Welcome to the Central North London Traffic Study Public Information Meeting #2

Purpose of Study / PIC Meeting #2

The City is conducting a traffic study in Central North London to respond to community concerns about traffic safety, speeding, and neighbourhood through-traffic.

The goal is to make local streets safer and more comfortable for everyone, especially families, pedestrians, and cyclists, by identifying problem areas and developing practical, long-term solutions.

The purpose of PIC #2 is to present the recommended plan and gather feedback on implementation priorities.

Study Process and Timeline

We are here:
Recommended Plan

Project Commences
October 2025

Problem Identification
November – December 2025

Agency and Public Consultation Round 1
January 2026

Develop Concepts
February - March 2026

Agency and Public Consultation Round 2
Spring 2026

Finalize Recommended Plan
Spring/Summer 2026

Implementation of Recommended Plan
2026 -2027 and beyond

Feedback Form #1

Feedback period: November 19, 2025, to December 16, 2025.

Total 453 participants.

Residents identified speeding, through-traffic, and aggressive driving as the primary neighbourhood concerns.

Top concerns by percentage of respondents:

- Aggressive driving (67%)
- Through-traffic (66%)
- Speeding (64%)
- Motorists not obeying or stopping at stop signs or traffic signals (56%)
- Frequency of collisions and/or near misses (44%)

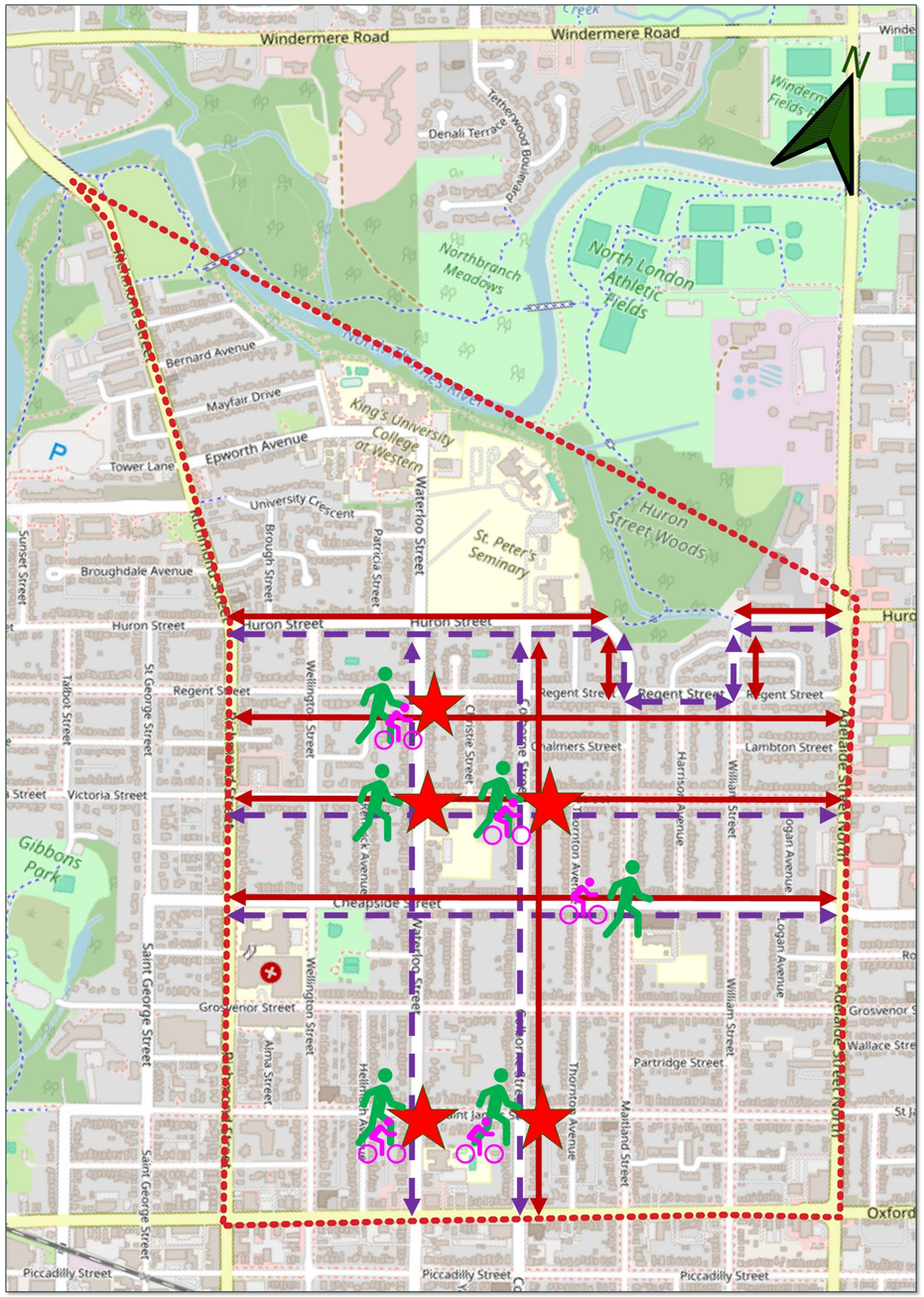
Speeding

Through-Traffic

Stop Sign Compliance

Pedestrian Safety

Cyclist Safety



Technical Analysis

Available data was reviewed and additional data was collected which confirmed many of the concerns expressed by residents.

Key Findings

- Through-traffic confirmed on several neighbourhood routes
- Higher-than-desirable speeds identified on key corridors
- Stop compliance issues observed
- Collision history supports targeted safety improvements

Key Through-Traffic Routes
Based on Origin-Destination Data

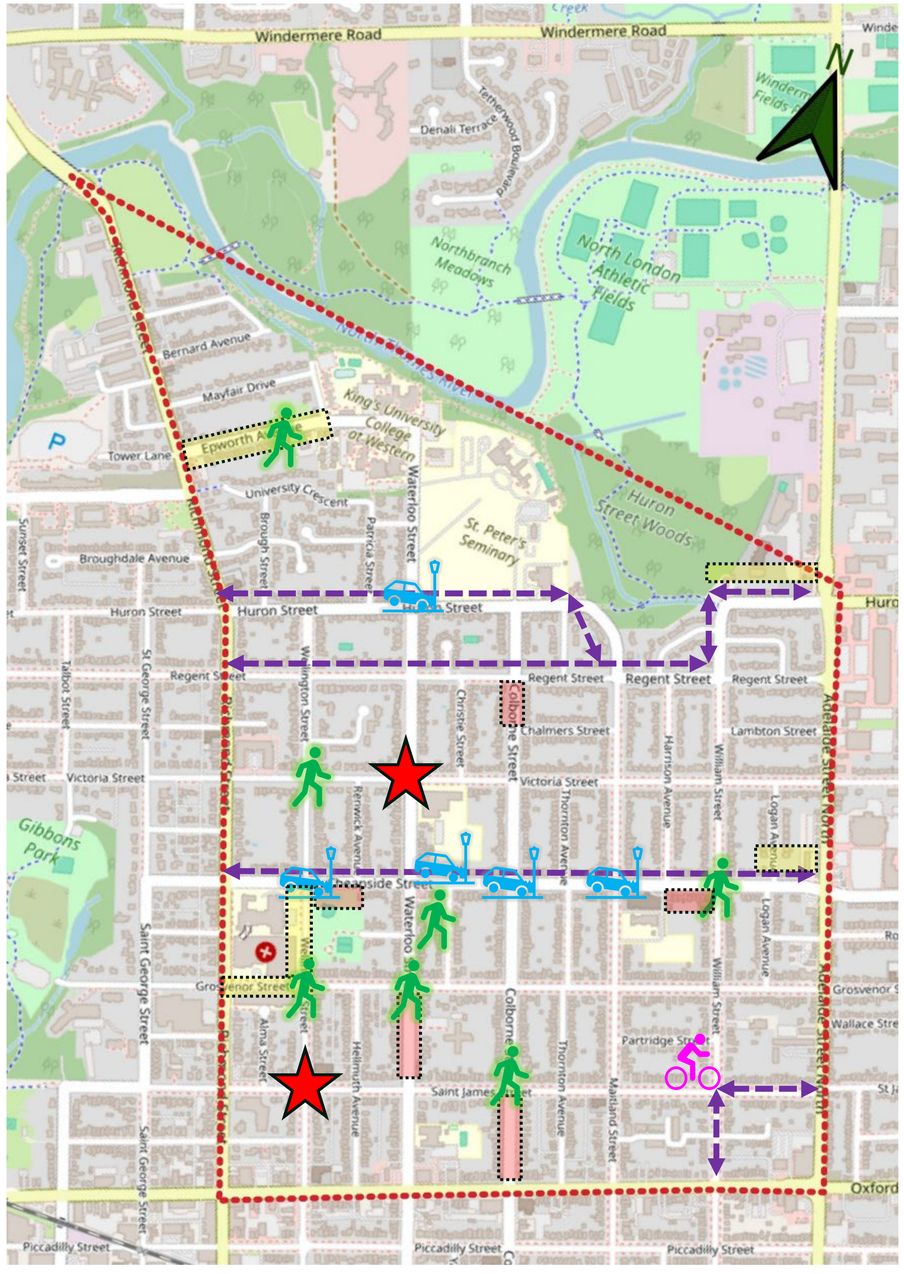
Corridors with Average Speeds
Recorded Over 45 km/h *

Problematic Stop Compliance
Based on a Study of Three Intersections

Pedestrian and Cyclist Collisions **

Highest Number of Reported Intersection Collisions **
(Top 5 Locations)

Highest Number of Reported Mid-Block Collisions **
(Top 5 Locations)



* Speed data was not available for all corridors

** Collision data based on data from September 2018 to Feb 2020 and March 2022 to July 2025

Public Information Centre (PIC) #1

PIC #1 was held on January 26th, 2026, from 6:30 – 8:30 PM at King's University College

The purpose of PIC #1 was to present the community feedback heard to date and the results of the data collection and analysis.

Over 75 residents participated in the event

Common feedback themes included:

- Concerns relating to speeding, through-traffic, and stop sign compliance
- General support for measures to reduce speeds and discourage through-traffic.
- Support for a neighbourhood-wide review rather than location-by-location implementation

ACTION Workshop

Community-Led Input to the Study

Advocates for Calmer Traffic in Old North (ACTION) played an important role in engaging the community throughout the study process.

ACTION hosted a traffic calming workshop on April 14, 2026, with approximately 50 participants.

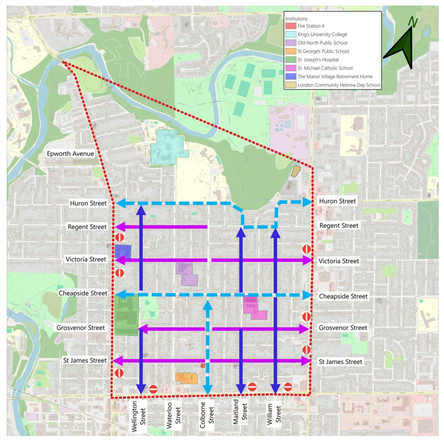
- **Workshop Participants Identified:**
- Support for a neighbourhood-wide approach
- Concerns regarding speeding, through-traffic and school safety
- Interest in physical traffic calming measures
- Importance of monitoring impacts and piloting measures

Feedback from the workshop helped inform development of the recommended plan.

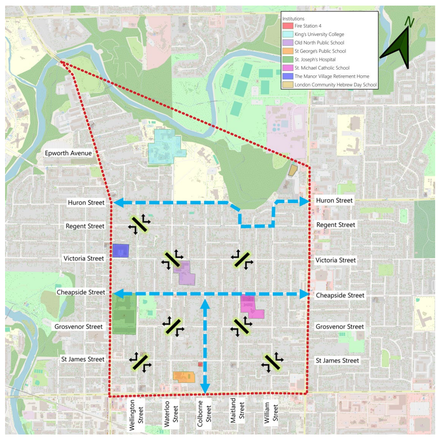
Learn more about ACTION: oldnorthcommunity.ca

Alternative Concepts Considered

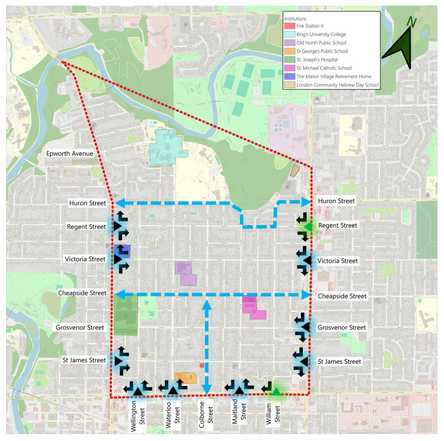
Five traffic management concepts were developed to show different measures which could be utilized to manage traffic within the neighbourhood.



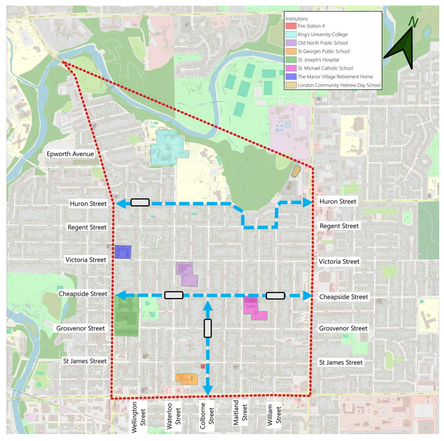
Concept 1
Alternating One-Way Streets
Converts select streets to one-way operation



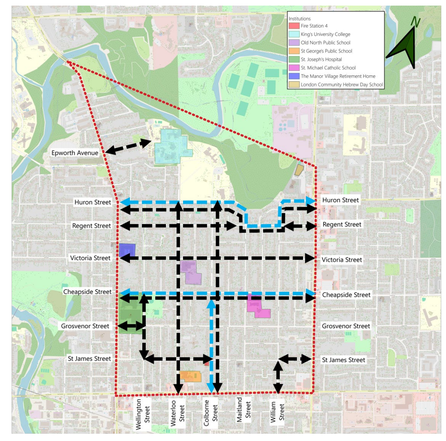
Concept 2
Directional Diverters
Restricts through traffic at key intersections



Concept 3
Right-In Right-Out Channels
Limits access at neighbourhood entrances



Concept 4
Intersection Median Islands
Restricts through movements while maintaining pedestrian access



Concept 5
Traffic Calming
Uses physical measures to reduce vehicle speeds

Feedback on these concepts was used to identify the most supported and effective measures for inclusion in the Recommended Plan.

Feedback Form #2

Alternative Concepts

Residents were asked to review the five alternative concepts and identify the measures and strategies they would most support for inclusion in the recommended plan.

Feedback period: April 28, 2026, to May 28, 2026

Total of 219 responses

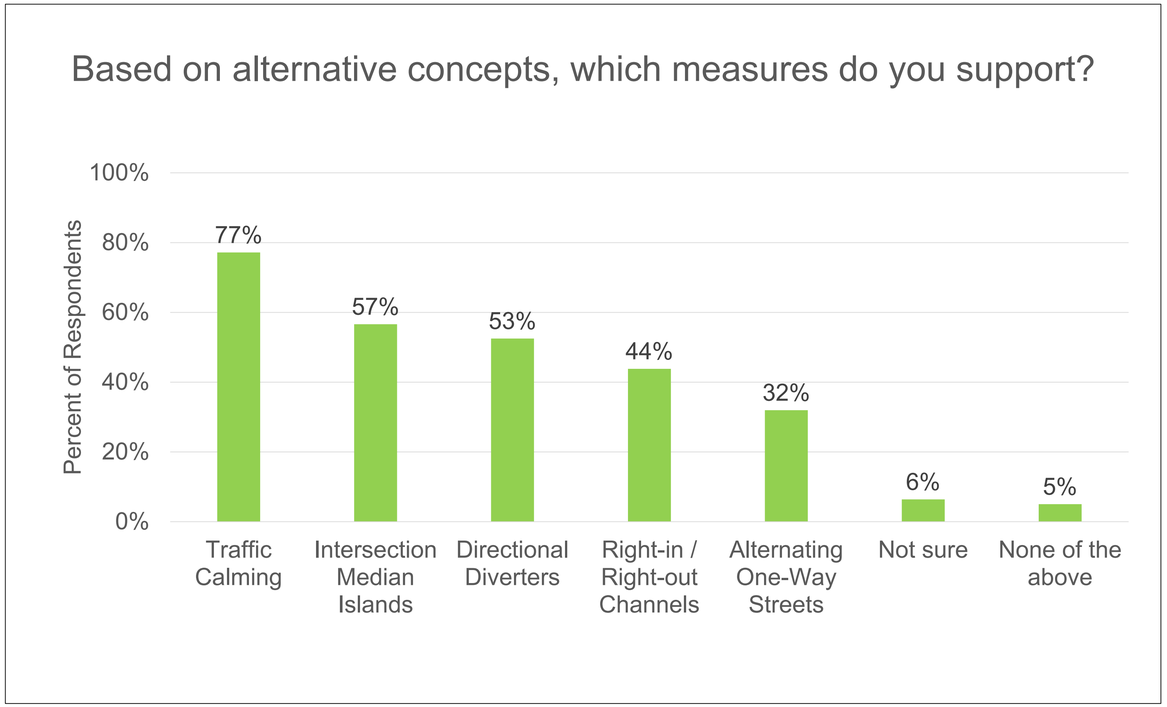
Top priorities:

- Slowing vehicle speeds (81%)
- Reducing through-traffic (66%)
- Improving pedestrian safety (65%)

Most respondents are acceptive or neutral of the impacts of the traffic management concepts, such as:

- Indirect driving routes (84%)
- Traffic shifting to higher-order streets (67%)
- Changing how you access streets (80%)

Over 50% of respondents are supportive of traffic calming, intersection median islands and direction diverters, as illustrated in the bar graph to the right.



School Streets

School Streets
School Streets emerged as a topic of interest through the ACTION workshop, and participants were asked for their feedback on the concept.

Community Feedback
- 57% supportive (strongly or somewhat)
- 16% neutral

What is a School Street?
- Temporary closure of a street to vehicle traffic during school drop-off and pick-up periods (typically 30–60 minutes)
- Maintains access for residents, school buses, and emergency services
- Intended to improve safety and encourage walking and cycling to school

What Would Be Required to Implement a School Street?
- Ongoing community leadership and sustained volunteer participation
- Support from key partners, including schools and the broader community
- City review, materials, and technical support

School Streets may be explored further; however, implementation would require sustained community leadership, volunteer participation, and support from key partners.

Developing the Recommended Plan

Community Feedback

- ✓ Slowing vehicle speeds (81%)
- ✓ Reducing through-traffic (66%)
- ✓ Improving pedestrian safety (65%)

Technical Analysis

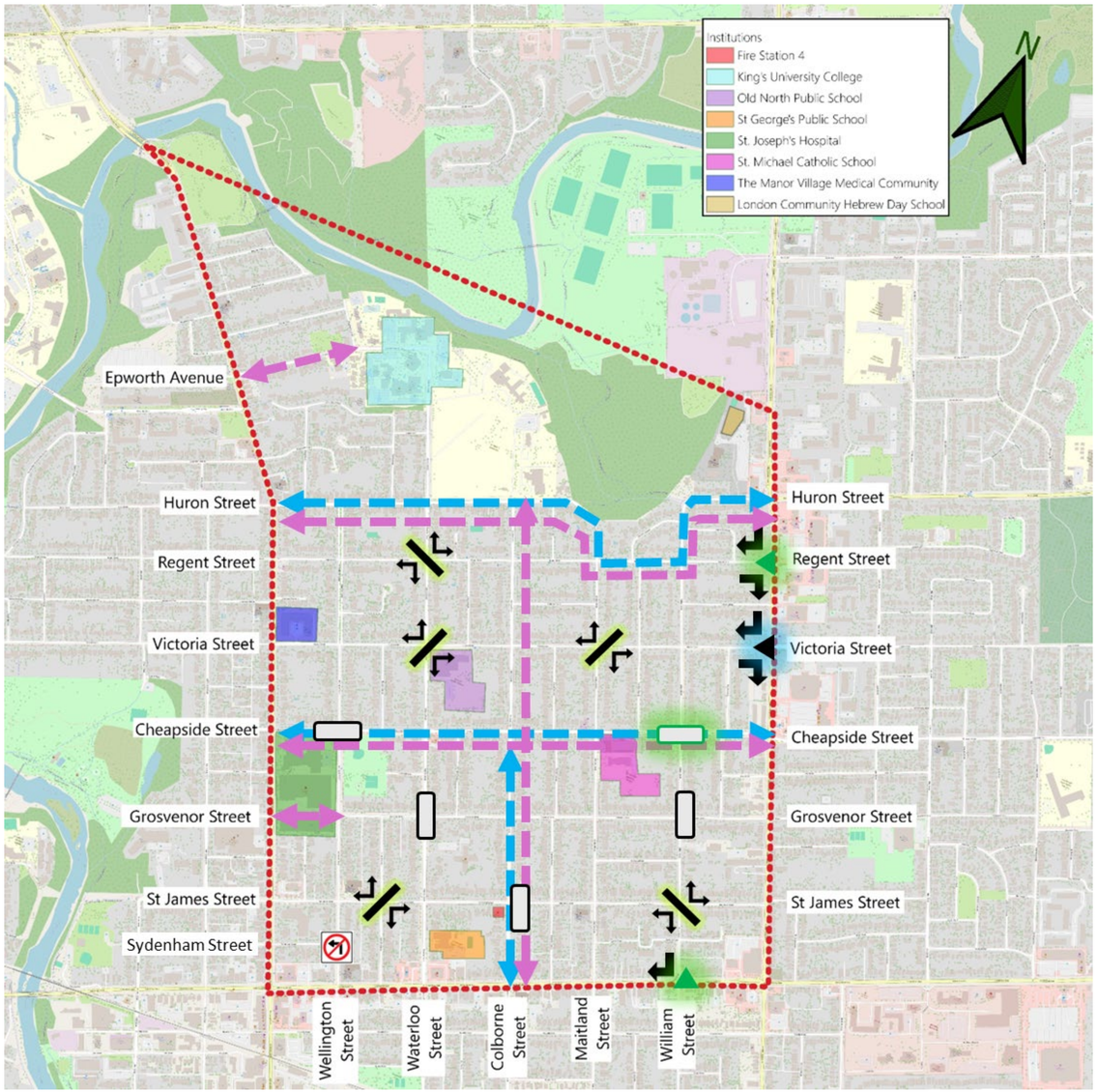
- ✓ Through-traffic routes confirmed
- ✓ Speed issues identified
- ✓ Safety concerns documented

Recommended Plan

- ✓ Traffic calming
- ✓ Directional diverters
- ✓ Median islands
- ✓ School zone improvements

Recommended Plan

The recommended plan combines the most supported and effective measures into a coordinated neighbourhood-wide strategy.



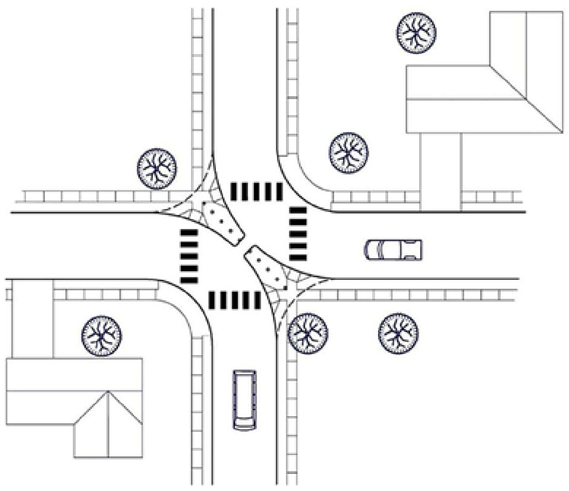
- Transit Route
- Directional Diverter (Proposed)
- Right-In Right-Out Channel (Proposed)
- Right-In Right-Out Channel (Existing)
- Right-Out Channel (Existing)
- Traffic Calming (Proposed)*
- Intersection Median Island (Proposed)
- Intersection Median Island (Existing)
- Left-turn physically restricted (Proposed)

*Specific traffic calming measures and locations will be determined through detail design.

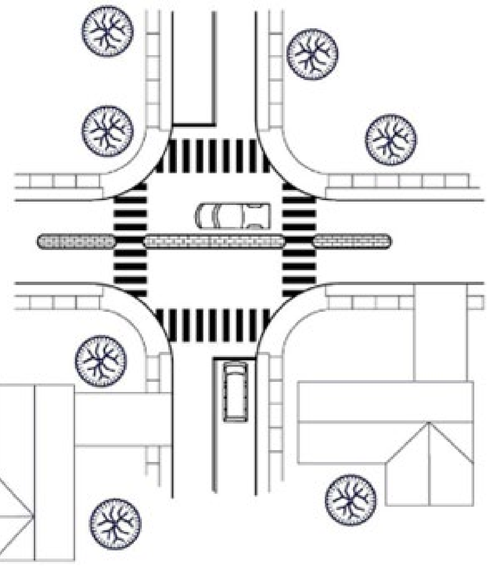
Vehicle Movement Restrictions

Objective: These measures are intended to discourage through-traffic while maintaining local access.

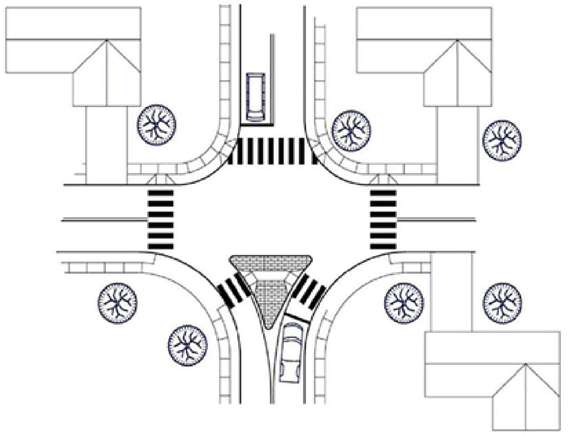
Directional divertors



Intersection median islands



Right-in right-out channels



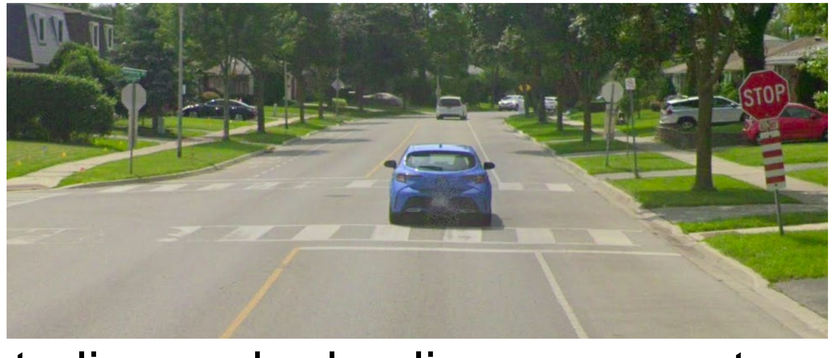
Traffic Calming Measures

Objective: Traffic calming measures are intended to reduce vehicle speeds and improve safety for all road users.

Traffic calming corridors are identified as part of the Recommended Plan.

Raised pedestrian crossings

Localized road narrowing



Centreline and edge line pavement markings

Specific details and locations of traffic calming measures will be determined through detail design.

School Zone Improvements

Objective: School zone improvements are intended to improve safety and comfort for students walking, cycling, and travelling to school.

Raised Pedestrian Crossings

Localized Road Narrowing

Pavement Markings

Leading Pedestrian Intervals*

Leading Pedestrian Intervals (LPIs): An advance “Walk” signal for pedestrians that provides them with a five-second head start to cross before vehicles receive a green light.

Specific details and locations of school zone improvements will be determined through detail design.

Benefits and Considerations

Benefits

- ❑ Lower vehicle speeds on Neighbourhood Streets
- ❑ Reduced through-traffic on Neighbourhood Streets
- ❑ Improved safety for all road users (pedestrians, cyclists, transit riders and motor vehicles)
- ❑ Supports walking and cycling within the neighbourhood
- ❑ Supports active travel to school

Considerations

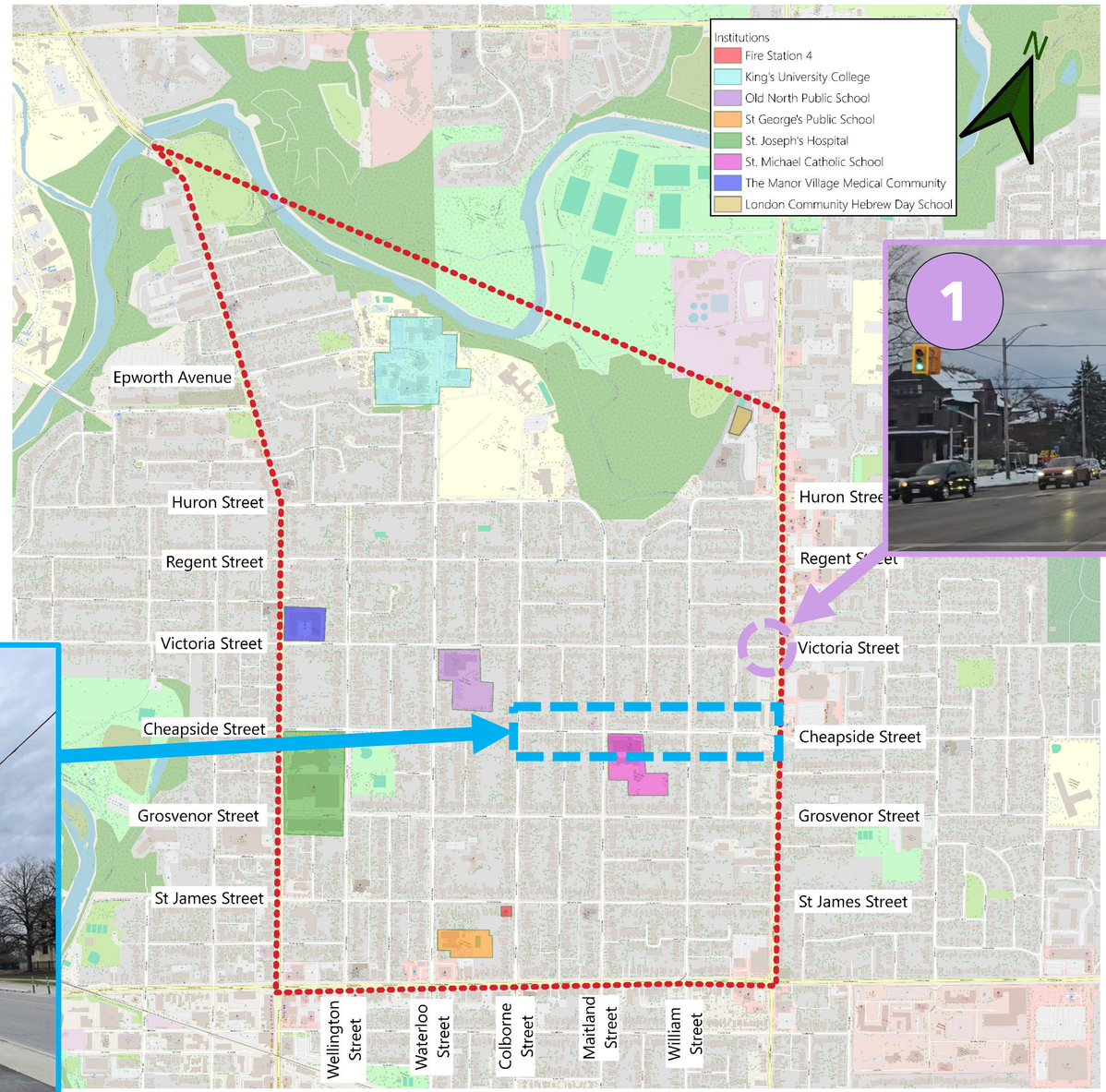
- ❑ Some traffic may shift to Neighbourhoold Connectors that are intended to carry higher traffic volumes
- ❑ Some vehicle trips may require more indirect travel routes
- ❑ Potential impacts to emergency services are under review
- ❑ May affect future transit detour routes
- ❑ May require modifications to traffic signals or intersection operations

The recommended plan seeks to balance improved neighbourhood safety and livability with maintaining access and transportation network function.

Related Improvements Already Planned

1. Intersection Pedestrian Signal (IPS) at Victoria Street & Adelaide Street (tentatively 2027)

2. In-boulevard cycle tracks along Cheapside Street between Colborne Street and Adelaide Street (tentatively 2027)



Phased Implementation Strategy

The recommended plan is proposed to be implemented in phases, with temporary pilot installations used to evaluate selected measures before permanent installation.

2026-2027

- ❑ Pilot study of directional diverters and intersection median islands using temporary installations to evaluate effectiveness and community impacts
- ❑ Traffic calming measures
- ❑ School Zone improvements
- ❑ Intersection Pedestrian Signal (IPS) at Victoria Street & Adelaide Street North
- ❑ In-boulevard cycle tracks along Cheapside Street

Examples of Pilot Installations

Directional diverters

Intersection median islands

2028 and beyond

- ❑ Permanent installation of successful pilot measures
- ❑ Supplemental traffic calming measures, as appropriate

Timing is preliminary and subject to detailed design, funding availability, and approvals.

Next Steps

We want to hear from you. Please take the time to fill out a feedback form which will help inform priority implementation of the recommended plan.

Feedback received through PIC #2 will be reviewed and considered in the preparation of the final study report. Notification will be provided to those subscribed to project updates, and the final report will be posted on the project website once available.

Specific traffic calming measures, school zone treatments, and implementation details will be determined through detailed design.

Project website:
getinvolved.london.ca/central-north-london-traffic-study