

## Report to Civic Works Committee

**To:** Chair and Members  
Civic Works Committee

**From:** Kelly Scherr, P. Eng., MBA, FEC  
Deputy City Manager, Environment & Infrastructure

**Subject:** School Zone Speed Limit Reductions on Major Streets  
Amendments to the Traffic and Parking By-law

**Date:** July 16, 2024

## Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the proposed by-law, attached as Appendix A **BE INTRODUCED** at the Municipal Council meeting to be held on July 23, 2024, for the purpose of amending the Traffic and Parking By-law (PS-114) to lower speed limits in school zones on major streets.

## Linkage to the Corporate Strategic Plan

Municipal Council's Strategic Plan identifies Mobility and Transportation and Wellbeing and Safety as strategic areas of focus. This report supports the Strategic Plan by creating safe, vibrant, and healthy neighbourhoods by improving traffic safety.

## Analysis

### 1.0 Background Information

#### 1.1 Purpose of this Report

This report recommends lowering speed limits in school zones on major streets. Lowering of speed limits in school zones by 10 km/hr on Neighbourhood Streets and Neighbourhood Connectors previously occurred beginning in 2016 and was reinforced through the Area Speed Limit program. Expanding reduced school zone speed limits to major streets bolsters the city's commitment to improving road safety, particularly in areas with high pedestrian activity.

This recommendation requires amendments to the Traffic and Parking By-law (PS-114) (Appendix A) to introduce a new School Zones Schedule, with reduced speed limits on major streets near schools.

### 2.0 Discussion and Considerations

#### 2.1 School Zones (Schedule 26.1)

Implementing reduced speed limits in school zones is a component of London's Vision Zero Road Safety Strategy. The objective of Vision Zero is to eliminate all traffic fatalities and severe injuries. The analysis identified a particular focus on protecting pedestrians and particularly vulnerable populations like school-aged children. Ongoing collision monitoring reinforces the need to improve pedestrian safety. Research supports the effectiveness of lower speed limits in decreasing traffic incidents. This initiative will be supported by manual and automated enforcement and public awareness efforts. Complementary measures will improve awareness and driver compliance with the reduced speed limits, thereby enhancing safety in school zones.

The proposed amendments to the PS-114 By-law establishes new speed limits within designated school zones along major streets. A speed limit reduction of 10 km/hr is recommended during school activity, specifically from 7 am to 4 pm, Monday to Friday, September through June. The school zones are identified as roads that adjoin the

entrance to or exit from a school and that is within 150 metres along the highway in either direction beyond the limits of the land used for the purposes of the school, consistent with the Ontario Highway Traffic Act. The time also follows the Highway Traffic Act guidance by applying the reduction to dates and times during which school is regularly held. The details of the recommended school zone speed limit amendments are detailed in Section 4 of Appendix A. The bylaw amendment also includes minor revisions to associated Speed Limit and Community Safety Zones schedules to coordinate with the new school zones which are identified as community safety zones.



**Figure 1:** Proposed signage on major streets

Adjusting speed limits in school zones during specific hours is a traffic management strategy that involves external partners. Feedback on this recommendation was requested from:

- London Police Service
- Southwestern Ontario Student Transportation Service
- Thames Valley District School Board
- London District Catholic School Board
- Members of the London-Middlesex Road Safety Committee
- London Transit Commission

The responses were supportive and/or identified no concerns. Member organizations of the London-Middlesex Road Safety Committee including the Middlesex London Health Unit, 3M, CanBike and London Cycle Link expressed support for lower speed limits. In particular, two members of the London Middlesex Road Safety Committee - Active and Safe Routes School and the Canadian Automobile Association - provided formal written submissions in support and with additional survey data that cites vehicle speeds as the number one safety concern and speeding as a top observed unsafe behaviour.

The targeted reduction aims to enhance safety by addressing locations with higher numbers of vulnerable road users. It also supports the Active and Safe Routes to Schools program. The effectiveness of the speed limit reductions will be monitored and potential adjustments considered based on observed outcomes.

## **2.2 Financial Impact and implementation**

The Highway Traffic Act and Ontario Traffic Manual govern the use and placement of regulatory street signs. They state that School Zone Speed Limit signs are required at

the beginning of each zone and a standard regulatory speed sign is required at the end of the zone. Approximately 250 signs are required to implement the above strategy at an estimated cost of \$30,000 which can be absorbed within existing operating budgets.

If adopted, implementation of the major street school zone speed limit reduction could be done within the current calendar year with many locations posted before commencement of the school year in September. This would be supported by associated broad and targeted communications to increase awareness of the changes prior to the start of the school year.

## **Conclusion**

London's Road Safety Strategy identified pedestrians as a key area of focus. The City's continuous monitoring of road safety data identifies that a focus on vulnerable road users needs to continue. The recommended amendments to the Traffic and Parking By-law (PS-114) aim to enhance the safety of all road users in school zones on major streets. This initiative is part of a broader strategy to create safer, more vibrant, and healthier neighborhoods through improved traffic management and safety protocols.

**Prepared by:** Ted Koza, P. Eng., Division Manager, Traffic Engineering

**Submitted by:** Doug MacRae, P. Eng., MPA, Director, Transportation & Mobility

**Recommended by:** Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure

Attached: Appendix A – A By-law to amend the Traffic and Parking By-law (PS-114)

c: London Police Service

# APPENDIX A By-law to amend the Traffic and Parking By-law (PS-114)

Bill No.

By-law No. PS-114

A by-law to amend By-law PS-114 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London.”

WHEREAS subsection 10(2) paragraph 7. Of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides that a municipality may pass by-laws to provide any service or thing that the municipality considers necessary or desirable to the public;

AND WHEREAS subsection 5(3) of the *Municipal Act, 2001*, as amended, provides that a municipal power shall be exercised by by-law;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

## 1. Traffic and Parking By-law (PS-114)

PS-114 By-law is hereby amended by adding the following section immediately after Section 39.

### School Zones (Schedule 26.1)

39.1 The highways set out in Column 1 of Schedule 26.1 of this by-law, between the limits set out in Columns 2 and 3, are hereby restricted to maximum rates of speed as set out in Column 4 during the time period in Column 5.

Table of Schedules of PS-114 By-law is hereby amended by adding the following row immediately after Community Safety Zones:

26.1	39.1	School Zones
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## 2. Rate of Speed

Schedule 24 (Rate of Speed) of the PS-114 By-law is hereby amended by **deleting** the following rows:

1 Street	2 From	3 To	4 Maximum Rate of Speed
Huron Street	A point 50 m east of Mark Street	A point 250 m west of Robin's Hill Road	60 km/h
Oxford Street E	A point 100 m east of Highbury Avenue N	Crumlin Sideroad	60 km/h

Schedule 24 (Rate of Speed) of the PS-114 By-law is hereby amended by **adding** the following row:

1 Street	2 From	3 To	4 Maximum Rate of Speed
Bradley Avenue	White Oak Rd	A point 70 m east of Ernest Avenue	60 km/h
Huron Street	A point 92 m east of Mark Street	A point 250 m west of Robin's Hill Road	60 km/h
Oxford Street E	a point 75 m east of Second Street	Crumlin Sideroad	60 km/h

### 3. Community Safety Zones

Schedule 26 (Community Safety Zones) of the PS-114 By-law is hereby amended by **deleting** the following rows:

1 Street	2 From	3 To
Bradley Avenue	A point 70 m east of Ernest Avenue	Jalna Boulevard (east intersection)
Clarke Road	Royal Crescent	A point 350 m north of Wavell Street
Clarke Road	Duluth Crescent	A point 72 m south of Royal Crescent
Oxford Street W	A point 513 m west of Sanatorium Road	A point 199 m west of Sanatorium Road
Wavell Street	Spruce Street	Winnipeg Boulevard

Schedule 26 (Community Safety Zones) of the PS-114 By-law is hereby amended by **adding** the following rows:

1 Street	2 From	3 To
Adelaide Street N	A point 135 m north of Huron Street	A point 220 m south of Kipps Lane
Adelaide Street S	A point 150 m north of Thompson Road	A point 380 m south of Thompson Road
Bradley Avenue	A point 70 m east of Ernest Avenue	A point 45 m east of Jalna Boulevard (east intersection)
Clarke Road	Duluth Crescent	A point 45 m north of Dumont Street
Dundas Street	A point 150 m east of Highbury Avenue N	A point 45 m west of Ashland Avenue (west intersection)
Fanshawe Park Road W	A point 206 m west of Aldersbrook Gate	A point 45 m west of Dalmagarry Road
Hamilton Road	A point 95 m west of William Street	A point 45 m east of Adelaide Street N
Hamilton Road	A point 150 m west of Trafalgar Street (west intersection)	A point 90 m east of Egerton Street
Oxford Street W	A point 513 m west of Sanatorium Road	Royal York Road

Springbank Drive	A point 205 m east of Berkshire Drive	A point 30 m west of Wildwood Ave
Wavell Street	A point 60 m east of Graydon Street	Winnipeg Boulevard
Wellington Road S	A point 140 m south of Shaver Street	A point 196 m north of Scotland Drive

#### 4. School Zones

Schedule 26.1 (School Zones) of the PS-114 By-law is hereby created by **adding** the following rows:

1-Street	2-From	3-To	4-Rate of Speed	5-Period
Adelaide Street N	A point 135 m north of Huron Street	A point 220 m south of Kipps Lane	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Adelaide Street S	A point 150 m north of Thompson Road	A point 380 m south of Thompson Road	40 km/hr	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Boler Road	A point 40 m south of Riverside Drive	Riverside Drive	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Bradley Avenue	A point 70 m east of Ernest Avenue	A point 45 m east of Jalna Boulevard (east intersection)	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Clarke Road	Duluth Crescent	A point 45 m north of Dumont Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Commissioners Road W	Reynolds Road	A point 241 m east of Stephen Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Commissioners Road W	A point 39 m west of Chestnut Hill (east intersection)	A point 40 m east of Grandview Avenue	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Dundas Street	A point 150 m east of Highbury Avenue N	A point 45 m west of Ashland Avenue (west intersection)	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.

Fanshawe Park Road W	A point 80 m east of Louise Boulevard	Richmond Street	50 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Fanshawe Park Road W	A point 206 m west of Aldersbrook Gate	A point 45 m west of Dalmagarry Road	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Hamilton Road	Hume Street	A point 35 m east of Sanders Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Hamilton Road	A point 95 m west of William Street	A point 45 m east of Adelaide Street N	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Hamilton Road	A point 150 m west of Trafalgar Street (west intersection)	A point 90 m east of Egerton Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Highbury Avenue N	Oxford Street E	A point 441 m north of Oxford Street E	50 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Highbury Avenue N	A point 272 m north of Huron Street	A point 150 m north of Jensen Road	50 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Huron Street	A point 150 m west of Gatewood Road	A point 150 m east of Barker Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Huron Street	A point 45 m east of Highbury Avenue N	A point 150 m east of Webster Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Oxford Street E	A point 62 m west of Curry Street	A point 135 m east of High Holborn Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Oxford Street E	Highbury Avenue N	Roehampton Avenue (east intersection)	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.

Oxford Street W	A point 270 m west of Foster Avenue	Columbia Avenue	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Oxford Street W	A point 513 m west of Sanatorium Road	Royal York Road	50 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Oxford Street W	A point 45 m west of Platt's Lane	Gower Street	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Oxford Street W	A point 50 m west of Fiddlers Green Road	A point 82 m west of Freele Street	50 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Sanatorium Road	Riverside Drive	Oxford Street W	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Southdale Road E	A point 80 m east of Millbank Drive (west intersection)	A point 120 m west of Millbank Drive (east intersection)	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Springbank Drive	A point 205 m east of Berkshire Drive	A point 30 m west of Wildwood Ave	40 km/hr	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Sunningdale Road E	A point 150 m west of South Wenige Drive (west intersection)	A point 413 m east of South Wenige Drive (west intersection)	50 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Wellington Road S	A point 140 m south of ShaverStreet	A point 196 m north of Scotland Drive	60 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Wharncliffe Road N	Blackfriars Street	Oxford Street W	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.
Wharncliffe Road S	A point 22 m south of Bruce Street	Euclid Avenue	40 km/h	7:00 am to 4:00 pm, Mon. to Fri. from Sept. 1 to June 30 of the next year.



This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on July 23, 2024.

Josh Morgan

Mayor

Michael Schulthess

City Clerk

First Reading – July 23, 2024

Second Reading – July 23, 2024

Third Reading - July 23, 2024