

# APPENDIX B3

CONNECTIVITY IMPROVEMENTS  
ACHIEVED BY **HS2** AND **HIGH SPEED UK**  
FOR:

## BRADFORD

(extract from *HS2 - High Speed to Nowhere*)

Appendix B3 : Bradford	
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## Bradford

<b>Town/City</b>	<b>Bradford</b>
City Region	West Yorkshire
Population of built-up area**	<b>300,000</b>
Ranking amongst UK cities – N/A	(part of W.Yorkshire)
Number of cities directly linked by existing rail network (out of 31)	<b>5</b>

### References:

HSUK Yorkshire Rail Strategy  
 HSUK Transpennine Rail Strategy  
 HSUK Regional Map 11  
 HSUK Bradford Network Map  
*All available on HSUK website*  
[www.highspeeduk.co.uk](http://www.highspeeduk.co.uk)

\*\* [https://en.wikipedia.org/wiki/List\\_of\\_urban\\_areas\\_in\\_the\\_United\\_Kingdom](https://en.wikipedia.org/wiki/List_of_urban_areas_in_the_United_Kingdom)

### Bradford : Intercity Connectivity with HSUK and HS2

Bradford	Average journey time reduction	Cities directly linked (out of 27)	Journeys made faster (out of 31)	Journeys made worse (out of 31)	Best performer (out of 31 journeys)
<b>High Speed UK</b>	<b>50%</b>	<b>12</b>	<b>25</b>	<b>0</b>	<b>26</b>
<b>HS2</b>	<b>13%</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>

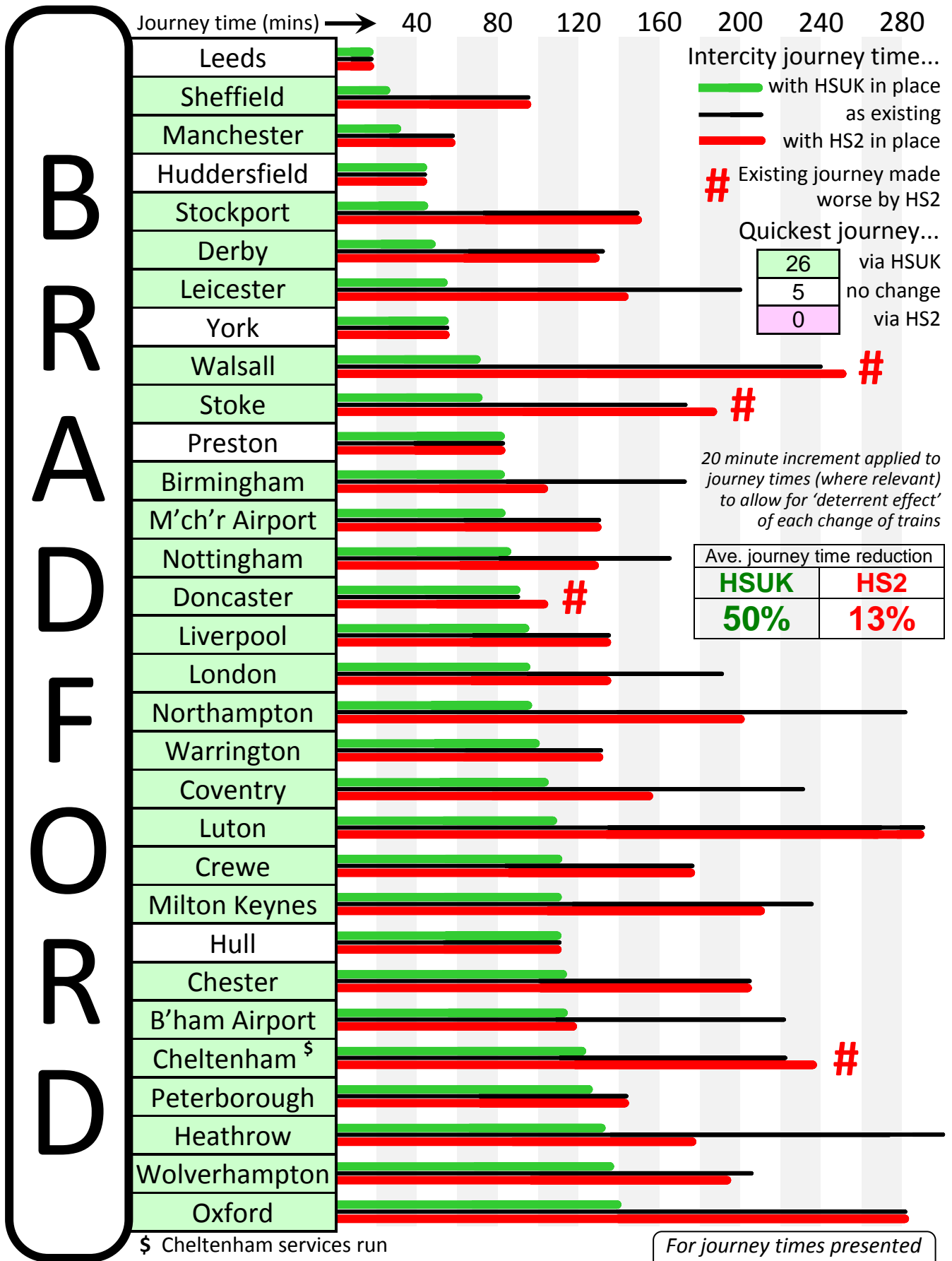
Bradford's rail connectivity has always been compromised by its location in a steep-sided valley on the fringe of the Pennines, and by the fragmented and unplanned development of the region's railways. These two factors have led to Bradford having 2 separate terminus stations with 2 separate suburban networks, one to the north and one to the south of the city centre. This has greatly discouraged the operation of intercity services to Bradford, and this must contribute to the city's depressed economy. Despite the recent introduction of Grand Central direct services to London (4 trains per day from Bradford Interchange), Bradford's intercity connectivity is still mostly achieved through its local links to Leeds, where a much greater range of long distance services is available.

With the recent revision of HS2 proposals in Leeds, to make the proposed terminus station contiguous with the existing Leeds Station at, a proportion of Leeds' gains from HS2 will extend to Bradford. However, these gains will be greatly limited by the fact that Leeds itself will be directly linked by HS2 only to 3 other cities – Sheffield, Birmingham and London.

It must be asserted that a city of Bradford's size and history should not be in its current subsidiary relationship to Leeds, whereby most intercity journeys to Bradford pass through Leeds station. This is not healthy either for Leeds, for Bradford or for the entire West Yorkshire region, whose rail network is almost entirely focussed on Leeds station, and this must demand radical improvements in direct intercity services to Bradford. HSUK answers this challenge through its M1-aligned route from Manchester and Sheffield to Leeds, which links naturally to a restored Spenn Valley route approaching Bradford from the south, and potentially crossing the city centre northwards through implementation of the long-delayed Crossrail scheme. This will allow Bradford direct links to Sheffield, London, Birmingham, Manchester and many other UK cities, and journey time reductions of around 50%.

# HIGH SPEED UK & HS2 LINKS TO

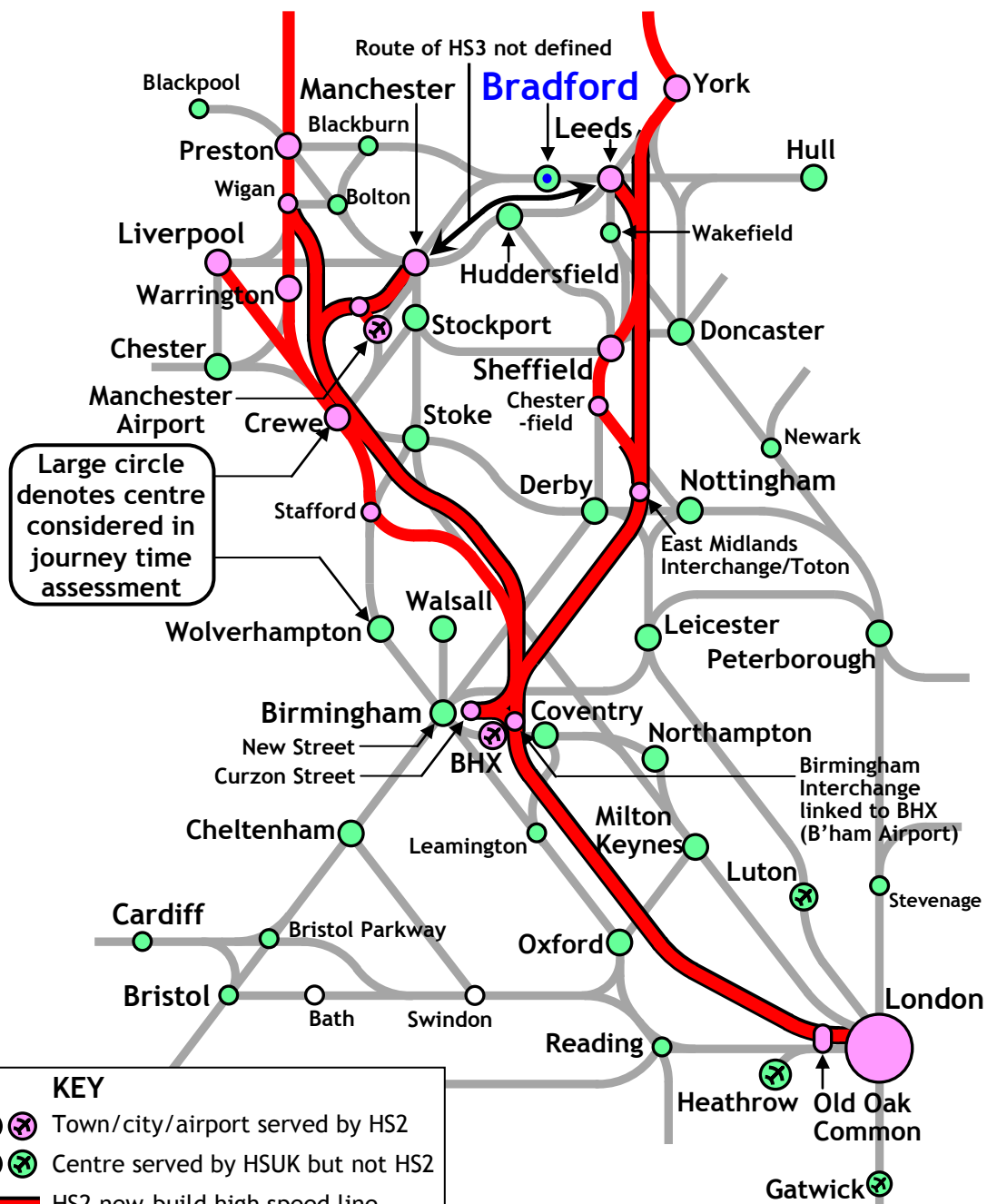
# BRADFORD



# BRADFORD

*Isolated from HS2, no improvement to current poor local and national connectivity*

<b>HS2</b>
Average journey time reductions:
<b>13%</b>
No. of cities directly linked:
<b>0</b>
No. of journeys made faster:
<b>12</b>
No. of journeys made worse:
<b>4</b>



**HIGH SPEED 2**  
**ROUTES & CITIES SERVED**

# BRADFORD

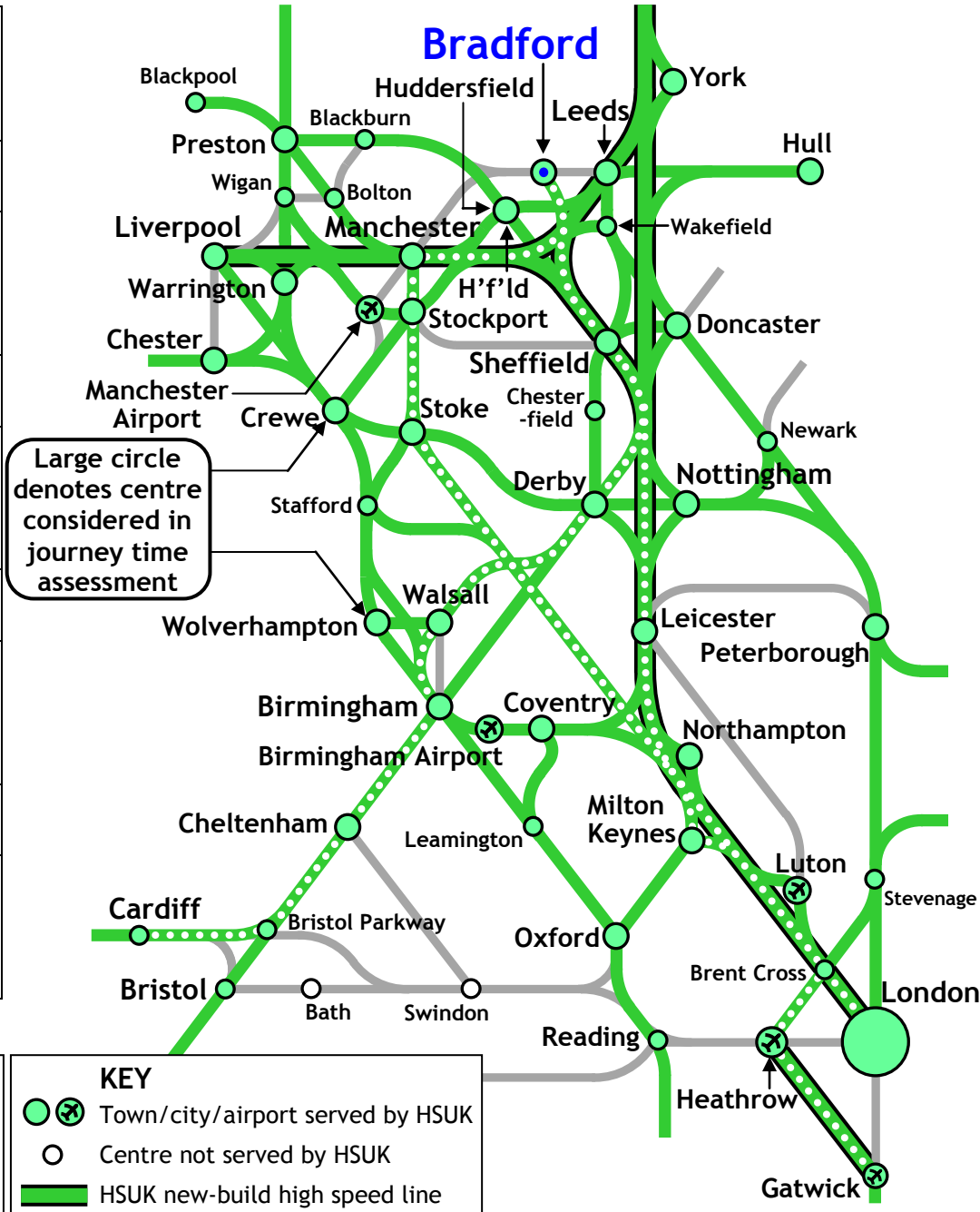
*Fully connected to national high speed network,  
direct links to key primary cities*

<b>HSUK</b>
Average journey time reductions:
<b>50%</b>
No. of cities directly linked:
<b>12</b>
No. of journeys made faster:
<b>25</b>
No. of journeys made worse:
<b>0</b>

Large circle denotes centre considered in journey time assessment

KEY	
	Town/city/airport served by HSUK
	Centre not served by HSUK
	HSUK new-build high speed line
	HSUK services on existing line
	HSUK services from Bradford

Bradford served by:  
HSUK08  
HSUK45  
HSUK94  
See Appendix A1



**HIGH SPEED UK**  
ROUTES & CITIES SERVED

[www.highspeeduk.co.uk](http://www.highspeeduk.co.uk)

## Comparative Journey Times from Bradford

Quickest via:	HSUK	No change	HS2	Journey time adjusted for number of changes			HSUK		Existing		HS2		Journey made worse by HS2
				HSUK	Existing	HS2	Journey time	No of changes	Journey time	No of changes	Journey time	No of changes	
Origin	Destination												
BRADFORD	Birmingham		83	173	104	83	0	153	1	84	1		
	B'ham Airport		115	221	119	95	1	181	2	89	1 <sup>B</sup>		
	Cheltenham		123	222	222	123	0	202	1	202	1	#	
	Chester		111	205	205	91	1	165	2	165	2		
	Coventry		106	231	157	86	1	191	2	107	2 <sup>B</sup>		
	Crewe		108	178	178	88	1	138	2	138	2		
	Derby		49	132	129	49	0	112	1	89	2		
	Doncaster		91	91	91	71	1	71	1	71	1	#	
	Heathrow		135	312	179	115	1	252	3	139	2		
	Huddersfield		43	43	43	43	0	43	0	43	0		
	Hull		111	111	111	91	1	91	1	91	1		
	Leeds		19	19	19	19	0	19	0	19	0		
	Leicester		51	200	143	51	0	160	2	103	2		
	Liverpool		98	137	137	78	1	117	1	117	1		
	London		95	191	136	95	0	171	1	116	1		
	Luton		111	290	290	91	1	230	3	230	3		
	Manchester		30	59	59	30	0	59	0	59	0		
	M'ch'r Airport		80	130	130	60	1	110	1	110	1		
	Milton Keynes		113	237	211	93	1	197	2	161	2 <sup>B</sup>		
	Northampton		99	281	201	79	1	221	3	151	2 <sup>B</sup>		
	Nottingham		88	164	129	68	1	144	1	89	2		
	Oxford		142	283	283	122	1	243	2	243	2		
	Peterborough		124	143	143	104	1	123	1	123	1		
	Preston		82	82	82	82	0	82	0	82	0		
Sheffield		27	96	80	27	0	76	1	60	1			
Stockport		43	148	148	43	0	108	2	108	2			
Stoke		69	173	173	69	0	133	2	133	2	#		
Walsall		72	240	240	72	0	200	2	200	2	#		
Warrington		98	131	131	78	1	111	1	111	1			
Wolverhampton		139	206	194	119	1	166	2	144	2 <sup>B</sup>			
York		56	56	56	56	0	56	0	56	0			

A = Change introduced by HS2    B = Change via shuttle between Birmingham International and Interchange

# = Journey made worse by intervention of HS2 (no adjustment made to existing journey time)

Generally, journey times adjusted by 20 minutes to allow for each change of trains. 30 minute adjustment applied for the special cases noted above ie A – extra change introduced by HS2 and B – shuttle connection between Birmingham International and Birmingham Interchange.