

Review of the effect of Experimental TRO

Lower Street and Dedham Road, Stratford St. Mary.

Summary of responses

Submitted comments have been entirely positive with all commenters being in favour of the existing Experimental TRO at least being made permanent.

However, there have also been several recommendations for scheme amendment, focusing on four locations in Lower Street, as follows:

Lower Street:

1 & 2 Extend the existing double yellow lines on the river side of Lower Street by approximately, 50 Metres to the south (1) and 40 Metres to the north (2), to end at the southern end of Millstream House and the northernmost gate of the water pumping station, respectively.

Purpose: To further protect traffic flow. These two stretches of currently unrestricted road attract river users trying to park as close as possible to river launch points. This causes bottle necks at the start and finish of the single lane section created by vehicles parked along the road, opposite the existing double yellow lines. The proposed extension at the southern end more closely aligns the restricted area with the point where the road narrows. The proposed extension at the northern end will also remove the impediment to exiting from Matthews Close, currently created by vehicles parking on the grass verge, alongside the pumping station.

3. Install 24 metres of additional double yellow lines to the north of Matthews Close (ending opposite the northernmost gates of the pumping station).

Purpose: Together with the stretch of grass verge alongside the pumping station, this is already a target parking stretch for river users accessing the landing stage at the River Garden. With the proposed additional double yellow lines excluding the grass verge, this can only get worse to the north of Matthews Close. The installation of double yellow lines here will prevent parked vehicles obstructing the line of sight for drivers exiting Matthews Close.

4. Install 10 Metres of additional double yellow lines to the north and to the south of the drop kerb accessing Valley House

Purpose: To create a passing place, particularly for larger vehicles, when travelling through the single lane section referred to above. There have been instances of buses and other large vehicles having to reverse quite a considerable distance to allow passage of vehicles traveling in the opposite direction.

The Parish Council recommends these amendments to Suffolk Highways for their consideration.

Dedham Road

There has been no submitted comment making recommendation for change to the Dedham Road installation although there have been complaints about the installed lines being ignored by motorist parking over them. This has been reported to Civil Parking Enforcement and additional patrols have been promised. Decision taken to make no change to the installed scheme but to monitor impact of additional CPE patrols.