible and low carbon facility. It would form part of a wider complex of facilities that if short listed, would be further explored to offer conferencing facilities and off-site meeting hubs.

The site is located at the heart of current and planned sustainable transport investment in Motherwell town centre, involving: £14.5m Redevelopment of Motherwell Rail Station; creation of a transport integration hub and public realm improvements; active travel network improvements and access improvements to the station for cyclists and pedestrians.

Redevelopment of this site for the GBR HQ would contribute to the transformative plans for Motherwell town centre, bring an important vacant heritage asset into re-use and provide a highly accessible and sustainable office base location.

The site will fulfil the Public Sector Equality Duty. The very essence of the relocation and site will promote an approach to equality and will encourage strong and fair relationships with all users. The site has been selected within parameters of the council's protocol for inclusion. The council has a strong and long-standing partnership with the NL Access Panel and GBR would be encouraged to work closely with the Panel to ensure access in its widest sense and due regard taken to the Equality duty.

Fundamentally, the site is equally accessible to all members of the local and wider community.

Its central location and proximity to the railway station and parking supports, its physical access and the flexibility that the building provides for accessible offices, meeting spaces and services, are positive points for GBR HQ. This, coupled with digital connectivity provides access for all integrating requirements including British sign language, visual and sensory impairment, supported learning needs allowing for inclusive communication and access.



WHY LOCATE IN MOTHERWELL? LEVELLING UP

Key to this, is central and local government working effectively with its partners, supporting the private sector and creating opportunities for local communities. With attention on known and future growth sectors in our labour market, for Motherwell, connectivity and growth driven by rail is central to this vision.

As a town with an industrial past and associated vacant and derelict land legacy, socio-economic challenges and an ongoing process of economic transition, there is a clear requirement for transformational regeneration in Motherwell. There is a need for distributing opportunities which can be evidenced and measured by the Scottish Index of Multiple Deprivation (SIMD) 2020. North Lanarkshire is one of the most deprived local authority areas in Scotland, ranked sixth, in terms of its share of local datazones in the 20% most deprived in Scotland. Twenty five percent of datazones in North Lanarkshire fall within 15% of the most deprived in the country.

In line with the Levelling Up White Paper, in North Lanarkshire, we want to deliver inclusive growth and prosperity for all who live, learn and work here, addressing the challenges of Brexit, Covid-19 and creating access to existing and new opportunities.

In relation to income deprivation, 15% of people in North Lanarkshire are deprived compared to 12% across Scotland. Of working age people in North Lanarkshire, 11% experience employment deprivation. While this is an improved position compared to the SIMD 2016 it is still a higher percentage than for Scotland as a whole. North Motherwell, to the south of Motherwell rail station, and Forgewood, to the east, are among the UK's poorest places, each with a number of neighbourhoods in the 5% most multiple-deprived neighbourhoods in Scotland and experience high levels of income, employment, health and education deprivation.

Attracting the GBR HQ to Motherwell will bring skilled jobs into the town and help address the social and economic inequalities affecting local communities while supporting and stimulating the wider regeneration of the town, helping level up economic opportunities and outcomes for Motherwell, North Lanarkshire and GCR.



The council's commitment to delivering transformational change and inclusive growth for our communities is detailed within key strategies and delivery plans, including **The Plan for North Lanarkshire** and our **Economic Regeneration Delivery Plan**. Specifically for Motherwell, our ambitions are detailed within **The Vision for Motherwell**.

The Plan for North Lanarkshire sets out an agreed vision for a North Lanarkshire which is the place to live, learn, work, invest and visit. The Plan sets out five key priorities, including to improve economic opportunities and outcomes and inclusive growth and community wealth building is at the heart of our plans for place-based regeneration. This is supported by a funded programme of work including 5000 new affordable homes, town and community hubs, and transformation in greenspace and country parks.

Our **Economic Regeneration Delivery Plan**, is closely aligned with the UK Government's Levelling Up agenda and aims to harness public sector investment to stimulate and sustain economic growth, spreading opportunities and helping boost productivity, pay, jobs and living standards.

Reshaping and revitalising our towns is key to achieving this in North Lanarkshire and to that end the council has

recently approved Town Visions for each of our town centres to drive their transformation.

The **Vision for Motherwell** recognised the town's potential as a key regional and national transport hub, with the rail station key to the town's future success. Motherwell is at the heart of the Glasgow City Region, close to major stations including Glasgow Central and Glasgow Queen Street, and less than 40 miles from Edinburgh providing easy access to the sector workforce and wider supply chains. It is a key stop on the West Coast Main Line with direct trains to Manchester and London and connections to many of the UK's other major cities via Edinburgh.

Attracting the GBR HQ to Motherwell would signify real change and would demonstrate the commitment to levelling up. It would contribute to driving true transformational change in Motherwell from rail related investment and growth.

Motherwell :

- The town of Motherwell is located within the Motherwell and Wishaw Parliamentary Constituency which has a population of 60,900 people.
- 74.0% of working age people within the constituency are either in employment or actively seeking

employment (economically active). This is slight lower than the Scottish and GB economic actively rates of 76.1% and 78.5% respectively.

- Around 29% of local residents in employment higher level occupations such as managers, directors and professional, and associate professional occupations. This is significantly lower than the Scottish and GB averages of 48.0% and 49.7% respectively.
- 32.9% of local working age residents within the constituency are educated to degree level or above. Lower than Scottish and GB averages of 49.0% and 43.1%
- Gross weekly pay for full time workers living in Motherwell and Wishaw is £549.80, this is around £72 less than Scotland and £64 less than the GB average weekly wages.
- Some communities within the Motherwell area are within the 5% most deprived areas of Scotland. This includes parts of Craigneuk, Muirhouse and Forgewood.
- One datazone in the nearby Craigneuk area is ranked 49th of 6,976 across Scotland in terms of most deprived.

Motherwell and rail

Motherwell has a long-standing railway heritage. Motherwell's heritage and industrial growth was primarily shaped by the railway in the 19th Century and remains an integral part of the town's economy and urban form today. Motherwell rail station itself was introduced in 1885.

With the explosion in activity brought by the industrial revolution, came the importance of the railway and more specifically, Motherwell rail station as a further catalyst for growth of the town.

As evidenced in the historic maps of the area, the industrial revolution and the introduction of Motherwell station as a hub to the town had a transformational impact on Motherwell, rapidly expanding the population and consequently, the built environment as it serviced the needs of growing industry in the area.

As part of levelling up, North Lanarkshire Council considers it critical to respect and inject a new sense of pride and place using the rail legacy and the future of rail as a springboard to shape Motherwell's future. The GBR HQ, if located in Motherwell, would help to enhance the railway legacy in Motherwell and the continuation of that legacy into the future, to help shape a positive future for the town and wider GCR.

Motherwell's railway heritage benefits the GBR, due to the profile of rail in the area, strong existing rail presence in the local economy, the potential for future rail passenger and freight growth, long-standing transport partnerships and the opportunity for new partnerships to be formed with the rail industry in the area.

The council is working closely with existing rail organisations, rail employers and supply chains, to establish links and drive forward coordinated investment in Motherwell rail station and the surrounding area. If this EOI for the GBR HQ was to be shortlisted, we would seek to further develop and expand the reach of partnership activity to establish opportunities for industry engagement, innovation and further rail-related collaboration opportunities.

Our current partnership and joint working activity with the rail sector through our GCR City Deal programme is summarised below:

- Partnership with Transport Scotland, ScotRail, SPT and Network Rail to deliver the Motherwell Transport Interchange project;
- Ongoing engagement with Network Rail to deliver an underbridge crossing the West Coast Main line to facilitate the regeneration of the 400 Ha former Ravenscraig steel works site; for residential and commercial development
- Ongoing engagement with Peter D. Stirling on the delivery of the Mossend International Rail Freight Park (MIRP).
- Engagement with rail organisations and supply chains through the supplier development programme.

Connectivity

Motherwell is well connected and easy to access, from local, regional and national rail and strategic road networks.

The selected site in Motherwell is in a central town centre location, directly adjacent to Motherwell rail station, and well served by bus, taxi and active travel connections. It is considered highly accessible for employees and visitors by sustainable travel modes.

The town has three stations, Motherwell, Airbles and Shieldmuir. The main station (Motherwell rail station) is located in the heart of the town centre. It runs on the West Coast Main Line from Glasgow to London and on the East Coast Main Line via Edinburgh and Newcastle and acts as a junction for several commuter and main line routes. National train operators such as Avanti West Coast, Cross Country, the Caledonian Sleeper and TransPennine Express pass through the station offering increasing and valued services. The station is well served by ScotRail, who provide an extensive network of direct services across West, Central and East of Scotland. Airbles Station, connected to residential areas of the town links North and South Lanarkshire with Glasgow and the GCR.

Motherwell as a place, therefore, has excellent connectivity from local, regional and national rail networks, along with easy accessibility from the strategic road network. It would provide employees and visitors to the GBR HQ good access via rail from across the nations and regions of Great Britain and has importantly, accessibility to a wide labour market and skills pool across the Glasgow City Region and beyond.

The excellent connectivity of Motherwell by rail, the opportunities for rail passenger growth and associated economic regeneration and growth benefits this can stimulate, is recognised by key stakeholders and rail operators servicing Motherwell rail station, reflected in investment in both the station building and facilities (led by ScotRail) and in the increasing number of cross-border services stopping at Motherwell. This context provides a strong case for location of the GBR HQ in Motherwell. Motherwell is also at the centre of the area's active travel network, with well-established long distance leisure routes

running through Strathclyde Country Park to the south of the town centre, a short distance from Motherwell Rail Station. The potential and need to expand on the existing network, to better connect communities to local facilities, transport hubs, employment and education opportunities, is recognised. A number of new and improved routes are planned to link the town centre and rail station with local communities, Strathclyde Country Park and Ravenscraig (one of the UK's largest brownfield regeneration sites). These planned local routes will connect to existing long-distance routes to provide viable active travel commuting routes across the wider local area.

Motherwell rail station is supported by a strong bus network which provides connectivity between local communities and neighbouring towns. Infrastructure investment currently underway at the station will improve bus facilities at the station and improve interchange between modes.



North Lanarkshire and in particular Motherwell is extensively connected by road within the GCR and central Scotland with the East West M8, and North South M74 providing direct links to the north of England connecting to the M6. This is being further enhanced by the GCR City Deal investment creating a new Pan Lanarkshire Corridor directly linking Motherwell with the M8 east and west and M80 North.

Scotland's major airports, Glasgow and Edinburgh, are located 16 miles to the west and 31 miles to the east respectively. Motherwell's rail connectivity however offers significant potential for modal shift from Air to Rail with opportunities to develop infrastructure to support HS2 and contribute both to the UK Government and Scottish Government strategic goals of net zero by 2050 and 2045 respectively.

North Lanarkshire is also fast becoming a leader in digital connectivity. It is increasingly a key investment

location for regional services, commercial and residential developments, logistics and freight. Key strategic development, regeneration and employment sites include Ravenscraig, Mossend International Freight Park and Eurocentral, each of which are located in close proximity to Motherwell.

With Motherwell's central position in North Lanarkshire and GCR and its excellent connectivity, the location vastly benefits from the proximity of growth corridors that project towards and beyond Glasgow and east along the M8 and A8. Of particular importance, is Scotland's rail freight terminal at Mossend and Peter. D. Stirling's ambitions for Mossend International Rail Freight Park (MIRP). MIRP is a low carbon rail-based infrastructure project with a significant co-located logistic park which would transform into a European scale rail freight terminal and distribution park with all-electric facilities. MIRP is one of very few sites within the UK that can offer integrated multi-modal logistics of this scale, quality and economic value. It would become

Scotland's first 'Dry Port' with an integrated logistics hub. Building on existing operations, the facility intends to create a 'gateway rail freight interchange' with:

- 8 No. 775 metre sidings of international standard
- Release for economic development 80 ha / 200acres site (200,000m² Class 5/6)
- Create 20ha/ 50 acres native broadleaf carbon sequestration woodland
- Transfer 18million/annum HGV Road / miles to Rail/miles
- Create up to 4,900 construction and operational jobs

North Lanarkshire's City Deal programme has allocated funding to ensure MIRP is connected with a new junction onto the strategic road network. It is the Council's understanding that PDS is forming a partnership to develop a Green Freeport bid with Glasgow Airport and Peel Ports (Greenock Ocean Terminal).

Investment

The council is building on Motherwell's regional connectivity by £215m of infrastructure investment through the Glasgow City Region City Deal focusing on the Pan Lanarkshire Orbital Transport Corridor (Pan Lan).

This project supports the development of a multi-modal interchange at Motherwell Station and connects the M74 to the M8 and north to M80 through the delivery of new roads. New active travel infrastructure is also planned, connecting communities to economic, education, training and leisure opportunities along the route.

Unlocking (through City Deal funding) Ravenscraig's development potential is critical with an approved Masterplan for up to 3000 new homes, employment and education opportunities, community, retail and leisure facilities and designed to foster green movement and sustainable living.



Motherwell, as part of the £215M Pan Lanarkshire Transport Corridor Project, is a key beneficiary of the Glasgow City Region City Deal Infrastructure Fund. In total, £19M is being invested in Motherwell Rail Station, transport integration work in the town centre and improved accessibility to the station. This investment is being funded by Transport Scotland, ScotRail, Strathclyde Partnership for Transport and the council through the GCR City Deal.

To oversee development and delivery of investment at Motherwell rail station and transport integration improvements in the town centre, a Motherwell Rail Station Steering Group has been established. This is a partnership group with representation from SPT, North Lanarkshire Council, Transport Scotland, ScotRail and Network Rail. The remit of the group is to work together to integrate investment plans and proposals to redevelop Motherwell railway station and the adjacent Muir Street into a modern, accessible and attractive transport hub. The establishment of the steering group has enabled collaboration between the organisations both on the immediate projects to be delivered and on wider, future aspirations for further sustainable travel improvements and rail related growth aspirations in Motherwell and the wider regional area. ScotRail is leading on the £14.5M redevelopment of Motherwell Rail Station with Transport Scotland, which has responsibility for coordination of rail strategy and

investment in Scotland, the lead funder. This investment, along with funding contributions from SPT, and the council through the Glasgow City Region City Deal, demonstrates the long-term commitment of each organisation to Motherwell rail station and the town as a key regional transport hub.

The investment will bring widespread benefits to the rail network and town, by providing modern, accessible facilities befitting of the strategic importance of the station and providing a step change in the quality of passenger experience.

Additionally, the private sector is investing in Motherwell rail station through the provision of additional routes and increased service frequency.

Further investment opportunities are being identified beyond current commitments, to improve passenger waiting facilities at Platform 1, to serve cross-boundary customers, expand the active travel network and provide an active travel hub in the town centre.

With this current and planned investment in Motherwell rail station, expanding route connectivity and frequency through Motherwell, the town is well placed to capitalise on the opportunities and the transformational effects that rail investment can bring. The location of the GBR HQ within the town would support and amplify this transformation.



North Lanarkshire Council
is leading on this EOI.

As highlighted, the council is one of eight member authorities of the Glasgow City Region City Deal working collaboratively across the GCR. The newly-launched GCR Regional Economic Strategy [Regional Economic Strategy \(glasgowcityregion.co.uk\)](https://glasgowcityregion.co.uk) builds on the £1.13bn City Deal and demonstrates the Regions ambition to create a truly inclusive and innovative economy. The eight councils with government partners and agencies are driving forward action to achieve net zero and address economic exclusion.

Should this EOI for the GBR HQ be shortlisted, a working group involving a range of key stakeholders and related governance structure will be established to further develop the bid and explore how the economic, social and transport benefits for Motherwell and the Glasgow City Region could be maximised.

First BRENTNAG

INVEST HERE

The council is currently in discussion with Avanti West Coast, operators of the West Coast Mainline Franchise, with the support of the Motherwell Rail Station Steering Group, regarding the opportunities and long-term benefits that rail growth could deliver for Motherwell and the Glasgow City Region. Collectively, opportunities are being explored within the town vision programme (The Place, The Vision) on how the needs of rail users both local and regional commuters and cross boundary travel become integral to future investment and the redesign of Motherwell town centre. This is with an immediate focus on accessibility, active travel, signage and parking.

Motherwell is currently part of the Scottish Government's Green Growth Accelerator Programme. The council is finalising its plans for the net zero redevelopment of Strathclyde Park, which will allow for the later development of a District Heat Network, fuelled by Scotland's largest water source heat pump in Strathclyde Loch, to heat homes and businesses in North Motherwell.

The economic and environmental benefits of the Green Park, Green Power, Green Neighbourhood project are extensive and will include the installation of the nation's largest water source heat pump and the energy efficiency retrofit of the Watersports Centre, will enable the Park to attract international rowing events and to offer outdoor learning activities to schoolchildren across the country. The Park will also host one of Scotland's largest solar powered EV charging stations. The GBR HQ, if located in Motherwell town centre, could tap into these sustainable energy opportunities and be an integral part of these ambitions for the Motherwell area.

The council works closely with its extensive supply chain and business network.



Benefits and Opportunities

To Motherwell and the Glasgow City Region

The benefits the GBR HQ would bring to Motherwell and the Glasgow City Region have been woven through the EOI. These benefits broadly fall within the headings of rail-related growth; transformational change; low carbon connectivity and levelling up.

Connectivity both physical and digital have been identified as a key driver for growth for the GCR and North Lanarkshire specifically. High-quality connections, both physical and digital are increasingly recognised as essential requirements of commercially vibrant, low carbon sustainable places.

A GBR HQ within Motherwell would build on the connectivity improvements which will be delivered by investment in Motherwell Rail Station, the new Pan Lan road and active travel infrastructure to raise the further raise the profile of Motherwell as a strategic regional transport hub and rail industry hub, providing a catalyst for transformational change in the town and across the GCR.

A GBR HQ within Motherwell would also build on redevelopment of the 400ha Ravenscraig site (including 200 ha of vacant derelict land) to provide inclusive opportunities for employment and education to help address the high levels of deprivation experienced in these communities. All of which would be instrumental to improving local and regional competitiveness. It would create additional and sustainable economic growth with the benefits of growth fairly distributed to all communities of interest and place across the Region and beyond.

Using the GCR Input/Output model, and based on an assumption of a modest additional 100 jobs in the rail industry for Motherwell and GCR from location of the GBR HQ in the town, it is estimated that economic impact

would be an additional:

- 185-213 jobs generated (direct, indirect and induced); and
- £10.2m to £16.3m in GVA generated (direct, indirect and induced).

It is recognised that these are estimates and a more detailed analysis can be carried out when the scope of the headquarters is finalised. The location of a high-profile national rail HQ within the town is expected to have a ripple effect on the local and regional economy, with a positive economic impact significantly greater than the additional impacts linked to the office accommodation itself.

The benefits the GBR HQ would bring to Motherwell and the GCR are summarised in the table below.

Themes	Anticipated Benefits
Rail Related Growth	<p>Increased confidence in the rail sector</p> <p>Attraction of inward investment</p> <p>Raised profile of Motherwell/GCR</p> <p>Rail passenger and freight growth</p> <p>Increased revenues for existing businesses and establishment of new businesses.</p>
Transformational change	<p>Acceleration of town centre vision and planned investment. Benefits realised earlier.</p> <p>Step change in profile and confidence in Motherwell/GCR as a location.</p> <p>Step change in profile of Motherwell/GCR as a visitor destination.</p>
Low Carbon Connectivity	<p>Increased modal shift and behavioural/culture change towards sustainable transport modes.</p> <p>Achievement of NLC net zero target by 2030 and NLC aims to get climate ready and drive forward emissions reductions supported.</p>
Levelling Up	<p>Raised aspirations and new opportunities for disadvantaged communities and people in the local area.</p> <p>Improved local and regional economic performance.</p> <p>Opportunities for communities to engage with the rail industry.</p> <p>Community wealth building and local empowerment.</p>



For Great British Railways and the Rail Industry

Motherwell offers a number of opportunities for working with the rail supply chain, manufacturing hubs and institutes.

North Lanarkshire has over 50 % of the marketable land supply across the GCR and as of 2021, NL had 668 Ha of industry and business land supply with 472 Ha available. This clearly demonstrates the capacity of the area for industrial and business expansion and associated job creation which would thrive under a coordinated rail industry supported by the presence of a national HQ.

North Lanarkshire is progressing an integrated employability, skills and training academy which will capitalise on the significant growth and investment opportunities across the areas ensuring these are directly linked to current and future needs of business. This will drive career and curriculum development within our schools, colleges, apprenticeships, training and employability provision to meet recognised demand.

This will build on the existing provision in the area and add value to the development, growth and success of growth

in passenger rail and freight in Scotland and beyond. This directly links to the GCR Skills investment Strategy ensuring that the skills and talent emerging from the City Region's universities and colleges alongside the Region's highly skilled and talented labour pool continues to contribute to the economic growth of Motherwell, North Lanarkshire and the GCR.

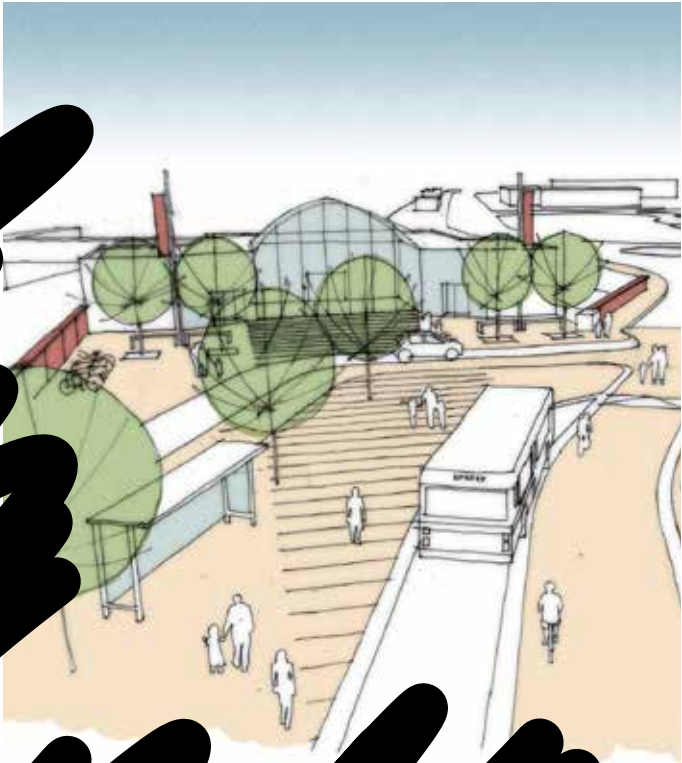
It should also be recognised that the vastly-improved connectivity in Motherwell and its surrounding areas can take advantage of drawing from labour and talent from Edinburgh and its neighbouring areas.

Motherwell's long-established relationship with rail makes it well positioned to take advantage of further rail related opportunities including High Speed Rail. With the proximity of the Mossend rail terminal, and potential MIRP and green freeport, and Russell's Logistics at Coatbridge there is a real opportunity for the creation of new clusters of

innovation and technical capacity focused on low carbon rail and the movement of people and goods. The GBR HQ would facilitate more collaboration and would enable a step change in Scotland and the UK for partnership, inclusive growth and sustainability.

We have matured and well-developed partnerships in North Lanarkshire and the GCR for construction, manufacturing, education and clusters of supply chains to support the GBR and associated outcomes. We also have opportunities through places and spaces that foster innovation (recognised through the Innovation Accelerator Fund).

The location in Motherwell town centre, situated directly adjacent to Motherwell Rail Station, will enable the GBR to have a highly visible presence in an accessible location for customers.



[REDACTED]

[REDACTED]



