REPORT OF THE STRATEGIC DIRECTOR PLACE

TO LEAD MEMBER FOR PLANNING AND SUSTAINABLE DEVELOPMENT

TRAFFIC ADVISORY PANEL

1st Nov 2018

CITY OF SALFORD (ROOKE STREET, THORP STREET, LANSDALE STREET AND GILBERT STREET) (ONE WAY TRAFFIC AND ONE WAY TRAFFIC EXCEPT CYCLES) ORDER 2018

RECOMMENDATIONS:

That the Lead Member for Planning and Sustainable Development consider the contents of this report and the deliberations of the Traffic Advisory Panel and make a decision to:

Approve the order for ‘One Way- Except Cycles’ contraflow restriction on Rooke Street and Thorp Street and One Way on Lansdale Street and Gilbert Street as advertised and implement accordingly.

EXECUTIVE SUMMARY:

This scheme comprises the introduction of a permanent Traffic Regulation Order and has been designed following a request from United Utilities after liaison with Urban Vision following the completion of major waste water infrastructure work is the area.

A temporary restriction has been in place since 2014 which was devised to assist safe access for construction vehicles; this consists of one way operation of a number of streets in the area. Even though the temporary Order has lapsed, the signs and road markings remain in place with the vast majority of drivers observing the restrictions.

At the request of Urban Vision, United Utilities undertook a consultation exercise during which the majority of residents in the area affected by the temporary restrictions were supportive of retaining the temporary arrangement as they considered it removed the problematic ‘rat running’ traffic that the area experienced before the restrictions were introduced.
TMU members have been formally consulted on the proposals for a permanent One Way Traffic Regulation Order on 6th November 2017 and there were no objections from emergency services or local councillors.

Comments were received from the City Council’s Infrastructure Team within which a request for the introduction of contraflow operation for cycles on Rooke Street and Thorp Street One way system was made to promote cycle penetration of the area.

All comments have been reviewed and any reasonable and justified amendments to proposals have been made in response, prior to legal advertising.

The TRO was advertised on 2nd August 2018 for 21 days, during which time one objection was received.

BACKGROUND:

As part of the scheme to improve the waste water network sewers, in part comprising major infrastructure works on land at Reginald Road, adjacent to the M60 Motorway, United Utilities applied for a temporary TRO to provide safe and suitable access to the site for construction vehicles during the work. This temporary TRO was introduced in May 2014 and was devised to both manage the access and egress of the construction traffic as well as managing local traffic movements near the construction site. This arrangement was also introduced to reduce rat running traffic, improve the environment as well as improving safety for residents.

Following completion of the construction work, in liaison with Urban Vision, United Utilities undertook a public consultation exercise which included the properties in Rooke Street, Thorp Street, Lansdale Street and Gilbert Street. 75% of the responses were in support of the proposal to keep the temporary arrangements as a permanent restriction. Some of the responses to the consultation suggested that prior to the temporary one way system being introduced there was a lot of traffic cutting through the residential area during peak periods and that the one way system has made the local roads a much quieter and safer place to live.

A subsequent request has been made by United Utilities to introduce a permanent TRO which reflects the temporary arrangements and is in line with the agreement of the majority of residents who responded to the consultation.

The current proposal amends the existing temporary arrangement with the introduction of contraflow cycle operation on Rooke Street and Thorp Street, to enable safer and more direct cycle connections through the residential area and to neighbouring areas. These changes have been requested for consideration by the Councils Infrastructure Team.

The collision data for the area has been considered, with only one collision recorded at the junction of Rooke Street and Liverpool Road in 2013, prior to the introduction of the temporary arrangements. This collision involved a motor scooter turning right from Rooke Street. There have been no recorded collisions in the area since the introduction of the temporary restrictions.
This proposal consists of a permanent Traffic Regulation Order ‘One Way- Except cycles’ restriction on Rooke Street and Thorp Street, with ‘One Way’ (as existing) on Lansdale Street and Gilbert Street. The proposals are detailed on the attached plan within appendix B.

It is proposed to make the existing temporary arrangement of ‘One-Way’ on Rooke Street, Lansdale Street, Gilbert Street and Thorp Street, Barton permanent as below:

‘One-way’ on
Lansdale Street from its junction with Liverpool Road to its junction with Reginald Road;
Gilbert Street from its junction with Liverpool Road to its junction with Reginald Road;

‘One-Way except cycles’ on
Rooke Street from its junctions with Liverpool Road to its junction with Reginald Street;
Thorp Street from its junctions with Liverpool Road to its junction with Harrison Street.

CONSIDERATION OF OBJECTION:

The full letter of objection is contained as appendix C to this report. The objection letter reiterates concerns that were raised during the consideration of the temporary scheme and have been submitted as supporting documents for the permanent scheme. However, the key issues raised in relation to the current proposals are summarised and considered within the table below:

<table>
<thead>
<tr>
<th>Concern</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>I was also assured by Councillor ___ that further consultation would take place before anything was made permanent</td>
<td>Urban Vision has carried out the consultation that is statutorily required when considering a Traffic Regulation Order. In this case, this consisted of site notices, press advertisements and details placed upon the Councils website. This consultation has resulted in the submission of this objection to the proposal.</td>
</tr>
<tr>
<td>I see that cycles will be allowed to travel both ways in the proposed outline. There are numerous motorbikes and motor scooters travelling up and down the street regularly. Many vehicles ignore the One Way system anyway. It almost seems that only the residents of Rooke Street observe the signs</td>
<td>Contraflow cycling is an accepted practice of enabling convenient cycle links to be delivered or maintained. The ability for cyclists to travel contraflow along Rooke Street, enables them to avoid busy sections of Liverpool Road, when cycling from the local and wider residential area Thorpe Street is also appropriate for contraflow cycling as it enables cyclist to cross Liverpool Road to Schofield Road, which then provides access to the Port Salford Greenway off road cycle network. Other vehicles ignoring the restriction and signage can face prosecution by Greater Manchester Police and these incidences</td>
</tr>
</tbody>
</table>

3
The culprits will continue to use the street despite the signage. Only a camera at the Liverpool Road end of the street near the phone box will capture these people.

The Council do not have the power to carry out camera enforcement of these types of offences under the existing arrangements within the Traffic Management Act.

The objector will be invited to the Traffic Advisory Panel meeting

DETAILS:

Appendix

A. Legal schedule.
B. Site Notice & Drawings detailing the proposal.
C. Redacted letter of objection.

Appendix: A

SCHEDULE: 1- One Way Traffic

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length of road</td>
<td>Direction</td>
</tr>
<tr>
<td>Lansdale Street</td>
<td>South bound, from its junction with Liverpool Road to its junction with Reginald Street.</td>
</tr>
<tr>
<td>Gilbert Street</td>
<td>South bound, from its junction with Liverpool Road to its junction with Reginald Street.</td>
</tr>
</tbody>
</table>

SCHEDULE 2- One Way Traffic except Cycles

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length of road</td>
<td>Direction</td>
</tr>
<tr>
<td>Roeke Street</td>
<td>South bound, from its junction with Liverpool Road to its junction with Reginald Street.</td>
</tr>
<tr>
<td>Thorpe Street</td>
<td>South bound, from its junction with Liverpool Road to its junction with Harrison Street.</td>
</tr>
</tbody>
</table>

Appendix: B & C is attached to the TAP report.

RECOMMENDATION:

It is recommended that the objection to the proposal be over ruled and that the proposed one-way will keep the traffic flow in this residential area controlled in the same manner it has been since 2014. This has reduced the rat running issues that were an issue pre 2014, making the local environment quieter and safer with no recorded collisions occurring since the introduction of the temporary scheme.

The contra flow cycle facility on Roeke Street and Thorpe Street provides improved access for cyclists in the area.
KEY COUNCIL POLICIES: Local Transport Plan

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS:

A one way traffic order was considered to be the most feasible option to manage traffic flow in the area during extensive waste water improvement works. The proposal to make this a permanent arrangement follows consultations with the residents in the area.

Following TMU consultations, an exemption for cyclists on Rooke Street and Thorp Street has been included to improve cycling links. Appropriate road markings and traffic signs will be placed to inform road users of the restrictions.

ASSESSMENT OF RISK: None

The One-Way and contraflow cycle facility will be marked out in accordance with the Traffic Signs manual and Traffic Sign Regulations and General Directions.

Implementation of the restrictions will continue the reduced levels of rat running traffic in this residential area, contributing to a quieter and safer residential environment.

LEGAL IMPLICATIONS: N/A

When commissioning contracts for the procurement of goods, services or the execution of works, the Council must comply with the requirements of public procurement regulations and its Contractual Standing Orders (CSO’s) failing which the decision may be subject to legal challenge.

The report seeks approval for the instruction of Urban Vision Partnership Limited to introduce a traffic regulation order at Rooke Street and neighbouring streets as detailed in the report. In that regard, the Council will effectively appoint Urban Vision under the terms of the exclusivity arrangement with them contained in the Development Services Partnership Agreement. In any event, the value of the work does not exceed £10,000, for which CSO’s provide that an informal written quotation from 1 (or more) suitable person(s) or firm(s) is compliant.

A Traffic Regulation Order will be required to introduce the one way operation. This should not give rise to any particular legal implications provided the works and procedures are carried out in accordance with the relevant statutory requirements, which would include the consideration of any objections to the proposed TRO.

FINANCIAL IMPLICATIONS:

The temporary TRO, introduced in 2014, has been lapsed and the cost of the proposed permanent TRO for the scheme will be met by United Utilities.
The works to amend the scheme to allow contra flow cycling, as detailed within this report, will be funded from the Highways Block 3 Capital allocation for Made to Move Development Schemes, in the 2018/19 financial year.

Expenditure code: D00419 & D0276

PROCUREMENT IMPLICATIONS: Not Received any comments.

HR IMPLICATIONS: N/A

OTHER DIRECTORATES CONSULTED: None

CONTACT OFFICER: Yogeshwari Patel TEL NO: 0161 779 4857

WARDS TO WHICH REPORT RELATES: Barton, Eccles.
The Council of The City of Salford Proposes to Make The City of Salford (Rooke Street, Thorp Street, Lansdale Street and Gilbert Street, Eccles) (One Way Traffic and One Way Traffic Except Cycles) Order 2018

TRO Ref 2127 for the Rooke Street and other streets was legally advertised on 2nd August 2018 for 21 days.

TRO published on the public notices section of the website (as per the link below).


Plan of the proposal and site notice is attached.
Notice is hereby given that

The Council of the City of Salford proposes to make the CITY OF SALFORD (ROOKE STREET, THORP STREET, LANSDALE STREET AND GILBERT STREET, ECCLES) (ONE WAY TRAFFIC AND ONE WAY TRAFFIC EXCEPT CYCLES) ORDER 2018 under the Road Traffic Regulation Act 1984.

The effect of the Order will be to introduce:

One Way Traffic-
(i) Lansdale Street - South bound, from its junction with Liverpool Road to its junction with Reginald Street.
(ii) Gilbert Street - South bound, from its junction with Liverpool Road to its junction with Reginald Street.

One Way Traffic Except Cycles-
(i) Rooke Street - South bound, from its junction with Liverpool Road to its junction with Reginald Street.
(ii) Thorp Street - South bound, from its junction with Liverpool Road to its junction with Harrison Street.

Existing Orders are to be amended so as to be consistent with proposals.

A copy of the proposed Order, a plan of the area and statement of the Council's reasons for proposing to make the Order may be examined at Salford Civic Centre, Chorley Rd, Swinton, M27 5AS, 8.30am-4.30pm Mon-Fri.

Details can be viewed online at www.salford.gov.uk/parking-roads-and-travel/roads/traffic-orders/.

If you wish to object to the proposed Order you should send the grounds of your objection in writing to phlegal@manchester.gov.uk or

PO BOX 532, TOWN HALL, MANCHESTER, M60 2LA, by 24 August 2018

Quoting ref L/TGA/OUT1093/646

Dated: 2 August 2018 Ben Dolan, Strategic Director Place.
Dear Sir/Madam

Re: Objection to the Proposed One Way System  REF : L/TGA/OUT1093/646

With reference to the Notice placed on the lamppost at the south end of Rooke Street, Peel Green, Eccles dated 2nd August 2018 by Ben Dolan Strategic Director.

For some background to my objection I have enclosed copies of various communications between myself, United Utilities and Urban Vision which followed a meeting at my home on 5th March 2014. Attendees included myself, [redacted] and [redacted], United Utilities along with Urban Vision. The meeting was convened in response to my serious concerns over the works behind my home and the proposed ‘temporary’ One Way traffic system to alleviate the rat running situation as well as allowing access for the United Utilities works vehicles. The United Utilities works took around 3 years to complete and it was an extremely unpleasant time due to the close proximity. However, I mention this because of the relevance to the proposed ‘permanence’ of the One Way route.

As you can see from the attached correspondence I have spent many hours voicing my objections and I know I am not alone. Some of the residents have actually moved away as they were so fed up. I have neither the time nor the energy to repeat everything, hence the enclosures.

I would draw your attention especially to the penultimate paragraph in letter dated 20th March 2014. The only so called ‘further consultation ‘referred to was a postcard type notice put through the letterbox from United Utilities after completion of their works asking for ‘comments’. Needless to say I again responded, repeating everything. There has been no further communication. I must add that I was also assured by Councillor [redacted] that further consultation would take place before anything was made permanent.

I see that cycles will be allowed to travel both ways in the proposed outline. There are numerous motorbikes and motor scooters travelling up and down the street regularly. Many vehicles ignore the One Way system anyway. It almost seems that only the residents of Rooke Street observe the signs. I have many times come up against cars/vans going the wrong way, at speed and they just shout abuse when told it is One Way. The culprits will continue to use the street despite signage. Only a camera at the Liverpool Road end of the street near the phone box will capture these people (as well as the individuals who leave masses of rubbish and bin bags every day near the phone box – leaving wheelie bins there all the time encouraging what is a ‘fly tipping’ scenario). Any fines would pay for camera observations. There should also be bollards on the left hand side of the street at its junction with Liverpool Road so as to remind the ignorant drivers that they should not be there.

An acknowledgement to my correspondence would be appreciated.

Yours faithfully
From:   
To:  
Sent: 13 March 2014 01:19
Attach: Scan.pdf; Scan2.pdf
Subject: Rooke Street proposed one way system
Dear

Further to our telephone conversation yesterday, Wednesday 12th March, as promised, please find attachments:-

1. Page 1 of 2 of a list of signatures of residents of Rooke Street expressing their objections to the proposed one way system and 3 main concerns. At present I have obtained 28 signatures, I still have some people to contact. There are 30 houses in the Street. I must add that all of the people I have spoken to mentioned that they have had a 'near miss accident' or find it too dangerous trying to turn right into the street (the proposed one way scenario), myself included. I had a visitor today who expressed the same view and explained in order to avoid a collision, he had to carry on and turn into the next street due to the close proximity of the vehicle behind coming from the roundabout which made it too dangerous to stop. As the next 2 streets are also proposed one way systems, there will be no other option.

I am very disappointed to hear that Urban Vision dispute the very real safety concerns of the residents of Rooke Street, there will undoubtedly be an accident at that junction and at the very least, the area will be gridlocked. As for Urban Vision saying they were satisfied with the safety aspect, my neighbours and I would like detail of how they arrived at that conclusion and whether they actually have experienced the action in traffic, not once, or just on paper, but a variety of times during the day(s). We find this hard to believe. Even a yellow 'keep clear' box would mean you still have to stop your vehicle in a precarious position in the road. This is even more difficult if you approach from the M60 sliproad.

2. Urban Vision ‘option 3’ road closure. - this was the bollards option which my understanding and that of my neighbours, was the preferred option when this situation was raised and put to the residents of the estate last year. This would have been a fairer option for all concerned and resolving the rat running situation which occurs 4-7pm Mon-Fri. I believe this has now been subsequently rejected due to the United Utilities lorries requiring access to/from the rear of Rooke Street for the major construction about to unfold behind our homes. Surely, as we already have to grit our teeth for the forthcoming nightmare of noise, dirt, disturbance, potential property damage and devaluation (who would want to buy a house in Rooke Street with all of this to contend with, and now to add to the misery, a one way system!) Perhaps the lorries could compromise their route?

As I mentioned during our meeting at my home on Wednesday 5th March, I intend to write to Operations Director, Urban Vision with copies to CEO United Utilities, MP, and also the Democratic Services Manager Salford City Council and the Media. I want them all to know that when, not if, an accident occurs, they were made aware of our concerns well in advance. I notice that Salford City Council’s mission statement is "to create the best possible quality of life for the people of Salford".

I appreciate your time and effort in helping to explore this difficult situation and would be grateful if you could please pass on my comments and attachments to and appropriate colleagues at Urban Vision. I can only hope that common sense will prevail before a tragic accident happens.

With regards

13/03/2014
From the Residents of Rooke Street, Peel Green, Eccles

Objection to the proposed one way route into Rooke Street (from Liverpool Road).

- It is already too dangerous to wait in traffic coming out of the roundabout to have to turn right into Rooke Street. It would be more so if there were more than one vehicle, or large vehicle turning. A one way system would mean residents and visitors would have no other option to access their property.
- A one way system would also mean that should the right turning be missed, it would take a number of manoeuvres much further down into Peel Green to be facing the other way in order to reapproach the turning into Rooke Street.
- Whilst it is clear that a solution needs to be found to the ‘rat running’ situation which occurs around 4-7pm Monday to Friday, a one way system would inconvenience residents 24hrs a day, every day.

<table>
<thead>
<tr>
<th>House No</th>
<th>Signatures</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(2 signatures)</td>
</tr>
</tbody>
</table>

Page 1 of 2.

This page petitioned 6 signatures.
From the Residents of Rooke Street, Peel Green, Eccles

**Objection to the proposed one way route into Rooke Street (from Liverpool Road).**

- It is already **too dangerous** to wait in traffic coming out of the roundabout to have to turn right into Rooke Street. It would be more so if there were more than one vehicle, or large vehicle turning. A one way system would mean residents and visitors would have **no other** option to access their property.
- A one way system would also mean that should the right turning be missed, it would take a number of manoeuvres much further down into Peel Green to be facing the other way in order to reapproach the turning into Rooke Street.
- Whilst it is clear that a solution needs to be found to the ‘rat running’ situation which occurs around 4-7pm Monday to Friday, a one way system would inconvenience residents 24hrs a day, every day.

<table>
<thead>
<tr>
<th>House No</th>
<th>Signatures</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(2 signatures)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Page 2 of 2

This page have **14** signatures.
As requested, please find attached the second page of signatures. As you can see, over the 2 pages, there is a total of 140 signatures of Rooke Street residents with objections to the one way system. I still have not managed to speak with everyone, as it is difficult to catch people at home, which I am sure you will agree from the time you tried a similar exercise. However, without exception, all those I did speak to were more than happy to add their name. Some explained that they had telephoned to express their concerns but felt it was too late and were glad that I had taken steps to reiterate the seriousness of the situation, in particular the safety issues as previously mentioned.

Having thought of little else lately and wracked my brain for a solution, I wonder if this suggestion helps - My understanding is that the preferred 3 axle bollard option (previously attached) was rejected as the United Utilities lorries need access to what would be at least one of the 'closed off' routes. I assume they would be using Thorp St or Tindall St. Could the routes they intend to use have a barrier at that point instead of bollards, which would only be able to be opened by United Utilities lorry drivers. Everyone on the 'estates' will be inconvenienced at some time or another, depending on which direction they approach their own street and would be a way of dealing with the rat running situation at the same time. This would surely be a fair compromise for all.

Please let me know if this has already been suggested.

With regards

--- Original Message ---
From: 
To: 
Cc: 
Sent: Monday, March 17, 2014 7:41 AM
Subject: Rooke Street proposed one way system

Good morning,

Thank you for your email.

I have a meeting with Urban Vision this week and during this meeting I will be discussing your concerns.

The first email that was sent to me had two attachments, not three. Could you please email me the second page of the residents signatures if it isn't too much trouble?

Thank you very much in advance.

Kind regards

Senior Customer Experience Coordinator
Telephone: 01925
Mobile:
Email:

---
From: 
Sent: 16 March 2014 21:24
To: 
Subject: Rooke Street proposed one way system

Dear,

Further to my email of 13th March, I look forward to receiving the letter you mentioned from Urban Vision.

In the meantime, I would be grateful if you could please run the following scenarios by the appropriate decision makers at Urban Vision. Perhaps they can include a response in the letter. These are events which occurred in the last 2 days. I am now looking at things with a view to what the outcome would be had the one way system been in operation. It would be helpful to know whether these have been thought of - I am sure there will be more.

1. As usual, the street was full of parked cars and an ambulance arrived at one of the houses, the crew

17/03/2014
had no option but to leave the vehicle in the centre of the road whilst they went into the house to attend the emergency. As the street was then blocked - if a resident/visitor to the properties in the street had already committed to the one way turn into the street, they would have not been able to turn around (2 point turn) so they would effectively be going the wrong way in a one way street. The same scenario would be the case if a removal van was parked in the road or a delivery van with for example white goods requiring installation etc. It is unreasonable and unacceptable to expect us to sit in the street, possibly yards from our front door and unable to leave or move our own vehicles for what could be a considerable amount of time.

2. Safety issue - Emergency vehicles (police and ambulance on this occasion, though could have been a fire engine) came flying around the roundabout towards Eccles. Should one, or worse 2 vehicles have been ‘waving’ to turn right into the one way system, they would not have stood a chance. The road is NOT wide enough to allow this as the only access to the street and it is worse when both the oncoming lanes are full. There are a number of mothers in the street with very small children who of course tend to be in car seats in the rear of a vehicle. It does not bear thinking about.

3. On match days (A J Bell Rugby Stadium), despite ‘Residents Parking only’ signs, there are people coming, taxis and various vehicles parked with obviously occupiers heading to the Stadium. If this was a one way system, I realize it would not stop this, but would in effect mean that an already difficult street as far as parking is concerned would mean again, once a resident/visitor has committed to turning into the street and unable to park would have to carry on towards Peel Green Road direction, instead of being able to go around the block or the top of the street to turn around. This will inevitably create a parking issue for the likes of Reginald Street especially. Also, when trying to access Rosie Street from the Peel Green Road direction, instead of sitting in the traffic waiting to go on around the houses onto Liverpool Road to access the one way route into the street, it is obvious that Rosie Street residents will end up parking on Reginald Street as that will be the nearest location to our properties. This in itself will no doubt cause a further problem as the United Utilities lorries will be using that route.

As far as I can see, the only benefit to the one way system is to stop the red running 4-7pm Mon-Fri. The items above are just some of the consequences which the residents of Rosie Street will suffer as well as create a parking issue for the other streets close by (Reginald St in particular).

With regards

The information contained in this e-mail is intended only for the individual to whom it is addressed. It may contain legally privileged or confidential information or otherwise be exempt from disclosure. If you have received this message in error or there are any problems, please notify the sender immediately and delete the message from your computer. You must not use, disclose, copy or alter this message for any unauthorized purpose. Neither United Utilities Group PLC nor any of its subsidiaries will be liable for any direct, special, indirect or consequential damage as a result of any virus being passed on, or arising from the alteration of the contents of this message by a third party.

United Utilities Group PLC, Rawswater House, Langley Hare Business Park, Langley Green Avenue, Great Sankey, Warrington, WA3 3LF
Registered in England and Wales. Registered No 6559020
www.unitedutilities.com
www.unitedutilities.com/subsidiaries

17/03/2014
Date 20.3.14

Subject: OBJECTION TO THE ONE WAY SYSTEM ON ROOKE STREET

Dear,

I am writing in response to your objections and the subsequent petition supplied in reference to the proposed one way system from the A57 Liverpool Road turning right into Rooke Street.

Firstly please accept my apologies for the delay in my response this was due to further discussions and consultations with both United Utilities (UU) and local councillors.

Having had the opportunity to review the information you kindly supplied regarding your concerns accessing Rooke Street, I have to inform you that following an internal investigation, discussions with United Utilities, the planning department and local councillors, that it is the intention to introduce the one way system as originally proposed.

I understand that you will be disappointed however the rationale for reaching this decision is based on a number of factors.

Not least that a full consultation was carried out by (UU) with all residents within the estate in which you reside, as part of this consultation stage (UU) also held a number of road shows to inform the local residents of what could be expected during the construction of the ‘Unsatisfactory Intermittent Discharge’ (U.I.D.) scheme, this included the proposed traffic regulations which are due to be implemented.

Whilst I understand and sympathise that you feel it unsafe to turn right from the A57 Liverpool Road into Rooke Street, I can only advise that the newly signalised roundabout has not impacted on the access to Rooke Street with regard to any physical measures suffice to say that you may be experiencing some queuing past the access that may not have been previously experienced especially during peak periods due to vehicles waiting at the signals whilst on the red phase.

As part of the implementation of the one way system I have instructed (UU) to install a box junction at the entrance to Rooke Street thereby allowing for easier access if however you still feel it unsafe to make this turn can I suggest that you utilise Peel Green Road in which to turn around and approach Rooke Street from the east thereby turning left into Rooke Street, this should aid to address your concerns.

I understand that it may be inconvenient to carry out this additional manoeuvre however I would ask that you consider the request in the event that you still feel it unsafe to turn right into Rooke Street.
I assure you that both (UU) & (UV) will continue to monitor the situation locally throughout the (U.I.D.) project especially Roeke Street and of course there will be a further consultation carried out across the estate prior to completion of the project with regard to the one way system.

I understand that this is not the answer you had hoped for however if we can be of any further assistance in the future please do not hesitate to contact us.

Yours sincerely

Traffic Management

Urban Vision Partnership Ltd
Dear

Thank you for your emails of 13 and 16 March 2014, which included a petition signed by you and your neighbours. I'm sorry to hear the proposed one-way system is causing you concern and, while we cannot make any changes to this proposal, I would like to explain the process we have undertaken with Urban Vision to find the safest possible solution.

Before our sewer improvement plans had started Urban Vision was already planning a scheme to tackle 'rat-running' in the area which involved putting bollards on Tindall Street, Thorp Street and Harrison Street. These bollards would have meant that the only route available for our construction traffic to access our work site would have been along narrow roads such as Roeke Street.

We worked with Urban Vision and Salford Council to agree an alternative. Whilst the main concern is to reduce the 'rat running', any plans must also take into account our construction traffic and access needs. The group agreed to consider creating a one-way system involving Roeke St, Lansdale St, Gilbert St and Thorp St. We worked closely with our designers to ensure that the proposals were safe for all road users and residents in the area. We also carried out consultations and the majority of residents were shown to be in favour of the proposals.

I appreciate that this would mean that you will no longer be able to access your home from the Reginald Street end to the south. Unfortunately, this is an inevitable consequence of the proposals. As the proposals have been accepted by all parties including Urban Vision, Salford Council officers, councillors and design engineers, we are satisfied that this will not cause any additional road safety problems. The right turn from Liverpool Road to Roeke Street has been in place for some time. I note your neighbours have experienced some problems with this turning in the past, however, the health and safety review has not highlighted any flaws in the current or proposed layout.

With regards to your concerns about emergency services, vehicles currently park on both sides of the carriageway as would also be the case if a one-way system were introduced. In the scenario you suggested, an ambulance would have no option but to park in the centre of the carriageway however, it should also be noted that the ambulance would be facing the same direction of travel as all of the other vehicles parked on Roeke Street and would not have to compete with oncoming traffic.

Furthermore, an emergency vehicle is permitted to go against traffic flow in exceptional circumstances and could manoeuvre to a more appropriate position to allow for residential parking. The point of a one-way system is for vehicles to follow a signed route and therefore

Please beware of bogus callers. Always ask for identification.
we would not expect a vehicle to carry out a three point turn in the street. Drivers should wait until the emergency vehicle has found an alternative place to park, however I would hope that it would be a rare occasion for an emergency vehicle to attend Roeke Street in the first instance.

Apart from one Keep Left arrow, the right turn facility into Roeke Street from Liverpool Road has not been altered. This remains as was prior to the signalisation of the roundabout. Historically, turning right crossing the path of oncoming vehicles in a built up environment has always been a little problematic, however if in doubt a motorist should find an alternative area in which to turn around and make a left hand turn. There is this facility approximately 400 metres from Roeke Street. Furthermore, we will be putting in place a box junction onto the A57 fronting Roeke Street to aid with keeping the entrance clear.

I do appreciate your concerns regarding match days. When a match takes place at the stadium, if motorists are abusing the one-way system this should be reported to Greater Manchester Police who will take any necessary enforcement action.

Planning permission has now been granted following a lot of consultation, meetings, road shows, door-knocking exercises etc. Unfortunately, we can no longer reasonably hold up these works for further consultation and whilst we sympathise with your concerns, we are unable to consider any other option in this instance. The experts and stakeholders involved in this planning process have deemed that the one-way system is safe and it is on this basis that we have been given permission to proceed.

I am sorry if this is not the answer you were hoping for but I hope this has helped to allay your concerns.

Yours sincerely

Yours faithfully

Project Co-ordinator

Please beware of bogus callers. Always ask for identification.
Traffic Management
Urban Vision Partnership Ltd
8th floor Emerson House
Albert Street
Eccles M30 7BE

24th March 2014

Dear

Re: Objection to the One way system on Rooke Street

Thank you for your letter dated 20th March. Needless to say, I am very disappointed at the decision to continue with the proposed one way system in Rooke Street.

Please find attached a copy of a letter I have sent to United Utilities for information. As you can see there are two points which are appropriate for me to raise with you.

Firstly, with reference to you also suggesting the utilisation of Peel Green Road for a possible turn around point. Do you mean turning right at the traffic lights to go around the back of the new cafe near the bus stop. I am sure there was a no right turn signpost at that point, you were expected to do a right just after the Unicorn pub. If this is so, one would have to perform a 3 point turn on Harrison Street as I point out in the attached copy letter, or am I missing something? Not a great idea at busy times to drive past a potentially long line of traffic on Liverpool Road to turn around to get on the end of it. You would have to turn around on Harrison Street as of course Thorp and Lansdale are changing to one way as well, unless that decision has changed, which means we still have no option but to get back onto Liverpool Road to gain access to Rooke Street. Over 18 months, I wonder how many extra miles we will be travelling, especially when heading towards the motorway from Rooke Street.

Also referring to the attached copy letter, I would hope that a fairer 'consultation' takes place at the end of the United Utilities construction works and not acted upon the preferences of people who are unaffected.

Yours sincerely
Rooke Street

Peel Green

Eccles M30 7BZ

Project Co-ordinator

United Utilities Water PLC

P O Box

Warrington WA55 1SE  

24 March 2014

Dear ,

Re: Project No 80023696 - (Rooke Street , Peel Green, Eccles)

Referring to your letter dated 21st March. I am extremely disappointed that the decision has been made to continue with the one way system into Rokee Street. Despite the meeting at my house at the beginning of the month and subsequent emails, I feel that some of the concerns I raised have not been understood.

I realise that the rat running situation was a problem that Urban Vision had already been asked to solve and you became involved because of the access you require for the major construction works at the rear of my house (Rooke Street). You mention the bollard option, which I believe was the preferred option when the ‘consultations’ took place, this I understand was rejected as it would impede access for the United Utilities lorries. So much for a ‘consultation’. However, no reference to my suggestion of a combined bollard/barrier option. I understand from my conversation with that the bollards and one barrier for your lorries’ access was rejected as the barrier would be a more permanent structure? 18 months isn’t exactly a short amount of time and it could well end up permanent. This as I have said would be the fairest option for all concerned. It seems that the decision has been taken on what is easiest for United Utilities and Urban Vision with little regard for residents who actually live in the street and not in the surrounding area (estate). I would never expect my opinion to be prioritised on a decision about Peel Green Road area when it affects peoples’ lives when in fact the reverse is likely to happen. The proposed follow up ‘consultation’ will no doubt include the opinions of those living on the so called estate, they will definitely be happy for the one way system to become permanent as it will not affect 90% of them in the same way. The decision whether to make it permanent or not should sit with the people of Rokee Street surely and perhaps a bollard option considered then to ensure the rat running situation remains under control. I will obviously also take this up in my response letter to , Urban Vision.
As for the safety issue of turning right into Rooke Street from the roundabout. There has not been any significant issues so far because it has not been our only option, we as residents and visitors to Rooke Street currently have alternatives. Any incident, however small a collision will gridlock the area and mean that residents/visitors will not be able to access the street at all! Those in attendance at the meeting who agreed to the one way system should accept responsibility for any incidents that will happen. There was no suggestion from me at any point that I, nor any residents are less than confident drivers with regard to making the manoeuvre. However, we are not responsible for the speed and control of the traffic from the rear when we have no alternative for access. As for your suggestion to drive further down the road to turn around some 400 meters down the road, have you tried this? (I will also take this up with Urban Vision), if you do turn right into Peel Green Road, this would then mean having to turn right into Harrison Street, do a 3 point turn to come back on to Peel Green Road etc. Likewise another waste of petrol would be if a Rooke Street resident needed to go in the Irlam or motorway direction, we would have to drive to Peel Green Road, (opposite direction), virtually drive in a wide circle to end up effectively a few metres from your own front door at the bottom of the street – ridiculous.

I appreciate you are looking at the results of a ‘consultation’ although that was carried out last year and some occupants of the street have changed. One thought it was an exercise which would only last for a month. A number of people who signed the petition said they had not been party to any consultation. Some had initially agreed with the one way system until they had realised the consequences and therefore added their names. The opinions of the majority of the people who will be affected seem to count for very little.

With regard to paragraph 5 in your letter in response to my highlighted scenario of an ambulance parked in the middle of the street as it was unable to park, I think you have misunderstood what my point is. It is irrelevant what type of vehicle was blocking the road, it could have been a removal lorry etc. my point was that once committed to turning in the street from Liverpool Road, there would not be an option to turn around if it were one way. You would have to sit there yards from your front door for an undetermined amount of time, both unreasonable and unacceptable.

I do however appreciate yours and this time and efforts in trying to bring this to a satisfactory conclusion for all. However, it seems that the residents of Rooke Street will have to put up with one thing after another and do all the compromising whether we like it or not.

For your information I have also written to Councillors.

Yours sincerely
Re: Rooke Street, Peel Green, Eccles – Temporary one way system

Although the temp. one way system in Rooke Street has helped the tea time rat run situation, there are still vehicles ignoring the signs at all times of the day/night. This is very frustrating for the residents who are having to detour a ridiculous ‘maze type’ route via Peel Green Road /Liverpool Road when needing to travel in Irlam/M60 direction. It regularly means sitting at the back of traffic past your original starting point! It can also be very dangerous when emerging onto Peel Green Road due to lack of clear visibility past the parked vehicles. The best thing to come out of this was the yellow box at the Liverpool Rd/Rooke St junction. – Again not always observed by some drivers but proves invaluable from a safety aspect. This box should have been in place anyway. Before the temp system was in place, residents were canvassed about the situation and majority preference for a solution to the tea time rat run problem was the installation of bollards at strategic points (see attached) which would create a fairer travelling option to all those in the streets close by and not just sacrificing the ‘freedom’ of residents of Rooke Street which is a unique situation despite other streets being temp designated one way. - They do have alternative access to their properties via parallel streets. I really hope that an alternative option can be provided. – Should the one way system remain a permanent fixture it would make sense to install a camera at the phone box end of the street to capture and fine the persistent offenders who shout verbal abuse to anyone pointing out they are going the wrong way!

( July 2016)

This is my "comments" response to the postcard request from United Utilities following works completion.