

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: Area Speed Limit Amendments to the Traffic and Parking By-law

Date: February 1, 2022

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 February 15, 2022, for the purpose of amending the Traffic and Parking By-law (PS-114).

Linkage to the Corporate Strategic Plan

The following report supports the 2019 to 2023 Strategic Plan through the strategic focus area of **Building a Sustainable City** by improving safety, traffic operations and residential parking needs in London's neighbourhoods.

Analysis

1.0 Background Information

1.1 Previous Report Related to this Matter

- Civic Works Committee – March 10, 2020 – Area Speed Limit Implementation

1.2 Purpose of this Report

The Traffic and Parking By-law (PS-114) requires amendments (Appendix A) to improve neighbourhood safety and walkability via the next phase of area speed limit implementation. The amendments in the following section are proposed.

2.0 Discussion and Considerations

2.1 Area Speed Limits

Since the beginning of implementation in 2020 there have been eighteen 40 km/h area speed limits (ASL) zones created which represents approximately half of the program implementation. These zones have largely avoided bus routes on neighbourhood connector streets that the London Transit Commission (LTC) identified as potentially having significant impacts on their operations. LTC had planned to undertake further, more detailed assessments on key bus routes over the past year, however, given the significant reductions in both ridership and traffic related to pandemic restrictions and lockdowns, there was no opportunity to do so that would have resembled normal operating circumstances. As such, following further discussions between City staff and LTC staff it was agreed that the ASL program can be expanded to include all bus routes, noting the nature and extent of the impacts on LTC operations will not be known until such time as traffic volumes and ridership levels return to normal. The implementation of zones will now proceed across the rest of the city in a more contiguous manner.

The following three area speed limit zones are being recommended for the next phase of implementation:

- The East London area is bounded by Clarke Road, Trafalgar Street, VMP and Gore Road;
- The North-East London areas are bounded by Adelaide Street N, Huron Street, Clarke Road, Oxford Street E. Highbury Avenue N is a major road and should remain 60 km/h; and
- The North London area is bounded by Medway Creek - Fanshawe Park Road W - Fanshawe Park Road E - Highbury Avenue N - Thames River - Richmond Street - Western Road. Richmond Street and Windermere Road from Richmond Street to Adelaide Street N are major roads and should remain 50 km/h and 60 km/h as posted. Richmond Street, Windermere Road from Richmond Street to Adelaide Street N and Adelaide Street N are major roads and should remain 50 km/h and 60 km/h.

Maps showing the proposed area speed limits can be found in Appendix B.

Conclusion

Changes to the Traffic and Parking By-law are proposed to improve road safety for all users. Amendments are required Schedule 25 (Area Speed Limits) to implement the above changes.

Prepared by: Shane Maguire, 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

January 20, 2022/

Attach: Appendix A – By-law to Amend the Traffic and Parking By-law (PS-114)
Appendix B – Area Speed Limit Zones

cc: London Transit Commission

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. Area Speed Limits

Schedule 25 (Area Speed Limits) of the By-law PS-114 is hereby amended by **adding** the following rows:

| 1-Area Limit | 2-Maximum Rate of Speed |
|---|-------------------------|
| Adelaide Street N - Huron Street – Highbury Avenue N - Oxford Street E | 40 km/h |
| Clarke Road - Trafalgar Street - VMP - Gore Road | 40 km/h |
| Highbury Avenue N - Huron Street - Clarke Road - Oxford Street E | 40 km/h |
| Fanshawe Park Road E – Adelaide Street N – Windermere Rd – Richmond Street Road | 40 km/h |
| Fanshawe Park Road E - Highbury Avenue N - Thames River - Adelaide Street N | 40 km/h |
| Medway Creek - Fanshawe Park Road W - Richmond Street - Western Road | 40 km/h |
| Western Road – Richmond Street – Thames River – Medway Creek | 40 km/h |
| Windermere Road – Adelaide Street N – Thames River – Richmond Street | 40 km/h |

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

PASSED in Open Council on February 15, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

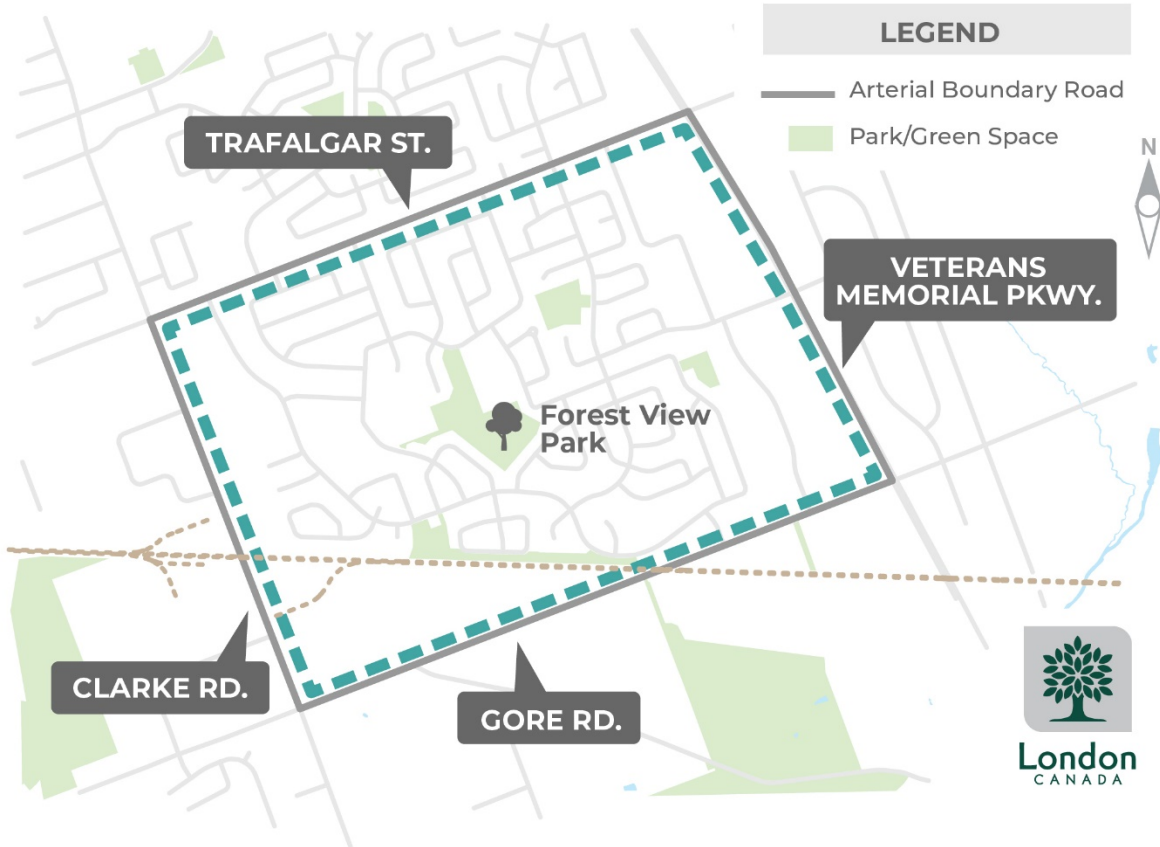
First Reading – February 15, 2022

Second Reading – February 15, 2022

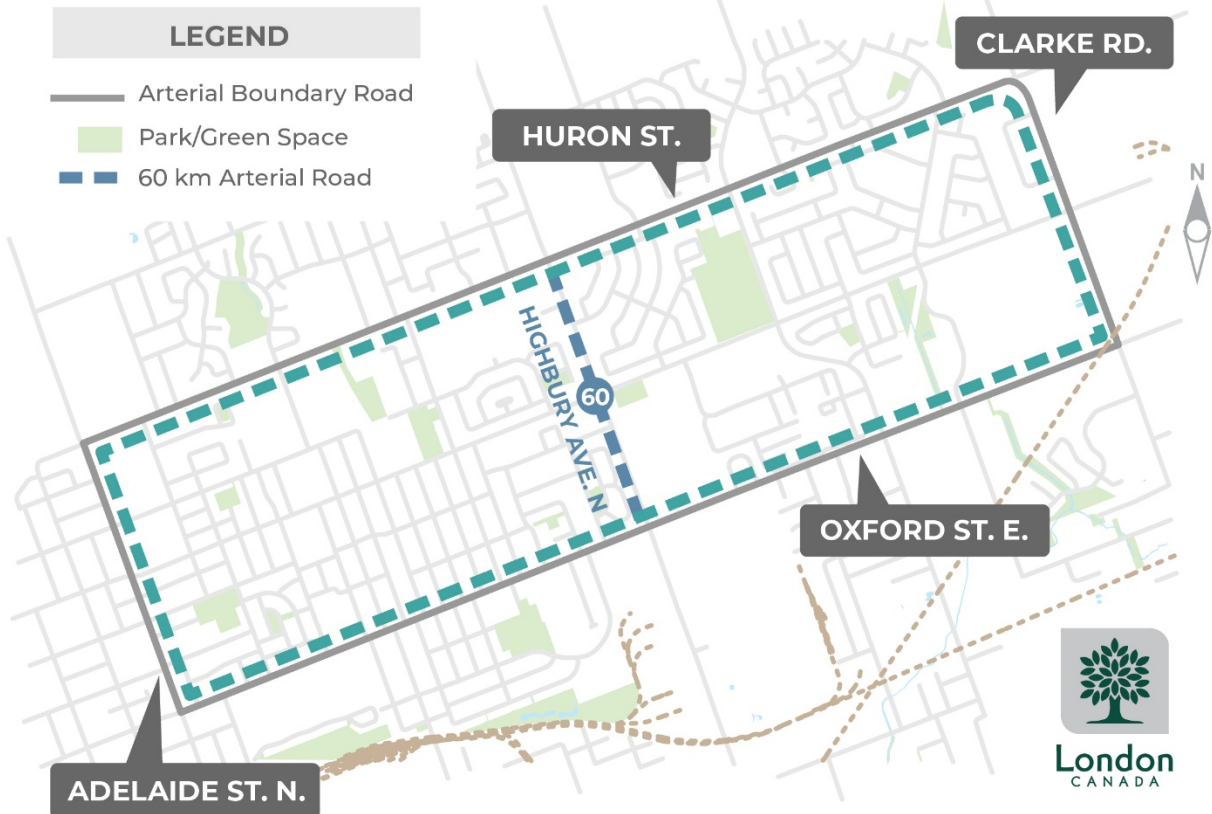
Third Reading – February 15, 2022

APPENDIX B: Area Speed Limit Zones

East London 40 km/h Area Speed Limit



North-East London 40 km/h Area Speed Limit



North London 40 km/h Area Speed Limit

LEGEND

- Arterial Boundary Road
- Park/Green Space
- Arterial Road (speed limit marked on map)

