

CITYCONNECT 3: BRADFORD-HALIFAX GREENWAY

INC. THE QUEENSBURY TUNNEL



BRADFORD TRANSPORT PRIORITIES



BRADFORD - THE BIG PICTURE

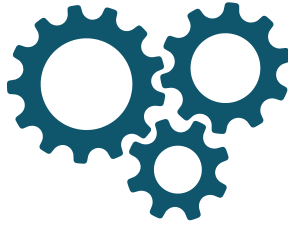
534,000

PEOPLE

**UNDER
18**



**YOUNGEST CITY
IN THE UK**



15,700

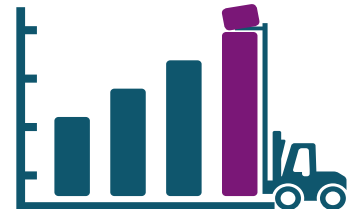
BUSINESSES

**BEST PLACE IN THE UK TO
START A NEW
BUSINESS**



**MOST
PRODUCTIVE
BUSINESSES**

**OF ANY CITY IN THE
NORTHERN POWERHOUSE**



AN ECONOMY WORTH

£10bn



CYCLING INVESTMENT IN BRADFORD DISTRICT



Bradford has a record of successful delivery of major cycling events such as the Tour de France and Tour de Yorkshire as well as major cycling infrastructure investment:

- Bradford Living Streets Connect 2 (Manchester Road pedestrian and cycle bridge)
- CityConnect 1 - Bradford to Leeds
- CityConnect 2 - Bradford to Shipley
- Leeds-Liverpool canal towpath - Shipley to Leeds, but also to other Principal Towns such as Bingley, Keighley and beyond.

Bradford has a young and diverse population but poor health outcomes with too many journeys taken by car, causing congestion and air quality issues across the district. CityConnect 1 has seen usage increase up to 30% in its first year of operation and further investment is needed in the form of CityConnect 3 to maintain this growth, encourage modal shift and improve air quality and public health outcomes.

BRADFORD TO HALIFAX CONNECTIVITY



This document outlines the benefits a dedicated greenway connecting Bradford and Halifax – CityConnect 3 – would deliver, unlocking economic growth, generating modal shift and improving air quality and health outcomes. Bradford and Halifax are two of West Yorkshire's major urban centres with a combined population of over 700,000 people and a combined economy of over £14bn.

Between Bradford and Calderdale districts there are on average 14,300 people commuting to work each day with an average journey length of 8 miles (12.9km). In 2011 the predominant travel choice for these journeys (70%) was the private car.

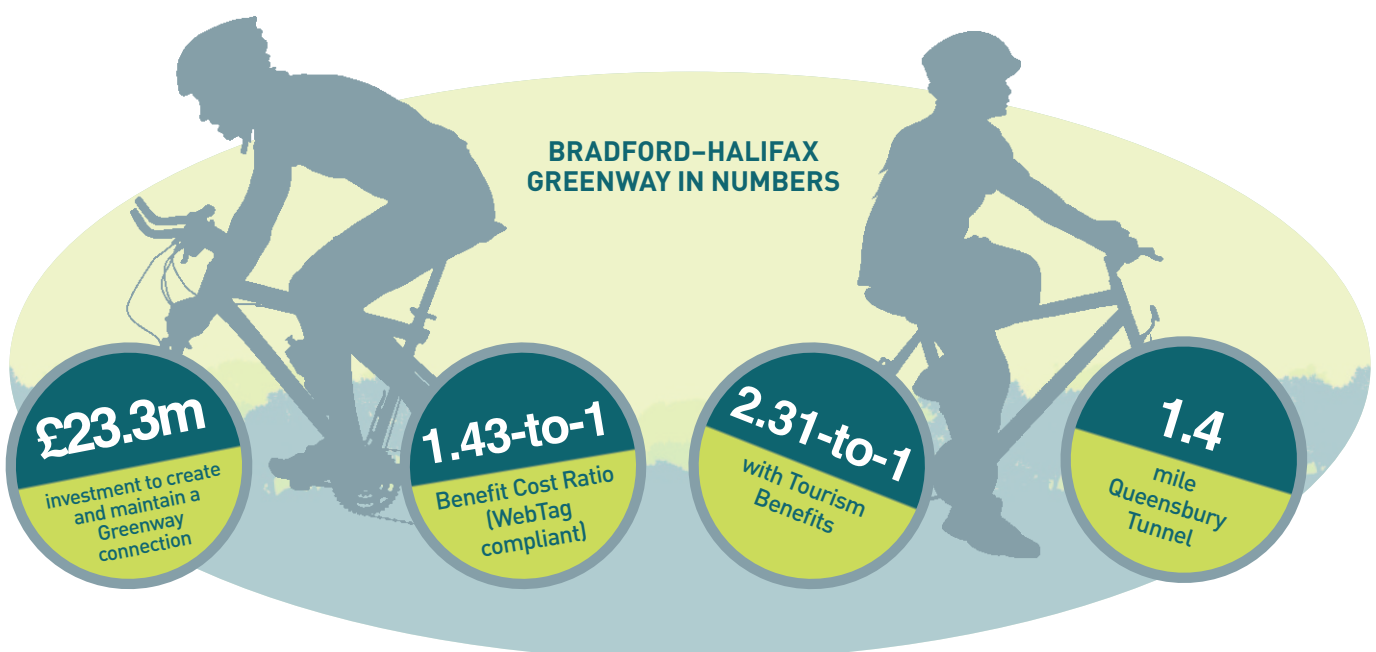
The economic benefits of improved sustainable connectivity between Bradford and Calderdale are not only beneficial to these two districts but also to West Yorkshire. By reducing journey times for residents and businesses between these two centres competition will be increased, productivity will be improved and increased wages will result. Cycling between the two districts is currently limited due to little or no dedicated

facilities providing a viable safe cycling opportunity. However, with improvements to create a safe cycle route increased modal transfer can be expected as well as an increased tourism opportunity.

BRADFORD-CALDERDALE INCLUSIVE GROWTH CORRIDOR

We have been working with the West Yorkshire Combined Authority (WYCA) on developing a number of inclusive growth corridors, including Bradford–Calderdale.

- The inclusive growth corridors are based on in-depth evidence of planned housing and economic growth over the next 15 years with consideration of how to ensure that growth is sustainable and equitable.
- This formed the basis of WYCA's Transforming Cities bid, which has successfully passed to Phase Two and where further work on the Bradford–Calderdale corridor is being developed.
- The Bradford–Halifax Greenway would run directly through this corridor, complementing the strategic work of the Combined Authority and deliver a high value Benefit to Cost Ratio of 2.31:1 when taking into account the significant tourism benefits of a greenway connecting two major urban centres to the heart of some of Yorkshire's finest countryside.



CITYCONNECT 3 – BUILDING ON SUCCESS

CityConnect 3 would build on the success of CityConnect 1 & 2, which connected Leeds and Bradford, by extending the cycleway to Halifax, creating a regional dedicated cycling network stretching from east Leeds to Halifax via Bradford.

A dedicated cycleway would extend from the city centre to Thornton and the Great Northern Railway Trail, with the potential for spurs to extend through the rural valley floor to Clayton. Future phases would see Queensbury Tunnel restored and the route continuing to Holmfild and into Halifax.

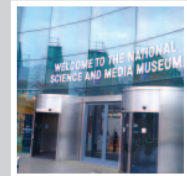
CityConnect 1 has seen a 30% increase in usage between 2016 and 2018 and momentum continues to build with the recently opened CityConnect 2. The 'bike friendly' scheme has seen a 25% increase in people cycling to work in businesses engaged through the scheme and the schools programme has worked with over 4,000 pupils, 50% of whom were cycling for the first time.

CityConnect 3 would pass near the University of Bradford and Bradford College, as well as four schools with a total of 3,500 students, nearly a quarter of whom are Pupil Premium and Free School Meal eligible. The route also passes numerous major employers, providing significant opportunities to stimulate cycling activity through schemes with a proven track record of delivery.

The cycleway would pass through or near the communities of Toller, Clayton, Lidget Green and Thornton, which include wards among the most diverse and deprived in England, particularly based on Indexes of Multiple Deprivation where some rank in the 10% most deprived in England, specifically on employment, living environment (including road safety) and health outcomes.

CITY CENTRE LIVING

Bradford city centre has seen the fifth biggest increase in city centre living in the country over the past ten years according to Centre for Cities (+150%), a strong cycling network throughout the city centre will maximise economic opportunities for residents with the employment areas in the surrounding communities and vice versa.

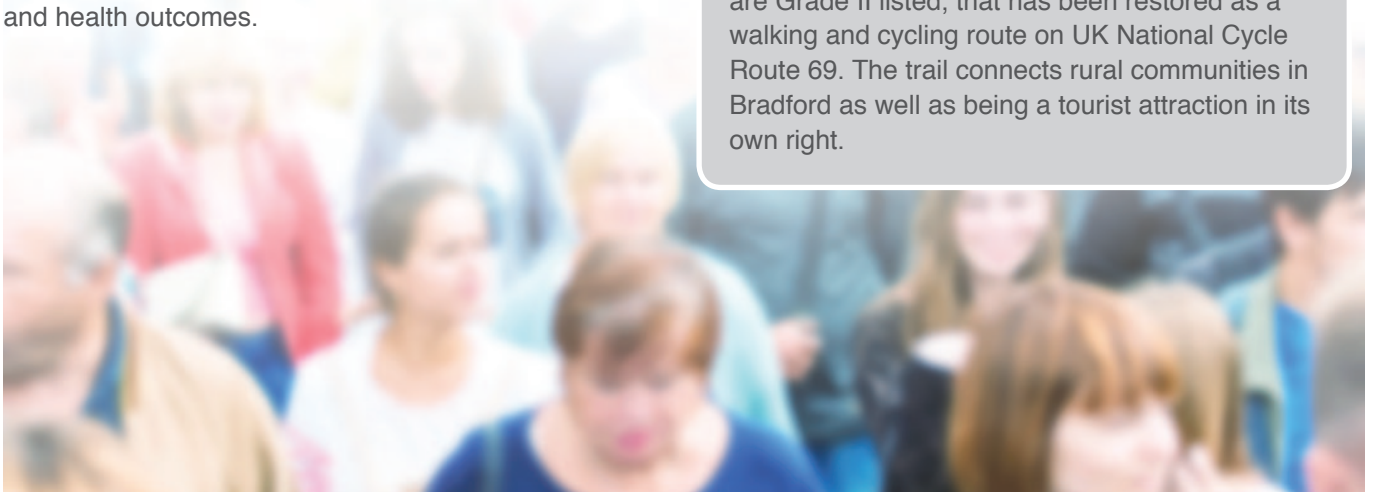


KEY CONNECTIONS ALONG THE GREENWAY

University/Bradford College – 10,000 students live and learn within a one mile radius of these key areas on the outskirts of the city centre yet connectivity with city centre is considered relatively poor.

Culture Quarter – A number of nationally prominent attractions would be within touching distance of a Greenway including the National Science and Media Museum, the Alhambra Theatre and the forthcoming Bradford Live development, with total audiences across all three venues projected to be in excess of one million people per year.

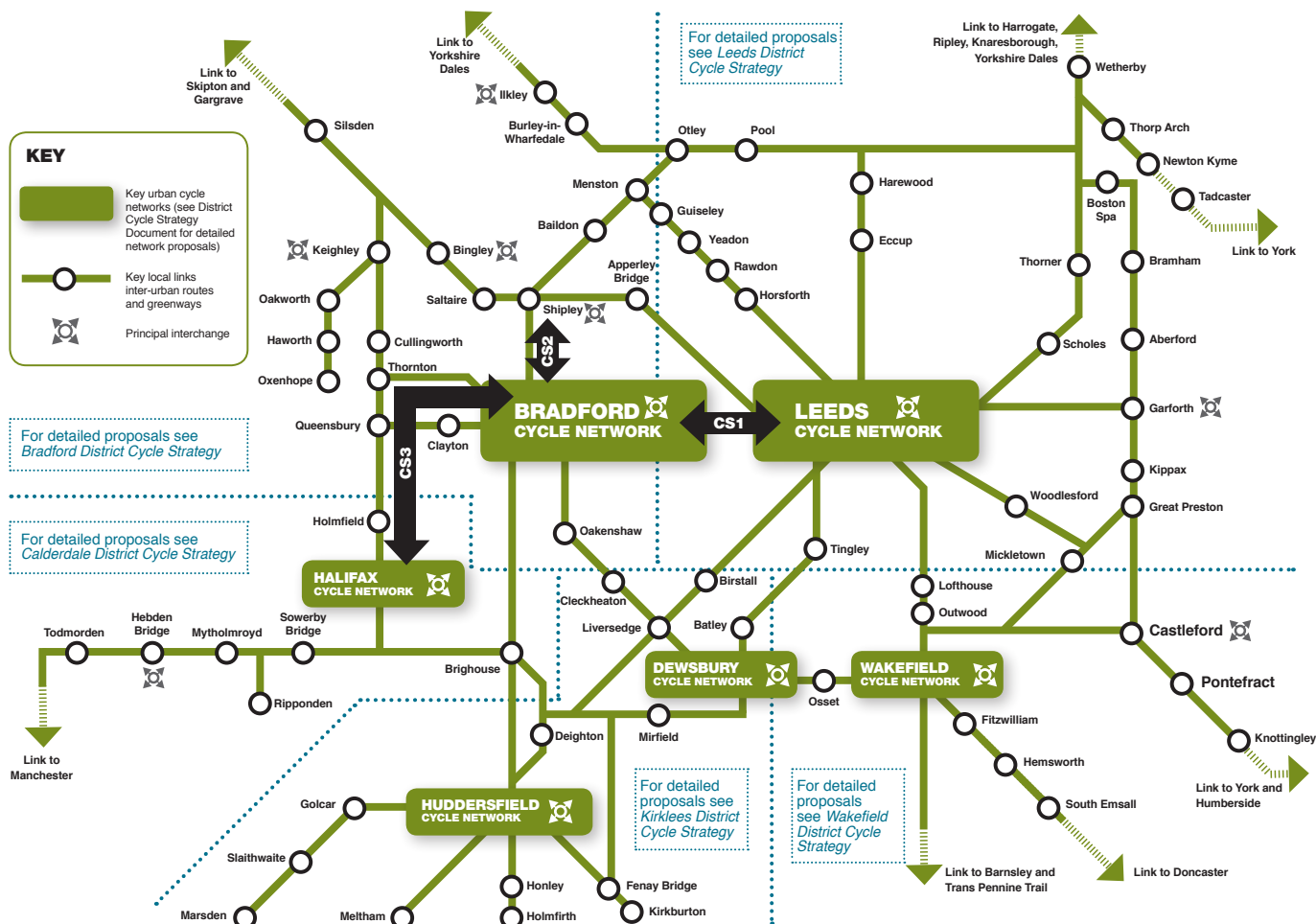
Great Northern Railway Trail – A former railway line incorporating three viaducts, two of which are Grade II listed, that has been restored as a walking and cycling route on UK National Cycle Route 69. The trail connects rural communities in Bradford as well as being a tourist attraction in its own right.



REGIONAL SCHEMATIC NETWORK

Regionally, a cycle network concept has been developed. This schematic map provides an idea of some of the longer distance commuting, leisure and

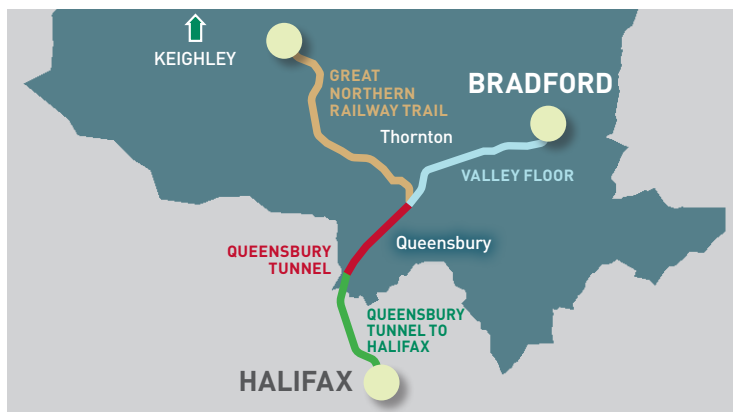
touring routes that are, or could become, important in forming our region's wider cycle network.



THE QUEENSBURY TUNNEL

LOCATION OF THE TUNNEL

The undoubted jewel in the crown of the greenway would be the restoration of the Queensbury Tunnel, a former railway tunnel that is the subject of a major campaign by the Queensbury Tunnel Society, whose petition to restore the tunnel has attracted over 11,000 signatures.



QUEENSBURY TUNNEL CYCLE ROUTE

Today there are more than 60 former railway tunnels on the country's network of foot and cycle paths with some being attractions in their own right. The current longest, at more than a mile, is Combe Down Tunnel in Bath which opened in 2013 and hosted 250,000 journeys in its first year of operation.

Bradford Council, together with Calderdale MBC, Sustrans, the Queensbury Tunnel Society and the Great Northern Railway Trail Development Group believe that the tunnel could help to establish a strategically important link within the emerging network of shared paths across the region, allowing a connecting route to be formed between the Aire and Calder valleys where paths are already under

development, as well as a link into Bradford. The existing Great Northern Railway Trail would form part of that route.

Building on the legacy of the Tour de France and Tour de Yorkshire the tunnel presents a 'now or never' opportunity to create a landmark resource within the Bradford district which not only improves connectivity but helps meet the health and environmental obligations of both Bradford and Calderdale Councils, attracting tourists, hosting events, revitalising local communities and giving new life to a remarkable engineering feat.



HOW THE TUNNEL COULD LOOK FOLLOWING CONVERSION TO HOST A CYCLE PATH CREDIT: FOUR BY THREE



SOUTHERN ENTRANCE DURING CONSTRUCTION

QUEENSBURY TUNNEL – PAST AND PRESENT

Built in the 1870s Queensbury railway tunnel runs in south-west to north-eastern direction under Queensbury. Constructed by over 600 men over four years the tunnel was a hard won facility with working conditions being poor throughout its construction period.

Since closure in the 1950s, the tunnel has suffered from a lack of on-going maintenance leading to the deterioration in the tunnel lining.

Currently, Highways England (through the Historical Railways Estate) has responsibility for the maintenance and long-term management of the tunnel and recently Historical Railways Estate have prepared proposals to abandon the tunnel, preventing access to the tunnel in the future.

LEVEL OF FUNDING REQUIRED

Detailed investigations into the condition of the tunnel have been undertaken by the Council's consultants (AECOM) who have prepared an indicative scope of remedial works which would be required to stabilise the tunnel.

On behalf of stakeholders, Sustrans has undertaken an assessment of potential costs of constructing segregated cycling infrastructure between Bradford city centre and Halifax town centre and the tunnel portals.

Combining the AECOM work and Sustrans assessment provides an indicative funding requirement (including on-going maintenance costs) for creating an impressive cycle network between Bradford and Calderdale:

On these costs the tunnel achieves a WebTAG compliant Benefit Cost Ratio (BCR) of 1.43 to 1 (representing a medium value for money investment). However, incorporating benefits associated with increased tourism to the tunnel increases the BCR assessment to 2.31 to 1 (representing a high value for money investment).

Initial funding from the residual of the Historical Railways Estate abandonment works of circa £2m could be allocated to the tunnel project as an initial dowry. However, funding for the residual £21.3m is still

needed. Bradford Council working in conjunction with Calderdale Council and the West Yorkshire Combined Authority are exploring potential sources of funding for meeting this residual amount and for the potential of phased delivery of the scheme.

An initial £300k to do further feasibility work on the network is required to bolster the case and further demonstrate that the £23m represents a good investment of taxpayers' money.



A COMPUTER GENERATED VISUALISATION OF HOW THE TUNNEL MIGHT LOOK AFTER REPAIR
CREDIT: FOUR BY THREE



Further Information

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www.queensburytunnel.org.uk