

## REPORT TO COUNTY COUNCIL

# Oxford Road 6 and Oxford Road 28 Intersection Review

**To:** Warden and Members of County Council

**From:** Acting Director of Public Works

## RECOMMENDATION

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1. That County Council receive Report PW 2025-04 entitled “Oxford Road 6 and Oxford Road 28 Intersection Review” and approve staff’s recommendations contained herein to not implement an all-way stop condition at the intersection of Oxford Road 6 and Oxford Road 28, at this time, based on the Ontario Traffic Manual for all-way stop condition thresholds and updated traffic volumes.

## REPORT HIGHLIGHTS

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- Council directed staff to provide a brief report for the implementation of an all-way stop (AWS) condition at the intersection of Oxford Road 6 and Oxford Road 28 in Zorra Township, following a delegation to County Council on July 10, 2024, regarding intersection safety after the occurrence of a fatal motor vehicle collision.
- Intersection operational reviews found that traffic volumes and annual average collisions do not meet Ontario Traffic Manual (OTM) warrant thresholds for an AWS condition and is therefore not recommended at this time.
- The subject intersection is equipped with stop sign mounted red flashing beacons, lateral warning (rumble) strips at stop approaches, and illumination.

## IMPLEMENTATION POINTS

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Staff will continue to monitor operations at the subject intersection and consider future traffic control measures for implementation as warranted and approved by County Council.

**Financial Impact**

The recommendation within Report PW 2025-04 will have no financial impact to the 2025 operating budget.

**Communications**

A copy of Report PW 2025-04 will be sent to Zorra Township, the Ontario Provincial Police, and the Council Delegate from the July 10, 2024 Council meeting.




**2023-2026 STRATEGIC PLAN**

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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 recommendation in this report supports the following strategic goals.

**Strategic Plan Pillars and Goals**

PILLAR 1	PILLAR 2	PILLAR 3
		
<b>Promoting community vitality</b>	<b>Enhancing environmental sustainability</b>	<b>Fostering progressive government</b>
<p>Goal 1.3 – Community health, safety and well-being</p> <p>Goal 1.4 – Connected people and places</p>		<p>Goal 3.1 – Continuous improvement and results-driven solutions</p> <p>Goal 3.2 – Collaborate with our partners and communities</p>

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

## DISCUSSION

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### Background

County Council directed Public Works staff to provide a brief report on installing an AWS at the intersection of Oxford Road 6 (OR 6) and Oxford Road 28 (OR 28) following a delegation to County Council on July 10, 2024, regarding concerns with intersection safety after the occurrence of two fatal collisions at this location in March 2022 and June 2024.

The subject intersection is currently operated with two-way stop control for east and west bound traffic on OR 28 and with free flow conditions for north and south bound traffic on OR 6 (Attachment 1). The existing stop signs are equipped with red flashing beacons and each intersection leg includes street lighting that was installed in Q1 2024. The posted speed is 80km/h for both OR 6 and OR 28.

In July 2023, a third-party operational review was undertaken at the subject intersection in response to safety concerns raised by residents. The review did not identify any engineering deficiencies and found the intersection to be operating within acceptable levels of service. The review also found that an AWS was not warranted based on traffic volume and annual average collision thresholds identified in the OTM.

### Comments

In July 2024, staff proceeded with the installation of lateral warning (rumble) strips at the east and west intersection approaches and retained third party services to complete an update to the 2023 intersection operational review in support of Council’s request for a report on AWS implementation.

Intersection volume counts and review of intersection related collision records were completed in July and December 2024 and analyzed for compliance with OTM AWS warrant criteria as summarized in Table 1 below:

**Table 1: Traffic Volume and Collision Warrants at OR 6/OR28 Intersection**

OTM AWS Criteria <sup>1</sup>	% of OTM Warrant (July 2023)	% of OTM Warrant (July 2024)	% of OTM Warrant (Dec 2024)
<b>Total Intersection Volume</b> Warrant = 500 vehicles per hour	90%	100%	81%
<b>Minor Road Volume</b> Warrant = 200 units per hour (vehicles + peds)	71%	98%	58%
<b>Volume Split</b> <70%/30%	75%	100%	50%
<b>Collison Warrant</b> 12 collisions/3 years	42%	50%	63%

Note 1: OTM AWS warrant requires all volume warrants or collision warrant to be 100%

The findings in July 2024 were in sharp contrast to the previous review conducted in 2023 and identified very close compliance to OTM volume thresholds for an AWS. However, it was suspected that traffic volumes were falsely inflated because of the nearby construction detour on Oxford Road 16.

As a result of the significant variation between the 2023 and 2024 study findings, the intersection operational review was updated again in December 2024 after completion of construction on Oxford Road 16 and resumption of normal traffic patterns.

The December 2024 update to the intersection operational review found traffic volumes to be in closer alignment with the 2023 study results, therefore confirming the July 2024 results were skewed by the construction detour and that OTM volume and collision thresholds did not meet AWS and signalization warrants identified in the OTM.

## **CONCLUSIONS**

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Implementation of an AWS at the subject intersection is not recommended at this time since it is currently operating within acceptable levels of service, and traffic volumes and average annual collisions are below OTM warrant thresholds.

Collisions are expected to be mitigated with the installation of lateral warning (rumble) strips along with other previously implemented safety measures that include red flashing beacons and intersection illumination.

Staff will continue to monitor this intersection and consider future implementation measures as warranted.

## **SIGNATURES**

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### **Departmental approval:**

Original signed by

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Frank Gross, C. Tech  
Acting Director of Public Works

### **Approved for submission:**

Original signed by

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Benjamin R. Addley  
Chief Administrative Officer

## **ATTACHMENT**

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Attachment 1: Location Map - Two-way Stop Control at Oxford Road 6 and Oxford Road 28