

## Report of the Strategic Director Place to the meeting of Executive to be held on 2 April 2019

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**Subject:**

**BF**

**Corridor Improvement Programme – Compulsory Purchase Order, Side Roads Order and Traffic Regulation Orders.**

**Summary statement:**

This report updates Executive on the development of a series of junction upgrades which are to be delivered as part of the West Yorkshire Transport Fund's Corridor Improvement programme. As part of this programme the outer ring road junctions of Great Horton Road/Horton Grange Road, Thornton Road/Cemetery Road and Toller Lane / Whetley Hill are to have major upgrades to improve traffic flow on the outer ring road.

As part of the upgrade proposals each of these schemes will require the acquisition of properties to deliver the proposed improvement. This report therefore seek approval in principle from Executive for the Council to use its Compulsory Purchase Order (CPO) powers to acquire the land needed should acquisition by private treaty fail together with arrangements for implementation of associated side roads orders and traffic regulation orders.

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**Portfolio:**

Regeneration, Planning And Transport

**Overview & Scrutiny Area:**

Regeneration & Waste

## **1. SUMMARY**

- 1.1 This report updates Executive on the development of a series of junction upgrades which are to be delivered as part of the West Yorkshire Transport Fund's Corridor Improvement programme. As part of this programme the outer ring road junctions of Great Horton Road/Horton Grange Road, Thornton Road/Cemetery Road and Toller Lane/Whetley Hill are to have major upgrades to improve traffic flow on the outer ring road.
- 1.2 As part of the upgrade proposals each of these schemes will require the acquisition of properties to deliver the proposed improvement. This report therefore seek approval in principle from Executive for the Council to use its Compulsory Purchase Order (CPO) powers to acquire the land needed should acquisition by private treaty fail together with arrangements for implementation of associated side roads orders and traffic regulation orders.

## **2. BACKGROUND**

- 2.1 The Bradford element of the Corridor Improvement Project comprises a £14m capital programme of junction upgrades at the junctions of (a) Great Horton Road and Horton Grange Road, (b) Thornton Road and Cemetery Road, and (c) Toller Lane and Whetley Hill. These works are designed to reduce congestion and improve journey times together with improving air quality and increasing road safety through the incorporation of non-motorised user facilities.
- 2.2 The improvements will also support growth in jobs, businesses and housing developments in the immediate areas and wider district. The proposed improvements include the follow works at each of the junctions:

### **(a) Great Horton Road/Horton Grange Road Junction, Bradford**

- Construct a new road between Horton Park Avenue and Cecil Avenue junction and All Saints Road and Dirkhill Road junction with give way junctions at each end.
- Install traffic lights at the Great Horton Road and Horton Park Avenue junction.
- Provide an additional lane on Great Horton Road towards Bradford on the approach to Great Horton Road and Horton and Grange junction.
- Make All Saints Road one way southbound towards Turner Place.
- Prevent right turns from Great Horton Road into All Saints Road.

### **(b) Thornton Road / Cemetery Road Junction, Bradford**

- Provide a right turn lane on Thornton Road towards Cemetery Road.
- Provide two lanes on Thornton Road westbound towards the Cemetery Road junction.
- Provide two lanes on Allerton Road to the Cemetery Road junction.

- Provide two lanes on Cemetery Road through to Allerton Road towards Bradford Girls Grammar.

**(c) Toller Lane/Whetley Hill Junction, Bradford**

- Provide two lanes on A6177 on approach to the junction.
- Provide dedicated left turn lanes from the A6177 to Toller Lane and Whetley Hill.
- Introduce two lanes in both directions on Toller Lane from the Carlisle Road junction to the dual carriageway.
- Widen the approaches to the A6177 on Toller Lane and Whetley Hill to provide a right turn lane.

**3. OTHER CONSIDERATIONS**

- 3.1 Following preparation of the draft designs, proposals for the upgrade of each junction were put out for public consultation by the West Yorkshire Combined Authority. The initial scope and extent of each scheme were developed and modelled such that their benefits could be quantified sufficiently to allow the development of an Outline Business Case for each scheme.
- 3.2 In developing the proposals for each scheme a comprehensive exercise was undertaken to try to minimise the amount of third-party land which would be required for each improvement. As a result of this approach the quantum of third-party land required for the whole Bradford programme has been reduced.
- 3.3 The Council has been in negotiation with landowners and is continuing to do so wherever possible, although it is clear from enquiries, that there is still little or no prospect of all the land being acquired by voluntary negotiations.
- 3.4 In order to ensure the deliverability of the proposed Corridor Improvement Programme to the overall Corridor Improvement Programme timescales, it is proposed the Council authorises the use of CPO powers should there be no alternative other than to rely on the use of CPO powers as a last resort to acquire the land needed to achieve the desired highway improvement objectives. Such an approach would provide certainty of timescale for the corridor improvement programme ensuring the Council can meet the expectations of the Combined Authority in this regard.

Planning Implications

- 3.5 The main components of the schemes involve a combination of
- road widening;
  - new pedestrian and cyclist facility provision;
  - a new link road within in the Great Horton Road/Horton Grange Road scheme described at paragraph 2.2 (a) above;
  - landscaping;
  - improvements in traffic signalisation;
  - realignment of on-street car parking spaces; and

- a rationalisation and enhancement of bus shelters.

Under The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (“GPDO”) express planning permission will not be required for parts of the schemes in instances where Class A, Part 9, Schedule 2 of the GPDO permits the carrying out by the Council in its separate capacity as a local highway Authority of works required for or incidental to the maintenance or improvement of the highway on both existing highway land and land outside but adjoining the boundary of an existing highway. The permitted development rights granted by Part 9 of the GPDO would cover all such works where all such works are required for the improvement of the highway and are located on land which is either currently used as a highway or land adjoining the existing highway.

- 3.6 Whilst it is not foreseen that there is likely to be any fundamental planning obstacles, clarification is continuing to be sought as to whether any specific planning consents are needed and the outcome will be reported to the Executive either before or at the Executive meeting.

#### **4. FINANCIAL & RESOURCE APPRAISAL**

- 4.1 The improvements will be funded through the Corridor Improvement Programme, which is a component of the West Yorkshire-plus Transport Fund. The combined budget to deliver the three schemes described in this report is £14 million which is to be wholly funded from the West Yorkshire-plus Transport Fund.
- 4.2 Currently the Outline Business Case submissions for the Corridor Investment Programme are being assessed by the Combined Authority in order to release the next tranche of funding for the programme. The Combined Authority will consider the recommended approval of funding at its meeting on 25 April.
- 4.3 It is not considered that any external specialised expert advice is needed at this stage of the compulsory purchase process, although it might be necessary to instruct Counsel should a local public Inquiry be held to consider objections if a CPO is made and published.

#### **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1 Responsibility for the governance of this project is the responsibility of the West Yorkshire Combined Authority (WYCA) and is controlled under their Assurance Framework. A rigorous project management system is in place for all West Yorkshire+ Transport Fund projects based around the OGC PRINCE2 (Projects in Controlled Environments) and MSP (Managing Successful Programmes) methodologies. The scheme described in this report will be subject to these processes.
- 5.2 A project team level of risk management is in place which is reviewed on a regular basis and also discussed at monthly Project and Programme Board chaired by the Highways Services Manager. In addition a further Programme Board is held with West Yorkshire Combined Offices chaired by the Director of Delivery.

- 5.3 The success of this programme will depend upon the Council's ability to acquire all the land needed. There are also risks linked to the timing of land acquisition; as the schemes are each programmed to be started on site by March 2021. If the Council continues to rely on current negotiations and only seeks to authorise a CPO if negotiations break down, valuable time would be lost. By making a CPO for each highway scheme at this stage, it demonstrates that the Council is serious in its intentions to promote the proposed highway junction improvement schemes with the support of CPO powers and which in turn, might encourage those whose land is affected to enter into more meaningful negotiations.
- 5.4 A key risk which has been identified by the project team based on previous experience of delivering strategic transport projects relates to the ability of the Council to effectively implement the traffic regulation orders associated with the scheme. Whilst it is not immediately assumed that there will be any objections received to the proposals the potential for delays in delivery of the scheme to programme could arise as a result of consideration of any such objections by the relevant Area Committee. Previous strategic improvements have been delayed as a result of consideration of objections to orders by area committees who by way of mitigation of objections seek to amend the scope of the main scheme, thereby imparting additional cost and delay to the scheme. Whilst an element of cost increase of such a situation can, and has been, mitigated through the QRA process protracted delay in determining whether to implement an order or make minor alterations to the scheme proposals could impart costs far in excess of that provided for under the QRA.

## **6. LEGAL APPRAISAL**

- 6.1 This Report considers the consequences and justification of proceeding to authorise the use of compulsory purchase powers to facilitate each of the proposed highway junction improvement schemes. In deciding on the most appropriate power to use to enable each CPO to be made, regard must be given to the use of the specific power available for the purposes intended. As the proposed schemes involve the compulsory purchase of land to facilitate highway improvements, it is proposed to rely on the use of statutory highway powers to –
- a) make compulsory purchase orders for each of the 3 highway schemes under, as applicable, sections 239, 240, 246, 250 and 260 of the Highways Act 1980 and under section 2 of the Acquisition of Land Act 1981;
  - b) provide under section 40 of the Road Traffic Regulation Act 1984 off-street parking places, together with a means of entrance to and egress from them, for the purpose of relieving or preventing congestion of traffic; and
  - c) make a Side Roads Order for each of the 3 highway schemes under sections 14 and 125 of the Highways Act 1980, should the schemes require additional highway alterations to be made, arising as a direct consequence of the junction improvements.

- 6.2 In consideration of the potential use of compulsory purchase powers to support voluntary negotiations to acquire all the land needed for the schemes, reliance has been placed on Government guidance entitled “Guidance on Compulsory Purchase Process and The Crichel Down Rules for the disposal of surplus land acquired by, or under the threat of compulsion” published in October 2015. Weight must be given to the Guidance to ensure that the proper compulsory procedures are followed, that the process is open and transparent and that nobody with a purported interest in land needed for the highway schemes is prejudiced.
- 6.3 The Executive must therefore be satisfied prior to authorising the use of its compulsory purchase powers that there is sufficient justification to make a CPO for each junction improvement scheme and to demonstrate that the Council has exercised due diligence and probity and has been open and transparent in formulating its scheme proposals and in contacting and opening negotiations with interested parties to acquire the land needed.
- 6.4 Legal Services have confirmed that the Council has the necessary legal powers to initiate a CPO to enable the schemes to be delivered, provided it can be demonstrated
- that the use of CPO powers is a “last resort”, there being little or no prospect of all the land being acquired by voluntary negotiations;
  - that sufficient funding is or is likely to be made available;
  - that there are no planning obstacles;
  - that each of the schemes can be implemented and completed within a reasonable timeframe;
  - that the compulsory purchase process is open and transparent;
  - that due regard has and is being given during the compulsory purchase process to the rights of the individual under human rights and equality impact legislation; and
  - that there is a compelling case for each scheme in the public interest.
- 6.5 Promotion of traffic regulation orders associated with the project would be exercised by the Council under its inherent powers under the Road Traffic Regulation Act 1984 as local highway authority.

## **7. OTHER IMPLICATIONS**

### **7.1 EQUALITY & DIVERSITY**

Project officers in formulating and promoting a CPO for each highway scheme have at this stage, also had regard to the Council’s statutory duties and obligations under the Equality Act 2010 and in particular, to the Council’s obligations under Sections

149 and 150 of the said Act, by taking into account the differential impact each CPO might have on various groups of persons with protected characteristics. As a result, project officers are satisfied that no negative impact upon any protected social groups has been identified.

In addition, the highway schemes aim to maximise public access by being fully disability and dementia friendly and compliant, with plans to consult and engage all relevant stakeholder groups throughout the design process.

## **7.2 SUSTAINABILITY IMPLICATIONS**

The improvements to the junctions described in this report will support the future housing requirements of the District.

Improvements to the traffic flow on the outer ring road will assist in reducing the level of harmful pollutant emissions from vehicles at these junctions.

Introduction of dedicated cycle facilities will assist in encouraging greater use of cycling by providing a safe route for cyclists.

## **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

A high level assessment of the impact of the corridor investment programme schemes on air quality was undertaken in preparation of the Outline Business Case for the project. This assessment indicated that the delivery of these schemes will have a beneficial impact on air quality in the vicinity of the junction.

As part of the development of the Full Business Case for this scheme a robust assessment of the schemes impact on greenhouse gas emissions, and other air quality contaminants, will be undertaken to provide quantifiable benefits. This assessment will be incorporated into the Full Business Case submission to the West Yorkshire Combined Authority.

## **7.4 COMMUNITY SAFETY IMPLICATIONS**

The scheme will facilitate the introduction of safe pedestrian and cycling facilities on this corridor as well as improving street lighting and providing other environmental improvements. These will have a beneficial impact on Community Safety.

## **7.5 HUMAN RIGHTS ACT**

Section 6 of the Human Rights Act 1998 prohibits public authorities from acting in a way that is incompatible with the “European Convention on Human Rights”. Various Convention rights are likely to be relevant to the individual Compulsory Purchase Orders, including –

- a) Entitlement to a fair and public hearing** in the determination of a person's civil and political rights (Convention Article 6) - this includes property rights and can include opportunities to be heard in the consultation process.

- b) Rights to respect for private and family life and home** (Convention Article 8)
  - Such rights may be restricted if the infringement is legitimate and fair and proportionate in the public interest.
- c) Peaceful enjoyment of possessions** (First Protocol Article 1) - This right includes the right to peaceful enjoyment of property and is subject to the Council's right to enforce such laws as it deems necessary to control the use of property in accordance with the general interest.
- d) Right to life** - in respect of which the likely health impacts of the highway schemes will need to be taken into account in evaluating the scheme (Conversion Article 2).

The European Court has recognised that "*regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole*". Both public and private interests are to be taken into account in the exercise of the Council's compulsory purchase powers and duties as a local planning authority. Any interference with a Convention right must be necessary and proportionate. If compulsory purchase powers are required, project officers are of the view that in pursuing a CPO, careful consideration has been given to the balance to be struck between individual rights and the wider public interest. Any interference with Convention rights is considered to be justified in order to secure the economic, social, physical and environmental regeneration that the redevelopment scheme will bring. Appropriate compensation will be available to those entitled to claim it under the relevant provisions of the compulsory purchase national compensation code.

Project officers therefore believe that each highway junction improvement scheme is in the public interest and that the works associated with each scheme outweighs any harm that may be caused by the use of compulsory purchase powers to acquire and interfere with third party land and rights needed for each scheme. That any interference with any human rights protected by the Human Rights Act 1998 and the "European Convention on Human Rights" is considered to be justifiable in order to secure the public benefits that the schemes will bring to the community and wider area."

## 7.6 TRADE UNION IMPLICATIONS

There are no trade union implications associated with the subject of this report.

## 7.7 WARD IMPLICATIONS

A briefing note has been circulated to Ward members to make them aware of the proposals.

## 7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

Not applicable.

## 7.9 IMPLICATIONS FOR CORPORATE PARENTING

There are no corporate parenting issues associated with the subject of this report.

#### **7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT**

There are no issues arising from the privacy impact assessment of the subject of this report.

#### **7.11 NOT FOR PUBLICATION DOCUMENTS**

None.

### **9. OPTIONS**

9.1 The options presented for Executive's consideration are as follows:

- a) The Council can make a CPO for each scheme whilst continuing to explore whether land needed to support the individual schemes can be acquired by voluntary means and if not, to use compulsory purchase powers as a last resort; or
- b) The Executive can determine not to authorise the use of the Council's compulsory purchase powers to acquire the scheme land and instead to continue to rely on voluntary negotiations, notwithstanding that there is at present, little indication of all the land needed being able to be acquired by voluntary treaty.

9.2 In order to ensure achievement of the current construction programme there are three options for consideration of the delivery strategy to deal with the risk highlighted in paragraph 5.4 of this report:

- a) To delegate the consideration of any objections received to advertised traffic regulation orders to the Strategic Director of Place in consultation with the Portfolio Holder. This option would:
  - Provide a more streamlined approach to consideration of objections ensuring that oversight of the strategic transport improvements of the scheme are balanced with local concerns.
  - Ensure that current budget and programmes can be fully adhered to in relation to delivery of this project.
  - However, such an approach would remove the opportunity of objectors to present their reasons for objection to the decision makers.
- b) To have any objections received to the advertised traffic regulation orders brought back to Executive for consideration. This option would:
  - Afford objectors the ability to make verbal representation to members of

Executive in relation to their concerns about the traffic regulation orders proposed.

- Ensure that decisions taken are cognizant of the strategic transport infrastructure nature of the project and that decisions are taken with due regard to their implications in relation to project budget and programme constraints.
- c) To maintain the existing arrangements and have the consideration of any objections considered by the relevant Area Committee. This option would:
- Afford objectors the ability to make verbal representations to members of the Area Committee in relation to their concerns.
  - It would however potentially increase the opportunity for the committee in trying to mitigate or resolve objections to adversely affect the delivery programme and budget of the project.

## **10. RECOMMENDATIONS**

That the Executive approve the following recommendations -

- 10.1 That the Executive is satisfied that the schemes referred to in this report, being part of the Council's Corridor Improvement Programme, are in the public interest and that any harm caused by the use of compulsory purchase powers to acquire and interfere with third party land and rights needed for the scheme is outweighed by the public benefits which the improvement schemes will generate, having also taken into account at this stage, the Council's statutory obligations under the Equality Act 2010 in relation to the differential impact a Compulsory Purchase Order might have on various groups of persons with protected different characteristics;
- 10.2. That in principle a Compulsory Purchase Order to be made for each of the following schemes -
- a) The City of Bradford Metropolitan District Council (Great Horton Road and Horton Grange Road, Bradford) (Highway Junction Improvement Scheme) Compulsory Purchase Order 2019, in respect of the land shown shaded pink on Plan A annexed hereto;
  - b) The City of Bradford Metropolitan District Council (Thornton Road and Cemetery Road, Bradford) (Highway Junction Improvement Scheme) Compulsory Purchase Order 2019, in respect of the land shown shaded pink on Plan B annexed hereto;
  - c) The City of Bradford Metropolitan District Council (Toller Lane and Whetley Hill, Bradford) (Highway Junction Improvement Scheme) Compulsory Purchase Order 2019, in respect of the land shaded pink on Plan C annexed hereto

pursuant to sections 239, 240, 246, 250 and 260 of the Highways Act 1980 and section 40 of the Road Traffic Regulation Act 1984 and under section 2 of the Acquisition of Land Act 1981 for the purpose of relieving or preventing congestion of traffic by providing off-street parking places, together with means of entrance to and egress from them and section 1 of the Localism Act 2011 and all other relevant and enabling powers to secure the compulsory acquisition of the land and buildings shown shaded pink on the plans annexed hereto, relating to the three highway improvement schemes, described above.

10.3 That delegated authority be given to the Strategic Director: Place in consultation with the Portfolio Holder for Regeneration, Planning and Transport to -

- a) Make a final decision on whether Compulsory Purchase Orders should be made in respect of each of the proposed highway schemes outlined above, provided that the Strategic Director: Place and the Portfolio Holder for Regeneration, Planning and Transport are both satisfied that
  - that there are or are likely to be no planning obstacles to the implementation and completion of each of the highway schemes;
  - that there is or is likely to be available sufficient funds to meet all costs associated with an individual highway scheme;
  - that there is little or no prospect of all the land needed for each of the individual highway schemes being acquired by voluntary negotiations;
  - that due regard has been given to compliance with all relevant human rights and public sector equality requirements in the formulation of an individual highway scheme and in conducting negotiations;
  - that there are no impediments to the implementation and completion of an individual scheme; and
  - that an individual scheme is in the public interest and can be justified on highway management grounds.
- b) Determine the exact power to make the aforementioned Compulsory Purchase Orders and if necessary to make minor or technical amendments to each Compulsory Purchase Order.
- c) Modify and settle for each highway junction improvement scheme, the draft “Statement” to justify the use of compulsory purchase powers, the Compulsory Purchase Order Map and Schedule and all other legal documentation necessary to support and accompany each of the Compulsory Purchase Orders to the Secretary of State for Transport for confirmation;
- d) Approve agreements with landowners setting out the terms for withdrawal of any objections to the Compulsory Purchase Orders, including where appropriate, seeking exclusion of land from the Compulsory Purchase Orders;

- e) Confirm the Compulsory Purchase Orders, if satisfied that it is appropriate to do so, in the event that the Secretary of State for Transport notifies the Council that the Council has been given the power to confirm any of the Compulsory Purchase Orders;
- f) Promote any modifications to the Compulsory Purchase Orders, if expedient to do so;
- g) Take all and any necessary action, as the case may be to continue or open negotiations with persons for the acquisition of land and to facilitate each of the individual highway junction improvement schemes and any other interests included in the Compulsory Purchase Orders and any other land needed for the schemes and to authorise acquisitions by agreement where the use of compulsory purchase powers is in contemplation and to approve the purchase price, advance payments and all other compensation payments;
- h) Take all necessary steps in relation to any statutory blight proceedings instituted against the Council for the acquisition of land claimed to be blighted by the threat or presence of the Compulsory Purchase Orders;
- i) Take all necessary action, should the quantum of compensation flowing from the threat or use of compulsory purchase powers be in dispute and be referred to the Upper Tribunal (Lands Chamber) or other form of arbitration; and
- j) To take and do all things necessary or incidental to the implementation of the above resolutions;

10.4 That Executive confirms that all land acquired for the highway improvement schemes be held for highway purposes.

10.5 That Executive delegate consideration of any objections to the associated traffic regulation orders to the Strategic Director of Place in consultation with the Portfolio Holder.

## **11. APPENDICES**

11.1 Appendix 1 – Scheme proposals.

11.2 Appendix 2 - Drg Nos: PTH/HS/103886/CPO-1A, PTH/HS/103813/CPO-2A, PTH/HS/103813/CPO3A.

## **12. BACKGROUND DOCUMENTS**

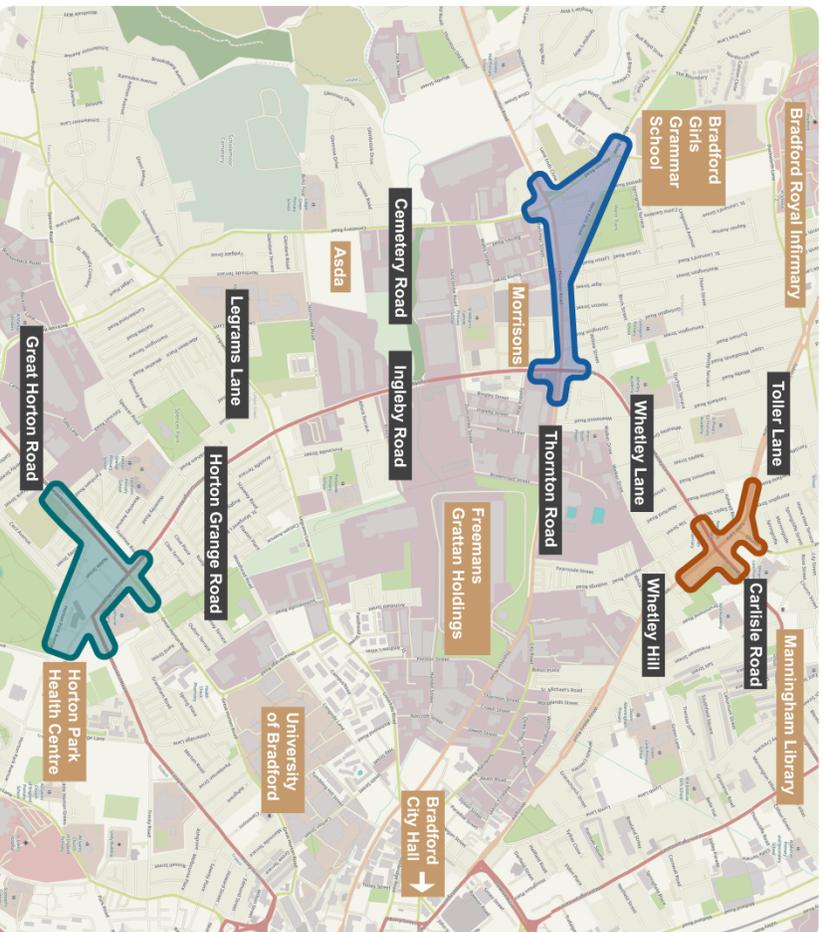
12.1 Scheme File – 103813

12.2 Scheme File – 103886

12.3 West Yorkshire Combined Authority Outline Business Case submission – Corridor

## Investment Programme

# West Bradford Junctions Improvement Scheme



Bradford Council, in partnership with the West Yorkshire Combined Authority, is looking to make improvements to three junctions, in order to reduce congestion for the benefit of all road users.

Collectively, the schemes focus on bringing improvements to the A6177 Outer Ring Road to the west of Bradford.

Improvements are proposed at the following junctions:

- Toller Lane / Whetley Hill**
- Thornton Road / Cemetery Road**
- Great Horton Road / Horton Grange Road**

The improvements are designed to be low to medium cost with an emphasis on reducing journey times and improving accessibility and connections with economic growth and housing sites. The improvements will be funded through the Corridor Improvement Programme and will be deliverable in the shorter term. The combined budget to deliver the schemes is £14 million (subject to approval by the West Yorkshire Combined Authority).

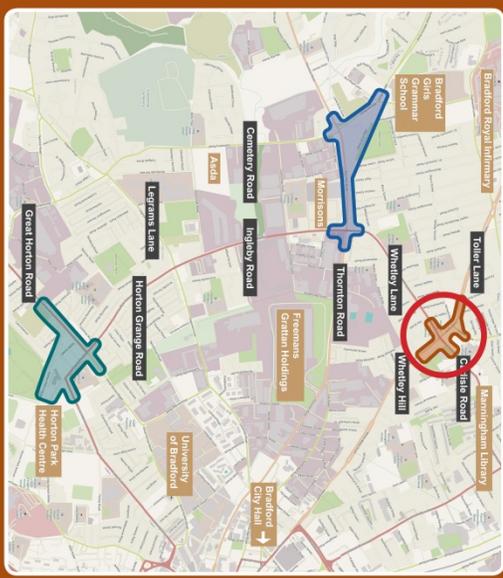
**WEBSITE:** [yourvoice.westyorks-ca.gov.uk/westbradford](http://yourvoice.westyorks-ca.gov.uk/westbradford)

**EMAIL:** [yourvoice@westyorks-ca.gov.uk](mailto:yourvoice@westyorks-ca.gov.uk)

**Have your say by 29 March 2019**

# Toller Lane / Whetley Hill Junction

## West Bradford Junctions Improvement Scheme



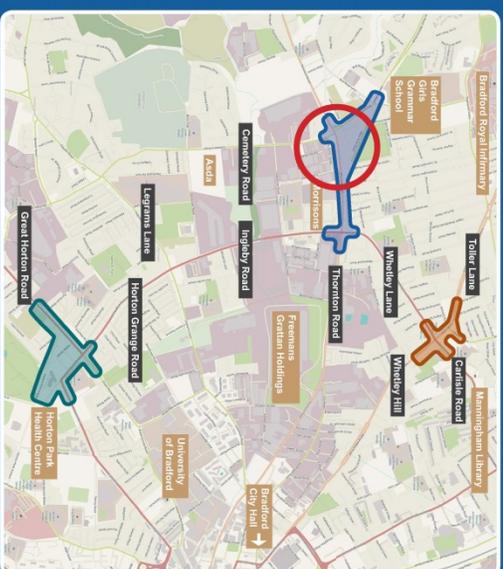
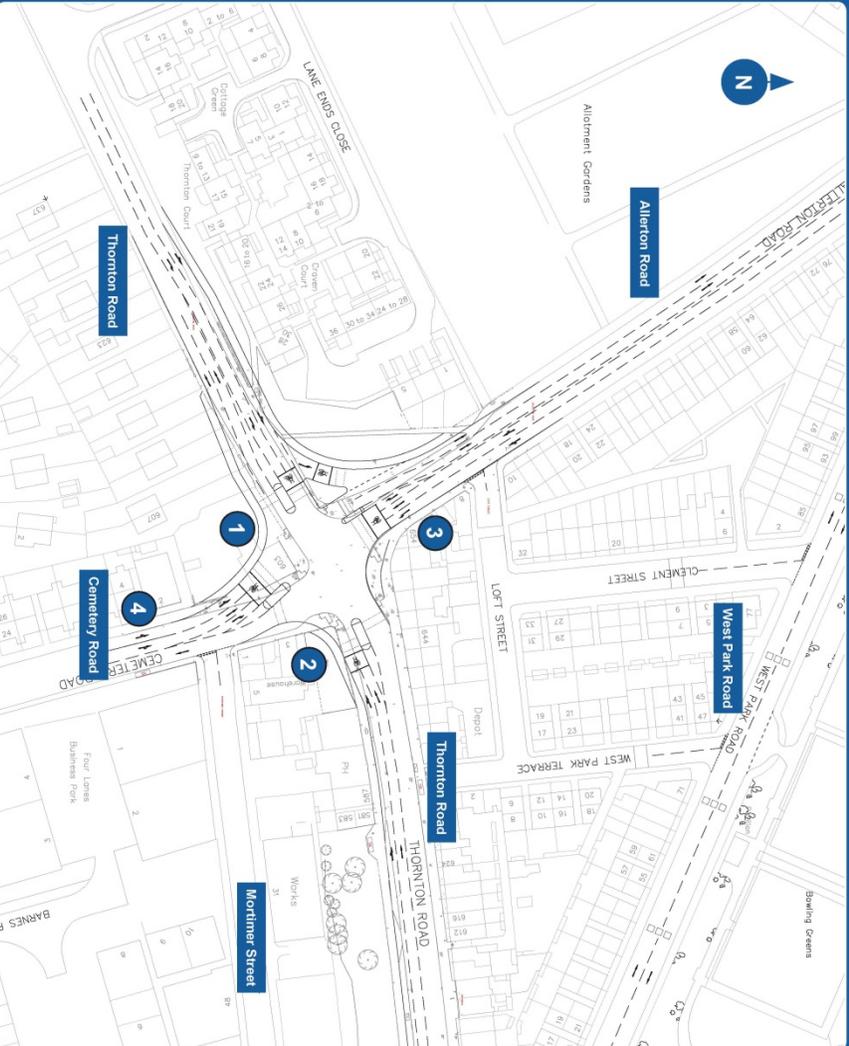
### Toller Lane / Whetley Hill

- 1 Two lane approaches to junction on A6177
  - 2 Dedicated left turns from A6177
  - 3 Two lanes in both directions on Toller Lane from the Carisle Road junction to existing dual carriageway
  - 4 Widen out approaches on Toller Lane and Whetley Hill to provide a short right turn
- You can view the plans and feedback online at:  
[yourvoice.westyorks-ca.gov.uk/westbradford](http://yourvoice.westyorks-ca.gov.uk/westbradford)



# Thornton Road / Cemetery Road Junction

## West Bradford Junctions Improvement Scheme



### Thornton Road / Cemetery Road

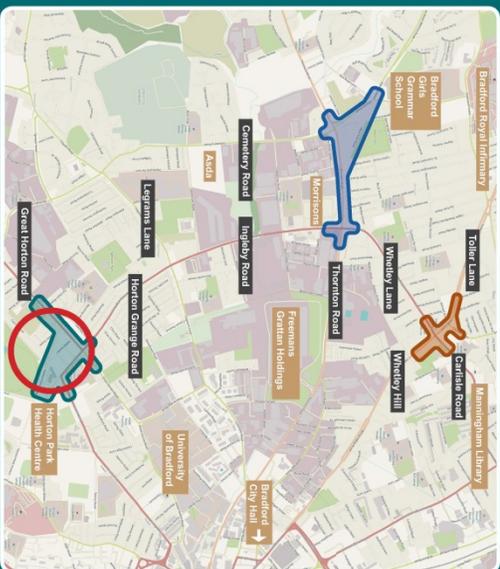
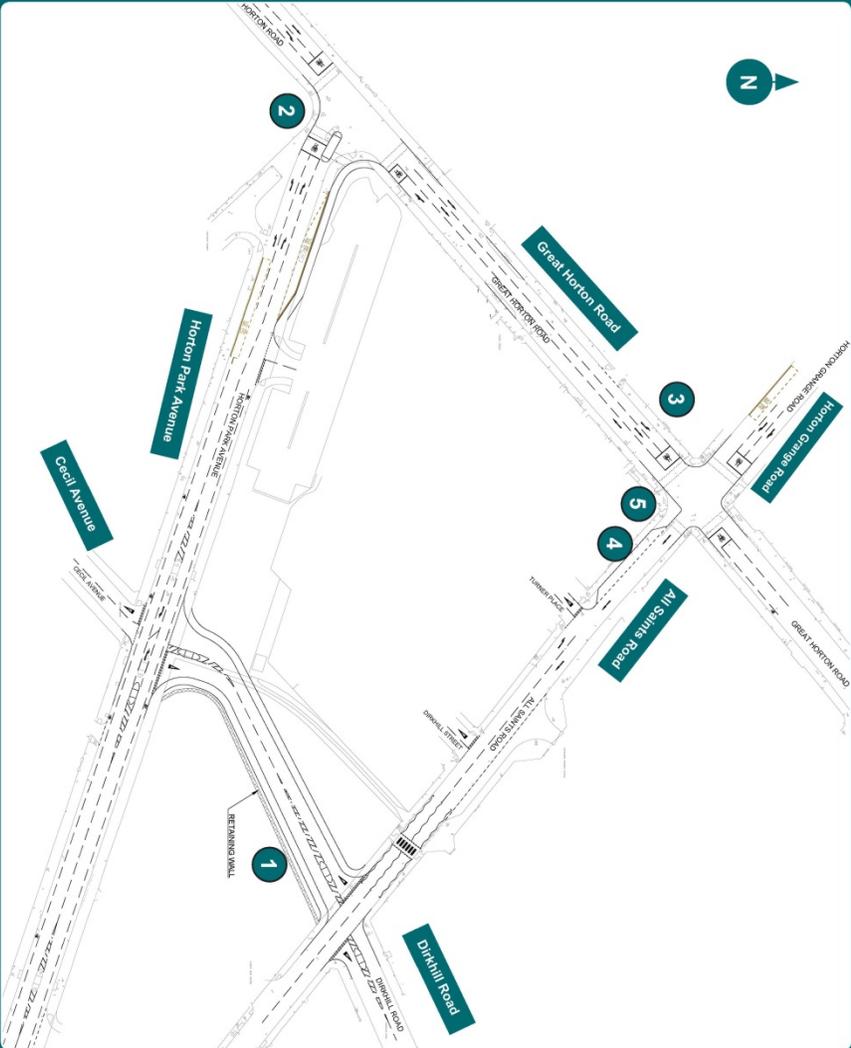
- 1 Formalise right turn lane inbound on Thornton Road into Cemetery Road
- 2 Widen westbound direction on Thornton Road to have two lanes from the A6177
- 3 Two lane approach on Allerton Road
- 4 Two lanes north on Cemetery Road approach and two lanes on Allerton Road exit

You can view the plans and feedback online at:  
[yourvoice.westyorks-ca.gov.uk/westbradford](http://yourvoice.westyorks-ca.gov.uk/westbradford)



# Great Horton Road / Horton Grange Road Junction

## West Bradford Junctions Improvement Scheme



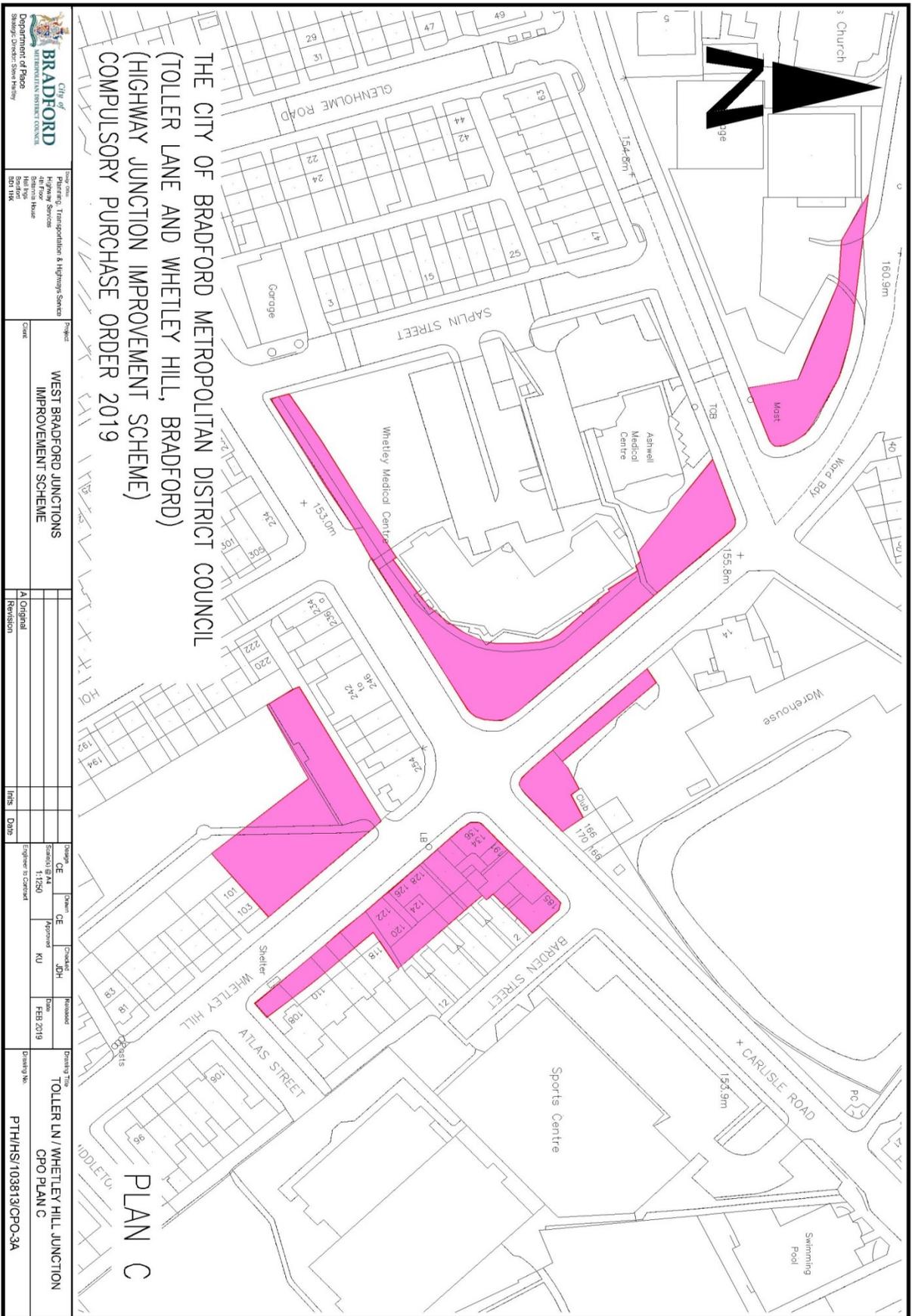
- ### Great Horton Road / Horton Grange Road
- 1 New road between Horton Park Avenue / Cecil Avenue junction and All Saints Road / Dirkhill Road junction, with priority junctions at both ends
  - 2 Signalise Great Horton Road / Horton Park Avenue junction
  - 3 Provide two lanes inbound to the junction of Great Horton Road / Horton Grange Road / All Saints Road
  - 4 Make All Saints Road one-way southbound between Great Horton Road and Turner Place
  - 5 Prevent right turn from Great Horton Road into All Saints Road
- You can view the plans and feedback online at: [yourvoice.westyorks-ca.gov.uk/westbradford](http://yourvoice.westyorks-ca.gov.uk/westbradford)







# APPENDIX 2



THE CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL  
 (TOLLER LANE AND WHETLEY HILL, BRADFORD)  
 (HIGHWAY JUNCTION IMPROVEMENT SCHEME)  
 COMPULSORY PURCHASE ORDER 2019

PLAN C



City of Bradford  
 Metropolitan District Council  
 Department of Planning  
 Strategic Director: Steve Parry

Project: WEST BRADFORD JUNCTIONS  
 IMPROVEMENT SCHEME

Author	Checked	Date
Approved	Approved	Approved
Drawn	Drawn	Drawn

Author	Checked	Date
Approved	Approved	Approved
Drawn	Drawn	Drawn

Drawing Title: TOLLER LN / WHETLEY HILL JUNCTION  
 CPO PLAN C  
 Drawing No: PTH/HS/103813/CPO-3A