

Five Lane Ends District Centre

Description

Five Lane Ends is a district centre located to the north-east of Bradford city centre, positioned around a major junction where several key routes converge. The centre serves a predominantly local catchment, providing a range of convenience, service and leisure uses for surrounding residential areas.

The centre is focused around the Five Lane Ends junction, with commercial uses arranged along the main radial roads. Its layout is heavily influenced by the surrounding highway infrastructure, which dominates the character of the centre and shapes movement patterns.

Five Lane Ends accommodates a mix of local retailers, service-based uses and smaller leisure operators, with provision largely meeting day-to-day needs. However, the centre’s environment is strongly defined by traffic and road infrastructure, which can affect its overall attractiveness and pedestrian experience.

Overall, Five Lane Ends performs a local service role, with its function and character shaped by its position as a key transport junction.



Figure 1: The centre accommodates a range of national multiple retailers and service operators, providing an important focus for shopping activity and contributing to the overall vitality of the centre



Figure 2: Bus stops provide accessible public transport connections to and from the centre supporting sustainable travel within the centre.

Table 1: Five Lane Ends District Centre Floorspace Composition

GOAD Category	Floorspace at 2026 (sq.m)	Floorspace at 2026 (%)	Floorspace UK Average at 2025 (%)
Comparison	6,736.6	28.9%	28.6%
Convenience	9,880.9	42.3%	15.4%
Financial & Business	89.8	0.4%	6.0%
Leisure	3,914.1	16.8%	27.9%
Retail Service	1,753.8	7.5%	7.3%
Vacant	966.3	4.1%	14.3%
TOTAL	23,341.0	100.0	100.0

Source: Composition of District centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of March 2026; UK Average from Experian Goad Report September 2025.

Table 2: Five Lane Ends District Centre Unit Composition

GOAD Category	Units at 2026 (no.)	Units at 2026 (%)	Units UK Average at 2025 (%)
Comparison	9	23.7%	25.9%
Convenience	6	13.2%	9.4%
Financial & Business	1	2.6%	7.8%
Leisure	9	21.1%	26.7%
Retail Service	12	31.6%	15.9%
Vacant	2	7.9%	14.0%
TOTAL	38	100.0	100.0

Source: District centre composition based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of March 2026; UK Average from Experian Goad Report September 2025.

Uses

Convenience retailing forms the dominant component of Five Lane Ends District Centre in terms of floorspace, accounting for over two-fifths of the total provision and significantly exceeding national averages. This reflects the presence of major food retail operators including Morrisons, alongside smaller convenience retailers such as Iceland/Food warehouse, Greggs, B&B News & Post Office, Days of Confectioners and Ace of Vapes. These businesses perform an important anchor role within the centre, generating regular footfall and supporting its function in meeting day-to-day shopping needs.

Comparison retailing represents an important element of the centre's offer, with both the proportion of units and floorspace broadly in line with national averages. The sector includes a mixture of national multiple and independent retailers, including the Range, Poundland, Pets at Home, Card Factory, United Carpets, Winders, Kundi and f-Stretcher. The comparison offer contributes to the diversity of the centre and supports its role as a local shopping destination, providing a range of goods and services for surrounding residents.

Retail service uses form the largest category in terms of unit numbers, accounting for almost one-third of all units within the centre and significantly exceeding the national average. The sector includes a broad range of personal and professional services such as opticians, barbers and travel agents and Morrisons Petrol Station. These businesses play an important role in supporting regular visits and maintaining day-to-day activity within the centre and is characteristic of district centres.

Leisure provision is present within the centre but is somewhat below national averages in both unit and floorspace terms. The offer includes food and beverage operators such as McDonald's, Costa drive through, Subway, Skylight Lounge and Mac Donners, alongside other leisure uses including PureGym, Betfred, The Lane Ends public house and Flacks Fitness & Snooker Club. Whilst these uses contribute to the vitality and attractiveness of the centre, the relatively limited scale of provision suggests that Five Lane Ends performs primarily as a convenience-based district centre rather than a significant leisure destination.

Financial and business services are limited within the centre, accounting for only a small proportion of units and floorspace. The sector is represented principally by Robert Watts Estate Agents, which provides a supporting service role but does not constitute a significant component of the centre's overall offer.

Daytime/Evening Economy

Five Lane Ends district centre is characterised by a predominantly functional daytime economy, focused on convenience retail and service-based activity. The centre experiences consistent footfall throughout the day, largely driven by the Morrisons superstore, which acts as the primary anchor, alongside a range of supporting uses including a Post Office and other local services.

The centre also benefits from its role as a key transport node, with a busy bus interchange located at the junction. This supports steady levels of activity, with people passing through the centre as part of daily routines, reinforcing its role as a hub for local errands rather than a destination for longer visits.

In the evening, activity is more limited and remains focused on a small number of uses. The presence of leisure operators such as PureGym, along with fast food outlets including McDonald's support some continued use into the evening. Local pubs also contribute to activity, although this is generally modest in scale.

Overall, the centre functions as a convenience-led destination with a clear emphasis on day-to-day use. The evening economy is limited and largely service-based, with activity influenced by the surrounding road network and car-dominated environment.

Vacancies

Vacancy levels are low, with only two vacant units identified during the survey. Vacancy rates remain significantly below national averages, indicating a healthy level of occupancy and suggesting that the centre continues to attract demand from a range of occupiers.

Opportunity Sites

Opportunities within Five Lane Ends district centre are largely centred on improving accessibility, connectivity and the overall quality of the environment, supported by significant planned investment in transport infrastructure.

The most notable project currently affecting the centre is the Kings Road Connect Scheme; a £35 million transport improvement programme being delivered by Bradford Council and the West Yorkshire Combined Authority. The scheme covers the key route between Five Lane Ends Roundabout and Canal Road and is intended to improve connections between surrounding neighbourhoods and Bradford City Centre.

A range of upgrades are proposed, including signalised pedestrian crossings on each arm of the roundabout, new bus lanes and bus priority measures, upgraded bus stops with real-time travel information, and improved cycling and walking infrastructure.

The creation of a pocket park between Kings Road and Swain House Road also forms part of the proposals. Taken together, these improvements should make the centre easier and safer to access, particularly for pedestrians, cyclists and public transport users, while also enhancing the overall appearance of the area.

Pedestrian Flows

Pedestrian activity within Five Lane Ends district centre is focused around the Morrisons superstore and the adjacent retail park, where the concentration of uses generates the highest levels of footfall. Movements are largely functional, associated with shopping trips and access to services rather than leisure or browsing.

The centre's layout, centred on a large multi-arm junction, has a significant influence on pedestrian movement. The surrounding road infrastructure creates barriers to movement, with pedestrian flows fragmented across different sides of the junction. Movement between units often relies on designated crossing points, which can reduce the directness and ease of pedestrian routes.

The bus interchange also contributes to pedestrian activity, with regular movements between bus stops, retail units and the supermarket. However, these movements are typically short and purpose-driven, rather than forming continuous flows across the centre.

Overall, pedestrian flows within Five Lane Ends are moderate but highly functional, reflecting the centre's role as a convenience destination. Movement is concentrated around key anchors, with the wider layout limiting connectivity between different parts of the centre.

Accessibility

Five Lane Ends district centre benefits from a high level of accessibility, particularly by car and public transport. The centre is located at a major junction where several key routes converge, providing strong connections to Bradford city centre, Shipley and surrounding residential areas.

The centre also functions as an important bus interchange, with frequent services passing through the junction. This supports access for a wide local catchment and contributes to steady levels of activity throughout the day.

Car accessibility is a key strength, with significant parking provision associated with the Morrisons superstore and the adjacent retail park. This supports the centre's role as a convenient location for day-to-day shopping and services.

However, the pedestrian environment is more limited. The dominance of the road network and the scale of the junction can make movement between different parts of the centre less direct and less comfortable. Pedestrian routes are reliant on designated crossings, which can reduce overall connectivity.

Overall, Five Lane Ends is highly accessible by car and public transport, but there is scope to improve pedestrian connectivity and the overall ease of movement within the centre.

Perception of Safety

Five Lane Ends district centre is generally perceived to be safe during the day, with consistent levels of activity around the Morrisons superstore, retail park and bus interchange. These areas benefit from natural surveillance due to regular footfall associated with shopping trips and public transport use.

However, the perception of safety is influenced by the centre's layout and the dominance of the surrounding road network. The large junction and high volumes of traffic can create a less comfortable environment for pedestrians, particularly when moving between different parts of the centre.

In the evening, activity becomes more limited and is largely focused on specific uses such as fast-food outlets, the gym and local pubs. Outside of these areas, the centre can feel quieter, particularly within large car park areas and along routes between units, which may reduce the sense of activity and surveillance.

Overall, while Five Lane Ends is considered to be safe, particularly during the day, its car-dominated environment and more limited evening activity can influence perceptions of safety in certain areas.

Environmental Quality

The environmental quality of Five Lane Ends district centre is generally functional in character, reflecting its layout around a major road junction and its role as a convenience-based retail destination. The centre is dominated by large-format retail units, surface car parking and highway infrastructure, which limits the sense of enclosure and cohesion typically associated with more traditional centres.

Areas around the Morrisons superstore and Enterprise 5 Retail Park are well maintained, with modern retail units and clearly defined parking areas. However, the overall environment is heavily influenced by the surrounding road network, with traffic and associated infrastructure detracting from the pedestrian experience.

Public realm provision is relatively limited, with few areas of seating, landscaping or green infrastructure. As a result, the centre lacks a strong sense of place and does not encourage longer dwell times beyond functional visits.

Overall, Five Lane Ends provides an adequate but predominantly vehicle-oriented environment. There is scope to enhance the quality of the public realm and improve the pedestrian experience, particularly in areas between retail units and across the central junction.

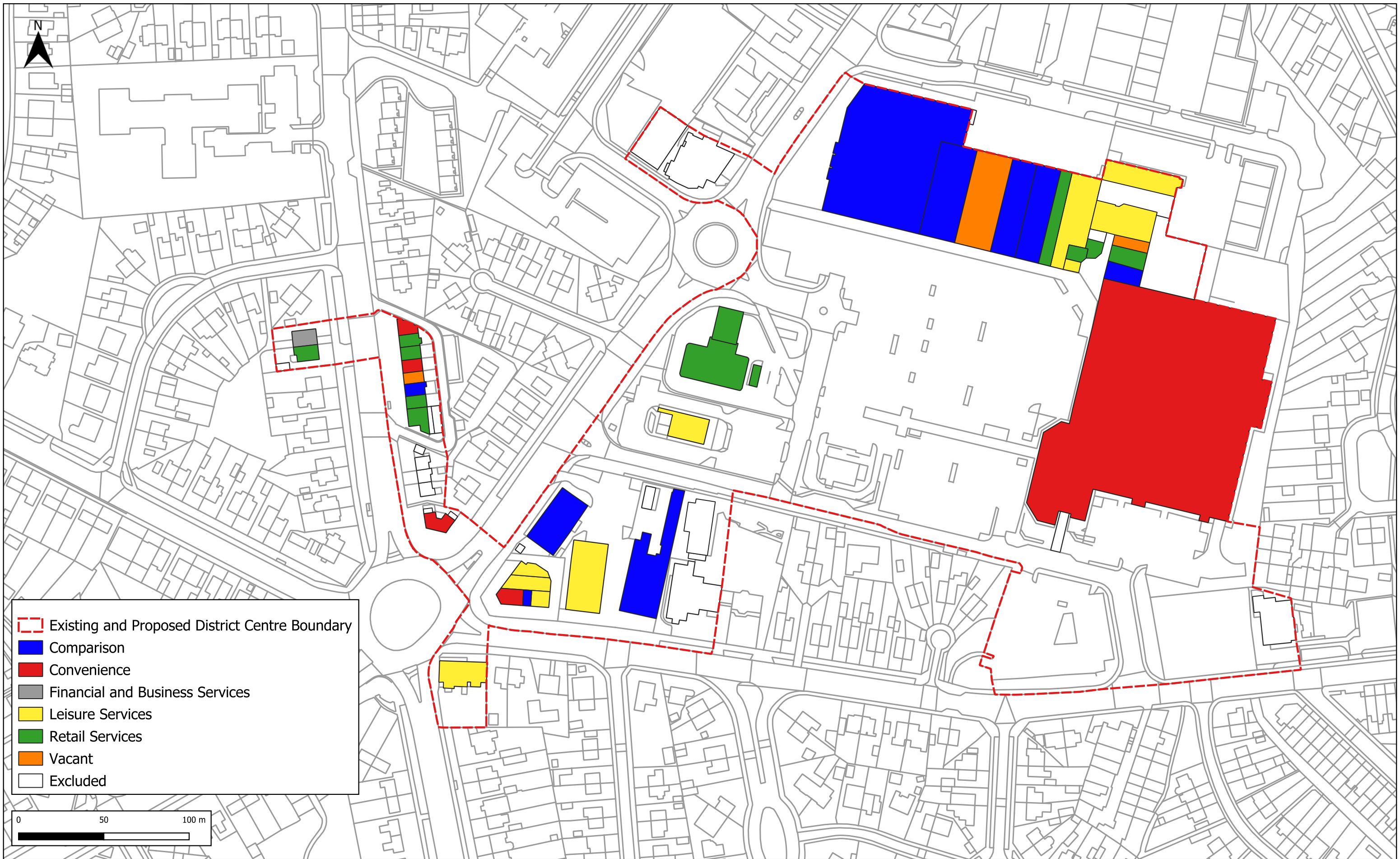
Conclusions

Overall, Five Lane Ends district centre performs a strong role as a local convenience and service hub, supported by key anchors such as the Morrisons superstore, the adjacent retail park and its function as a major bus interchange. The centre benefits from high levels of accessibility, particularly by car and public transport, which supports consistent daytime activity.

The centre is primarily focused on day-to-day needs, with a functional economy centred on retail, services and convenience-based trips. The evening economy is more limited and focused on a small number of leisure and food outlets.

However, the character of the centre is strongly influenced by its layout around a major road junction, with the dominance of traffic and car parking affecting the pedestrian environment, connectivity and overall sense of place. While the centre performs well in meeting local needs, it is less successful as a cohesive or attractive environment.

Opportunities are focused on incremental improvements, particularly in relation to pedestrian movement, public realm and the ongoing evolution of retail uses. Overall, Five Lane Ends is considered to be performing effectively in its role as a district centre, with scope to enhance the quality of the environment and user experience.



Girlington District Centre

Description

Girlington is a district centre located to the west of Bradford city centre, serving a wide and diverse catchment. The centre functions as a major commercial hub, with a role extending beyond local needs due to its specialist retail offer and strong independent sector.

The centre is arranged as a linear “ribbon” development along Thornton Road and Ingleby Road, forming a busy commercial corridor rather than a traditional high street or town square. This area is characterised by a high concentration of independent businesses, particularly within the South Asian retail sector, including fashion boutiques, jewellery stores and specialist fabric shops.

Girlington also accommodates a number of large-format national retailers, including Morrisons, Lidl and the Victoria Shopping Park, which act as key anchors and attract visitors from across the district. The combination of specialist independent retail and larger national operators contributes to a high level of activity and reinforces the centre’s role as both a local service hub and a wider destination.

Overall, Girlington performs a strong and distinctive role within the district, with a vibrant and well-established commercial offer shaped by its linear form and diverse retail base.



Figure 1: Dedicated pedestrian and cycle lanes within the centre contribute to sustainable transport measures.



Figure 2: Row of retail units comprising a mix of Independent comparison and convenience use.

Table 1: Girlington District Centre Floorspace Composition

GOAD Category	Floorspace at 2026 (sq.m)	Floorspace at 2026 (%)	Floorspace UK Average at 2025 (%)
Comparison	9,174.50	37.3%	28.6%
Convenience	9,527.80	38.7%	15.4%
Financial & Business	154.5	0.6%	6.0%
Leisure	1,543.90	6.3%	27.9%
Retail Service	1,806.00	7.3%	7.3%
Vacant	2,410.40	9.8%	14.3%
TOTAL	24,617.10	100.0	100.0%

Source: Composition of district centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of February 2026; UK Average from Experian Goad Report September 2025.

Table 2: Girdlington District Centre Unit Composition

GOAD Category	Units at 2026 (no.)	Units at 2026 (%)	Units UK Average at 2025 (%)
Comparison	12	13.5%	25.9%
Convenience	9	10.1%	9.4%
Financial & Business	5	5.6%	7.8%
Leisure	24	27.0%	26.7%
Retail Service	19	21.3%	15.9%
Vacant	20	22.5%	14.0%
TOTAL	89	100.0%	100.0%

Source: District centre composition based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of February 2026; UK Average from Experian Goad Report September 2025.

Uses

Girdlington is a relatively large district centre comprising a diverse mix of retail, leisure and service businesses. The centre performs an important role in serving the day-to-day needs of the surrounding community and benefits from a broad range of operators that help to support regular footfall throughout the week. Whilst a number of national multiples are present, including Morrisons, Iceland, KFC, Subway and Domino's, the centre also contains a significant number of independent businesses which contribute to its distinctive character and appeal.

The centre benefits from a strong comparison goods offer. Although the number of comparison units is relatively modest, the sector occupies a significant proportion of floorspace, reflecting the presence of several larger retailers. Businesses such as Wynsors World of Shoes, furniture retailers, hardware stores and household goods operators like the Range, and B&M provide a varied shopping offer and help to distinguish Girdlington from many district centres of a similar scale. The range of operators provides residents with access to a broad selection of goods and reduces the need to travel elsewhere for certain shopping trips.

Convenience shopping forms a key part of the centre's function and is anchored by Morrisons and Iceland, both of which attracts regular footfall and support linked trips to other businesses within the centre. These larger stores are complemented by a range of smaller independent retailers, including grocers, bakeries and convenience stores, helping to ensure that local residents have access to a wide range of everyday goods. The strength of the convenience offer is one of the centre's defining characteristics and underpins its role as a local shopping destination.

Food and drink businesses are particularly well represented throughout the centre and contribute significantly to its overall vitality. National operators such as McDonald's, Mother Hubbard's, KFC, Subway and Domino's sit alongside independent cafés, restaurants and takeaways including Rajas and Cha Cha Chai. This creates a lively environment and helps to sustain activity beyond traditional shopping hours. The prominence of food and drink uses reflects the diverse nature of the local community and adds to the attractiveness of the centre as a place to visit.

Retail service uses also form an important component of the overall offer and are represented by a wide range of businesses, including hairdressers, barbers, beauty salons, nail studios, optical services and postal facilities. Operators such as Specsavers, Ultimate Style and UFO Nails support regular repeat visits and help to maintain footfall throughout the week. The strong presence of these businesses reflects wider trends within district centres, where service uses are increasingly important in maintaining vitality and viability.

Financial and business services are more limited in number and play a relatively minor role within the centre. Whilst estate agents, accountancy services and other professional businesses provide useful supporting functions, the sector is underrepresented when compared with national averages. There may be scope for additional businesses within this category to broaden the overall offer and further strengthen the centre's service function.

Daytime/Evening Economy

Girlington district centre benefits from a strong and highly active daytime economy, driven by a combination of convenience retail and specialist shopping. Activity is concentrated along Thornton Road and Ingleby Road, where independent businesses, particularly within the South Asian retail sector, generate significant footfall. The centre is a recognised destination for specialist goods such as wedding attire, textiles and jewellery, attracting visitors from across Bradford and beyond, particularly at weekends.

The presence of large-format retailers, including Morrisons, Lidl and the Victoria Shopping Park, further supports consistent daytime activity, alongside a range of smaller independent shops and services. The centre also functions as a local employment hub, with automotive and light industrial uses located behind the main commercial corridor contributing to daytime movement.

In the evening, Girlington supports a vibrant and well-established leisure economy. The centre is known for its strong food and dining offer, with a wide range of restaurants, takeaways and grill establishments attracting visitors from a wider catchment. Many businesses operate later into the evening compared to typical district centres, resulting in sustained activity beyond traditional retail hours.

While the evening economy contributes positively to vitality, it can also lead to increased traffic and parking pressures, particularly along Thornton Road. Overall, Girlington demonstrates a strong and resilient economy, with high levels of activity throughout the day and into the evening.

Vacancies

Vacancies are evident within the centre, although empty units are generally dispersed rather than concentrated in a single location. This suggests that while some businesses have faced challenges, Girlington continues to attract a wide range of occupiers. Overall, the centre benefits from a strong convenience offer, a diverse range of comparison retailers and a well-established food, drink and service sector, all of which contribute positively to its vitality and its role as an important district centre serving the local community.

Opportunity Sites

Opportunities within Girdlington district centre are primarily focused on improving infrastructure, managing growth and supporting the continued evolution of its commercial corridor.

Thornton Road and Ingleby Road form the core of the centre and represent key areas for improvement. The high levels of activity and traffic along these routes create challenges in terms of congestion, air quality and pedestrian movement. Targeted interventions to improve traffic flow, enhance crossing points and support a safer pedestrian environment would help to improve the overall functionality of the centre.

Girdlington also lies adjacent to the Bradford West City Village regeneration area, which presents a longer-term opportunity to strengthen links between the district centre and the wider urban area. New residential development and improved green infrastructure associated with this programme could increase footfall and support local businesses.

There are also opportunities to support the continued evolution of the retail and leisure offer along the main corridor along Thornton Road. The strong demand for specialist retail and food uses provides scope for further investment and adaptation of units, helping to maintain the centre's role as a destination for shopping and dining.

Overall, opportunities within Girdlington are focused on managing its success, improving accessibility and supporting sustainable growth within a busy and well-used commercial corridor.

Pedestrian Flows

Pedestrian activity within Girdlington district centre is concentrated along Thornton Road and Ingleby Road, which form the main commercial corridor. These routes experience consistently high levels of footfall, driven by a mix of convenience shopping, specialist retail and leisure uses.

The linear layout of the centre supports continuous movement along the high street, with active frontages and a dense concentration of independent businesses encouraging pedestrian activity throughout the day. Footfall is particularly strong at weekends, when visitors are drawn to the centre's specialist retail offer.

However, pedestrian movement is influenced by the dominance of traffic along Thornton Road, which acts as a major arterial route. High traffic volumes and limited crossing points can restrict movement across the corridor, creating barriers between different parts of the centre and affecting overall connectivity.

Despite these constraints, pedestrian flows remain strong and sustained, reflecting the centre's role as a busy commercial and leisure destination.

Accessibility

Girdlington district centre benefits from a high level of accessibility, particularly by car and public transport. Thornton Road forms a major arterial route, providing strong connections to Bradford city centre and the wider road network, while Ingleby Road supports access to surrounding residential areas.

The centre is also well served by bus routes, with frequent services operating along the main corridor. This supports access for a wide local catchment and contributes to consistent levels of activity throughout the day.

However, the pedestrian environment is more constrained. The high volume of traffic along Thornton Road can make movement across the centre less direct and less comfortable, with crossing points limited in some locations. While the linear layout supports movement along the corridor, connectivity between both sides of the road can be affected.

Overall, Girlington is highly accessible, particularly by car and bus, although there is scope to improve pedestrian connectivity and ease of movement across the centre.

Perception of Safety

Girlington district centre is generally perceived to be safe, particularly during the day, with high levels of activity along Thornton Road and Ingleby Road. The concentration of retail, service and leisure uses, along with consistent footfall, supports strong natural surveillance and contributes to a well-used environment.

The centre remains active into the evening, with a vibrant leisure economy centred on restaurants and takeaways. This continued activity helps to maintain a sense of presence and surveillance beyond traditional trading hours, particularly along the main commercial corridor.

However, the perception of safety is influenced by the high volume of traffic and congestion along Thornton Road. The scale and intensity of vehicle movement can create a less comfortable environment for pedestrians, particularly when crossing between different parts of the centre.

In addition, while the centre is lively, the density of activity and traffic can at times feel overwhelming, particularly during peak periods. Overall, Girlington is considered to be safe, with high levels of activity supporting natural surveillance, although the busy and traffic-dominated environment can influence overall comfort.

Environmental Quality

The environmental quality of Girlington district centre is varied, reflecting its role as a busy and intensively used commercial corridor. Along Thornton Road and Ingleby Road, the concentration of active frontages and independent businesses contributes to a vibrant streetscape and a strong sense of activity.

However, the quality of the environment is influenced by the dominance of traffic along Thornton Road, which acts as a major arterial route. High traffic volumes, congestion and on-street parking can detract from the pedestrian experience and reduce the overall attractiveness of the centre.

The streetscape is generally functional, with a mix of building types and unit sizes creating some variation in appearance. In parts of the centre, the environment can feel cluttered and less cohesive, particularly where signage, shopfronts and vehicle movement compete for space.

Despite these challenges, the continuity of active uses and relatively low levels of vacancy help to maintain a lively and well-used environment. Overall, Girlington provides a vibrant but heavily trafficked environment, with scope to improve public realm quality and reduce the impact of vehicles on the pedestrian experience.

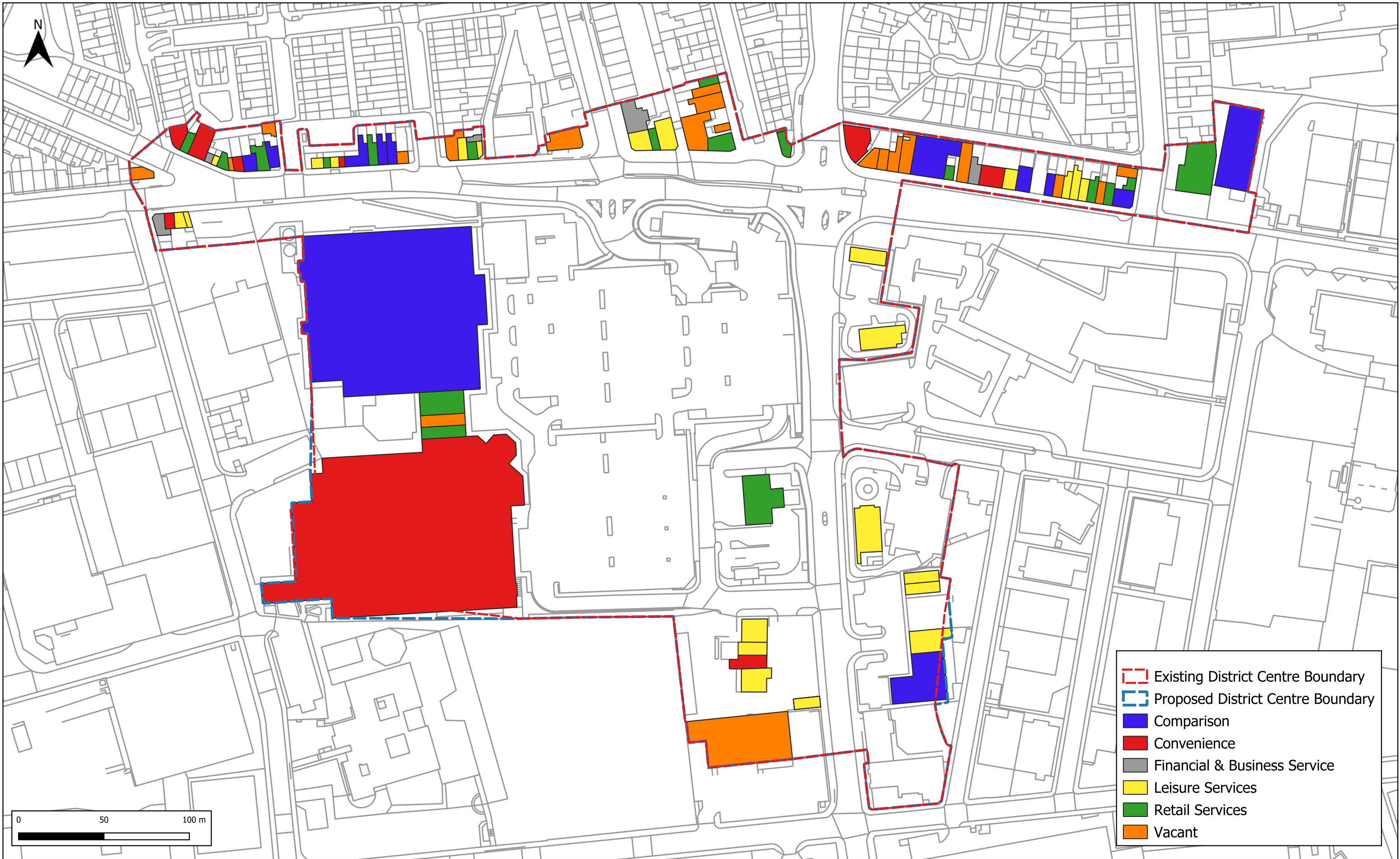
Conclusions

Overall, Girdlington district centre performs a strong role as a local service hub and wider specialist destination within the Bradford District. The centre benefits from a vibrant and diverse commercial offer, supported by a high concentration of independent retailers and a well-established leisure and dining economy.

The centre experiences consistently high levels of activity throughout the day and into the evening, reflecting its role as a destination for specialist retail and food uses. Key anchors, including Morrisons, Lidl and the Victoria Shopping Park, further support its function and attract visitors from a wide catchment.

However, the centre's linear form along Thornton Road, combined with high volumes of traffic and congestion, affects pedestrian movement, environmental quality and overall comfort. While the centre performs well in terms of vitality, the quality of the pedestrian experience is more limited.

Opportunities are focused on managing growth, improving accessibility and enhancing the public realm. Overall, Girdlington is considered to be performing well, with a strong and resilient economy, but with scope to improve the quality and functionality of the environment.



Great Horton District Centre

Description

Great Horton is a district centre located to the south-west of Bradford city centre, serving a predominantly local and residential catchment. The centre provides a range of convenience, service and leisure uses which support the day-to-day needs of surrounding communities.

The centre is focused along Great Horton Road, forming a linear high street with commercial uses extending along adjoining streets. It has a traditional layout, with smaller units and active frontages contributing to a local high street character.

Great Horton accommodates a mix of independent retailers, service-based uses and smaller leisure operators, with provision largely focused on convenience shopping and everyday services. The centre reflects the diverse local community and functions primarily as a neighbourhood service hub rather than a wider destination.

Overall, Great Horton performs an important local role, with a compact form and a strong emphasis on meeting daily needs.



Figure 1: Row of retail units along Great Horton Road.



Figure 2: Vacant units along Great Horton Road which detracts from the centre’s attractiveness.

Table 1 Great Horton District Centre Floorspace Composition

GOAD Category	Floorspace at 2026 (sq.m)	Floorspace at 2026 (%)	Floorspace UK Average at 2025 (%)
Comparison	7,586.80	39.5%	28.6%
Convenience	8,204.80	42.8%	15.4%
Financial & Business	114.10	0.6%	6.0%
Leisure	546.50	2.8%	27.9%
Retail Service	1,281.80	6.7%	7.3%
Vacant	1,455.60	7.6%	14.3%
TOTAL	19,189.60	100.0%	100.0%

Source: Composition of district centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of February 2026; UK Average from Experian Goad Report September 2025.

Table 2 Great Horton District Centre Unit Composition

GOAD Category	Units at 2026 (no.)	Units at 2026 (%)	Units UK Average at 2025 (%)
Comparison	6	30.0%	25.9%
Convenience	2	10.0%	9.4%
Financial & Business	1	5.0%	7.8%
Leisure	4	20.0%	26.7%
Retail Service	6	30.0%	15.9%
Vacant	1	5.0%	14.0%
TOTAL	20	100.0%	100.0%

Source: District centre composition based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of February 2026; UK Average from Experian Goad Report September 2025.

Uses

Great Horton is a relatively small district centre comprising 20 retail, leisure and service units. Despite its modest size, the centre contains a varied mix of businesses that support many of the day-to-day needs of local residents. The centre has a strong independent character, with relatively few national multiples represented, and serves a diverse local community. The presence national multiples like Tesco Express and independent of businesses such as Al Halal Supermarket, Pennies Bargain Store, Shai Grill and a range of independent service providers contribute to a distinctive offer that reflects the needs of the surrounding catchment.

The centre contains a strong representation of comparison retailers. Whilst the overall number of operators is limited, the range of goods available is relatively diverse and includes furniture retailers, electronics stores, DIY suppliers, kitchen and bathroom showrooms, bookshops and discount retailers such as Pennies Bargain Store. This breadth of provision provides residents with access to a range of household and specialist goods within the district centre, reducing the need to travel elsewhere for some shopping trips.

Convenience shopping also forms an important part of the centre's offer and is anchored by Al Halal Supermarket, alongside a butcher, bakery, mini market and local newsagents. The presence of these businesses helps support regular footfall and reinforces the centre's role in meeting everyday shopping needs. The convenience offer appears particularly well suited to the local community and reflects the centre's role as a neighbourhood shopping destination.

Retail services are well represented throughout the centre and make an important contribution to its vitality. Hairdressers, beauty salons, opticians, travel agents and vehicle repair services provide a range of services that encourage repeat visits and help maintain activity beyond traditional shopping trips. The concentration of these businesses reflects the increasingly important role that service uses play in supporting district centres.

Leisure provision is more limited and is largely focused on food and drink operators, including a number of independent takeaways and restaurants such as Shai Grill. Community facilities including the Working Men's Club, Conservative Club and The Bulls Head public house also contribute to the centre's leisure offer and provide important social spaces for local residents. Whilst the leisure sector is not a dominant

feature of the centre, it nevertheless plays an important supporting role in maintaining activity and community engagement.

Financial and business services are limited, with only a small number of operators represented. Whilst these businesses provide useful supporting functions, they do not form a significant component of the centre's overall offer. Given the size and function of Great Horton as a district centre, this is not unexpected.

Daytime/Evening Economy

Great Horton district centre is characterised by a steady and locally focused daytime economy, supported by convenience retail, service-based uses and smaller independent businesses. Activity is concentrated along Great Horton Road, where shops, services and community facilities generate regular footfall from local residents.

The centre functions primarily as a hub for day-to-day needs, with visits largely driven by routine activities such as shopping, accessing services and local employment. As a result, footfall is generally consistent but modest in scale compared to larger or destination centres.

In the evening, activity is more limited and is mainly associated with a small number of cafés, takeaways and restaurants. These uses provide some continued activity beyond traditional trading hours, although the overall scale of the evening economy remains relatively modest and locally focused.

Overall, Great Horton demonstrates a stable daytime economy with a limited but functional evening offer, reflecting its role as a neighbourhood service centre.

Vacancies

Vacancy levels within the centre are relatively low, with only one vacant unit identified during the survey. This suggests that Great Horton continues to perform reasonably well in terms of occupancy and demand for premises. Overall, the centre benefits from a diverse mix of independent retailers, local services and community facilities which support its role as an important destination for the surrounding residential population.

Opportunity Sites

Opportunities within Great Horton district centre are primarily focused on incremental improvements and the better use of existing units, rather than large-scale redevelopment.

Great Horton Road forms the core of the centre and presents opportunities to enhance the quality of the public realm. Improvements to paving, shopfronts and the overall streetscape could help to create a more cohesive and attractive environment, supporting local businesses and encouraging increased footfall.

There is also potential to bring vacant or underutilised units back into active use, particularly along the main high street and in secondary locations. These could support a broader mix of retail, service or community uses, helping to strengthen the centre's role as a local hub.

In addition, opportunities exist to improve pedestrian movement along and across Great Horton Road, particularly where traffic and road layout affect accessibility. Enhancing crossings and pedestrian routes would help to improve connectivity within the centre.

Overall, opportunities within Great Horton are centred on improving the quality of the environment, supporting local businesses and enhancing accessibility within a well-established local centre.

Pedestrian Flows

Pedestrian activity within Great Horton district centre is concentrated along Great Horton Road, which forms the main commercial spine. This area accommodates a mix of retail, service and leisure uses and experiences the highest levels of footfall, primarily driven by local shopping and access to services.

The linear layout of the centre supports movement along the high street, with activity generally consistent but modest in scale. Pedestrian flows are largely functional, reflecting the centre's role in meeting day-to-day needs rather than attracting longer visits or wider destination trips.

Movement beyond the main corridor is more limited, with lower levels of activity in secondary streets and surrounding areas. In addition, traffic along Great Horton Road can influence pedestrian movement, particularly where crossing points are limited or less direct.

Overall, pedestrian flows within Great Horton are steady and locally focused, with movement concentrated along the main high street and driven by routine use.

Accessibility

Great Horton district centre benefits from a reasonable level of accessibility, particularly for the surrounding residential areas. Great Horton Road provides a key route linking the centre to Bradford city centre and the wider road network, supporting access by car.

The centre is also served by regular bus routes operating along Great Horton Road, which provide connections to the city centre and nearby areas. This supports access for a predominantly local catchment and contributes to consistent levels of activity.

Within the centre, the linear layout allows for pedestrian movement along the high street, with a range of uses located within walking distance. However, traffic along Great Horton Road can affect the ease and comfort of pedestrian movement, particularly where crossing points are limited.

Overall, Great Horton is accessible at a local level, particularly by bus and on foot, although there is scope to improve pedestrian connectivity and the overall quality of movement within the centre.

Perception of Safety

Great Horton district centre is generally perceived to be safe during the day, with activity concentrated along Great Horton Road supporting natural surveillance. The presence of shops, services and community uses contributes to a well-used environment, particularly during daytime hours.

However, the perception of safety varies across the centre. In areas where there are vacant units or lower levels of activity, particularly along secondary streets, the environment can feel less active and less well observed.

In the evening, activity is more limited and largely focused around takeaways and a small number of leisure uses. As a result, parts of the centre may feel quieter, which can influence perceptions of safety, particularly where lighting and active frontages are more limited.

Traffic along Great Horton Road can also affect the overall comfort of the environment, particularly for pedestrians moving through or crossing the centre.

Overall, while the centre is generally considered safe, there is some variation in perception across different areas and times, with opportunities to enhance activity and environmental quality to improve the overall sense of safety.

Environmental Quality

The environmental quality of Great Horton district centre is varied, reflecting its role as a traditional local high street. Along Great Horton Road, the presence of active frontages and a mix of retail and service uses contributes to a generally functional and well-used environment.

However, the overall quality of the streetscape is mixed. In some areas, the appearance of buildings and shopfronts is less consistent, and the presence of vacant units can detract from the continuity of active frontages. This can result in a less cohesive visual environment along parts of the centre.

Traffic along Great Horton Road also influences environmental quality, with vehicle movement and on-street parking affecting the pedestrian experience and limiting opportunities for public realm enhancements. The provision of seating, landscaping and green infrastructure is relatively limited, which reduces the overall attractiveness of the centre.

Overall, Great Horton provides an adequate but modest environment, with scope for improvements to the streetscape, public realm and overall quality of the pedestrian experience.

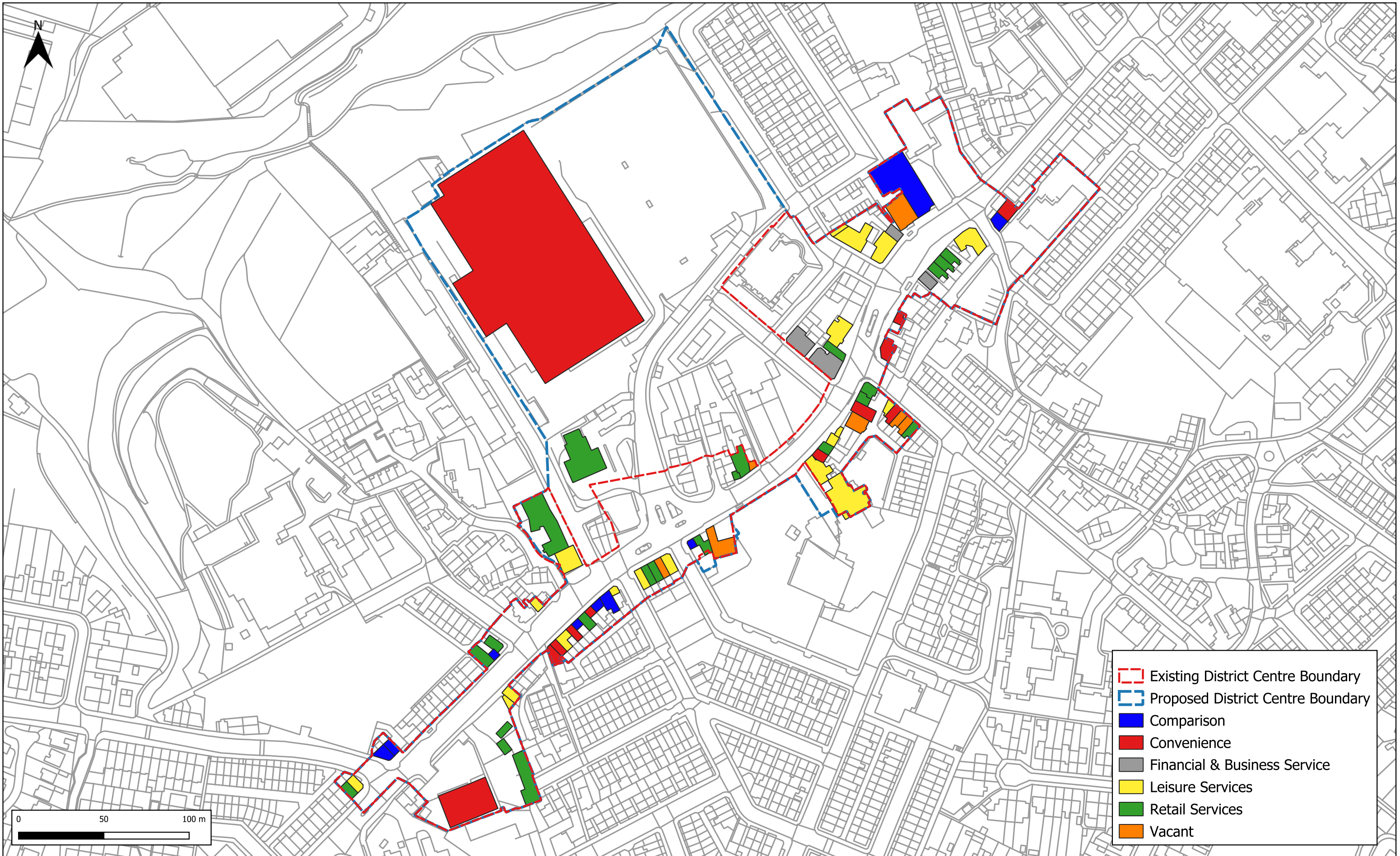
Conclusions

Overall, Great Horton district centre performs an important role as a local District Centre service hub, providing a range of convenience, service and leisure uses for surrounding residential communities. The centre benefits from a well-established high street along Great Horton Road, supporting steady levels of daytime activity.

The centre functions primarily as a retail neighbourhood destination, with a focus on day-to-day needs rather than wider comparison retail or leisure activity. While the offer is generally modest, it is supported by a strong presence of service uses and independent businesses.

However, the centre experiences some challenges, including variations in environmental quality, the presence of vacant units and the influence of traffic on the pedestrian environment. These factors can affect the overall attractiveness and cohesion of the centre.

Opportunities are focused on incremental improvements, particularly in relation to public realm, pedestrian movement and the reuse of vacant units. Overall, Great Horton is considered to be performing adequately in its role as a district centre, with scope to enhance the quality of the environment and user experience.



Greengates District Centre

Description

Greengates District Centre is located approximately three miles north-east of Bradford city centre, in the suburban area of Greengates in the metropolitan district of Bradford. The centre is focused on the strategic crossroads of the A657 New Line/Leeds Road (running east–west) and the A658 Harrogate Road (running approximately north–south).

This intersection gives Greengates its primary identity as a busy, car-dominated junction serving a wide residential catchment that includes Idle, Thackley, Thorpe Edge, Ravenscliffe and Eccleshill.

The centre's commercial offer is anchored by a cluster of large-format retail units arranged around and to the east of the main Greengates crossroads, forming Greengates Retail Park on New Line. The principal anchors are Matalan and Sainsbury's, which together account for a significant proportion of the centre's comparison and convenience floorspace respectively. These are complemented by Asda, Farmfoods, Argos, Greggs, B&M, and Boots Pharmacy, providing a broad range of retail and convenience offer. The leisure offer is more limited but includes Core Gym, Taco Bell, China Garden and Greengates Liberal Social Club, among others.

The centre contains 34 active retail, leisure and service units (excluding non-retail uses), providing for a total of 16,8667 sq.m of commercial floorspace.



Figure 1: The major £13.7 million Greengates crossroads junction redevelopment, which was completed to reduce traffic congestion and improve pedestrian, cycling, and bus route infrastructure on Harrogate Road and New Line.



Figure 2: The New Line Retail Park complex is a multi-occupancy commercial block that accommodates local businesses such as Towerwood Vets, a GoLocal convenience store, and Ayaan's Restaurant.

Table 1: Greengates District Centre Floorspace Composition

GOAD Category	Floorspace at 2026 (sq.m)	Floorspace at 2026 (%)	Floorspace UK Average at 2025 (%)
Comparison	7,119.8	42.2%	28.6%
Convenience	6,547.5	38.8%	15.4%
Financial & Business	0	0.0%	6.0%
Leisure	2,043.2	12.1%	27.9%
Retail Service	652.0	3.9%	7.3%
Vacant	504.3	3.0%	14.3%
TOTAL	16,866.8	100.0%	100.0%

Source: Composition of District centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of April 2026; UK Average from Experian Goad Report September 2025.

Table 2: Greengates District Centre Unit Composition

GOAD Category	Units at 2026 (no.)	Units at 2026 (%)	Units UK Average at 2025 (%)
Comparison	6	17.6%	25.9%
Convenience	5	14.7%	9.4%
Financial & Business	0	0.0%	7.8%
Leisure	14	41.2%	26.7%
Retail Service	5	14.7%	15.9%
Vacant	4	11.8%	14.0%
TOTAL	34	100.0%	100.0%

Source: District centre composition based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of April 2026; UK Average from Experian Goad Report September 2025.

Uses

Greengates performs well in terms of its convenience offer, primarily driven by the two major food supermarkets such as Sainsbury's on New Line/Harrogate Road, which is the primary convenience anchor followed by Asda, both of which are well-established and well-patronised. Farmfoods and Greggs provide additional convenience provision., with Argos rounding out the convenience offer. Together, these operators provide a strong day-to-day food and grocery offer capable of meeting the requirements of the wide residential catchment.

The comparison offer at Greengates is the largest by unit number and by floorspace and is both well above the UK average respectivelydata. This is largely attributable to the large-format presence of Matalan and B&M, which together dominate the comparison floorspace. Boots Pharmacy, Indigo Sun, Phone People and Exel Chemist provide further comparison provision. The comparison offer, while somewhat polarised around the two large national retailers, caters well to a range of day-to-day non-food needs.

The leisure offer comprises 14 units, representing 41.2% of all units, which is above the UK average of 26.7%; however, leisure floorspace accounts for 12.1% of total floorspace, below the UK average of 27.9%. The principal leisure operators include Core Gym, which is a significant facility serving the local catchment, alongside a range of food and beverage operators including Taco Bell, China Garden, Subway, O'Reilee's, ChilliChick's, and Aldos public house.

The leisure offer comprises 14 units (41.2%), slightly below the UK average by units and by floorspace (12.1%). The principal leisure operators include Core Gym, which is a significant facility serving the local catchment, alongside a range of food and beverage operators including Taco Bell, China Garden, Subway, O'Reillee's, ChilliChick's, and Aldos public house.

Retail services are well-represented in terms of units, with operators in this category include Sainsbury's petrol filling station, a nail bar, a health and beauty salon, an osteopathy clinic, and Sirinart Thai Therapy, among others, providing a reasonable health and beauty service offer for the local catchment along New Line Road.

The financial and business services provision at Greengates is absent with no units recorded. There is no retail banking provision identified within the defined centre boundary, after the closure of the NatWest bank in 2024, which represents a notable gap in the service offer and a potential vulnerability given the centre's scale.

Daytime/Evening Economy

Greengates functions primarily as a daytime retail and service destination, generating strong footfall throughout the day driven by its large supermarkets and comparison retail anchors. The large car park serving the New Line Retail Park ensures high levels of vehicular accessibility and supports trade at peak times throughout the week.

The evening economy at Greengates is modest. The food and beverage offer including Taco Bell, China Garden, Aldos public house and several other operators contribute to some early evening footfall, and Core Gym's extended opening hours ensure activity beyond typical retail trading hours. However, the centre lacks a significant concentration of evening economy uses, and activity diminishes considerably after approximately 8pm. The dispersed nature of the evening-active units across the retail park limits their ability to create a mutually reinforcing evening destination.

Vacancies

Greengates records four vacant units, representing 11.8% of the total unit count well below the UK average of 14.0%. The floorspace vacancy rate of 3.0% is similarly significantly below the national average of 14.3%. These vacancy figures are a positive indicator of the centre's vitality.

The most prominent vacancy is the former Costa café unit (182 sq.m) on New Line, which presents a visible gap in the active frontage at the heart of the retail park. The low overall vacancy rate reflects the strength of occupier demand at Greengates, underpinned by the pull of the major anchor operators.

Opportunity Sites

The compact, purpose-built retail park format of Greengates constrains the opportunities for significant large-scale redevelopment or new development within the defined centre boundary. The centre is surrounded by residential development, employment uses and the strategic road network, which limits the scope for edge-of-centre expansion.

The vacant former Costa unit represents the most immediate opportunity for reoccupation within the centre, ideally by a complementary food and beverage or service operator to restore active frontage at

this prominent location. The junction improvement works carried out by Bradford Council in 2022, which reconfigured the Harrogate Road/New Line crossroads, have enhanced accessibility and should be considered as a positive infrastructure investment supporting the centre's long-term viability.

There may also be scope to explore improvements to the public realm, cycle parking and pedestrian connections between the retail park and the adjacent residential catchment, particularly along New Line and Harrogate Road, to reduce car dependency and improve accessibility on foot and by cycle. Any future development or change of use within the centre should seek to strengthen the food and beverage and leisure offer and address the notable gap in financial and banking services.

Pedestrian Flows

No automated footfall count data was available for Greengates District Centre at the time of the survey. However, the presence of major national multiple operators, including Sainsbury's, Matalan, Asda and B&M, ensures consistently high levels of vehicular and pedestrian activity throughout the day. The retail park format generates significant car-borne visits, particularly at weekends.

The Greengates crossroads is one of the busiest and most congested junctions in Bradford, which generates high volumes of passing traffic but can act as a deterrent to pedestrian movement. The 2022 junction improvement scheme has helped to improve traffic flow and pedestrian crossing facilities at this key location.

Accessibility

Greengates District Centre benefits from excellent road accessibility. The A657 New Line runs east–west through the centre, providing direct connections to Bradford city centre to the west and to Calverley and Pudsey to the east. The A658 Harrogate Road provides direct access to Harrogate and Guiseley to the north and to Bradford inner suburbs to the south. This strategic location ensures that the centre is easily accessible by car from a wide catchment.

Ample off-street car parking is provided within the retail park, which is a key strength given the car-dependent nature of much of the catchment. Public transport accessibility is reasonable, with several bus services stopping on or near New Line, including the 645 bus service (Bradford to Five Lane Ends via Buttershaw) and the 660, 671 and other services. The nearest railway station is Apperley Bridge, approximately one mile to the north, served by Northern Rail. Cycling provision is limited, reflecting the fast and busy nature of the A657 corridor.

Perception of Safety

During the daytime, Greengates District Centre has a positive perception of safety underpinned by high levels of activity and natural surveillance generated by its major retail anchors. The open retail park format, adequate lighting, and consistent pedestrian activity contribute to a generally secure environment during trading hours.

The high volume of vehicular traffic at the Greengates crossroads can make pedestrian movement feel less comfortable, and the road environment at the junction can be intimidating for cyclists and pedestrians. At night, activity diminishes significantly as most operators close by early evening, which may reduce perceived safety for those using the centre or passing through.

Environmental Quality

The environmental quality of Greengates is primarily determined by its modern retail park setting, which presents a functional rather than aesthetically distinctive character. The large-format retail units, surface car parking and arterial road environment are typical of edge-of-town convenience and comparison retail parks.

The 2022 junction improvement scheme on Harrogate Road/New Line has introduced new planting, improved signage and enhanced road infrastructure at the key crossroads, which represents a welcome improvement to the gateway environment of the centre. The war memorial cenotaph at the crossroads, commemorating those from Greengates and surrounding villages who died in World Wars I and II, provides a notable landmark. The adjacent listed buildings on New Line and Harrogate Road provide some architectural character at the periphery of the centre.

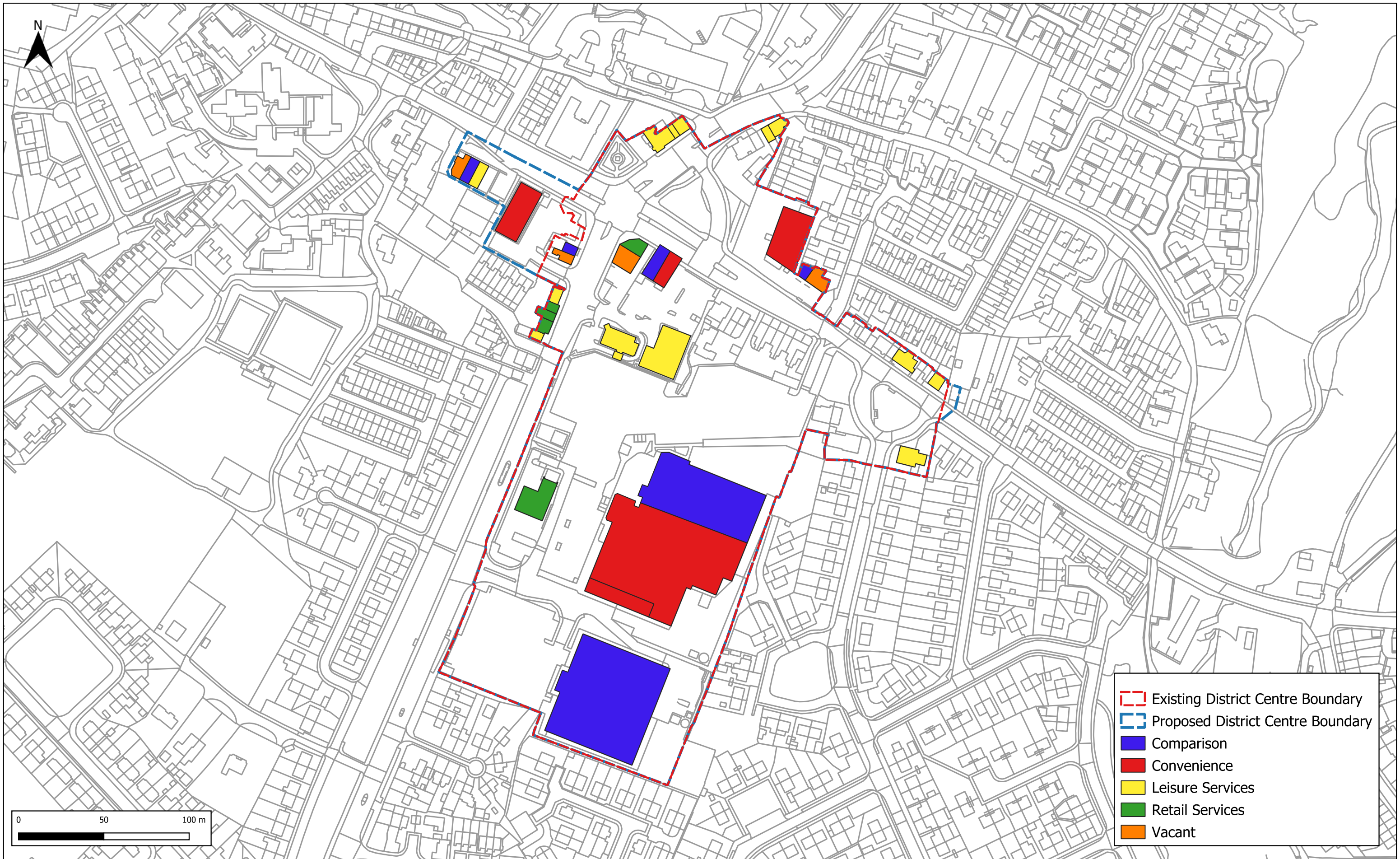
Overall, the environmental quality of the centre is adequate for its retail park function, though the public realm in the retail park itself and along New Line could benefit from investment in landscaping, street planting, and pedestrian/cycling infrastructure to improve the quality of the environment and reduce the dominance of parked vehicles.

Conclusions

In summary, Greengates District Centre is a broadly vital and viable district centre, anchored by a strong convenience and comparison retail offer in a purpose-built retail park setting. Its major operators like Sainsbury's, Matalan, Asda, B&M, Farmfoods and Argos, ensure consistent high footfall and underpin a low vacancy rate that is well below the national average.

The primary weaknesses of the centre are the very limited include the absence of a financial and business services offer, particularly including the absence of any retail banking provision, and the underdeveloped leisure and evening economy, which limits its vitality after daytime trading hours. The car-dominated environment and the busy junction also present challenges for pedestrian and cycling accessibility.

The centre would benefit from measures to address the gap in financial services, improve its leisure and food and beverage offer, and enhance the pedestrian and cycling environment. The vacant former Costa unit represents the most immediate priority for reoccupation. Overall, Greengates is assessed as a reasonably vital and viable district centre.



Tong Street District Centre

Description

Tong Street District Centre is located approximately three miles south-east of Bradford city centre, in the Tong area of the Bradford Metropolitan District, West Yorkshire. The centre is arranged along Tong Street (A650), one of the principal arterial routes connecting Bradford city centre with the M62 motorway to the south-east. The A650 is a busy dual-carriageway corridor at this point, which provides high levels of vehicular accessibility but presents challenges for pedestrian movement.

The centre serves a substantial residential catchment drawn from the surrounding communities of Tong, Holme Wood, Bierley and Belle Isle, which are predominantly characterised by post-war housing estates and areas of relative deprivation. The centre's retail and service offer reflects this catchment, with a strong focus on value-led convenience and comparison retail, fast food and takeaway operations, and a distinctive bingo and leisure offer centred on Buzz Bingo.

The centre contains 38 active retail, leisure and service units (excluding non-retail uses), providing a total of 10,502 sq.m of commercial floorspace. The survey area encompasses units along Tong Street at its junction with Weaverthorpe Road, where several of the larger national multiple operators are located, as well as a linear stretch of smaller, predominantly independent operators along the north side of Tong Street.



Figure 1: The linear retail frontage along Tong Street (A650) is characterised by independent convenience and service operators, including an off licence and grocery store, set against a busy dual-carriageway environment with limited pedestrian comfort.



Figure 2: The car park serving Iceland, Cash Converters and Wynsors Shoes is well-used, reflecting the strong footfall generated by the national multiple operators at the Weaverthorpe Road end of the centre.



Figure 3: A bus stop on Tong Street, flanked by areas of public greenspace, illustrates the reasonable public transport accessibility of the centre and the presence of modest landscaping that softens the arterial road environment at the western end of the defined boundary.



Figure 4: The multicultural and diverse convenience offer present within the centre, complementing the national multiple operators and catering to the varied needs of the local residential catchment.

Table 1: Tong Street District Centre Floorspace Composition

GOAD Category	Floorspace at 2026 (sq.m)	Floorspace at 2026 (%)	Floorspace UK Average at 2025 (%)
Comparison	2,869.30	27.3%	28.6%
Convenience	2,279.20	21.7%	15.4%
Financial & Business	497.30	4.7%	6.0%
Leisure	4,537.60	43.2%	27.9%
Retail Service	268.10	2.6%	7.3%
Vacant	50.40	0.5%	14.3%
TOTAL	10,501.90	100.0%	100.0%

Source: Composition of District centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of April 2026; UK Average from Experian Goad Report September 2025.

Table 2: Tong Street District Centre Unit Composition

GOAD Category	Units at 2026 (no.)	Units at 2026 (%)	Units UK Average at 2025 (%)
Comparison	9	23.7%	25.9%
Convenience	9	23.7%	9.4%
Financial & Business	1	2.6%	7.8%
Leisure	15	39.5%	26.7%
Retail Service	3	7.9%	15.9%
Vacant	1	2.6%	14.0%
TOTAL	38	100.0%	100.0%

Source: District centre composition based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of April 2026; UK Average from Experian Goad Report September 2025.

Uses

The convenience offer at Tong Street is above the UK average in terms of floorspace (21.7%) and number of units (23.7%), reflecting the centre's role as a day-to-day shopping destination for its local catchment. Iceland is the primary convenience anchor, providing a broad range of frozen, ambient and chilled grocery products. Farmfoods provides a complementary convenience offer with a strong focus on value-led frozen and ambient goods. These two national multiple convenience operators are the dominant grocery providers within the centre and are well-suited to the needs of the local catchment. The convenience offer is complemented by a Polish Shop/convenience store, a mini market, My Market grocers, an off license, GoLocal newsagent and a further GoLocal convenience unit, which together provide a diverse range of neighbourhood food and grocery provision.

The comparison offer comprises 9 units (23.7% by units) and 2,869.3 sq.m (27.3% by floorspace), both broadly in line with national averages. The comparison offer is anchored by Buzz Bingo, which, while classified as leisure by floorspace, supports a comparison retail environment in its vicinity with the key comparison operators being Tong Street Community Shop/House Furniture, Poundstretcher, Wynsors Shoes, Pet City, and Fashion Accessories, complemented by smaller operators including a couple of phone repair shops, florists and gift shops..

The leisure offer is notably dominant at Tong Street, with 15 units (39.5% by units) and (43.2% by floorspace) significantly above the UK average. This is almost entirely attributable to Buzz Bingo, which is by far the largest single operator in the centre and dominates the leisure floorspace. It is a significant community and leisure destination, attracting regular visitors from the local catchment and beyond. Part of this building is being converted into a padel court, which will diversify the leisure offer in the centre,

The remainder of the leisure offer is primarily composed of takeaway and fast-food operators: William Hill, The Holme Lane public house, Starbucks, Mega Bites, ChilliChick's, Harry's, Mr. B's, Sizzlers, Jerk Chicken, Pizza Corner, Bo Kong, Krispy's, Fish and Chips and Irish Café. The extent and diversity of the fast food and takeaway offer is a notable characteristic of the centre and reflects the eating habits and spending patterns of the local community.

Retail services are represented by 3 units (7.9%) providing (2.6% of floorspace), well below the UK average of 7.3% by floorspace, reflecting their small-scale nature. The retail service offer includes hairdressers, nail salons and a Post Office which is particularly an important service for the local community.

The financial and business services provision is very limited, with only 1 unit recorded Cash Converters which is a significant operator by floorspace but provides a pawnbroking and second-hand retail function rather than a conventional banking or financial advisory service. The absence of a retail bank or building society within the defined centre boundary is a notable gap in provision for the local community.

Daytime/Evening Economy

Tong Street District Centre has a distinctive daytime and evening economy profile shaped by the diversity of its convenience, comparison and food and beverage offer, and by the presence of Buzz Bingo.

During the daytime, footfall is generated throughout the centre by Iceland, Farmfoods, the food and beverage operators and the comparison retailers, providing a consistent level of activity from morning through to late afternoon.

The evening economy is more developed at Tong Street than at many comparable district centres, owing primarily to the extended opening hours of Buzz Bingo. Once the padel court is in operation, it will contribute to both the day and nighttime economy.

The numerous takeaways and fast-food operators along Tong Street also contribute to a meaningful early evening economy, with many of these units remaining open until late into the evening and generating footfall and activity well beyond conventional retail trading hours.

The Holme Lane public house and Starbucks provide further evening offer. However, the concentration of fast food and takeaway uses may give rise to perceptions of anti-social behaviour in parts of the centre during the evening, and this should be monitored.

Vacancies

Tong Street records only one vacant unit. This very low vacancy rate is a strong positive indicator of the occupier confidence in the centre and its vitality.

The single vacant unit is small in scale and its impact on the overall appearance and perception of the centre is minimal.

Opportunity Sites

The linear form of Tong Street and the tight-knit built environment flanking the A650 limit the opportunities for large-scale new development within the defined centre boundary. The centre is surrounded by residential development to the north and industrial/employment uses to the south along Tong Street and Weaverthorpe Road.

The most significant future opportunity at Tong Street relates to the potential enhancement and complementary development around the Buzz Bingo site and the cluster of larger-format comparison retailers at the Weaverthorpe Road junction. There may be scope for improved public realm, car parking and pedestrian infrastructure in this cluster to consolidate its role as the primary focus of the centre.

The Post Office is a particularly important community service within the centre, given the relative deprivation of the catchment and the limited provision of financial services. Measures to retain and protect the Post Office should be prioritised. More broadly, any future development should seek to address the identified gap in formal financial services, to improve the quality and diversity of the daytime food and beverage offer, and to ensure that the evening economy remains well-managed and community-oriented.

Pedestrian Flows

The presence of Iceland, Farmfoods, Buzz Bingo and numerous takeaway operators ensure consistent levels of pedestrian activity throughout the day and into the evening. The A650 Tong Street is a very busy

arterial road, and vehicular traffic dominates the street environment, which can create challenges for pedestrian movement.

The junction of Tong Street and Weaverthorpe Road, where the cluster of larger operators is concentrated, generates particularly high levels of footfall and vehicle movements. Controlled crossings at this junction assist pedestrian movement between the two sides of Tong Street, though the road width and traffic volume remain significant barriers.

Accessibility

Tong Street District Centre benefits from excellent road accessibility, being located on the A650 Tong Street one of the principal arterial routes connecting Bradford city centre with the M62 motorway junction at junction 27 (Gildersome). This provides direct car-borne access from a wide catchment including Bradford, Morley, Holme Wood, Bierley and Belle Isle. On-street parking is available in parts of Tong Street, and additional car parking is provided in the vicinity of the larger national multiple operators. Public transport accessibility is reasonable, with several bus services operating along the A650 Tong Street providing connections to Bradford city centre and surrounding areas. The centre does not have its own dedicated bus station, but bus stops are provided at intervals along Tong Street.

The nearest railway station is Bradford Interchange, approximately three miles to the north-west. Cycling provision along Tong Street is very limited, reflecting the fast and busy nature of the A650 corridor.

Perception of Safety

During the daytime, Tong Street District Centre has a reasonable perception of safety, with consistent footfall from Iceland, Farmfoods and the comparison and food operators providing natural surveillance along the main frontage.

In the evening, the presence of Buzz Bingo and the numerous takeaway operators generate a degree of activity after dark. However, the concentration of takeaway uses, and the associated late-night footfall may give rise to perceptions of anti-social behaviour in parts of the centre.

Adequate street lighting, active management of the public realm, and appropriate enforcement activity would help to maintain a positive perception of safety in the evening.

Environmental Quality

The environmental quality of Tong Street District Centre is mixed and reflects its setting along a busy dual-carriageway arterial road. The frontage along the north side of Tong Street is composed of a mixture of post-war commercial units of varying condition, interspersed with residential properties and independent traders. Shopfront quality varies, with some well-maintained premises contrasting with others in poorer condition.

The dominance of the A650 road environment creates a noisy and traffic-dominated setting that reduces the pedestrian attractiveness of the centre. There is limited street planting or greenery, and the public realm is functional rather than attractive. The cluster of larger national multiple operators at the Weaverthorpe Road junction has a more modern appearance, though the surface car parking in this area further reinforces the car-dominated character of the environment.

Investment in the public realm, improved shopfront presentation, and better pedestrian and cycling infrastructure would make a meaningful contribution to improving the quality of the environment along Tong Street and enhancing the attractiveness of the centre for shoppers and investors.

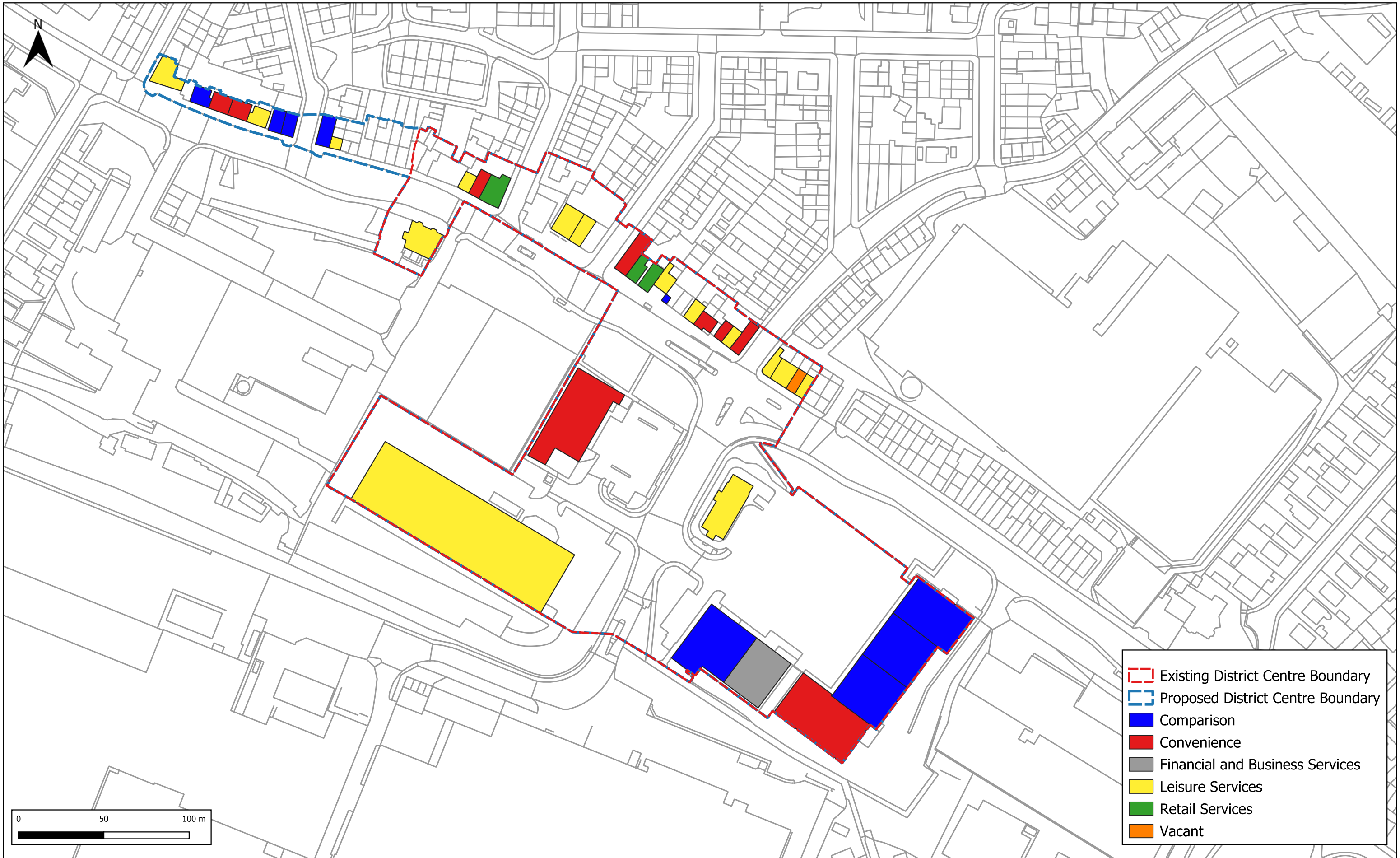
Conclusions

In summary, Tong Street District Centre performs well as a locally important district centre serving the day-to-day retail, service, convenience and leisure needs of the surrounding communities of Tong, Holme Wood, Bierley and Belle Isle. The centre's very low vacancy rate is a particularly strong indicator of its vitality, and the presence of Iceland, Farmfoods, Buzz Bingo, Wynsors Shoes, Poundstretcher and Pet City as national multiple operators provide a reliable and well-patronised retail offer.

The defining characteristic of the centre is its strong food and beverage and leisure offer, dominated by Buzz Bingo and a diverse range of takeaway and fast-food operators, which give Tong Street a distinctive community character and support a meaningful evening economy that is atypical of many comparable district centres.

The primary weaknesses of the centre are the very limited retail services and financial and business services offer, the absence of any conventional banking provision, the variable environmental quality, and the car-dominated street environment.

The centre would benefit from targeted investment in the public realm, improvements to pedestrian and cycling infrastructure, and measures to address the identified gaps in financial services and formal retail service provision. Overall, Tong Street is assessed as a vital and viable district centre.



Thornbury District Centre

Description

Thornbury District Centre is located approximately two miles east of Bradford city centre, in the Thornbury area of the Bradford Metropolitan District, West Yorkshire. The centre is concentrated about Woodhall Retail Park on Leeds Old Road (B6381), which lies a short distance to the east of the Thornbury Roundabout which is the largest roundabout in Yorkshire at the junction of the A647 Leeds Road, Leeds Old Road and Dick Lane

Thornbury has a strong industrial and commercial heritage, with the area historically associated with the Bradford Corporation Trams works, British Bakerer's Hovis bakeries on Grain Lane, and the national headquarters of Morrison supermarkets. Currently, the defined centre boundary is focused on Woodhall Retail Park, which provides a modern large- format retail environment attracting shoppers, from the surrounding residential communities of Thornbury, Laisterdyke, Bradford Moor, Eccleshill and Fagley, as well as from parts of East Leeds.

The centre contains 20 active retail, leisure and service units (excluding non-retail uses), providing for a total of 19, 189.6 sq.m of commercial floorspace. The Thornbury Centre on Leeds Old Road, a community facility incorporating a library, café and meeting rooms, sits within or adjacent to the defined boundary and represents a key community asset, although it is classified as an excluded non-retail use.



Figure 1: The McDonald's drive-thru on Leeds Road (A647) in Thornbury is positioned alongside a busy transit route leading into Bradford, serves as a major food take-away operator for the district centre.



Figure 2: The Morrisons Daily petrol filling station situated on Rushton Avenue, with the Morrisons Supermarket, serves as a major Convenience retailer for the district centre.

Table 1: Thornbury District Centre Floorspace Composition

GOAD Category	Floorspace at 2026 (sq.m)	Floorspace at 2026 (%)	Floorspace UK Average at 2025 (%)
Comparison	7,586.80	39.5%	28.6%
Convenience	9,660.40	50.3%	15.4%
Financial & Business	114.10	0.6%	6.0%
Leisure	546.50	2.8%	27.9%
Retail Service	1,281.80	6.7%	7.3%
Vacant	0.0	0.0%	14.3%
TOTAL	19,189.60	100.0%	100.0%

Source: Composition of District centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of April 2026; UK Average from Experian Goad Report September 2025.

Table 2: Thornbury District Centre Unit Composition

GOAD Category	Units at 2026 (no.)	Units at 2026 (%)	Units UK Average at 2025 (%)
Comparison	6	30.0%	25.9%
Convenience	3	15.0%	9.4%
Financial & Business	1	5.0%	7.8%
Leisure	4	20.0%	26.7%
Retail Service	6	30.0%	15.9%
Vacant	0	0.0%	14.0%
TOTAL	20	100.0%	100.0

Source: District centre composition based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of April 2026; UK Average from Experian Goad Report September 2025.

Uses

The convenience offer at Thornbury is considered to be good, driven by the presence of the Morrisons supermarket, which serves as the dominant anchor for the centre and is one of the largest grocery stores in the Bradford district. Iceland provides an additional convenience anchor for shoppers seeking frozen and ambient grocery products. Together, these two operators generate very high levels of footfall and underpin the vitality of the centre.

The comparison offer comprises the B&Q, alongside the Bargain Buys and B&M Bargains, which collectively provide a value-led comparison offer, while Ray Furniture, Haus Kitchen and Kustom Kitchens add further to the comparison provision. As such, although there are large comparison units within the centre, the comparison offer is not considered to be particularly diverse.

The leisure offer is notably limited, comprising the HFC take-away, AL Yemen Restaurant, The Raj Indian Restaurant and McDonald's. While McDonald's provides a well-known drive-through food offer, the overall leisure provision is lesser for a centre of this scale and does not meet the typical requirements of a district centre of this size.

Retail services are proportionally well-represented, with six units (30.0%) providing 1,282 sq.m (6.7% of floorspace), which is slightly below the UK average. The most significant operator by floorspace is Awaan

Bazaar, which is a clothing retail service operator. The Morrisons petrol filling station provides a key service function for car-borne shoppers. There exist a few units of nail, hair and tanning services which represent health and beauty provision in the centre.

The financial and business services provision is very limited. The absence of any retail banking provision within the defined centre boundary is a significant gap in the service offer.

To the west within the defined centre boundary at the junction of Leeds Old Road and Rushton Avenue sits the Bradford Plaza Shopping Centre. In contrast to the large-format, corporate comparison units like B&Q and B&M Bargains that dominate the core district centre, Bradford Plaza introduces a specialised layout composed of smaller, independent retail units. These specialised comparison units focus heavily on niche South Asian fashion, footwear, and jewellery, catering directly to the unique cultural demographics of the wider eastern Bradford catchment. Formally recognising or integrating these smaller comparison units into future boundary definitions presents a clear opportunity to diversify the local retail variety, transitioning Thornbury District Centre away from a purely value-led corporate offer toward a more varied and culturally diverse comparison shopping destination.

Daytime/Evening Economy

Thornbury District Centre functions primarily as a daytime retail destination, generating strong footfall throughout the day and week driven by its three major anchors: Morrisons, B&Q and Iceland. The Morrisons and B&Q stores attract shoppers from a wider catchment, and the large surface car park serving Woodhall Retail Park ensures high levels of vehicle-borne visits.

The evening economy at Thornbury is very limited. While McDonald's operates on an extended hours basis, the majority of the retail park closes in the early evening. The three food operators in the centre provide modest early evening dining options, but the centre lacks the critical mass of evening leisure uses required to sustain meaningful footfall after 8pm.

The centre's current evening economy is significantly below what would be expected for a centre of its floorspace scale and represents an area where diversification could be explored in the future.

Vacancies

Thornbury records no vacancies¹ vacant unit, representing 5.0% of the total unit count and 7.6% of floorspace, both below the UK averages for units and floorspace. This is a positive indicator of the overall occupier confidence in the centre. The sole vacant unit is the former Al Halal Supermarket premises which is a notable large-format vacancy within the retail park.

Given its scale, the reoccupation of this unit with an appropriate anchor or complementary use would be beneficial to the centre's vitality.

Opportunity Sites

The retail park format of Woodhall Retail Park provides limited scope for large-scale new development within the defined boundary, and the centre is flanked by established residential and employment uses. However, the large vacant former Al Halal Supermarket unit represents a significant opportunity for reoccupation by a There is a significant opportunity for a complementary operator, ideally one that

addresses a current gap in the centre's offer such as a health and beauty operator, a financial services provider, or a food and beverage operator, capable of contributing to the evening economy.

More broadly, the wider Thornbury area offers potential for complementary development along Leeds Old Road, in the vicinity of the Thornbury Roundabout, and in connection with the Gallagher Leisure Park on Dick Lane (which includes the Odeon Leeds-Bradford multiplex cinema), which is located a short distance from the defined centre boundary and generates significant leisure footfall. Any future investment in the centre should also seek to improve pedestrian links between the retail park and the surrounding residential communities and to the Thornbury Centre community facility on Leeds Old Road.

The Thornbury Centre, which functions as a community hub incorporating a library, café and meeting rooms, is identified as an excluded use within or adjacent to the defined centre boundary. This facility is a valuable community asset that could play a greater role in supporting the vitality of the centre through community events, markets and other activation.

Pedestrian Flows

The presence of Morrisons, B&Q and other major national multiple operators within Woodhall Retail Park generates consistently high levels of vehicular and pedestrian activity throughout the day, with peak periods typically on weekend mornings and Saturday afternoons.

The retail park's surface car park is well-utilised, particularly at the Morrisons and B&Q ends of the site. Pedestrian movement between the retail park and the surrounding residential areas is somewhat limited by the road environment along Leeds Old Road, which is a busy road with intermittent pedestrian crossings.

Accessibility

Thornbury District Centre benefits from excellent road accessibility. The A647 Leeds Road, B6381 Leeds Old Road, Dick Lane and Gain Lane all converge in the vicinity of the Thornbury Roundabout, providing direct connections to Bradford city centre to the west, Leeds to the east, and Pudsey to the south-east. The large surface car park serving Woodhall Retail Park ensures convenient access for car-borne shoppers.

Public transport accessibility is reasonable, with the 72-bus service providing connections between Bradford Interchange and Thornbury, and the X6, 660, 671 and other First Bradford services also serving the area. The nearest railway station is New Pudsey (approximately 1 mile to the east), served by Northern Rail on the Leeds–Bradford line, providing connections to both Leeds and Bradford city centres. Cycling provision is limited in the vicinity of the centre, reflecting the fast and busy nature of Leeds Old Road.

Perception of Safety

Thornbury District Centre has a broadly positive perception of safety during the daytime, with high levels of pedestrian activity associated with Morrisons and B&Q providing natural surveillance throughout trading hours. The retail park format, with its open car park and good sightlines, contributes to a secure daytime environment.

After trading hours, the centre becomes largely inactive, as the majority of retailers close in the early evening. The limited evening economy means that much of the retail park is unoccupied and poorly lit after approximately 9pm, which may reduce perceptions of safety for pedestrians and cyclists passing through the area at night.

Environmental Quality

The environmental quality of Thornbury is characteristic of a modern out-of-town retail park which is functional and efficient, but lacks the townscape character, architectural variety and street level interest associated with traditional high street retail. The large retail units, extensive surface car parking and arterial road setting create an environment that is car-dominated and primarily oriented towards vehicular access.

Some public realm improvements, including landscaping and planting, are present within the retail areas which provides some visual relief. The Thornbury centre on Leeds Old Road is a modern community building adjacent to St Margaret's Church that provides a more attractive and human-scale built environment in the vicinity. The proximity of the Morrison's national headquarters on Gain Lane is a notable feature of the wider Thornbury area which falls outside the district centre boundary. Overall, the environmental quality of the centre is adequate for its retail park function, though investment in the public realm, improved pedestrian infrastructure and cycle parking would enhance the attractiveness and accessibility of the centre.

Conclusions

In summary, Thornbury District Centre is a vital and viable district centre, anchored by three major national multiples such as Morrisons, B&Q and Iceland that generates consistently high footfall and support the retail economy of Thornbury and the wider eastern Bradford catchment. The convenience and comparison offer are particularly strong, with both floorspace shares significantly above the UK average levels.

The principal weakness of the centre is the very limited leisure and evening economy offer and, the absence of financial and banking services, and the single large-scale vacancy of the former AL Halal Supermarket unit. The car-dominated retail park environment also limits the quality and walkability of the public realm.

Priority actions should include the reoccupation of the vacant former Al Halal Supermarket unit, investment in financial and leisure provision to address identified gaps, improvements to pedestrian and cycling infrastructure and public realm enhancement works.

Overall, Thornbury is assessed as a vital and viable district centre.

