

REPORT TO COUNTY COUNCIL

2024 Community Safety Zone Implementation

To: Warden and Members of County Council

From: Director of Public Works

RECOMMENDATIONS

1. That County Council authorize the implementation of Community Safety Zones as described in Report PW 2024-04, titled '2024 Community Safety Zone Implementation';
2. And further, that a by-law be presented to County Council at the February 28, 2024 Council meeting to amend By-law 6511-2023 to designate additional Community Safety Zones on parts of the County road network as outlined in Report PW 2024-04.

REPORT HIGHLIGHTS

- The purpose of this report is to seek County Council authorization for the implementation of nine additional Community Safety Zones (CSZ's) in designated areas on the County road network through enactment of an applicable by-law.
- A total of 12 individual study areas (seven locations carried forward from the 2022 CSZ Evaluation and five new locations identified in 2023) were assessed in 2023 for CSZ applicability in accordance with the County's CSZ criteria and warrant process adopted by Oxford County Council in 2021 (Report [PW 2021-31](#)). From this, nine new CSZ locations were recommended.
- In addition to the 20 CSZ locations that were approved by Council (Report [PW 2023-05](#)), approval of these nine additional CSZ locations will result in a total of 29 CSZ designations throughout various communities in Oxford County along specific segments of the County road network.

IMPLEMENTATION POINTS

If approved, a by-law will be presented to County Council on February 28, 2024 to amend By-law 6511-2023 to designate these additional nine CSZ's on the County road network.

Following by-law enactment, CSZ implementation will be scheduled in 2024 and identified with the installation of appropriate regulatory signage in accordance with the Highway Traffic Act (HTA) and Ontario Traffic Manual (OTM).

Financial Impact

The approved 2024 Business Plan and Budget includes \$175,000 in the Traffic Calming capital account to fund various County-wide traffic calming measures.

Implementation of additional CSZ's in 2024 was not specifically identified within the 2024 capital budget; however, the Traffic Calming capital account includes \$50,000 for unspecified traffic calming initiatives and will be used to fund CSZ implementation in 2024.

Communications

The results of the 2023 CSZ evaluation (12 locations) were shared with Area Municipal staff and Police (Ontario Provincial Police; Woodstock Police Services) on January 25, 2024 for comment.

Report PW 2024-04 will also be forwarded to Area Municipalities and Police pending adoption by County Council.

Implementation of CSZ's will be promoted through a news release, social media and information posted to the County website. All materials will be shared with affected Area Municipalities in advance.

2023-2026 STRATEGIC PLAN

Oxford County Council approved the [2023-2026 Strategic Plan](#) on September 13, 2023. The Plan outlines 39 goals across three strategic pillars that advance Council's vision of "Working together for a healthy, vibrant, and sustainable future." These pillars are: (1) *Promoting community vitality*, (2) *Enhancing environmental sustainability*, and (3) *Fostering progressive government*.

The recommendations in this report supports the following Strategic Plan pillars and goals:

PILLAR 1	PILLAR 2	PILLAR 3
		
Promoting community vitality	Enhancing environmental sustainability	Fostering progressive government
Goal 1.4 – Connected people and places		Goal 3.1 – Continuous improvement and results-driven solutions Goal 3.2 – Collaborate with our partners and communities

See: [Oxford County 2023-2026 Strategic Plan](#)

DISCUSSION

Background

Oxford County's CSZ warrant criteria (Report [PW 2021-31](#)) involves a two-stage process where designated areas of special consideration are identified (Warrant 1) and then further evaluated to determine if they meet Warrant 2. Both warrants must be met in order to be recommended for CSZ designation.

Designated areas of special consideration as part of Warrant 1 include areas along the County road network where posted speeds are 70 km/h or less and that meet the following criteria:

- Elementary or Secondary Schools (including those with identified official school zones);
- Community centres, recreation areas, playgrounds, hospitals;
- High pedestrian traffic locations (100 pedestrians in any 8-hour period);
- Senior centres/residences; and
- Areas identified by Police.

Locations that meet Warrant 1 require further assessment using the road safety and collision safety components as part of the Warrant 2 analysis. Designated areas with a safety risk scoring of 13 or greater or a collision ratio of less than 1:900 are considered to meet Warrant 2 criteria.

2022 CSZ Evaluation

In 2022, a County-wide CSZ evaluation was undertaken (Report PW 2023-05) utilizing the County's CSZ warrant criteria process and identified 28 locations as meeting Warrant 1 (areas of special consideration). Of the 28 locations, 21 locations were found to meet Warrant 2 and were recommended to County Council for CSZ Implementation. Twenty locations were ultimately approved for CSZ implementation by Council, with one location deferred by resolution.

Seven of the 28 locations from the 2022 CSZ evaluation did not meet the Warrant 2 road safety component (score of 13 or greater) and required additional data collection for specific scoring matrix criteria where lowest score was applied due to unavailable information.

2023 CSZ Evaluation

CSZ assessment continued in 2023 and included the seven locations listed below that were carried forward from the 2022 County-wide CSZ evaluation that required additional (Warrant 2) analysis following the gathering of field traffic data:

- OR 8 / Albert Street – Douro Street to East leg of Fennel Street, Plattsville
- OR 10 / Ingersoll Street North – Bell Street to Victoria Street, Ingersoll
- OR 119 / Bell Street – Ingersoll Street North to Cashel Street, Ingersoll
- OR 18 / Main Street East – Stover Street to 50 km/h limit East, Norwich
- OR 10 / Culloden Line – Brownsville Road to Lynn-Wood Estates entrance, Brownsville
- OR 15 / Parkinson Road – Mill Street to Norwich Avenue, Woodstock
- OR 35 / Devonshire Avenue – Vansittart Avenue to Huron Street, Woodstock

In addition to the seven locations noted above, five new locations were proposed for evaluation through consultation with Area Municipal staff and/or following more recent speed and road safety review assessments in various study areas. These additional study segments were subsequently found to meet CSZ Warrant 1 criteria (areas of special consideration) and are listed below:

- OR 24 / Hope Street West – Woodstock Street to 50 km/h limit West, Tavistock
- OR 24 / Hope Street East – Woodstock Street to 50 km/h limit East, Tavistock
- OR 18 / Main Street West – Florence Street to Stover Street, Norwich
- OR 20 / North Street East – Broadway to Tillson Avenue, Tillsonburg
- OR 6 / Huron Street – John Street to Halladay Street, Embro

Comments

2023 CSZ Evaluation Findings and Results

The results of the 2023 CSZ evaluation are provided in Attachment 1 and include a total of 12 study locations (seven locations carried forward from 2022 and five additional locations) that were found to meet CSZ Warrant 1 criteria (areas of special considerations) and were further assessed for Warrant 2 compliance (score of 13 or greater).

Study areas that are highlighted in green meet Warrant 2 criteria and are being proposed for CSZ implementation. Locations highlighted in red did not meet Warrant 2 criteria and are therefore not being proposed for CSZ implementation.

Detailed mapping is provided in Attachment 2 and includes an overall County-wide map and individual maps for each study area identifying proposed CSZs.

The key findings of the 2023 CSZ evaluation of the identified 12 locations are summarized below:

- Nine locations met Warrant 2 road safety component (score of 13 or greater);
- Collision component threshold was not met for any of the 12 locations (collision ratio < 1:900); and,
- Three locations did not meet Warrant 2 road safety component (score of 13 or greater).

From the above, the following nine locations met the CSZ criteria and warrant process thresholds required to be designated as a CSZ and are recommended for implementation.

- OR 10 / Ingersoll Street North – Bell Street to Victoria Street, Ingersoll
- OR 119 / Bell Street – Ingersoll Street North to Cashel Street, Ingersoll
- OR 15 / Parkinson Road – Mill Street to Norwich Avenue, Woodstock
- OR 35 / Devonshire Avenue – Vansittart Avenue to Huron Street, Woodstock
- OR 24 / Hope Street West – Woodstock Street to 50 km/h limit West, Tavistock
- OR 24 / Hope Street East – Woodstock Street to 50 km/h limit East, Tavistock
- OR 18 / Main Street West – Florence Street to Stover Street, Norwich
- OR 20 / North Street East – Broadway to Tillson Avenue, Tillsonburg
- OR 6 / Huron Street – John Street to Halladay Street, Embro

CONCLUSIONS

Staff recommends amending the County's existing CSZ By-law 6511-2023 to designate additional Community Safety Zones on parts of the County road network as outlined in Report PW 2024-04.

Implementation of CSZ's at designated areas where safety is of a greater concern, validated through the County's CSZ criteria and warrant process, will increase safety and assist in deterring speed-related infractions through traditional and automated enforcement, if implemented in the future.

Implementation of these additional nine CSZ's will result in a total of 29 CSZ designated areas on the County road network throughout various communities within Oxford County.

SIGNATURES

Report author:

Original signed by

Shawn G. Vanacker, C.Tech, CRS-S, CMM III
Supervisor of Transportation

Departmental approval:

Original signed by

David Simpson, P.Eng., PMP
Director of Public Works

Approved for submission:

Original signed by

Benjamin R. Addley
Chief Administrative Officer

ATTACHMENTS

Attachment 1: 2023 CSZ Evaluation Results
Attachment 2: Proposed CSZ Location Maps