

# Report of the Strategic Director, Department of Place to the meeting of Bradford South Area Committee to be held on 13<sup>th</sup> July 2017.

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**Subject:****OBJECTIONS RECEIVED TO A PROPOSED TRAFFIC REGULATION ORDER FOR VARIOUS SITES IN BRADFORD SOUTH****Summary statement:**

This report considers objections received to a recently advertised Traffic Regulation Order for various parking restrictions in the Bradford South constituency.

<b><u>Wards:</u></b>	11	Great Horton
	20	Queensbury
	21	Royds
	27	Wibsey

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**Portfolio:****Regeneration, Planning and Transport**

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**Overview & Scrutiny Area:****Environment and Waste Management**

## **1.0 SUMMARY**

- 1.1 This report considers objections received to a recently advertised Traffic Regulation Order for various parking restrictions in the Bradford South constituency.

## **2.0 BACKGROUND**

- 2.1 At the meeting on 17<sup>th</sup> March 2016 the Bradford South Area Committee approved, as part of its Safer Roads Schemes programme, the promotion of a Traffic Regulation Order for parking restrictions on Hollingwood Lane, Great Horton Road, Spencer Road, Southmere Road, Tanner Hill Road, Halifax Road/ Ford Hill, Deanstones Lane, Mill Lane, Highgate Road, New House Lane, West End, Church Street, Manorley Lane, Reevy Crescent, Broadstone Way, Broughton Ave, Co-op Place, Newhall Park Drive, Rook Lane, Wharfedale Road, Manchester Road, Oakroyd Ave, Tennyson Road, Trevor Foster Way, Cleckheaton Road, Carr Lane, Gannerthorpe Street and Spartan Road.
- 2.2 To reduce overall scheme costs, North Road waiting restriction have been added to the Traffic Regulation Order. North Road includes an existing bay to be changed from 2 hours no return within 2 hours to 1 hour no return within 2 hours. Representations in respect of these are also considered within this report.
- 2.3 The Traffic Regulation Order was advertised between 02<sup>nd</sup> June and 23<sup>rd</sup> June 2017. Affected residents were notified of the proposals by letter during the advertising period. A total of 255 properties were consulted, as a result 31 letters of objection (2 of which are from the same household) have been received to the proposals.
- 2.4 Objections have been received for the following elements of the scheme:
- i) Hollingwood Lane proposed no waiting at any time restrictions as shown on drawing No.TDG/TRSS/103385/RM-1A in appendix 1.
  - ii) Southmere Road proposed no waiting at any time restrictions as show on drawing No.TDG/THS/103012/GL-3A in appendix 2.
  - iii) New House Lane proposed no waiting at any time restrictions as shown on drawing No.TDG/TRSS/103385/RM-6B in appendix 3.
  - iv) Church Street proposed no waiting at any time restrictions as shown on drawing No.TDG/TRSS/103385/RM-7B in appendix 4.
  - v) Manorley Lane proposed no waiting at any time restrictions as shown on drawing No.TDG/TRSS/103385/RM-9B in appendix 5.
  - vi) Newhall Park Drive proposed no waiting at any time restrictions as shown on drawing No.TDG/TRSS/103385/RM-10B in appendix 6.
  - vii) Wharfedale Road proposed no waiting at any time restrictions as shown on drawing No.TDG/TRSS/103385/RM-12A in appendix 7.
  - viii) Tennyson Road proposed no waiting at any time restriction as shown on drawing No.TDG/TRSS/103385/RM-13A in appendix 8.
  - ix) Trevor Foster Way proposed no waiting at any time restrictions as shown on drawing No.TDG/TRSS/103385/RM-14A in appendix 9.
  - x) Great Horton Road proposed no waiting at any time restrictions as shown on drawing No.TDG/TRSS/103385/RM-17B in appendix 10.



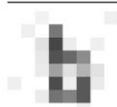
- xi) Deanstones Lane proposed no waiting 8am to 8pm, Mon – Fri and 12noon to 8pm, Saturday and Sunday as shown on drawing No.TDG/TRSS/103385/RM-21A in appendix 11.
- xii) North Road proposed existing bay to be changed from 2 hours no return within 2 hours to 1 hour no return within 2 hours as shown on drawing No.TDG/TRSS/103385/RM-28A in appendix 12.

2.5 A summary of the valid points from the objection letters and corresponding officer comments is tabulated below:

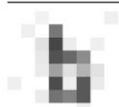
<b>Objectors concerns</b>	<b>Officer comments</b>
<p><b>Hollingwood Lane</b>  <u>Objector 1</u>  Despite the new zebra crossing the objector believes that the vast majority of vehicles exceed the speed limit. Parked vehicles at 128 Hollingwood Lane and onwards restrict views as you exit Hollingwood Mount and the un-adopted back alley. Objector believes restriction should be extended on Hollingwood Lane and vehicles speeds should be strongly looked at. The proposed restrictions were in some cases unwarranted and in others didn't address the issues faced by him and other residents.</p>	<p>The proposed restrictions are to protect pedestrian and vehicle movements in and out of Hollingwood Mount. Further assessment of extending these restrictions could be considered as part of the next area wide order if needed.</p>
<p><b>Southmere Road</b>  <u>Objector 1</u>  Has 2 vehicles which he parks on the side of the road next to the entrance to his property. Has applied for dropped crossing but due to stats boxes needing lowering, the objector is unable to afford to have this done.</p>	<p>To protect the Southmere Road and Southfield Lane junction which can be busy at times the restrictions should remain. Parking is available in the surrounding areas.</p>
<p><b>New House Lane</b>  <u>Objector 1</u>  Objector feels that something needs to be done on New House Lane and despite the white bar marking which people ignore, they still struggle to park down their drive. Sometime they have to turn left coming out their drive due to the cars parked opposite and immediately outside their house. However they object to the no parking restrictions outside their home. They have a large garden and often have workmen and gardeners who require close parking. They believe that the restrictions will de-value their house price. Due to the bad weather in Queensbury the objector is unable to park</p>	<p>New House Lane is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. With residents on the right hand side all having suitable driveways the proposals should proceed as planned.</p>



<p>down their drive in some circumstances. The objector would like New House Lane to become residents permit parking.</p>	
<p><u>Objector 2</u> The proposals take away the objectors only viable parking space within walking distance of their home. The reason New House Lane has parking problems is due to the hairdressers on the corner as they are open all week and weekend until 9:30pm. Objector has complained loads about this issue and would like a permit for the existing parking bay or make the whole street resident's only parking. They feel they shouldn't have to struggle to get within a reasonable distance from their house due to multiple cars and businesses.</p>	<p>New House Lane is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. Restrictions proceed as planned.</p>
<p><u>Objector 3</u> The objector says the problem is mainly the hairdresser's shop which is in Highgate Road and using New House Lane for staff and customer parking. They would like New House Lane to be residents only parking and say they were promised visitors permits when the permit parking was put in place.</p>	<p>New House Lane is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. With residents on the right hand side all having suitable drive ways the proposals should proceed as planned.</p>
<p><u>Objector 4</u> Objector has lived on New House Lane since 1991 and in all that time has had only the usual parking squabbles that neighbours have, until the permit parking bays were introduced. They have a business in operation and have 5 cars belonging to the household including a minibus and a BT van. Told at the time of the permit parking bay going in if they withdrew their objection they would receive a permit for each vehicle and a visitors permit. They had sent off for permits with copy of log books but were returned with a letter stating they were not entitled to any permits. Parking issues aren't caused by the residents but more the hairdressers on Highgate Road. Visitors to the residents on the left hand side are parking on the right hand side causing problems and residents using visitor's badges constantly for another vehicle. Our drive way is full with 3 personnel cars and just recently there has</p>	<p>New House Lane is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. With residents on the right hand side all having suitable driveways the proposals should proceed as planned.</p>



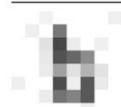
<p>been a spate of car thefts, so to leave any of our cars out on Highgate Road is not appealing. Objector would like New House Lane to become resident parking only street.</p>	
<p><b>Church Street</b>  <u>Objector 1</u>  Objector is a member of the New Hope Christian Fellowship for around 5 years. Parking on the road is used all the time for those who attend church, either by those who live far away to walk and those who are elderly, disabled or have young children. The church has a very small amount of parking on the premises and by the small building called the Fold. Objector fears that the church may end up having to close if we go ahead with the proposals, as it would be impossible for people to attend. Do not understand why any parking restrictions are needed and 20mph zone would make it safe for cars and pedestrians. Also suggest that the track further up on Church Street is closed off as it is used as a cut through by many speeding cars. Objector suggests no waiting at any time restrictions on the corners and by the one residential house on the road. The congregation is good at not parking on those bits but visitors may not know to park around the corners or too near the entrance to the house according to the objector.</p>	<p>The restrictions have been changed from one side of the road to the other due to the comments received by the Church from the 1<sup>st</sup> tier Consultation. Restrictions should be implemented as planned as Church Street is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users.</p>
<p><u>Objector 2</u>  The objector who raised the issue and requested waiting restrictions requires them outside his house. They would urge use to reconsider putting the restrictions back on their side as getting in and out of their home can be an issue. Cars parked constantly blocking their view to the road causing potential blind spots and increasing the risk of an accident. Objector says that their children were nearly knocked over when crossing the road and blind spots on each side of their drive due to parked cars.</p>	<p>The restrictions have been changed from one side of the road to the other due to the comments received by the Church from the 1<sup>st</sup> tier consultation and a local ward councillor. Restrictions have been included for the resident outside their drive to ensure clear access.</p>
<p><b>Manorley Lane</b>  <u>Objector 1</u>  There are few parking facilities for most of</p>	<p>Manorley Lane is not suitable for parking on</p>



<p>the tenants with around 8-10 cars to fit 5 spaces. A lot of problems caused here are due to the tanning place and their customers. The objector has lived on Manorley Lane for 5 and half years and never seen an accident. Cars are regularly broken in to and the proposals would not only put their cars at risk from more vandalism and theft.</p>	<p>both side of the road while maintaining suitable access for emergency vehicles and other road users. Also the proposed restrictions will protect resident's driveways and access. The waiting restrictions should go as ahead as planned.</p>
<p><u>Objector 2</u> The objector does not agree with the proposals due to limited parking for flats 1-6 Manorley Lane.</p>	<p>Manorley Lane is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. Also the proposed restrictions will protect resident's driveways and access. The waiting restrictions should go as ahead as planned.</p>
<p><u>Objector 3</u> Would like to know if the restrictions are to go ahead where they would park and why not make Manorley Lane for residents permit parking only. They have said that parking is already an issue with the sun bed shop and other residents.</p>	<p>Manorley Lane is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. Also the proposed restrictions will protect resident's driveways and access. The waiting restrictions should go as ahead as planned.</p>
<p><b>Newhall Park Drive</b> <u>Objector 1</u> Objector believes there have been no dangerous occurrences and that the junction into Newhall Park Drive has good visibility already. In recent weeks there have been instances of visitors parking in allocated residents spaces meaning residents have to park on the road.</p>	<p>Newhall Park Drive is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. Due to some of the local warehouses not being fully functional yet, traffic volumes and parking will become more of an issue. The waiting restrictions should go as ahead as planned.</p>
<p><u>Objector 2</u> Newhall Park Drive is primarily residents only having no through route for vehicles. The proposals for the no waiting at any time restrictions will be of no benefit for residents and the majority of the time free from vehicles. What does need addressing is possibly near the Crown Apartments with vehicles parking on both sides near the junction. Would also like calming features on the bend as car speed around this blind bend.</p>	<p>Newhall Park Drive is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. Due to some of the local warehouses not being fully functional yet, traffic volumes and parking will become more of an issue. The waiting restrictions should go as ahead as planned.</p>



<p><u>Objector 3</u>  The reasons for proposals are exaggerated and we have extended the restrictions far outside the area that is actually affected. Parking will simply move further down into the development and simply not disappear. The one vehicle causing the greatest obstruction was parked within ten meters of a junction and could therefore be dealt with under statutory regulations without the need for double yellows lines. The presence of parked cars along this part of the road acts as a traffic calming measure in itself, while a wider road with good visibility encourages people to drive faster. The objector would recommend that the extra cars would be safer rather than forcing residents to park elsewhere. Instead of introducing unfair and tough road rules the council should ensure that ample parking is provided by developers. The proposals do not in anyway fix any issue and instead only creates more.</p>	<p>Newhall Park Drive is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. Due to some of the local warehouses not being fully functional yet, traffic volumes and parking will become more of an issue. The waiting restrictions should go as ahead as planned.</p>
<p><u>Objector 4</u>  Although they do not necessarily object to the proposals the proposed restriction would inconvenience the resident and they would possibly look at moving due to parking needs and their van. They would rather a different solution was found such as parking permits or widening of the pavement to allow the parking of more vehicles.</p>	<p>Newhall Park Drive is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. Due to some of the local warehouses not being fully functional yet, traffic volumes and parking will become more of an issue. The waiting restrictions should go as ahead as planned.</p>
<p><u>Objector 5</u>  Objector has sent in a freedom of information request for reason why we are introducing the proposals and associated information. They believe that the current parking situation does not warrant a complete parking restriction which would have a negative impact on parking for this area of the estate without alternative options being considered. If the restrictions are to go ahead residents would park further along the estate. Removing the parking will increase the traffic using the estate and would therefore be unsafe for pedestrians and children who play outside.</p>	<p>Newhall Park Drive is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. Due to some of the local warehouses not being fully functional yet, traffic volumes and parking will become more of an issue. The waiting restrictions should go as ahead as planned.</p>



<p>The restrictions would increase crime in the area and prevent properties from receiving deliveries. Objector suggest widening the road, purchasing land behind the properties on Newhall Park Drive for secure gated parking and remove chicane as it has not use.</p>	
<p><u>Objector 6</u> If the proposals go ahead then not one resident on Newhall Park Drive will be able to have any visitors at any time as there will be no parking on our road. The proposals seem to have no value apart from pushing the residents on Newhall Park Drive for no reason further on.</p>	<p>Newhall Park Drive is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. Due to some of the local warehouses not being fully functional yet, traffic volumes and parking will become more of an issue. The waiting restrictions should go as ahead as planned.</p>
<p><b>Wharfedale Road</b> <u>Objector 1</u> The road opposite Millersdale Close doesn't seem to have any restrictions on and is abused by lorry drivers. This area that causes the most danger to us. The stretch between the gates on unit 4 is constantly used for parking and also parking on the pavement. It means sometime our delivery drivers and works face danger driving out of the car park as you have to drive blindly onto the wrong side of the road.</p>	<p>No waiting at any time restrictions are proposed at this junction and at the entrance to the car park. The new proposals will help with this matter but further monitoring can be carried out to see if any further problems arise. The waiting restrictions should go as ahead as planned.</p>
<p><b>Tennyson Road</b> <u>Objector 1</u> The objector feels that the restrictions will affect his day to day running of his business. They have said that the yellow lines will restrict the availability of parking by 2 vehicles. This will have a major affect on his elderly customers who have limited mobility. They have avoided parking outside residential properties but with the proposed restrictions they are likely to cause customers to park outside neighbouring residential properties.</p>	<p>The proposal is in accordance with minimum Highway Code standard which states vehicles should not be parked opposite or within 10 metres of a junction, except in an authorised parking space and therefore should go ahead as planned</p>
<p><u>Objector 2</u> They already have limited parking spaces around their nursery building for both staff and parents. Due to customers from Banana Beach who constantly use their parking spots whilst getting themselves tanned. They fail to see where their parents</p>	<p>Parking on the bend of Fair Road causes safety concerns to the road users and especially cars turning right into Tennyson Road. The proposals should go as ahead as planned.</p>



<p>will be able to park and drop in order to get their children in to the building safely. This will have a huge impact on the running of the business.</p>	
<p><b>Trevor Foster Way</b> <u>Objector 1</u> The objector tries to keep their staff and visitors parking within their car park, there are occasion when parking over spills onto the roadside in front of their building. They agree that some parking restrictions are required but primary problems is parking on the corners which hinder access for large vehicles. Objector would like to reduce the amount of restrictions to allow some parking.</p>	<p>Trevor Foster Way is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. Several parking bays are being introduced to allow some parking on Trevor Foster Way and the proposals should go as ahead as planned.</p>
<p><u>Objector 2</u> They are a business centre which brings in 200 daily visitors all here to do business outside of Bradford. They appreciate that there are problems with lorries; however, there is no need to eliminate both sides of the road as parking. This will affect their business and visitors coming to the centre which may have further implications.</p>	<p>Trevor Foster Way is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. Several parking bays are being introduced to allow some parking on Trevor Foster Way and the proposals should go as ahead as planned.</p>
<p><b>Great Horton Road</b> <u>Objector 1</u> The objector would like resident permit parking for Windermere Road and not the no waiting at any time restrictions. They believe that drivers will simply move further up or further along.</p>	<p>Minimal restrictions are being proposed for Great Horton Road and associated roads. The restrictions are to protect the junctions and several residents' drives and access. The proposals should go as ahead as planned.</p>
<p><u>Objector 2</u> Objector would like the no waiting at any time restrictions protecting his drive to be removed.</p>	<p>Objection resolved. Restrictions associated to this objector have been amended as requested.</p>
<p><u>Objector 3</u> They feel the proposals are unnecessary and would for many residents, including himself, cause problems for regular visits from family and friends.</p>	<p>The proposed restrictions do not affect this objector as they are a significant distance from their property. The proposals should go as ahead as planned.</p>
<p><u>Objector 4</u> Objector does not want the parking restrictions due to having a few cars and only a few houses on the street.</p>	<p>Minimal restrictions are being proposed around the access and junctions without major disruption to residents. The proposals should go as ahead as planned.</p>



<p><u>Objector 5</u> Objecting to the waiting restriction proposed outside their home. They have 3 small children and the only safe place to park is on Windermere Road. The objector would like resident permit parking badges.</p>	<p>Minimal restrictions are being proposed around the access and junctions without major disruption to residents. The proposals should go as ahead as planned.</p>
<p><b>Deanstones Lane</b> <u>Objector 1</u> If the restrictions are to be put in place visitors will have no where to park when visiting the objector. The restrictions will encourage driver to drive over the speed limit and simply push parking further along. What is required are more speed calming measures.</p>	<p>Deanstones Lane is not suitable for parking on both side of the road, especially near Deanstones Crescent as it becomes very narrow, while maintaining suitable access for emergency vehicles and other road users. The proposals should go as ahead as planned.</p>
<p><u>Objector 2</u> Objector has visitors who park quite often outside their home and due to having no drive way they do too. The restrictions should stop on the way down after the park where the path entrance is. The restrictions will have an effect on the sale price of the house.</p>	<p>Deanstones Lane is not suitable for parking on both side of the road, especially near Deanstones Crescent as it becomes very narrow, while maintaining suitable access for emergency vehicles and other road users. The proposals should go as ahead as planned.</p>
<p><u>Objector 3</u> The objector has no particular objection apart from who will be policing this as drivers already park illegally and obstructively. They believe that the main problem is at the top of Deanstones Lane.</p>	<p>The objector has no real problem with the proposals but, rather, the top of Deanstones Lane . Deanstones Lane is not suitable for parking on both side of the road, especially near Deanstones Crescent as it becomes very narrow, while maintaining suitable access for emergency vehicles and other road users. The proposals should go as ahead as planned.</p>
<p><b>North Road</b> <u>Objector 1</u> The Wibsey launderette is a very busy local business offering fast and efficient service not only to individuals but including many elderly people. Changing the time allowance to just one hour will severely affect our business because the wash cycle takes 45minutes followed by a drying cycle of an hour. Customer require easy drop off and deal with large and heavy loads.</p>	<p>Only one parking bay is being changed to 1 hour no return within 2 hours in the area. All other parking bays will remain the same and can be used as existing. The proposals should go as ahead as planned.</p>



2.6 It is recommended that the proposals be implemented as planned subject to a minor amendment to the proposed restrictions on Great Horton Road, as detailed in section 2.5..

### **3.0 OTHER CONSIDERATIONS**

3.1 Local ward members and the emergency services have been consulted. The comments received have been considered in the development of the proposals.

### **4.0 FINANCIAL AND RESOURCE APPRAISAL**

4.1 A budget of £7,000 has been allocated from the Bradford South Area Committee Safer Roads programme for 2016/17.

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

5.1 A failure to implement the proposed restrictions will result in ongoing safety and/or access issues.

### **6.0 LEGAL APPRAISAL**

6.1 The options contained in this report are within the Councils powers as Highway Authority and Traffic Regulation Authority.

### **7.0 OTHER IMPLICATIONS**

#### **7.1 EQUALITY & DIVERSITY**

Due regard has been given to Section 149 of the Equality Act when determining the proposals in this report.

#### **7.2 SUSTAINABILITY IMPLICATIONS**

None

#### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

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

#### **7.4 COMMUNITY SAFETY IMPLICATIONS**

The proposed measures would improve road safety.

#### **7.5 HUMAN RIGHTS ACT**

None

#### **7.6 TRADE UNION**

None



## **7.7 WARD IMPLICATIONS**

All ward members have been consulted on the proposals.

## **7.8 AREA COMMITTEE WARD PLAN IMPLICATIONS**

7.8.1 The development and implementation of schemes included in this report support priorities within the Bradford South Area Committee Ward Plans.

## **8.0 NOT FOR PUBLICATION DOCUMENTS**

8.1 None

## **9.0 OPTIONS**

9.1 Members may propose an alternative course of action; in which case they will receive appropriate guidance from officers.

## **10.0 RECOMMENDATIONS**

10.1 That, with the exception of a minor amendment on Great Horton Road, all other objections are overruled and 103385 Bradford South 16/17 order be sealed and implemented as advertised.

10.2 That the objectors be informed accordingly.

## **11.0 APPENDICES**

11.1 Appendix 1 – Drawing No. TDG/TRSS/103385/RM-1A.

11.2 Appendix 2 – Drawing No. TDG/TRSS/103385/RM-13A.

11.3 Appendix 3 – Drawing No. TDG/TRSS/103385/RM-6B.

11.4 Appendix 4 – Drawing No. TDG/TRSS/103385/RM-7B.

11.5 Appendix 5 – Drawing No. TDG/TRSS/103385/RM-9B.

11.6 Appendix 6 – Drawing No. TDG/TRSS/103385/RM-10B.

11.7 Appendix 7 – Drawing No. TDG/TRSS/103385/RM-12A.

11.8 Appendix 8 – Drawing No. TDG/TRSS/103385/RM-13A.

11.9 Appendix 9 – Drawing No. TDG/TRSS/103385/RM-14A.

11.10 Appendix 10 – Drawing No. TDG/TRSS/103385/RM-17B.

11.11 Appendix 11 – Drawing No. TDG/TRSS/103385/RM-21A.



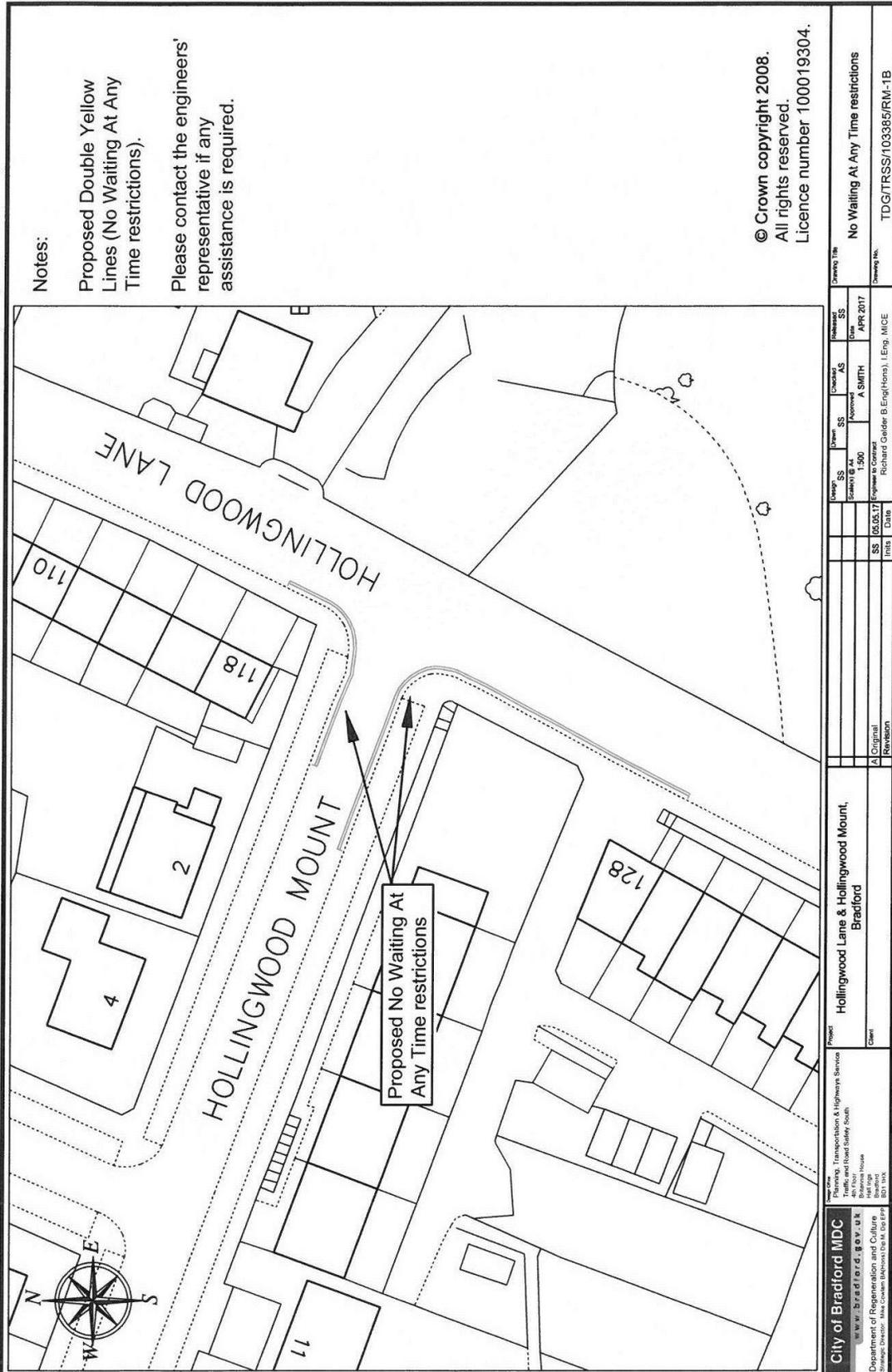
11.12 Appendix 12 – Drawing No. TDG/TRSS/103385/RM-28A.

11.13 Appendix 13 – Drawing No. TDG/TRSS/103385/RM-17C.

## **12.0 BACKGROUND DOCUMENTS**

12.1 City of Bradford Metropolitan District Council File Ref: TDG/THS/103385.





**Notes:**

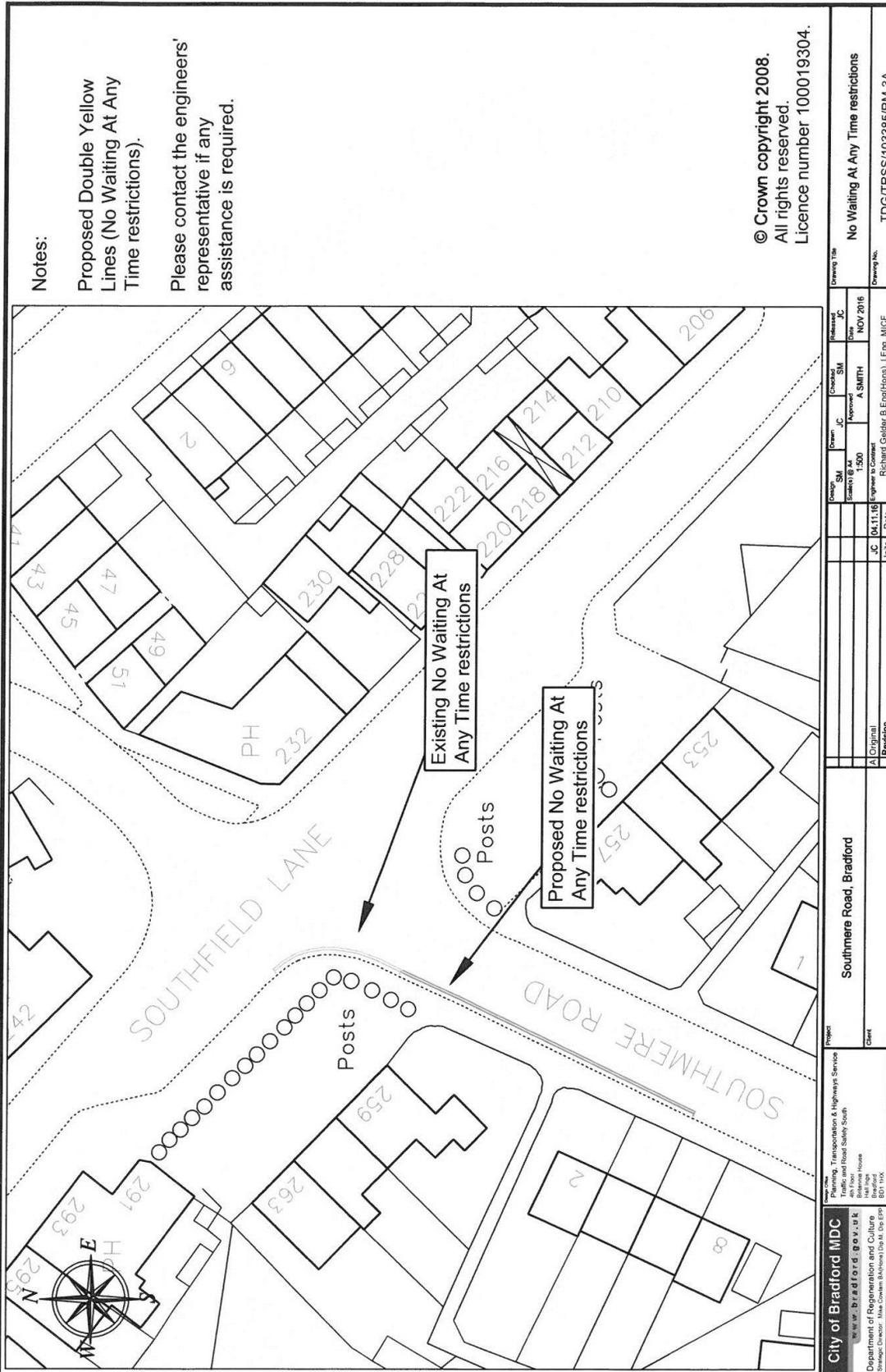
Proposed Double Yellow Lines (No Waiting At Any Time restrictions).

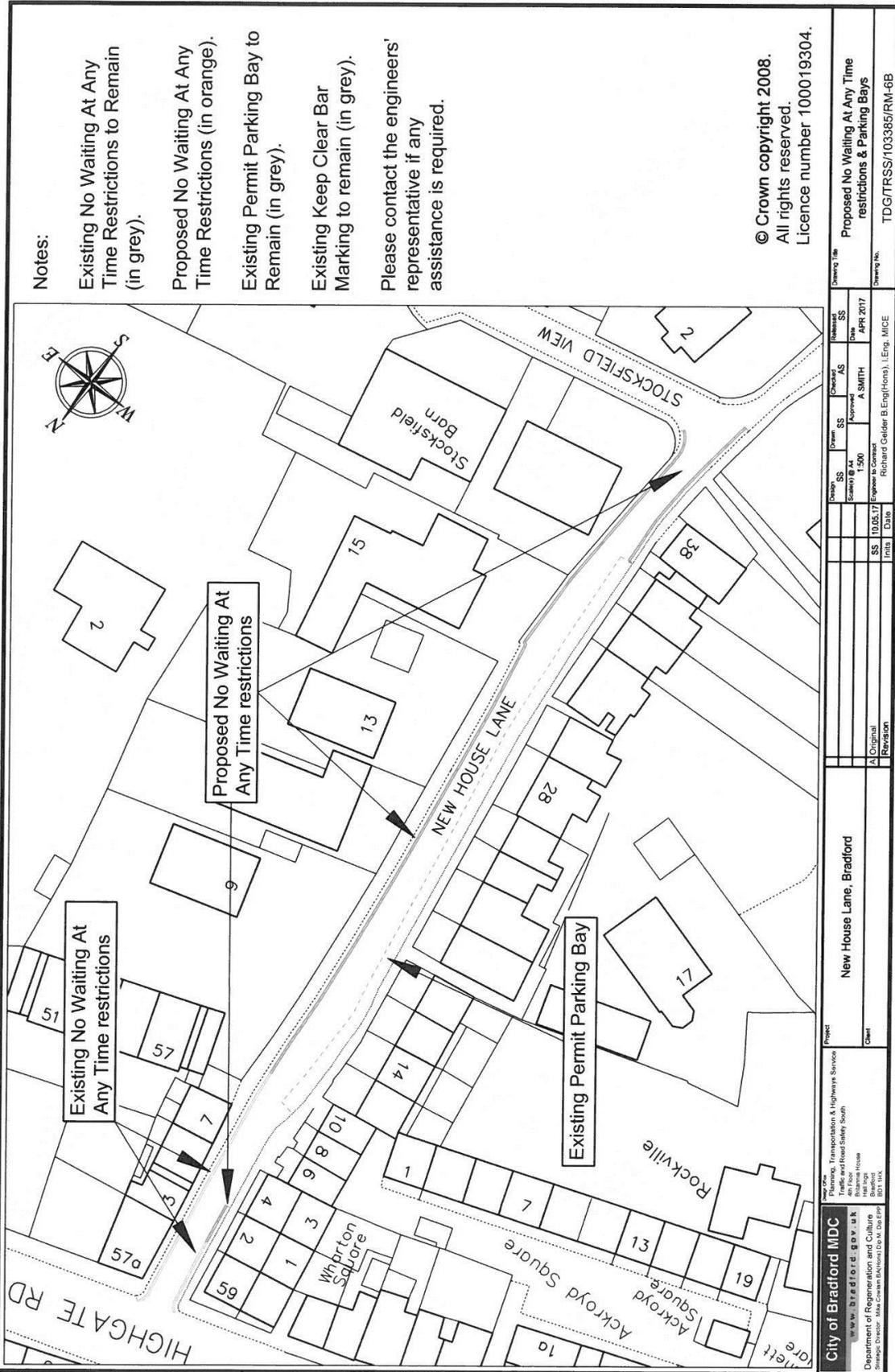
Please contact the engineers' representative if any assistance is required.

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<b>City of Bradford MDC</b> Wetherby, Bradford & Shipley Department of Regeneration and Culture Strategic Director: Mike Coaker (National) D.O.M. D.P. P.P.		Project: <b>Hollingwood Lane &amp; Hollingwood Mount, Bradford</b>		Drawing Title: No Waiting At Any Time restrictions	
Client: City of Bradford Metropolitan District Council		Date: 06.05.17		Drawing No.: TDG/TRSS/103385/RM-1B	
Revision: A Original		Checked: AS SMITH		Date: APR 2017	
Drawn: SS 06.05.17		Approved: AS SMITH		Date: APR 2017	
Issued: SS 06.05.17		Engineer in Charge: Richard Galder B.Eng(Hons), I.Eng, MICE		Date: APR 2017	







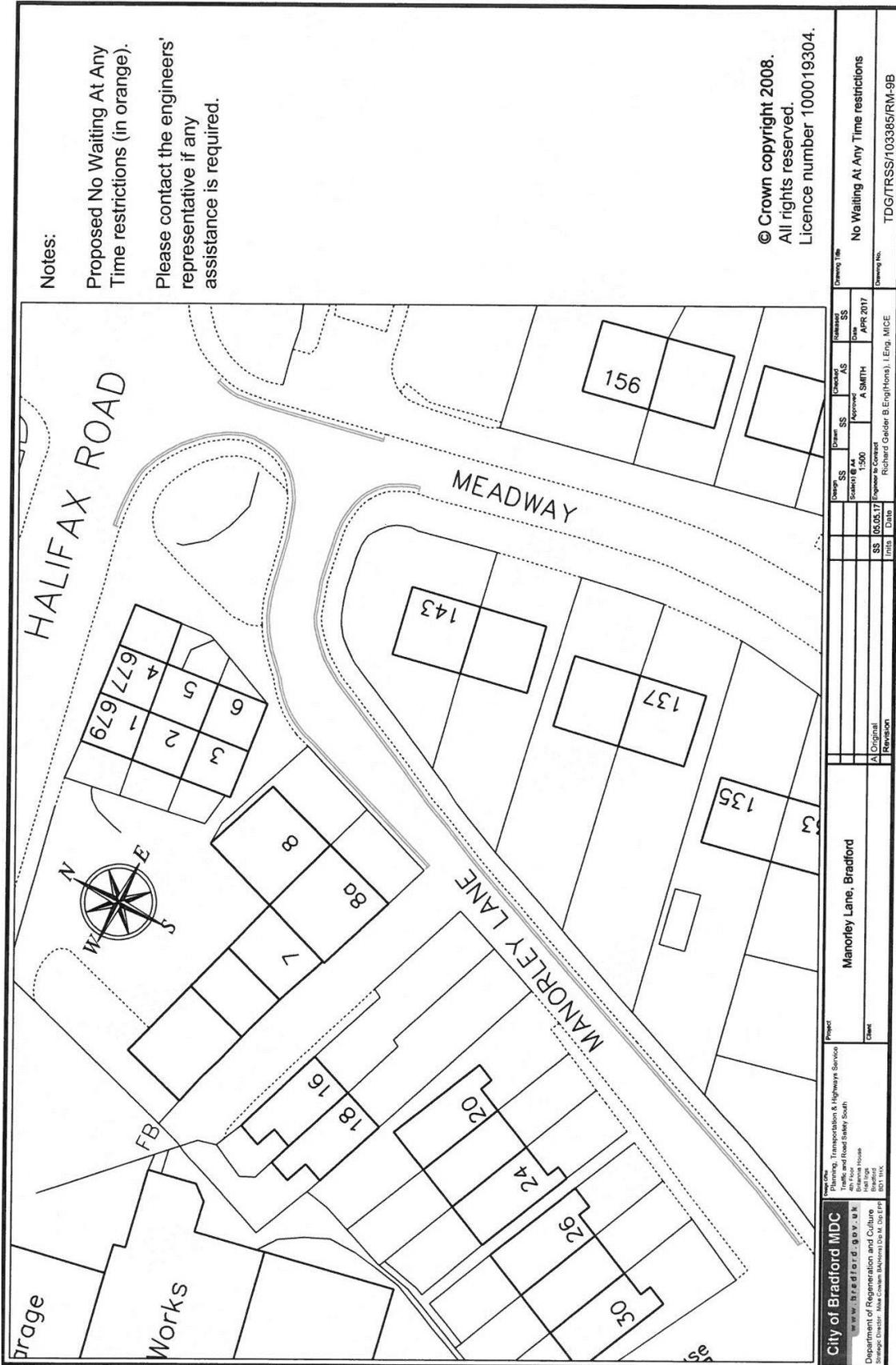
- Notes:**
- Existing No Waiting At Any Time Restrictions to Remain (in grey).
  - Proposed No Waiting At Any Time Restrictions (in orange).
  - Existing Permit Parking Bay to Remain (in grey).
  - Existing Keep Clear Bar Marking to remain (in grey).
  - Please contact the engineers' representative if any assistance is required.

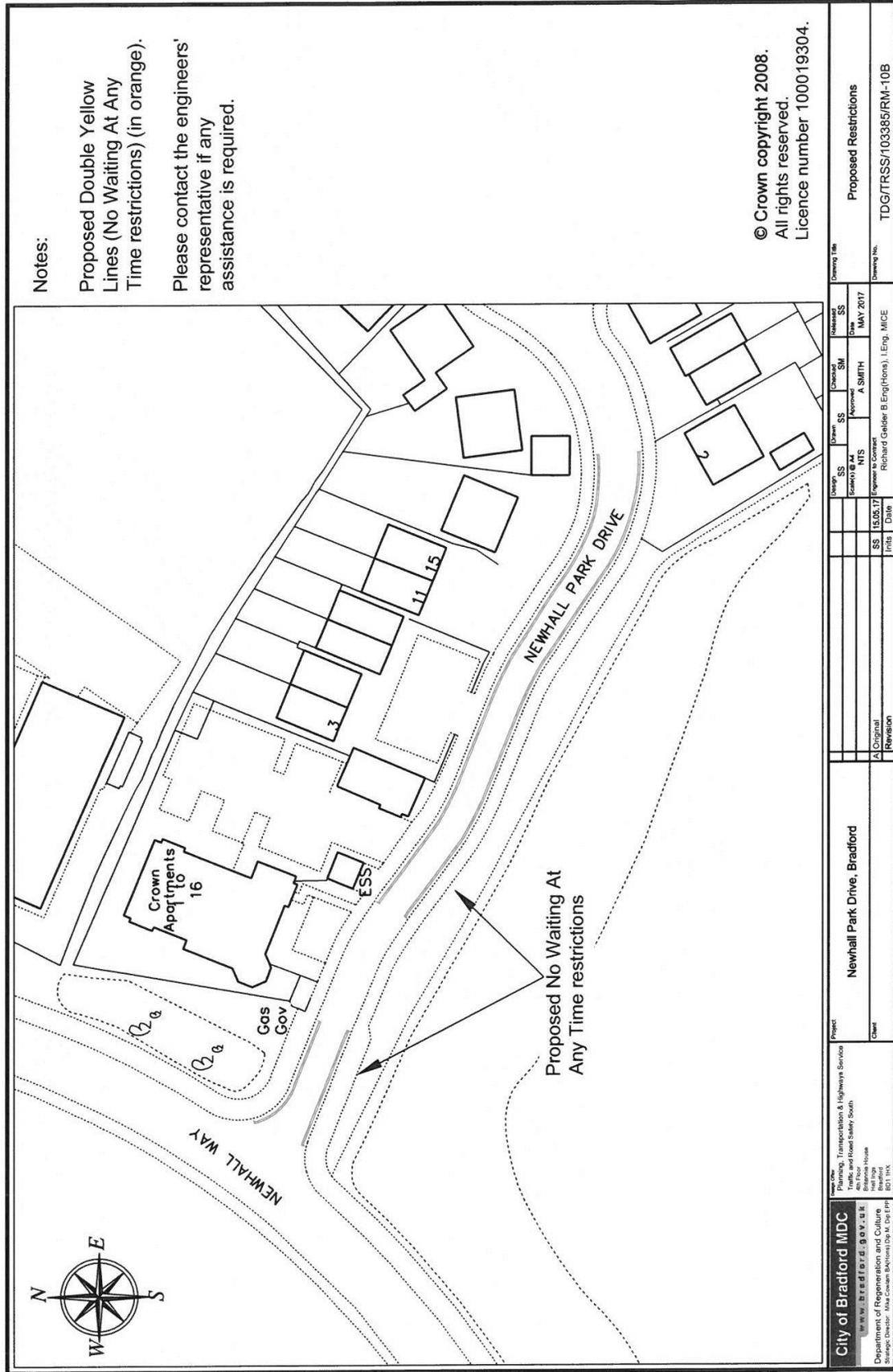
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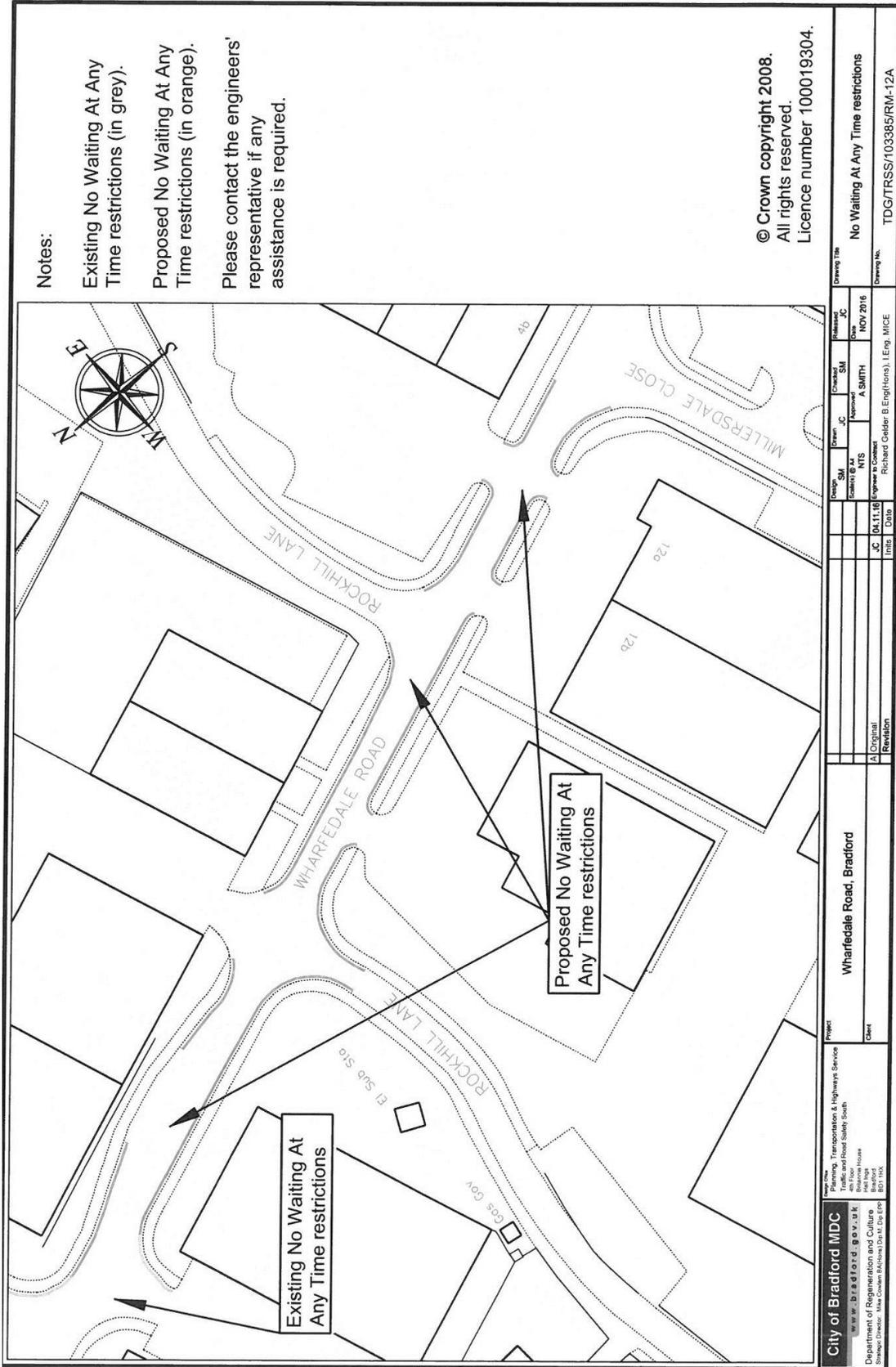
<b>City of Bradford MDC</b> Department of Regeneration and Culture Strategic Director: Mike Cawston BA(Nat) Dip. A. Dip. EP 1st Floor, House 100, Mill Lane, Bradford, West Yorkshire, BD1 1TA		<b>Project:</b> New House Lane, Bradford	
<b>Client:</b> City of Bradford	<b>Project:</b> New House Lane, Bradford	<b>Author:</b> A SMITH	<b>Date:</b> APR 2017
<b>Check:</b> A Original	<b>Revision:</b> Richard Gadder B(Eng)(hons), I.Eng., MICE	<b>Drawn By:</b> SS 1005.17	<b>Date:</b> 10.05.17
<b>Drawn:</b> SS 1500	<b>Checked:</b> SS 1500	<b>Approved:</b> SS 1500	<b>Drawn Title:</b> Proposed No Waiting At Any Time restrictions & Parking Bays
<b>Drawn No.:</b> TDG/TRSS/103385/RM-6B	<b>Drawn No.:</b> TDG/TRSS/103385/RM-6B	<b>Drawn No.:</b> TDG/TRSS/103385/RM-6B	<b>Drawn No.:</b> TDG/TRSS/103385/RM-6B











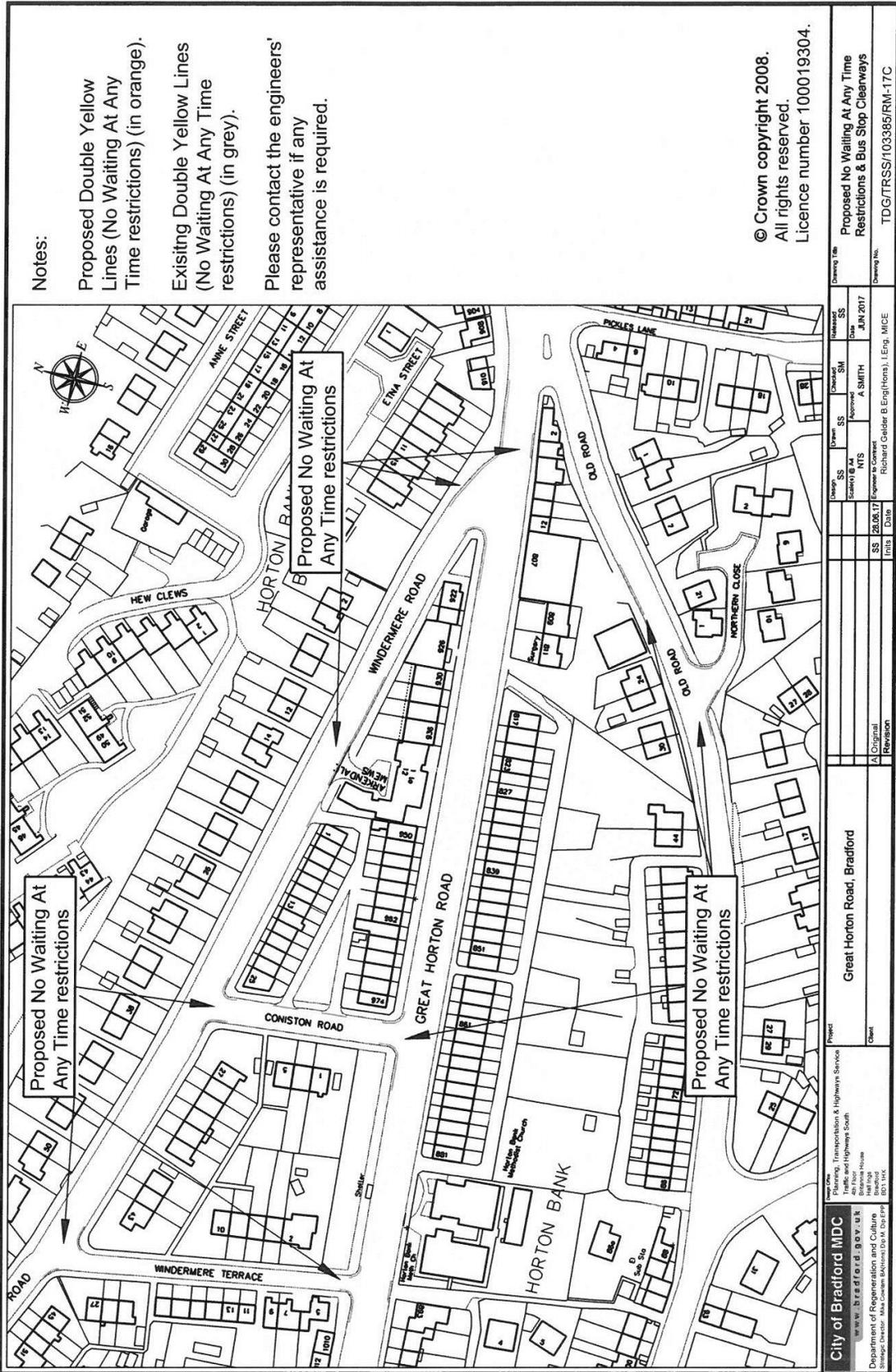












**Notes:**

Proposed Double Yellow Lines (No Waiting At Any Time restrictions) (in orange).

Existing Double Yellow Lines (No Waiting At Any Time restrictions) (in grey).

Please contact the engineers' representative if any assistance is required.

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<p>City of Bradford MDC                  Department of Regeneration and Culture                  Strategic Director: Mike Cawley BA(Hons) Dip.M. Dip.Ed.P.                  01604 333333                  www.bradford.gov.uk</p>		<p>Project: Planning, Transportation &amp; Highways Service                  Traffic and Highways South                  Business House                  Bradford                  BD1 1XQ</p>		<p>Client: Great Horton Road, Bradford</p>	
<p>Author: SS                  Checked: SS                  Drawn: SS                  Scale: 1:500                  Date: 25.08.17</p>	<p>Engineer: SS                  Approved: NTS                  Date: 25.08.17</p>	<p>Engineer: SS                  Approved: A. SMITH                  Date: J.M. 2017</p>	<p>Checked: SS                  Approved: A. SMITH                  Date: J.M. 2017</p>	<p>Drawn: SS                  Approved: A. SMITH                  Date: J.M. 2017</p>	<p>Project: Great Horton Road, Bradford</p>
<p>Revision</p>			<p>Revision</p>		