

**Norwich Highways Agency committee  
20 September 2018 - Item 5 - 20mph  
Supplementary Appendix**

Further consultation responses for the proposed 20mph speed limit and traffic calming in the Southern Area received after report was finalised.

<b>Objection / Comment</b>	<b>No. of responses</b>	<b>Officer Comment</b>
Overall responses	7	
Agree with the 20mph speed limit	2	
Object to the 20mph speed limit	4	
Disagree with proposed traffic calming	6	
Suggests money should be spent on road maintenance	1	Please see appendix 5 for the officer responses to comments below.
The traffic calming will encourage drivers to rat run	1	
A 20mph with traffic calming will increase pollution.	1	
A 20mph does not increase road safety.	1	
Speed humps will damage cars / tyres	1	
<b>Specifically for the Eaton Area</b>	5	
Agree with the 20mph speed limit	1	
Object to the 20mph speed limit	3	
Disagree with proposed traffic calming	5	
Supports the views of the Eaton Village Resident Association (EVRA)	2	
Church Lane / Greenways junction changes are not suitable / will be unsafe.	2	
Church Lane and Greenways priority giveways will cause congestion / access issues / increase pollution.	5	
Greenways footpath buildouts at junctions will make it difficult for large vehicles to turn such as buses and / or reduce visibility.	2	

Objection / Comment	No. of responses	Officer Comment
Police enforcement is needed	2	
Would like to see a part time speed restriction	1	A variable speed limit may confuse drivers. They are useful for short distances where the road is not suitable for a full time 20mph speed limit, such as where a school is located on a major through road.
<b>Specifically for the Sandy Lane area</b>		
We the residents of Theobald Road object to the proposed road changes being planned by the highways department of double yellow lines being put in place outside residential homes along Theobald Road. Or of any changes being proposed to prevent residents from parking outside their homes.	1 petition with 77 signatures received.	It is necessary for the buses to provide a service in these residential roads and they must have a clear way through. However, it is possible to reduce the extent of originally proposed double yellow lines to provide some assistance to the bus drivers, whilst retaining as much roadside parking space for residents.