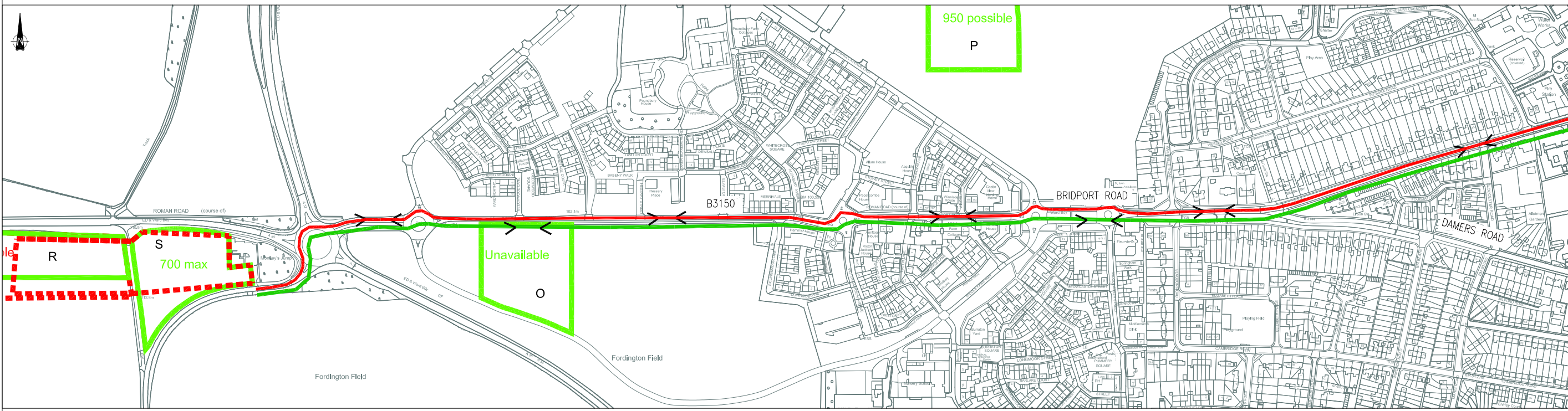
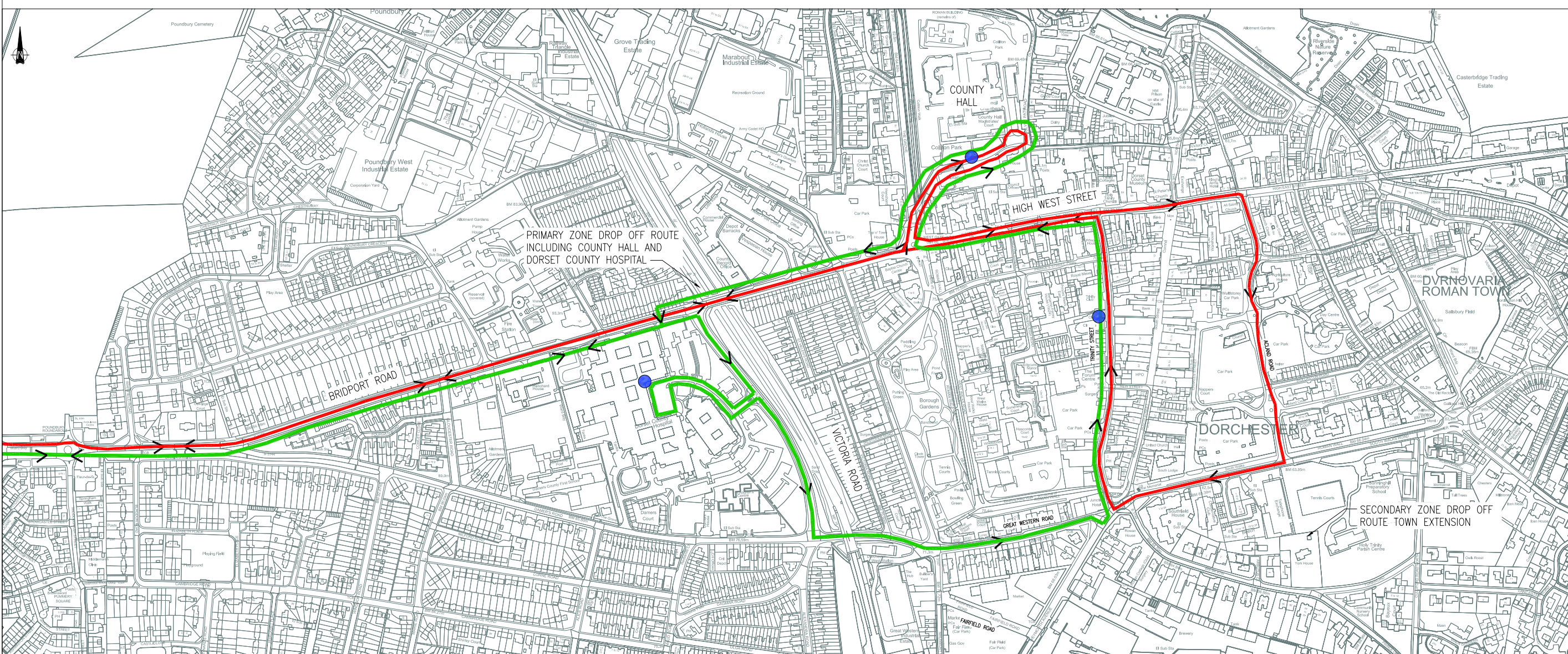


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- Notes**
- BUS ROUTE BEFORE DTEP
 - BUS ROUTE AFTER DTEP
 - > BUS ROUTE FLOW
 - DROP OFF / PICK UP POINT



INFORMATION

Client: M8
 Lower Bristol Road
 Bath BA2 9DQ
 UK

Project: DORCHESTER PARK AND RIDE
 BUS ROUTES BEFORE AND AFTER DTEP
 Figure 6-7

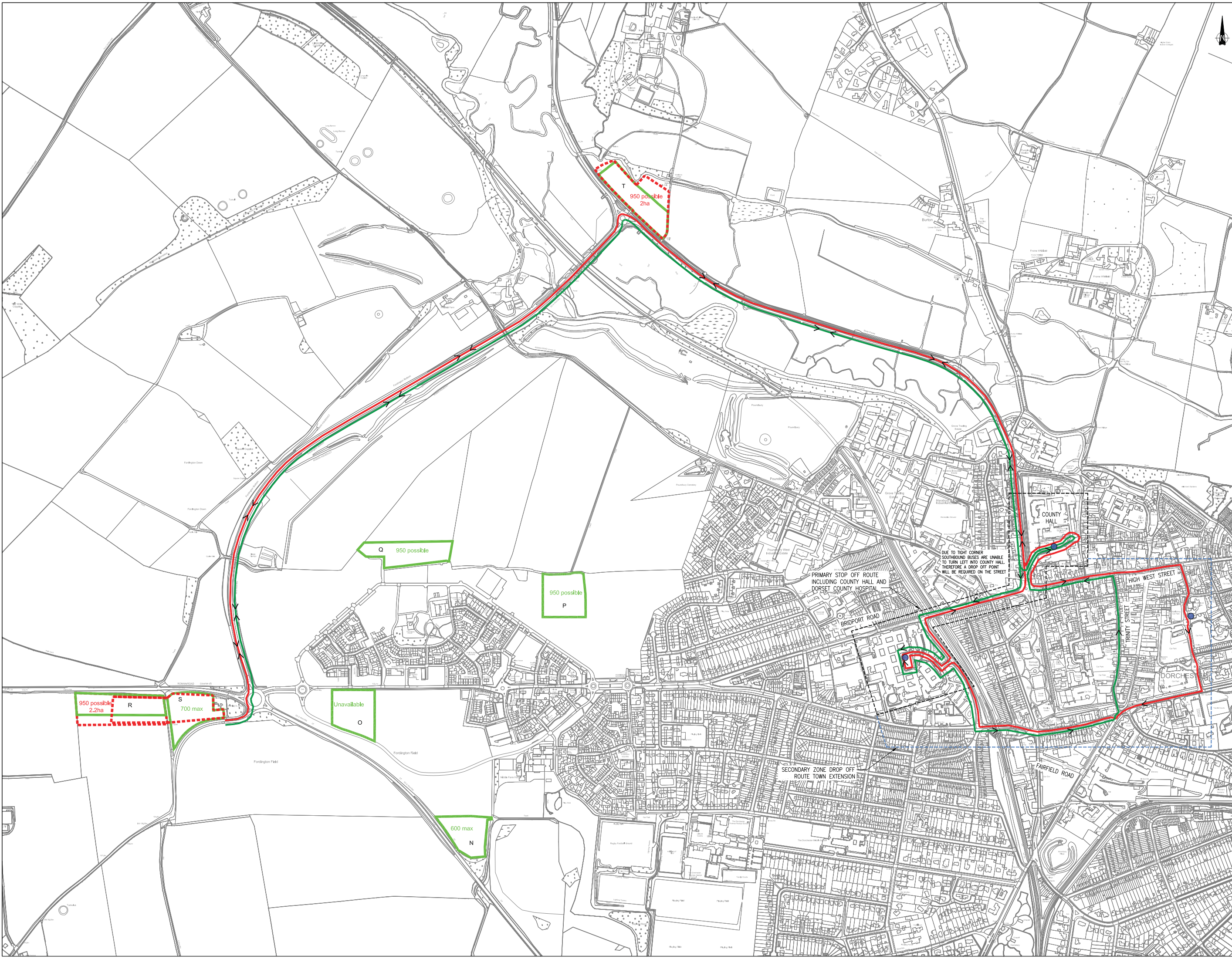
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 Checked by: KSC
 Date: 26 AUG 2010

Job No: 028088
 Drawing No: CSK003
 Rev: 00

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6.4.11 A37 and B3147 (The Grove) Corridor Bus Route

The alignment of the bus route identified in Figure 6-8 is identified as an alternative to the previous Bridport Road option. Buses enter the centre of Dorchester via The Grove, immediately adjacent to County Hall. The current configuration of the access to County Hall from The Grove does not allow a bus travelling in the south bound carriageway to turn left. Therefore it may be necessary to drop passengers off on The Grove, or to alter the junction into County Hall. A new set down point would need to be provided. Given that space is already limited, to achieve this, the access junction to County Hall would need to be reconfigured. After setting passengers down for County Hall, the bus route continues to Dorset County Hospital via Bridport Road and Williams Avenue. On the return leg of the journey, the Park and Ride bus is able to negotiate the access junction for County Hall, and can pick passengers directly outside the entrance.



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- Notes**
- KEY**
- BUS ROUTE BEFORE DTEP
 - BUS ROUTE AFTER DTEP
 - - - 2nd OPTION AFTER DTEP
 - > BUS ROUTE FLOW
 - DROP OFF / PICK UP POINT

DUE TO TIGHT CORNER SOUTHBOUND BUSES ARE UNABLE TO TURN LEFT INTO COUNTY HALL THEREFORE A DROP OFF POINT WILL BE REQUIRED ON THE STREET

PRIMARY STOP OFF ROUTE INCLUDING COUNTY HALL AND DORSET COUNTY HOSPITAL

SECONDARY ZONE DROP OFF ROUTE TOWN EXTENSION

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Project: **DORCHESTER PARK AND RIDE**
 Drawing No: **BUS ROUTES BEFORE AND AFTER DTEP**
 Figure: **6-8**

Scale: A3 1:2500
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 Date: **26 AUG 2010**

Job No: **028088**
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6.4.12 Bus Priority Measures

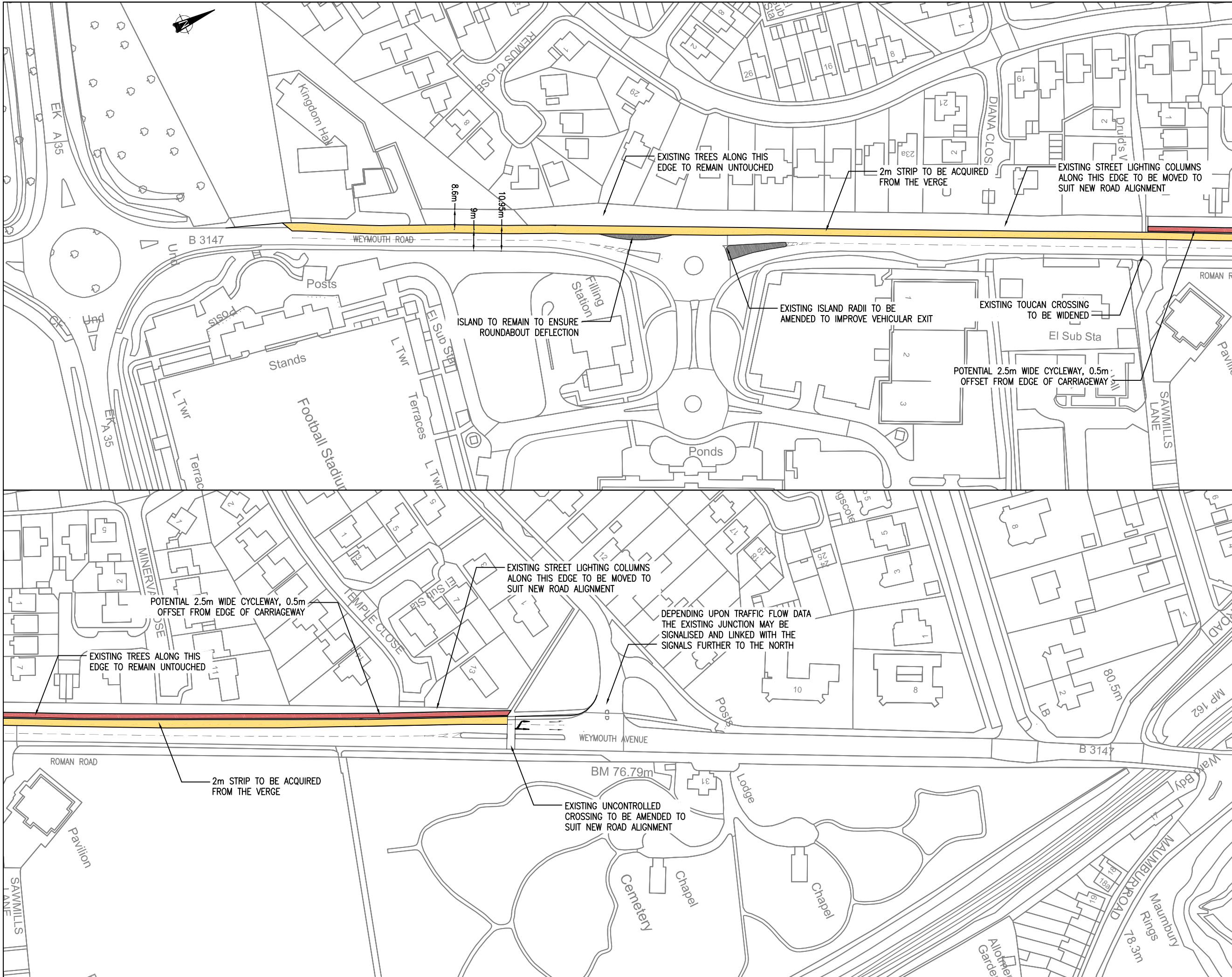
This section looks in more detail at specific bus priority measures that could be provided to help the Park and Ride buses to negotiate each of the corridors identified above.

6.4.13 Weymouth Road Corridor Bus Route

Three options are looked at for the Weymouth Road Corridor, these are broadly:

- i) A bus lane extending between the Jehovah's Witness Hall to the pedestrian crossing at the junction with Maiden Castle Road.
- ii) Two sections of bus lane, the first capturing south bound buses between the Tesco's and Stadium Roundabouts; the second for north bound buses extending between the Tesco's Roundabout and the pedestrian crossing at Maiden Castle Road.
- iii) To provide a signalised junction at Maiden Castle Road.

Option 1 is illustrated in Figure 6-9. Following a site visit, it was observed that there is potential to widen Weymouth Road to accommodate a north-bound bus priority lane between the Jehovah's Witness Hall, to the north of Stadium Roundabout, to the uncontrolled pedestrian crossing at Maiden Castle Road. To achieve this would involve acquiring two to three metres of verge alongside the western carriageway. Furthermore it, would also require the relocation of street lights along this stretch (Sketch CSK002-1). Mature trees can be left as they are, with certain mitigation measures at the tree protection zones, if required. The west side of the existing toucan crossing at Druid's Walk will need to be relocated. Option 1 is expected to reduce the delay to the Park and Ride bus service, particularly in the morning peak hour.



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- BUS LANE WIDTH VARIES FROM 3-3.5m DEPENDING ON THE SPACE AVAILABLE
- THIS OPTION HAS THE FOLLOWING EFFECTS / NECESSARY ACTIONS:
 LAND TAKE, RECONFIGURE TESCO ROUNDABOUT, EXISTING TOUCAN TO BE RELOCATED, RELOCATION OF LAMP POSTS & ELECTRICITY POLES,

KEY

- POTENTIAL BUS LANE
- HARD STANDING ISLAND REQUIRING AMENDMENT

Rev	Description/Date	Drn/Chk

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Project DORCHESTER PARK & RIDE

Drg Title B3147 - WEYMOUTH AVENUE CORRIDOR - OPTION 1 FIGURE 6-9

Scales@A3 1:1500

Drawn by SBH

Checked by KSC

Date 13 AUG 2010

Job No. 028088

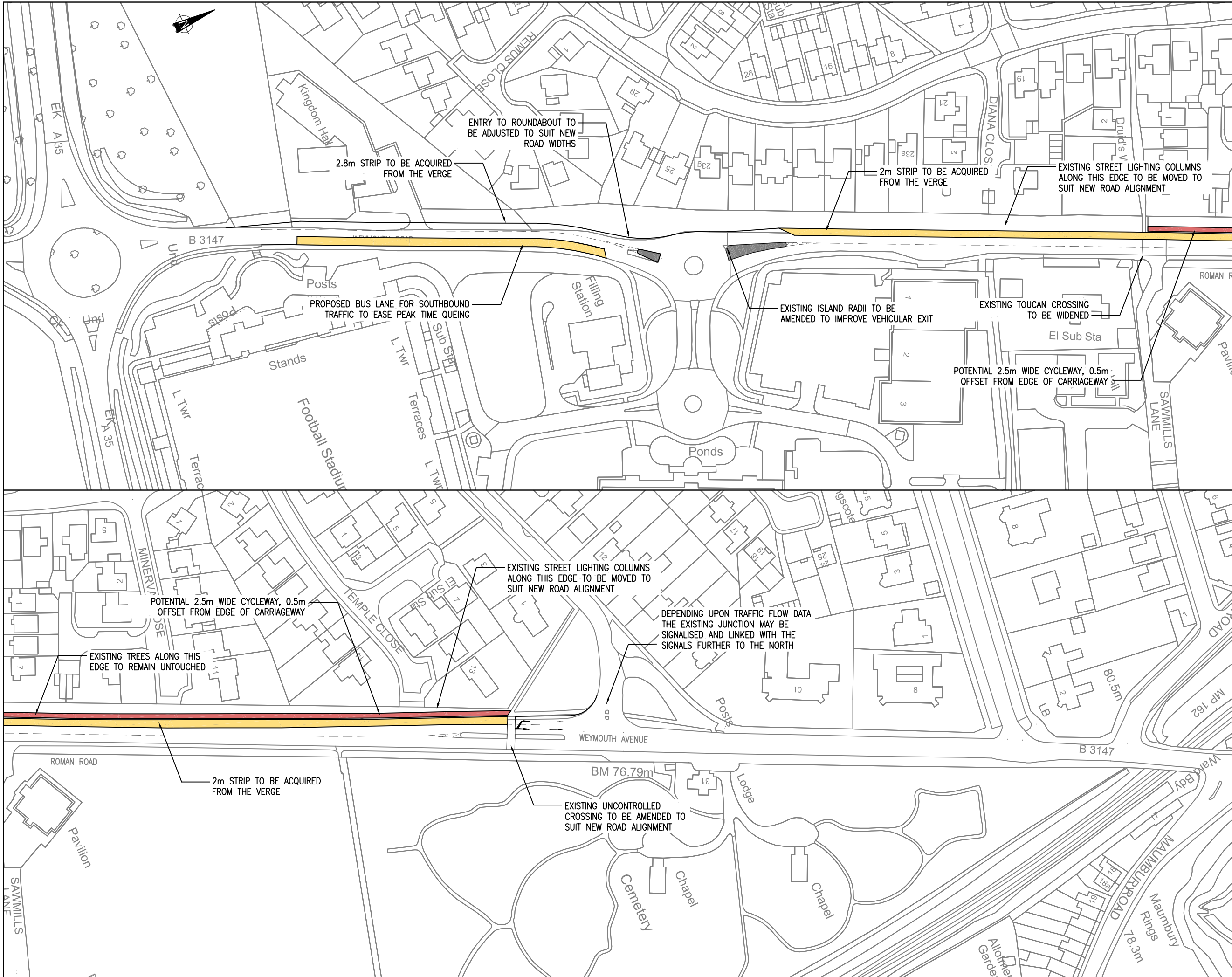
Drg No. CSK002-1

Rev 00

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Option 2 is illustrated in Figure 6-10. To enable the Park and Ride bus service to avoid south bound congestion on Weymouth Road, a bus lane could be provided between Tesco's and Stadium Roundabouts. This requires a two to three metre wide section of verge to be acquired.

North of Tesco's Roundabout a further section of bus lane to capture north bound buses could be provided. This would use the same layout as Option 1, extending up to the uncontrolled pedestrian crossing at Maiden Castle Road.



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- BUS LANE WIDTH VARIES FROM 3-3.5m DEPENDING ON THE SPACE AVAILABLE
- THIS OPTION HAS THE FOLLOWING EFFECTS / NECESSARY ACTIONS: LAND TAKE, RECONFIGURE TESCO ROUNDABOUT, EXISTING TOUCAN TO BE RELOCATED, RELOCATION OF LAMP POSTS, ELECTRICITY POLES & UTILITIES AND EXISTING PATH AT MAIDEN CASTLE JUNCTION BEYOND THE CROSSING TO BE OMITTED

KEY

- POTENTIAL BUS LANE
- HARD STANDING ISLAND REQUIRING AMENDMENT

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Project **DORCHESTER PARK & RIDE**

Drg Title **B3147 - WEYMOUTH AVENUE CORRIDOR - OPTION 2 FIGURE 6-10**

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Rev **00**

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Option 3 is shown in Figure 6-11. This option could be implemented in parallel with Options 1 and 2. It involves installing a signalised junction between Weymouth Road and Maiden Castle Road. The traffic signals at this junction will be linked with the traffic signals at the junction between Weymouth Avenue and Maumbury Road. This will transfer the queue of vehicles in the AM peak, to the south of the junction between Weymouth Road and Maiden Castle Road. The signals will be configured in a way that gives preference to bus movements, allowing the Park and Ride bus to skip ahead of the traffic queue.

The configuration of the bus lane at the new signalised junction is shown in Figure 6-11.

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4. THIS OPTION HAS THE FOLLOWING EFFECTS / NECESSARY ACTIONS:
LAND TAKE, RECONFIGURE TESCO ROUNDABOUT, EXISTING TOUCAN TO BE RELOCATED, RELOCATION OF LAMP POSTS & ELECTRICITY POLES,
5. THIS SIGNALISED OPTION CAN BE APPLICABLE TO ALL OPTIONS

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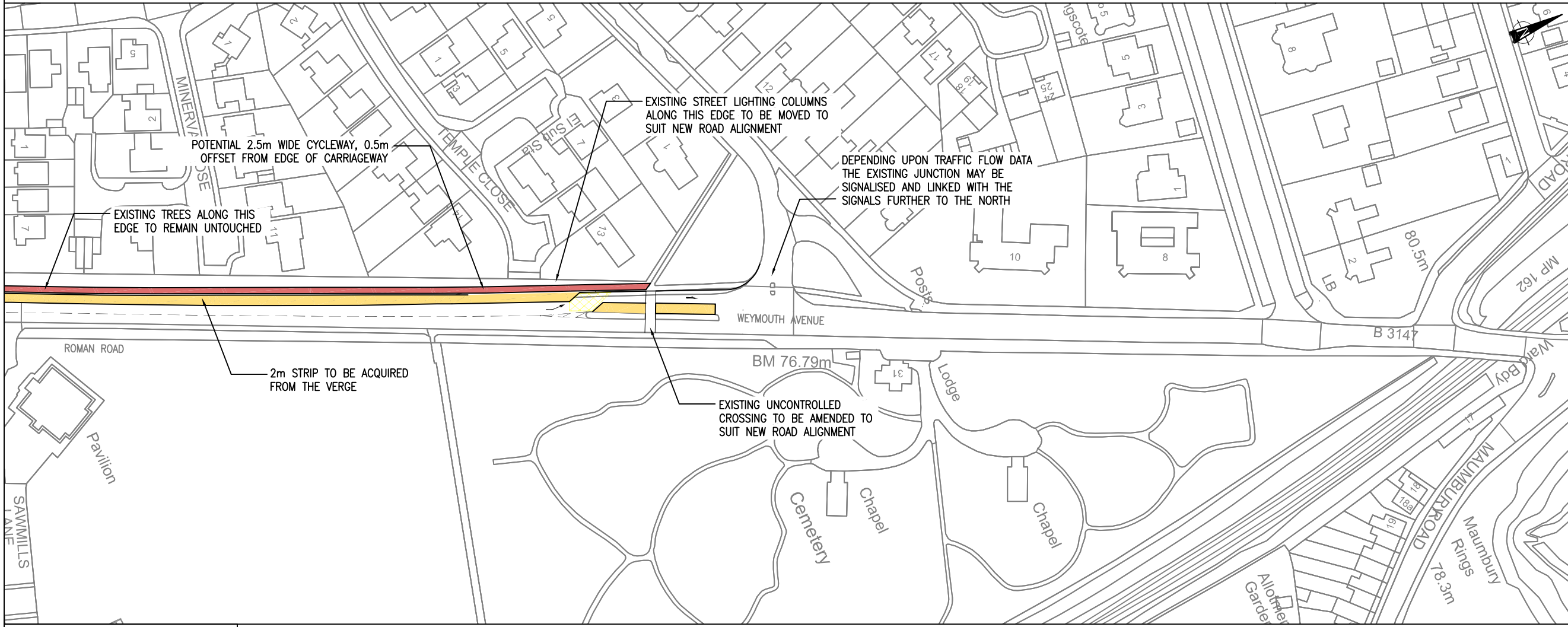


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Project **DORCHESTER PARK & RIDE**
Drg Title B3147 - WEYMOUTH AVENUE
CORRIDOR - OPTION 3
FIGURE 6-11


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Rev **00**



KEY

 POTENTIAL BUS LANE

 HARD STANDING ISLAND REQUIRING AMENDMENT

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In addition to the options identified, a cycle lane could be included between Maiden Castle Road and the existing toucan crossing along the western verge of Weymouth Avenue. This will provide a connection between Maiden Castle Road and the existing cycle route on Sawmills Lane.

There are several junctions at which bus movements need to be assessed further. Any physical improvement need, especially excavation works will be required to satisfy the statutory undertakers requirements in case of any apparatus present on the way.

6.4.14 Bridport Road Corridor Bus Route

More needs to be understood about the existing pattern of traffic movements along Bridport Road in order to identify specific improvements needed. However, it is understood that the current volume of traffic using this corridor is lower than on Weymouth Road. On street parking is provided on some sections of Bridport Road, if these obscure the movement of traffic, it may be prudent to consider the removal of these spaces.

6.4.15 A37 and B3147 (The Grove) Corridor Bus Route

On B3147 there is enough space to construct a bus lane in the south bound direction between the roundabout with the A37 and the petrol station opposite Miller's Close. South of the petrol station, the existing carriageway on The Grove is too narrow to consider any bus priority measures.

The existing configuration of the access junction for County Hall requires further assessment. At present there is insufficient space for a bus travelling south bound along The Grove to turn left into County Hall. Opportunities to reconfigure this junction so as to provide space for a passenger set down stop for the Park and Ride service should be considered.

The route along the A37 prior to the garage and car dealerships (adjacent to the junction with the C12), is infrequently congested. The main area of congestion for this corridor is along The Grove as the route enters urban area of Dorchester.

There is limited scope for a bus lane to be provided along The Grove due to width constraints. The removal of parking along the west side would provide some additional carriageway width but this is unlikely to be enough to accommodate full width bus and traffic lanes. The Grove accommodates movements of all types of vehicles up a gradient and therefore sub-standard lane widths are not recommended. Opportunity exists to provide 'queue relocation' along the A37. Traffic signals would be required prior to the garage and car dealerships. This would enable the traffic queue that forms at the roundabout on The Grove to be relocated further north on the B3147, where a bus lane could be provided, enabling buses to pass the stationary queue quickly. This would also require the signalisation of the junction with the C12. A signal junction here would ensure that traffic using the C12 is also held, giving the bus priority.

