

Report for Resolution

Report to Norwich Highways Agency Committee
27 November 2008

Report of Head of Transportation and Landscape

Subject Objections to the Traffic Orders for the Mount Pleasant /
Albemarle Road / The Cedars

7

Purpose

This report informs members of the objections received to the proposal to introduce a 'no entry' restriction in Mount Pleasant and a 20mph speed limit into Mount Pleasant, Albemarle Road and The Cedars.

Recommendations

The Committee is recommended to:

1. Approve the proposal for a 20mph speed limit in Mount Pleasant, Albemarle Road and The Cedars
2. Acknowledge that the decision on whether to introduce a 'no entry' restriction in Mount Pleasant is a finely balanced one, and if approved, will increase the volume of traffic in Albemarle Road and Christchurch Road.
3. Resolve not to implement the proposal for a 'no entry' restriction into Mount Pleasant from Newmarket Road
4. Resolve to continue to work with the local schools to encourage parents and children to use alternative modes of transport other than the private car

Financial Consequences

The financial consequences of this report are that the Local Transport Plan has an allocation of £25,000 to fund this scheme.

Strategic Priority and Outcome/Service Priorities

The report helps to achieve the corporate objective to ensure that the City has a clean and healthy environment and the service plan priority of implementing the Local Transport Plan.

Contact Officers

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Background Documents

Report and minutes of Norwich Highways Agency Committee 'Mount Pleasant / Albemarle Road Traffic Improvements', 24 July 2008

Report and minutes of Norwich Highways Agency Committee 'The Way Forward for the Introduction of a 20mph Speed Limit on all Unclassified Residential Roads in Norwich', 25 September 2008

Report

Background

1. Feasibility work began on the Mount Pleasant / Albemarle Road traffic issues in January 2007. Various schemes have been considered and public consultation has taken place on a number of occasions.
2. The last public consultation took place in May 2008, when a questionnaire setting out 5 options for tackling the traffic problems in the area was sent out to all local residents and stakeholders. The consultation area is shown as appendix 1 and the questionnaire is shown as appendix 2.
3. The results of this consultation were reported to this Committee's meeting on 24 July 2008 and the Committee resolved to approve option 4 in principal. This option consists of introducing a 'no entry' restriction (except for pedal cycles) in Mount Pleasant at the Newmarket Road end, and a 20mph speed limit for Mount Pleasant, Albemarle Road and The Cedars
4. You asked officers to advertise the Traffic Regulation Order and the Speed Restriction Order associated with option 4, and to report back any objections to a future meeting.
5. The Orders were advertised on 20 September 2008 and the closing date for objections was 13 October 2008.

Objections

6. A total of 62 objections were received by the closing date, along with 12 letters or emails of support and 3 comments. The 62 objections are broken down street by street as follows:

Road	No. of objections
Mount Pleasant	9
Albemarle Road / The Cedars	9
Arlington Lane / The Mews	8
Christchurch Road	11
Newmarket Street	2
Unthank Road	2
Bury Street	1
Lincoln Street	1
Newmarket Road	1

Address not stated	3
Outside immediate area	15
Total	62

7. A summary of the objections is included as appendix 3.
8. There were no objections relating to the proposed 20mph speed limit for Mount Pleasant, Albemarle Road and The Cedars. All the objections relate to the proposed 'no entry' restriction into Mount Pleasant.
9. The main reason given by the objectors is that the proposal will simply displace traffic onto Albemarle Road, Christchurch Road and Arlington Lane (a private road). The objectors point out Albemarle Road is already very congested at school arrival and departure times with parents dropping off and picking up children, and any additional through traffic on this road would increase the danger to pedestrians.
10. The objectors also point out that Christchurch Road is similarly congested and is unsuitable for additional through traffic.
11. Some residents of Arlington Lane (private road) are concerned that there will be an increase in the number of vehicles using their road to bypass the 'no entry' restriction, and that the residents will be liable for additional maintenance costs.
12. The 15 objectors who do not live in the immediate area have stated that they have children attending either the Norwich High School for Girls or the Stretton School in Albemarle Road, and are concerned for the safety of their children as a result of additional traffic using this road.

Ward Member Views

13. The local Ward Members have made the following comments:
14. Councillor Bearman: Supports the proposal for 20mph speed limit and no entry on Mount Pleasant. The no entry must be well sign posted on Newmarket Road from both directions to give adequate warning. A no entry sign will also be needed for Arlington Lane. Would also like consideration given to:
 1. A no right turn from Newmarket Road into Albemarle Road;
 2. A weight limit or width restriction for Mount Pleasant and Albemarle Road; and
 3. A moveable bollard or gate in Arlington Lane.
15. Councillor Little – Thinks the 'no entry' proposal should go ahead but is concerned about the affect on Albemarle Road and Arlington Lane. Would like consideration given to:
 1. A no right turn for Newmarket Road (south bound) traffic onto Albemarle Road;
 2. A 'no left turn' sign on Albemarle Road at it's junction with Mount Pleasant;
 3. A no right turn sign at the end of Arlington Lane at it's junction with Mount Pleasant, or a key operated collapsible bollard, plus appropriate signage for

- Arlington Lane; and
4. Have the no entry except for cycles further down Mount Pleasant instead of at the Newmarket Road end.

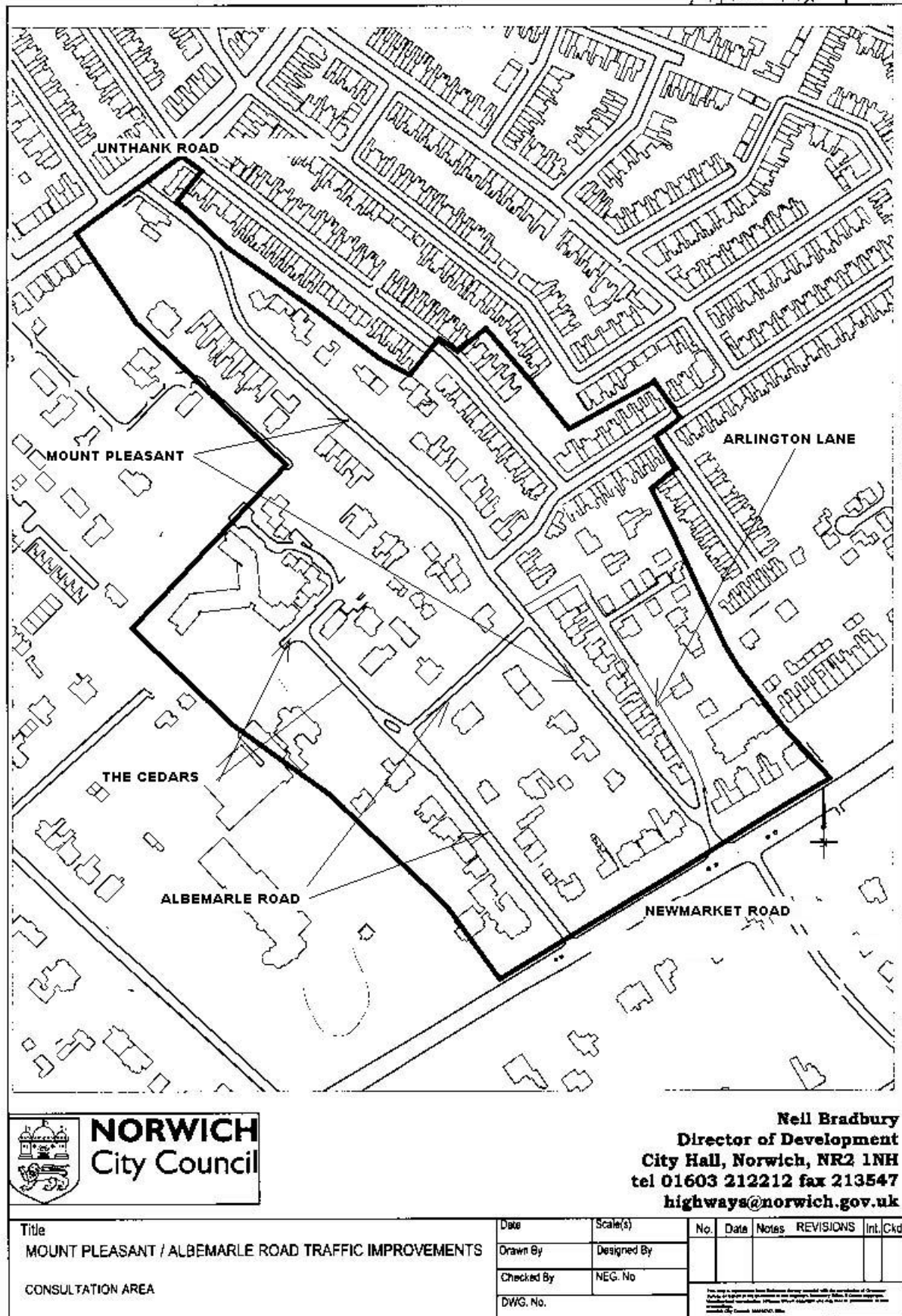
Assessment of Objections

16. Surveys carried out in January 2007 indicate that an average of 750 vehicles per day enter Mount Pleasant from Newmarket Road, with 100 vehicles entering in the morning peak hour (8pm to 9pm) and 98 entering in the evening peak hour (4pm to 5pm). Between the peak hours, the number of vehicles is around 30 to 40 per hour.
17. It is difficult to predict how many vehicles displaced from Mount Pleasant will use Albemarle Road. Whilst some of this displaced traffic may use Mile End Road as an alternative, it is anticipated that a significant proportion would divert via Albemarle Road or Christchurch Road.
18. Suggestions to reduce the amount of traffic using Albemarle Road put forward by residents include:
 1. A part time 'no entry' restriction - Part time 'no entry' restrictions using signs only are not permitted by the Department for Transport. It is not practical to restrict access by means of a rising bollard in residential areas due to cost and maintenance implications.
 2. A part time 'access only' restriction - These are permitted but they are very difficult to enforce, and Police have indicated that they would not support such a restriction.
 3. A 'no right turn' restriction from Newmarket Road into Albemarle Road - This would be very inconvenient for local residents, who would only be able to access Mount Pleasant from the Unthank Road end. To make the restriction work effectively, it would be necessary to install an island in the centre of Newmarket Road to prevent the manoeuvre. This may lead to vehicles carrying out U turns in Newmarket Road.
 4. A 'no left turn' restriction on Albemarle Road at the junction with Mount Pleasant – Banned turns within residential areas are difficult to enforce, and are likely to be regularly abused.
 5. Introduce the 'no entry' restriction on an experimental basis. The scheme could not be installed using temporary materials, so any installation costs would be abortive if the scheme was subsequently removed. An experimental scheme would require careful monitoring for up to 18 months, with extensive public consultation at the end of the experiment.
19. Detailed consideration of any of the above suggestions would involve further feasibility and design work, consultation and reports back to your committee.

Conclusions

20. Residents of Mount Pleasant have been campaigning for action to tackle speeding and congestion over many years.
21. Officers began analysing the issues in January 2007 and have carried out several consultations with residents on various possible schemes. All suggestions made by residents were carefully considered, culminating in a 'final' consultation on 5 options, and the advertising of traffic orders associated with option 4.
22. There were no objections to the proposal for the 20mph speed limit, so this can go ahead as advertised.
23. At your meeting of 25 July 2008 you considered a report on the introduction of 20mph speed limits into residential areas and agreed 3 pilot areas. One of the pilots is the Vauxhall Street / Newmarket Street area between Newmarket Road, Unthank Road and Mount Pleasant. Consultation with local residents and stakeholders will be carried out before Christmas, and any objections to the Order will be reported back to your January 2009 meeting.
24. If the Speed Restriction Order for the Vauxhall Street pilot area is approved, the Mount Pleasant, Albemarle Road and The Cedars could be included in this scheme to avoid abortive costs in erecting signs which later have to be removed. The pilot area would be carefully monitored and Officers will be engaging with the Police and Safer Neighbourhood Teams to ensure adequate enforcement. Implementation of the pilot speed limits is expected to be in spring 2009.
25. The proposal for the 'no entry' restriction in Mount Pleasant attracted 62 objections.
26. This proposal will result in some additional through traffic using Albemarle Road and Christchurch Road. There is no effective way of preventing this if reasonable access is to be maintained for local residents.
27. Congestion outside schools at school times is common throughout the City, and many schools are producing travel plans to encourage parents and children to use alternative ways of getting to and from school. The Norwich High School for Girls has produced a travel plan and has been working with Norfolk County Council to reduce car use.
28. There are no recorded accidents in Mount Pleasant in the past 5 years.
29. It is clear that it will not be possible to resolve this issue to the satisfaction of all stakeholders by traffic management alone. The proposal to introduce a 'no entry' in Mount Pleasant would resolve a problem in Mount Pleasant but it may create problems in the other streets where the schools are situated.
30. Members will recognise that the decision is finely balanced with arguments on both sides, and will no doubt give due regard to all representations received. The Officers recommendation is not to implement the 'no entry' restriction in

APPENDIX 1





NORWICH
City Council

Mount Pleasant/Albemarle Road/The Cedars Traffic Improvements

Name Address

Please place the options in order of preference by inserting a number between 1 and 5 in the box (1 being the most preferred, 5 being the least preferred).

Option 1 – do nothing

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Option 2 – 20mph speed limit for whole area (signs only, no humps)

Advantages

- Minimal inconvenience for residents.

Disadvantages

- Unlikely to make much difference to speeds without regular Police enforcement.
- Will not reduce the congestion problems at the Newmarket Road end of Mount Pleasant.

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Option 3

1. **Speed humps and 20mph zone on Mount Pleasant**
2. **20mph limit on Albemarle Road / The Cedars (signs only, no humps)**

Advantages

- Traffic speeds will be reduced in Mount Pleasant.
- May discourage some through traffic in Mount Pleasant.

Disadvantages

- Will not reduce the congestion problems at the Newmarket Road end of Mount Pleasant.
- Humps may generate some discomfort/noise issues for some road users and residents, and may look out of place in conservation area.

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Option 4

1. **20mph speed limit for whole area (signs only, no humps)**
2. **No entry restriction at Mount Pleasant/Arlington Lane junction (except for cyclists)**

Advantages

- Will reduce congestion at the Newmarket Road end of Mount Pleasant without restricting cycle access or 2-way traffic within Mount Pleasant.

Disadvantages

- Unlikely to make much difference to speeds without regular Police enforcement.
- Likely to displace more traffic on to Albemarle Road.
- Some inconvenience for Mount Pleasant and other residents.

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Option 5

1. Speed humps and 20mph Zone on Mount Pleasant
2. No entry restriction at Mount Pleasant/Arlington Lane junction (except for cyclists)
3. 20mph limit on Albemarle Road/The Cedars (signs only, no humps)

**Advantages**

- Traffic speeds will be reduced in Mount Pleasant.
- May discourage some through traffic in Mount Pleasant.
- Will reduce congestion at the Newmarket Road end of Mount Pleasant without restricting cycle access or 2-way traffic flow within Mount Pleasant.

Disadvantages

- Likely to displace more traffic on to Albemarle Road.
- Some inconvenience for Mount Pleasant and other residents.
- Humps may generate some discomfort/noise issues for some road users and residents, and may look out of place in conservation area.

Other options previously considered which are not being pursued:

Road closure on Mount Pleasant – this would have too great an impact on the surrounding roads in terms of traffic displacement and access

Chicanes/build-outs – this would require the removal of some on-street parking and may not be effective at reducing speeds

One-way for all or part of Mount Pleasant – this would reduce access for cyclists and be more restrictive for local residents

Access only restriction at the 3 entrances to the area – this would not be supported by the Police as an 'access only' restriction is very difficult to enforce, and is therefore unlikely to be effective.

Flashing speed limit signs – these are reserved for use at high accident sites or outside schools. They are not appropriate for use in residential streets.

Bollards in footway – The footways are too narrow to enable bollards to be provided.

NOTES

1. A **20mph zone** is appropriate for roads which contain traffic calming measures. 20mph repeater signs are not permitted.
2. A **20mph limit** is appropriate for roads where speeds are already around 20mph without the need for traffic calming measures. 20mph repeater signs must be provided.
3. The decision on which option to implement will be made by the Norwich Highways Agency Committee, and will depend on the comments and objections received from all stakeholders (residents, emergency services, cycling organisations, pedestrian organisations etc).
4. Please return this form by **Friday 30 May 2008** in the enclosed envelope, and enclose any comments you wish to make on a separate sheet.

APPENDIX 3(1)

**MOUNT PLEASANT / ALBEMARLE ROAD SPEED MANAGEMENT SCHEME
RESPONSES TO ADVERTISING OF TRO AND SRO FOR OPTION 4
NOVEMBER 2008**

	Address	Objection or in favour	SUMMARY OF COMMENTS
1	50 Mount Pleasant	F	Supports the proposals
2	67 Mount Pleasant	F	Supports the proposals
3	Mount Pleasant	F	Supports the proposals
4	47 Mount Pleasant	F	Supports the proposals
5	166 Newmarket Street	O	OBJECTS to the proposed 'no entry'. It will mean a longer distance to drive to reach the property
6	8 Albemarle Road	O	OBJECTS to the proposed 'no entry'. It will divert additional traffic down Arlington Lane and Albemarle Road, increasing congestion at peak times. Albemarle Road gives access to several schools and a Care Home, and any additional traffic will create more safety problems. It will cause problems for heavy vehicles coming out the The Cedars, and create more queuing on newmarket Road. It will also create more pollution, fuel consumption and noise with vehicles having to take a longer route.
7	Surlingham Lodge, Surlingham	O	OBJECTS to the proposed 'no entry'. The traffic using Mount Pleasant as a short cut will divert down Albemarle Road. This will create a safety problem for the many school children being dropped off and picked up.
8	63 Mount Pleasant	F	Supports the proposals
9	9 Mount Pleasant	O	OBJECTS to the proposed 'no entry'. The congestion are for 20 minutes per day and is not really much of a problem. The 'no entry' might increase vehicle speeds.
10	46 Mount Pleasant	O	OBJECTS to the proposed 'no entry'. There are also significant safety hazards at the Unthank Road end of Mount pleasant. The 20mph speed limit is unlikely to make the rat runners slow down
11	25 Mount Pleasant	F	Supports the proposals.
12	No known	F	Supports the proposals
13	71 Mount Pleasant	F	Supports the proposals
14	Not known	O	OBJECTS to the proposed 'no entry'. Only the 20mph speed limit is necessary / workable
15	Not known	O	OBJECTS to the proposed 'no entry'. Traffic will be re-routed via Albemarle Road creating more more congestion and safety problems. Albemarle Road has 3 schools and a sheltered housing scheme. Traffic movements on ALL the roads in this area should be considered together.
16	St Cross, 3 Albemarle Road	O	OBJECTS to the proposed 'no entry'. It will create more congestion in Albemarle Road which has several schools and sheltered housing. The proposal would increase traffic speeds in Mount Pleasant and congestion in Newmarket Road
17	33A Mount Pleasant	F	Supports the proposals
18	113 Bury Street	O	OBJECTS to the proposed 'no entry'. It will be inconvenient for the residents who live in this area.
19	45 The Cedars	O	OBJECTS to the proposed 'no entry'. It will make congestion worse in Albemarle Road and the Cedars.
20	154 Newmarket Street	O	OBJECTS to the proposed 'no entry'. Traffic will be diverted down Albemarle Road increasing the congestion.

APPENDIX 3(2)

MOUNT PLEASANT / ALBEMARLE ROAD SPEED MANAGEMENT SCHEME
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21	Flat 4, Curzon House, Albemarle Road	Comment	Would like the 'no entry' into Mount Pleasant to operate part time (8-10 and 14.30-16.30), and also a part time no entry into Albemarle Road from Mount Pleasant
22	20 Albemarle Road	O	OBJECTS to the proposed 'no entry'. It will increase the traffic using Albemarle Road, which provides access to 4 schools and a large sheltered housing complex. This will increase the risk to children and elderly people. More effort should be put into solving the school run problem.
23	55 Mount Pleasant	O	OBJECTS to the proposed 'no entry'. Apart from school times, Mount Pleasant is relatively quiet. A no entry would be very inconvenient for residents. Suggests making it a part time no entry (8-9.30 and 3-4.30) or working with the school to arrange a dropping off area on their land
24	2 The Mews, Arlington Lane	O	OBJECTS to the proposed 'no entry'. Cars and lorries already use Arlington Lane putting pedestrians at risk, and there is no pavement for most of its length. Would support a part time restriction instead of full time.
25	The Elms, 7 Mount Pleasant	O	OBJECTS to the proposed 'no entry'. It will result in more traffic using Albemarle Road and Arlington Lane which are both unsuitable. Would support a part time no entry.
26	60A Mount Pleasant	F	Supports the proposals
27	61 Mount Pleasant	O	OBJECTS to the proposed 'no entry'. It will displace more traffic onto Albemarle Road and Newmarket Street, which would be unfair on those residents. Congestion is only a problem at certain times of the day. Would support a part time no entry. The 20mph speed limit is unlikely to be effective on its own.
28	60 Mount Pleasant	F	Supports the proposals, but there needs to be clear signs that Arlington Lane is private. It may also result in higher speeds on Mount Pleasant as there will be no oncoming traffic.
29	42 Arlington Lane	O	OBJECTS to the proposed 'no entry'. When Mount Pleasant is congested, vehicles use Arlington Lane as an alternative. Concerned that this will become worse with the no entry in place. Albemarle Road is also unsuitable for more traffic. The area needs to be considered as a whole instead of dealing with just one road..
30	44 Arlington Lane	O	OBJECTS to the proposed 'no entry'. It will result in more traffic coming up Arlington Lane (a private road), which is already used by traffic as a short cut. Albemarle Road would also take a lot of more extra traffic. Both these roads are unsuitable.
31	Not known	O	OBJECTS to the proposed 'no entry'. It will result in more traffic using Arlington Lane, which has a gravelled surface, as a rat run. The restriction must be coupled with measures to prevent this happening.
32	16a Mount Pleasant	O	OBJECTS to the proposed 'no entry'. This restriction is unnecessary.
33	4 Albemarle Road	O	OBJECTS to the proposed 'no entry'. It will just move the problem to other roads, and dramatically increase the amount of traffic on Albemarle Road and Arlington Lane. The main concern is pedestrian safety - Albemarle Road has a school and 2 nursery schools, so the number of pedestrians is a lot more than Mount Pleasant. Christchurch Road seems quieter so perhaps more traffic could use this to relieve the pressure.
34	38 Arlington Lane	O	OBJECTS to the proposed 'no entry'. Residents of Mount Pleasant should expect a certain amount of through traffic. More traffic will use Arlington Lane which will endanger school children using it as there is no pavement for much of its length. Albemarle Road is unsuitable for extra traffic given the number of schools and the sheltered housing.
35	56 Mount Pleasant	Comment	Speeding is the main concern, and a 20mph speed limit is unlikely to have much effect. It would be better to construct a traffic calming island outside no. 33
36	2 Albemarle Road	O	OBJECTS to the proposed 'no entry'. More traffic will be diverted into Albemarle Road and this will endanger the hundreds of school children using this road.

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37	9 Mount Pleasant	O	OBJECTS to the proposed 'no entry'. It will result in higher traffic speeds in Mount Pleasant (due to no opposing traffic), and may result of accidents if traffic thinks the road is one way.
38	18 Mount Pleasant	O	OBJECTS to the proposed 'no entry'. Traffic will be diverted into Albemarle Road which is already congested and gives access to schools and sheltered housing. It will also increase traffic in Arlington Lane, which is totally unsuitable. Mount Pleasant is normally quiet, and the school travel plan has already reduced the problems at school times.
39	44A Mount Pleasant	O	OBJECTS to the proposed 'no entry'. It will be very inconvenient for residents and create more problem in Albemarle Road. The problem could be reduced by removing the on street parking at the Newmarket Road end of Mount Pleasant.
40	3a Albemarle Road	O	OBJECTS to the proposed 'no entry'. It will increase the congestion in Albemarle Road, creating more danger for school children and restricting access for emergency services to the sheltered housing in The Cedars.
41	4 The Mews, Arlington Lane	O	OBJECTS to the proposed 'no entry'. It will just move the problems to other roads, and increase the amount of traffic using Arlington Lane and Albemarle Road. The residents of Arlington Lane will have to pay more for the maintenance. Albemarle Road has schools and a sheltered housing area.
42	1 Christchurch Road	O	OBJECTS to the proposed 'no entry'. It will increase the rat running through Albemarle Road and Christchurch Road and Newmarket Street. Consideration needs to be given to all the roads in the area.
43	250 Unthank Road	O	OBJECTS to the proposed 'no entry'. It will increase the traffic down Albemarle Road, which is already very congested. It will increase the risk of accidents for the school children.
44	Christchurch Road	F	Approves of the proposals
45	The Garden House, 1A Christchurch Road	O	OBJECTS to the proposed 'no entry'. Christchurch cannot take any more traffic at school times. Consideration should be given to how this proposal will affect all other roads in the area.
46	Christchurch Road	Comment	It will increase the problem in Christchurch Road, so the wider implications need to be considered. The main problem is the noise at night from school trips.
47	Arcadia House, Albemarle Road	O	OBJECTS to the proposed 'no entry'. It will just transfer the problems onto Albemarle Road, which has several schools, a sheltered housing scheme, a blind right angled bend etc. Vehicles already back up in newmarket Road. Arlington Lane is unsuitable for extra traffic, speeds may increase in Mount Pleasant. More needs to be done to reduce school traffic and traffic encouraged to use Christchurch Road. Also, more enforcement of parking required.
48	14 Christchurch Road	O	OBJECTS to the proposed 'no entry'. It will increase the traffic on Christchurch Road which is already busy and dangerous. Many school children and cyclists use this road
49	3 Christchurch Court, Christchurch Road	O	OBJECTS to the proposed 'no entry'. It will increase traffic in Albemarle Road and Christchurch Road which are already very congested at certain times of the day. The area should be looked at as a whole.
50	Beech House, 3A Christchurch Road	O	OBJECTS to the proposed 'no entry'. It will just divert the traffic into Albemarle Road and Christchurch Road. Christchurch Road already carries a lot of through traffic. The effect on the other roads in the area needs to be considered.
51	10 Christchurch Road	O	OBJECTS to the proposed 'no entry'. There will be a big increase in the traffic on Christchurch Road, which will put childrens safety at risk.
52	Christchurch Road	O	OBJECTS to the proposed 'no entry'. It will displace the problem onto other roads, particularly Christchurch Road which has problems with speeding, parking on pavements and zig-zag lines etc

APPENDIX 3(4)

MOUNT PLEASANT / ALBEMARLE ROAD SPEED MANAGEMENT SCHEME
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53	2 Christchurch Court, Christchurch Road	O	OBJECTS to the proposed 'no entry'. It will add to the already high levels of traffic on Christchurch Road.
54	86 Eaton Road	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)
55	1A Christchurch Road	O	OBJECTS to the proposed 'no entry'. It will increase the traffic using Christchurch Road and make the congestion problems here much worse.
56	107 St Mary's Grove, Sprowston	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)
57	Beech House, Station Road, Little Fransham	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)
58	2 Lincoln Street	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)
59	Nether Langlays, Bungay Road, Tharston	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)
60	Stone House Farm, Lessingham	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)
61	Bellis Barn, Wymondham Road, East Carleton	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)
62	Sheltered Housing Common Area, Fugill Road	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)
63	18 Arlington Lane	O	OBJECTS to the proposed 'no entry'. It will have a detrimental effect on Arlington Lane which is a small unadopted road
64	83 Primrose Road	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)
65	12 Hillside Road	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)
66	8 The Mews, Arlington Lane	O	OBJECTS to the proposed 'no entry'. It will lead to extra traffic on Arlington Lane and increase the risk to school children using this road. It will also cause problems in Albemarle Road and Christchurch Road
67	49 Ipswich Road	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend School on Albemarle Road)
68	14 Eaton Road	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)
69	3 Judges Drive	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)
70	Christchurch Road	O	OBJECTS to the proposed 'no entry'. It will mean heavier traffic in Christchurch Road which is already very busy in the peak periods. Parents should park further away from the schools and walk.
71	Not known	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)
72	Not known	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)

APPENDIX 3(5)

MOUNT PLEASANT / ALBEMARLE ROAD SPEED MANAGEMENT SCHEME
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73	Cedar Lodge, 8 Christchurch Road	O	OBJECTS to the proposed 'no entry'. Christchurch Road is already very busy in the morning peak and any increase would make the road more dangerous.
74	113 Bromedale Avenue, Mulbarton	O	OBJECTS to the proposed 'no entry'. It would increase the amount of traffic using Albemarle Road which would put children's lives at risk (children attend Stretton School)
75	6 Lyhart Road	O	OBJECTS to the proposed 'no entry'. Albemarle Road is already very busy in the morning peak and there is a lot of pedestrian movement with all the school children and parents. The proposal will create a bigger problem in Albemarle Road put pedestrians in danger (children attend Stretton School)
76	131 Unthank Road	O	OBJECTS to the proposed 'no entry'. It would have an adverse impact on Albemarle Road and The Cedars, creating more congestion and dangers to parents and children
77	158 Newmarket Road	O	OBJECTS to the proposed 'no entry'. It would increase through traffic in Albemarle Road and increase the risk to children (children attend Stretton School)