

To: Warden and Members of County Council

From: Director of Public Works

Community Safety Zone Implementation

RECOMMENDATIONS

1. That County Council authorize the implementation of Community Safety Zones as described in Report No. PW 2023-05, titled 'Community Safety Zone Implementation';
2. And further, that a by-law be presented to County Council at the February 22, 2023 Council meeting to repeal By-law No. 4015-2000 and designate Community Safety Zones on parts of the County road network as outlined in Report No. PW 2023-05.

REPORT HIGHLIGHTS

- The purpose of this report is to seek County Council authorization for the implementation of Community Safety Zones (CSZs) in designated areas on the County road network through enactment of an applicable by-law.
- A total of 21 locations throughout the County are proposed for CSZ implementation following a comprehensive evaluation that was completed in 2022 in accordance with the County's CSZ criteria and warrant process adopted by County Council in 2021 (Report No. [PW 2021-31](#)). Designated CSZs will also be eligible for Automated Speed Enforcement (ASE) applications should a potential future County-wide ASE program be adopted.
- If approved, CSZ implementation will be initiated in 2023 with installation of regulatory signage in accordance with the Highway Traffic Act (HTA) and Ontario Traffic Manual (OTM).

Implementation Points

If approved, CSZs will be identified with the installation of appropriate regulatory signage in accordance with the HTA and OTM. Minimum signage requirements include delineation of the zone limits with Begins/Ends sign tabs. Additional signage within a CSZ is required for zone lengths greater than 1,000m and following main intersections.

Financial Impact

Implementation of the CSZs is estimated to cost \$25,000 - \$30,000 with approved funding available in the 2023 Business Plan and Budget.







Communications

The results of the 2022 CSZ evaluation were shared with Area Municipality staff and Police (OPP and Woodstock Police Services) on January 17, 2023 for comment. This was intended to be an initial County-wide assessment for potential CSZ implementation. Other areas identified now or in the future by Area Municipality staff and/or Police will be assessed using the County's CSZ criteria and warrant process.

Report No. PW 2023- 05 will also be forwarded to Area Municipalities and Police pending adoption by County Council.

Implementation of CSZs represent a change for communities. A detailed communications plan will be developed to help inform residents about these changes, encompassing social media, media materials, advertisements, Speak Up Oxford!, and information posted to the County website. All materials will be shared with affected Area Municipalities in advance.

Strategic Plan (2020-2022)

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| WORKS WELL TOGETHER | WELL CONNECTED | SHAPES THE FUTURE | INFORMS & ENGAGES | PERFORMS & DELIVERS | POSITIVE IMPACT |
| | 2.i. | 3.iii. | | | |

DISCUSSION

Background

In 2022, a County-wide CSZ evaluation was undertaken by staff utilizing the CSZ criteria and warrant process adopted by County Council on September 8, 2021 (Report No. [PW 2021-31](#)).

The CSZ criteria and warrant process was developed to provide an evidence based approach for the assessment and potential CSZ implementation at designated areas along the County road network. As part of County-wide speed management, traffic calming and road safety initiatives, CSZ implementation across the County road network combined with the use of Automated Speed Enforcement (ASE) has been identified as potential traffic calming and road safety measures for future implementation.

The Ontario Highway Traffic Act (HTA) permits the use of ASE in school zones and CSZs and gives authority to municipal Councils to designate a part of a highway as a CSZ where public safety is of a special concern. The HTA also allows for increased monetary penalties for speeding infractions within CSZs in order to promote deterrence of speeding behaviour.

CSZ Criteria and Warrant Process

The CSZ criteria and warrant process adopted by County Council (Report No. 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. As per the previously Council approved identification process, only areas within the County road network that meet both warrants will be considered for CSZ designation.

Designated areas of special consideration as part of Warrant 1 include areas along the County road network where posted speeds are 70km/hr 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 County-wide CSZ Evaluation

The above noted CSZ criteria and warrant process was applied by staff on a County-wide basis in 2022. This evaluation initially involved identification of areas of special consideration along the County road network in accordance with CSZ Warrant 1 criteria. Study area limits were then established for each location that would coincide with potential CSZ limits with consideration given to a minimum zone length of 500m, nearest main intersections, approaches to areas of special consideration, and speed zone limits. Each study area was further assessed using the road safety scoring matrix and the collision ratio as part of the Warrant 2 analysis.

Comments

CSZ Evaluation Findings and Results

The results of the 2022 CSZ evaluation are provided in Attachment 1. Study areas that are highlighted in green meet Warrant 2 criteria and are being proposed for CSZ implementation. Locations highlighted in yellow could potentially meet Warrant 2 criteria; however, they require additional data collection for specific road safety parameters where data was not available at the time of the evaluation.

Each area of special consideration (Warrant 1) was identified with specific details such as location (road, municipality), facility type/name (school, park, etc.), posted speed, and zone limits/length, as well as the road safety score and collision ratio as part of Warrant 2. Where traffic data was not available for some of the specific road safety parameters, the lowest score was applied.

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 CSZ evaluation are summarized below:

- 28 locations were identified as meeting Warrant 1 (areas of special consideration);
- 21 locations met Warrant 2 road safety component (score of 13 or greater);
- Collision component threshold was not met for any of the 28 locations (collision ratio < 1:900); and,
- 7 locations did not meet Warrant 2 road safety component (score of 13 or greater) and require additional data collection for specific scoring matrix criteria where lowest score was applied due to unavailable information.

From the above, 21 locations met the CSZ criteria and warrant process thresholds required to be designated as a CSZ and carried forward for implementation.

CSZ By-law Enactment

CSZs must be designated by a municipal by-law in order to be enforceable and must identify the specific zone limits and time periods (times/days/months) when increased penalties are in effect. If approved by County Council, a by-law will be prepared to designate CSZs at the 21 locations that meet both Warrant 1 and 2 of the County's CSZ warrant process. Proposed CSZs are recommended to be in effect 24 hours/7 days a week to avoid any confusion for traditional and automated enforcement activities.

Staff recommends repealing the County's existing CSZ By-law No. 4015-2000 and replacing it with an updated by-law as per the recommendations contained in this report. By-law No. 4015-2000 was enacted in May 2000 to designate CSZs on Oxford Road 119 through Kintore and on Oxford Road 12 through Sweaburg for a one year trial period. There are no records of any data collection during the one-year trial period and/or subsequent reports; however, the CSZ regulatory signage has remained in place. No further CSZ designations have been implemented on County roads since that time.

Conclusions

Implementation of CSZs 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.

SIGNATURES

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Departmental Approval:

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Director of Public Works

Approved for submission:

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ATTACHMENTS

Attachment 1: 2022 CSZ Evaluation Results
Attachment 2: Proposed CSZ Location Maps