

TRAFFORD METROPOLITAN BOROUGH COUNCIL

Report to: Executive Member for Environment, Air Quality and Climate Change
Date: August 2018
Report for: Approval
Report of: Principal Engineer, Traffic and Transportation, One Trafford.

Report Title

**CORNHILL AVENUE, URMSTON
Proposed One Way Traffic Regulation Order and Gap Close on Moorside Road
CONSIDERATION OF OBJECTIONS**

Summary

The Council received a number of complaints concerning road safety along Cornhill Avenue in particular in relation to the use of the road as a short-cut between Moorside Road and Cornhill Road. A proposal to introduce a one way Traffic Regulation Order running in a northerly direction on Cornhill Avenue from its junction with Moorside Road and to permanently close the central reservation gap on Moorside Road was approved in March 2017 and formally advertised in April/May 2017. In response, a total of 15 objections were received. Three of the residents objected to the introduction of a one way system and nine residents objected to the proposed gap closure on Moorside Road. Six of the submissions received expressed their support for the full scheme with a further five of the respondents that objected to the gap closure expressing their support to a one way system to prevent unnecessary use of Cornhill Avenue as a cut-through. Some residents have made further requests for parking restrictions to be introduced on the Cornhill Avenue/Cornhill Road junction.

The Council has given careful consideration to the objections received. All relevant matters referred to by the objecting residents have been taken into account and the Council concludes that the objections should be overruled in the interests of the effective management and regulation of the highway network and that, consequently, the proposal should be implemented as advertised, as shown on drawing **No.CO00105095-C-01A** and as described in the Schedule 1 to this report.

Recommendations

Approval is sought to the following:

- 1) That the results of the consultation be noted.
- 2) That following careful consideration of the objections and comments received, authorisation be given to make and introduce the Traffic Regulation Order as detailed in Schedule 1, as advertised, and as shown on drawing **CO00105095-C-01A** within this report, as soon as is practicable.
- 3) That the objectors are notified of this decision.

Contact person for further information:

Name: Kevan Ward
Telephone No: 0161 672 6535
Project file: None

1.0 BACKGROUND

- 1.1 Safety concerns and general complaints regarding traffic volume have been received from Cornhill Avenue residents over a number of years as drivers use the road as a 'rat run' between Cornhill Road and Moorside Road. Additionally it is alleged that these vehicles travel at high speeds along this residential road.
- 1.2 Moorside Road features a wide central reservation with a gap/opening opposite its junction with Cornhill Avenue. It has been determined that this gap is a significant contributor to the traffic levels on Cornhill Avenue from vehicles turning right from Moorside Road and using it as a rat run to avoid queueing at the nearby roundabout, Curzon Circle, at the junction of Moorside Road, Bowfell Road, Princess Road and Cornhill Road.
- 1.3 The central reservation gap on Moorside Road has been the location of one reported collision in the last three years, involving two vehicles turning, which resulted in an injury to the driver. The gap has been determined to be an unnecessary hazard as the alternative, safer route is only 300m further.

- 1.4 Further hazards are also present on the junction of Cornhill Avenue with Cornhill Road/Moorlands Avenue. The junction is positioned on the blind bend of Cornhill Road where vehicles can often be seen using Cornhill Avenue as a short cut to Moorside Road. During a site visit vehicles were observed making this manoeuvre without slowing to an appropriate speed. This was also reported as a problem by a local resident at the time of the site visit. Vehicles travelling at inappropriate speed can lead to difficulty for residents turning out of Moorlands Avenue. This issue was highlighted as the major problem by multiple residents during the consultation period.
- 1.5 During a site survey of Cornhill Avenue, two informal vehicle counts were recorded during daytime off-peak hours. The first count recorded six vehicles using Cornhill Avenue as a short cut and the second count found seven, both were recorded over a five minute interval. This equates to some 72 to 84 vehicles per hour. Due to the residential nature of the road, the count figures recorded should be considered to be significantly high and at an inappropriate level.
- 1.6 A proposal was submitted along with comments from key stakeholders and approved by the Director of Growth and Regulatory Services under delegated powers, to advertise the intention to make/amend the associated Traffic Regulation Order, which was formally advertised on 20th April 2017.
- 1.7 In addition to the formal advertisement, residents in the immediate vicinity of the proposal received a letter explaining the consultation process, indicating where to view the full proposal, and also containing a plan illustrating the scheme. Comments were required to be received no later than Thursday 11th May 2017.

2.0 CONSIDERATION OF OBJECTIONS

- 2.1 In response to the consultation, a total of 15 responses were received, of which:
- Three of the respondents objected to the full proposal of both a one way system on Cornhill Avenue and to the closure of the central reservation gap.
 - Six residents offered their support for the proposed one way system however objected to the closure of the central reservation gap.

- Six residents offered their full support to the scheme with some suggesting parking restrictions are implemented to increase road safety.

2.2 A summary of the submissions and the council's response is provided in Appendix A of this report.

2.3 Objections to the one-way proposal

2.3.1 Two residents object to the scheme primarily due to the introduction of the one-way system as it will force residents of Moorlands Avenue to turn right out of their street onto Cornhill Road. Both the residents believe this is not a safe solution as visibility is often restricted by parked vehicles in particular, commercial vehicles and visitors to the clinic. One of the residents states that they would have to cross five lanes of traffic when exiting Moorlands Avenue and offers alternative options to the partial one way of Cornhill Avenue such as the making the full extent one way or closing the central reservation but keeping Cornhill Avenue two way.

2.3.2 All options to improve safety on Cornhill Avenue have been considered by the Council and engineers in order to provide the safest solution to the current traffic problems, the partial one-way system with gap closure has been chosen as it is the safest option to both road users and pedestrians. The right turn from Moorlands Avenue into Cornhill Road has been determined to be a safe manoeuvre as the key danger route (south on Cornhill Road into Cornhill Avenue) has been eliminated, any traffic proceeding into Cornhill Avenue to access either the clinic or Moorlands Avenue will do so at considerably low speed, therefore not cause difficulties to drivers exiting Moorlands Avenue.

2.3.3 The third objector to the one-way proposal believes that a better alternative would be to close Cornhill Avenue by turning it into a cul-de-sac as the gap on Moorside Road would be able to safely remain open.

2.3.4 Although the closure of Cornhill Avenue would solve the current safety concerns and reduce the volume of traffic on Cornhill Avenue it would add considerable travel time on to 35+ local residents as well as forcing many of them to turn right from Cornhill Road into Cornhill Avenue, this has been highlighted as a dangerous manoeuvre due to the road layout and lack of visibility.

2.4 Objections to the closure of the Moorside Road central reservation gap

- 2.4.1 A total of 9 objections were received to the closure of the central reservation gap on Moorside Road. Three of the residents mention that the closure would force residents to use the Curzon roundabout, which would be adding to the existing “congested” traffic levels.
- 2.4.2 Existing traffic levels at the Curzon roundabout are what is expected for the location, therefore the Council has decided that the increase from residents use would not add significant traffic and therefore does not outweigh the benefits of the increase in safety on Cornhill Avenue/Moorside Road.
- 2.4.3 Two residents of Moorlands Avenue mentioned that they would have to travel back on themselves or have to turn right on the blind bend of Cornhill Road into Cornhill Avenue to access their road. Another two respondents mentioned that as a result of the closure traffic would increase on Cornhill Road which they explain is an existing dangerous route due to speeding vehicles.
- 2.4.4 The closure of the gap on Moorside Road would prevent road users from the misuse of Cornhill Avenue as a short cut therefore resolving the safety concerns that the scheme is set out to achieve. Cornhill Road is a more suitable route for road users in comparison to the narrower residential Cornhill Avenue. The use of a central reservation gap and manoeuvring across a live lane of traffic to access Cornhill Avenue and to then exit onto Cornhill Road holds a much higher potential for collisions in comparison to using the Curzon roundabout and Cornhill Road.
- 2.4.5 One resident of Moorside Road states that the closure will promote the use of dangerous U-turns and would add ¼ mile to their journey if travelling from a south west direction. The objector mentions that on top of the inconvenience to their journey it will also force them to use the more dangerous Hayeswater Road junction to access their property.
- 2.4.6 The Council understands that the closure of the central reservation will cause a change to local resident’s journeys, this is often the case with most schemes implemented and seeks residents to understand that the proposals are to promote safety within the local area.
- 2.4.6 The final objector to the closure of the central reservation gap states that there will be no benefit to residents of Moorlands Avenue and Cornhill Avenue.

2.4.7 The Council is acting after receiving a number of complaints concerning road safety along Cornhill Avenue in particular in relation to the use of the road as a short-cut between Moorside Road and Cornhill Road. The closure of the gap will achieve this goal and increase safety dramatically, this view is shared by the Council and 6 residents that have expressed their support in the scheme.

2.5 Expressions of support

2.5.1 Six of the residents' support both the one-way system and closure of the central reservation gap. The residents are thankful for the work the Council is doing to improve the safety of the road and stop vehicles entering Cornhill Avenue at "inappropriate speeds".

3.0 **CONSIDERATION OF RESPONSES WITH REQUESTS FOR ADDITIONAL RESTRICTIONS:**

3.1 One resident does not oppose the plans but would like Trafford Council to introduce parking restrictions on Cornhill Road on the approach to Cornhill Avenue. This opinion is also shared by a number of objectors who have made the same request due to commercial vehicles and visitors to the clinic parking around the junction which is obstructing the view of road users.

3.2 The Council now understands that there is a problem with visibility at the Cornhill Avenue/Cornhill Road junction because of parking. Introducing the one-way traffic flow will significantly reduce the risk of collision as it removes the straight-ahead movement into Cornhill Avenue from Cornhill Road, however there will be continued monitoring during and after the works are completed and further measures will be introduced if considered necessary.

4.0 **COMMENTS**

4.1 **Chief Constable's View:** No objections from GMP

4.2 **Chief Fire Officer's View:** No comments received

4.3 **Transport for Greater Manchester's View:** No comments received

4.4 **Ambulance Services' View:** No objections to the proposals

4.5 **Hackney Carriage Driver / Operator Representative's View:** No comments received

4.6 Ward Members' Comments:

Councillor Mrs Reilly - I am happy to agree the report.

Councillor Reilly - Fully support the recommendations within the report.

Councillor Shaw – I am happy to support the report.

5.0 CONCLUSIONS

5.1 All relevant matters referred to by the objectors have been taken into account and it is concluded that the objections should be overruled and the proposal should be implemented as advertised.

5.2 It is therefore recommended that authorisation be given to make and introduce the Traffic Regulation Order as detailed in Schedule 1 to this report and as shown on drawing **CO00201095-C-01** as soon as is practicable.

5.3 It is also recommended that the objectors be informed of this decision.

6.0 SCHEDULE

PROPOSED ONE-WAY TRAFFIC FLOW

Road	From	To	Direction of traffic
Cornhill Avenue, Urmston	Its junction with Moorside Road	Its junction with Moorlands Avenue	In that direction (a northerly direction)

Relationship to Policy Framework/Corporate Priorities	none
Financial	The cost of introducing the proposals, estimated to be £20,000, is to be funded from the 2017/18 Integrated Transport Capital budget. (9264165)
Legal Implications:	The proposed Traffic Regulation Order is being progressed in accordance with the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations & General Directions 2016 and if implemented will be enforced by Greater Manchester Police or be self-enforcing.
Equality/Diversity Implications	none
Sustainability Implications	none
Staffing/E-Government/Asset Management Implications	none
Risk Management Implications	Risk of challenge to the High Court is low.
Health and Safety Implications	Improvements to the highway network will improve safety for all road users.

Other Options

The non-implementation of the proposals to which objections have been raised would be detrimental to resident amenity and highway safety.

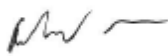
Consultation

In addition to the statutory advertising the proposals have been the subject of direct consultation with all affected frontages and with local ward councillors. The consultation was also posted on-line during the consultation period.

Reasons for Recommendation

To enable the proposed Traffic Order and gap closure to be introduced and enforced, in the interests of highway safety and to enhance resident amenity.

Finance Officer Clearance **MCJH** (Mark Hughes for Technical Finance Manager)
Legal Officer Clearance **CK** (Claire Kefford - Legal Services)



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CORPORATE DIRECTOR OF PLACE
(electronic)

To confirm that the Financial and Legal Implications have been considered.

Ward: Davyhulme West	1276 (02/18)
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APPENDIX A

ROAD	LOG	OBJECTS	SUPPORTS	NATURE OF OBJECTION	COUNCIL'S RESPONSE
Cornhill Road	CHA-01	No	Yes- with conditions	<p>The resident does not oppose the proposals but would like Trafford Council to consider introducing parking restrictions on Cornhill Road on the approach to Cornhill Avenue as many households have 4+ vehicles including commercial vehicles that are parked on the road, often causing obstruction to road users. The road is a busy two-way bus route that is often obstructed to the point where it is not wide enough for two way vehicles to pass.</p> <p>Considered as an objection</p>	<p>The Council understands that there is a problem with visibility at the Cornhill Avenue/Cornhill Road junction because of parking. Introducing the one-way traffic flow will significantly reduce the risk of collision as it removes the straight-ahead movement into Cornhill Avenue from Cornhill Road, however there will be continued monitoring during and after the works are completed and further measures will be introduced if considered necessary. Although a proportion of traffic will be re-routed to Cornhill Road as a result of the proposals, it is a more suitable route for vehicles to take rather than using Cornhill Avenue as a short cut.</p> <p>Recommended to overrule as an objection</p>
1 Moorlands Avenue	CHA-02	Yes	No	<p>The resident objects on the grounds that the proposal will not be safe for residents of Moorlands Avenue as traffic from Cornhill Road will still be travelling fast and residents will be forced to turn right rather than turn left down Cornhill Avenue. The objector states that there is an issue with parking on both sides of the junction especially during meetings at the clinic which is causing obstruction and blocking the view when</p>	<p>All vehicles entering Cornhill Avenue from Moorside Road will be doing so to access either the local clinic or Moorlands Avenue, traffic that previously used Cornhill Avenue as a short cut by speeding through the junction sometimes without indication will now be eliminated, therefore making the exit from Moorlands Avenue safe to do so. The Council understands that that there is a problem with visibility at the Cornhill</p>

				<p>exiting the junction.</p> <p>Considered as an objection</p>	<p>Avenue/Cornhill Road junction because of parking. The junction will be monitored during and after the works and further measures will be introduced if considered necessary.</p> <p>Recommended to overrule as an objection</p>
Anonymous	CHA-03	Yes – gap closure	Yes – one-way system	<p>The resident states that they are not opposing the one-way system but are objecting to the proposal to close the central reservation gap on Moorside Road, this is due to a number of reasons. Residents of Moorlands Avenue will be forced to drive past the existing turning and either travel back on themselves which will increase journey time or travel along Cornhill Road and turn right on the blind bend into Moorlands Avenue which is unacceptable. The resident also feels that parking restrictions on the Cornhill Avenue/Road junction are required to prevent visitors to the clinic parking their cars on and around the junction causing visibility issues for those turning right out of Moorlands Avenue. The resident also believes that making the full extent of Cornhill Avenue one way would be a better and safer option.</p> <p>Considered as an objection</p>	<p>The closure of the gap on Moorside Road would prevent road users from the misuse of Cornhill Avenue as a short cut therefore resolving the safety concerns that the scheme is set out to achieve. Cornhill Road is a more suitable route for road users in comparison to the narrower residential Cornhill Avenue. The use of a central reservation gap and manoeuvring across a live lane of traffic to access Cornhill Avenue and to then exit onto Cornhill Road holds a much higher potential for collisions in comparison to using the Curzon roundabout and Cornhill Road.</p> <p>The Council understands that that there is a problem with visibility at the Cornhill Avenue/Cornhill Road junction because of parking. The junction will be monitored during and after the works and further measures will be introduced if considered necessary.</p> <p>All options to improve safety on Cornhill Avenue have been considered by the Council and engineers to provide the safest</p>

					<p>solution to the current traffic problems, the partial one-way system with gap closure has been chosen as it is the safest option to both road users and pedestrians. The right turn from Moorlands Avenue into Cornhill Avenue has been determined to be a safe manoeuvre as the key danger route (south on Cornhill Road into Cornhill Avenue) has been eliminated, any traffic proceeding into Cornhill Avenue to access either the clinic or Moorlands Avenue will do so at considerably low speed, therefore not cause difficulties to drivers exiting Moorlands Avenue.</p> <p>Recommended to overrule as an objection</p>
16 Moorlands Avenue	CHA-04	Yes – gap closure	Yes – one-way system	<p>The resident agrees that one way system on Cornhill Avenue will increase safety however contests with the proposal to close the central reservation on the grounds that it is the safest and most convenient point of access to Cornhill Avenue and Moorlands Avenue. They object to the closure as it would be promoting the use of the Cornhill Road/Cornhill Avenue junction for Moorlands Avenue residents which they believe is the most dangerous route. The resident also states that using the 'Curzon Cinema' roundabout increases the risks to motorists in comparison with the use of the central reservation.</p>	<p>Existing traffic levels at the Curzon roundabout are what is expected for the location, the Council has decided that the increase from residents' use would not add significant traffic and therefore does not outweigh the benefits of the increase in safety on Cornhill Avenue/Moorside Road.</p> <p>Recommended to overrule as an objection</p>

				Considered as an objection	
8 Moorlands Avenue	CHA-05	Yes	No	<p>The resident objects to the proposed one way system for a number of reasons and compiles a list of better options. The primary reason for the objection is that it leaves no option for turning left from Moorlands Avenue. The resident states that vehicles would be left to cross 5 lanes of traffic when exiting Moorlands Avenue which is made more difficult with the commercial vehicles that are often parked on the junction of Cornhill Avenue/Cornhill Road. Making Cornhill Avenue one way would send extra traffic down past St Mary's School which is a major bus route therefore leading to further congestion. The resident believes there will be no benefit to residents of Moorlands and Cornhill Avenue if the gap is closed. The resident believes the following options would create a safer environment: Clearer signage on Cornhill Road on the approach to Cornhill Avenue such as slow down and humps to reduce the speed of traffic, closing the reservation gap but keeping Cornhill Avenue two-way, make Cornhill Avenue one way for the full extent.</p> <p>Considered as an objection</p>	<p>All options to improve safety on Cornhill Avenue have been considered by the Council and engineers to provide the safest solution to the current traffic problems, the partial one-way system with gap closure has been chosen as it is the safest option to both road users and pedestrians.</p> <p>The Council understands that that there is a problem with visibility at the Cornhill Avenue/Cornhill Road junction because of parking. The junction will be monitored during and after the works and further measures will be introduced if considered necessary.</p> <p>Once the straight ahead movement of speeding vehicles has been eliminated the right turn out of Moorlands Avenue will be a safe manoeuvre as there will effectively only be one live lane of traffic travelling north on Cornhill Avenue for drivers to check for, along with the occasional visitor to the clinic travelling south from Cornhill Road into Cornhill Avenue, these visitors will be travelling at considerably low speed to enter the clinic entrance, therefore are not a safety concern to other road users.</p> <p>The closure of the gap will only affect two residents of Moorside Road who will have to take an alternative route. The benefit of the central reservation gap closure is the</p>

					<p>increase in safety for the residents of Cornhill Avenue as it will eliminate all those using the small road as a cut through who currently do so at excessive speeds.</p> <p>The council is only able to install traffic calming measures where there is a demonstrable road safety issue. It is often the case that whilst we would like to be able to take action to address residents' concerns, we find that we cannot justify such action due to the above need to prioritise resources where greatest benefit will be derived. It is in this context that any road safety concerns are investigated and prioritised for any action which we consider appropriate.</p> <p>Recommended to overrule as an objection</p>
10 Cornhill Avenue	CHA-06	No	Yes	The resident is pleased to hear the proposals to Cornhill Avenue are going ahead, the speed of cars using the avenue as a short cut is of great concern.	
8 Cornhill Avenue	CHA-07	No	Yes	The resident is thankful of the hard work being put forward into making the avenue one way and looks forward to the work being completed.	
97 Moorside Road	CHA-08	Yes	No	The resident strongly objects to the proposals for a number of reasons, stating that if the closure of the gap was to go ahead the journey to their property would be increased by a quarter of a mile if travelling	The Council understands that the closure of the central reservation will cause a change to residents' journeys, this is often the case with most schemes implemented and seeks residents to understand that the proposals

				<p>from a south west direction. The objector states that the closure would only promote dangerous U turns at the end of the reservation or use Hayes Water Road as an alternative which they believe is a more dangerous junction. The resident believes a better alternative to the one-way system would be to close Cornhill Avenue turning it into a Cul-de-sac. Overall the resident believes the proposals would be dangerous, costly and cause massive inconvenience.</p> <p>Considered as an objection</p>	<p>are to promote safety within the local area. All options to improve safety on Cornhill Avenue have been considered by the Council and engineers to provide the safest solution to the current traffic problems, the partial one-way system with gap closure has been chosen as it is the safest option to both road users and pedestrians.</p> <p>Recommended to overrule as an objection</p>
5 Cornhill Avenue	CHA-09	No	Yes	<p>The resident states that the proposal can only be a good thing. A number of vehicles who enter Cornhill Avenue from Cornhill Road do so at inappropriate speed and without indication. This needs to be stopped before a serious accident.</p>	
40 Cornhill Road	CHA-10	Yes – gap closure	Yes – one-way system	<p>The resident has watched in horror, traffic speeding from Cornhill Road on to Cornhill Avenue without indicating or braking, therefore strongly agrees to the one-way system. They do however oppose the closure of the gap on Moorside Road as the gap is used by residents of Cornhill Avenue and closing it will simply add to the traffic on the Curzon roundabout. The resident states that promoting the use of Cornhill Road is dangerous as vehicles often speed on this route therefore the level of speeding traffic would only rise on Cornhill Road with the</p>	<p>Although a proportion of traffic will be re-routed to Cornhill Road as a result of the proposals, it is a more suitable route for vehicles to take rather than using Cornhill Avenue as a short cut. Existing traffic levels at the Curzon roundabout are what is expected for the location, the Council has decided that the increase from residents' use would not add significant traffic and therefore does not outweigh the benefits of the increase in safety on Cornhill Avenue/Moorside Road. The Council has no criminal enforcement</p>

				<p>closure of the gap. There is also an issue with vehicles parked on the pavement to access Cornhill clinic.</p> <p>Considered as an objection</p>	<p>powers over motoring offences such as speeding and this type of enforcement is solely the responsibility of the police, over whom the Council has no jurisdiction or direct control.</p> <p>The council is only able to install traffic calming measures where there is a demonstrable road safety issue. It is often the case that whilst we would like to be able to take action to address residents' concerns, we find that we cannot justify such action due to the above need to prioritise resources where greatest benefit will be derived. It is in this context that any road safety concerns are investigated and prioritised for any action which we consider appropriate.</p> <p>The Council understands that there is a problem with visibility at the Cornhill Avenue/Cornhill Road junction because of parking. The junction will be monitored during and after the works and further measures will be introduced if considered necessary.</p> <p>Recommended to overrule as an objection</p>
25 Moorlands Avenue	CHA-11	Yes – gap closure	Yes – one-way system	<p>The resident agrees with the introduction of a one-way system however they object to the closure of the central reservation on Moorside Road as it would add to the heavily congested Curzon roundabout. The</p>	<p>Existing traffic levels at the Curzon roundabout are what is expected for the location, the Council has decided that the increase from residents' use would not add significant traffic and therefore does not</p>

				<p>objector states that the majority of people using the cut through to access Cornhill Avenue are nearby residents therefore will not travel at an excessive speed as they are accessing their property. A further issue with the Cornhill Road/Avenue junction is vehicles parking on the kerb obstructing the view when exiting Moorlands Avenue, the commercial vehicle that often parks there will also obstruct the view to the proposed No Entry sign.</p> <p>Considered as an objection</p>	<p>outweigh the benefits of the increase in safety on Cornhill Avenue/Moorside Road. The Council understands that that there is a problem with visibility at the Cornhill Avenue/Cornhill Road junction because of parking. The junction will be monitored during and after the works and further measures will be introduced if considered necessary.</p> <p>Recommended to overrule as an objection</p>
1 Cornhill Avenue	CHA-12	No	Yes	Fully supports the proposed measures.	
Anonymous	CHA-13	Yes – gap closure	Yes – one-way system	<p>The resident welcomes the proposals for a one-way system on Cornhill Avenue, however opposes the closure of the central reservation as it will increase the traffic on the already congested Curzon roundabout.</p> <p>Considered as an objection</p>	<p>Existing traffic levels at the Curzon roundabout are what is expected for the location, the Council has decided that the increase from residents' use would not add significant traffic and therefore does not outweigh the benefits of the increase in safety on Cornhill Avenue/Moorside Road.</p> <p>Recommended to overrule as an objection</p>
12 Moorlands Avenue	CHA-14	Yes – gap closure	Yes – one-way system	<p>The resident has no objection to Cornhill Avenue being made one way however they object to the closure of the central reservation as it will only move more traffic on the already dangerous Cornhill Road, making the lives of other residents in the area more difficult.</p>	<p>Existing traffic levels at the Curzon roundabout are what is expected for the location, the Council has decided that the increase from residents' use would not add significant traffic and therefore does not outweigh the benefits of the increase in safety on Cornhill Avenue/Moorside Road.</p>

				Considered as an objection	Recommended to overrule as an objection
4 Cornhill Avenue	CHA-15	No	Yes	The resident and their family are grateful for the work the council is doing in making Cornhill Avenue safer. The residents' son was almost run over by a speeding car using the Avenue as a cut through.	