

Why Northern Powerhouse Rail needs Bradford

18 April 2016

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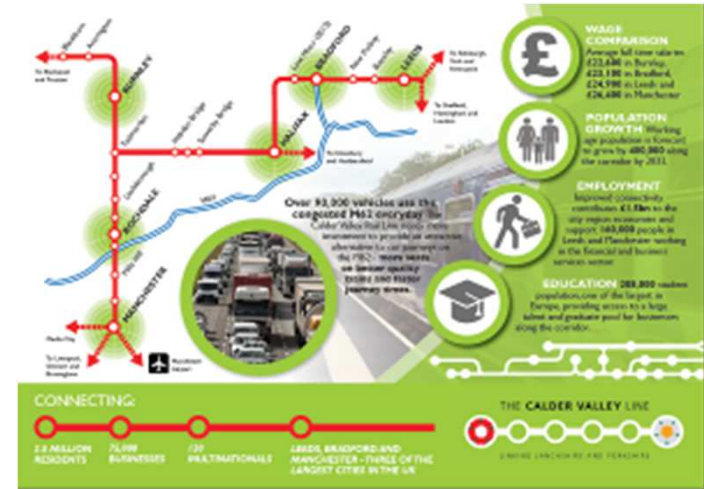


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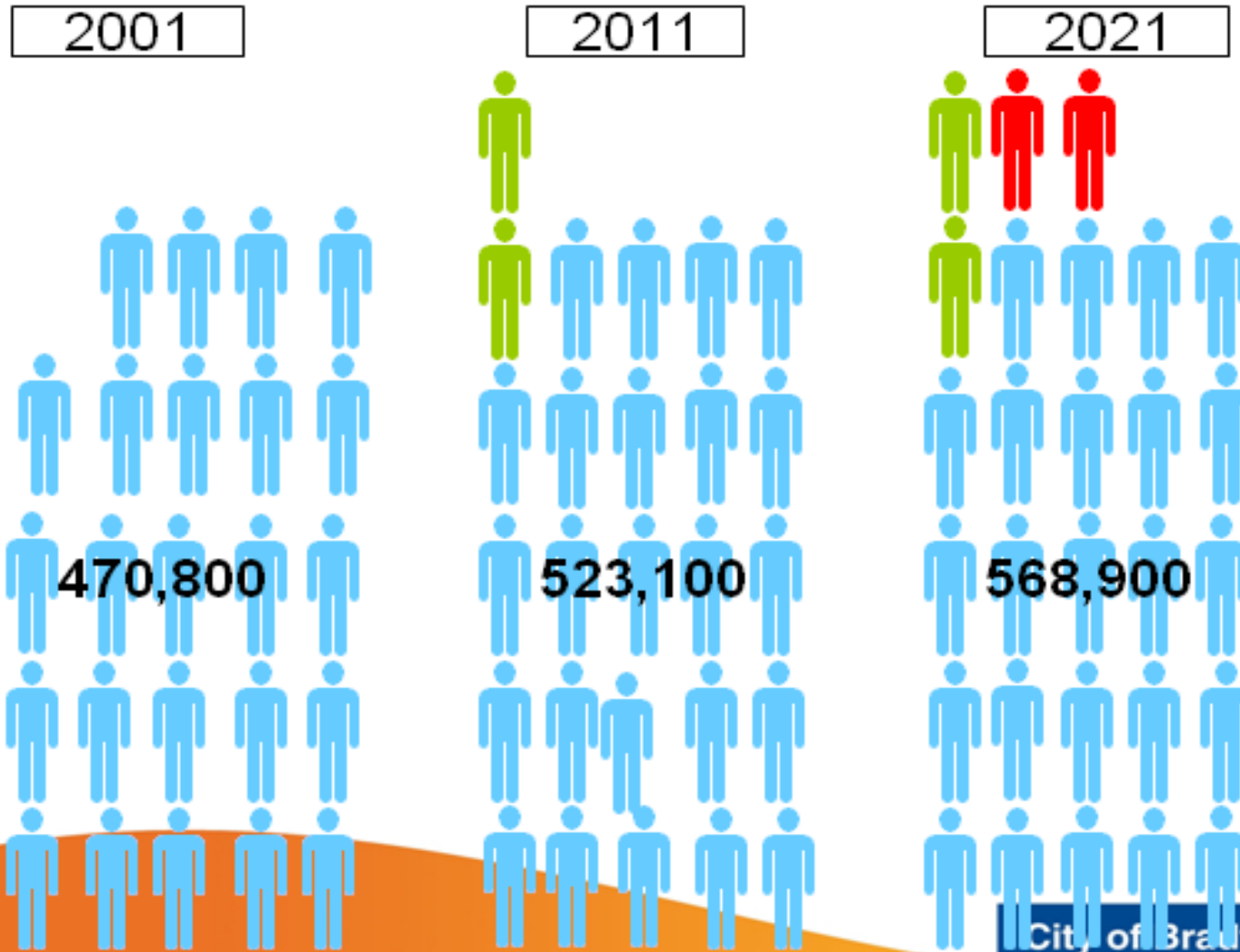
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District Rail Priorities

- **NPR– Bradford Hub Station**
- Calder Valley Line inc Electrification
- Interchange & Forster Square – redeveloped
- HS2 and connectivity to the Yorkshire Hub (Leeds) Station
- Leeds-Bradford airport Tram-Train Link



Population Growth



Source: ONS 2001 / 2011 mid-year estimates and 2011 based population projections

Bradford's Big Economy

£9.2 billion

economy

Eleventh in UK

17,400

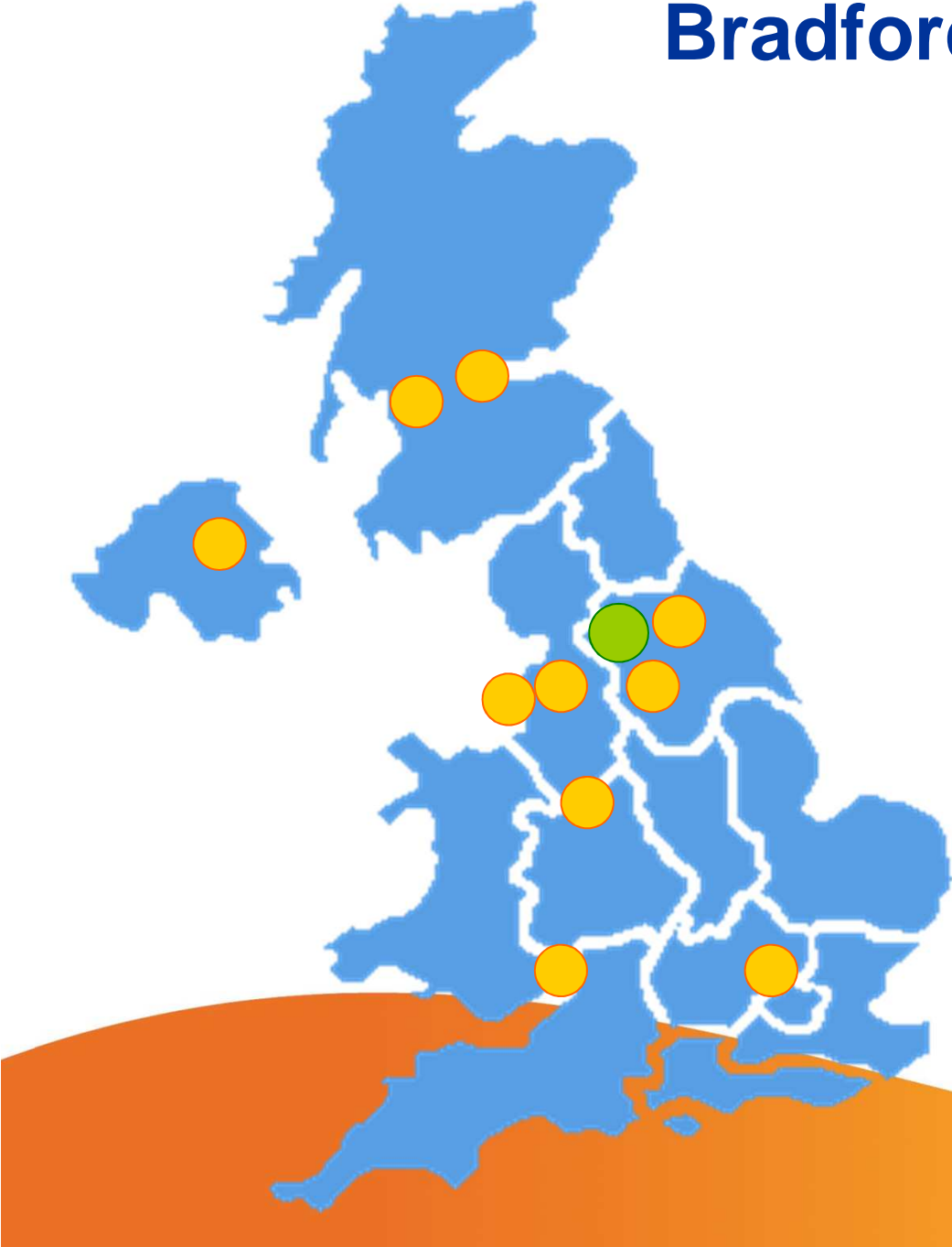
businesses

Ninth in UK

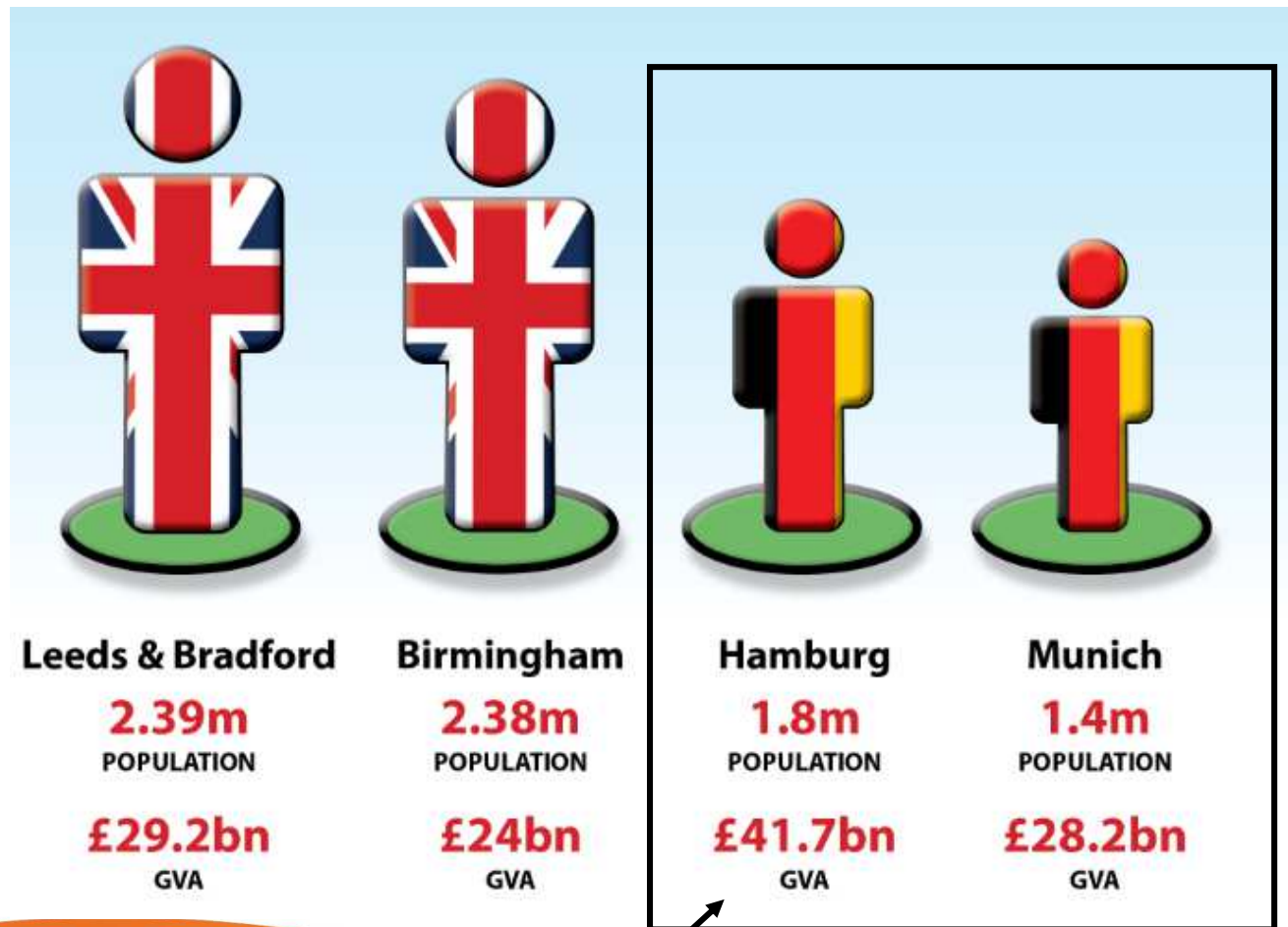
25,000

Manufacturing jobs

Third in UK



Leeds – Bradford - Two Cities One Place



European equivalents

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Producer City Create Make Trade

Keighley
30,000
Engineering
Textiles
Construction
Health/Tourism

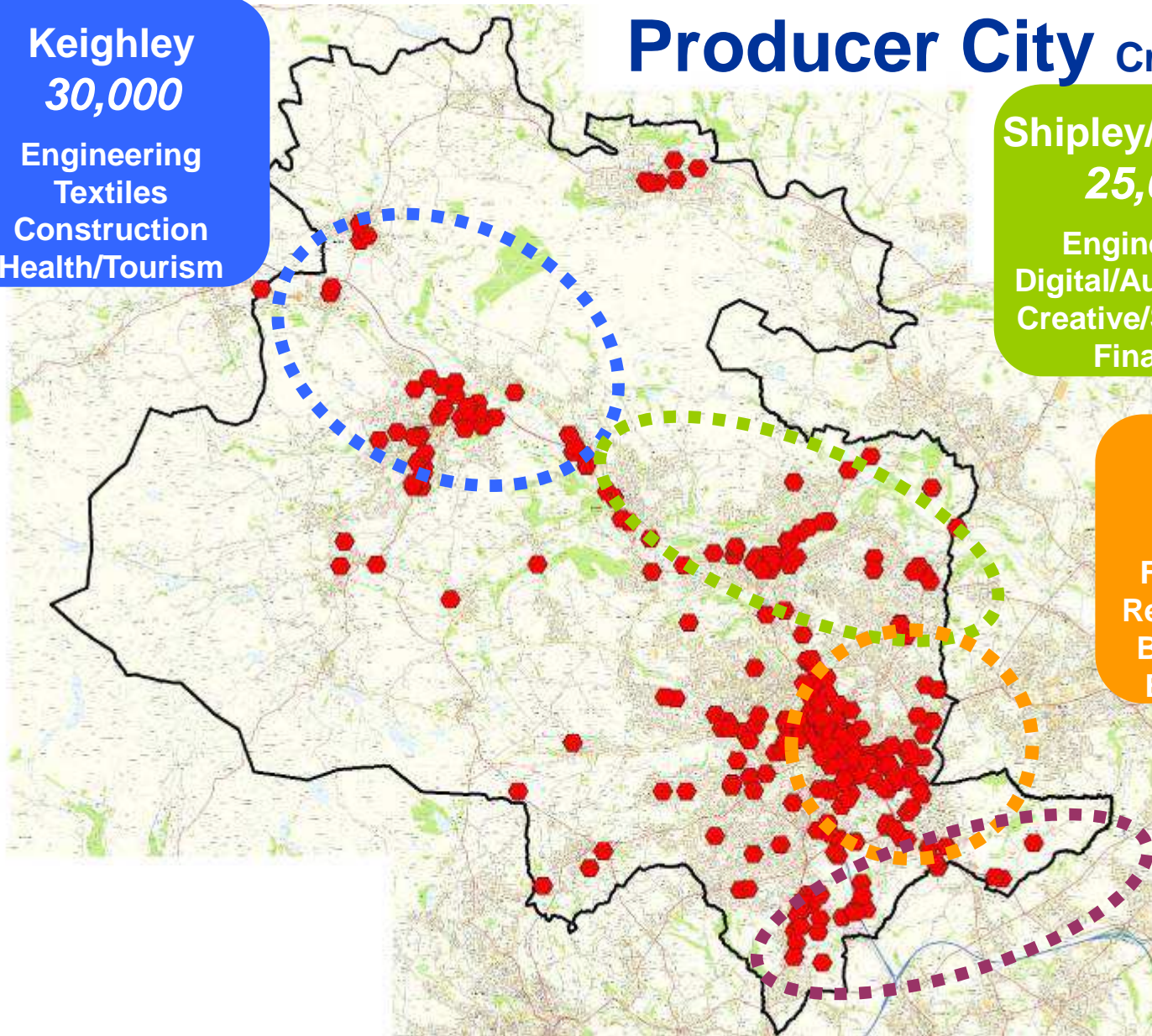
Shipley/Bingley
25,000
Engineering
Digital/Automotive
Creative/Scientific
Finance

City
100,000
Food/Engineering
Retail/Finance/Legal
Business services
Education/Health

South Bradford
25,000
Chemicals/Food
Automotive/Textiles
Construction
Distribution

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Bradford – The Producer City

BASF



DENSO



MORRISONS



OTTO



DAMART



KeldaGroup



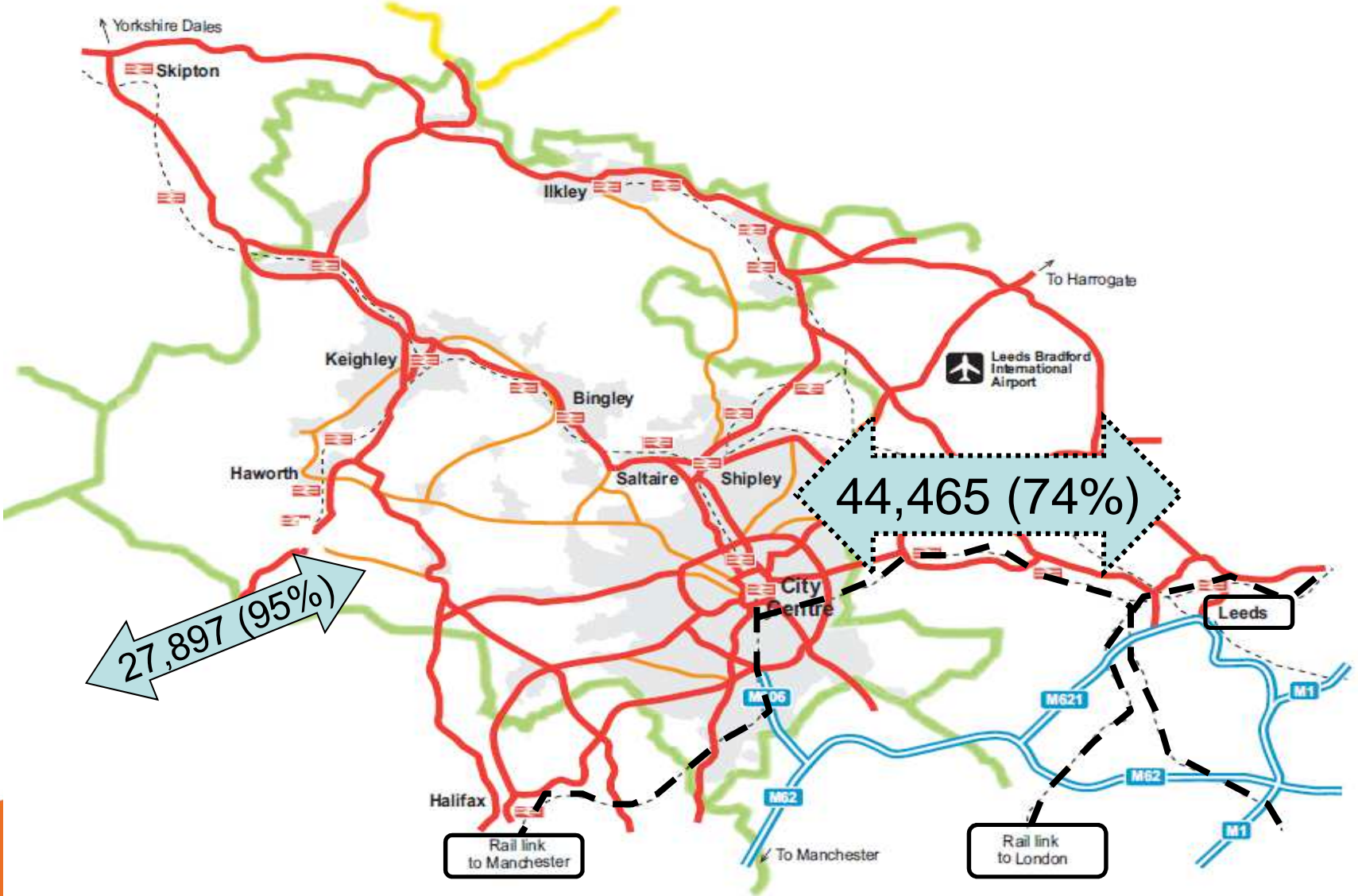
UKAR
UK Asset Resolution



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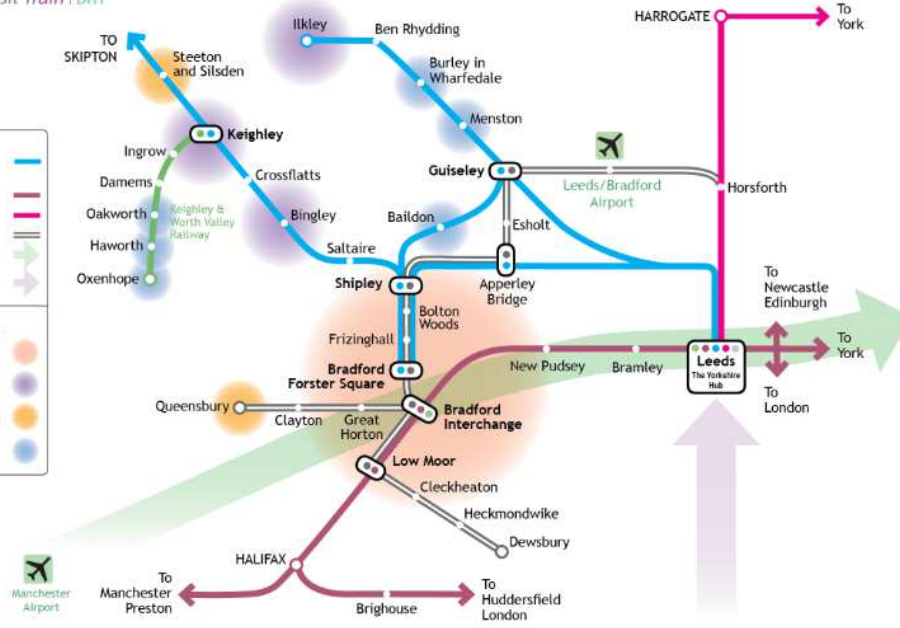
Connectivity is key to unlock potential



District Connectivity



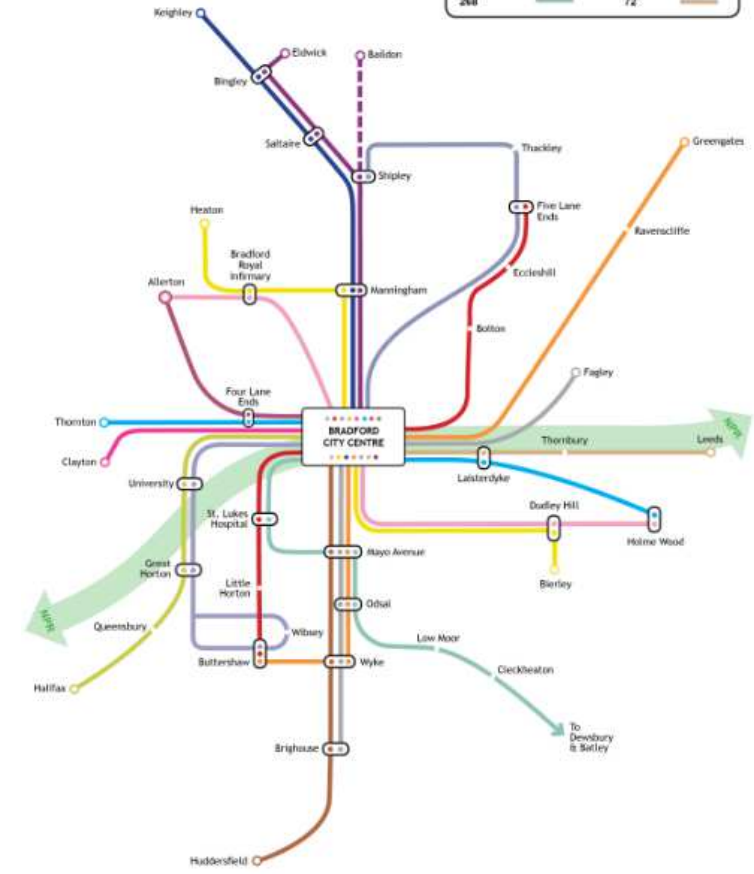
- Key:**
- Airedale/Wharfedale Line
 - Calder Valley Line
 - Harrogate Line
 - Bus Rapid Transit
 - HS3
 - HS2
- Settlement Hierarchy Categories**
- Regional City Policy
 - Principal Towns
 - Local Growth Centres
 - Local Service Centre



Rail (Tram / BRT aspirations)



BUS ROUTES	
622/623	617/618
626	620/621
686/687/688	607
613/614	676
615/616	X6/X63
636/637	645
682	640/641
268	72



Core bus network



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National Infrastructure Commission

The North needs immediate and significant investment now

Rail:

- Kick starting HS3 between Manchester and Leeds
- Harness HS2 to improve Sheffield – Leeds, Liverpool-Mcr
- Redevelop Manchester Piccadilly

Roads:

- Accelerate M62 enhancements Liverpool – Mcr – Leeds
- Prioritise connections to Manchester Airport

“Network Rail’s work to date has considered interventions on both the Diggle (Huddersfield) and the Calder Valley route. Whilst the journey time is currently slower than on the Diggle route, the possibility of interventions on the Calder Valley route to deliver TfN’s aspirational journey times should not be ruled out...”

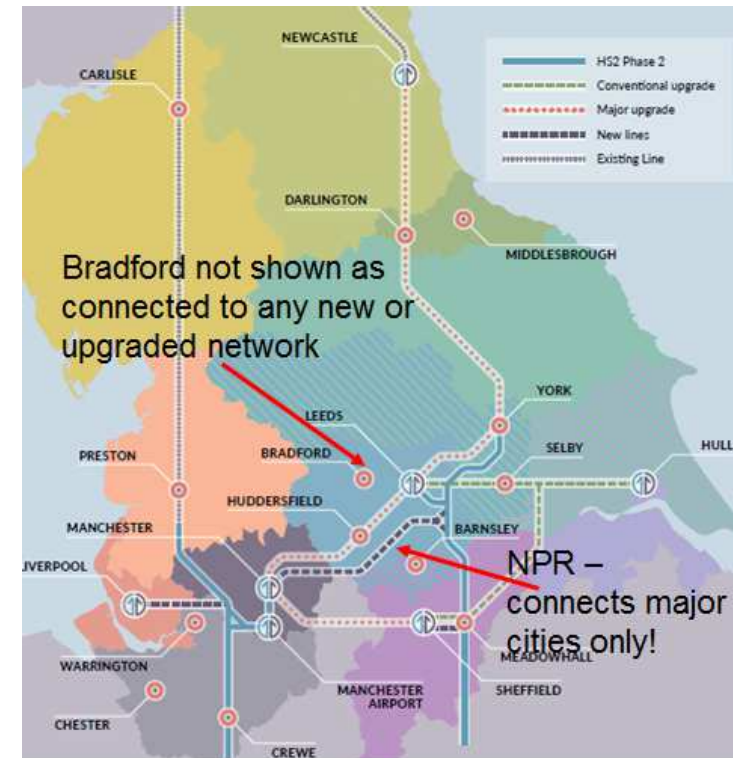
TfN – Northern Transport Strategy

The North: 4 prime capabilities –

- Digital Technology
- Advance Manufacturing
- Energy
- Health

Supported by 3 enablers –

- Financial and Professional Services
- Higher Education
- Logistics

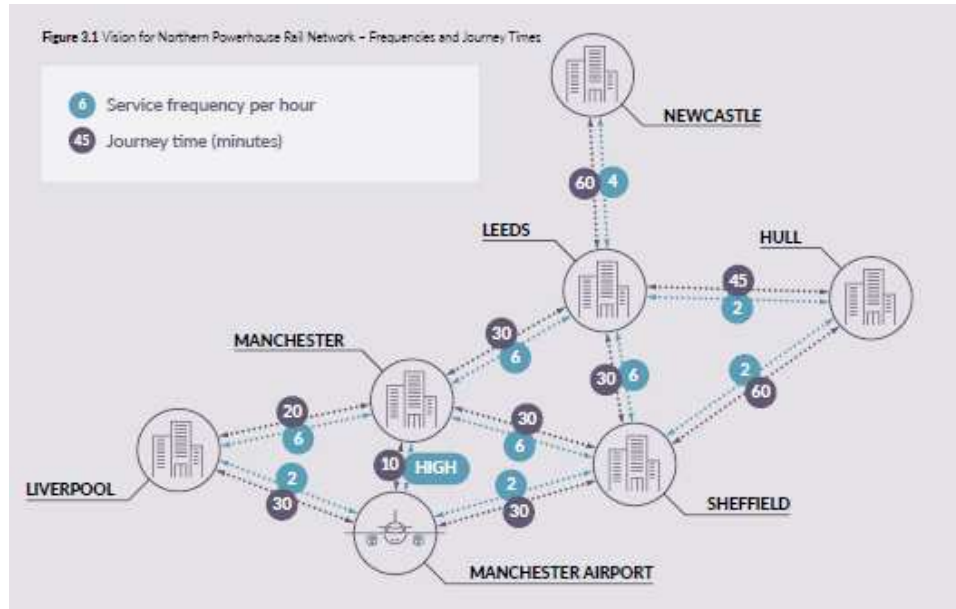


These require a centralised location and benefit from agglomeration effects which are only fully realised as connectivity improves

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NPR/HS3 – Bradford Next Steps



- For each city to city pair TfN will develop 2-3 options
- Only once preferred option determined will TfN look at intermediate stops between the cities
- City Centre v Parkway ???

Bradford needs to build the case (wider economic benefits) over the next 6 months
TfN – what will the district look like in 30 years time???

Way forward:

1. Continue to make economic and connectivity case for Bradford being on NPR with Transport for the North
2. Build & harness Bradford and regional business support for Bradford being on the NPR route
3. Taken Bradford and NPR to the Producer City Board
4. Provide input and influence the West Yorkshire Combined Authority NPR advocacy work
5. Developing a Bradford NPR advocacy document



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