

# Report of the Strategic Director Place, to the meeting of Bradford West Area Committee to be held on 12 July 2023

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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:

There are no issues arising from the Council's Equality & Diversity Strategy.

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Strategic Director Place

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## Portfolio:

**Regeneration, Planning & Transport**

## 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 4 August 2022 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 a number of 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 30 March and 28 April 2023. At the same time consultation letters and plans were posted to residents and businesses affected by the Order. This resulted in a total of 28 objections to the proposals. Drawings showing the locations that received objections are attached as Appendix 1. There have also been 9 representations supporting the proposals on Shearbridge Road (1No.), Park Drive (5No.), Atlas Street (1No.), Cottingley Road (1No.) and Toller Lane (1No.).

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

<b>Objectors Concerns</b>	<b>Officer Comments</b>
<p><b>Estcourt Grove, Lidget Green (Drawing No. HS/TRSS/105335/CON-7A)</b>  <b><u>First Objector</u></b>                      The objection came from a ward member on behalf of a number of residents. The residents believe the proposed restrictions are inappropriate and an overreaction to the current issues in the area.</p>	<p>The waiting restrictions have been promoted following discussions with a ward member who raised concerns that vehicles were parking at the junction of Estcourt Road and Spencer Road and obstructing access and sight lines.                      Following the receipt of the objections and further discussions with the ward member an amendment to the proposals was prepared that would allow parking at the junction but would restrict it further into Estcourt Road as shown on drawing HS/TRSS/105335/CON-7C attached as Appendix 2. It is however, considered that the amendments would not resolve the original access issues and would cause more inconvenience for the residents of Estcourt Road. Such significant changes</p>

	would also require a new Traffic Regulation Order to be prepared and advertised.
<p><b><u>Second Objector</u></b></p> <p>The objector has 3 vehicles at their property and no off street parking. there are 2 schools nearby and parking in the area is a struggle. When there is an event at the Khidmat Centre the objector struggles to park outside their property.</p> <p>Residents parking permits would be the best solution and this would stop non-residents parking and causing obstruction to neighbours and residents.</p> <p>The objector concludes that nobody has requested double yellow lines especially when there are 2 driveways between 11 properties the residents rely on the on street parking.</p>	<p>The parking problems associated with the school and the Khidmat Centre would not be resolved by introducing permit parking just in the vicinity of Estcourt Road. A much wider area would need to be considered to cater for the displaced vehicles migrating to other streets in the area. The funding for the area wide TRO is fully allocated therefore permit parking would have to be considered as a stand-alone scheme, with funding allocated by this area committee from a future Safe Roads Budget.</p>
<p><b>Hallfield Place (drawing No. HS/TRSS/105335/CON-8A)</b></p> <p><b><u>Third objector</u></b></p> <p>There is insufficient room for lorries to be able to turn in this location.</p> <p>Hallfield Place is a cobbled road and there is an unsuitable for HGV sign on the road. Why is this contradictory turning circle being entertained?</p> <p>The proposal encourages and legitimises increased traffic, in particular, HGVs into residential streets, thereby green lighting the use of HGVs on streets where children play.</p>	<p>At present there is permit parking on Hallfield Place but where this ends vehicles are allowed to park unrestricted. The introduction of the waiting restrictions shown on the attached drawing will enable drivers of smaller 7.5 tonne lorries to turn round and exit the area via Brearton Street. The unsuitable for heavy goods vehicles (HGVs) signs on Hallfield Place are advisory and help to discourage drivers from continuing onto Spring Gardens. The proposed waiting restrictions do not encourage the use of Brearton Street, Hallfield Place and Spring Gardens to be used by heavy goods vehicles. They do however give some HGV drivers the opportunity to turn round. This will help to reduce the number of HGVs using Spring Gardens.</p>
<p><b>Ryefield Avenue (drawing No. HS/TRSS/105335/ CON-10B)</b></p> <p><b><u>Fourth Objector</u></b></p> <p>The current access issues faced by emergency vehicles, care givers &amp; refuse lorry have on every occasion been caused by vehicles left parked dangerously by people who don't reside on Ryefield</p>	<p>The Council has an approved policy on Community On-Street Permit Parking which provides selection criteria to assess the relative severity of the parking problems and to help determine priorities for their</p>

<p>Avenue. They leave their vehicles and walk off to the Town End area. To the objector's knowledge there has never been an occasion where an actual resident of Ryefield Avenue has ever caused any sort of obstruction with their vehicle, and in light of this feel it impractical and unfair that double yellow lines be extended along Ryefield Avenue.</p> <p>In light of the fact that the offending vehicles causing obstruction are not actually residents of Ryefield Avenue, it has been suggested that instead of additional double yellow lines, a residents permit parking only zone be more practical for residents of Ryefield Avenue whilst still ensuring safe access is maintained.</p>	<p>implementation. The criteria must be met before a scheme can be considered. In general terms 80% of parking space needs to be occupied for over 6 hours a day, for over 4 days a week and a significant amount of that needs to be parking by non-residents. The availability of off street parking is also taken into consideration; no more than 50% of properties have off-street parking. Ryefield Avenue would not meet the approved criteria. The introduction of permit parking would also legitimise residents to park in such a manner that could obstruct access.</p> <p>The waiting restrictions are proposed for one side of Ryefield Avenue with the aim to effect as few residents as possible while still protecting access from Town End.</p>
<p><b>Back Bradford Road (Drawing No. HS/TRSS/105335/CON-19B)</b>  <b><u>Fifth objector</u></b></p> <p>The objector has waiting restrictions at the front of the property and is unable to park at certain times. The main access to their home is via Back Bradford Road. the objector has a large family and at some point will need to stop on the back street. the objector states they do not block any access and there is always sufficient room for vehicles to pass. The objector has a number of vehicles and only 3 can park in the driveway which is accessed form Back Bradford Road. it is important that they have access to park outside their home especially when they do not have parking at the front of the house.</p>	<p>The restrictions are being proposed following reports that Back Bradford Road is often blocked by parked vehicles. The proposal to introduce waiting restrictions on both sides of this back street have been progressed following responses to an informal consultation with residents. Properties on Grove Road and Bradford Road have off street parking at the rear that is accessed from Back Bradford Road. When vehicles are parked on this back road they may not obstruct through traffic all the time but they do restrict access to the parking areas of the aforementioned properties. The proposed restrictions will therefore ensure that access to all properties is maintained.</p> <p>Alternative parking spaces are available on Redburn Road and Cliffe Vale Road. These are much wider roads and parking here would not cause access issues for other residents.</p> <p>It should also be noted that the restrictions on Bradford Road are no waiting and no loading Monday to Friday 7.30-9.30am and 4-6.30pm and no waiting Saturday 7.30-9.30am and 4-6.30pm. Parking is allowed</p>

	<p>outside these times. There is also a major scheme to improve the link between Bradford and Shipley and to reduce the amount of traffic using Bradford Road. Amendments to the waiting restrictions on Bradford Road could be considered as part of this scheme.</p>
<p><b><u>Sixth objector</u></b> The local ward members support the above objector's request to not introduce the waiting restrictions on Back Bradford Road</p>	
<p><b>Park Drive, Heaton (drawing No. HS/TRSS/105335/CON-16A)</b> <b><u>Seventh objector</u></b> The objector has stated that the extents of the yellow lines seems too excessive. Being able to park outside his home gives him security in the fact that it is a sign that the property is not empty. A 15m line extending from Emm Lane should be more than enough to resolve the problem.</p>	<p>The restrictions have been promoted because there is an issue with some residents storing vehicles on the highway which narrows Park Drive to a single lane near its junction with Emm Lane. This has an impact on traffic entering and leaving Emm Lane. Residents of Rossefield Park have also reported that sight lines from this road is often obstructed by vehicles parking close to its junction with Park Drive. making it difficult to pull out of Rossefield Park safely.</p>
<p><b><u>Eighth objector</u></b> The objector is concerned that the restrictions outside Rossefield House will restrict the parking options for him and his neighbours as there are already limited parking spaces in the area. they have 2 cars but only 1 parking space at the rear of his property. The waiting restrictions are unnecessary as there have been no reported issues with traffic flow or safety in the area. sight lines are clear and the only issues that do occur are when non-residents park in the area and that happens often when there are events in the park. The proposals would make it impossible to comfortably and safely load and unload their cars and would force them to park much further away which is a big inconvenience as the objector has a medical condition which makes it painful for him to walk. The imposition of yellow lines would have a</p>	<p>The restrictions have been promoted because there is an issue with some residents storing vehicles on the highway which narrows Park Drive to a single lane near its junction with Emm Lane. this has an impact on traffic entering and leaving Emm Lane. Residents of Rossefield Park have also reported that sight lines from this road is often obstructed by vehicles parking close to its junction with Park Drive. making it difficult to pull out of Rossefield Park safely. On street parking will continue to be available on the opposite side of Park Drive with some reduced parking directly outside Rossefield House albeit not directly outside the objector's property. Loading and unloading is allowed on the yellow lines The Council's criteria for permit parking states no more than 50% of properties to</p>

<p>detrimental impact on the value of his home.</p> <p>Being able to park near his home is a safety issue. Having to park much further away would present an increased risk for both residents and their vehicles.</p> <p>The objector suggests permit parking would better balance the needs of the residents and visitors. Problems only occur when non-residents park on Park Drive.</p>	<p>have off-street parking. Park Drive would not meet the approved criteria.</p>
<p><b><u>Ninth objector</u></b></p> <p>The objection is against the proposal to place yellow lines directly outside the entrance to the objector's driveway.</p>	<p>The waiting restrictions at this location help to protect sight lines for drivers thus helping them to exit Rossefield Park safely. The proposed restrictions also help to ensure that the objectors driveway is kept clear of parked vehicles.</p>
<p><b>Salt Street (Drawing No. HS/TRSS/105335/CON-22A)</b></p> <p><b><u>Tenth objection (this consists of 5 objectors)</u></b></p> <p>The objector believes that the proposed waiting restrictions will have a detrimental impact on the local community, particularly on the garage business located on this road.</p> <p>The proposed waiting restrictions will result in increased traffic and congestion outside the garage business, which will make it difficult for customers to access the business, and may even deter potential customers from visiting altogether. This will, in turn, have a negative impact on the viability of the business and the livelihoods of those who work there.</p>	<p>The introduction of waiting restrictions is being promoted because the Council received a report that the link road between Salt Street and the rear of properties 135 – 161 is often obstructed by parked vehicles causes access problems for refuse vehicles resulting in delayed or missed waste collections. The issues were discussed at a site meeting which has resulted in a modification of the initial proposals. The modified proposals are shown on drawing HS/TRSS/105335/CON-22C attached as Appendix 2. The Waste Management team have been consulted on the amendments and are in agreement with the new proposals. The residents and businesses near the link road have also been consulted. Only one responding and agreed to the changes. The remaining consultees did not reply.</p>
<p><b><u>Eleventh objection (this consists of 6 objectors)</u></b></p> <p>The objectors do not want a permanent "No waiting at any time restriction" in our street. We just want it on the Bin Day, which is on a Tuesday between 8am and 4pm.</p> <p>Can we also ask the council to concrete the small patch of grass next to the fence that</p>	<p>The proposed amendments will restrict parking on the waste collection day for this area, Tuesday 9am – 4pm.</p> <p>The funding allocated to this scheme is fully allocated therefore there is no residual funding to create the parking area</p>

<p>the garage own, the curved section, then more cars can park there, and it will widen the access for the Bin Men, this will definitely resolve the access issue.</p>	<p>requested by the objectors.</p>
<p><b>Thurnscoe Road (Drawing No HS/TRSS/105335/CON-23A)</b>  <u><b>Twelfth objector</b></u>          The objector is strongly against restricting parking in the centre of Thurnscoe Road as instead of creating parking spaces the council is taking vital car parking space away which means one less parking space. There aren't enough parking spaces on the street to cater for all the cars. the objector attributes this to the area being used to park business vehicles.</p>	<p>The main objective of the proposal to prohibit parking at the centre of the closure is to assist vehicles to turn around. At times vehicles park in tandem in the centre of Thurnscoe Road which does prevent vehicles turning round easily. A vehicle parked in the centre also prevents others from parking either side of the carriageway or stops them from pulling out of these spaces. Parking next to the closure is therefore controlled by whoever owns the vehicle parked in the middle. Prohibiting waiting in the centre of the closure will remove one parking space but it will ensure that the spaces at either end of the closure can be used without being blocked in.</p>
<p><u><b>Thirteenth objector</b></u>          The objector is concerned that a parking space is being removed which is desperately required as there are lack of spaces on Thurnscoe Road already.</p>	<p>The main objective of the proposal to prohibit parking at the centre of the closure is to assist vehicles to turn around. At times vehicles park in tandem in the centre of Thurnscoe Road which does prevent vehicles turning round easily. A vehicle parked in the centre also prevents others from parking either side of the carriageway or stops them from pulling out of these spaces. Parking next to the closure is therefore controlled by whoever owns the vehicle parked in the middle. Prohibiting waiting in the centre of the closure will remove one parking space but it will ensure that the spaces at either end of the closure can be used without the vehicles being blocked in.</p>

<p><b><u>Fourteenth objector</u></b></p> <p>Vehicles parked in the centre of the road do not prevent vehicles turning round. The objector has video evidence of drivers turning round without any problem.</p> <p>The Council is taking away one parking space for no reason which means a shortage of parking in the street.</p> <p>There are a number of elderly people and people with respiratory problems residing at the objector's address who should not be expected to walk home in all weathers after having to leave their vehicles elsewhere. Prohibiting parking means the council is only restricting these individuals from leaving their homes as they struggle to walk.</p>	<p>The main objective of the proposal to prohibit parking at the centre of the closure is to assist vehicles to turn around. At times vehicles park in tandem in the centre of Thurnscoe Road which does prevent vehicles turning round easily. A vehicle parked in the centre also prevents others from parking either side of the carriageway or stops them from pulling out of these spaces. Parking next to the closure is therefore controlled by whoever owns the vehicle parked in the middle.</p> <p>Prohibiting waiting in the centre of the closure will remove one parking space but it will ensure that the spaces at either end of the closure can be used without being blocked in.</p>
<p><b>George Street, Thornton (drawing No. HS/TRSS/105335/CON-25A)</b></p> <p><b><u>Fifteenth objector</u></b></p> <p>The objector is concerned that reducing the available parking will have a detrimental effect on residents. The objector has a driveway which is often obstructed by vehicles owned by customers of the local businesses and he feels this will occur more often.</p> <p>Parking in the area is already very problematic and further restricting the already insufficient parking will directly affect the residents.</p> <p>The objector would like keep clear bar markings to protect driveways.</p> <p>Permit parking would prevent visitors to the local social club leaving their vehicles over the weekend and customers to the shops on Thornton Road use the side streets for parking. Closing George Street at its junction with Henry Street will prevent people parking on the corners and help improve other issues in the area.</p>	<p>The waiting restrictions have been proposed because concerns have been raised about vehicles parking on the corners of the side roads off George Street and obstructing access for motor vehicles including the refuse wagon.</p> <p>Keep clear bar markings can be installed to highlight driveways. An application form will therefore be sent to the objector.</p> <p>The Council has an approved policy on Community On-Street Permit Parking which provides selection criteria to assess the relative severity of the parking problems and to help determine priorities for their implementation. The criteria must be met before a scheme can be considered. In general terms 80% of parking space needs to be occupied for over 6 hours a day, for over 4 days a week and a significant amount of that needs to be parking by non-residents. The funding for the area wide TRO is fully allocated therefore permit parking would have to be considered as a standalone scheme with funding allocated by this area committee from a future Safer Roads Budget.</p>



<p><b><u>Sixteenth objection</u></b></p> <p>The parking situation is already difficult for residents due local pubs and shops/services therefore reducing it with double yellow lines will cause extra hardship. Employees and visitors to the commercial establishments all use Henry Street as a car park. residents of Henry Street have great difficulty parking outside their homes until later in the day when the commercial premises have closed. The objector feels that permit parking will resolve the issues.</p>	<p>The waiting restrictions have been proposed because concerns have been raised about vehicles parking on the corners of the side roads off George Street and obstructing access for motor vehicles including the refuse wagon.</p> <p>The Council has an approved policy on Community On-Street Permit Parking which provides selection criteria to assess the relative severity of the parking problems and to help determine priorities for their implementation. The criteria must be met before a scheme can be considered. In general terms 80% of parking space needs to be occupied for over 6 hours a day, for over 4 days a week and a significant amount of that needs to be parking by non-residents. The funding for the area wide TRO is fully allocated therefore permit parking would have to be considered as a standalone scheme with funding allocated by this area committee from a future Safer Roads Budget.</p>
<p><b><u>Seventeenth objector</u></b></p> <p>The objector has no direct road outside their property therefore have to use Henry Street to park. Parking is very difficult for residents of the area due to people parking to use local shops, pubs and facilities. The main problem being large work vans using the Street to go to the local social club and sandwich shop. Introducing double yellow lines would only add to the problems for residents. I do feel that residential permit parking would be a solution to the problem rather than the proposed double yellow lines.</p>	<p>The waiting restrictions have been proposed because concerns have been raised about vehicles parking on the corners of the side roads off George Street and obstructing access for motor vehicles including the refuse wagon.</p> <p>The Council has an approved policy on Community On-Street Permit Parking which provides selection criteria to assess the relative severity of the parking problems and to help determine priorities for their implementation. The criteria must be met before a scheme can be considered. In general terms 80% of parking space needs to be occupied for over 6 hours a day, for over 4 days a week and a significant amount of that needs to be parking by non-residents. The funding for the area wide TRO is fully allocated therefore permit parking would have to be considered as a standalone scheme with funding allocated by this area committee from a future Safer Roads Budget.</p>

<p><b><u>Eighteenth objector</u></b></p> <p>The objector welcomes the support to help with unsafe parking on street corners, which is largely due to business / leisure traffic by people using the local businesses in the area.</p> <p>The objector strongly urges the Council to consider resident permits. Without these, the residents will be unable to park outside or even near their own homes due to the continued high level of business traffic.</p> <p>I want to complain that I received no letter regarding your intentions. I am only aware of these proposals (and the deadline to respond) thanks to my neighbours and a notice on a lamp-post.</p>	<p>The waiting restrictions have been proposed because concerns have been raised about vehicles parking on the corners of the side roads off George Street and obstructing access for motor vehicles including the refuse wagon.</p> <p>The Council has an approved policy on Community On-Street Permit Parking which provides selection criteria to assess the relative severity of the parking problems and to help determine priorities for their implementation. The criteria must be met before a scheme can be considered. In general terms 80% of parking space needs to be occupied for over 6 hours a day, for over 4 days a week and a significant amount of that needs to be parking by non-residents. The funding for the area wide TRO is fully allocated therefore permit parking would have to be considered as a standalone scheme with funding allocated by this area committee from a future Safer Roads Budget.</p>
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### **3.0 OTHER CONSIDERATIONS**

- 3.1. Ward members and emergency services have been consulted and any comments made to the proposals have been noted in section 2 of this report.
- 3.2. This committee approved an item to introduce a loading bay on Leamington Street, Manningham, at its meeting on the 22 August 2022. It is however considered that due to similar businesses in the area potentially needing loading / unloading facilities, a review of the parking and loading requirements on Oak Lane would be more appropriate before any changes or additions to the current waiting and loading restrictions are made. It is therefore proposed that the request for a loading bay on Leamington Street be abandoned until funding is allocated for a review of loading and parking on Oak Lane and any outcomes be promoted as a standalone Traffic Regulation Order.

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

- 4.1. A budget of £21,000 has been allocated from the Safe 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 Council's power as Highway Authority.

**7.0 OTHER IMPLICATIONS**

**7.1. SUSTAINABILITY IMPLICATIONS**

There are no significant Sustainability implications arising from this report.

**7.2. 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 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**

There are no impacts on the Human Rights Act

**7.5. TRADE UNION**

None

**7.6. WARD IMPLICATIONS**

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

**7.7. AREA COMMITTEE ACTION PLAN IMPLICATIONS**

None

**7.8. IMPLICATIONS FOR CORPORATE PARENTING**

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 the objections be overruled and the Order be sealed and implemented as advertised.
- 9.2. That the objections to the introduction of waiting restrictions on Estcourt Grove be upheld. This will not improve access to Estcourt Grove and parking will continue to obstruct access. Add the proposals shown on drawing No. HS/TRSS/105335/CON-7C to the list of schemes awaiting funding. Promoting this will have a significant impact on the residents and most likely result in objections in the future.

Uphold the objections to the proposals to prohibit waiting on Back Bradford Road. Allowing parking on this back road will continue to impact residents who have access to off street parking areas.

Reduce the length of the proposed waiting restrictions on the east side of Park Drive to allow convenient parking for residents and others road users to use. Access to Park Drive will be improved as waiting will be prohibited at the junction with Emm Lane and along the west side of the carriageway.

Modify the proposals on the link road off Salt Street as shown on the attached drawing HS/TRSS/105335/CON-22C. This will allow residents to park for most of the time during the week but will protect access for wastes collection on a Tuesday.

Uphold the objections to the proposed waiting restrictions on Thurnscoe Road. Parking on Thurnscoe Road would remain to benefit residents however turning near the closure would continue to be difficult for some drivers. Prohibiting waiting in the centre of Thurnscoe Road will remove one parking space however allowing parking to continue at this point could potentially remove two parking spaces.

Uphold the objections to the proposed waiting restrictions on George Street until such time as funding is allocated for a permit parking scheme. This will allow traffic to continue parking at the junctions with no improvements to access. The request for permit parking will be added to the list of schemes awaiting funding from a future Safer Roads Budget.

- 9.3. Members may propose an alternative course of action on which they will receive appropriate officer advice

## 10.0 RECOMMENDATIONS

- 10.1. That the proposals on Salt Street be modified in accordance with drawing HS/TRSS/105335/CON-22C.
- 10.2. That the proposed waiting restrictions on the east side of Park Drive be reduced in length.
- 10.3. That the objections to the proposed restrictions on Estcourt Grove be upheld and the proposals abandoned and removed from the Order.

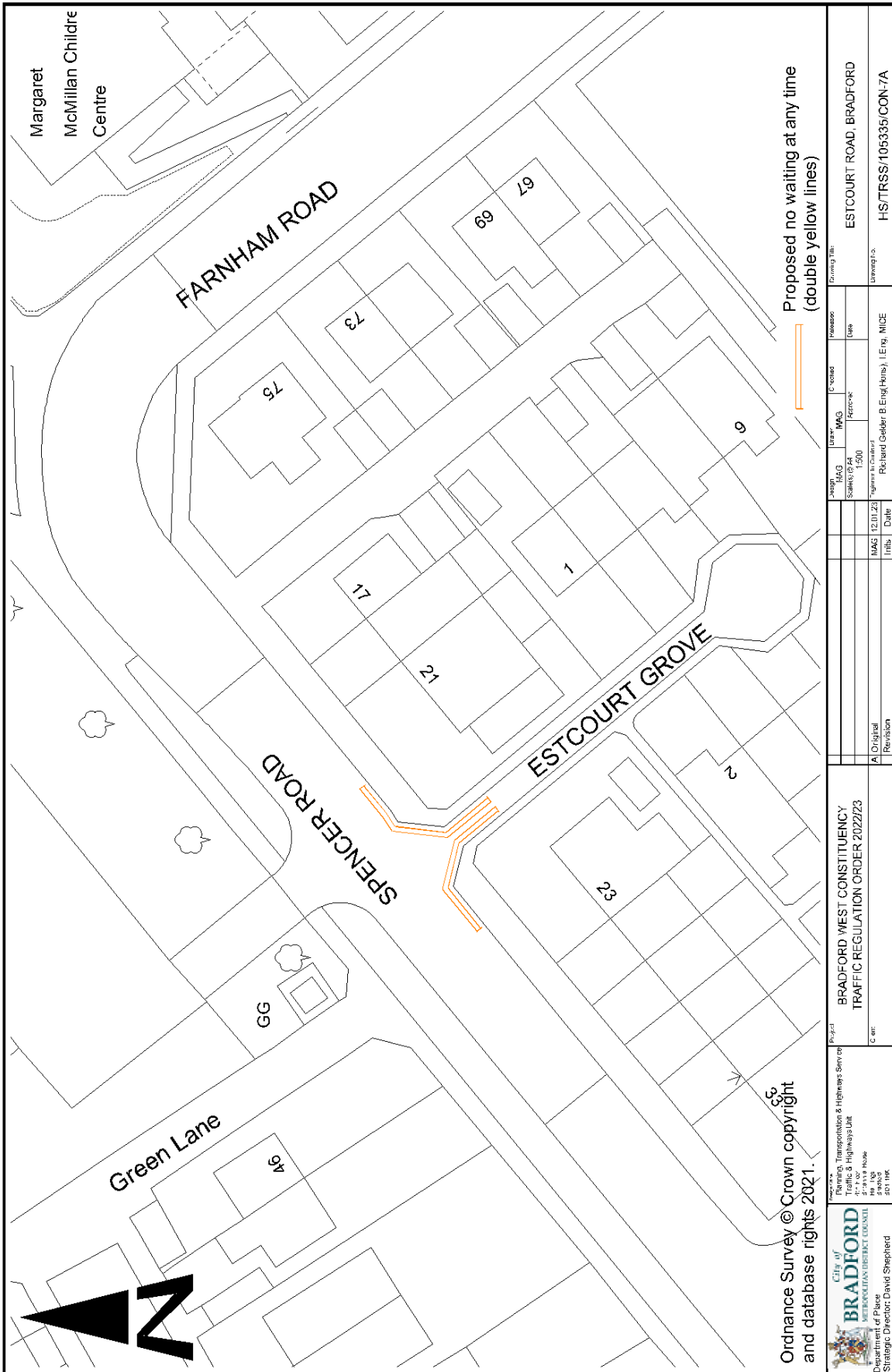
- 10.4. That the remaining objections be overruled and the modified Traffic Regulation Order be sealed and implemented as modified.
- 10.5. That the objectors be informed accordingly.
- 10.6. That the proposal to promote a loading bay on Leamington Street be abandoned.

**11.0 APPENDICES**

- 11.1. Appendix 1 – Drawings showing the proposals that have received objections
- 11.2. Appendix 2 – Drawing No. HS/TRSS/105335/CON-7B & HS/TRSS/105335/CON-22C.

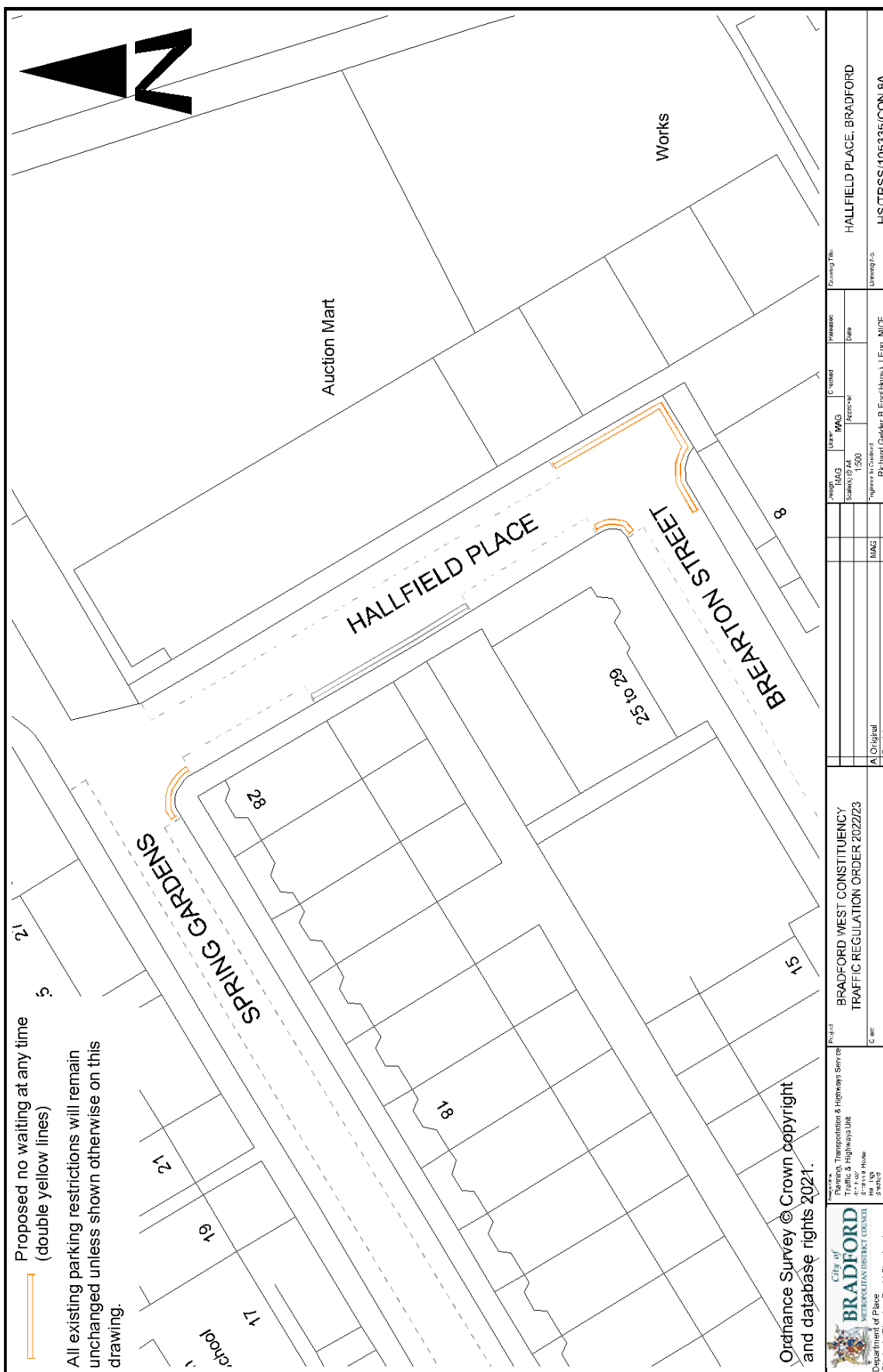
**12.0 BACKGROUND DOCUMENTS**

- 12.1. None.



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<p>City of Bradford METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: David Shepherd</p>		<p>Planning, Transportation &amp; Highways Service Traffic &amp; Highways Unit 2-23 The Rocks Bradford BD1 1JG 0113 253 1166</p>		<p>Project BRADFORD WEST CONSTITUENCY TRAFFIC REGULATION ORDER 2022/23</p>		<p>Drawn by MAG Scale: 1:500 12/11/23</p>		<p>Checked by Richard Collier B.Eng(Hons), I.Eng, INCE</p>		<p>Project Title ESTCOURT ROAD, BRADFORD</p>	
<p>Revision</p>		<p>Date</p>		<p>Drawn by</p>		<p>Checked by</p>		<p>Project No.</p>		<p>HS/TRSS/105335/CON-7A</p>	



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City of BRADFORD METROPOLITAN DISTRICT COUNCIL  
 Department of Planning  
 Strategic Director: David Shepherd

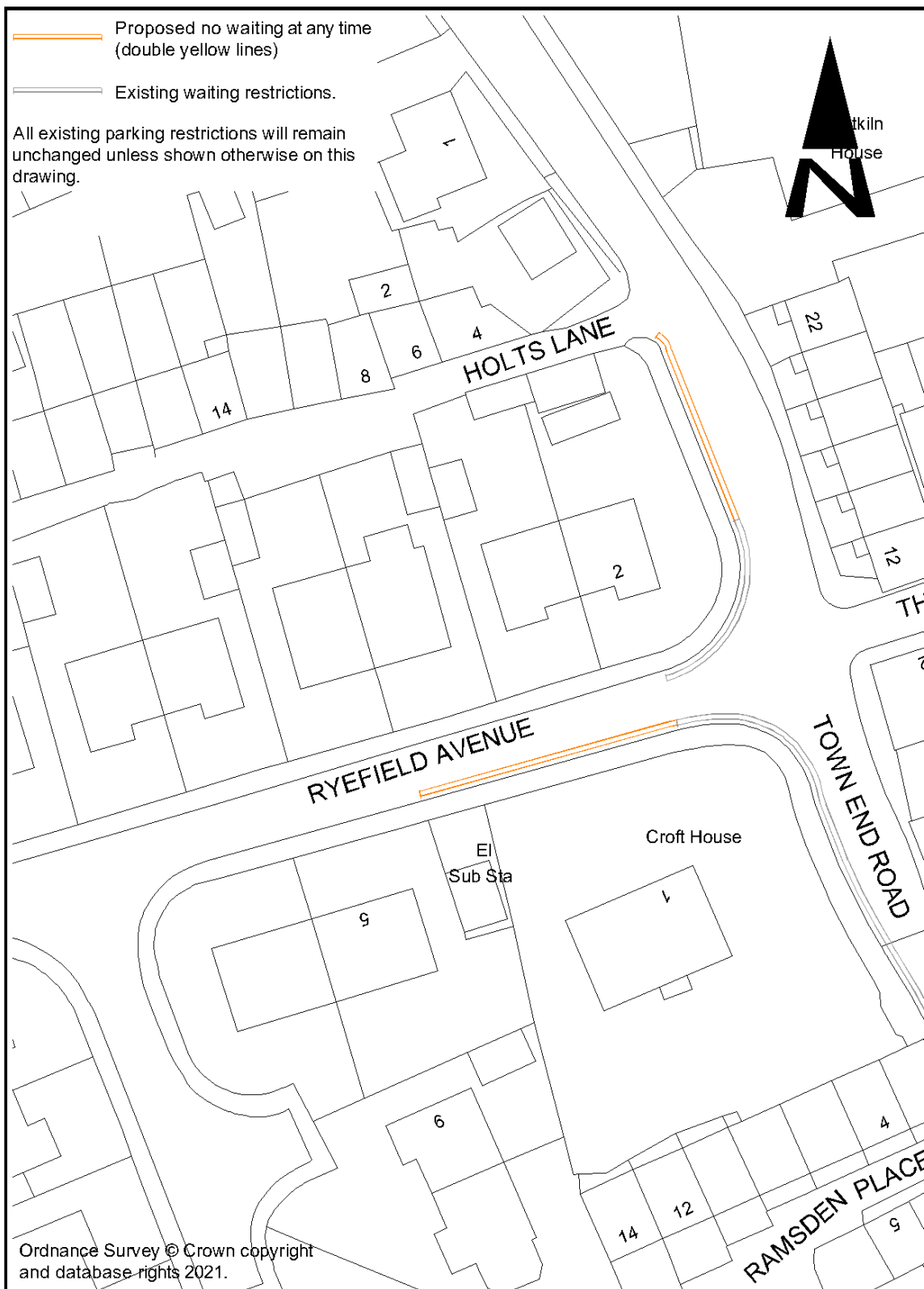
BRADFORD WEST CONSTITUENCY  
 TRAFFIC REGULATION ORDER 2022/23

Planning, Transportation & Highways Service  
 Traffic & Highways Unit  
 2nd Floor  
 100 Park Road  
 Bradford, West Yorkshire  
 BD9 4JG  
 01604 301100

Revision	Date	Initials	MAG
A	Original		

Prepared by: Richard Collier, B.Eng (Hons), J.Eng, MICE  
 Checked by: Richard Collier, B.Eng (Hons), J.Eng, MICE  
 Date: 13/09/2022  
 Scale: 1:500  
 Drawing No: 13/09/2022

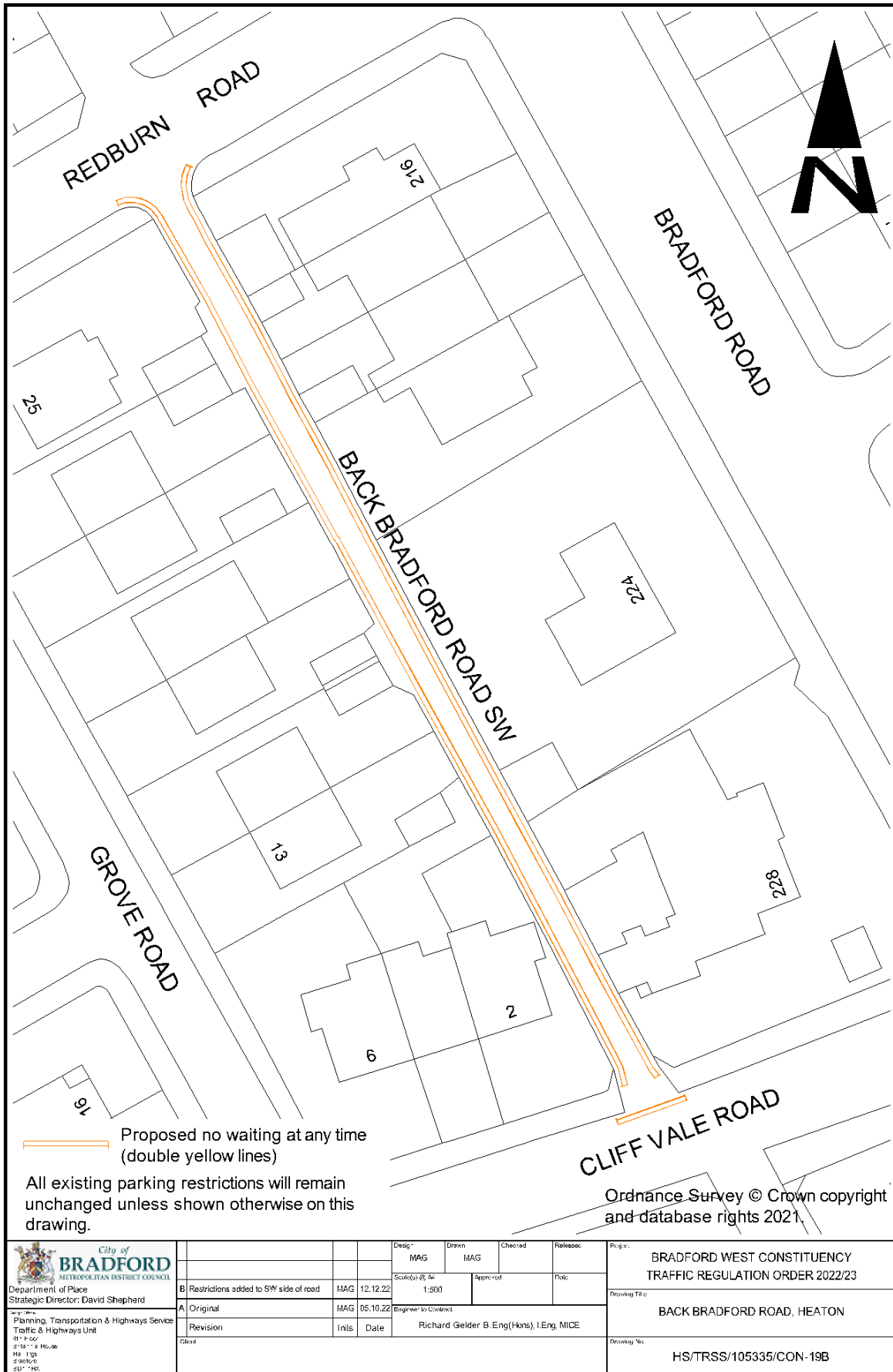
HALLFIELD PLACE, BRADFORD  
 HS/TRSS/105335/CON-6A




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<p>City of <b>BRADFORD</b> METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Interim Strategic Director: Alan Lunt</p> <p>Planning, Transportation &amp; Highways Services Traffic &amp; Highways Unit 11-12 Collyer Quay House Highgate Bradford BD1 1HX</p>				Design MAG	Drawn MAG	Checked [ ]	Submitted [ ]	Project BRADFORD WEST CONSTITUENCY PROPOSED TRAFFIC REGULATION ORDER 2022/23
	B	Waiting Restrictions Added	MAG	25.10.22	Project No: 105335	Appraised [ ]	Date [ ]	TOWN END ROAD, CLAYTON CONSULTATION PLAN
	A	Original	MAG	05.10.22	Project No: 105335			
		Revision		Initials	Date	Richard Gelder B.Eng(Hons), I.Eng, MICE		
	C	et						Tracking No: HS/TRSS/105335/CON-10B






 Proposed no waiting at any time (double yellow lines)

All existing parking restrictions will remain unchanged unless shown otherwise on this drawing.

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 City of <b>BRADFORD</b> METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: David Shepherd Planning, Transportation & Highways Service Traffic & Highways Unit 11-13 Old Mill Lane Bradford BD9 4JG 01274 206100 01274 206101				Design MAG	Drawn HAG	Checked	Released	Project BRADFORD WEST CONSTITUENCY TRAFFIC REGULATION ORDER 2022/23
				Scale/Date 1:300	Specified			Drawing Title BACK BRADFORD ROAD, HEATON
		A Original	MAG	05.10.22	Engineer in Charge			
		B Restrictions added to SW side of road	MAG	12.12.22	Richard Gelder B.Eng(Hons), I.Eng, MICE			
	Revision	Initials	Date					Drawing No. HS/TRSS/105335/CON-19B

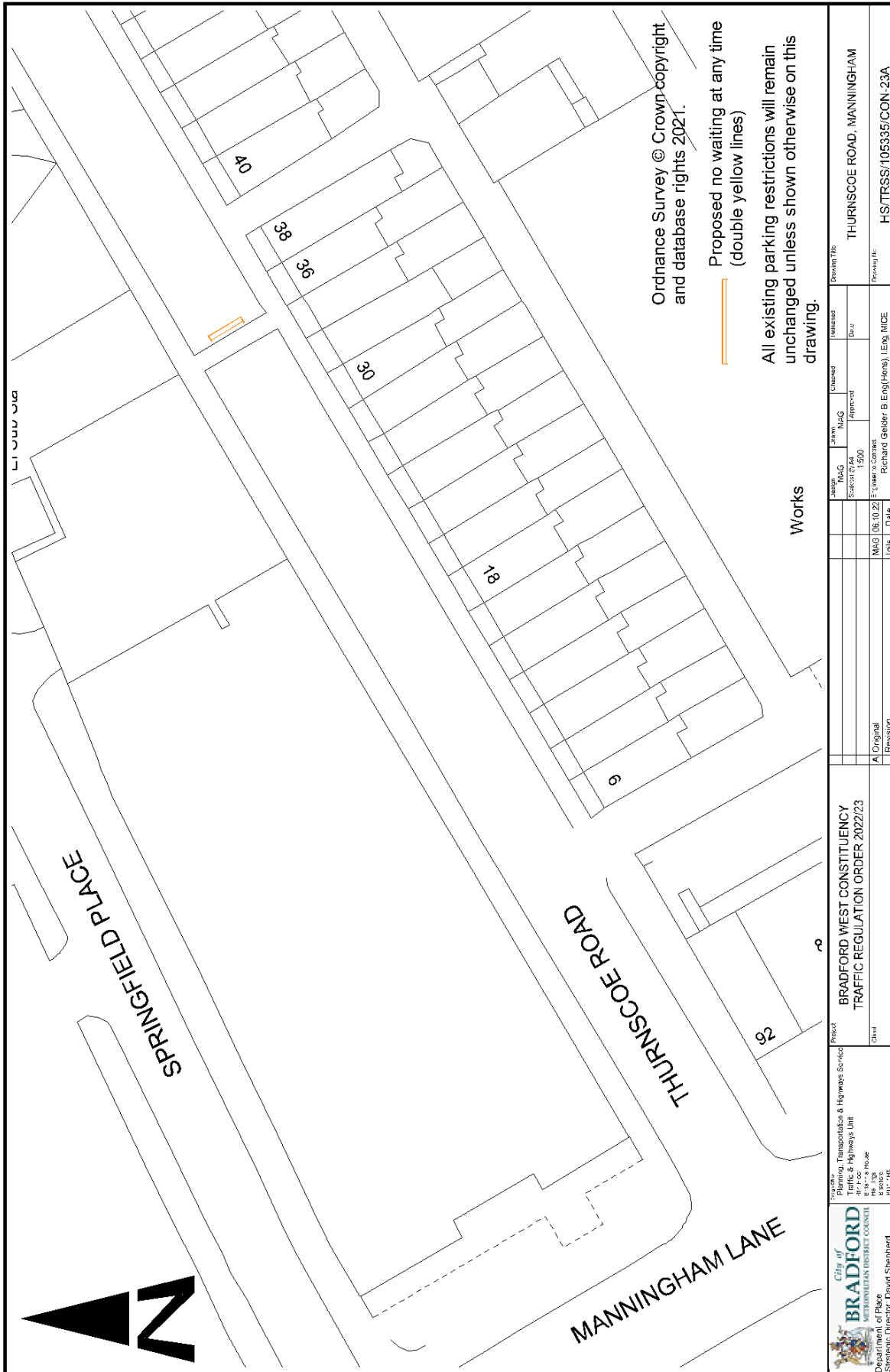


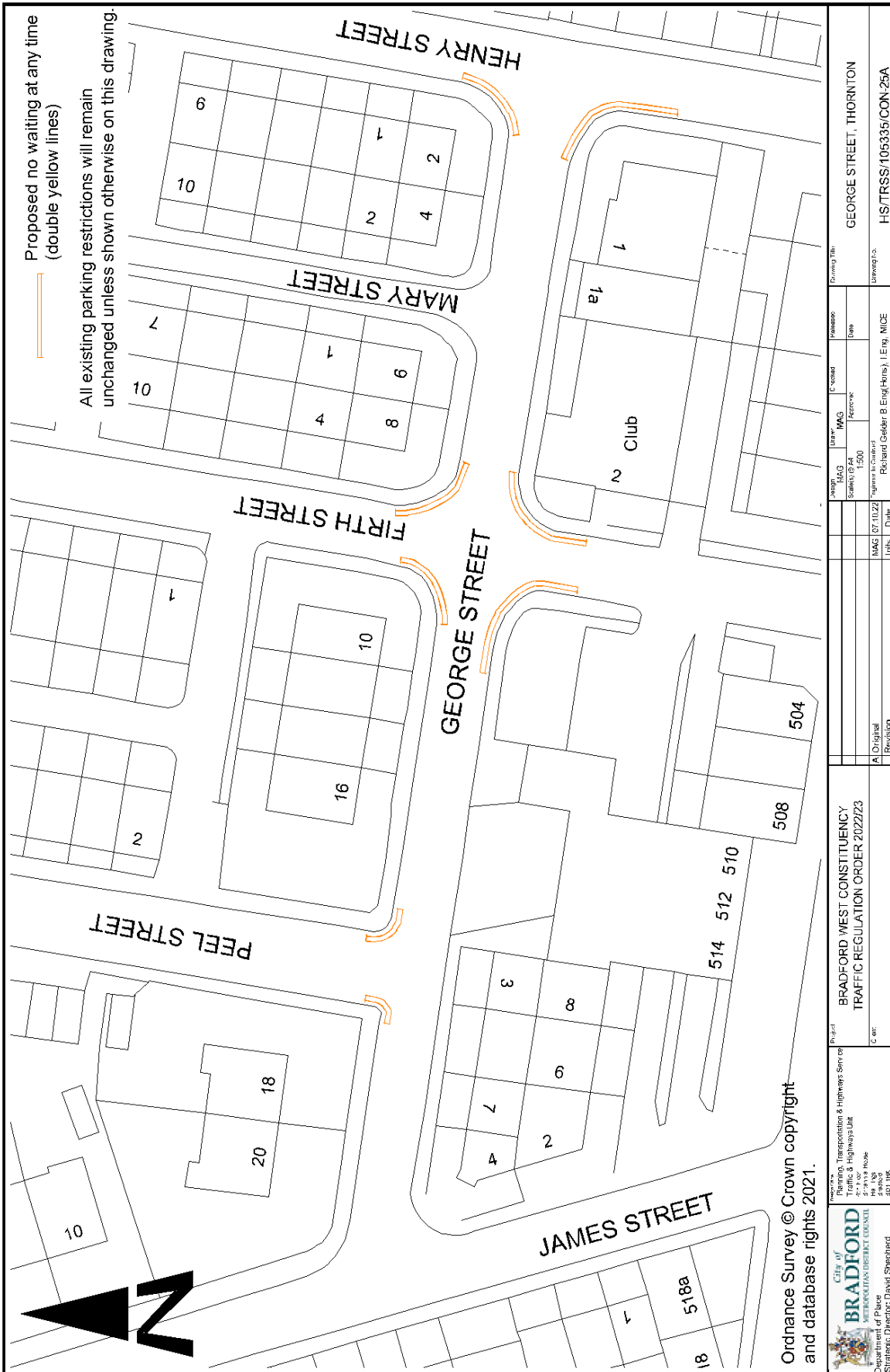
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<p><b>City of BRADFORD</b> METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: David Shepherd</p> <p>Planning, Transportation &amp; Highways Services Traffic &amp; Highways Unit 17-19 Salford House HE 12G Salford SOL 1HX</p>			Design MAG	Drawn MAG	Checked	Reviewed	Project	BRADFORD WEST CONSTITUENCY TRAFFIC REGULATION ORDER 2022/23
	A	Original	MAG	05.10.22	Project to Conclude	1:1250	1:1250	Richard Gelder B.Eng(Hons), I.Eng, MICE
		Revision	Initials	Date				
	C of:							Project Drawing No HS/TRSS/105335/CON-16A

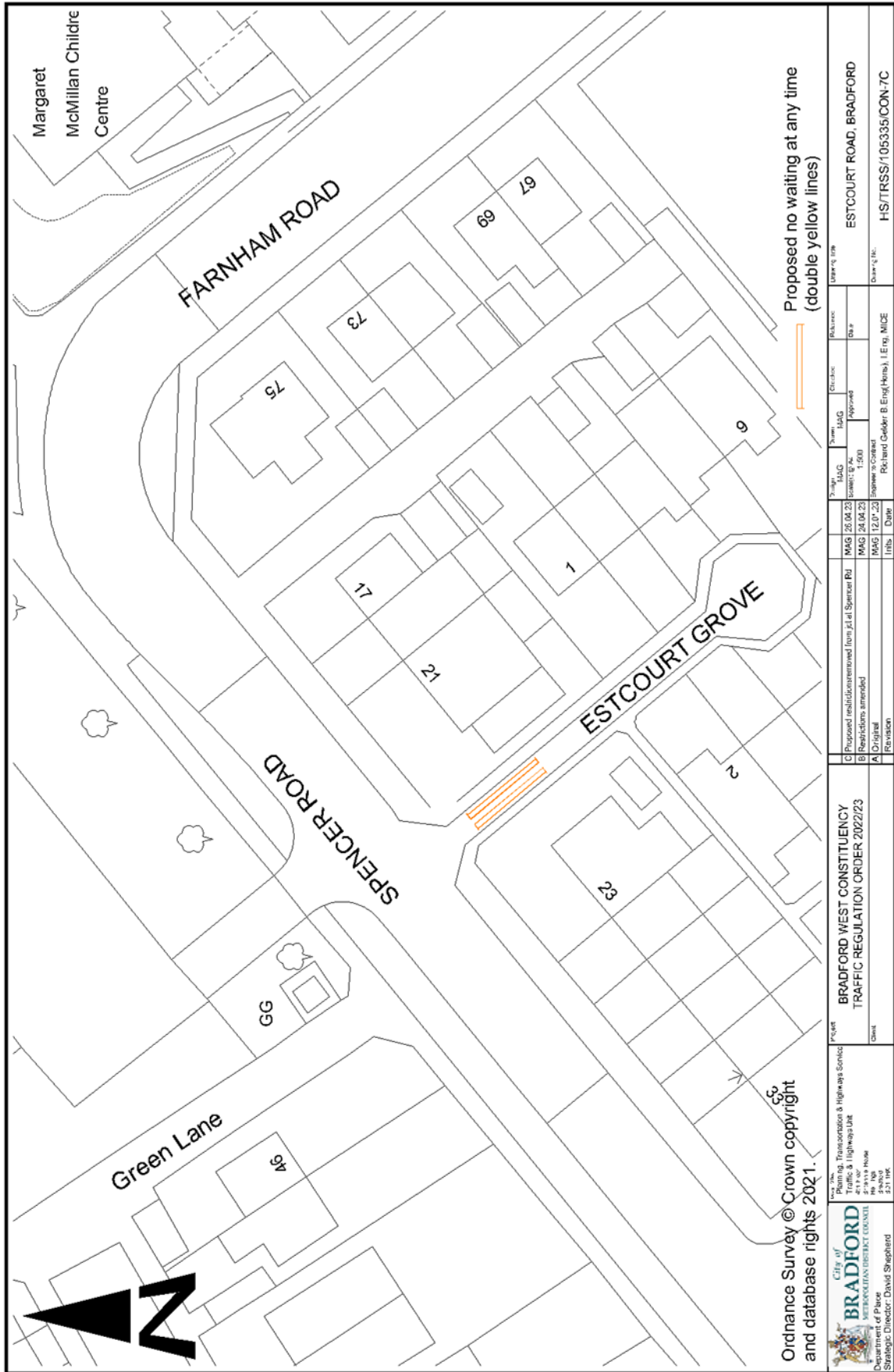


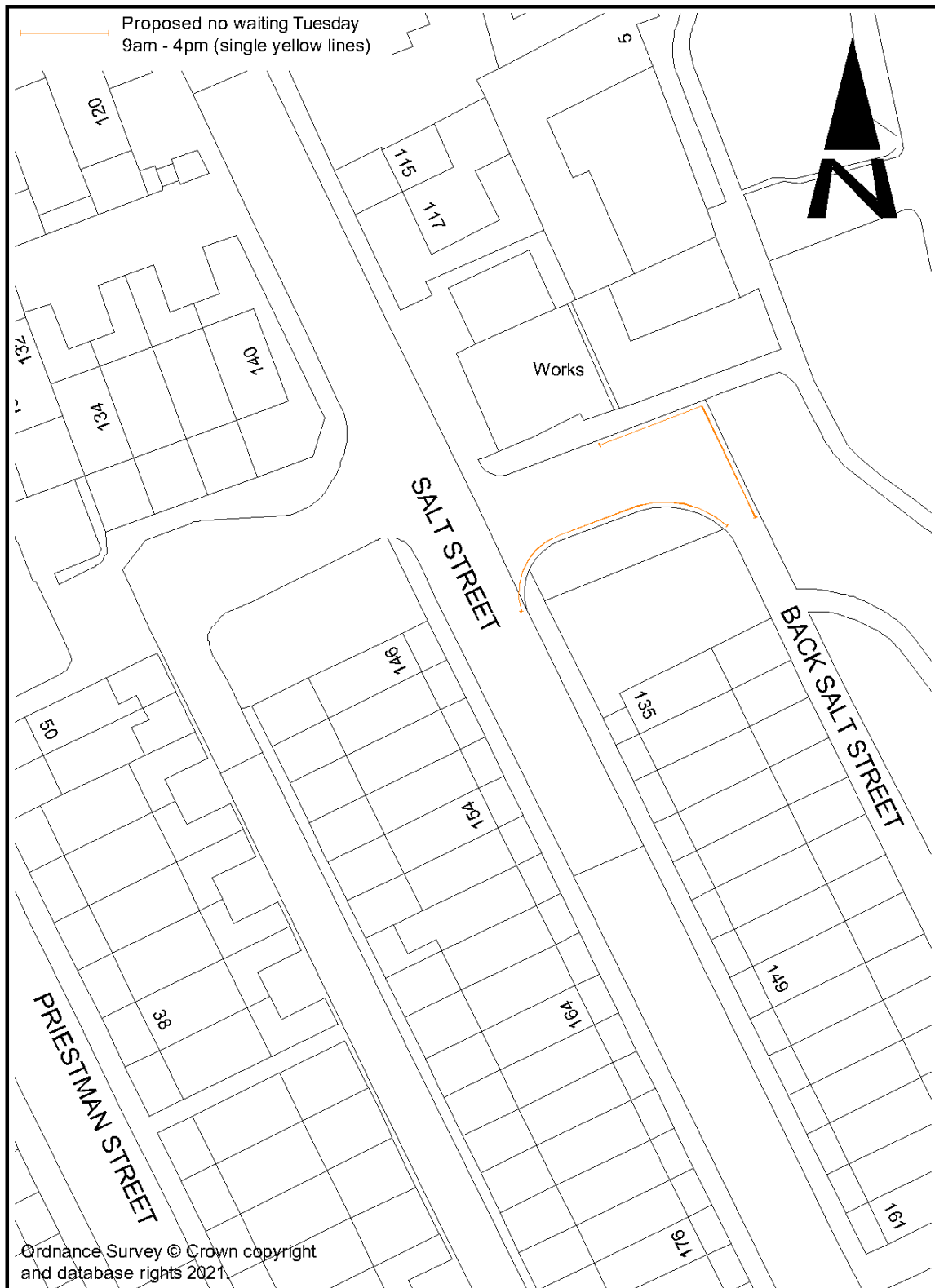
<p><b>City of BRADFORD</b> METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: David Shepherd</p> <p>Planning, Transportation &amp; Highways Service Traffic &amp; Highways Unit 17-19 Salford House HE 12G Salford S01 1HX</p>			Design MAG	Drawn MAG	Checked	Reviewed	Project BRADFORD WEST CONSTITUENCY TRAFFIC REGULATION ORDER 2022/23
			Scale: 1:500	Project: 105335			Drawing No: HS/TRSS/105335/CON-22A
	A Original	MAG	05.10.22	Engineer to Con: Richard Gelder B.Eng(Hons), I.Eng, MICE			Drawing No: HS/TRSS/105335/CON-22A
	Revision	Initia	Date				





<p>City of Bradford METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: David Shepherd</p>		<p>Project: BRADFORD WEST CONSTITUENCY TRAFFIC REGULATION ORDER 2022/23</p> <p>Project No: 2022/23</p> <p>Project Name: BRADFORD WEST CONSTITUENCY TRAFFIC REGULATION ORDER 2022/23</p> <p>Project Manager: Richard Geller</p>		<p>Project Title: GEORGE STREET, THORNTON</p> <p>Project Reference: HS/TRSS/105335/CON-25A</p>	
<p>Version: A</p> <p>Date: 10/02/22</p> <p>Author: Richard Geller</p>	<p>Version: A</p> <p>Date: 10/02/22</p> <p>Author: Richard Geller</p>	<p>Version: A</p> <p>Date: 10/02/22</p> <p>Author: Richard Geller</p>	<p>Version: A</p> <p>Date: 10/02/22</p> <p>Author: Richard Geller</p>	<p>Version: A</p> <p>Date: 10/02/22</p> <p>Author: Richard Geller</p>	<p>Version: A</p> <p>Date: 10/02/22</p> <p>Author: Richard Geller</p>





<p><b>City of 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>11-15 21-23 25-27 29-31 33-35 37-39</p>	Design: MAG Drawn: HJAG Checked: [ ] Released: [ ]		Project: BRADFORD WEST CONSTITUENCY TRAFFIC REGULATION ORDER 2022/23	
	Scale: 1:500 Approved: [ ] Date: [ ]		Drawing Title: SALT STREET, MANNINGHAM	
	Revision: [ ] Initials: [ ] Date: [ ]		Drawing No.: HS/TRSS/105335/CON-22C	
	Client: [ ]		Engineer: Richard Gelder B.Eng(Hons), I.Eng, MICE	