

Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 22 September 2022

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

1. Purpose of report

- 1.1 To review the implemented road safety infrastructure for the protection of Rainbow Corner Day Nursery on Victoria Road North.
- 1.2 To seek approval to further develop identified highway interventions for consideration.
- 1.3 Due to the incidents that have occurred recently within the area and the unique circumstances relating to the area, it has been identified that further measures should be consider because of the increased risk of injury to children attending the nursery.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

- 2.1 **Approves that further traffic safety measures be developed to improve traffic calming within Victoria Road North, outside Rainbow Corner Day Nursery, in discussions with ward councillors, local residents and stakeholders;**
- 2.2 **Notes that a further decision report will be brought back to Traffic and Transportation once further improvements have been developed.**

3. Background

- 3.1 Following two significant accidents that occurred in the location of Rainbow Corner Day Nursery (42 Victoria Road North, junction with Outram Road) on 30 November 2018 (4.45am) and 13 August 2020 (approx. 3am), it was agreed at the Traffic and Transport Cabinet decision meeting in December 2020 to implement road safety measures within the area.
- 3.2 The incidents involved vehicles leaving the highway and demolishing the boundary wall of the nursery. 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 Road safety measures were implemented in September 2021 within the location consisting of:
- bollards installed along the front edge of the footway;
 - chevron signage placed on the approach to the bend in front of the existing planters; and
 - warning signs on each approach advising drivers of the double bend with supplementary plates advising drivers to 'reduce speed now'.
- 3.4 Since the implementation of the road safety infrastructure outlined in section 3.3 of this report, a further two accidents have occurred. The first on 31 October 2021 and the second on 27 November 2021. Again, both incidents involved the vehicles leaving the highway and damaging the bollards installed as part of the road safety measures. There was also damage to the nursery wall.
- 3.5 A traffic survey was conducted with Victoria Road North from 24 March 2022 to 31 March 2022 to measure the speed, and number of motor vehicles, travelling through the area. The survey information indicated that the average speed of traffic travelling through the area was 24.7mph for northbound traffic and 24.8mph for southbound traffic. The 85th percentile speeds were 29.3mph northbound and 29.6mph southbound. The “85th percentile” speed is a speed at which 85% of traffic will be travelling at, or below, along a street or road (under free flow conditions). The data shows traffic speeds are below the 30mph speed limit.
- 3.6 This location shows a low number of accidents over a standard three-year period (which is the standard consideration for any proposed safety schemes within the city). However, due to the two accidents that have occurred since September 2021, and through liaison with local stakeholders, this site has been identified as a priority due to the large number of nursery children and pedestrians from vehicles driving over the footway. (Reference Briefing Note 2021 in the appendices).

4. Reasons for recommendations

- 4.1 Since the implementation of the initial traffic safety measures in September 2021 within the location of the nursery, there has been two additional road collisions in the last six months. This has continued to raised safety concerns.
- 4.2 A range of additional road safety measures are being considered and investigated including:
- Converting the existing zebra crossing in the vicinity of Montgomerie Road to a raised zebra crossing;
 - Installation of speed cushions on Victoria Road North from the junction with Montgomerie Road and the junction of Margate Road;
 - White lining/rumble strips to raise awareness for drivers negotiating the tight bend.
- 4.3 The consideration of additional measures on the approaches may assist with highlighting the road conditions, previous incidents and preventative measures.
- 4.4 The safety proposals will meet the requirements of the Portsmouth Transport Strategy (Local Transport Plan 4) by seeking to improve Road Safety, Air Quality, providing safer routes and improving access to key services.

5. Integrated Impact Assessment

- 5.1 This recommendation does not 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.
- 5.2 A full Integrated Impact Assessment will be carried out once the proposals have been developed for the area.

6. Legal implications

- 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 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.
- 6.5 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 polices 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 scheme will be funded by the 2022/23 Local Transport Plan 4 (LTP4) allocation in the capital programme approved by Full Council in February 2022.
- 7.2 A financial appraisal will be submitted for approval before any works commence to ensure the works are affordable and within the budget.

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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
Traffic Calming Examples - pros and cons	W:\TES\COMMON\Traffic and Transportation Reports\2022-23 T & T Meetings\July 2022\DRAFTS\Casualty and Speed Reduction Measures Rainbow Corner phase 2\TRAFFIC CALMING EXAMPLES - PROS CONS.docx
Rainbow Nursery corner - Briefing Note Dec 21	W:\TES\RSAT\Road Safety\PROJECTS\2020-21\Rainbow Corner nursery\Rainbow Nursery corner - briefing note Dec 21.docx
Victoria Road North Traffic Survey	W:\TES\RSAT\Road Safety\SPEED SURVEYS & TRAFFIC SURVEY REQUESTS 2022\HCC SPEED SURVEY DATA 2022\Batch 3 March 2022\PCC Remaining Sites March 22.xlsx

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

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Signed by:

Appendices:

APPENDIX 1 - CONSIDERATIONS FOR ADDITIONAL TRAFFIC CALMING MEASURES