

**6. DESIGNATION OF A COMMUNITY SAFETY ZONE ON CASTLEFRANK ROAD**

**DÉSIGNATION D'UNE ZONE DE SÉCURITÉ COMMUNAUTAIRE SUR LE CHEMIN CASTLEFRANK**

**COMMITTEE RECOMMENDATION**

**That Council approve the designation of a Community Safety Zone on Castlefrank Road as further described in this report and in the draft By-law attached as Document 1.**

**RECOMMANDATION DU COMITÉ**

**Que le Conseil approuve la désignation d'une zone de sécurité communautaire sur le chemin Castlefrank, comme le précisent le présent rapport ainsi que le projet de règlement municipal faisant l'objet du document 1.**

**DOCUMENTATION / DOCUMENTATION**

1. Councillor A. Hubley's report, dated 27 March 2017 (ACS2017-CCS-TRC-0005)

Rapport du conseiller A. Hubley, daté le 27 mars 2017 (ACS2017-CCS-TRC-0005)

**Report to**  
**Rapport au:**

**Transportation Committee**  
**Comité des transports**  
**5 April 2017 / 5 avril 2017**

**and Council**  
**et au Conseil**  
**12 April 2017 / 12 avril 2017**

**Submitted on March 27, 2017**  
**Soumis le 27 mars 2017**

**Submitted by**  
**Soumis par:**  
**Councillor / Conseiller A. Hubley**

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**Ward: KANATA SOUTH (23) / KANATA-SUD (23)**      **File Number: ACS2017-CCS-TRC-0005**

**SUBJECT: Designation of a Community Safety Zone on Castlefrank Road**

**OBJET: Désignation d'une zone de sécurité communautaire sur le chemin Castlefrank**

## **REPORT RECOMMENDATIONS**

**That the Transportation Committee recommend that Council approve the designation of a Community Safety Zone on Castlefrank Road as further described in this report and in the draft By-law attached as Document 1.**

## RECOMMANDATIONS DU RAPPORT

**Que le Comité des transports recommande au Conseil d'approuver la désignation d'une zone de sécurité communautaire sur le chemin Castlefrank, comme le précisent le présent rapport ainsi que le projet de règlement municipal faisant l'objet du document 1.**

## BACKGROUND

Community safety zones were introduced to the Province of Ontario in fall of 1998. According to the [Ontario Traffic Manual \(OTM\) Book 5 – Regulatory Signs \(March 2000\)](#), the "...purpose of a community safety zone sign is to indicate to the motorist that they are within a zone where fines have been increased through a special designation under the *Highway Traffic Act*. The signs that include the BEGINS and ENDS tabs define the legal limits of the zone. The rules of the road do not change within the zone; only the penalties for violations of the traffic laws are substantially increased." OTM Book 5 also states that community safety zones are "...sections of roadway where public safety is of special concern..." and that these sections of roadway "may include roadways near schools, day care centres, playgrounds, parks, hospitals, senior citizen residences and may also be used for collision-prone areas within a community."

## DISCUSSION

Castlefrank Road functions as a "major collector" street and is constructed to a two lane urban standard cross section between Hazeldean Road and Katimavik Road. Castlefrank Elementary School is located on the west side of the street at the intersection of Castlefrank Road and Kakulu Road where from the street, a pathway leads directly into the school's rear play yard. The school generates a large volume of young children making frequent crossings along the road during morning and afternoon peak hour. Additional pedestrian crossing activity also takes place along Castlefrank Road as a result of a medical building on the south/east corner of the intersection as well as other schools located within the surrounding area. No residential dwelling units front onto this section of the street at this time.

The request for the implementation of a community safety zone on Castlefrank Road from 165 metres south of Kakulu Road to a point of 82 metres south of McCurdy Drive North is being proposed by the community as a means to help reduce the speed

travelled along the roadway and to improve the safety of vulnerable road users in this area. Designating this section of Castlefrank Road as a community safety zone and signing it accordingly will inform drivers that they are entering a zone that the community has deemed as an area where the safety of its children/citizens is paramount. Within this zone, traffic related offences would be subject to increased fines; however, the rules of the road would not change.

Once a community safety zone is established, the HTA provides that any person convicted of specific offences under the HTA is liable to an increase in fines for the offence if it is committed while travelling through that zone. For example, fines for speeding in a community safety zone will be doubled for each kilometer per hour (km/h) driven over the speed limit. Similarly, fines for careless driving and for contraventions of other rules of the road will also be doubled when the offences are committed in a community safety zone. Set fines for certain offences committed in a community safety zone are also increased.

### **Designation of Community Safety Zones – Highway Traffic Act**

Subsection 214.1(1) of the Highway Traffic Act (HTA) provides the Council of a municipality with the authority to designate a part of a highway under its jurisdiction as a community safety zone. A community safety zone on a municipal highway must be designated by by-law. Under Subsection 214.1(3), the by-law designating the zone must specify the hours, days and months when the designation is in effect. For example, a Council may decide to have a zone in effect only during certain months of the year or during certain time periods in a day; alternatively, a community safety zone may be in effect 24 hours a day, seven days a week, year-round.

Subsection 214.1(4) of the HTA provides that signs designating community safety zones must be placed on site in accordance with the applicable regulation under the HTA, namely Regulation 615, R.R.O. 1990, passed under the HTA. In addition, the HTA provides that a by-law designating a community safety zone is not in effect until the requisite signage has been placed on site in accordance with the regulation.

### **RURAL IMPLICATIONS**

There are no specific rural implications arising from the recommendation of this report.

## **CONSULTATION**

### **Transportation Services Department:**

Following a Community Safety Zone (CSZ) pilot project conducted in 1999 by municipalities within the former Regional Municipality of Ottawa-Carleton, all existing CSZs were removed from city streets. The pilot project had concluded that CSZs were ineffective at reducing speeds. Since the year 2000, staff have not actively pursued their establishment in Ottawa.

A recent speed survey has identified Castlefrank Road's operating speed at 54 km/h which is 14 km/h greater than the posted 40 km/h speed limit. Castlefrank is a major collector roadway and does not have those visual physical cues (parking, driveway access, bulb-outs, etc...) that encourage drivers to reduce their travelled speed. Therefore, we do not expect that the designation of this roadway as a CSZ will achieve the desired speed reduction without the implementation of traffic calming measures or without continual police enforcement.

Upon Council approval of the recommendation as listed in this report, the Transportation Services Department will implement a Community Safety Zone on Castlefrank Road between 165 metres south of Kakulu Road to a point of 82 metres south of McCurdy Drive North by installing the necessary signage. The installation costs will be approximately \$1,500 and can be accommodated within the existing Traffic Services operating budget.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

This area is well known in our community as a raceway. Every year we have tried many different Traffic Calming measures, pilot projects, and any other ideas that the Traffic Specialists have recommended to try and slow the rate with which vehicles are travelling, including signage, speed boards, adult crossing guards and police presence and yet every year the problem persists.

As mentioned in this report, there is an elementary school that backs onto this intersection leading to high pedestrian traffic. In fact, I have stood there on many occasions talking to the crossing guards who have numerous stories of near misses and can give countless examples of how unsafe this area is for pedestrians. On one occasion while speaking to the crossing guards, we witnessed a police officer stop a

motorist for speeding and as soon as he was done issuing the ticket, got back in his car and proceeded to stop another vehicle. The officer has said this happens whenever he is in the area, and ticketing the motorists is like fishing in a barrel.

This intersection was studied by the Traffic Department, and there was only 2% compliance to the posted 40 km/h speed limit, which is unacceptable. This leads to the urgent need for this area to be designated a Community Safety Zone which would double fines for motorists caught speeding with the hopes of slowing vehicles down in this area and making it safer for the community.

### **ADVISORY COMMITTEE(S) COMMENTS**

This has not been considered by Advisory Committees.

### **LEGAL IMPLICATIONS**

There are no legal impediments to implementing the recommendation in the report.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with the recommendations of this report.

### **FINANCIAL IMPLICATIONS**

There are no financial implications associated with the recommendations of this report.

### **ACCESSIBILITY IMPACTS**

There are no accessibility impacts associated with the recommendations of this report.

### **TERM OF COUNCIL PRIORITIES**

The recommendation of this report aligns to the 2015-2018 Strategic Priority - Transportation and Mobility, specifically Strategic Objective TM4 - Improve safety for all road users.

### **SUPPORTING DOCUMENTATION**

Document 1 – Draft By-law - Community Safety Zone/Castlefrank Road

**DISPOSITION**

The Transportation Services Department will take appropriate action based on the recommendations made by the Committee and Council. Upon approval of this report, the Transportation Services Department will work with the City Clerk and Solicitor Department to prepare the required by-law for enactment by Council.

**Document 1 - Draft By-law - Community Safety Zone/Castlefrank Road**

BY-LAW No. 2017 –

A by-law of the City of Ottawa to designate part of Castlefrank Road as a community safety zone.

Whereas Subsection 214.(1) of the *Highway Traffic Act*, R.S.O. 1990, c.H.8., as amended, authorizes the Council of a municipality to designate by by-law a highway or part of a highway in its jurisdiction as a community safety zone if, in Council's opinion, public safety is of special concern on that part of the highway; and,

Whereas Council of the City of Ottawa deems it necessary to designate parts of certain highways in its jurisdiction as community safety zones;

Now therefore the Council of the City of Ottawa enacts as follows:

1. That part of Castlefrank Road from a point of 165 metres south of Kakulu Road to a point of 82 metres south of McCurdy Drive North, and set out in Schedule A, in the City of Ottawa, is hereby designated as a community safety zone.
2. The community safety zone established in Section 1 shall be in effect 24 hours a day, seven days a week, from January 1<sup>st</sup> to December 31<sup>st</sup> of each year.
3. Schedule A, attached hereto, forms part of this by-law.

ENACTED AND PASSED this XX<sup>th</sup> day of XXXX 2017.

CITY CLERK

MAYOR



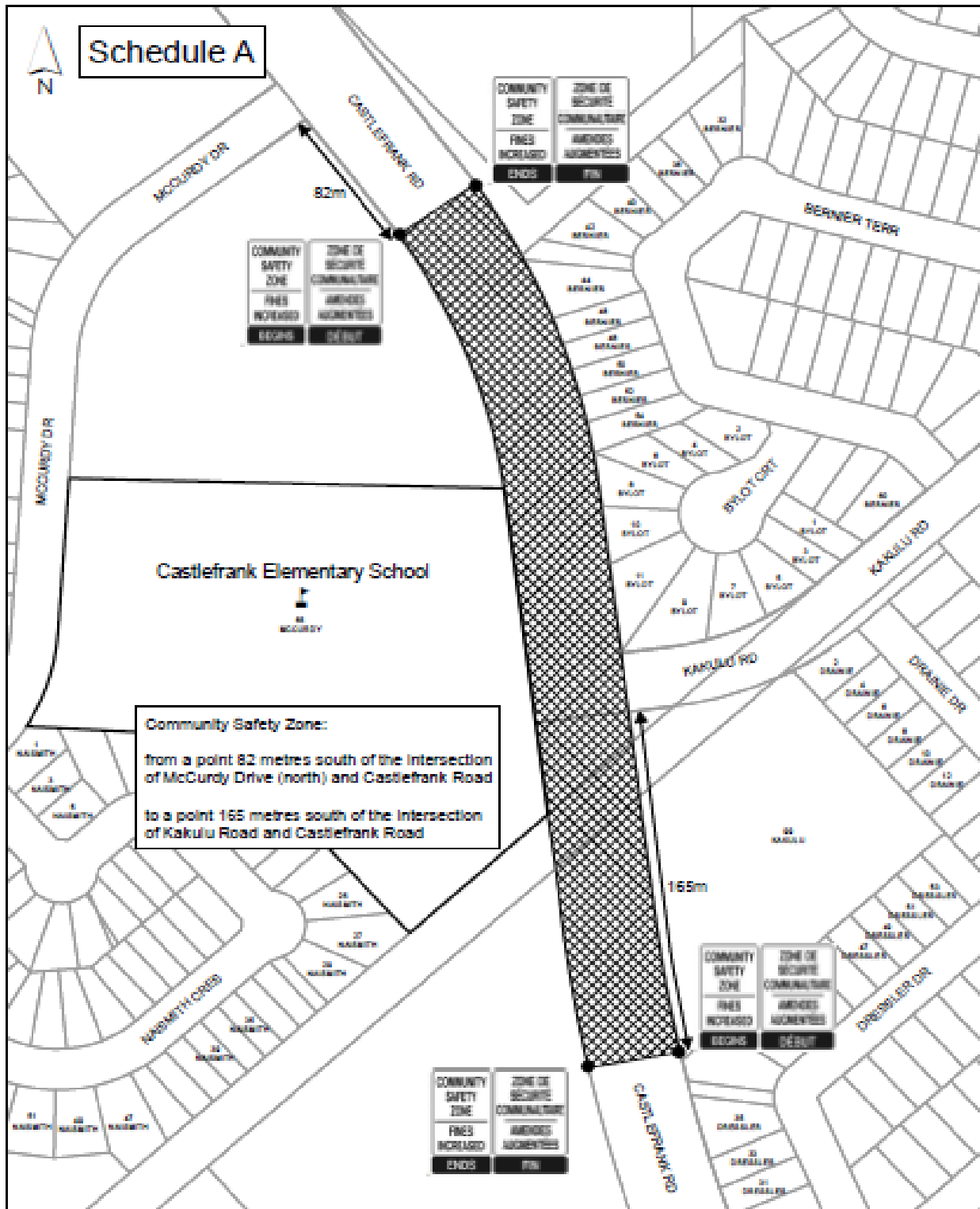


Figure 1 - Community Safety Zone on Castlefrank Road