

Traffic Data Commentary for Kingsbere Rd

Kingsbere Rd was installed on 24th September 2021 and remained in place at the time of writing this commentary on 3rd May 2022.

Traffic Data was collected by BCP Council through commissioned counts on mornings and afternoons on the following dates spanning periods before and after installation:

- 1) 22/7/21
- 2) 29/7/21
- 3) 24/8/21
- 4) 16/9/21
- 5) 5/10/21
- 6) 12/10/21
- 7) 22/3/22
- 8) 24/3/22

Traffic Data was collected on some mornings and on some afternoons by Cllr Rice and residents in Kingsbere Rd and also Pound Lane on the following dates spanning periods before and after installation:

- 1) 21/7/21
- 2) 22/7/21
- 3) 10/9/21
- 4) 15/11/21
- 5) 25/3/22
- 6) 28/3/22
- 7) 30/3/22
- 8) 31/3/22

All the data above has been tabulated in order to establish if any trends are evident.

Traffic Data was also collected by BCP Council by an existing fixed counter on Dorchester Rd (between Hennings Park Rd and Dorchester Gardens on the following dates spanning periods before and after installation:

- 1) 1/4/19 to 21/4/19 inclusive.
- 2) 1/4/22 to 17/4/22 inclusive.

The fixed count data has been considered to compare normal school/working weeks before the covid pandemic and during the operation of the Kingsbere Rd and Darbys Lane road closures were in place after the main impact of covid have passed and traffic flows are essentially back to normal.

In addition journey time data was collected by Bus Operators on routes potentially impacted by the measures at Kingsbere Rd and Darbys Lane.

Kingsbere Rd							
Date	Time	Cars Before	Cars After	Cyclists Before	Cyclists After	Peds Before	Peds After
21/7/21	8.15am	247		7		75	
	4pm	225		9		11	
22/7/21	8am	273		3		51	
	5pm	201		6		4	
10/9/21	4:30pm	205		10		25	
15/11/21	2:30pm		16		8		43
25/3/22	8:15am		16		5		60
	4:30pm		20		10		24
28/3/22*	2:30pm						
30/3/22	8am						
	4pm						
31/3/22	8am						
	5pm						
22/7/21	8am to 9am	202		5		45	
	3:30pm to 5:00pm	310		13		20	
29/7/21	8am to 9am	147		6		16	
	3:30pm to 5pm	274		9		32	
12/10/21	8am to 10am		0		17		86
	2:30pm to 5:30pm		0		35		95
24/3/22	8am to 10am		0		13		74
	2:30pm to 5:30pm		0		19		119

Observations – unsurprisingly there are far fewer motor vehicle journeys in Kingsbere Rd itself after the road closure was introduced. Presumably the remaining vehicles are residents vehicles and delivery or service vehicles.

Pound Lane							
Date	Time	Cars Before	Cars After	Cyclists Before	Cyclists After	Peds Before	Peds After
21/7/21	8.15am	93		12		47	
	4pm						
22/7/21	8am	85		1		13	
	5pm	65		3		5	
10/9/21	4:30pm	65		4		19	
15/11/21	2:30pm		150		12		61
25/3/22	8:15am		178		6		76
	4:30pm		157		10		30
28/3/22*	2:30pm						
30/3/22	8am						
	4pm						
31/3/22	8am						
	5pm						
22/7/21	8am to 10am	159		16		241	
	2:30pm to 5:30pm	369		22		296	
24/8/21	8am to 10am	176		10		74	
	2:30pm to 5:30pm	350		20		69	
16/9/21	8am to 10am	356		40		300	
	2:030pm to 5:30pm	501		27		376	
22/3/22	8am to 10am		373		34		287
	2:30pm to 5:30pm		578		36		403

There are too many variables to reach any statistically meaningful conclusion about this information. There may be some evidence to support there being additional motor vehicle journeys in Pound Lane after the closure was introduced.

Kingsbere Rd and Pound Lane combined							
Date	Time	Cars Before	Cars After	Cyclists Before	Cyclists After	Peds Before	Peds After
21/7/21	8.15am	340		19		122	
	4pm						
22/7/21	8am	358		4		64	
	5pm	266		9		9	
10/9/21	4:30pm	270		14		44	
15/11/21	2:30pm		166		20		104
25/3/22	8:15am		194		11		136
	4:30pm		177		20		54
28/3/22*	2:30pm						
30/3/22	8am						
	4pm						
31/3/22	8am						
	5pm						
Hennings Park Rd West and East							
Date	Time	Cars Before	Cars After	Cyclists Before	Cyclists After	Peds Before	Peds After
22/7/21	8am to 9am	258		7		73	
	3:30pm to 5pm	376		17		26	
29/7/21	8am to 9am	184		8		31	
	3:30 to 5pm	344		13		39	
12/10/21	8am to 10am		168		25		94
	2:30pm to 5:30pm		236		37		105
24/3/22	8am to 10am		142		13		100
	2:30pm to 5:30pm		218		21		147

There are too many variables to reach any statistically meaningful conclusion about this information.

Key and notes:

Dry – no asterisk

Drizzle – one asterisk

Peds – pedestrians including scooters.

Red text – possible data issue.

Shaded in grey – information provided by Cllr Rice and residents

Unshaded – BCP commissioned counts

Traffic Flow from Fixed Counters

Total traffic flow between 1/4/19 to 21/4/19 was 174,989. Average 7 day flow was 8,359.

Looking at 1/4/19 to 5/4/19 which is a normal working school week, total traffic was 46,636.

1/4/22 to 17/4/22 was 138,526 (Extrapolating to 21 days gives 171,120). Average 7 day was 8,333.

Looking at 4/4/22 to 8/4/22 which is a normal working school week total traffic was 50,134.

Suggests about a 7.5% increase in traffic in 2022 in Dorchester Rd compared to 2019 on a typical work/school week, however the overall and average daily flows are similar.

Bus Operators

The bus operator has been engaged on the impact of the Kingsbere Road scheme. The bus service directly affected by the closure is Morebus Service 32. However this has been operating without problems on the revised route via the length of Pound Lane.

Concerns were expressed about the impact on journey times for Morebuses' key 4,5,6 and 8 routes. Analysis has therefore been undertaken on these services using GPS tracking of the vehicles.

Route	2019	2021 (Darby's Lane Closure)	2021 (Kingsbere and Darby's Lane closure)
4	2.41	2.59	2.24
5	3.52	3.76	4.04
6	3.47	4.06	4.05
8	2.47	2.82	2.68
Group Average	2.97	3.31	3.25

The table shows that bus times for Services 4 and 8 (which travel along Wimborne Road) through the area have marginally improved. This is due to the improvement in phasing of the New Inn lights, made possible by the closure of Darbys Lane arm to motor traffic.

Services 5 and 6 provide the main Canford Heath- Poole service and use Dorchester Rd/Wimborne Rd at a combined frequency of every 10 minutes. Whilst Service 6 has seen a slight approx. 1 second improvement, Service 5 has a 17 second average delay through the junction.

Morebus have been asked to provide a statement and General Manager Richard Wade's comment is as follows:-

Morebus supports initiatives that makes people think twice about jumping in the car for journeys that could be undertaken by greener means that also avoid contributing to congestion. We understand the need to remove heavy traffic from roads that were not designed to carry it.

There is a level at which congestion can self-manage - most traffic is largely free to pick its own route, so it will deviate away from queues and that helps clear the way on our prescribed routes which can often pass through busy areas - such is our reason to operate. Removal of these opportunities can lead to increased congestion on bus routes as has been evidenced by an increase in journey times for our services passing through Oakdale and The New Inn traffic lights, in the comparisons supplied.

Delays to bus journeys will have a detrimental effect on the choices of those who can choose between use of a bus or car. If they experience that the bus is stuck in traffic they will perceive a car journey can be achieved more quickly. So we would like to see bus priority schemes delivered in harmony with reduced alternatives, in order that the traffic on our routes does not adversely affect our performance, in turn deterring usage and leading to additional cars on the roads. Giving space to buses and making bus journeys times compare favourably to car journey times is part of the solution to reducing the number of cars on the road - especially when set against a projected 34% increase in traffic levels over the next decade or so.

Other factors (Not exhaustive)

- 1) Seasonal factors.
- 2) Road works.
- 3) Events.
- 4) Working from home, starting to change.
- 5) Nervousness about using public transport starting to ease. However current useage remains at around 75 to 80% pre-covid levels.
- 6) July surveys are close to end of term.
- 7) On 8 March 2021 to July 2021, England began a phased exit from lockdown. A four-step plan, known as the [roadmap out of lockdown](#), intended to "cautiously but irreversibly" ease lockdown restrictions. Instead of a return to the tiered system, the Government said it planned to lift restrictions in all areas at the same time, as the level of infection was broadly similar across England. Self-isolation rules remained until April 2022.
- 8) School holidays:

- a. Easter holiday 8/4/19 to 21/4/19
- b. Summer term was 26/7/21 to 2/9/21.
- c. Half term was 25/10/21 to 29/10/21.
- d. Christmas 20/12/21 to 3/1/22.
- e. Half term was 21/2/22 to 25/2/22.
- f. Easter holiday 11/4/22 to 22/4/22.
- g. Half term was 30/5/22 to 3/6/22.

Summary

Unfortunately, whilst a lot of traffic survey data has been collected by BCP Council and local residents, and bus operators, and this has been carefully examined, there are a very large number of variables that make comparing the before and after data extremely challenging.

These include the impacts of the pandemic, seasonal variations, and school holidays.

Unsurprisingly, there is strong evidence to show that motor traffic has significantly reduced in Kingsbere Rd and some more marginal evidence of increased motor vehicle traffic in Pound Lane after the closure was introduced. However the traffic flows in Kingsbere Rd were very low before the closure was introduced.

Comparing pre-pandemic traffic with recent traffic flows in Dorchester Rd, overall traffic volume appears broadly similar before and after the closure was introduced. There is some more marginal evidence of a possible increase during a typical school/work week, however this may not be statistically significant and may also reflect a wider increase in general traffic and the sense of traffic increasing following the pandemic, rather than being specifically linked to the closure of Darby's Lane and Kingsbere Rd.

Unfortunately, there are too many variables to reach any further statistically meaningful conclusions about this information.

Bus journey times have been adversely affected by the combination of measures at Darby's Lane and Kingsbere Rd with key services experiencing an overall average increase of around 17 seconds. This impact is not regarded as significant and there is no significant journey time impact relating to Kingsbere Rd itself although service 32 was diverted. It is anticipated that if the closure is removed then service 32 will be reinstated along its original route.

R Pearson 3/5/22