

## Minutes of a Joint Meeting of the Bradford South and East Area Committees held on Thursday 27 June 2013 at City Hall, Bradford

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Commenced 1700  
Concluded 1735

### PRESENT – Councillors

#### Bradford East Area Committee

LABOUR	LIBERAL DEMOCRAT	RESPECT
Bilheimer	Griffiths	Karmani
I A Khan	Middleton	
Khaliq	G Reid	
Shafiq	Sunderland	

#### Bradford South Area Committee

CONSERVATIVE	LABOUR	QUEENSBURY WARD INDEPENDENTS
Walls	Dodds	L Cromie
	Ferriby	
	Jabar	
	Johnson	
	G Thornton	
	Wainwright	
	Warburton	

Apologies: Councillor S Khan

### 1. APPOINTMENT OF CHAIR

Resolved –

**That Councillor Johnson be appointed Chair for the purposes of this Joint Meeting.**

**Councillor Johnson in the Chair**



## 2. **DISCLOSURES OF INTEREST**

Councillors I A Khan, G Reid and Khaliq disclosed an interest in Minute (5) in the interests of clarity and stated that they were members of the Integrated Transport Authority (ITA).

## 3. **INSPECTION OF REPORTS AND BACKGROUND PAPERS**

There were no appeals submitted by the public to review decisions to restrict documents.

## 4. **PUBLIC QUESTIONS**

There were no questions submitted by the public.

## 5. **A650 WAKEFIELD ROAD AND THE TONG STREET CORRIDOR HIGH OCCUPANCY VEHICLE (HOV) LANE**

### **Tong / Bowling and Barkerend**

The Strategic Director Regeneration and Culture submitted a report (**Document “A”**) which gave information on the current traffic flow and journey time analysis associated with a section of the A650 Wakefield Road and Tong Street corridor and outlined possible options to pursue following the expiration of the Experimental Traffic Regulation Order (ETRO) for the HOV lane on 12<sup>th</sup> September 2013.

The Strategic Director, Regeneration and Culture stated that there had been no improvement in car occupancy, that passenger numbers remained the same and works were still ongoing on the M62. There were no objections to the operation of the scheme and members had four options which they could consider and that a preferred option be determined for officer implementation.

Members made the following comments:

- Option 2 was the best option as it would help to improve matters and would manage traffic into Tong Street.
- Option 4 was not appropriate as it would lead to bigger problems in Bowling and Barkerend.
- There was no finance available to fund the £40K for option 3.
- Option 1 was not a realistic option.

The Chair stated that there would continue to be difficult traffic problems until Tong Street was widened. The experiment had shown that the traffic needs to be managed. The traffic over the flyover can either go straight ahead or turn to Knowles Lane. Traffic to Holme Wood has to go in the outside lane and when traffic lights change there was a long queue. With technology the traffic lights before Knowles Lane can when necessary at busy times be used to manage traffic approaching the Knowles Lane/Tong Street junction outbound from Bradford. He outlined his support for Option 2.

**Resolved -**

- (1) That the Experimental Traffic Regulation Order (ETRO) for the High Occupancy Vehicle (HOV) lane is allowed to lapse when the ETRO comes to an end or sooner if possible.**
- (2) That the existing infrastructure associated with the High Occupancy Vehicle (HOV) Lane, including traffic lights, be kept in place and used to manage traffic approaching the Knowles Lane/Tong Street junction outbound from Bradford, when necessary at busy times.**

***ACTION: Strategic Director, Regeneration and Culture***

(Environment and Waste Management  
Overview and Scrutiny Committee)

Chair

**Note: These minutes are subject to approval as a correct record at the next meeting of the Bradford East Area Committee.**

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THESE MINUTES HAVE BEEN PRODUCED, WHEREVER POSSIBLE, ON RECYCLED PAPER