7 Summary and Recommendations

7.1 Summary of Approach

The report has built on the work previously undertaken by Dorset County Council, West Dorset District Council and DEC. Twenty sites have been rationalised on their ability to provide a Park and Ride facility (transport and access appraisal) down to six for further consideration. During this process the two sites adjacent to Monkey's Jump roundabout (references S and R) are combined as a single site. The six shortlisted sites are:

- L. Weymouth Road West 2.
- J. Weymouth Road East.
- M. Bypass north.
- K. Weymouth Road West 1.
- I. Cricket Ground.
- S and R (herein referred to as SR). Monkey's Jump roundabout.

Having established the sites best placed to provide a Park and Ride facility further technical appraisal was undertaken. The further assessment additionally considered the visual impact of the site and the surface and ground water implications. These have been identified in previous work as the key technical and planning issues facing delivery of a Park and Ride in Dorchester.

To establish the most appropriate site(s) from the aforementioned shortlist an appraisal process has been adopted that consider firstly the planning process and then the engineering viability. This approach has been adopted to rationalise, in the first instance, those sites that are unlikely to receive a positive planning permission. The engineering viability assessment considers, in broad terms, the potential cost of appropriate mitigation measures to enable the Park and Ride to be delivered. The landscape and visual appraisal is not considered with the engineering assessment.

7.2 Planning Appraisal: Landscape and Visual

The landscape appraisal considered both the setting and visual impact. The majority of the sites (J, K, L and SR) are in the Dorset AONB and visible from Maiden Castle. Only the Cricket Ground (I) and Bypass North (M) are not. However, both of these sites are considered as important local amenity space within Dorchester.

Development within the AONB will need to be sensitively addressed. The fact that the majority of the sites are located within the AONB means that development of a site in the AONB is a real possibility. The Landscape Constraints and Impacts Summary identifies that, with the exception of Weymouth Road West 1 (K), there is some scope for mitigation; Weymouth Road West 1 (K) has very limited scope for screening.

The (Potential Indicative) Visual Impact has considered the impact on 'receptor' groups. Weymouth Road West 1 (K) has a substantial adverse impact due to views from Maiden Caste. Bypass North (M) and Cricket Ground (I) are both visible from residential properties.

The landscape appraisal is important from a planning perspective in that the mitigation is not purely a technical exercise that can be overcome if enough money is invested. There is not always a 'technical' solution. From the landscape appraisal Weymouth Road West 1 (K) has been discounted. Also, the Cricket Ground (I) has been discounted due to its importance as local amenity space. This site is considered more important than Bypass North (M), which is also identified as an important local amenity, due to it's location with the urban area and existing community uses.

7.3 Planning Appraisal: Surface and Ground Water

All of the shortlisted sites lie within Flood Zone 1 (low risk) but will require Flood Risk Assessments due to the size of the Park and Ride site. The Environment Agency have identified that Weymouth Road East (J), Weymouth Road West 1 (K), Weymouth Road West 2 (L) and Bypass North (M) are located in the vicinity of a number of licensed water abstraction sites. The abstraction is not necessarily for potable use. Therefore there is considered a medium risk to planning. There are no sites that are eliminated by the water appraisal.

7.4 Planning Appraisal: Transport

From a planning perspective, the transport appraisal has focused upon the response from the Highways Agency. The Highways Agency is able to direct planning decisions and therefore is a key stakeholder in the planning process. It is the potential impact on the Trunk Road (A35) that has guided the planning risk classification.

Sites to the south of Stadium Roundabout have the opportunity to 'capture' the main demand from Weymouth before it encounters the A35. This presents a positive impact to the Highways Agency. However, the access for Weymouth Road West 2 (L) is located just 50m south of Stadium Roundabout. It is unlikely that an access can be delivered which guarantees that at peak times, traffic entering the Park and Ride from the A35 will not queue back. It has therefore been discounted. Sites north of Stadium Roundabout are likely to increase movements on the A35. For example, traffic arriving from the west which would normally access Dorchester via Bridport Road would continue southwest bound on the A35 to Stadium Roundabout. Bypass north (M) and Cricket Ground (I) have therefore been given a medium risk rating. Similarly, Monkey's Jump (SR) would potentially increase traffic on the A35;

7.5 Engineering Viability: Surface and Ground Water

All sites are technically resolvable with a suitable level of investment (subject to approval from the Environment Agency). Monkey's Jump (SR) comes out as the preferred site. Weymouth Road East (J) is least favoured as it is likely to require the highest level of intervention. In particular, there should be no encroachment on the existing conveyance channel and storage capacity within the field..

7.6 Engineering Viability: Transport

There is little to differentiate between the sites from an access perspective. Both are located close to the A35. Monkey's Jump (SR) would utilise an existing arm on the roundabout and Bypass North (M) and Weymouth Road East (J) would require new accesses. Consideration has been given to the ability to provide bus priority into the key destinations from the sites. Weymouth Avenue is the busiest corridor and the only viable access in from Weymouth Road East (J) and Bypass North (M). It is constrained by an avenue trees on the west. There may be an opportunity to provide bus priority by providing a new set of traffic signals at the junction of Weymouth Avenue and Maiden Castle Road. There are two potential routes from Monkey's Jump (SR); via the A35/ A37 and in from the Grove and through Poundbury via Bridport Road.

7.7 Recommendation

The planning and technical appraisal are summarised in Figure 7-1 and Figure 7-2

DORCHESTER PARK AND RIDE - **PLANNING**

PLANNING			
SELECTED SITE	LANDSCAPE	FLOODING	TRANSPORT
I. Cricket Ground	●	●	●
J. Weymouth Road East	●	●	●
K. Weymouth Road West 1	●	●	●
L. Weymouth Road West 2	●	●	●
M. Bypass north	●	●	●
SR. Monkey's Jump roundabout	●	●	●

KEY

- ● LOW RISK
- ● MEDIUM RISK
- ● HIGH RISK
- ● NOT REALISTICALLY RESOLVABLE

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PROJECT
DORCHESTER PARK AND RIDE

DRG
SUMMARY APPRAISAL TABLE – PLANNING

DRAWN BY **BH**

DATE **07 SEP 2010**

JOB NO. **0208088**

DRG NO. **FIGURE 7-1**

DORCHESTER PARK AND RIDE - **TECHNICAL**

TECHNICAL		
SELECTED SITE	FLOODING	TRANSPORT
I. Cricket Ground		
J. Weymouth Road East	●	●
K. Weymouth Road West 1		
L. Weymouth Road West 2		
M. Bypass north	●	●
SR. Monkey's Jump roundabout	●	●

KEY

- ● LOW LEVEL OF INTERVENTION
- ● MEDIUM LEVEL OF INTERVENTION
- ● HIGH LEVEL OF INTERVENTION
- ● NOT REALISTICALLY RESOLVABLE

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PROJECT
DORCHESTER PARK AND RIDE

DRG
SUMMARY APPRAISAL TABLE – TECHNICAL

DRAWN BY **BH**

DATE **07 SEP 2010**

JOB NO. **0208088**

DRG NO. **FIGURE 7-2**

Three sites are identified as being viable, albeit that each faces its own unique challenges. It is not considered appropriate to rank the sites as the challenges faced by each site cannot easily be quantified or appraised as they do not fall easily into comparable categories. A review of the key challenges for the sites is presented below:

- **Weymouth Road East (J):** The visual impact of the site will need to be addressed; however there is scope to achieve this. It is likely that the main challenge will be in addressing the water management issues. A positive benefit will be realised in reducing traffic on the A35.
- **Bypass North (M):** This site is located north of Stadium Roundabout and will not reduce traffic on the A35. It is in an area of high local amenity value and access into the site is likely to require land outside of the boundary identified on the plan.
- **Monkey's Jump (SR):** The landscape and visual impact is a significant risk to planning at this site. The site will not reduce traffic on the A35.

It is recommended that the three schemes above be presented for consideration by appropriate Stakeholders as to which is the most appropriate for delivery.

Appendix A – EA Consultation 2007

The following extracts are reproduced from the EA consultation Response in 2007:

Groundwater Protection
All of the proposed sites are located on a Major Aquifer as defined by our *Policy and Practice for the Protection of Groundwater* (PPPG) and many of them are located within a groundwater Source Protection Zone (SPZ) 1 or 2. This is a zone of protection surrounding a nearby drinking water borehole, which is vulnerable to pollution. These zones therefore require careful protection from contamination.

Groundwater Resources
Consideration should be given to any possible impact on groundwater recharge, flows and levels. If detrimental consequences to the water environment are likely, then agreed mitigation measures would be necessary. The developer should adhere firmly to our stance on Sustainable Drainage Systems (SuDS).

It is the developer's responsibility to ensure that the development does not adversely affect any existing legal water interests in the area. Local water interests in the area such as wells, springs, etc, and private abstractions must not be adversely affected either.

Flood Risk
All of the sites proposed are greater than 1 Hectare in area and a Flood Risk Assessment (FRA) would be required in support of any planning application submitted for any of the sites. The need for a FRA is a planning requirement under Planning Policy Statement 25 (PPS25).

Sites A, B, C, G, H, I, J, K, L, M, N, O, P, Q, R and S fall within Flood Zone 1 (Low Risk). As such they fall outside our mapped fluvial and tidal floodplain areas. The FRA for these sites should therefore need to focus on the management of the surface water runoff from the site. However, if there are any other sources of flooding (for example groundwater flooding, problem drainage areas, watercourse floodplain not mapped by us etc.), the FRA should also consider these.

We would be pleased to provide more detail regarding FRA requirements when necessary. In the first instance we would refer the applicant to PPS25 Annex E for the general principles.

Surface Water Control
Surface water run-off should be controlled as near to its source as possible with sustainable drainage systems (SuDS). This reduces flood risk through the use of soakaways, infiltration trenches, permeable pavements, grassed swales, ponds etc. SuDS can also increase groundwater recharge, improve water quality and provide amenity opportunities. A SuDS approach is encouraged by Approved Document Part H of the Building Regulations 2000. Further information on SUDS can be found in:
- PPS25 Annex F: Managing Surface Water
- CIRIA C522 document Sustainable Urban Drainage Systems-design manual for England and Wales.
- Interim Code of Practice for Sustainable Drainage Systems (advice on design, adoption and maintenance issues, available at: www.environment-agency.gov.uk and www.ciria.org/suds)

It should also be noted that **any** works (permanent or temporary) in, under, over or within 8m of a Main River or Environment Agency flood defence asset, or that could affect the flow of an ordinary watercourse, would require the our prior Land Drainage Consent. The need for this consent is over and above the need for planning approval. Applicants should consider this requirement at an early stage since it can take up to two months to determine consent.

It should also not be assumed that the production of a FRA will in itself make a proposed development acceptable in flood risk terms. Any FRA submitted must demonstrate to our satisfaction that the development can proceed without creating an unacceptable flood risk either to future occupants or elsewhere. If it cannot do this then we will object to the application. Where the FRA is acceptable we will advise on flood risk conditions or make recommendations as appropriate.

		Good location Minimal impact ☐	Some support ☐	Neutral No comment ☐	Some concerns 4	Adverse location Negative impact ☐
I	**Cricket Ground** Access from A35/A354 roundabout and B3147 Weymouth Avenue	Suitable pollution prevention measures such as oil interceptors required. Flood Risk Assessment required, as site is over 1 hectare, to address surface water control only. Loss of recreational space is an adverse impact.				
		Good location Minimal impact 4	Some support ☐	Neutral No comment ☐	Some concerns ☐	Adverse location Negative impact ☐
J	**Weymouth Road East** Access from A35/A354 roundabout and A354 Weymouth Road	Suitable pollution prevention measures such as oil interceptors required. Flood Risk Assessment required, as site is over 1 hectare, to address surface water control only.				

		Good location Minimal impact 4	Some support ☐	Neutral No comment ☐	Some concerns ☐	Adverse location Negative impact ☐
K	**Weymouth Road West 1** Access from A35/A354 roundabout and A354 Weymouth Road	Suitable pollution prevention measures such as oil interceptors required. Flood Risk Assessment required, as site is over 1 hectare, to address surface water control only.				
		Good location Minimal impact 4	Some support ☐	Neutral No comment ☐	Some concerns ☐	Adverse location Negative impact ☐
L	**Weymouth Road West 2** Access from A35/A354 roundabout and A354 Weymouth Road	Suitable pollution prevention measures such as oil interceptors required. Flood Risk Assessment required, as site is over 1 hectare, to address surface water control only.				

		Good location Minimal impact 4	Some support ☐	Neutral No comment ☐	Some concerns ☐	Adverse location Negative impact ☐
M	**Bypass North** Access from A35/A354 roundabout and B3147 Weymouth Avenue	Suitable pollution prevention measures such as oil interceptors would be required. Flood Risk Assessment required, as site is over 1 hectare, to address surface water control only.				

		Good location Minimal impact 4	Some support ☐	Neutral No comment ☐	Some concerns ☐	Adverse location Negative impact ☐
R	**Monkeys Jump 1** Access off A35	Suitable pollution prevention measures such as oil interceptors would be required. Flood Risk Assessment required, as site is over 1 hectare, to address surface water control only.				

		Good location Minimal impact 4	Some support ☐	Neutral No comment ☐	Some concerns ☐	Adverse location Negative impact ☐
S	**Monkeys Jump 2** Access from A35/A37 roundabout and C53 road to Martinstown	Suitable pollution prevention measures such as oil interceptors required. Flood Risk Assessment required, as site is over 1 hectare, to address surface water control only.				

Appendix B – EA Consultation 2010

Mr Tim Denton

Buro Happold Limited

230 Lower Bristol Road

Bath

Avon

BA2 3DQ

Our ref: WX/2010/116065/01-L01

Your ref: e mail

Date: 24 August 2010

Dear Mr Denton

PARKING SITES

DORCHESTER AREA, DORSET

Thank you for consulting the Environment Agency on the above enquiry.

We have the following comments to make which are also summarised in the table below.

Ref	Site Name	Flood Risk	Risk to controlled waters	Other comments
A	Stinsford	Site within Flood Zone 1, likely to have good infiltration rates. However indicated to have some prevailing risk from surface water flooding.		
B	Birkin House	Site within Flood Zone 1, likely to have good infiltration rates. However indicated to have some prevailing risk from surface water flooding	Number of licensed sources in the vicinity of these sites but these abstractions may not necessarily be for potable use.	Need to satisfy that there would be no impact on the private water supply at Kingston Maurward ref 13/44/055/G/005
C	Kingston Maurward	Site within Flood Zone 1, likely to have good infiltration rates. However indicated to have some prevailing risk from surface water	Number of licensed sources in the vicinity of these sites but these abstractions	

		flooding	may not necessarily be for potable use.	
D	London Road	Site partially within Flood Zones 3 and 2, infiltration likely to be unsuitable. Indicated to have risk from surface water and fluvial flooding.	We would object in principle to the creation of parking at these sites on the basis that the development would represent an unacceptable risk to Wessex Water's supply boreholes.	Site adjacent to watercourses which are part of the River Frome catchment - not suitable until we are satisfied that there would be no impact on the various wetland interests and of course the River Frome SSSI.
E	Coker's Frome Show Ground	Site partially within Flood Zones 3 and 2, infiltration likely to be unsuitable. Indicated to have risk from surface water and fluvial flooding.	We would object in principle to the creation of parking at these sites on the basis that the development would represent an unacceptable risk to Wessex Water's supply boreholes.	Site adjacent to watercourses which are part of the River Frome catchment - not suitable until we are satisfied that there would be no impact on the various wetland interests and of course the River Frome SSSI.
F	King Georges Field	Is (largely) within Flood Zone 1, but is enclosed by two Main River channels (Dorchester Millstream and River Frome). Infiltration and water table likely to be strongly influenced by adjacent channels. The north element of the site is indicated to have a prevailing risk of surface water flooding.		Site adjacent to watercourses which are part of the River Frome catchment - not suitable until we are satisfied that there would be no impact on the various wetland interests and of course the River Frome SSSI.
G	A35/A352 Junction	Entirely Flood Zone 1, good infiltration rates anticipated.		Private water supply, ref 13/44/056/G/100, for Came House Estate.
H	Bypass South	Entirely Flood Zone 1, good infiltration rates anticipated. Significant indication of surface water flooding associated with the A35 and overland flows.		Private water supply, ref 13/44/056/G/100, for Came House Estate.
I	Cricket Ground	Flood Zone 1, infiltration unknown. Some prevailing risk of surface water flooding and overland flow.		

J	Weymouth Road East	Flood Zone 1, prone to significant surface water flooding, therefore infiltration poor. Soakaways are likely to prove unsuitable.	Number of licensed sources in the vicinity of these sites but these abstractions may not necessarily be for potable use.	
K	Weymouth Road West 1	Within Flood Zone 1, infiltration rates likely to be favourable, although some runoff and surface water received from adjacent A35 and housing developments. Some indication of surface water flooding impacting on low laying elements of the site.	Number of licensed sources in the vicinity of these sites but these abstractions may not necessarily be for potable use.	
L	Weymouth Road West 2	Within Flood Zone 1, infiltration rates likely to be favourable, although some runoff and surface water received from adjacent A35 and housing developments. Some indication of surface water flooding impacting on low laying elements of the site.	Number of licensed sources in the vicinity of these sites but these abstractions may not necessarily be for potable use.	
M	Bypass North	Within Flood Zone 1, infiltration rates likely to be favourable, although some runoff and surface water received from adjacent A35 and housing developments. Some indication of surface water flooding impacting on low laying elements of the site.	Number of licensed sources in the vicinity of these sites but these abstractions may not necessarily be for potable use.	Private water supply for Maiden Castle Farm, 13/44/056/G/112, which lies some 300m to the South West.
N	Poundbury South	Flood Zone 1, good infiltration anticipated. Some minor surface water flooding indicated.		
O	Poundbury Middle	Flood Zone 1, good infiltration anticipated.		
P	Poundbury East	Flood Zone 1, good infiltration anticipated.	We would object in principle to the creation of parking at these sites on the basis that the development would represent an unacceptable risk to Wessex Water's supply boreholes.	

Q	Poundbury North	Flood Zone 1, good infiltration anticipated.		
R	Monkeys Jump 1	Flood Zone 1, good infiltration anticipated.		
S	Monkeys Jump 2	Flood Zone 1, good infiltration anticipated.		
T	Wolfeton House	Flood Zones 3 and 2, poor infiltration, water table closely related to fluvial levels. Strong indication of surface water flooding.		Site adjacent to watercourses which are part of the River Frome catchment - not suitable until we are satisfied that there would be no impact on the various wetland interests and of course the River Frome SSSI.

Flood Risk

All potential sites falling within Flood Zones 3 (high risk) and 2 (medium), as defined within Table D.1 of Planning Policy Statement 25 (PPS25) Development and Flood Risk, will require a site specific Flood Risk Assessment (FRA). Equally, any chosen site within Flood Zone 1 (low risk) that has an area in excess of 1 hectare or impacting upon an adjacent watercourse will also require a supporting FRA.

A site specific FRA will need to consider all forms of flood risk prevailing to the selected location and must ensure that the proposed development does not increase flood risk to others. Supporting FRA's are to be completed in accordance with the requirements of PPS25 and are to include a suitable surface water management scheme based upon sustainable drainage principles, and an assessment of the hydrological and hydrogeological context of the site. Due allowance for climate change is to be made in accordance with Annex B of PPS25.

The creation of large, stand alone carparking areas or park and ride developments fall within the Less Vulnerable category of Flood Risk Vulnerability Classification, as set out within Table D.2 of PPS25.

All works in, under, over or within 8 metres of a designated Main River channel (i.e River Frome) will require prior Flood Defence Consent (FDC) from the Environment Agency, in accordance with the Water Resources Act 1991 and Byelaws legislation. Equally, all works creating an obstruction to flow (i.e. culverting or temporary works) within an Ordinary Watercourse may also require prior FDC in accordance with Section 23 of the Land Drainage Act 1991. Such FDC is required in addition to planning permission. Further guidance in this respect is

available from our Development and Flood Risk Officer Katya Lightman 01258 483434.

Should you require any further clarification of our response or wish to discuss the scope of any proposed FRA, contact our Development and Flood Risk Engineer, Gary Cleaver 01258 483434.

Risk to controlled waters

Our Groundwater Protection: Policy and Practice (GP3) document sets out our Agency's position with regard to the development of parking areas.

Policy P4-12 states:

"*Other than inside Source Protection Zone 1, we will support the use of sustainable drainage systems for new discharges to ground of surface run-off from roads, vehicle parking and public/amenity areas, provided that an appropriate level of risk assessment demonstrates the groundwater conditions to be suitable. There should be adequate protective measures for groundwater and arrangements for effective management and maintenance of the system. (CIRIA 2000, 2004, 2007. SUDSWG)."*

We would therefore object in principle to the creation of parking at sites D (London Road), E (Coker's From Show Ground) and P (Poundbury East) on the basis that the development would represent an unacceptable risk to Wessex Water's supply boreholes at Eagle Lodge and Bridport Road.

We have only formally delineated source protection zones around public supply sources and some large private sources used for potable supply, water bottling or the manufacturing of foodstuffs. In fact any well, spring or borehole providing water intended for human consumption is deemed to have a default inner protection zone of 50m centred on the point of abstraction. We are aware of a number of licensed sources in the vicinity of sites B and C and also the group of sites L, M, K and J but these abstractions may not necessarily be for potable use. There may be other, licence exempt abstractions in proximity to any of the sites and we suggest that the screening process includes a check for the presence of other abstractions within proximity of the each of the schemes. Accordingly we recommend that enquires be made with the Environmental Health Officer responsible for maintaining the Register of Private Water Supplies and if necessary a walkover survey.

In accordance with policy P4-12 any formal planning application will need to be supported by a risk assessment . It is considered likely that the conclusions of any risk assessment for any of the sites outside SPZ 1 will include provision for oil interceptors prior to any discharge to ground.

The Groundwater and Contaminated Land team would be happy to discuss further should more information be required. The team can be contacted on 01392 352366.

Sustainable Drainage Systems (SuDS)

Surface water run-off should be controlled as near to its source as possible with sustainable drainage systems (SuDS). This reduces flood risk through the use of soakaways, infiltration trenches, permeable pavements, grassed swales, ponds etc. SuDS can also increase groundwater recharge, improve water quality and provide amenity opportunities. A SuDS approach is encouraged by Approved Document Part H of the Building Regulations 2000.

Further information on SUDS can be found in:

- PPS25 Annex F: Managing Surface Water
http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement25.pdf
- 'A Practice Guide Companion to PPS25'
http://www.communities.gov.uk/archived/publications/planningandbuilding/developmentflood
- CIRIA C522 document Sustainable Urban Drainage Systems-design manual for England and Wales.
- Interim Code of Practice for Sustainable Drainage Systems (advice on design, adoption and maintenance issues, available at: http://www.environment-agency.gov.uk/static/documents/Business/icop_final_0704_872183.pdf

Pollution Prevention

Surface water may be contaminated by oil at a number of different sites. These sites need to have measures in place to prevent this oil from polluting the environment. Trapped gully pots can provide adequate protection for car parks that are too small to justify the installation of a separator, but they must be properly maintained. For guidance on oil separators please follow the link bellow:
http://publications.environment-agency.gov.uk/pdf/PMHO0406BIYL-e-e.pdf?lang=_e

Please note that the view expressed in this letter by the Environment Agency is a response to a pre application enquiry only and does not represent our final view in relation to any future planning application made. We reserve the right to change our position should new information, or updates to guidance occur, in relation to any such application.

Please contact us if you have any queries.

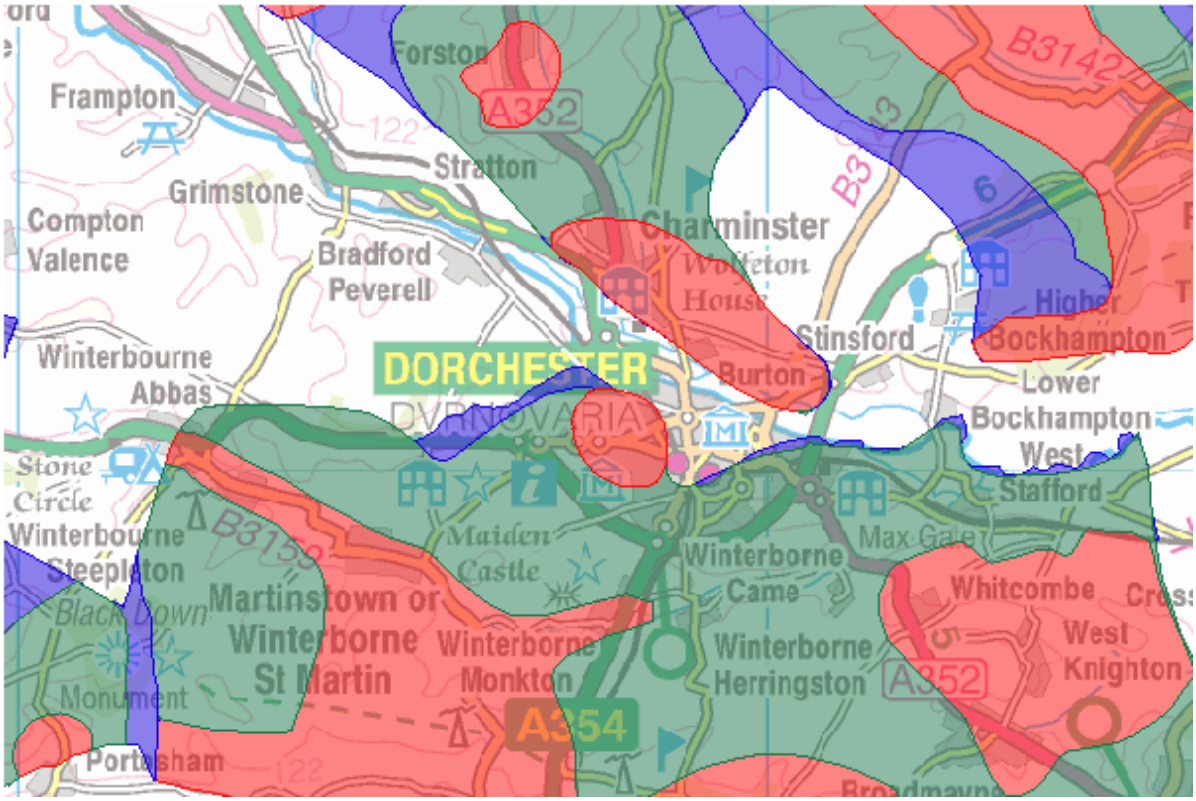
Yours sincerely

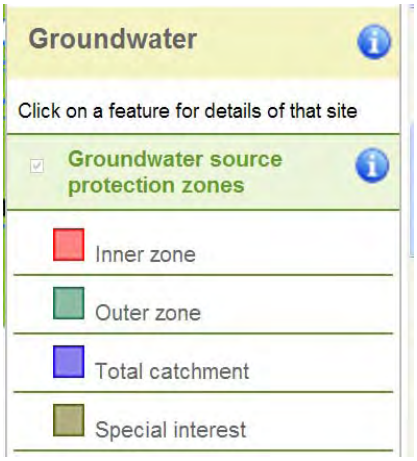
Miss Kamila Synowiec
Planning Liaison Officer
Direct dial 01258 483305
Direct fax 01258 455998
Direct e-mail kamila.synowiec@environment-agency.gov.uk

Appendix C - Network Rail Consultation 2010

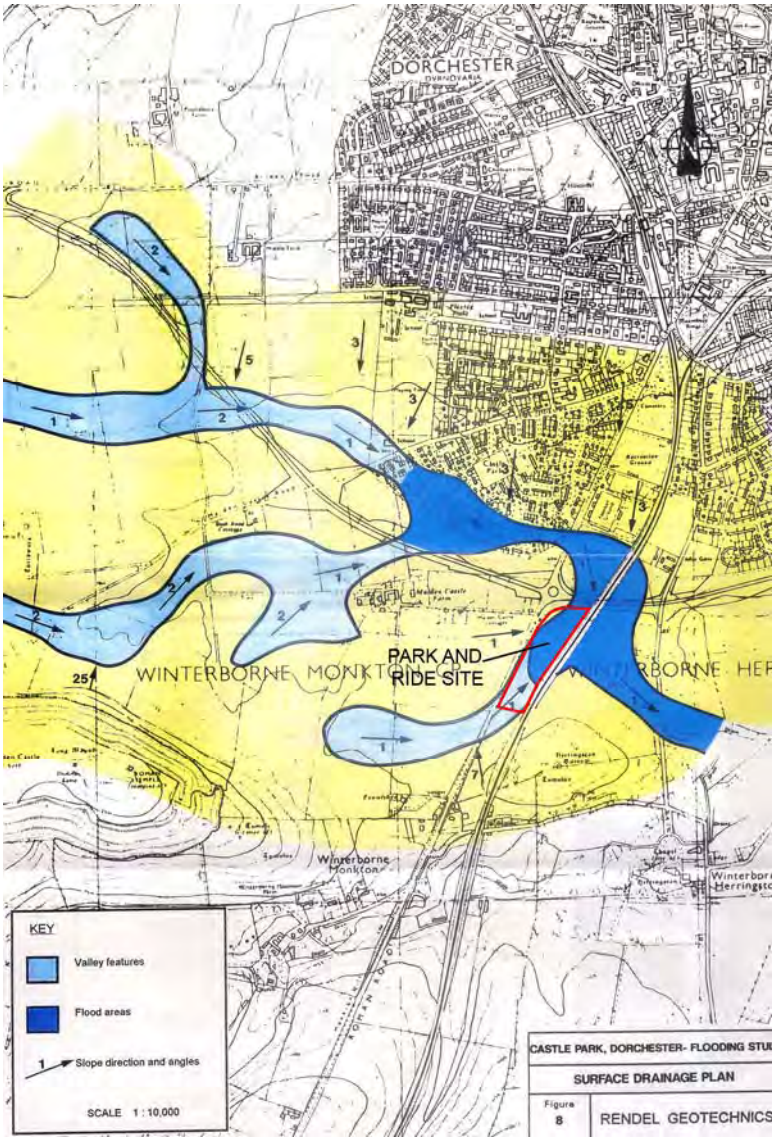
To be incorporated on receipt

Appendix D - Groundwater Source Protection Zones

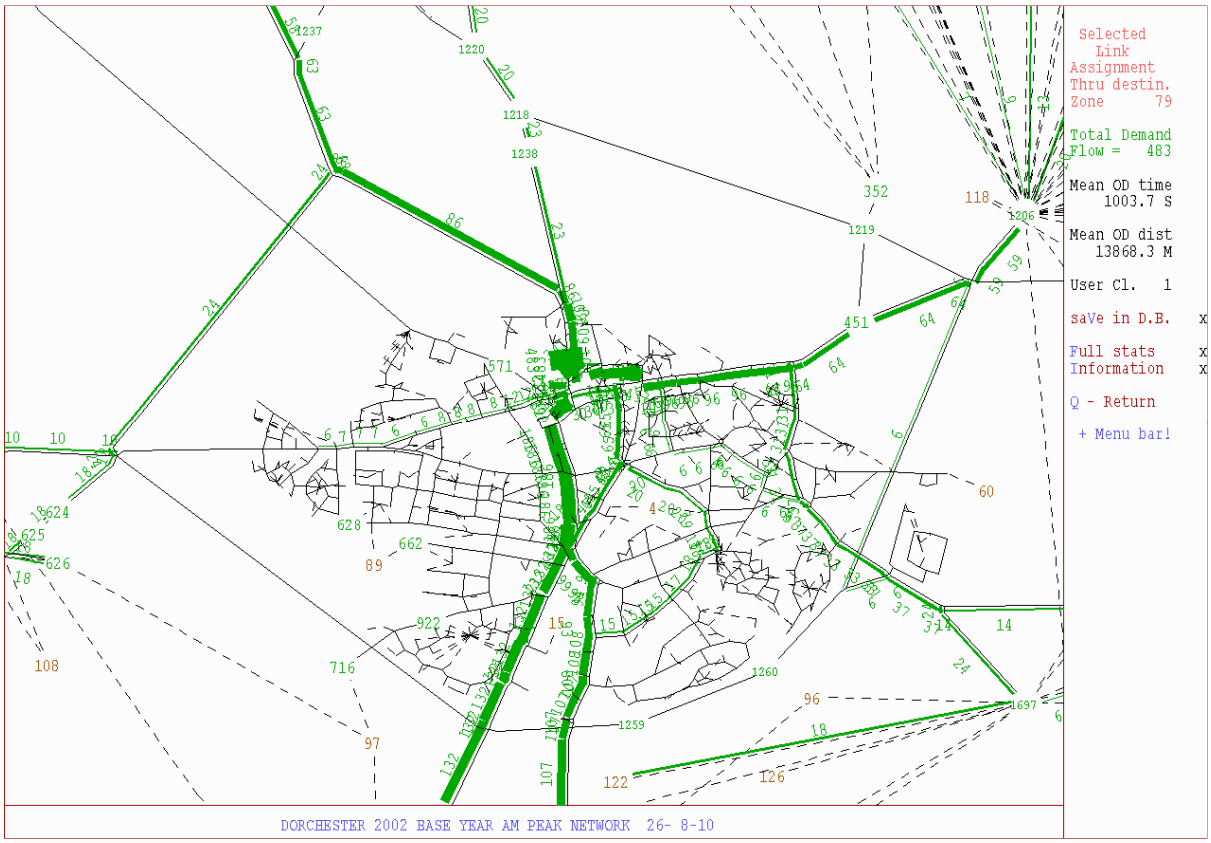




Appendix E - Rendel Geotechnics Mapping of Ephemeral Stream

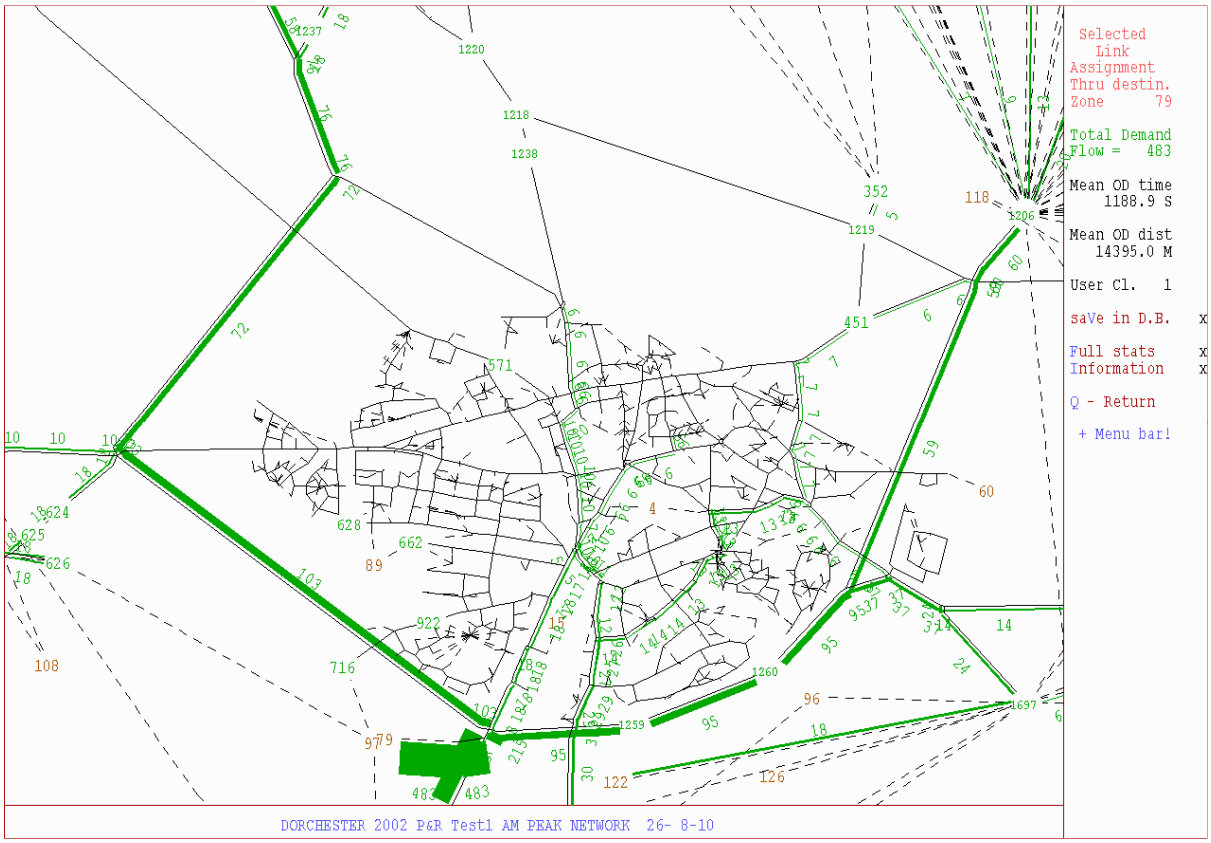


Appendix F – Transportation SATURN Model Results

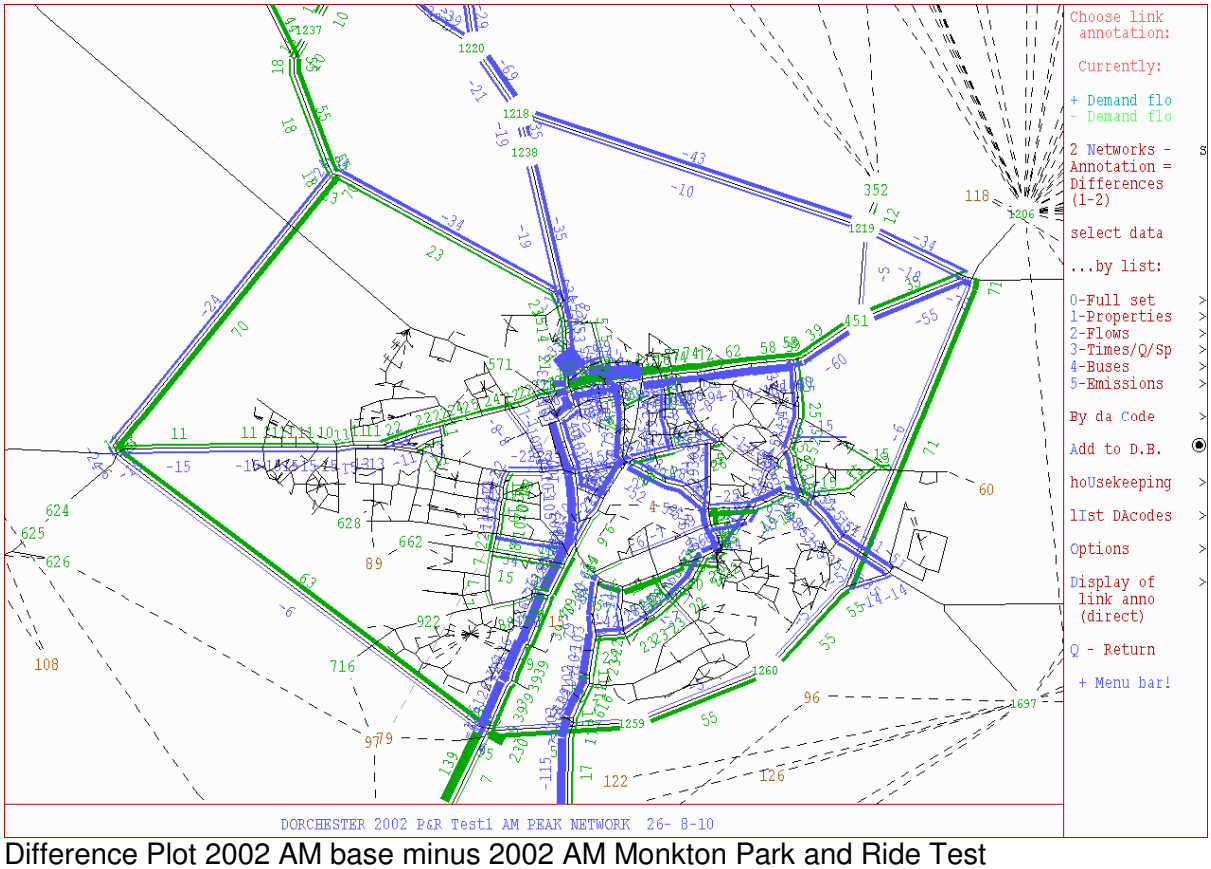


Cars arriving at Zone 79 (County Hall) in the AM Peak

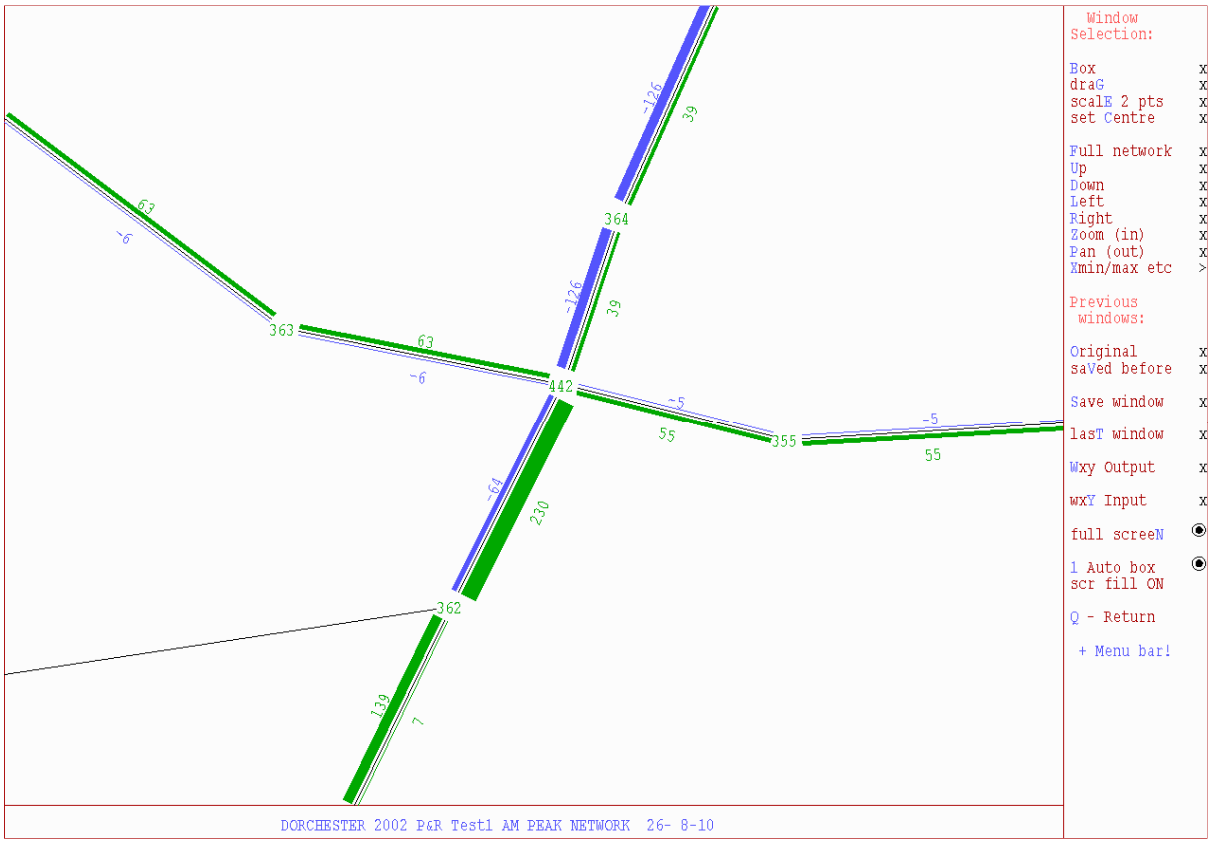
The model shows 483 cars arriving at County Hall in the AM peak. The vast majority of these are arriving from outside of Dorchester. The few (maybe 50 vehicles) travelling from within Dorchester are very unlikely to use park and ride sites located out of the town. To save time, these trips have not been removed from the matrices.



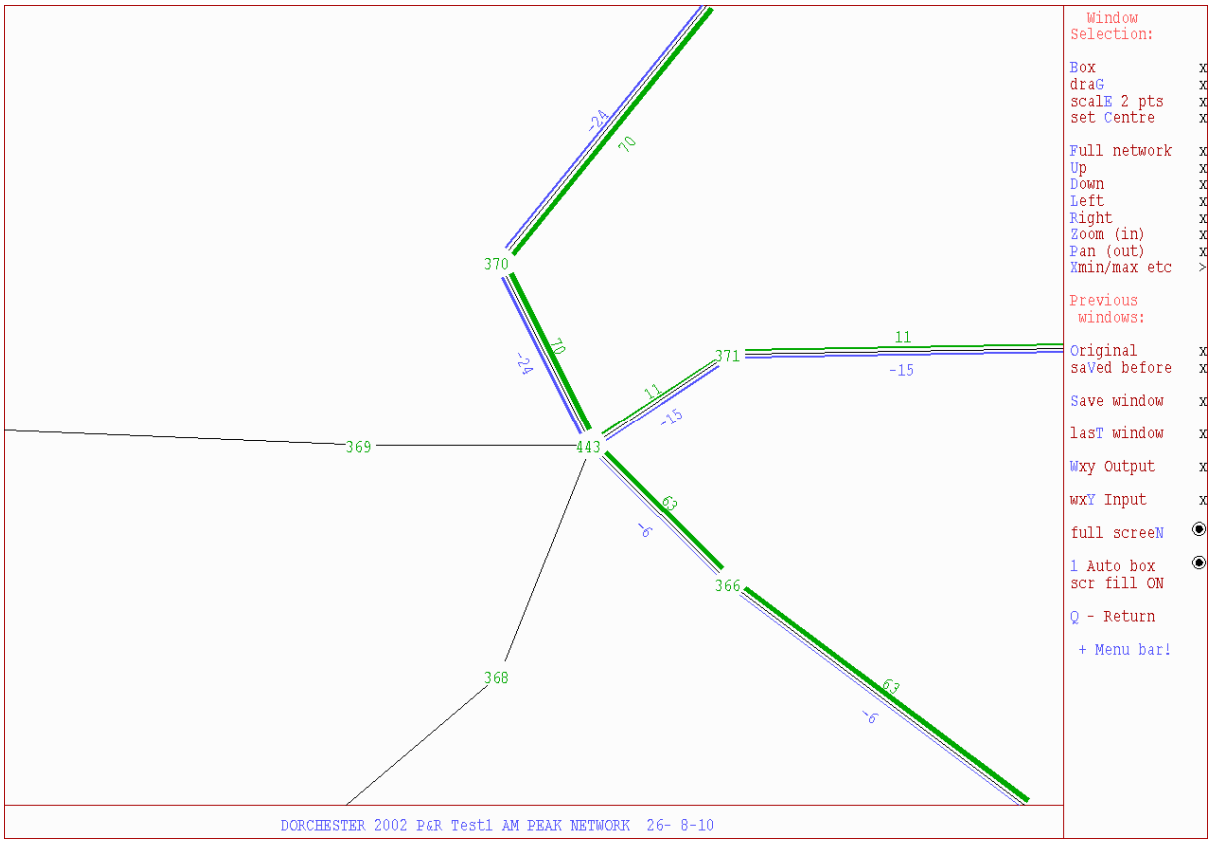
Zone 79 (County Hall) relocated to proposed Monkton Park & Ride Site



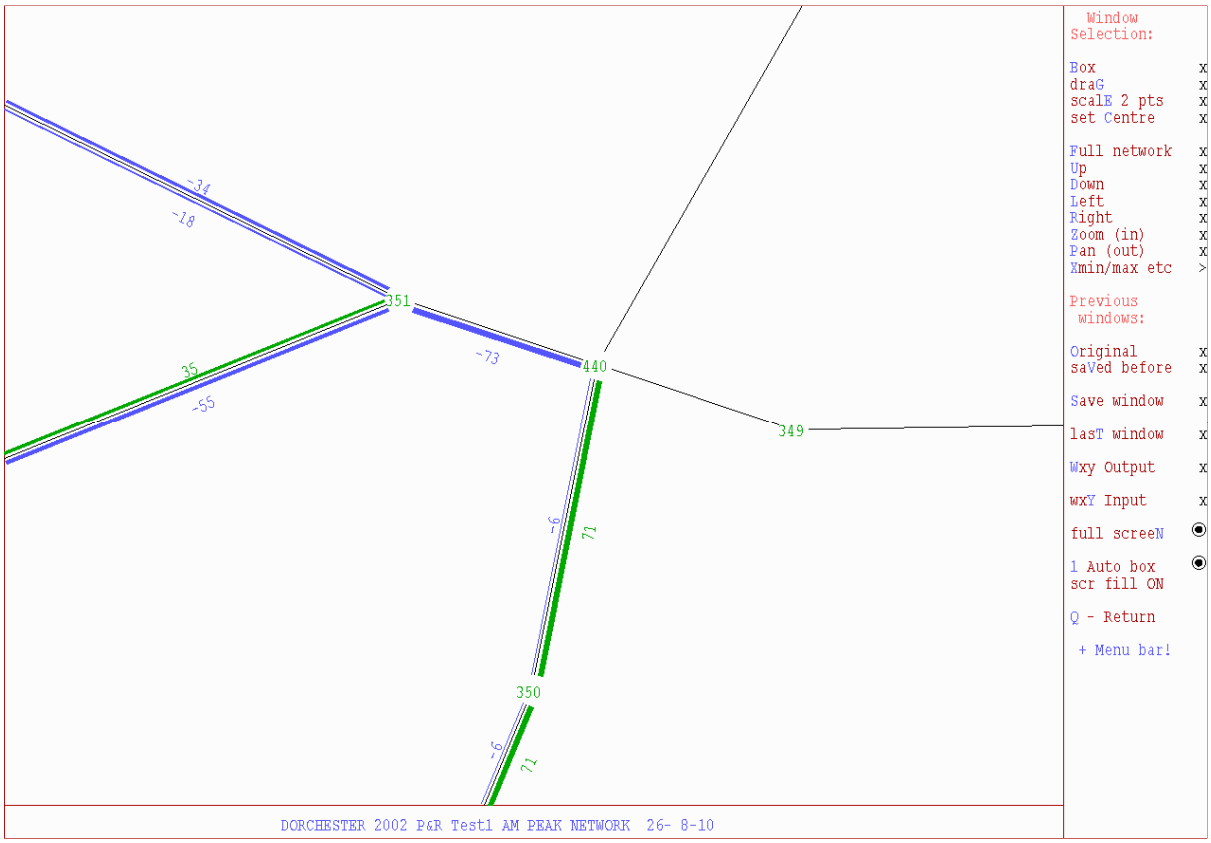
Difference Plot 2002 AM base minus 2002 AM Monkton Park and Ride Test



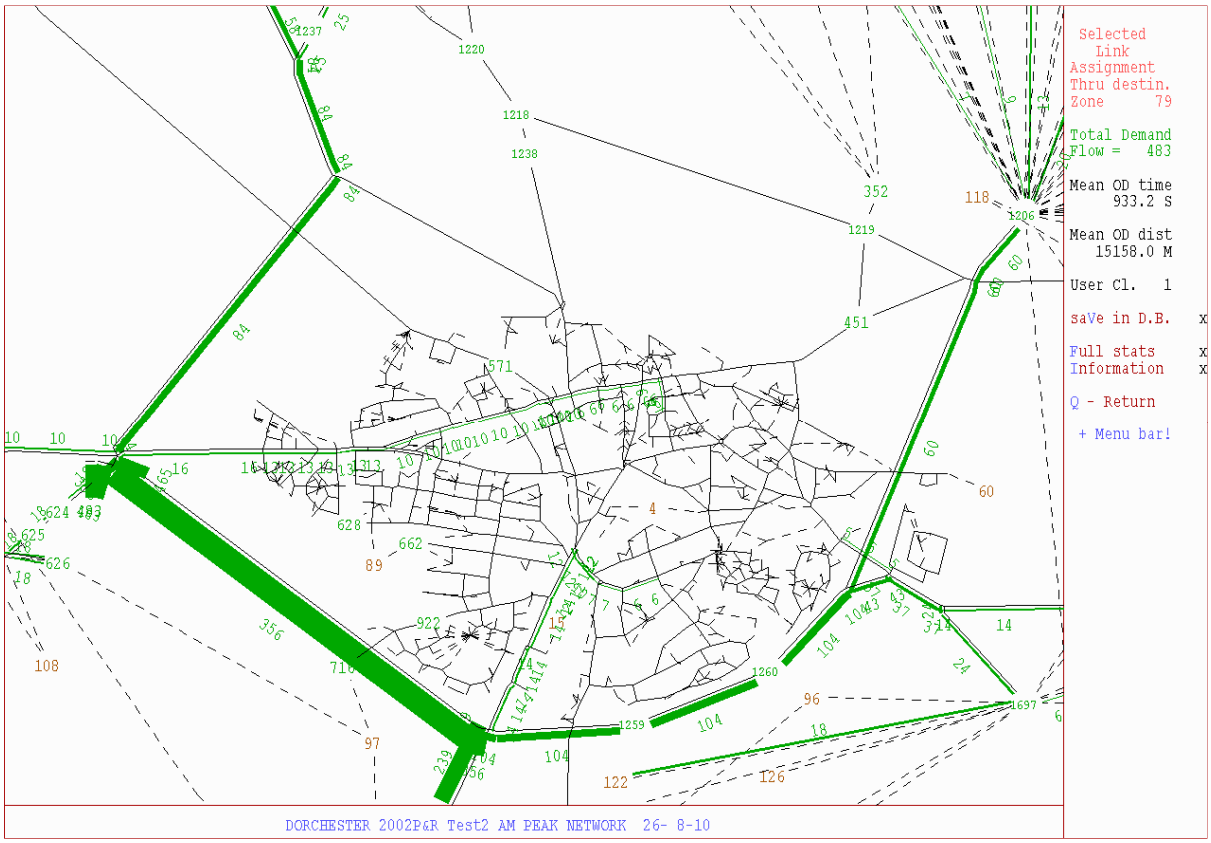
Impact of Monkton P&R on Stadium Roundabout



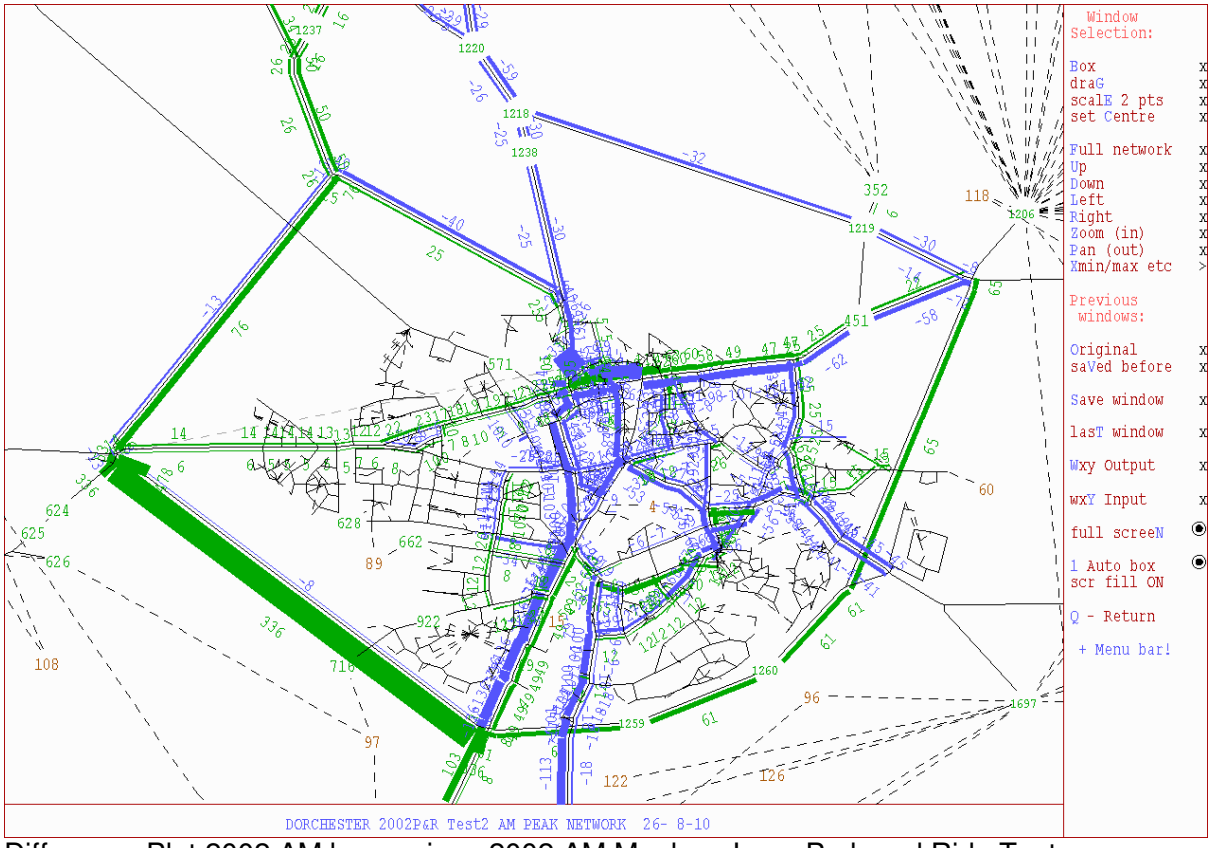
Impact of Monkton P&R on Monkey's Jump Roundabout



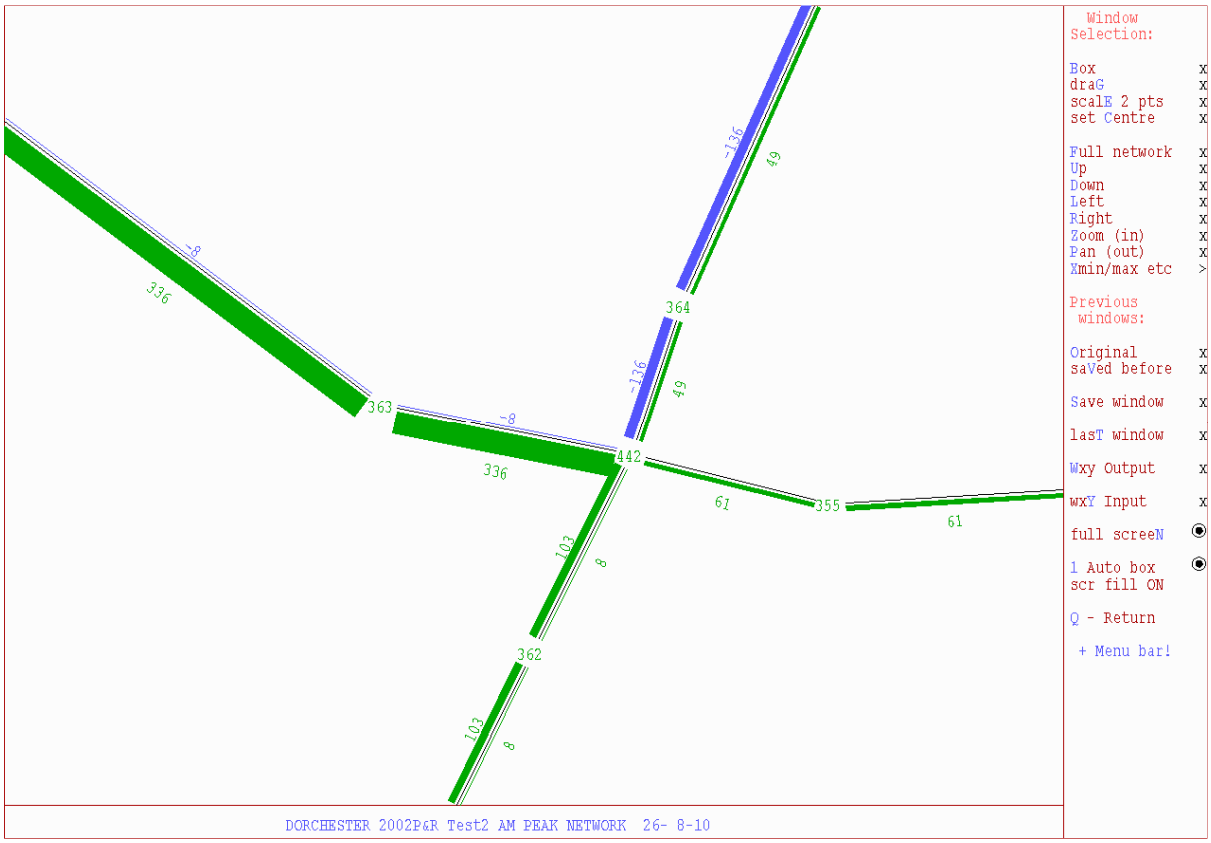
Impact of Monkton P&R on Stinsford Roundabout



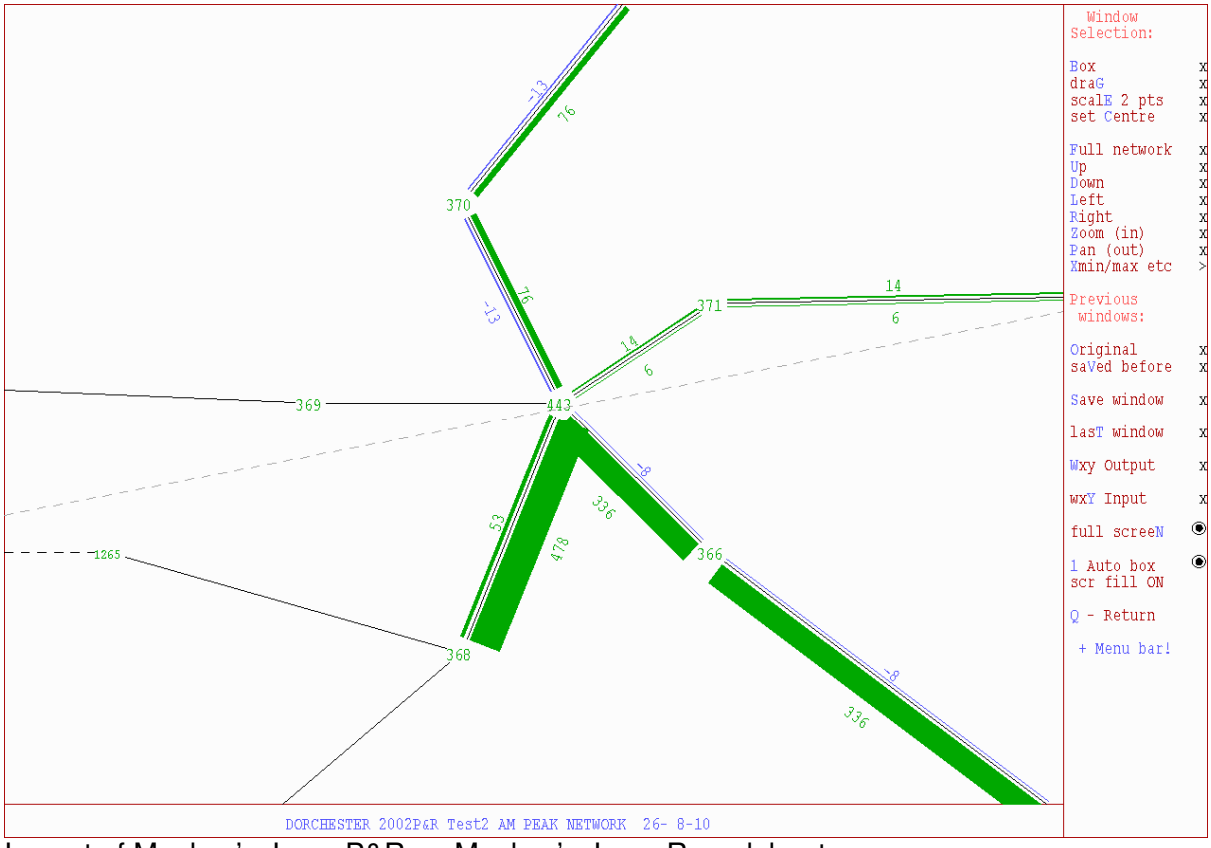
Zone 79 (County Hall) relocated to proposed Monkey's Jump Park & Ride Site



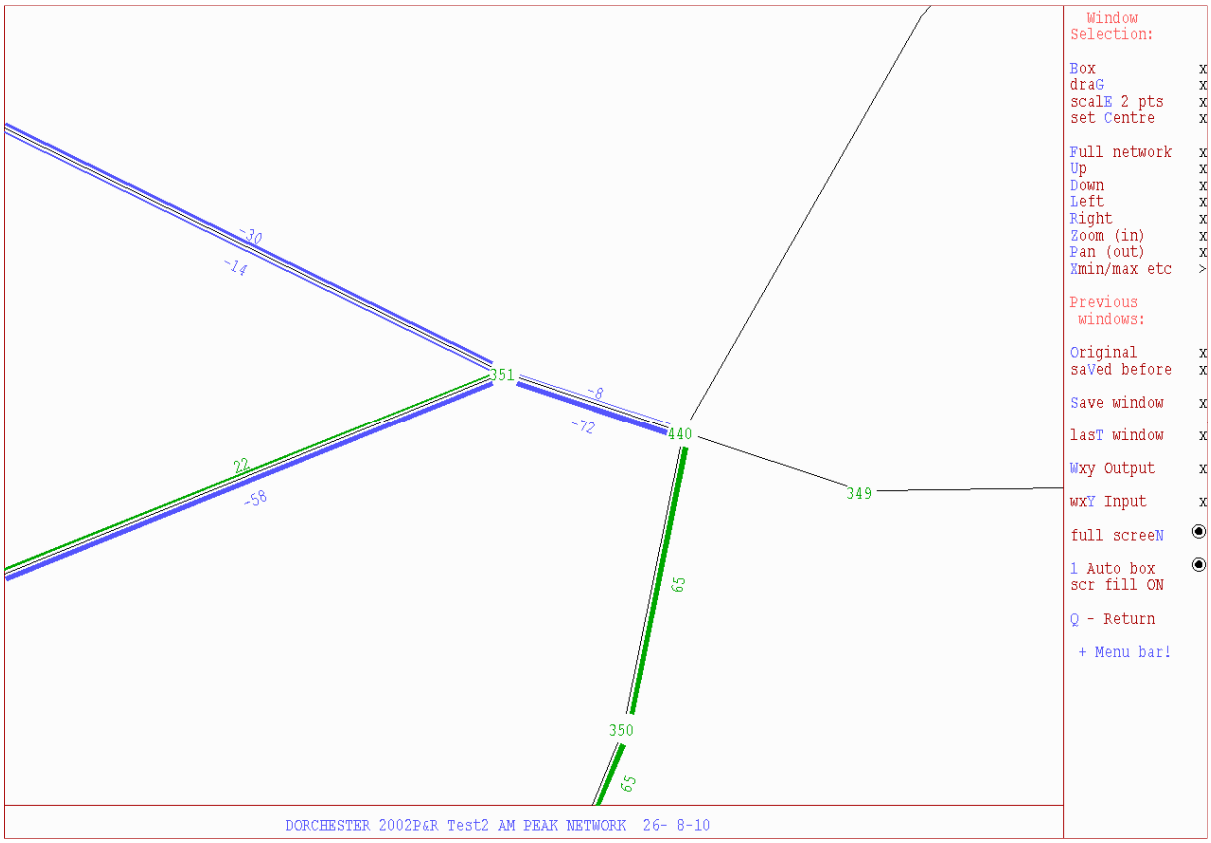
Difference Plot 2002 AM base minus 2002 AM Monkey Jump Park and Ride Test



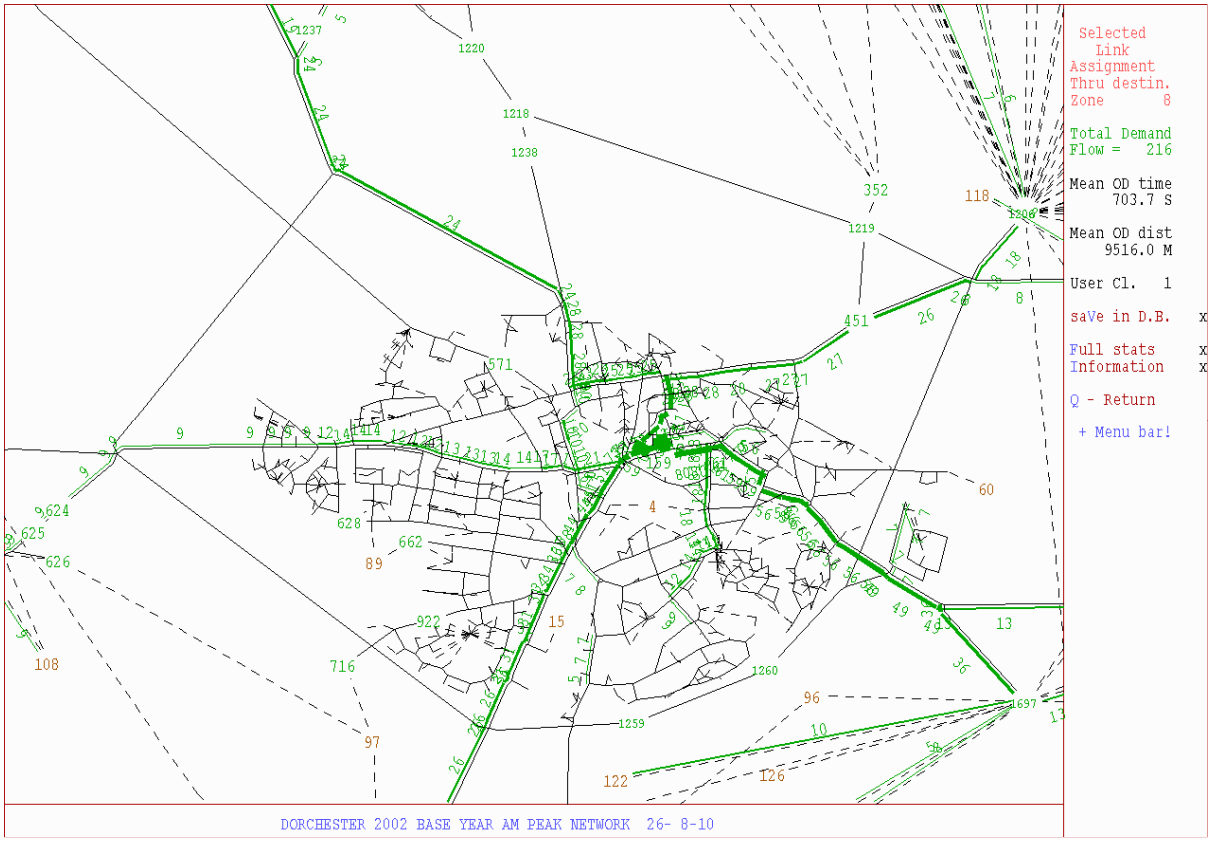
Impact of Monkey's Jump P&R on Stadium Roundabout



Impact of Monkey's Jump P&R on Monkey's Jump Roundabout

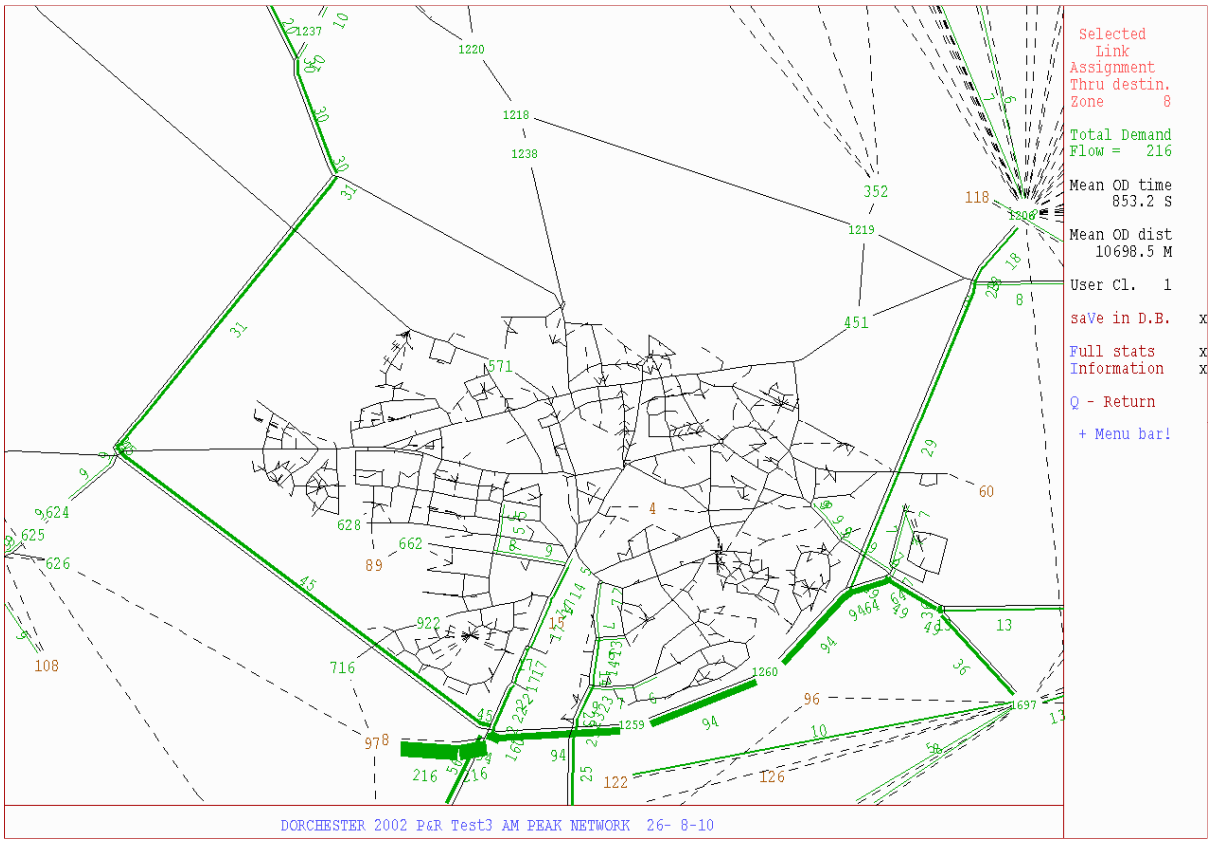


Impact of Monkey's Jump P&R on Stinsford Roundabout

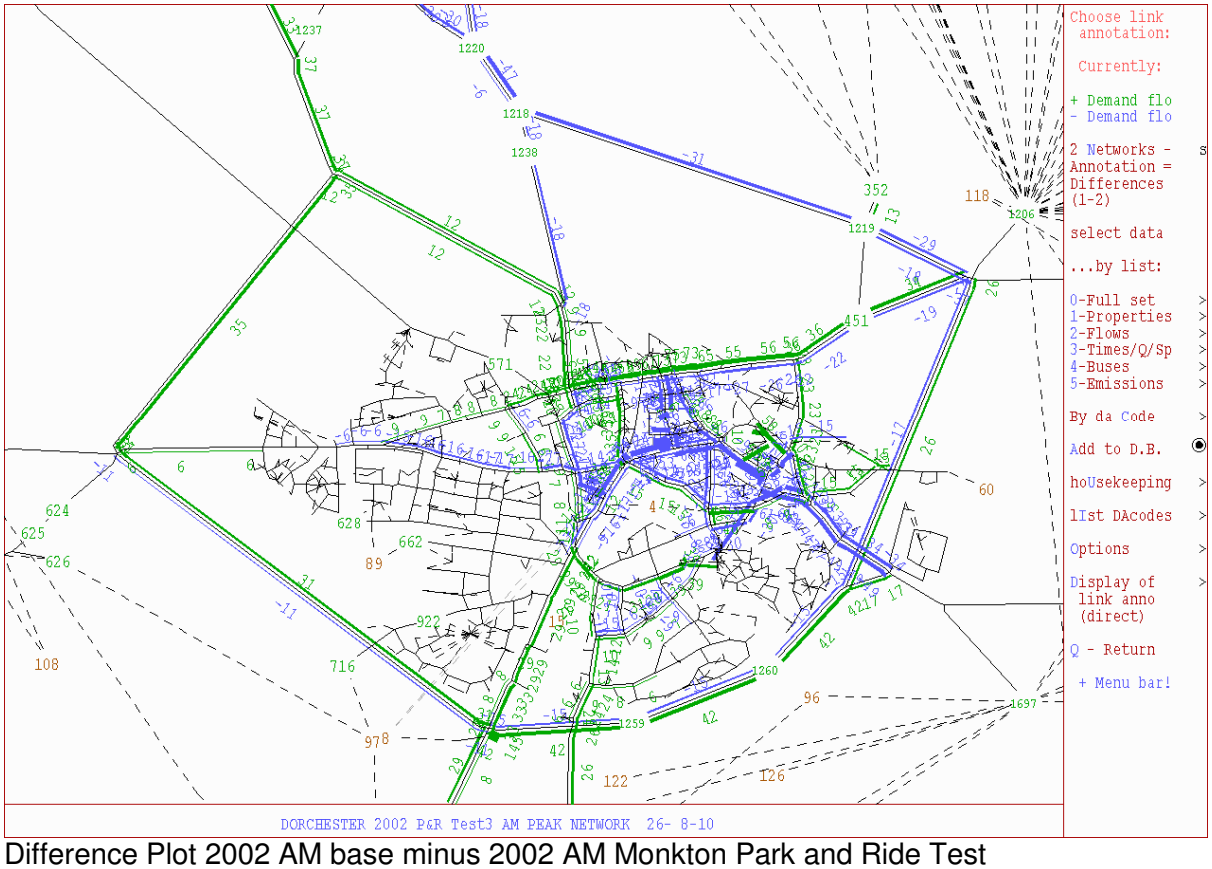


Cars arriving at Zone 8 (Town Centre Car Parks) in the AM Peak

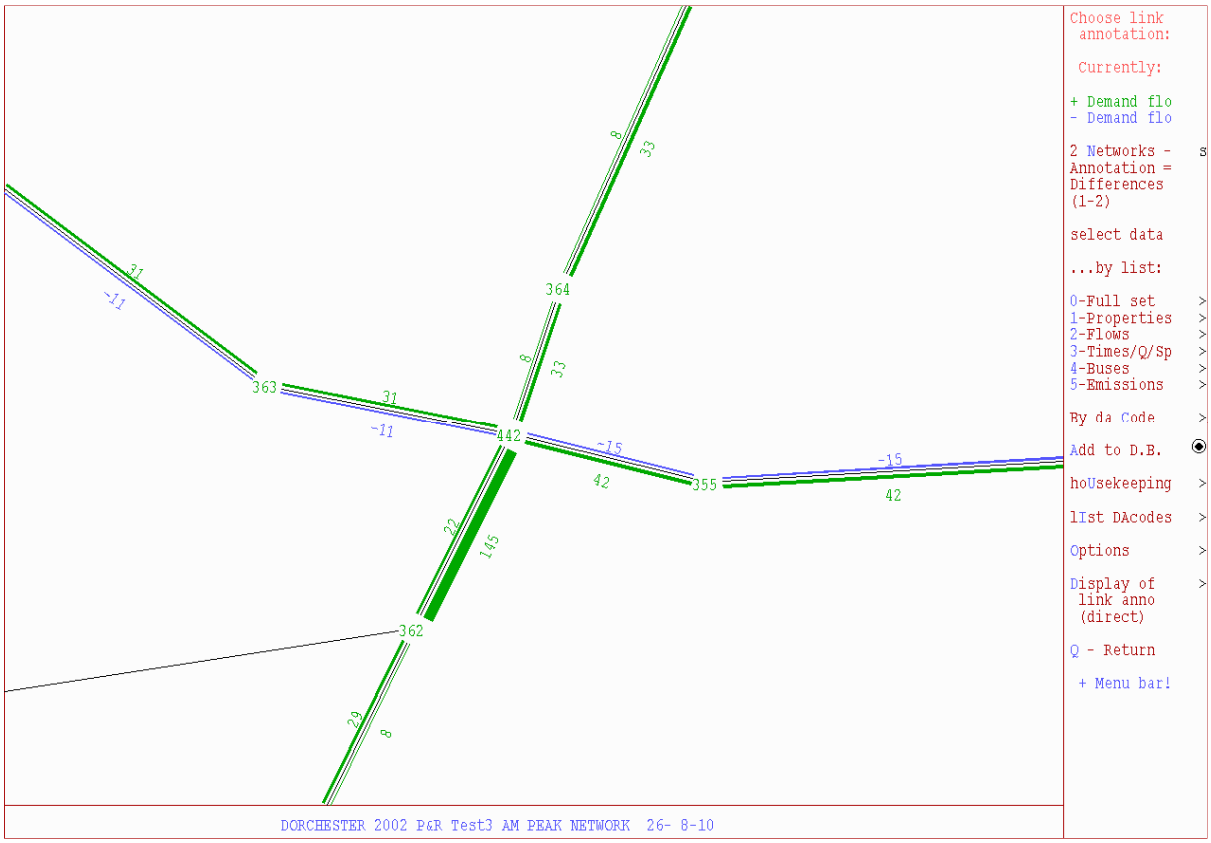
The model shows 216 cars arriving at Zone 8 in the AM peak. This zone includes Wolloston Field and Acland Road Car Parks. Part of Wolloston Field is a long stay Car Park. The majority of these are arriving from outside of Dorchester. Again, the few (maybe 50 vehicles) travelling from within Dorchester are very unlikely to use park and ride sites located out of the town. To save time, these trips have not been removed from the matrices.



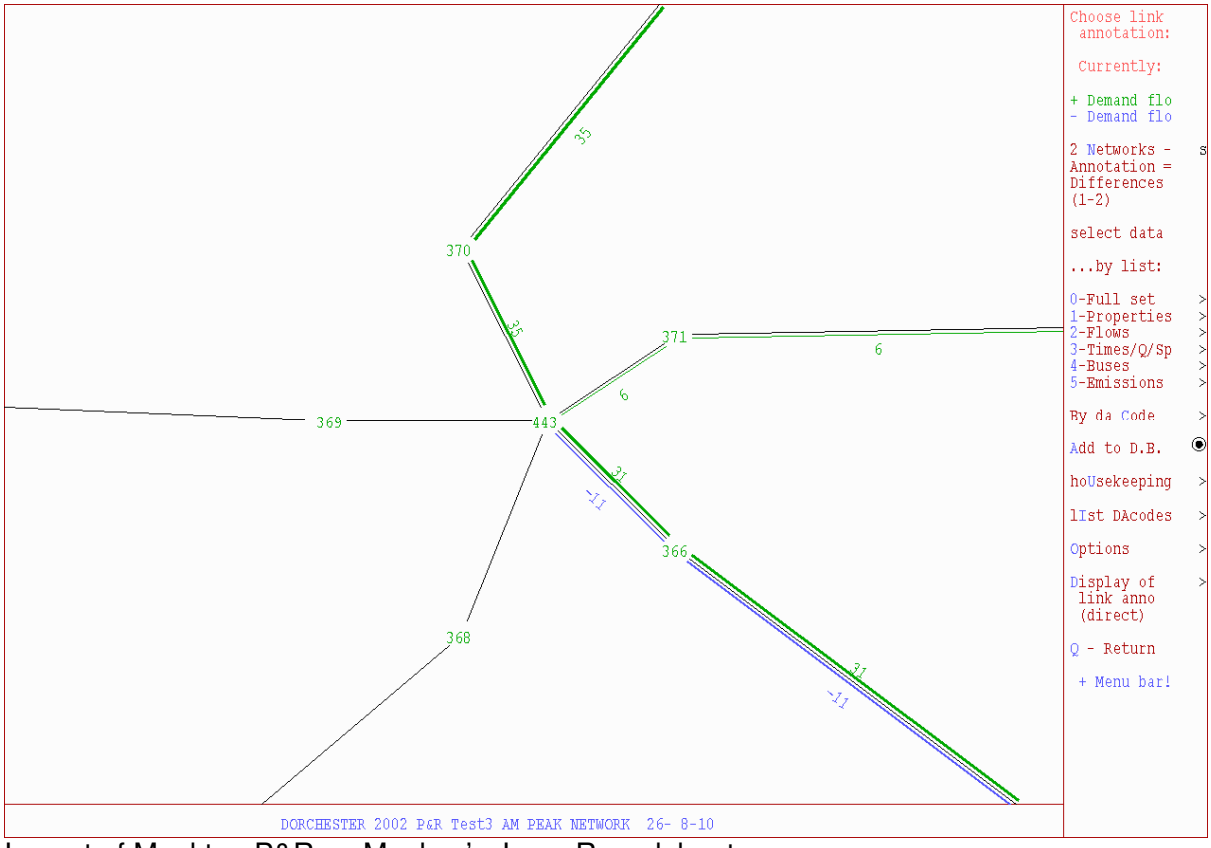
Zone 8 (Town Centre Car parks) relocated to proposed Monkton Park & Ride Site



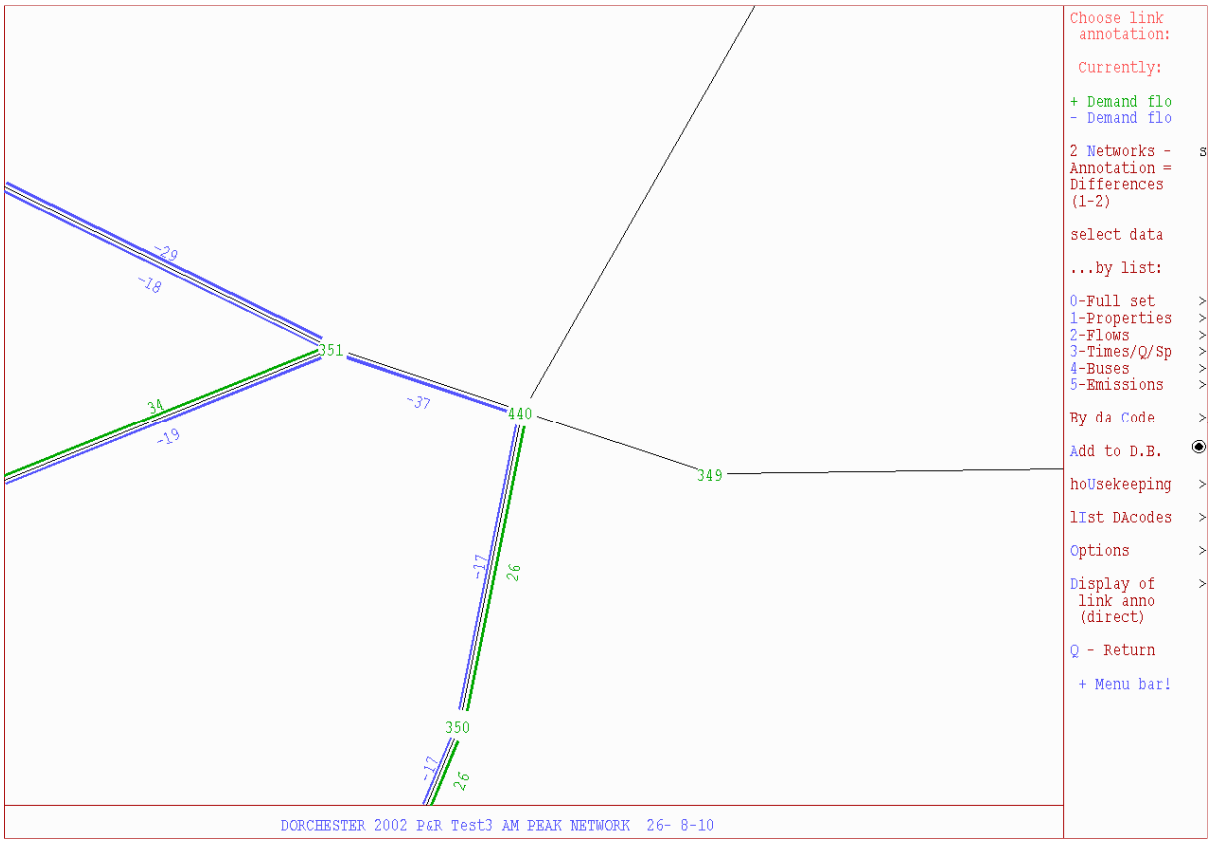
Difference Plot 2002 AM base minus 2002 AM Monkton Park and Ride Test



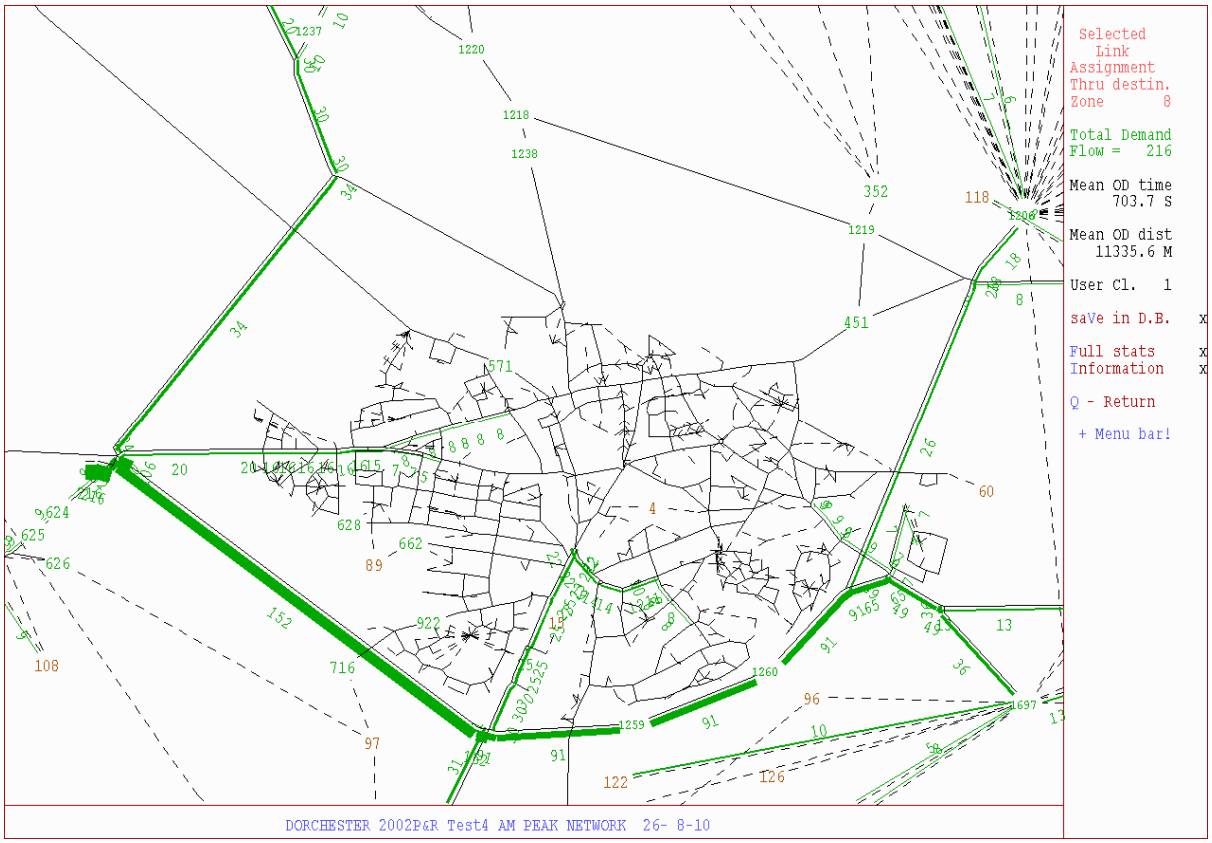
Impact of Monkton P&R on Stadium Roundabout



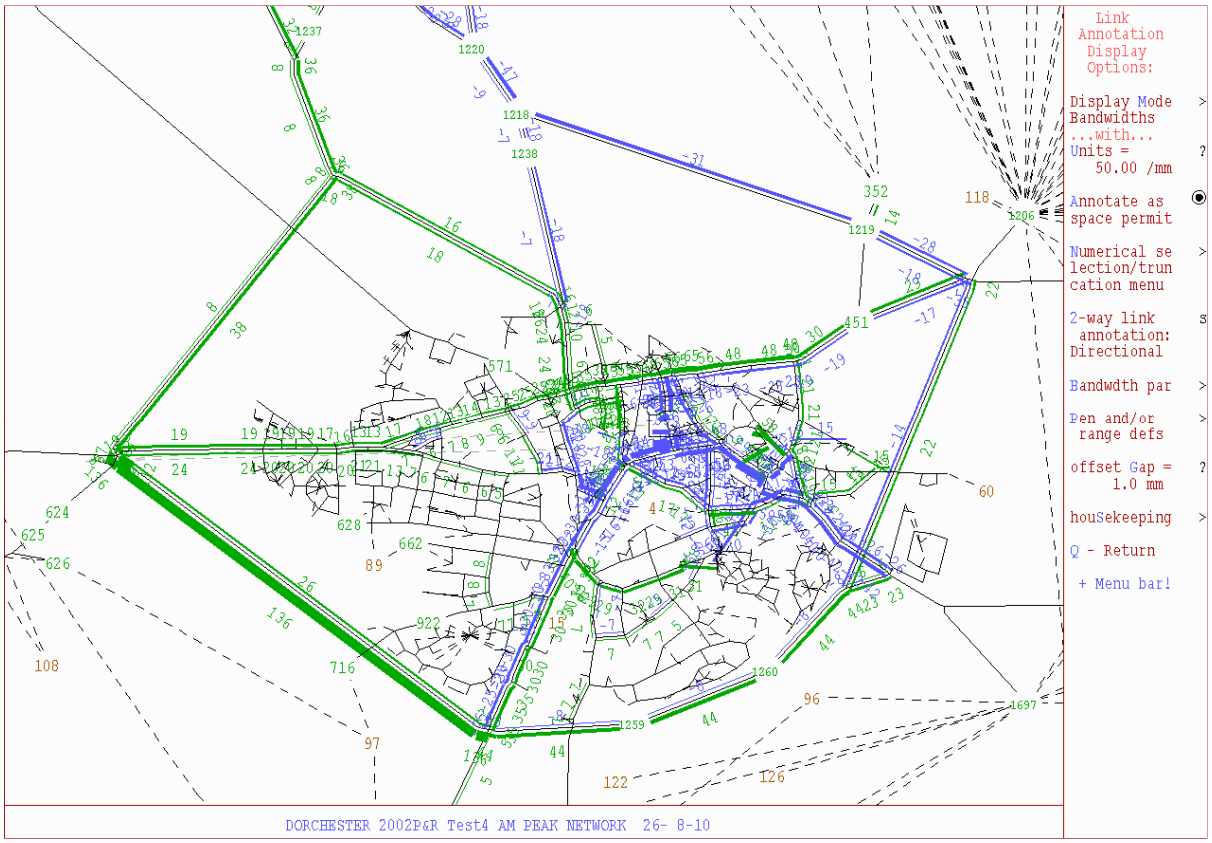
Impact of Monkton P&R on Monkey's Jump Roundabout



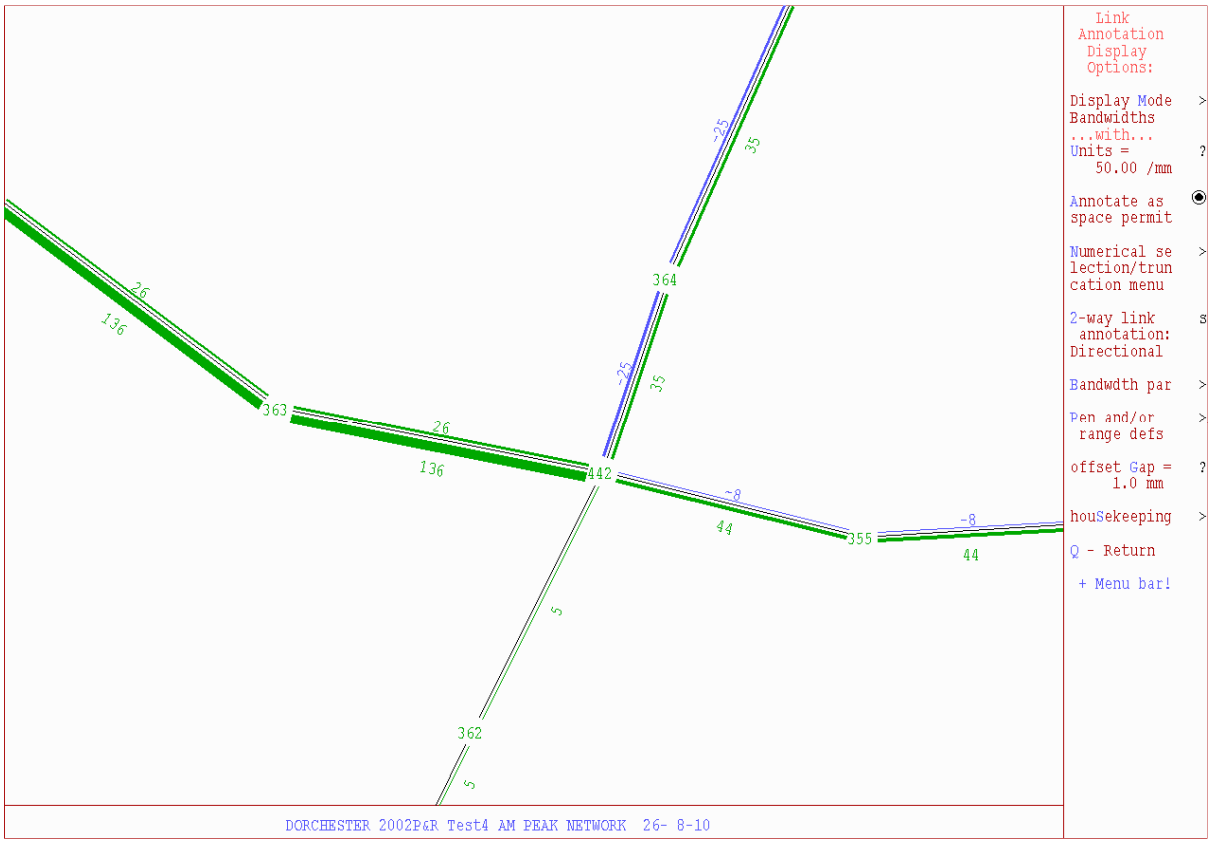
Impact of Monkton P&R on Stinsford Roundabout



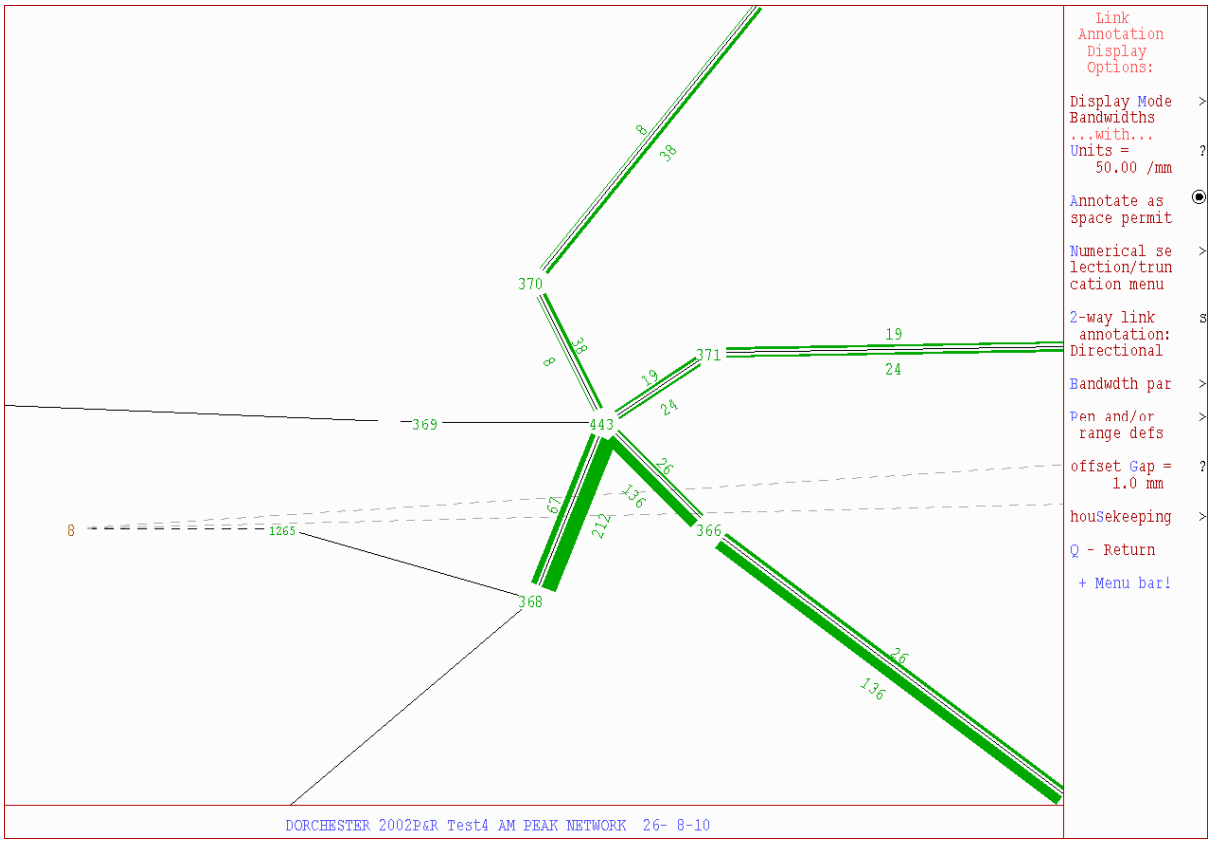
Zone 8 (Town Centre Car parks) relocated to proposed A35 Park & Ride Site



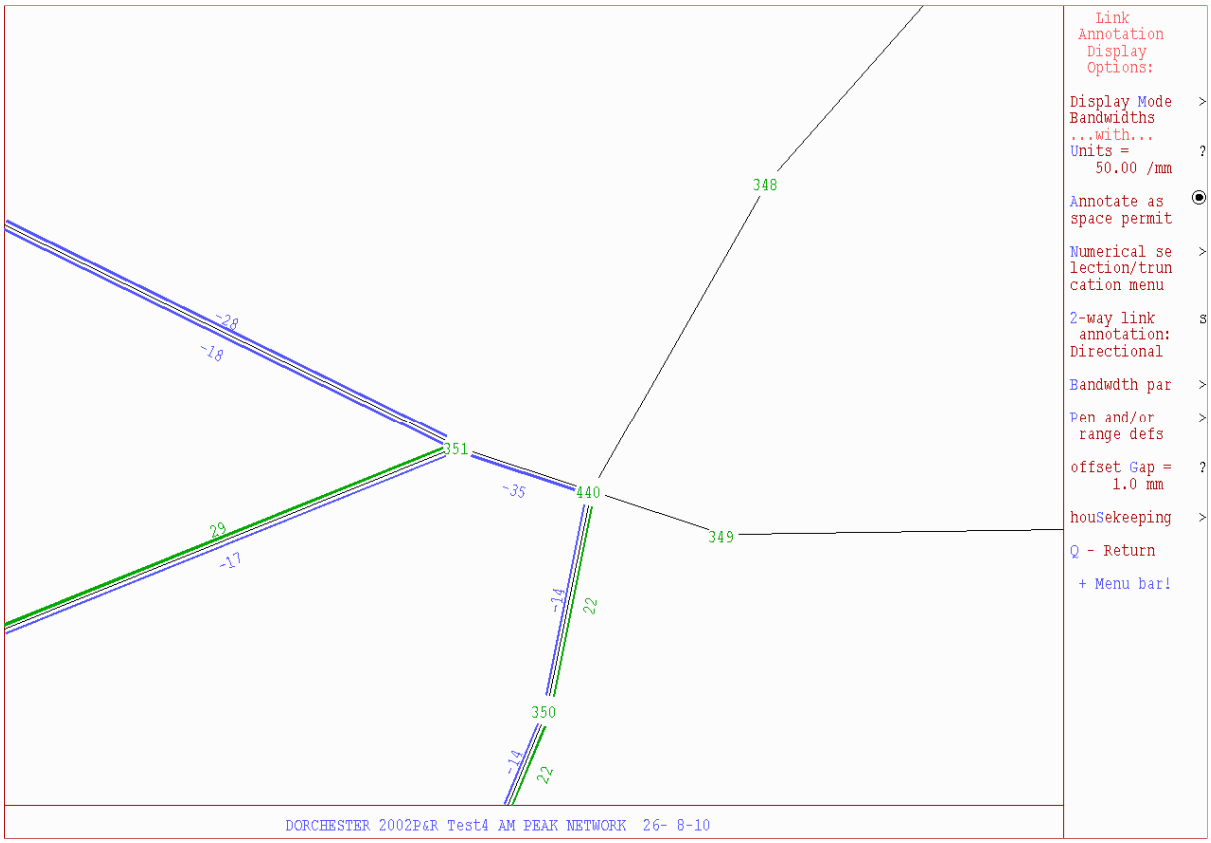
Difference Plot 2002 AM base minus 2002 AM Monkey's Jump Park and Ride Test



Impact of Monkey's Jump P&R on Stadium Roundabout



Impact of Monkey's Jump P&R Monkey's Jump Roundabout



Impact of Monkey's Jump P&R on Stinsford Roundabout