

**Title of meeting:** Cabinet Member for Traffic and Transportation

**Date of meeting:** 17 December 2020

**Subject:** Rainbow Corner Day Nursery - Victoria Road North

**Report by:** Tristan Samuels, Director of Regeneration

**Wards affected:** Central Southsea Ward

**Key decision:** No

**Full Council decision:** No

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### **1. Purpose of report**

To consider the proposed road safety infrastructure to protect Rainbow Corner Day Nursery on Victoria Road North.

### **2. Recommendations**

**It is recommended that:**

**2.1 The Cabinet Member for Traffic and Transportation approves the implementation of road safety infrastructure on Victoria Road North, outside Rainbow Corner Day Nursery.**

### **3. Background**

- 3.1** Rainbow Corner Day Nursery (42 Victoria Road North, junction with Outram Road) has experienced two significant accidents in the last two years, both involving a vehicle leaving the highway and demolishing its front wall (see Appendix 1).
- 3.2** Both accidents occurred in the early hours of the morning between 2.30am - 4am) involving drivers who were speeding or under the influence of alcohol.
- 3.3** Whilst this area evidences a low number of accidents generally over a lengthy period of time, two virtually identical accidents have happened in the last two years, presenting a precedent of unique dangers to large numbers of nursery children and pedestrians from vehicles driving over the footway into the Rainbow Corner Nursery wall.

- 3.4 The approach area presents a very tight corner and the measures recommended in this report will offer protection to nursery attendees, pedestrians and people waiting at the bus stop next to the nursery.
- 3.5 Speed surveys carried out immediately after the second accident produced the following results:

3 speed surveys now - 6 hours 50mins in total

Times/Dates:

14/08/20 1.40am - 3.45am;  
 20/08/20 9.10am - 11.10am;  
 20/08/20 15.15 - 18.00.

Data	Total Figures for all 3 speed surveys
Number of Cars	2058
Average Speed (30mph road)	22.4 miles per hour (mph)
V85 (the speed at which 85% of drivers at or below)	25 mph
Total range of vehicle speeds	12 mph - 39mph
Amount of cars exceeding 30mph by 1 mph+	27/2058 - 1.3%

- 3.6 Simple, protective, effective solutions are considered best here, to address the exceptional circumstances presented by the nursery's location at the corner.

#### **4. Reasons for recommendations**

The nursery has experienced two significant road collisions in the last couple of years, which has raised safety issues for vulnerable users of the nursery.

- 4.1** A range of road safety infrastructure are recommended:

- Installation of bollards on the corner pavement areas to offer protection to nursery attendees and pedestrians, if a car does leave the road at the corner.
- 'Bend in the Road' VAS signage to highlight the risk posed by the bend to vehicles travelling above a certain speed.
- Chevrons placed around the corner (on/in front of planters) and potentially on the rebuilt nursery wall, and Double Bend signs with Reduce Speed Now sub-plates, to raise awareness of the tight bend.
- SLOW markings on the road, white lining/rumble strips and red high friction surfacing to raise awareness for drivers negotiating the tight bend.

## **5. Integrated impact assessment**

- 5.1 The proposed speed road safety infrastructure would;
- Promote positive sustainability and environmental impacts through encouraging safer driver behaviour;
  - Reducing the risk of road collisions and their associated economic costs, and offer greater protection and confidence in the road safety;
  - Infrastructure for vulnerable nursery attendees and pedestrians;
  - Potentially encouraging more people to walk and cycle along the route, which in turn could promote greater health benefits and improved air quality.
- 5.2 This recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. As a road safety scheme, this project aims to meet the requirements of Section 39 of the 1988 Road Traffic Act by seeking to reduce casualties. The scheme also seeks to improve the area for residents and local businesses. The scheme contributes to protecting and supporting our most vulnerable residents.
- 5.3 A full Integrated Impact Assessment accompanies this report.

## **6. Legal implications**

- City Solicitor's comments
- 6.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
  - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."
- 6.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 6.3 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.



- 6.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 6.5 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period. It should be noted, however, that the chosen contractor carrying out the works can potentially do so without the need for closing the road, rendering both a TRO or TTRO unnecessary.
- 6.6 The power to make traffic calming works is contained in the Highways (Traffic Calming) Regulations 1999. Where a local authority proposes to construct traffic calming works they shall consult the chief officer of police and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the proposed works. The proposed works can include build-outs, chicanes, gateways, islands, overrun area, pinch-points, or rumble devices. Regulations apply to specific traffic calming works and the display of appropriate signs.

## 7. Director of Finance's comments

- 7.1 The cost of this scheme is estimated at £40,000, and will be funded by The Neighbourhood Improvement Fund.
- 7.2 Ongoing costs of maintenance will be met by the Highways Maintenance contract and a commuted sum has been included within the scheme cost to maintain this site.

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Signed by:

### Appendices:

### Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location



The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

Signed by:

**Appendices:**

- APPENDIX 1 - Rainbow Corner Day Google Map Location Image



- Rainbow Corner Day Nursery Post Accident Image

