



P.O. Box 5035
300 Dufferin Avenue
London, ON
N6A 4L9

May 4, 2016

J. Braam
Managing Director, Environmental and Engineering Services and City Engineer

I hereby certify that the Municipal Council, at its meeting held on May 3, 2016 resolved:

2. That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the draft School Zone Speed Limit Policy, appended to the staff report dated April 25, 2016 as Appendix "A", BE REFERRED to a public participation meeting to be held at a future meeting of the Civic Works Committee in order to gather public input on the draft School Zone Speed Limit Policy; it being noted that the Civic Works Committee received the attached communication from S. Maguire and Councillor M. vanHolst, with respect to this matter. (2016-T08) (2/7/CWC)

C. Saunders
City Clerk
\\k

cc. A. Pfeffer, London Police Services, 601 Dundas Street, London ON N6B 1X1
London Middlesex Road Safety Committee c/o Alyssa Penney, MLHU, 50 King Street,
London ON N6A 5L7
Thames Valley District School Board, P.O. Box 5888, London, ON N6A 5L1
London District Catholic School Board, 5200 Wellington Rd S, London, ON N6E 3X8
Councillor M. van Holst
E. Soldo, Director, Roads and Transportation
S. Maguire, Division Manager, Roadway and Lighting and Traffic Control
J. Parsons, Division Manager, Transportation and Roadside Operations
D. MacRae, Division Manager, Transportation Planning and Design
D. Bolton, Traffic Signal and Street Light Senior Technologist
Chair and Members, Transportation Advisory Committee
Chair and Members, Community Safety and Crime Prevention Advisory Committee
CWC Deferred List

From: Maguire, Shane
Sent: April 25, 2016 9:51 AM
To: van Holst, Michael; Soldo, Edward; Braam, John; Helmer, Jesse
Subject: RE: Please quantify school zone threat

Councillor van Holst,

The 4.7 fatal/injury pedestrian related collisions per year near schools comes from 34 collisions involving 37 pedestrians. One collision resulted in the death of an elderly pedestrian and the remainder of the collisions were classified as “non-fatal injury”. The 36 injured pedestrians included 12 school age pedestrians, 20 adult pedestrians and 4 pedestrians where the age was not reported. It should be noted that the collision reports do not list the extent of the injuries.

I forgot to mention that these numbers include pedestrian collisions **during school hours** only. We excluded evening/nighttime collisions and summer collisions from the analysis.

From: van Holst, Michael
Sent: Monday, April 25, 2016 9:14 AM
To: Maguire, Shane
Subject: RE: Please quantify school zone threat

Thanks for this.

Of the "4.7 fatal/injury pedestrian related collisions per year near schools", can you tell me how many were fatal and how many involved children and how many were fatal to children?

As it stands, this statistic could mean that no one was killed and no child was even injured.

Michael

From: Maguire, Shane
 Sent: April 25, 2016 8:13 AM
 To: van Holst, Michael; Soldo, Edward; Braam, John; Helmer, Jesse
 Subject: RE: Please quantify school zone threat

Councillor van Holst,

Pedestrian safety was the fourth target area in the London Road Safety Strategy (LRSS). From 2008 to 2011 the LRSS reports that there were on average 174 pedestrian related fatal or injury collisions per year.

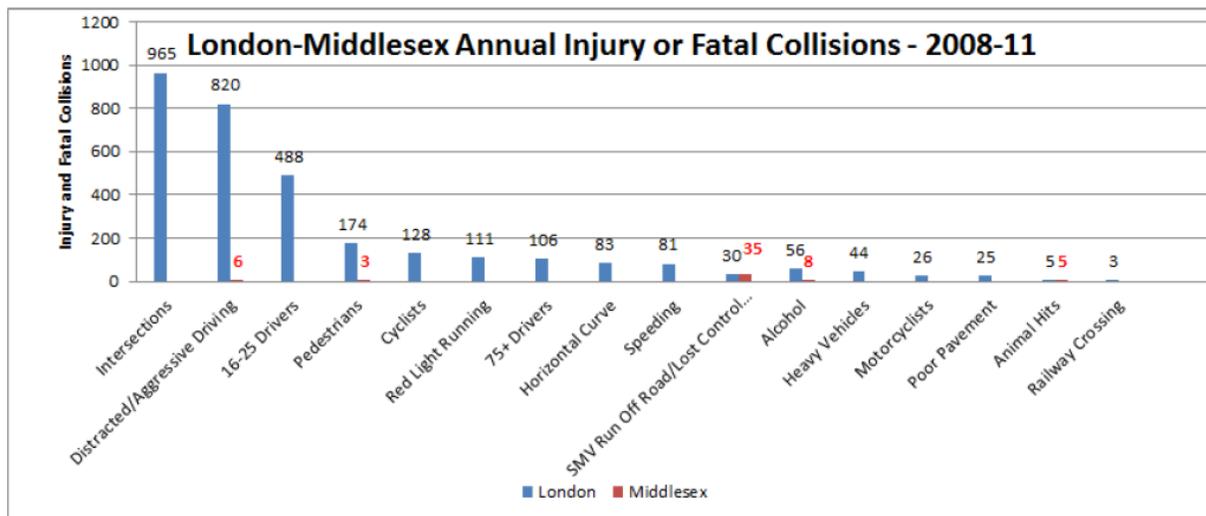


Figure 20 - Areas of highest Injury or fatal collision occurrence as found in London and Middlesex collision data (annual average 2008-2011)

From 2012 to present the number is 108 fatal/injury pedestrian related collisions per year; however, we don't have all of the 2015 collisions in the database yet so that number may change. In early 2015 we drilled deeper into the data and found that **from 2008 to 2014 London averaged 4.7 fatal/injury pedestrian related collisions per year near schools (within 150 m of a school).**

Looking at this province wide, the Ontario Medical Association reports that 100 pedestrians are killed annually and there are 2,695 emergency room visits related to pedestrian collisions each year in Ontario.

The School Zone Speed Limit Policy, the Active & Safe Routes to School, the School Crossing Guard program and the new Pedestrian Crossover Program are all strategies to improve pedestrian safety and will help the City achieve its goal of reducing collisions.