

Brief to Civic Works Committee Meeting May 14, 2019 (part 1)
Re: Agenda Item 2.7 Area Speed Limit & (a) Councillor M. Cassidy

This brief is presented as the staff report makes references to Provincial downloading where cities can now decide on different speed limits. Note on pg.1 of report the strategic focus area of building a sustainable city with area speed limits which enable Londoners to move around safely and easily in a manner that suits their needs using Vision Zero principles. The reality is: according to police records, 99.9% of accidents are caused by human error!

The major theme of staff report is based on "Risk". If I take it literally this means eliminating drinking and driving achieves Vision Zero! As long as people are involved and given reality today Council should deal with data not visions! There has been no factual data generated in London that supports the need to reduce. In order to assess the 2016 assessment data should be addressed for all of London and each of the 43 neighbourhood communities which shows millions of trips daily and annually taken throughout the city! The I.B.I. Group final report 2016 Household travel survey prepared for the city of London (Exhibit 4.17 Trips by Time Period and Travel Mode) shows 1,632,000 daily trips by mode and numbers. Auto 1,290,000: 80%; transit 101,000 6.2%; walk 164,000 10%; Bike 19,400 1.2%; other 57,000 3.5%.

In order to show impact of changes there should be a starting point. Question what is accident record; traffic ticket record for speeding record in the past 5 years? From 2016 assessment Argyle district showed 10,000 (est.) people going to work in a car and returning. This is approximately 5 million trips per year in 250 days. The I.B.I. report at 1.6 million a day isn't out of line. Why should the whole city be impacted if only one or two areas show evidence of reasonable numbers?.

There is no factual evidence to support such action unless you assess what has actually happened? This is a repeat of the school zone speed decision. Although previously you ignored the data on school trips etc. to which fewer children; more school bussing and parent involvement.

Also, There is a continual attempt to claim that if children and adults walk more (assuming great social benefits in millions) somehow there is major dollar savings. This is the vision verses reality argument. Basing the data mentioned on peoples choices of transportation but ignoring factual data continues to be wrong!

Fuel for thought!
Bill Brock