Transportation Advisory Committee
Review Subcommittee

Wednesday, May 25, 2016, commencing at 1:00 PM in City Hall lobby.

In attendance: Amanda Stratton, Henk Ketelaars, Steven Greenly, Alyssa Penney

Items Discussed:

1. School Zone Speed Limit Policy (item received at committee)
    - Discussed the proposed policy, including research shared by A. Penny regarding the approaches to and efficacy of school zone speed limit policy in other areas. (summary attached)
    - H. Ketelaars provided maps of some local schools where this policy would be applied to review how this might affect traffic patterns
    - Reviewed data on injuries in school zones during school hours, as provided by city staff (table attached)
    - Subcommittee agreed to draft comments that could be discussed before approval at the next TAC meeting. Draft omments are attached.

Next Review Subcommittee meeting:
If required, June 15, 2016, commencing at 1:00 PM at City Hall.

Reducing Vehicle Speeds in Schools Zones: a literature review and policy scan of the counties of Elgin, Middlesex, Oxford and the Cities of London and St. Thomas: ***recommendations for the local Active & Safe Routes to School (ASRTS) Community Partnership.***

Disclaimer: This is not a formal recommendation from the Middlesex London Health Unit but rather a summary of best practice evidence collected through a literature review.

A literature review and policy scan was conducted to provide the local ASRTS partnership with evidence-informed recommendations to help reduce the top concern for active school travel (AST): traffic speed in school zones, and is set to be released in the coming weeks. Barriers to AST have been identified through the ASRTS committee's overarching program, School Travel Planning (STP). Surveys conducted in 10 STP schools between September 2013 and February 2015 found the top concern for parents allowing children to use AST is safety relating to speeding traffic. The report includes an overview of the methods and results of a literature review and an outline of the steps and summary of results for a policy scan conducted in the Thames Valley region. Key findings are integrated into the discussion to provide evidence-informed recommendations and strategies that the ASRTS committee can use to decrease barriers for AST through supportive policies.

Results: Through a rapid review methodology and explicit inclusion/exclusion criteria, the follow themes and number of articles were identified and appraised: physical traffic calming devices (n=3), 30km/h speed limits (n=4), awareness raising devices (n=5), speed enforcement cameras (n=2), 3E's approach (n=2), and double-fine zone signs (n=1). From the review, physical traffic calming devices were found to have the strongest evidence for reducing vehicle speeds in school zones or on residential roads, more specifically, vertical deflections such as speed cushions. The second strongest intervention was 30km/h speed limits (or 20mph zones), when implemented with additional measures such as physical traffic calming devices, and the third most effective intervention was awareness raising devices.

Limitations: This review focused on studies that evaluate the effectiveness of traffic speed reduction and not the impact of interventions on injury or collision rates. While reducing traffic speed is an intervention to reduce parental fears to increase AST use, the studies reviewed did not assess the direct relationship between these interventions and injury rates.

Conclusion: It is clear that change needs to happen to reverse the trend of fewer children using active modes of transport to and from school. For children and communities to experience the many benefits of AST, more work must be done to remove the barriers. Parental concerns around traffic speed and safety have been locally identified as a key barrier and working with local decision makers to develop supportive policies to decrease traffic speeds around schools is one way to help reverse the trend. This is one of many strategies that can be taken to remove barriers and increase the use of AST in the Thames Valley region. The greatest action and strength of ELMO ASRTS is the partnership itself and the fact that by working together, the common goal can be achieved sooner and with greater impact on the health and well-being of local children and society

References for 30km/h Speed Limits (or 20mph Zones)

Cairns, J., Warren, J., Garthwaite, K., Greig, G., & Bambra, C. (2015). Go slow: an umbrella review of the effects of 20 mph zones and limits on health and health inequalities. *Journal of Public Health, 37*(3), 515-520. doi: 10.1093/pubmed/fdu067

Kattan, L., Tay, R., & Acharjee, S. (2011). Managing speed at school and playground zones. *Accident Analysis and Prevention, 43*(5), 1887-1891. doi:10.1016/j.aap.2011.04.009

Lazic, G. (2003). School speed zones: Before and after study City of Saskatoon. *Traffic Operations Research and Applications Session of the 2003 Annual Conference of the Transport Association of Canada, St. John, Canada*.

NICE Centre for Public Health Excellence. (2009). *Report 1: Systematic reviews of effectiveness and cost-effectiveness of road and street design-based interventions aimed at reducing unintentional injuries in children*. Exeter, U.K.: Peninsula Technology Assessment Group, Peninsula Medical School, Universities of Exeter and Plymouth.

The following is the summary of vehicle/pedestrian collisions in school zones during school hours from 2008 to 2014.

Accident Date	Time	Location	Classification Of Accident
11/19/2010	8:28:00 AM	BASE LINE RD E @ RIDOUT ST S (INT4522)	02 - Non-fatal injury
12/5/2011	11:10:00 AM	BASE LINE RD E @ WORTLEY RD (INT4536)	02 - Non-fatal injury
1/29/2009	4:02:00 PM	BASE LINE RD W @ COTSWOLD GATE (INT4664)	01 - Fatal injury
11/5/2010	3:08:00 PM	BASE LINE RD W btwn COTSWOLD GATE & MCGREGOR AVE (7366)	02 - Non-fatal injury
6/19/2013	2:19:00 PM	BASE LINE RD W btwn COTSWOLD GATE & MCGREGOR AVE (7366)	02 - Non-fatal injury
3/4/2009	8:25:00 AM	BERKSHIRE DR @ GARDENWOOD DR (INT4408)	02 - Non-fatal injury
10/23/2014	8:14:00 AM	BOW ST @ NOEL AVE (INT2677)	02 - Non-fatal injury
2/7/2008	3:25:00 PM	BOW ST btwn NOEL AVE & TYNEMOUTH DR (652)	02 - Non-fatal injury
5/23/2008	10:15:00 AM	BRUCE ST @ RIDOUT ST S (INT3773)	02 - Non-fatal injury
9/26/2013	3:45:00 PM	BRYDGES ST @ HALE ST (INT2636)	02 - Non-fatal injury
3/31/2011	2:06:00 PM	BURLINGTON ST btwn BURLINGTON CRES & BURLINGTON CRES (2720)	02 - Non-fatal injury
1/5/2009	2:25:00 PM	CASTLE DR @ ROYAL CRES (INT2046)	02 - Non-fatal injury
4/15/2008	3:30:00 PM	CHEAPSIDE ST @ INTERSECTION PEDESTRIAN SIGNAL (INT6730)	02 - Non-fatal injury
12/7/2009	12:35:00 PM	CHESTER ST @ RIDOUT ST S (INT4360)	02 - Non-fatal injury
1/27/2012	7:58:00 AM	CHIDDINGTON GATE btwn CHIDDINGTON AVE & WILKINS ST (2864)	02 - Non-fatal injury
6/21/2013	3:15:00 PM	COLBORNE ST btwn CHALMERS ST & VICTORIA ST (3452)	02 - Non-fatal injury
4/16/2008	2:45:00 PM	EGERTON ST @ TERRACE ST (INT3484)	02 - Non-fatal injury
11/12/2008	1:29:00 PM	ELMWOOD AVE E@MARLEY PL (INT3901)	02 - Non-fatal injury
2/12/2013	11:00:00 AM	EMERY ST E @ RIDOUT ST S (INT4253)	02 - Non-fatal injury

10/26/2010	7:28:00 AM	FERNDALE AVE @ UPPER QUEEN ST (INT5303)	02 - Non-fatal injury
9/19/2008	2:16:00 PM	FERNDALE AVE btwn GOLFVIEW RD & WESTWINDS DR (6191)	02 - Non-fatal injury
3/4/2011	9:16:00 AM	GROSVENOR ST btwn HELLMUTH AVE & WELLINGTON ST (3618)	02 - Non-fatal injury
1/24/2014	11:00:00 AM	GROSVENOR ST btwn RICHMOND ST & WELLINGTON ST (3619)	02 - Non-fatal injury
2/16/2010	9:30:00 AM	HURON ST @ WATERLOO ST (INT1418)	02 - Non-fatal injury
4/25/2014	3:40:00 PM	KING EDWARD AVE@VERMONT AVE (1) (INT4221)	02 - Non-fatal injury
1/10/2014	12:15:00 PM	PLANE TREE DR btwn MUMFORD CRT & STANDFIELD RD (9355)	02 - Non-fatal injury
4/25/2008	10:51:00 AM	RIDOUT ST S btwn BRUCE ST & ELMWOOD AVE E (4287)	02 - Non-fatal injury
10/12/2011	11:35:00 AM	SANDRINGHAM CRES (2) @ WILKINS ST (INT5070)	02 - Non-fatal injury
6/24/2010	10:39:00 AM	SPRUCE ST @ WAVELL ST (INT2407)	02 - Non-fatal injury
9/10/2014	2:30:00 PM	TECUMSEH AVE E btwn GERRARD ST & LANGLEY ST (2548)	03 - P.D. only
5/10/2010	1:01:00 PM	WAVELL ST btwn CASTLE DR & CLARKE RD (940)	02 - Non-fatal injury
1/10/2012	3:36:00 PM	WAVELL ST btwn CASTLE DR & DUNDAS ST (7168)	02 - Non-fatal injury
4/15/2010	3:43:00 PM	WINNIPEG BLVD@WAVELL ST (INT2272)	02 - Non-fatal injury
4/9/2014	3:40:00 PM	WORTLEY RD btwn BRISCOE ST E & MCKENZIE AVE (4657)	02 - Non-fatal injury

This table was prepared last year and at the time we did not look at non-pedestrian collisions. I am not able to provide you with the vehicle collisions in school zones at this time.

DRAFT

To the Civic Works Committee,

RE: SCHOOL ZONE SPEED LIMIT POLICY

The Transportation Advisory Committee is supportive of introducing a school zone speed limit policy that would reduce the speed limit in school zones to 30 km/hr as outlined in the staff report, with the following comments:

1. Evidence shows that a reduced speed limit most effectively reduces actual driving speeds when paired with physical traffic calming procedures. The TAC therefore recommends that such traffic calming be undertaken in the same zones where the reduced speed limit is applied.

2. The TAC recommends that the City of London seek permission to implement a speed reduction only during school hours, with the use of a beacon to indicate the effective period, rather than a 24/7 speed limit reduction.

3. The TAC recommends that the 150 metre school zone speed limit be applied to all streets on which there are entrances/exits used by students, and not only in relation to the main entrance or street address of the school.

4. Should the city pursue a 24/7 speed limit reduction, the TAC recommends that a beacon be used only in high risk areas during high risk periods, so as not to create an unnecessary disturbance to neighbourhoods or drivers during other times.

5. The TAC recognizes that the education and enforcement aspects of this recommendation are as important as engineering decisions to reduce the driving speed and improve safety in school zones, and we recommend that adequate resources be provided to effectively pursue those components of an overall plan.

We request that these comments be forwarded to staff for inclusion in the public input on this issue, and we welcome further involvement in the discussion.

Thank you,
TAC