**Bradford TramTrain Proposal**

**Transforms train access to and through Bradford City Centre**

**Three important reasons why Bradford’s rail services underperform**:

1. Two inaccessible and run down mainline stations (Interchange & Forster Square) located outside the city centre and serving separate rail networks
2. Interchange & Forster Square are about 1km apart - there is no city centre station
3. Low frequency services

**Possible Solutions**:

1. Underground tunnel between Forster Square and Interchange: prohibitively expensive, would not improve city centre access and would have a very long lead time before opening of at least 15-20 years
2. On-street TramTrain connection between Forster Square and Interchange with new city centre TramTrain stop(s) extending Ilkley and Skipton trains through to Interchange. Much cheaper, shorter lead time to opening of 5-10 years, and greatly improves access to the city centre from 11 Bradford Council Wards.

**Advantages of TramTrain**:

* Light rail vehicles than can run both on-street and on the national rail network alongside mainline trains
* Higher frequency and closer spacing of stations/stops
* Pioneered in Karlsruhe, Germany in the 1980s; successful UK trial scheme Sheffield/Rotherham from 2018

**Bradford TramTrain**:

* New 1km on-street city centre route connecting Forster Square and Interchange stations: **either** via Cheapside, Market Street, Bridge Street (with new stops at Broadway Shopping Centre and City Hall/Centenary Square), **or** via derelict Post Office owned land east of Midland Hotel, Kirkgate, (new stop at rear of Broadway Centre), Well Street and Vicar Lane\*
* Possibly reopen Manningham station
* Convert Ilkley/Forster Square (Wharfedale Line) and Skipton/Forster Square (Airedale Line) rail services to TramTrain operation and extend through the city centre to Interchange. Requires new TramTrains, but existing electric railcars will need replacing in any case in 10-20 years
* Increases frequencies on both routes from 2 per hour to 3 or 4 per hour: would provide 6 to 8 TramTrains per hour across the city centre and to/from Shipley, Frizinghall and Manningham, and 3 to 4 TramTrains per hour elsewhere for all stations between Bradford and Ilkley, and Bradford and Skipton
* Boosts connections to and through Bradford city centre from/to Manningham, Frizinghall, Shipley, Baildon, Guiseley, Menston, Burley in Wharfedale, Ben Rhydding, Ilkley, Saltaire, Bingley, Crossflatts, Keighley, Steeton & Silsden, as well as to/from Cononley and Skipton
* Would improve access greatly to regional and national train services at both Interchange and Shipley

\**easy to later extend to a possible long term Northern Powerhouse Rail Station* *site*

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