

BOROUGH OF POOLE

TRANSPORTATION ADVISORY GROUP – THURSDAY 7 JULY 2005

REPORT OF HEAD OF TRANSPORTATION SERVICES ON

OAKDALE TRAFFIC SIGNALS

1. Matter for Consideration and Policy Context

- 1.1 To consider a proposal to modify the traffic signal junction at Wimborne Road/Dorchester Road/Vicarage Road Oakdale.
- 1.2 The Transportation Strategy aims to improve safety for all by improvements to critical junctions where there is a potential for conflict between road users.

2. Recommendations

- 2.1 It is recommended that the modifications be approved for funding through the Road Safety category of the Capital Programme.

3. Background

- 3.1 The traffic signal junction at Wimborne Road / Dorchester Road / Vicarage Road was constructed in 1980s as part of an improvement of the stretch of Wimborne Road between Dorchester Road and Darby's Lane / Fernside Road (layout shown as Appendix A). Further modifications have since taken place in the following :
 - April 2000 - lane markings were altered and the overhead mast arm was added.
 - November 1992 - a red Light camera was installed for southbound traffic
 - July 2004 a red light camera for northbound traffic.
 - November 2004 - a fixed speed camera was positioned on Wimborne Road in advance of the junction .

3.2 The junction is currently the worst single location collision hotspot in the Borough with :

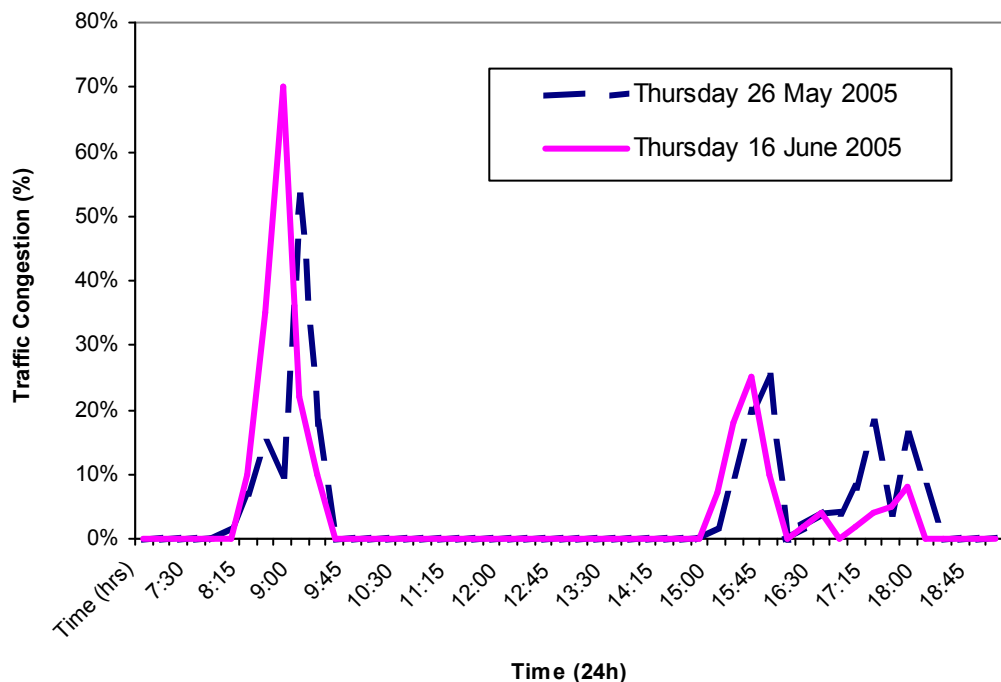
- 27 injury accidents in the 4-year period 2000-2003 (6.8 injury accidents per year on average).
- 3 injury accidents in 2004

The next worst location is the Mannings Heath roundabout with 19 accidents over the same period (4.8 per year).

3.3 Despite all of these measures described in item 3.1 above, the junction still continues to experience collisions involving traffic from Dorchester Road turning right across the path of oncoming traffic. Following a request from local ward Councillors to investigate the problem, a temporary solution was put in place to allow the side road traffic on Dorchester Road and Vicarage Road to run separately. This change was instigated on the 28 May 2005.

3.4 Monitoring of the junction using the Urban Traffic Control (UTC) computer has shown that the effect of the changes has been to reduce overall capacity by about a quarter for a short time in the morning peak but has no impact in the afternoon/evening peaks. These changes have not, therefore, lead to significant increases in delays at this junction.

9PS- Effect of Signal Phasing Changes



4. **Proposed Scheme**

- 4.1 In the light of the temporary changes mentioned above, further modifications to the traffic signal junction have been investigated. The split side road phasing would, in theory, allow the revocation of the current right turn ban from Vicarage Road to Wimborne Road. This would, in turn, reduce the congestion on Darby's Lane because traffic would no longer be required to use this route to get to the Town Centre. This movement causes congestion, particularly during the morning peaks.
- 4.2 The changes, if made permanent, would also make it easier to install a full pedestrian facility across Dorchester Road (only a partial facility exists at present). It is hoped to finance any such facility through Developer Funding opportunities.
- 4.3 It is therefore recommended that on the basis that the changes referred to in item 3.4 above are acceptable, the side road phasing is made permanent and that the banned right turn from Vicarage Road be advertised to be revoked. The cost of the necessary orders and making the required changes to the signal junction is estimated to be £5,000.

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