

# Report of the Strategic Director Place, to the meeting of Bradford West Area Committee to be held on 28 February 2024

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## Subject:

**OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING  
RESTRICTIONS ON VARIOUS ROADS IN THE BRADFORD WEST CONSTITUENCY**

## Summary statement:

**This report considers objections to the proposed Traffic Regulation Order on  
various roads in the Bradford West Constituency.**

## EQUALITY & DIVERSITY:

The Council has considered its obligations under the Public Sector Equality Duty under the Equality Act 2010 and is satisfied that the proposals will have no material impact on those identified with protected characteristics.

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David Shepherd  
Strategic Director Place

## Portfolio:

**Regeneration, Planning & Transport**

Report Contact: Andrew Smith  
Principal Engineer - Traffic & Road  
Safety South  
Phone: (01274) 434674  
E-mail: [andrew.smith@bradford.gov.uk](mailto:andrew.smith@bradford.gov.uk)

## Overview & Scrutiny Area:

**Regeneration & Environment**

**1.0 SUMMARY**

1.1. This report considers objections to the proposed Traffic Regulation Order on various roads in the Bradford West Constituency.

**2.0 BACKGROUND**

2.1. At its meeting on the 12 July 2023 this committee approved as part of its Safe Roads Programme, a scheme to introduce a Traffic Regulation Order on various roads throughout the Bradford West Constituency.

2.2. The Order has been promoted to resolve several requests for small areas of existing waiting restrictions to be amended or new restrictions to be introduced. The requests to resolve various traffic management issues have been raised by ward members, officers or local residents and businesses.

2.3. The Traffic Regulation Order was formally advertised between the 18 January and 9 February 2024. At the same time consultation letters and plans were posted to residents and businesses affected by the Order. This resulted in a total of 13 objections to the proposals. Drawings showing the locations that received objections are attached as Appendix 1. There have also been 10 representations supporting the proposals on Grange Road (2No.), Paradise Road (3No.), Ashburnham Grove (1No.), Drill Parade (1No.), North Parade (1No.), Trenton Drive (1No.) and Scotchman Road (1No.)

2.4. A summary of the points of objection and corresponding officer comments is tabulated below: -

<b>Objections</b>	<b>Officer's Comments</b>
<p><b>Ivanhoe Road (drawing No HS/TRSS/105643/CON-5A)</b>  <b><u>First Objection</u></b>                      The introduction of the waiting restrictions means that the objector would not be able to park their vehicle between 8am - 5pm Monday - Friday outside their house. They normally park their vehicle at the entrance to their rear garden because there is no space at the front on Waverley Road or on Ivanhoe Road.                      The objector has child access needs. Due to the issue of parking on Ivanhoe Road which is such a disaster the objector can't afford to have their only option taken away. This will cause a huge effect on their day to day lives and a trauma on their children's health.                      The objector states there has never been an issue with their vehicle parked at the</p>	<p>The waiting restrictions have been proposed at the request of the Council's Waste Management team. They are currently having issues with vehicles parking near to the entrance to the doctor's surgery and at the entrance to the back street which lies between Waverley Road and Horton Grange Road. The refuse vehicle turns into the entrance to the surgery car park and then reverses down the back street. if vehicles are parked in these areas bin collections are missed or delayed. The objector can park on the yellow lines to enable their children to exit from the vehicle and if they have a blue badge they may park for up to 3 hours.                      There is an independently funded scheme</p>

<p>rear of their property. I am always very cautious of the attendance of the bin men or any delivery due to attend. The objector has requested permit parking. <b><u>Second Objection</u></b> This objection is on the grounds that the proposal will have a more negative effect to the outside entrance to their property, due to a shortfall of parking it will become even more congested with parked cars. The vehicles that usually obstruct are not the residents they belong to visitors. The objector has requested permit parking.</p>	<p>to remove some of the raise planters in Ivanhoe Road which should benefit the resident in the long term.</p> <p>The waiting restrictions are being proposed at the request of the Waste Management team. They are currently having issues with vehicles parking near to the entrance to the doctor’s surgery and at the entrance to the back street which lies between Waverley Road and Horton Grange Road. The refuse vehicle turns into the entrance to the surgery car park and then reverses down the back street. if vehicles are parked in these areas bin collections are missed or delayed. The objector has stated that vehicles do cause an obstruction therefore the introduction of the waiting restrictions will improve access Monday to Friday 8am – 5pm. At other times parking will be available.</p> <p>This location does not meet the approved criteria for permit parking.</p>
<p><b><u>Kirkham Road (drawing No HS/TRSS/105643/CON-5A)</u></b> <b><u>Third Objection</u></b> The objector is concerned that the introduction of the blue badge parking place will be an inconvenience to them and other neighbours. The applicant for the blue badge parking place allegedly has a number of vehicles in his household and therefore wants to secure a permanent parking spot. The objector only has one vehicle, and a member of the household has very limited mobility, must use a walking stick and needs support when walking, so being able to park as close as possible to their house is of utmost importance.</p>	<p>Kirkham Road is very busy with parked vehicles particularly in the evenings. It is not in an area where commuter parking is prevalent or there is a large employment site nearby therefore all the road space is taken up by the residents. On such streets it is more pertinent that space is made available for residents with disabilities to park outside their premise or close by. Unfortunately, the regulations state a minimum size of bay must be put in and in streets of terraced houses it is inevitable that the bay will encroach onto neighbouring frontages. Blue badge parking places are not exclusive to one household therefore if the objector has a blue badge, they can also use the park bay.</p>

<p><b>Little Horton Green (drawing No HS/TRSS/105643/CON-8A)</b>  <b><u>Fourth Objection</u></b></p> <p>The proposed location of the parking bay outside of number 41 will contribute directly to an increase in RTA and damage to parked vehicles in this bay, as it is this side of the road that the speeding vehicles travel along during the night despite the road traffic calming measures that have recently been put in place.</p> <p>The objector has an alternative location for the parking bays; outside the cricket field from the one-way junction of Pulman Street to number 57. This would provide no disruption to residents and new blue badge holders that park there would have better visibility and security for their vehicles at night, As most of the properties on this road have high hedges making parking directly outside properties on the left hand side impossible to view their vehicles.</p> <p>There is also an additional location at the junction of Pulman Street on the right hand side before the junction.</p> <p>The alternative locations are where non-residents currently park for the school drops at All Saints on Kennion Street and the end of Little Horton Green</p> <p>There is not a requirement for Blue Badge holders on Little Horton Green as most if not all of the properties are owned and rented by a private company, and as such there is private parking at the back off number 41 Little Horton Green to 25 Little Horton Green with access via a lane next to number 36 which has more than enough capacity for all residents of Little Horton Green.</p> <p>The requirement for additional parking bays stems from the parking requirements to drop and collect children from both schools between the hours of 8.15am – 8.50am and 3.15pm – 4.30pm. Outside of these times it would serve local taxi drivers a staging area</p>	<p>Accident records show there has been one collision resulting in injury in the previous 5 years in this section of Little Horton Green. The collision did not involve vehicles travelling in the direction the objector is concerned about.</p> <p>It is considered that the main traffic flow is from west to east and the bays have been placed on the nearside of the carriageway to allow passengers to exit vehicles onto the footway. It is also safer to pull out from the kerb on the correct side of the carriageway and not have to cross oncoming traffic.</p> <p>Parking is currently prohibited in the areas where the new parking bays are proposed. The bays will therefore provide legal parking for parents at the start and end of the school day and make parking available for residents who may not be able to find a place in the private parking area.</p> <p>Additional blue badge parking is not included in these proposals.</p>

<p>during the day as they currently park outside my property 41 Little Horton Green anyway. As a result, any Blue badge permits permitted would also struggle to park their vehicles outside of the school runs times indicated during the day.</p>	
<p><b>Redburn Drive (drawing No HS/TRSS/105643/CON-19A)</b>  <b><u>Fifth Objection</u></b>                  On-street parking on Redburn Drive is essential for a local dental surgery allowing patients from far and wide to park and easily access their services.                  They have off road parking, but as it is a busy practice serving many people parking on Redburn Drive has always been necessary.                  Many of the patients are elderly and some require wheelchair access.                  Restricting parking on Redburn Drive would both adversely affect surgery as well as causing difficulty for many patients.                  The objector does not want any new waiting restrictions on Redburn Drive.</p>	<p>Parking on both sides of the road particularly near to the junction with Bradford Road hinders drivers when trying to pass each other as they turn in and out of Redburn Drive.                  Following consideration if the objection, it is recommended that the waiting restrictions on the northwest side of Redburn Drive are reduced to 10m from Bradford Road. This will enable patients to continue parking outside the surgery while still improving turning movements at the junction.                  Blue badge holders are allowed to park on single or double yellow lines for up to 3 hours, so long as they are not parked in a position that would be a danger to themselves or other road users.                  The amended proposals are shown on drawing number HS/TRSS/105643/CON-19B attached as Appendix 2.</p>
<p><b>Paradise Road (drawing No HS/TRSS/105643/CON-20A)</b>  <b><u>Sixth Objection</u></b>                  The objector is concerned that the introduction of yellow lines would cause major disruption to the residents in this area. However, they agree it is a very tight area to access, but parking is limited for the amount of housing in this area. the objector has seen time's where it is difficult for refuse vehicles to access but this is down to visitors who are not aware of this problem. Extending the yellow lines would prove difficult for all residents who need vehicle access/parking when required or would over spill onto neighbouring roads causing/making the same problems. It seems that because of a couple of occasions this has happened it has arisen</p>	<p>The waiting restrictions are proposed to improve access for residents, refuse vehicles and other delivery vehicles. Yellow lines were introduced on the access to Paradise Road but the problems are now occurring further along the road and parked vehicles hinder access to Garden Street and Woodville Place.</p>

<p>to this and the neighbouring properties will find it difficult, and have to park further away after work or otherwise.</p>	
<p><b><u>Seventh Objection</u></b>  The objector understands the complaint about parking on both sides of the road obstructing vehicles. The road is a cobbled street, and the introduction of yellow lines would really spoil the look of the street. The yellow lines at the end of the street have broken up and make a mess. Also, there is a lot of plants and soil along the edge of the cobbles which you can't just paint over like you could with a regular tarmac road. the objector feels that yellow lines won't stop people parking on the stretch of road</p>	<p>The road will be swept before the yellow lines are applied. The lines will also be spray painted this adheres to cobbles better than the thermoplastic screed used under normal circumstances. The Council's wardens will enforce the restrictions and visit as regular as</p>
<p><b>Bilton Place (drawing No HS/TRSS/105643/CON-26A)</b>  <b><u>Eighth Objection</u></b>  The objector is opposing the waiting restrictions to protect access to the back road that is located at the side of No.2. The waiting restrictions were proposed to assist the refuse vehicle to access the back road where the waste bins were collected. The bins are no longer collected from this back street, and they are now collected from the front of the properties on Bilton Place. The waiting restrictions are no longer required and will affect where the objector can park.</p>	<p>The Waste Management team has verified the objector's comments. It is therefore recommended that the waiting restrictions at the entrance to the back street are removed from the Traffic Regulation Order. The amended proposals are shown on drawing number HS/TRSS/105643/CON-26B attached as Appendix 2.</p>
<p><b>Mansfield Road (drawing No HS/TRSS/105643/CON-24A)</b>  <b><u>Ninth Objection</u></b>  The objector is opposing the proposals because they regularly change their car, they own more than one car and family visit regularly and park outside the house. Permit parking outside the house will be an</p>	<p>The permit parking was proposed to bring this section of Mansfield Road in line with the rest of the street following the removal of a blue badge parking bay. it is not imperative that the new restrictions are introduced therefore it is recommended that</p>

<p>inconvenience to them. They have no issues with parking unless BCFC are playing football, which creates massive parking issues all around the area. They would prefer not to have any parking restrictions outside their house.</p>	<p>this proposal is taken out of the Traffic Regulation Order.</p>
<p><b>Fairbank Road (drawing No HS/TRSS/105643/CON-45A)</b> <b><u>Tenth Objection</u></b> The objector is concerned that the proposed bay would be made bigger to conform with the regulations for this type of parking restriction and will most likely extend onto their relative's frontage which also has an informal bay. Any encroachment would impact on the objector's relative's parking. The objector fully appreciates the reasons for erecting a sign for only blue badge holders, but their concerns are that non-blue badge holders will simply park within their relative's space. The objector has requested that the proposal is extended so that the formal bay covers both addresses.</p>	<p>It is appreciated that the introduction of blue badge parking bay as shown on the drawing will impact on the neighbour who has an informal blue badge parking place. It is therefore recommended that both bays are formalised, and one extended bay is placed in front of both properties. The amended proposals are shown on drawing number HS/TRSS/105643/CON-45B attached as Appendix 2.</p>
<p><b>Nearcliffe Road (drawing No HS/TRSS/105643/CON-46A)</b> <b><u>Eleventh Objection</u></b> The person who applied for the formal blue badge bay is objecting to the proposal because their neighbours are not very happy, and he doesn't want to cause problems with neighbours. <b><u>Twelfth Objection</u></b> This objection is on the grounds that the proposed blue badge parking bay will encroach onto their frontage and because a family member has a disability, they need to be able to park directly outside. Doctors are supportive of the concerns.</p>	<p>As the applicant is objecting to the proposal it is recommended that it is take out of the Traffic Regulation Order</p> <p>As the applicant is objecting to the proposal it is recommended that it is take out of the Traffic Regulation Order</p>

### 3.0 OTHER CONSIDERATIONS

- 3.1. Ward members and emergency services have been consulted and one member from Toller Ward has objected to the proposed waiting restrictions at the junction of Scotchman Road and Jesmond Avenue. Correspondence has also been received from a resident who is supporting these proposals. The. the waiting restrictions shown on drawing HS/TRSS/105643/CON-38A are being promoted because complaints have been made about vehicles parking on the footway buildouts at the

junction and obstructing pedestrians and sightlines. The waiting restrictions will help to protect the pedestrian crossing points and sightlines and stop vehicles obstructing pedestrians using the footways. An objection to part of the proposal for Drill Parade has also been received from a Councillor.

- 3.2. A resident of Trenton Drive has supported the proposals to introduce waiting restrictions to protect access to Lilian Armitage Close. However, they are having problems with vehicles parking on the footway and blocking access to their property. They have therefore requested that the waiting restrictions are extended across their property frontage. Drawing No. HS/TRSS/105643/CON-29B in Appendix 2 shows the revised proposals.

#### **4.0 FINANCIAL & RESOURCE APPRAISAL**

- 4.1. A budget of £15,000 has been allocated from the Safer Roads Budget. The project can be delivered within budget.

#### **5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1. There are no significant risks arising from this report.

#### **6.0 LEGAL APPRAISAL**

- 6.1. There are no specific issues arising from this report. The course of action proposed is in general accordance with the Councils power as Highway Authority and Traffic Regulation Authority

#### **7.0 OTHER IMPLICATIONS**

##### **7.1. SUSTAINABILITY IMPLICATIONS**

There are no significant Sustainability implications arising from this report.



**7.2. TACKLING THE CLIMATE EMERGENCY IMPLICATIONS**

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gases arising from this report.

**7.3. COMMUNITY SAFETY IMPLICATIONS**

The introduction of some of the waiting restrictions in the Order will be beneficial in terms of road safety.

**7.4. HUMAN RIGHTS ACT**

None

**7.5. TRADE UNION**

None

**7.6. WARD IMPLICATIONS**

Ward members have been consulted on the advertised Traffic Regulation Order.

**7.7. AREA COMMITTEE LOCALITIES PLAN IMPLICATIONS**

None

**7.8. IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE**

None.

**7.9. ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT**

None

**8.0 NOT FOR PUBLICATION DOCUMENTS**

8.1. None.

**9.0 OPTIONS**

9.1. That after considering the objections and any material points raised therein that it be determined that the Order be sealed and implemented as advertised.

9.2. That the proposals on Redburn Drive be amended as shown on drawing No. HS/TRSS/105643/CON-1B. the amendments will not affect vehicles turning in and out of Redburn Drive. Otherwise that the Order be sealed and implemented as proposed subject to this amendment.

9.3. That the objection to the introduction of waiting restrictions at the entrance to the back

road at the side of 2 Bilton Place be upheld as access is no longer required by refuse vehicles. The remaining waiting restrictions to be sealed and implement as shown on drawing No HS/TRSS/105643/CON-26B.

- 9.4. That the blue badge parking place on Mansfield Road be revoked as advertised and the permit parking be abandoned.
- 9.5. That the proposed waiting restrictions on Trenton Drive be modified as shown on drawing HS/TRSS/105643/CON-29B. this will help protect access to the residential property.
- 9.6. That the proposed formal blue badge parking place on Fairbank Road be extended as shown on drawing number HS/TRSS/105643/CON-26B.
- 9.7. That the proposal to formalise the blue badge parking place on Nearcliffe Road be abandoned.
- 9.8. That having considered the objection to introduce waiting restrictions at the junction of Scotchman Road and Jesmond Avenue it is determined that the benefits outweigh the objection and the proposals be implemented as advertised. This will remove obstructive parking from the footway and improve movements for pedestrians around the junction. It will also protect sightlines for traffic turning at this junction.
- 9.9. Members may propose alternative courses of action on which they will receive appropriate officer advice.

## **10.0 RECOMMENDATIONS**

- 10.1. That the proposals on Redburn Drive be amended as shown on drawing No. HS/TRSS/105643/CON-1B.
- 10.2. That the objection to the introduction of waiting restrictions at the entrance to the back road at the side of 2 Bilton Place be upheld.
- 10.3. That the blue badge parking place on Mansfield Road be revoked as advertised and the permit parking be abandoned.
- 10.4. That the proposed formal blue badge parking place on Fairbank Road be extended as shown on drawing number HS/TRSS/105643/CON-45B.
- 10.5. That the proposal to formalise the blue badge parking place on Nearcliffe Road be abandoned.
- 10.6. That the proposed waiting restrictions on Trenton Drive be modified as shown on drawing HS/TRSS/105643/CON-29B.
- 10.7. That having considered the objection to introduce waiting restrictions at the junction of Scotchman Road and Jesmond Avenue it is determined that the benefits outweigh the objection and the proposals be implemented as advertised. This will remove obstructive parking from the footway and improve movements for pedestrians around

the junction. It will also protect sightlines for traffic turning at this junction.

10.8. That the remaining objections be considered but notwithstanding this the weight lies in favour of making the Order and therefore the Traffic Regulation Order be sealed and implemented as modified.

10.9. That the objectors be informed accordingly.

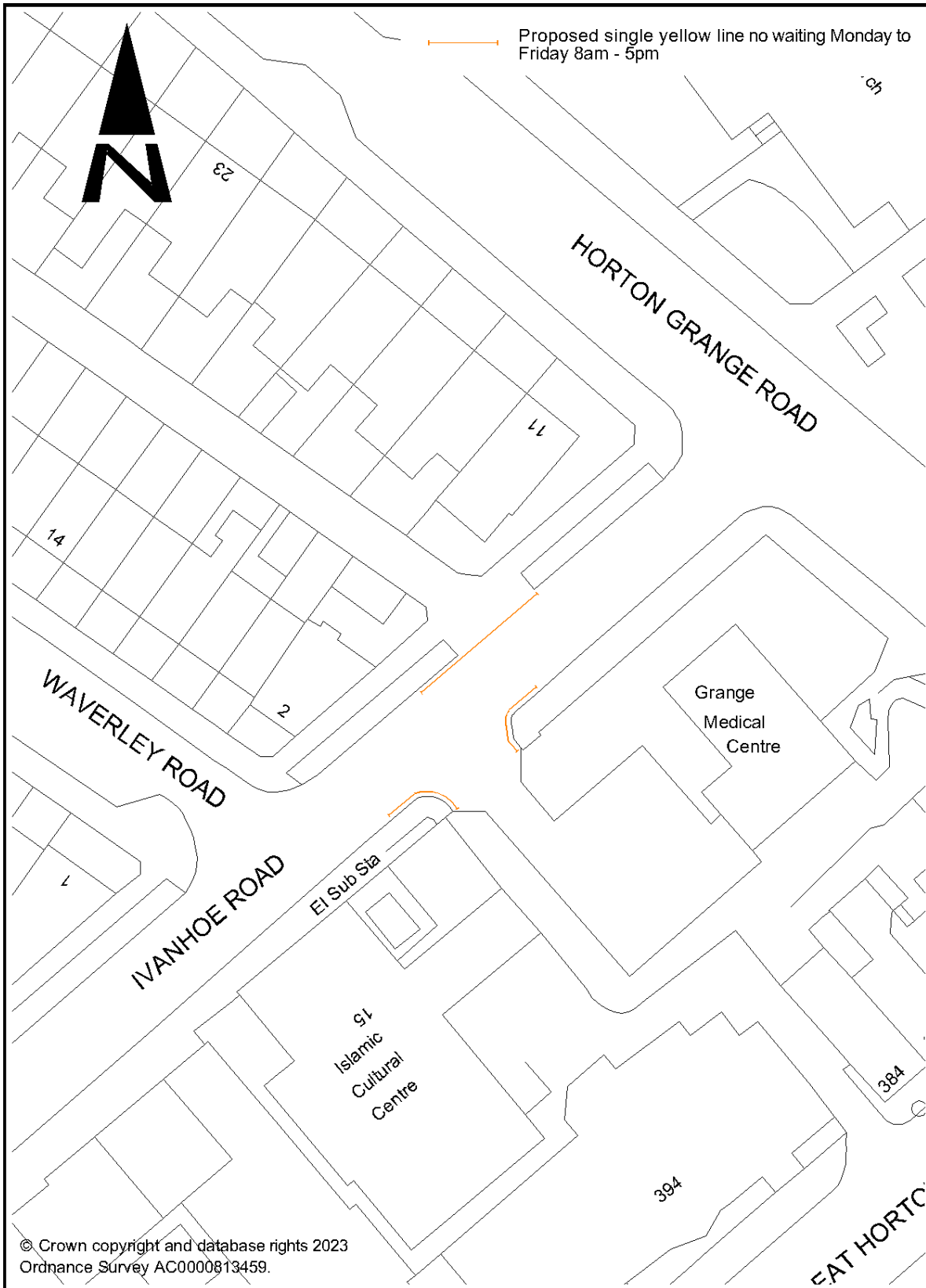
#### **11.0 APPENDICES**

11.1. Appendix 1 – Drawings showing the proposals that have received objections.

11.2. Appendix 2 – Drawing No. HS/TRSS/105643/CON-19B, 26B, 29B & 45B.

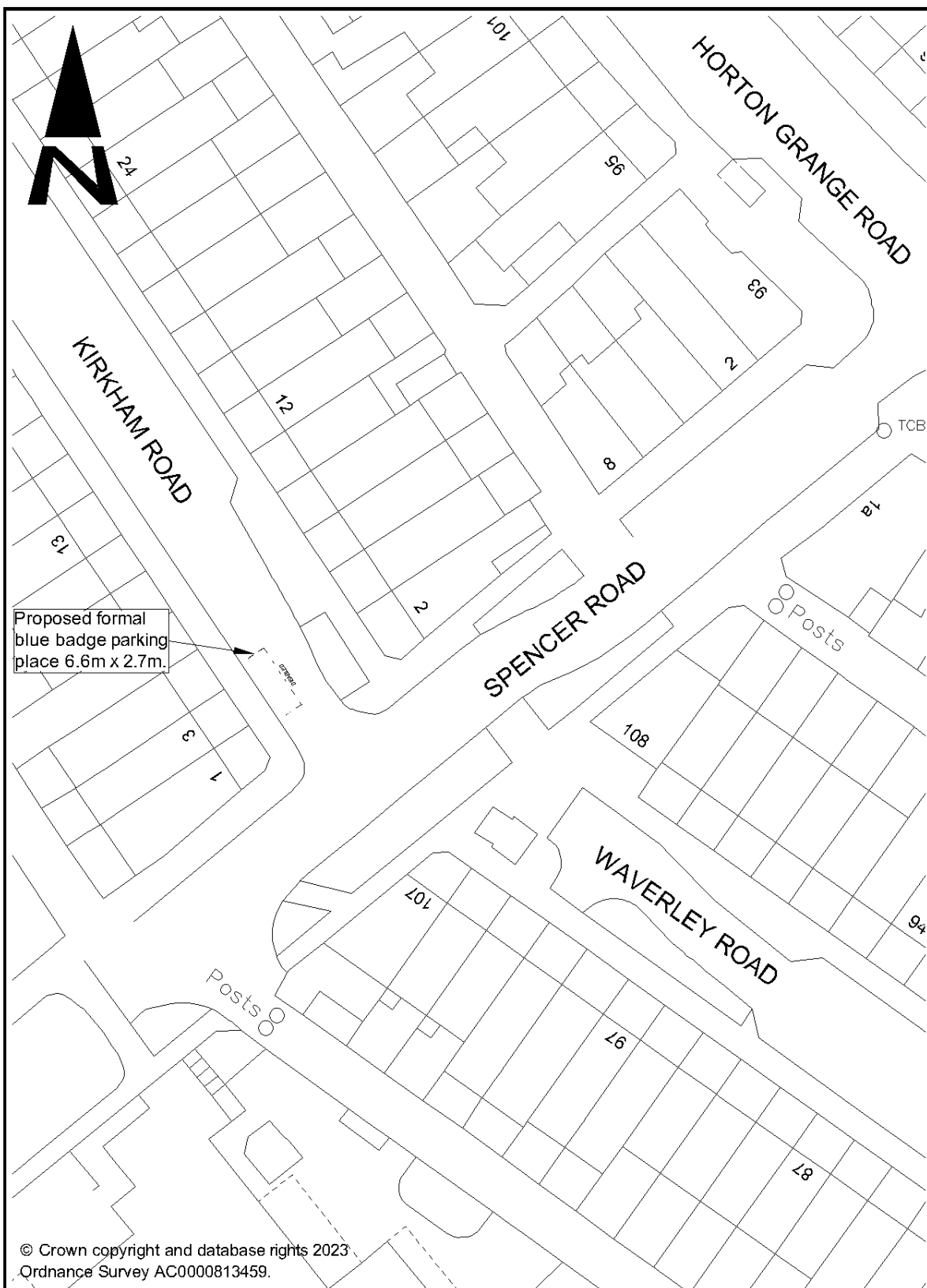
#### **12.0 BACKGROUND DOCUMENTS**

12.1. None.



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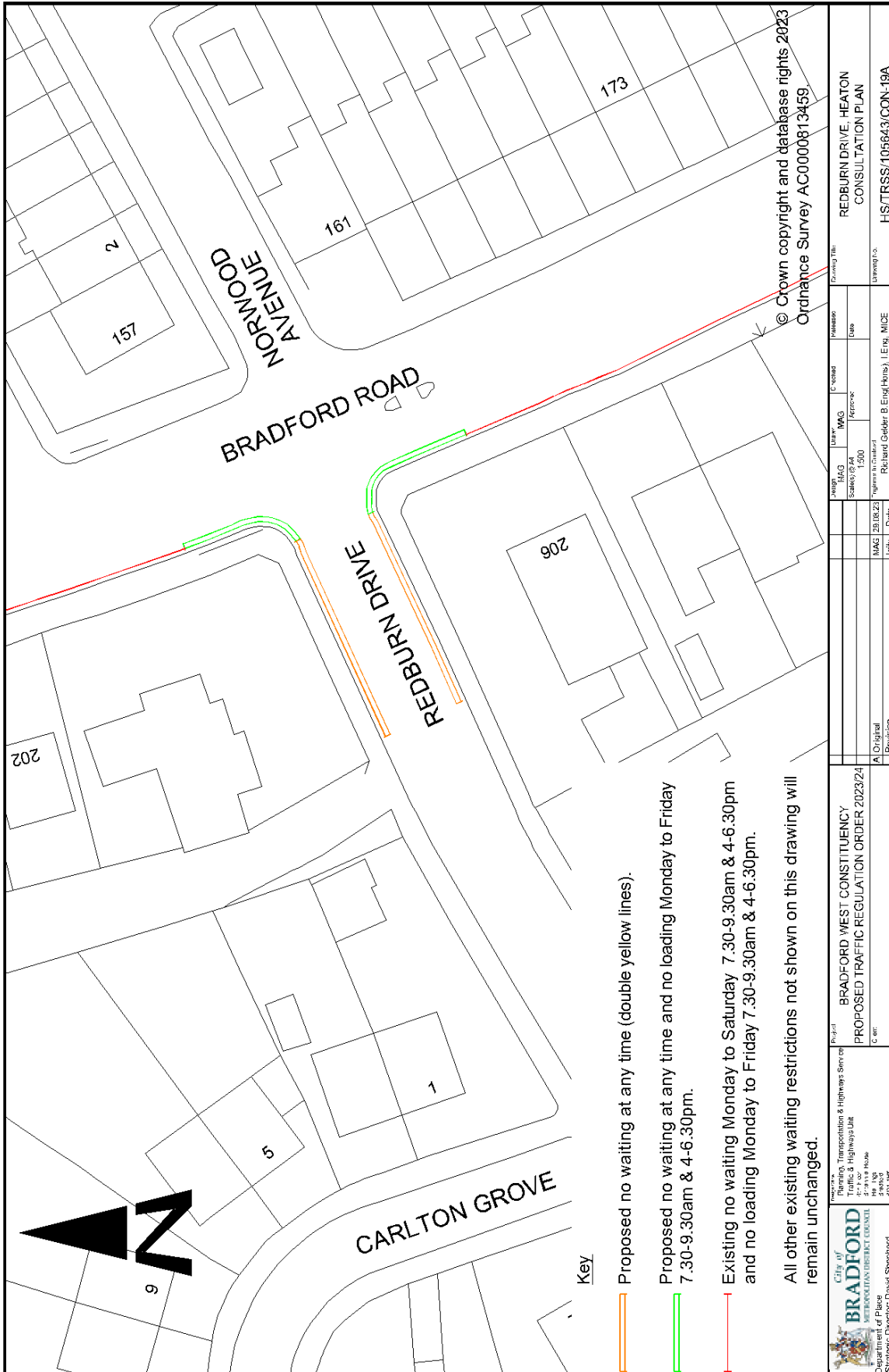
<p>City of <b>BRADFORD</b> METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: David Shepherd</p> <p>Planning, Transportation &amp; Highways Service</p> <p>1st Floor City Hall Hall Road Bradford BD1 1HQ</p>				Design MAG	Drawn MAG	Checked	Submitted	Project BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2023/24
				Scale of 1:1 1:500	Approval	Date	Author Richard Gelder B.Eng(Hons), I.Eng, MICE	Drawing Title IVANHOE ROAD, BRADFORD CONSULTATION DRAWING
	A Original MAG 21.08.23	MAG 21.08.23	Project to Complete	Initials Date	C etc	Drawing No HS/TRSS/105643/CON-5A		



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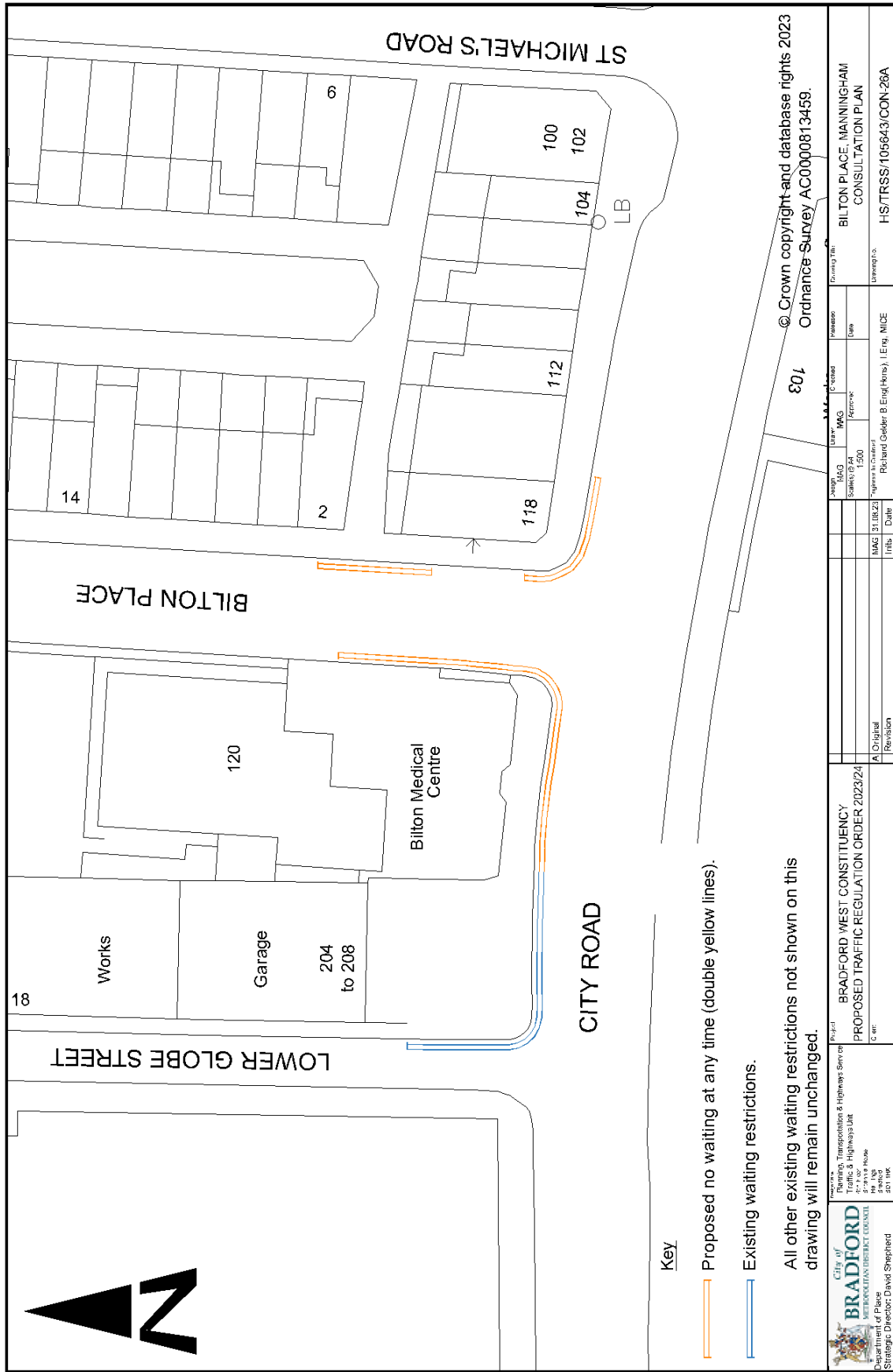


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**Key**

-  Proposed no waiting at any time (double yellow lines).
  -  Proposed no waiting at any time and no loading Monday to Friday 7.30-9.30am & 4-6.30pm.
  -  Existing no waiting Monday to Saturday 7.30-9.30am & 4-6.30pm and no loading Monday to Friday 7.30-9.30am & 4-6.30pm.
- All other existing waiting restrictions not shown on this drawing will remain unchanged.

 <p>City of Bradford METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director David Shepherd</p>		<p>Planning, Transportation &amp; Highways Serv. of City of Bradford 27-29a Wharfe Leeds LS10 1JH 0113 2537000</p>		<p>Project BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2023/24 C. no.</p>		<p>Drawn By REDBURN DRIVE, HEATON CONSULTATION PLAN</p>	
<p>Author MAG</p>	<p>Scale 1:1000</p>	<p>Drawn Richard Ocker, B.Eng (Hons), I.Eng, NICE</p>	<p>Checked Date</p>	<p>Drawn Date</p>	<p>Checked Date</p>	<p>Drawn By HS/TRSS/105643/CON-19A</p>	<p>Checked Date</p>
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**Key**

- ▬▬▬ Proposed no waiting at any time (double yellow lines).
- ▬▬▬ Existing waiting restrictions.

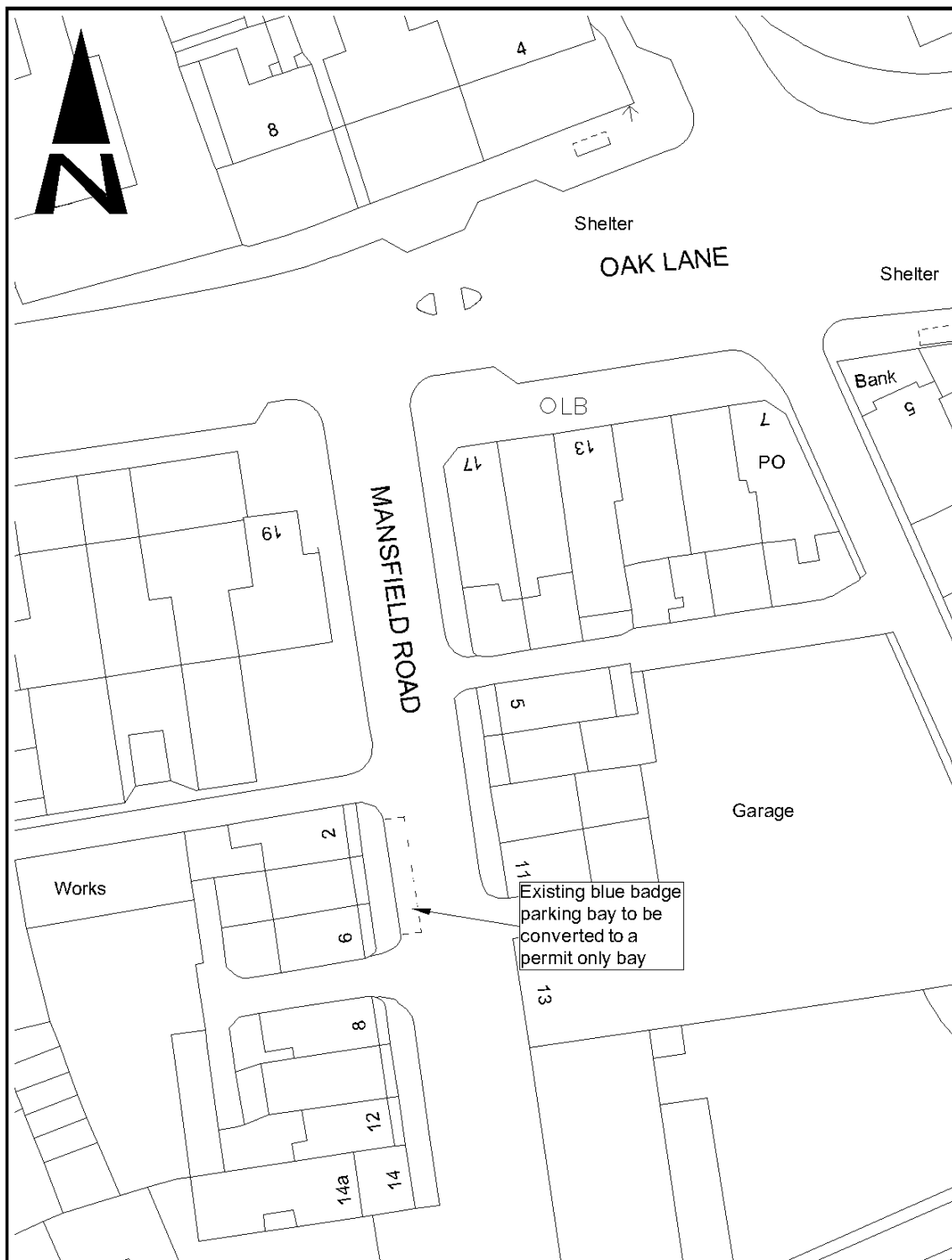
All other existing waiting restrictions not shown on this drawing will remain unchanged.

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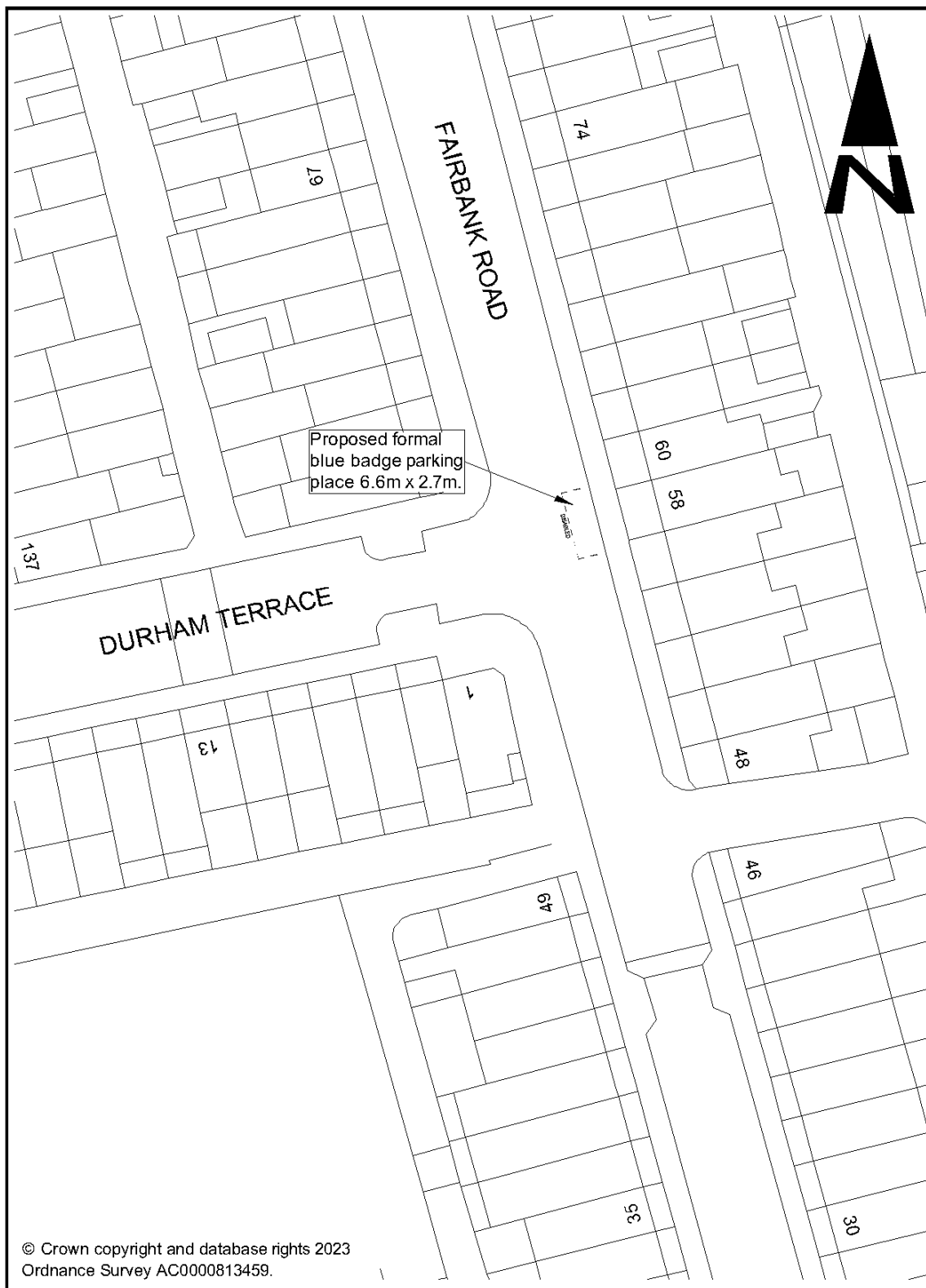




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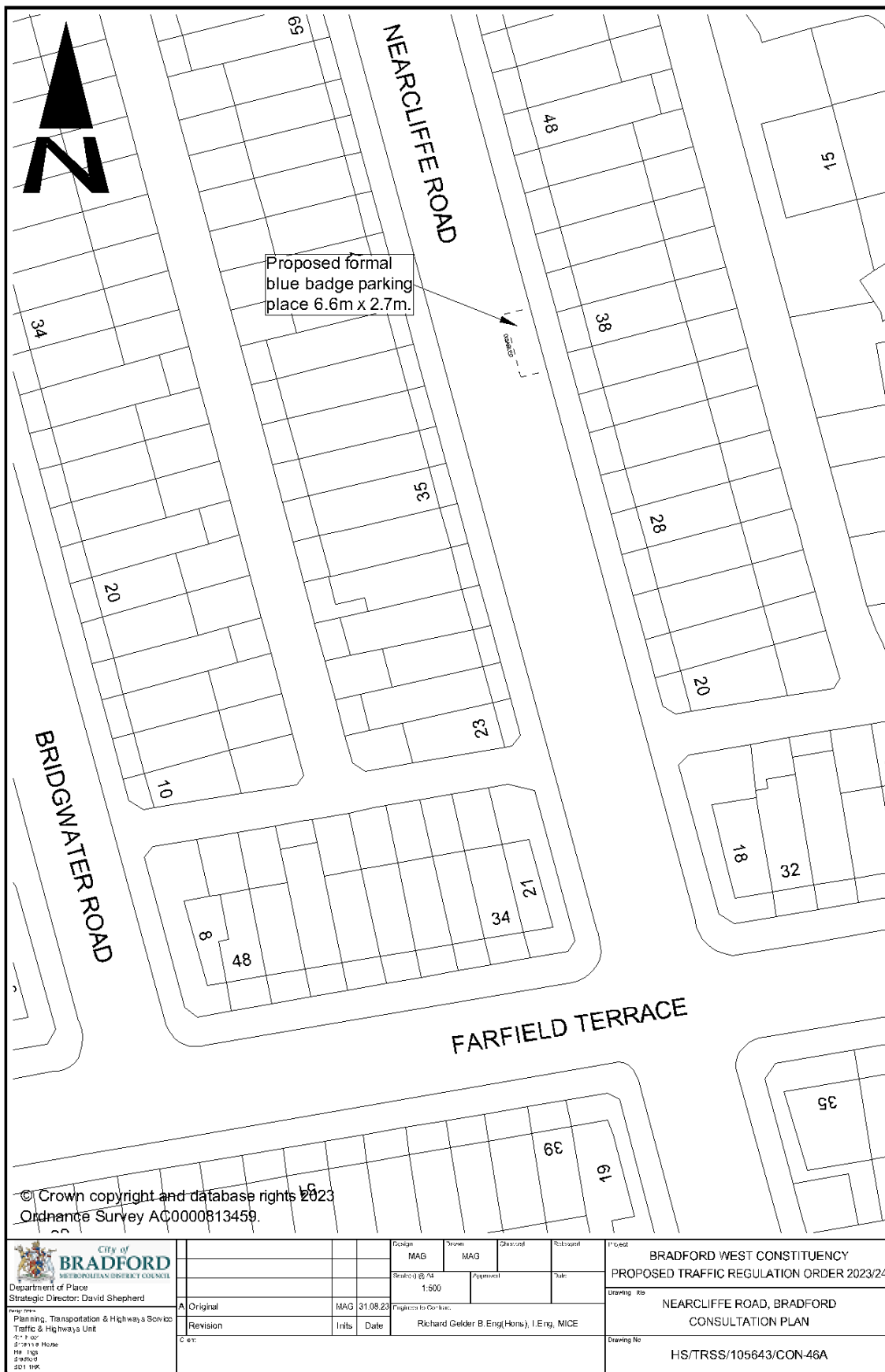
All other existing waiting restrictions not shown on this drawing will remain unchanged.

<p><b>City of BRADFORD</b> METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: David Shepherd</p> <p>Planning, Transportation &amp; Highways Services Traffic &amp; Highways Unit 17-18 SHEPHERD HOUSE HEATH SHEPHERD SOL 1HX</p>				Design MAG	Drawn MAG	Checked	Reviewed	Project BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2023/24
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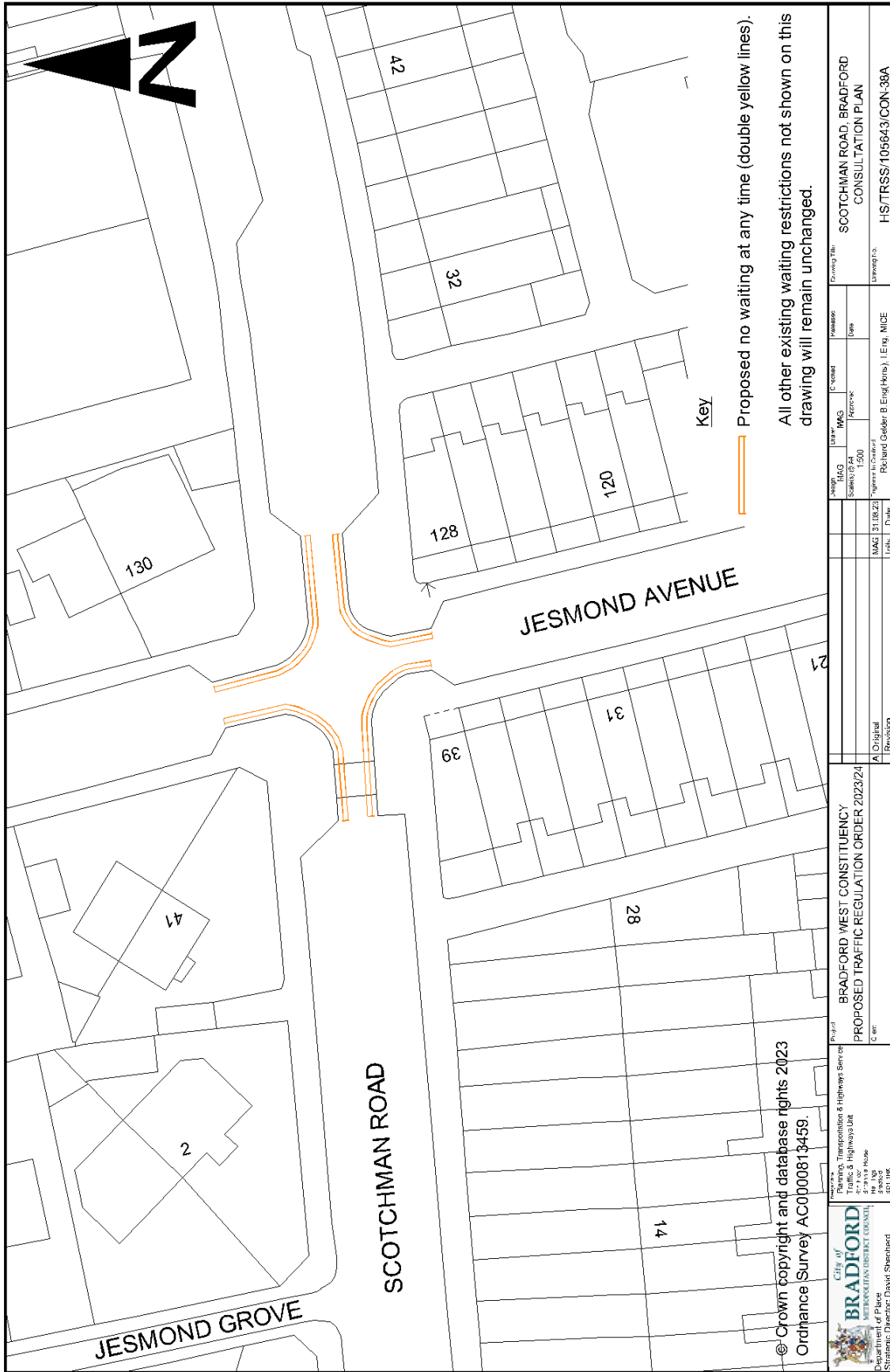
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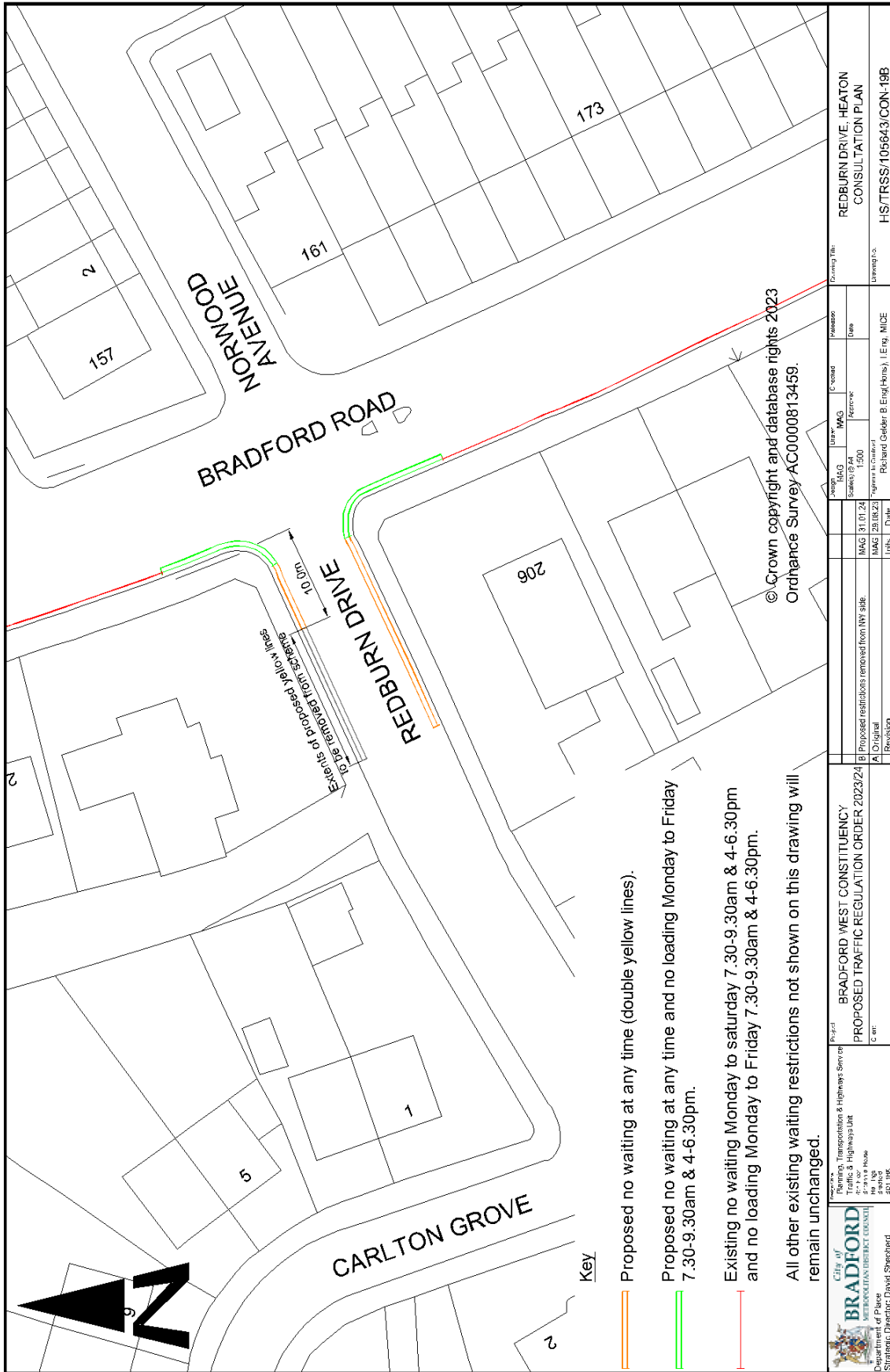


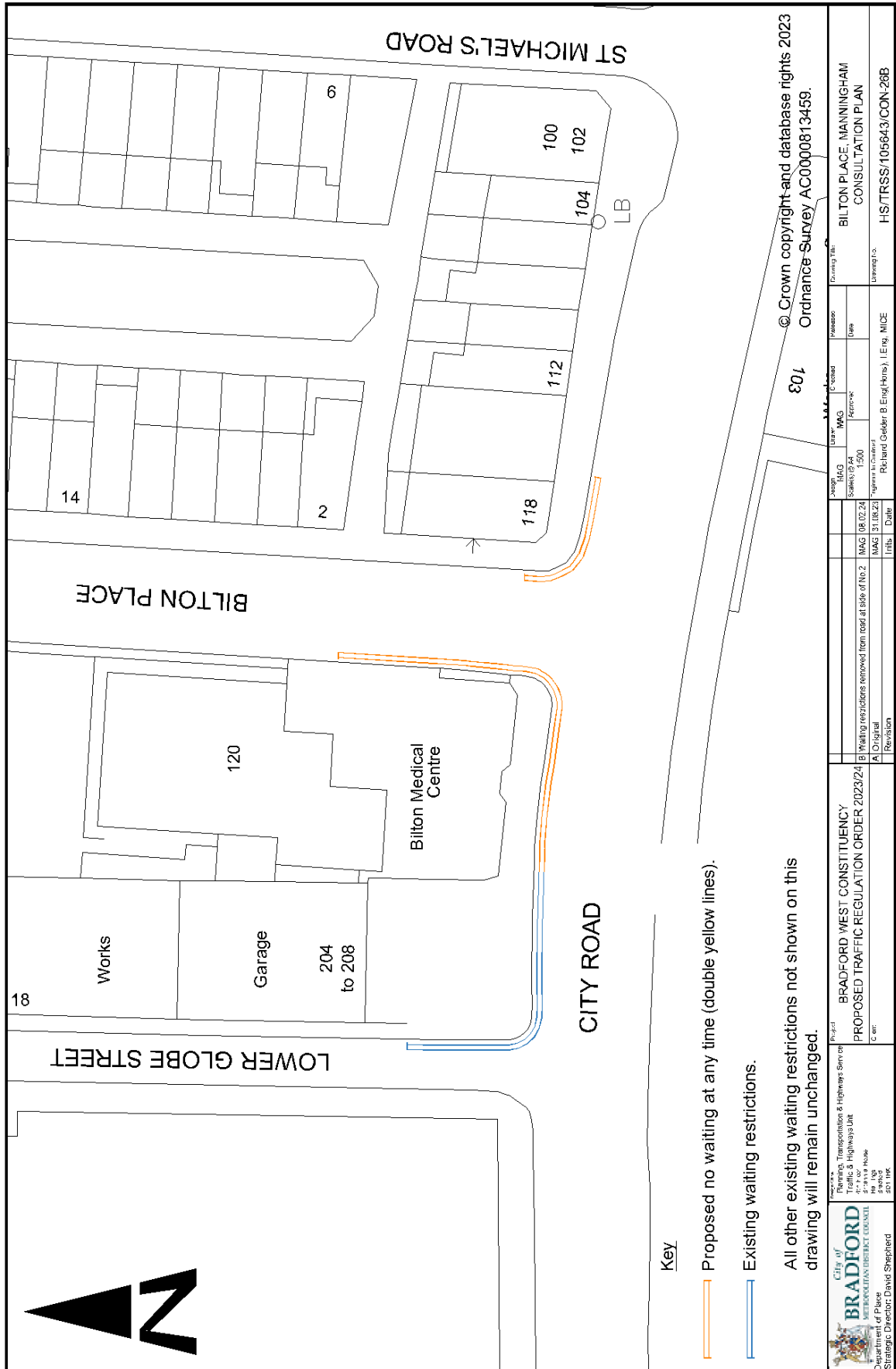
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<p>City of <b>BRADFORD</b> METROPOLETTAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: David Shepherd</p> <p>Planning, Transportation &amp; Highways Service Traffic &amp; Highways Unit 17-18, 2nd Floor 2-3, The Square Bradford BD1 1RF</p>				Design MAG	Drawn MAG	Checked 	Submitted 	Project No. 	BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2023/24
	A Original	MAG	31.08.23	Project No. to Go-live:		1:500	Project Name 	Drawing No.	NEARCLIFFE ROAD, BRADFORD CONSULTATION PLAN
	Revision	Initials	Date	Richard Gelder B.Eng(Hons), I.Eng, MICE		Drawing No.	HS/TRSS/105643/CON-46A	Drawing No.	HS/TRSS/105643/CON-46A



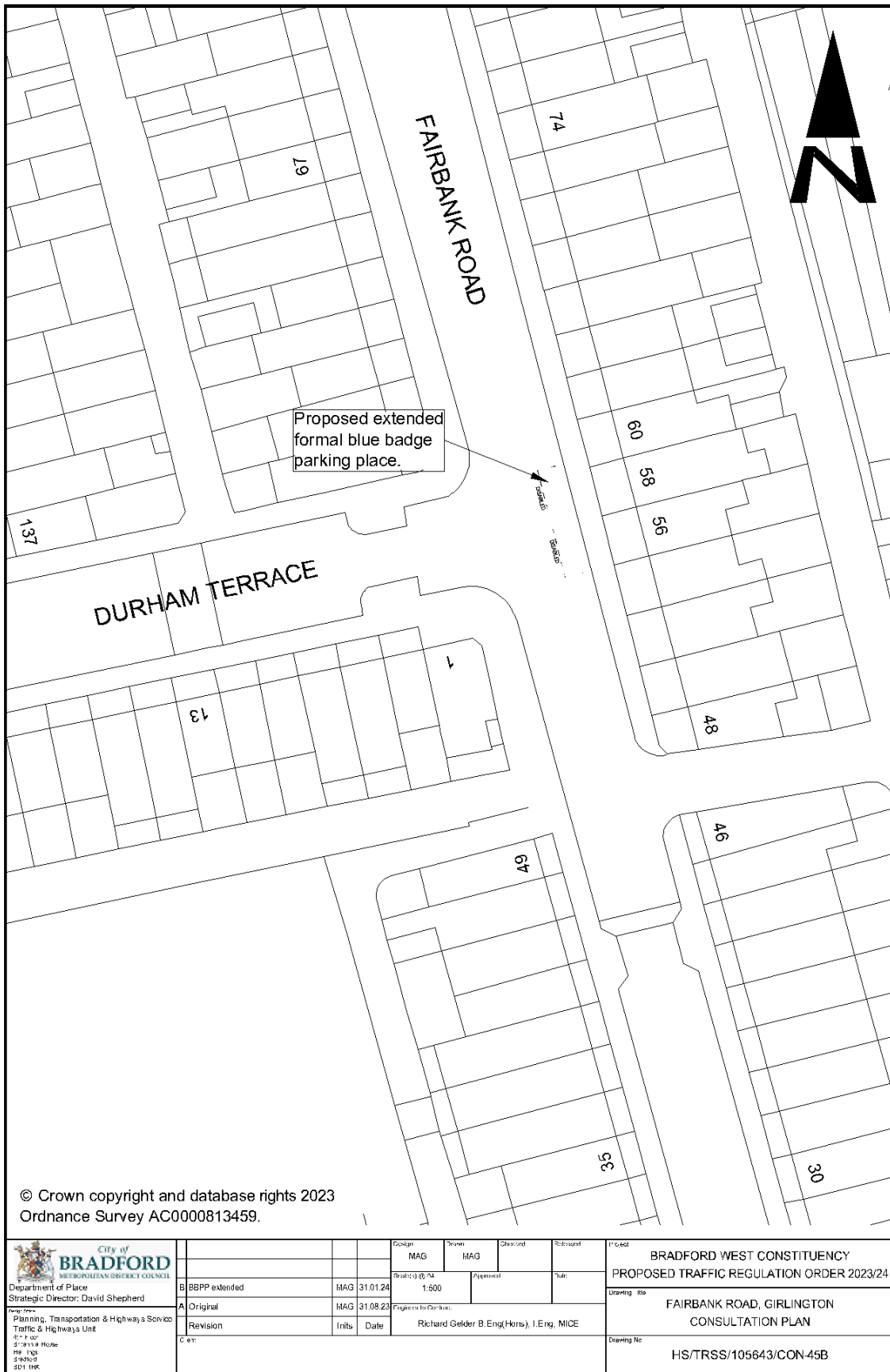













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 <p>City of <b>BRADFORD</b> METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: David Shepherd</p> <p>Planning, Transportation &amp; Highways Service Traffic &amp; Highways Unit</p> <p>27-28 St. James House HS 100 Salford S01 1HX</p>				Design MAG	Drawn MAG	Checked	Reviewed	Project
	B	BBPP extended	MAG	31.01.24	Scale: 1:500	Approved	Jul:	BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2023/24
	A	Original	MAG	31.08.23	Engineer in Charge: Richard Gelder B.Eng(Hons), I.Eng, MICE			Drawing title FAIRBANK ROAD, GIRLINGTON CONSULTATION PLAN
	Revision		Iss: Date				Drawing No HS/TRSS/105643/CON 45B	
	C	et:						