Engineering for **people**

London CANADA

WELCOME TO THE CENTRAL NORTH LONDON TRAFFIC STUDY PUBLIC MEETING #1

Purpose of Study / Public Meeting #1

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

At this first public meeting, you are invited to review the materials presented and share your perspective on traffic issues occurring in the study area.

Your input will assist in the formation of our recommendations and will be presented at the next public meeting.

Study Timeline

We are here

Project Commences
October 2025

Problem Identification
November – December 2026

Agency and Public Consultation Round 1
January 2026

Develop Recommended Plan
February 2026

Agency and Public Consultation Round 2
Spring 2026

Finalize Recommended Plan
Spring/Summer 2026

Implementation of Recommended Plan
To Be Determined

Background Information Review

Previous Traffic Calming Study (2009)

Findings

- Vehicle speeds above City averages
- Results meet warrant for traffic calming
- Cut-through traffic identified (5–23% cut-through traffic)

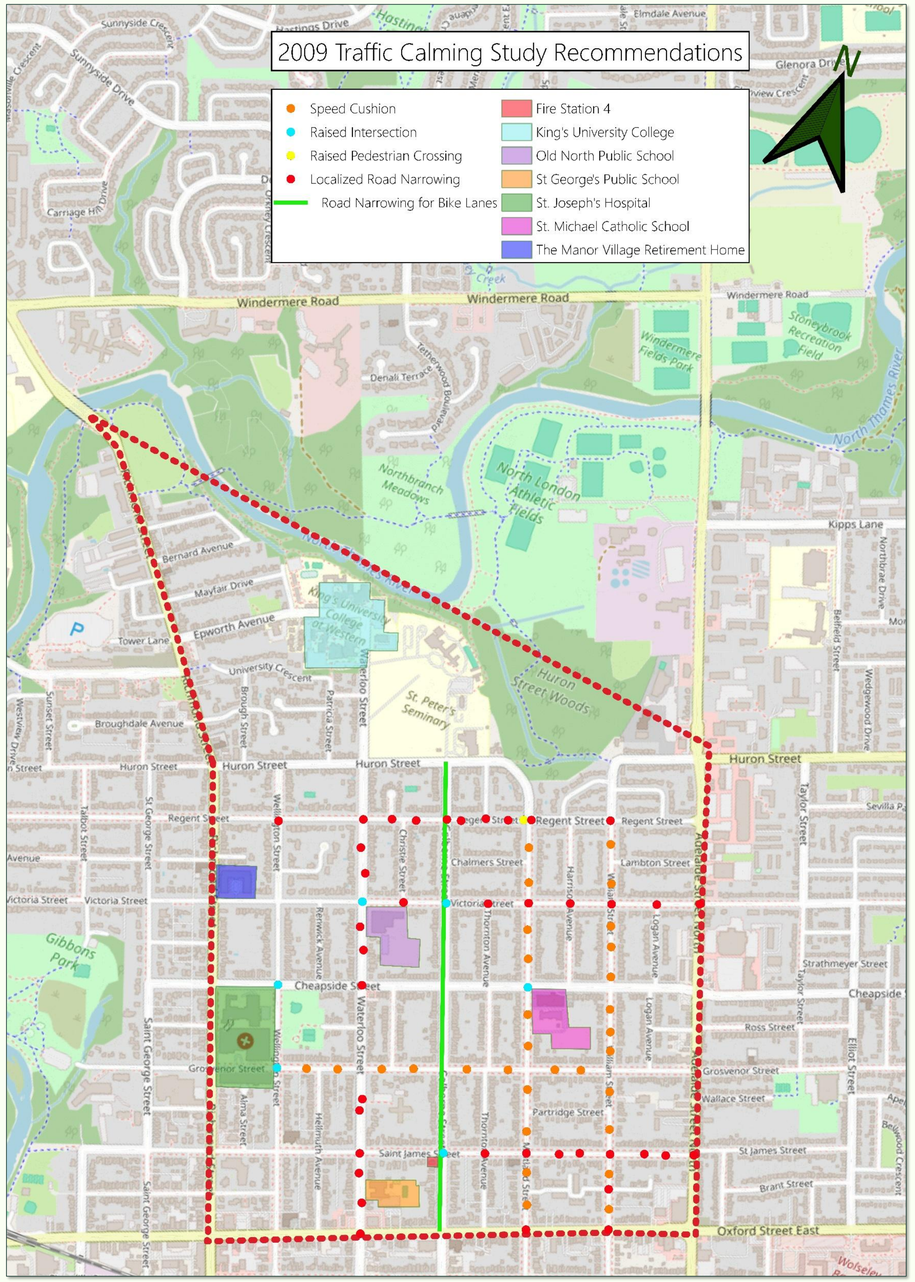
Implemented

- Much of the 2009 recommendations have been implemented to date, as well as various other measures above and beyond what was recommended in the 2009 study – as shown on slide 8

Recommendations

- Localized road narrowing along Regent Street, Victoria Street, St. James Street and Waterloo Street
- Speed cushions on key corridors
- Raised intersections and raised pedestrian crosswalks at priority locations (e.g., Colborne/St. James, Cheapside/Wellington)
- On-street bike lanes to narrow roadway width and support active transportation (Colborne from Oxford to Huron)

2009 Recommendations



Background Information Review

Public Meeting Held in July 2025

Discussion points:

- High traffic volumes and speeding on local streets create significant safety risks, especially for children.
- Current data is limited; cut-through traffic is approximated.
- Residents' qualitative safety observations (near misses, stop sign violations) are critical but are currently informal.
- Opportunities exist to integrate traffic calming during infrastructure projects (e.g., William Street).

Key actions identified:

- Need to evaluate all streets and potential traffic calming measures.
- Resident-supplied observations may be used to supplement official data.

Next Steps:

- City committed to study to assess feasibility of traffic calming measures (e.g., speed cushions, localized road narrowing and raised pedestrian crossing).
- Residents to participate in consultation as study progresses.

ACTION Survey (236 responses)

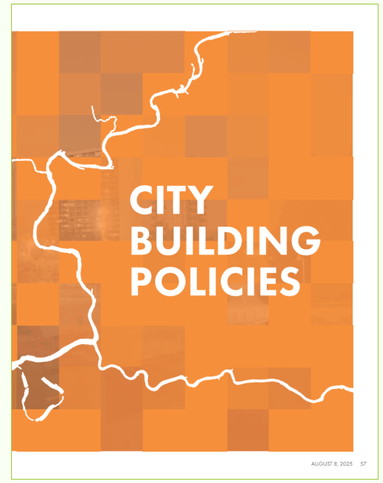
- Top community identified problems:
  - Speeding and aggressive driving
  - Stop sign non-compliance
  - High cut-through traffic volumes
  - Recurring near-misses at intersections

https://oldnorthcommunity.ca/

Background Information Review

Existing Policies, Plans and Other Guiding Documents

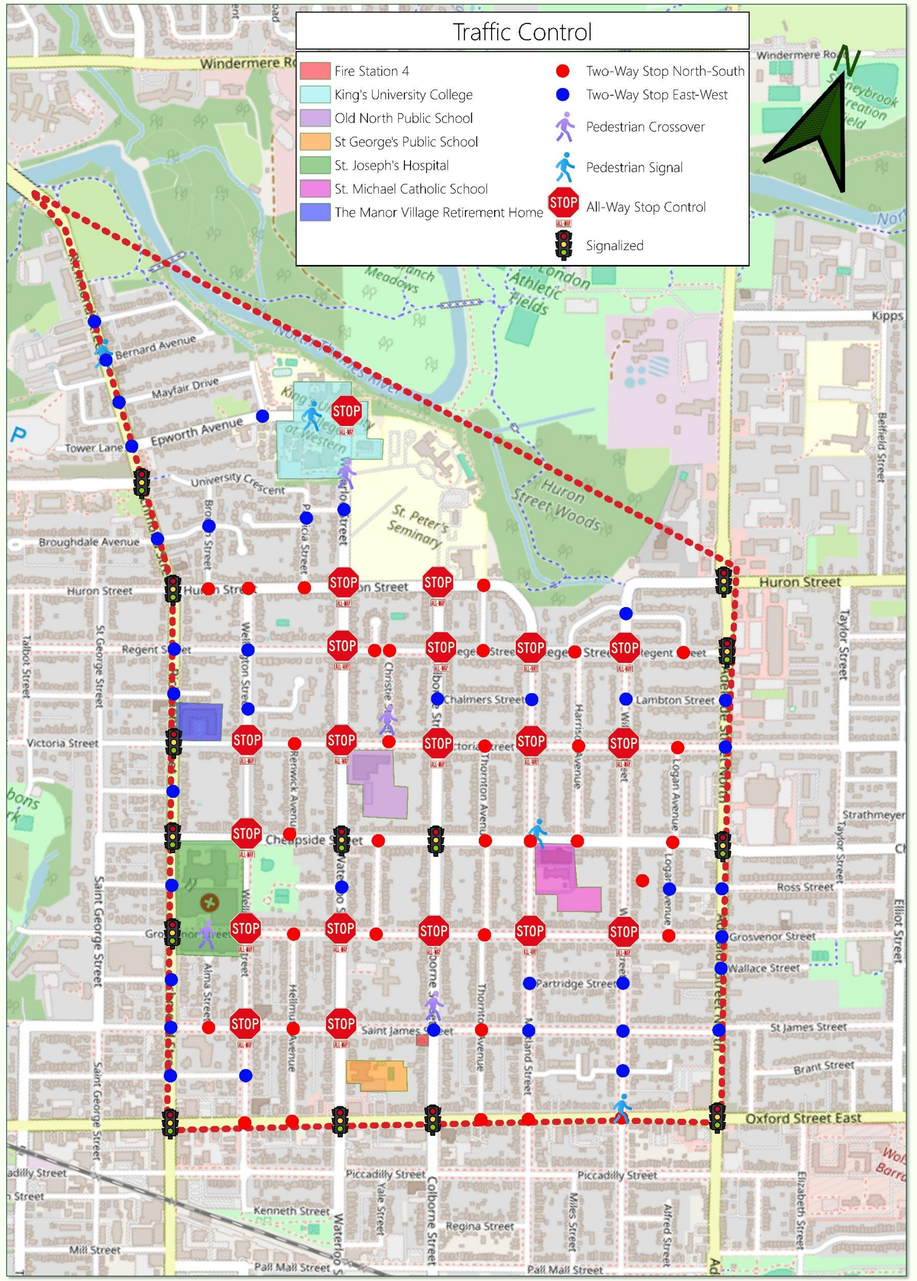
- Official Plan (Consolidated August 2025)
  - Prioritize safety for all users, with particular emphasis on vulnerable road users
  - Neighbourhood Streets are intended to support local access and livability, while discouraging excessive speeds and non-local through traffic
- Mobility Master Plan (July 2025)
  - Reduce speeds, improve safety, and support Vision Zero
  - Neighbourhood Street networks should support connectivity, active mobility, and livability, consistent with local context rather than serving through traffic
- Complete Streets Design Manual
  - Study area consists of Neighbourhood Connector and Neighbourhood Streets
  - Prioritize pedestrian realm, green infrastructure, and cycling facilities, through movement are low priority
- City of London Traffic Calming Procedures
  - Robust traffic calming procedure and scoring system
  - London uses passive measures and physical measures (vertical, horizontal, obstructions)



Existing Conditions

Traffic Control

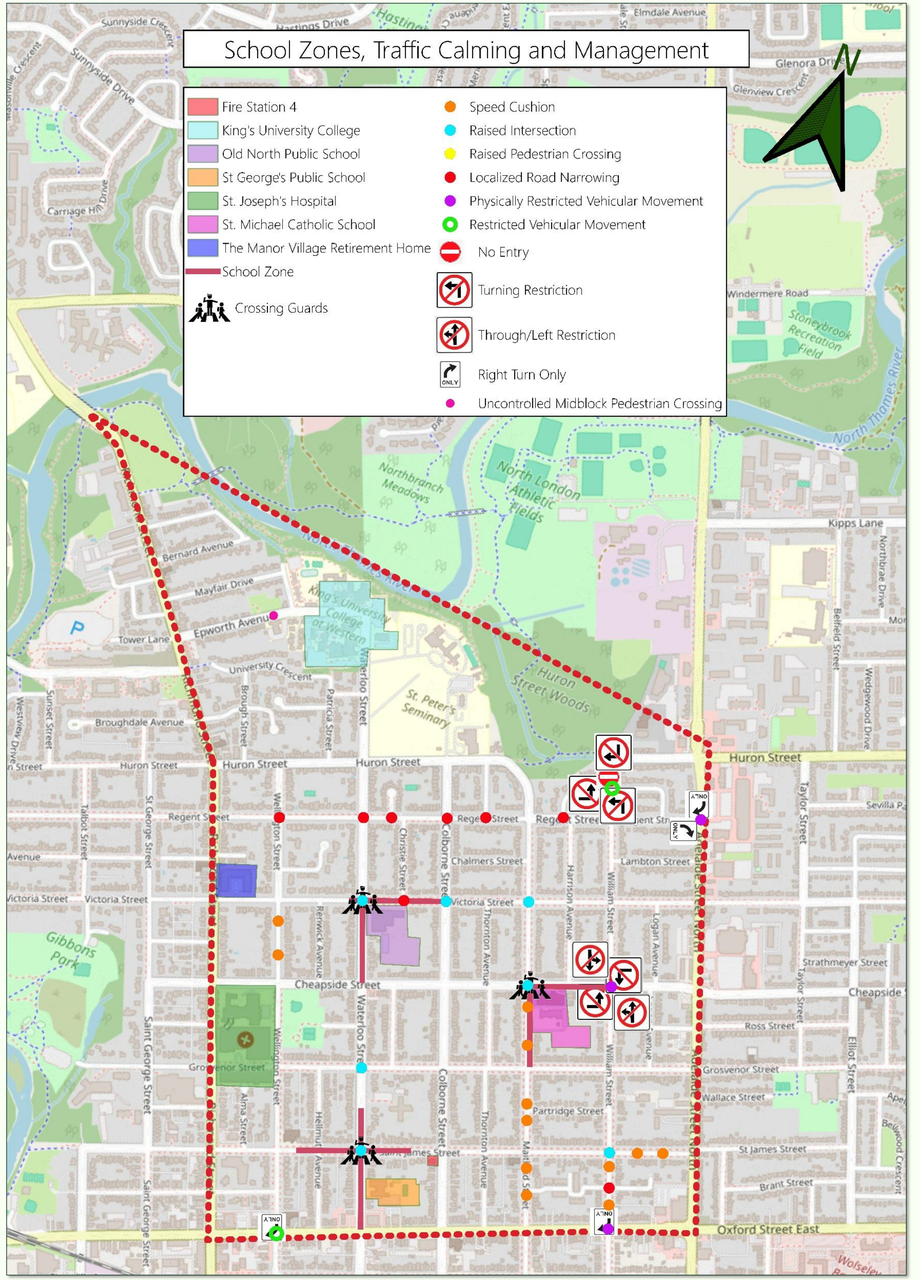
- Primarily all-way stop control and two-way stop control intersections
- Possibility for driver expectancy issues due to variation in traffic control
- Cheapside Street generally free flow with all other streets having a requirement to stop at some point
- Two pedestrian signals
- Four pedestrian crossovers
- Traffic studies of following locations indicate they do **not meet the provincial criteria** for all-way stop control:
  - Colborne Street and St. James Street
  - Cheapside Street and Maitland Street
  - St. James Street and Thornton Avenue
  - St. James Street and Maitland Street
  - St. James Street and William Street
  - St. James Street and Hellmuth Street



Existing Conditions

Traffic Calming, Traffic Management, School Zones, and Crossing Guards

- Streets with notable traffic calming:
  - Regent Street
  - Victoria Street
  - Maitland Street
  - Waterloo Street
  - William Street
  - St. James Street
- Restricted vehicular movements include those at:
  - Wellington Street at Oxford Street
  - William Street at Oxford Street
  - William Street at Cheapside Street
  - William Street at Harrison Crescent
  - Regent Street at Adelaide Street
- Designated school zones for the three local schools include:
  - St. George's Public School (Waterloo Street and St. James Street)
  - Old North Public School (Waterloo Street and Victoria Street)
  - St. Michael Catholic School (Cheapside Street and Maitland Street)

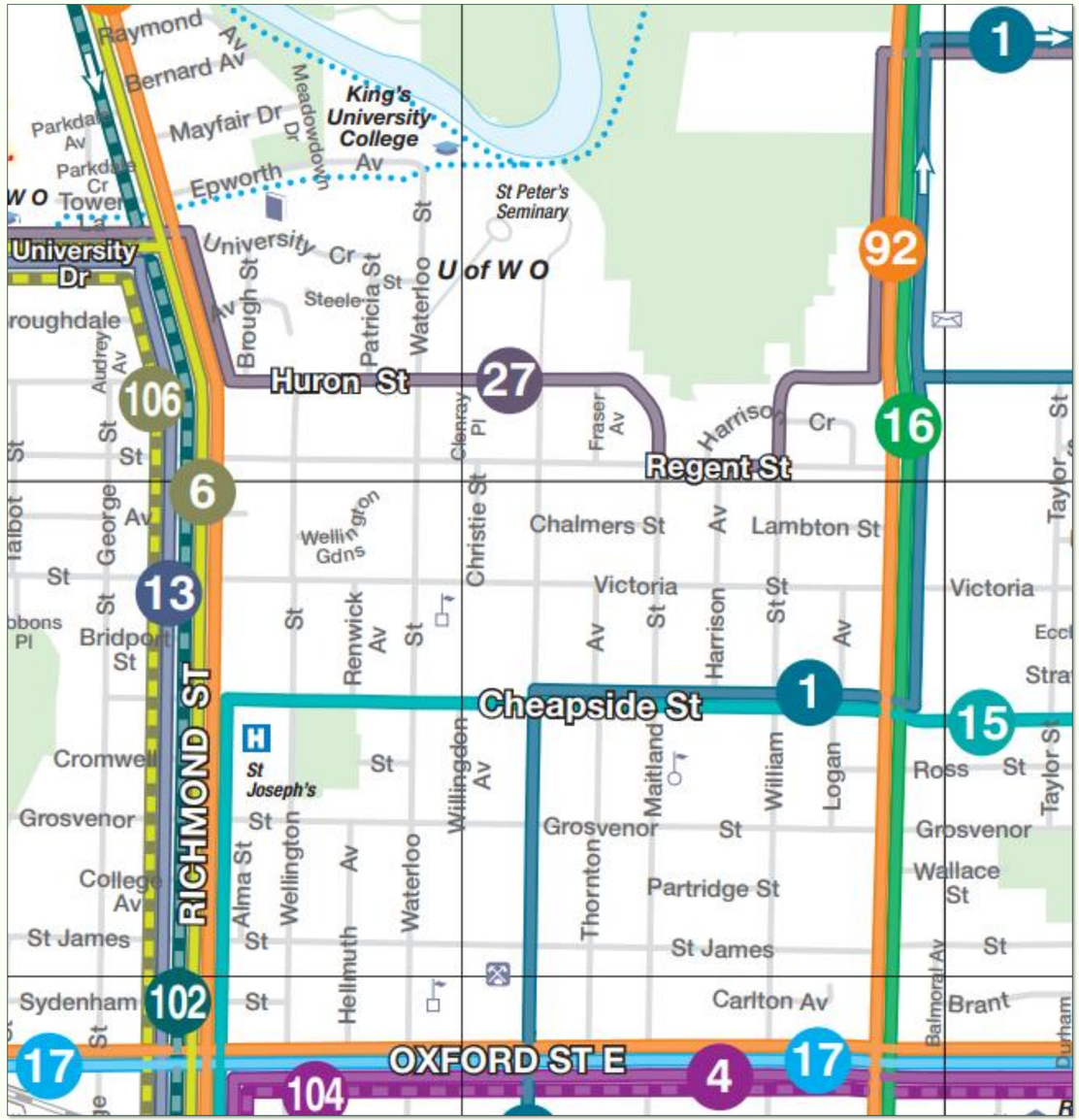


Existing Conditions

Transit Routes within Neighbourhood

- Transit Route #27 – Huron Street/Regent Street
- Transit Route #1 – Cheapside Street/Colborne Street
- Transit Route #15 – Cheapside Street

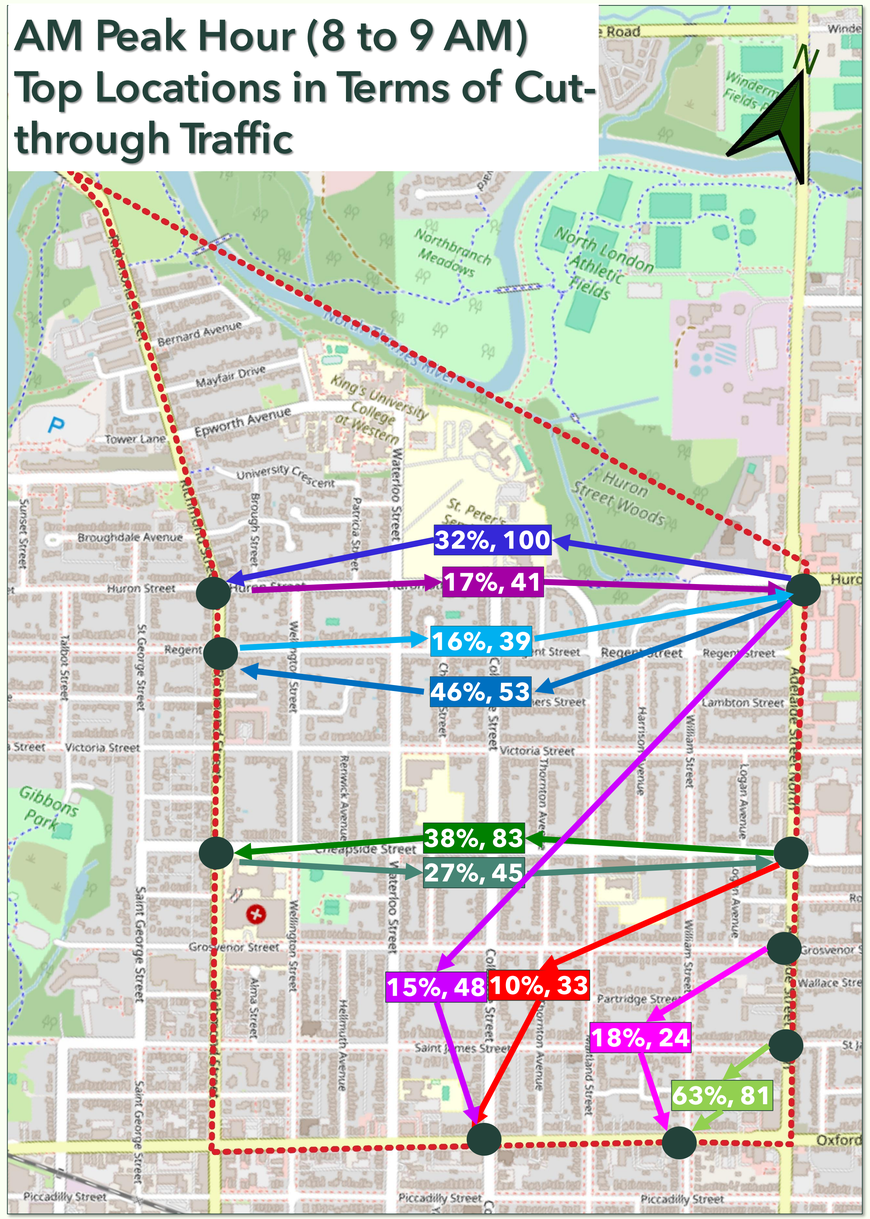
- **Note:** There are limitations on the types of traffic calming that can be installed along transit routes.

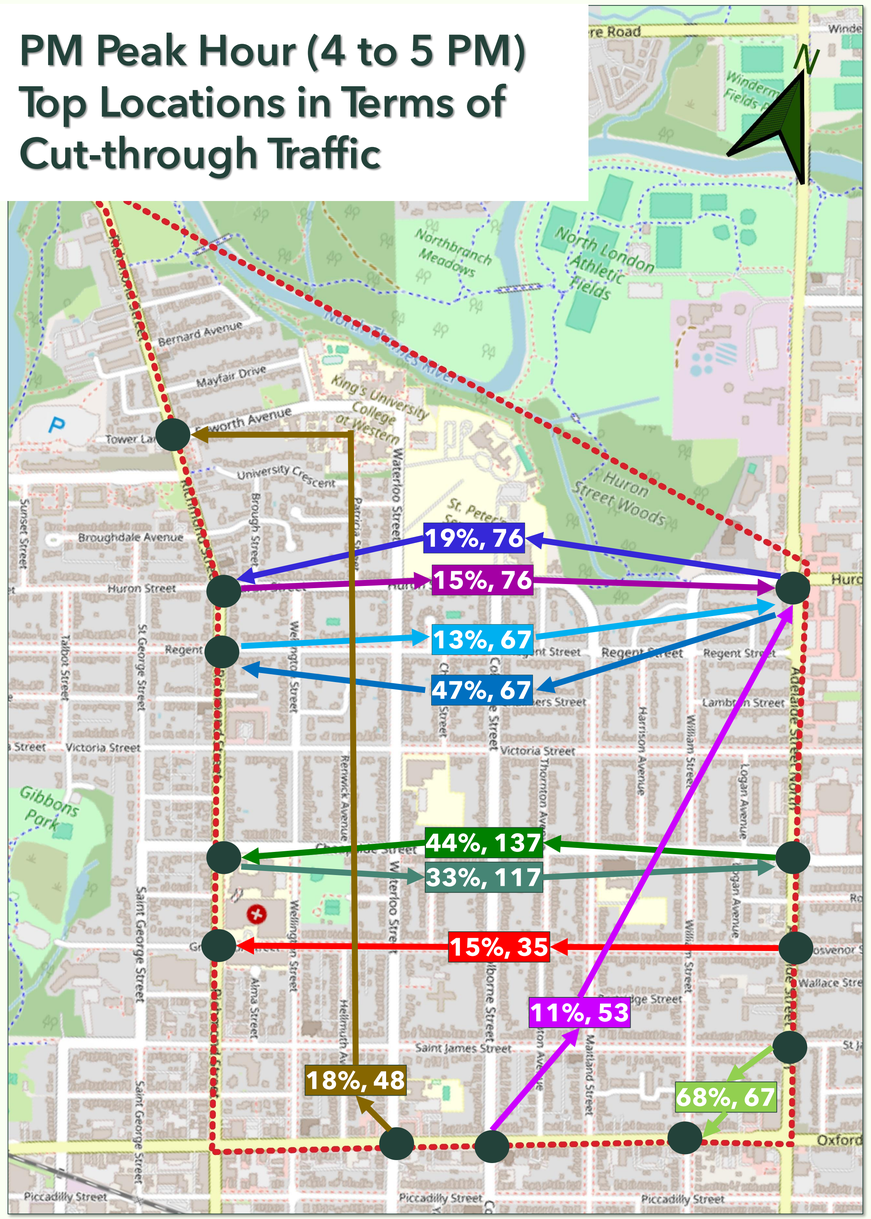


Existing Conditions

Cut-through Traffic

- Highest cut-through traffic occurring between Adelaide Street and Richmond Street via:
  - Huron Street
  - Regent Street
  - Cheapside Street
  - Grosvenor Street
- Other cut-through traffic routes leading to/from Oxford Street are along:
  - St. James Street
  - Colborne Street
  - William Street
  - Epworth Avenue
  - Waterloo Street



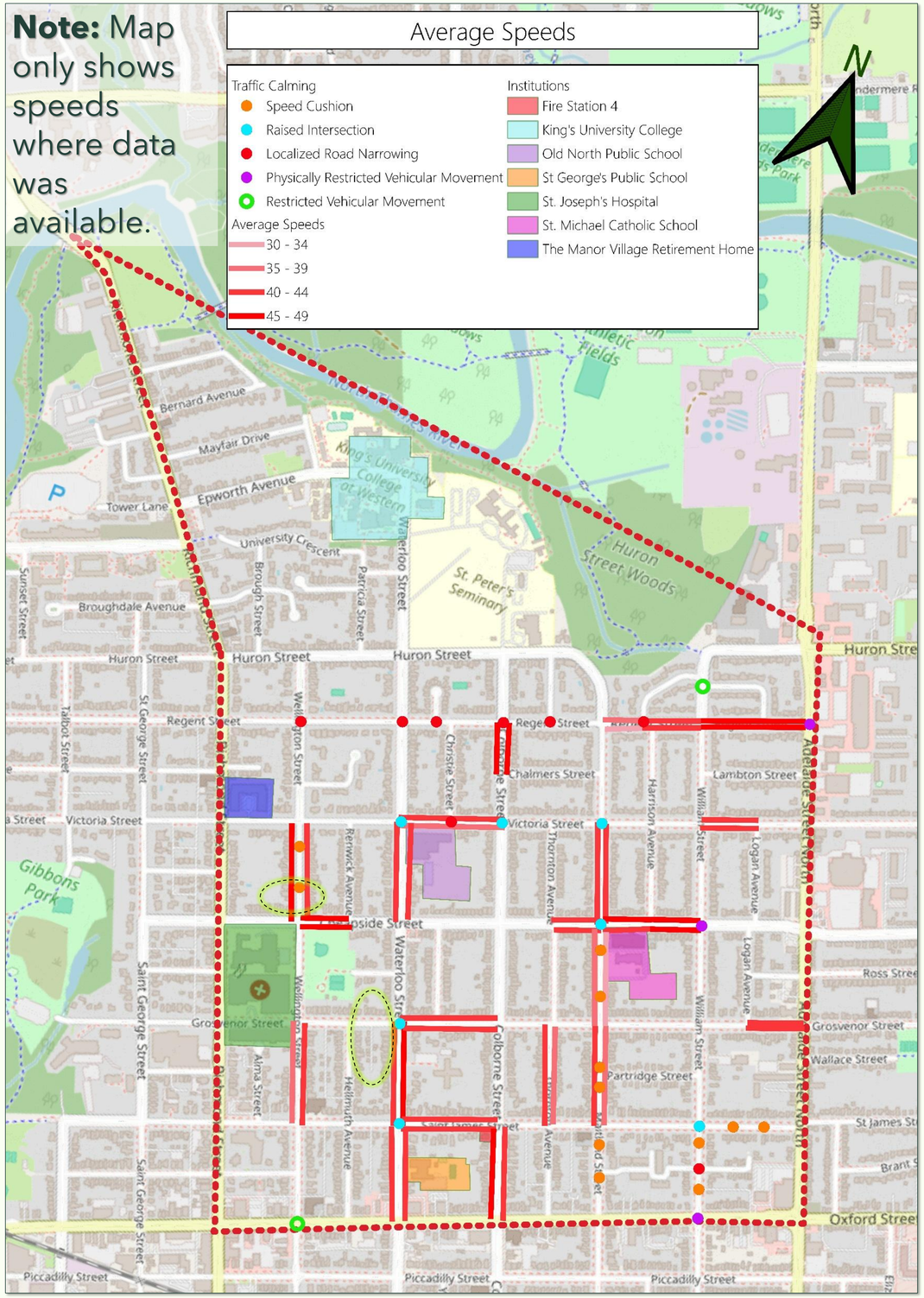


XX%, YY
XX - % of Exiting Traffic which is Cut-Through
YY - # of Cut-Through Vehicles

Existing Conditions

Average Speeds

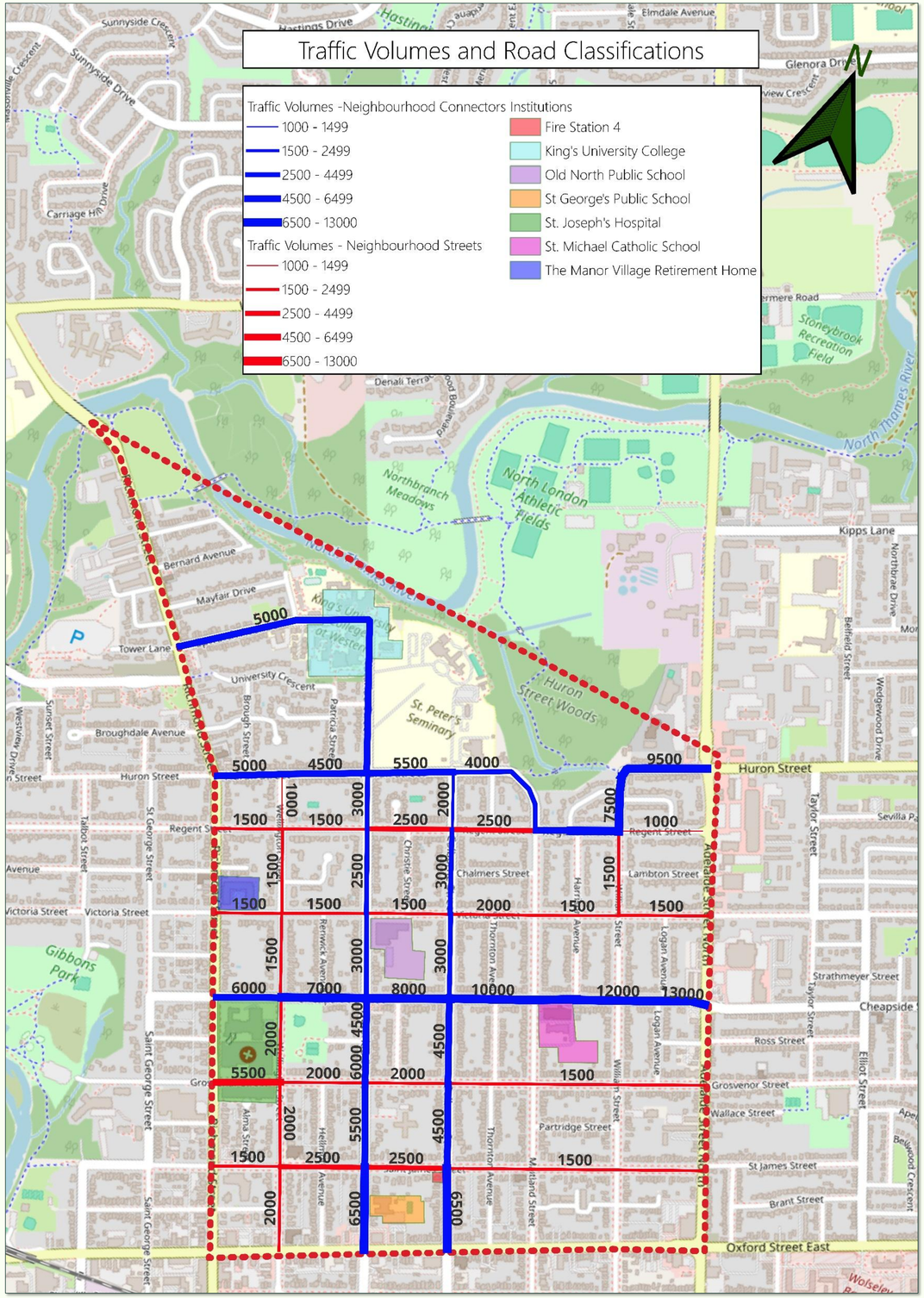
- Average speeds are predominantly within 5 km/hr above the posted speed limit
- Segments with speeds more than 5 km/hr above the posted speed limit:
  - Regent Street between Adelaide Street and William Street, both directions
  - Colborne Street between Chalmers Street and Regent Street, both directions
  - Wellington Street between Victoria Street and Cheapside Street, southbound
  - Cheapside Street between Renwick Avenue and Wellington Street, both directions
  - Cheapside Street between William Street and Harrison Avenue, both directions
  - Cheapside Street between Harrison Avenue and Maitland Street, westbound
  - Waterloo Street between St James Street and Grosvenor Street, northbound
  - Colborne Street between Oxford Street East and St James Street, southbound
- Average speeds are still higher than desirable along segments with traffic calming
  - Exceptions are Maitland Street and Victoria Street, near the schools



Existing Conditions

Daily Traffic Volumes and Road Classifications

- An acceptable volume of traffic for a Neighbourhood Street is up to 1,500 vehicles per day
- Neighbourhood Connectors in London typically carry traffic volumes between 5,000 and 15,000 vehicles per day
- Neighbourhood Connectors in the study area include:
  - Cheapside Street
  - Waterloo Street
  - Colborne Street
  - Huron Street (and short sections of Maitland Street/Regent Street and William Street)
  - Epworth Street

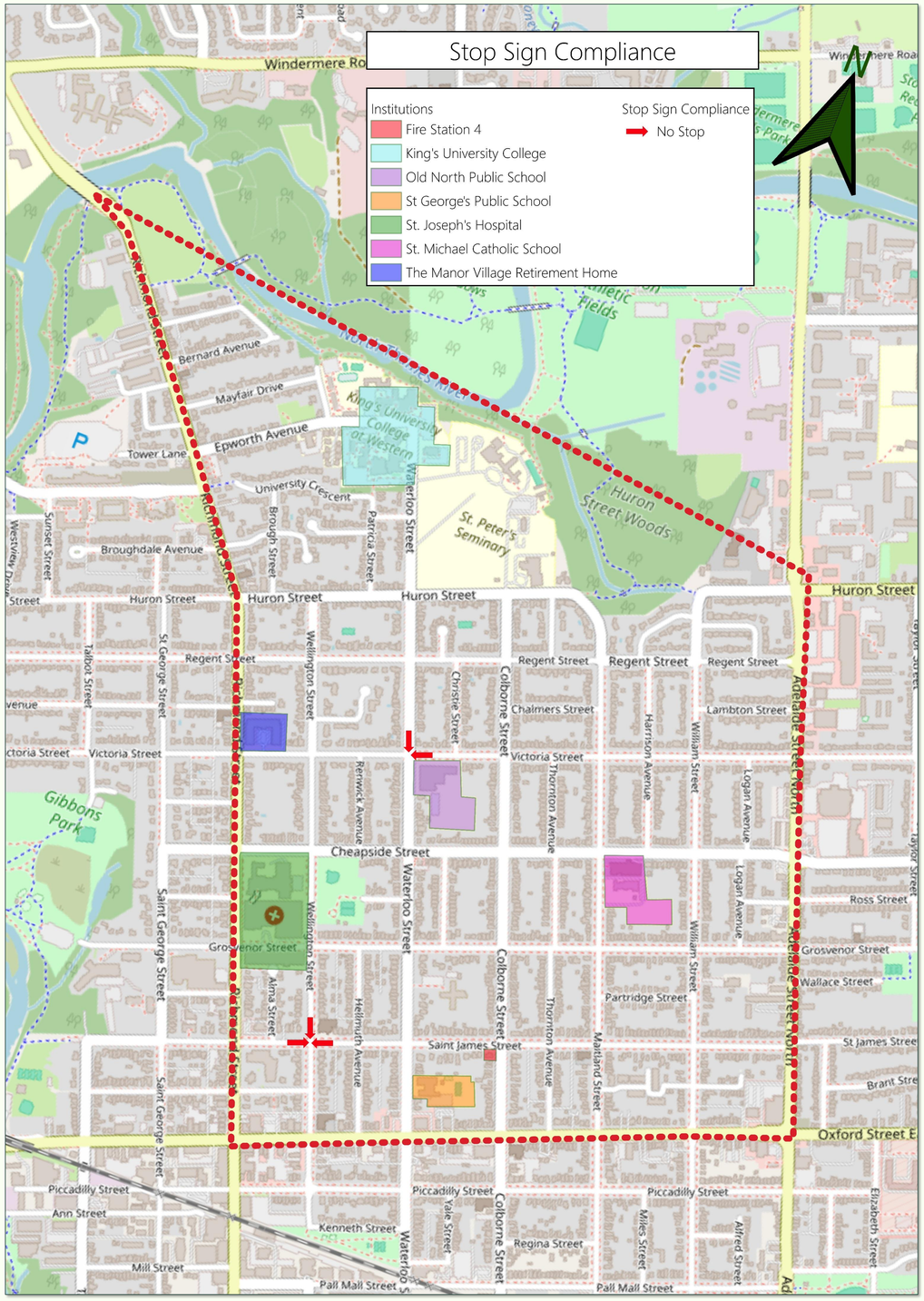


All-way Stop Compliance Studies

- Full stop, rolling stops (<10 km/h) and no stop (>10 km/h) recorded at the following locations:
  - Victoria Street @ Waterloo Street
  - St James Street @ Wellington Street
  - St James Street @ Waterloo Street
- Problematic locations (high % of no stops recorded):
  - Victoria Street @ Waterloo Street – North leg (34%), East leg (51%)
  - St James Street @ Wellington Street – North leg (16%), East leg (17%)

Location		North Leg			East Leg			South Leg			West Leg		
		FS	RS	NS	FS	RS	NS	FS	RS	NS	FS	RS	NS
Victoria Street @ Waterloo Street	#	279	312	299	195	277	497	107	920	13	109	848	7
	%	31%	35%	**34%**	20%	29%	**51%**	10%	88%	1%	11%	88%	1%
St James Street @ Wellington Street	#	286	257	104	153	306	96	73	428	45	25	258	45
	%	44%	40%	**16%**	28%	55%	**17%**	13%	78%	8%	8%	79%	**14%**
St James Street @ Waterloo Street	#	285	819	102	169	250	8	532	1095	4	170	543	24
	%	24%	68%	8%	40%	59%	2%	33%	67%	0%	23%	74%	3%

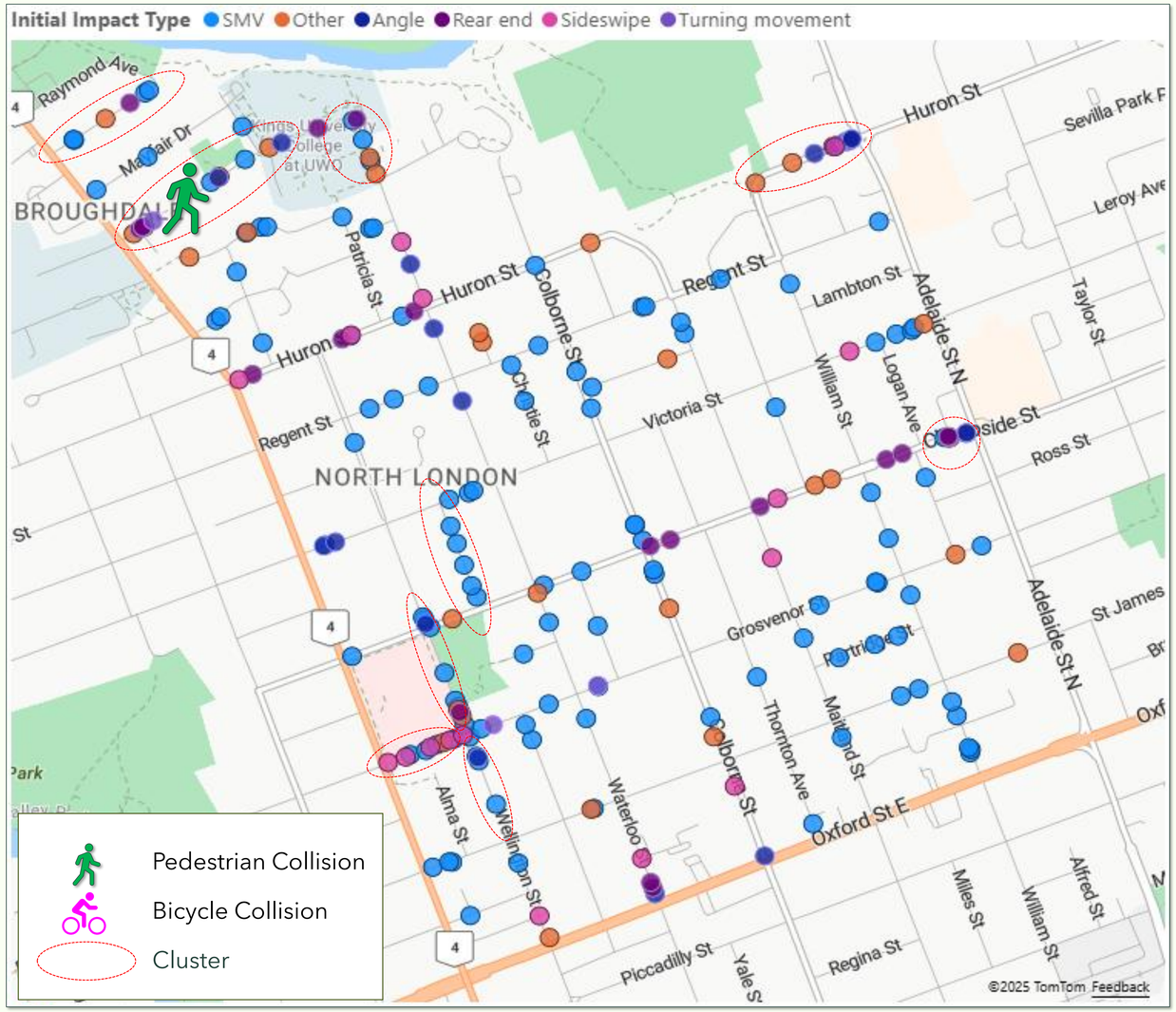
FS - Full stop
RS - Rolling stop (<10 km/h)
NS - No Stop (>10 km/h)



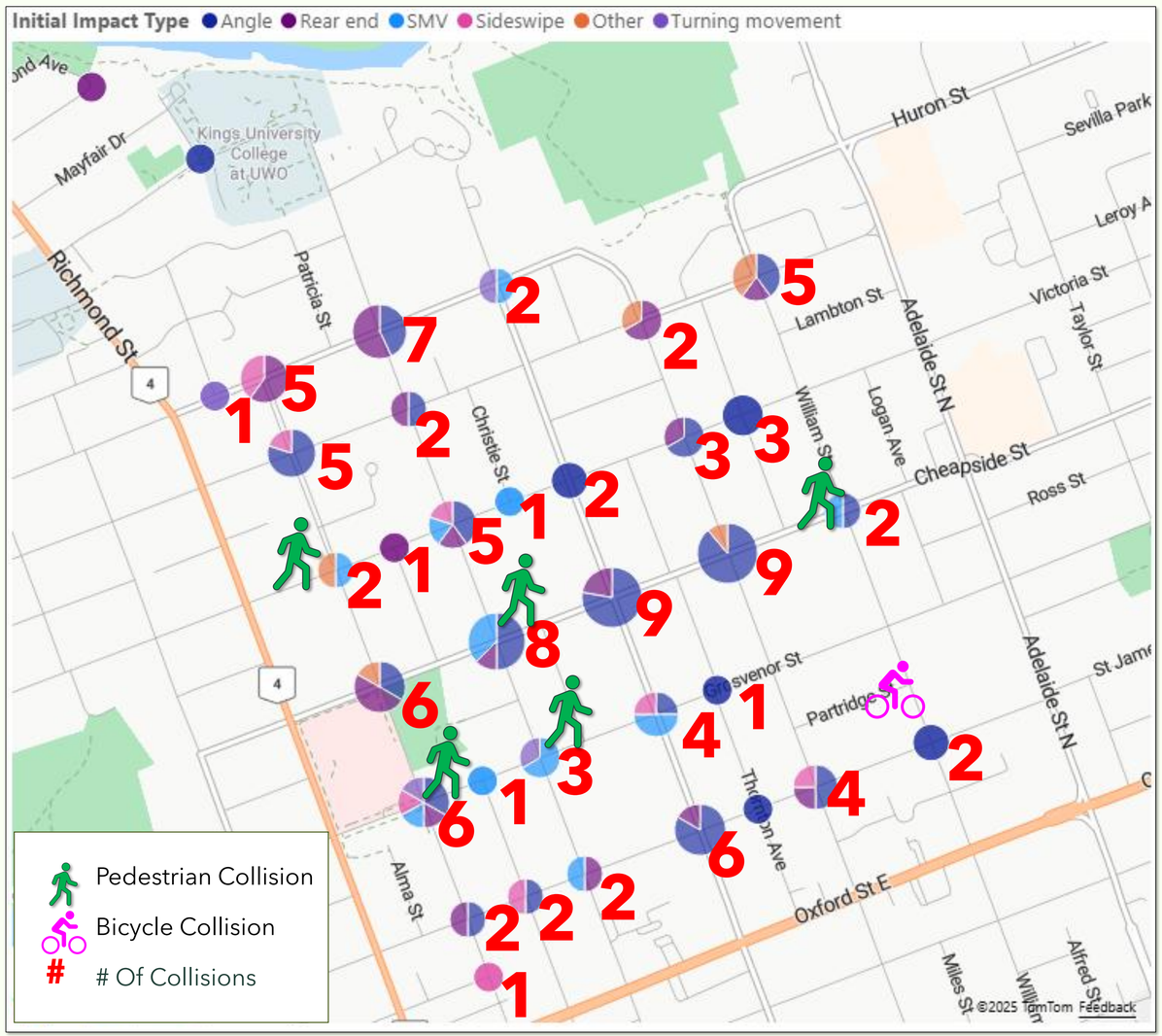
Collision Analysis

Note: 337 reported collisions (14 injury, 323 property damage only)
Dates of collisions are September 2018 - February 2020 and March 2022 - July 2025

Midblock Collisions



Intersection Collisions



Reported collisions include those reported by police or reported at a reporting centre. It is acknowledged that the number of reported collisions does not represent all collisions and this is considered when assessing this data.

CITY SURVEY KEY RESULTS

Survey period: November 19, 2025 – December 16, 2025, total of 453 responses

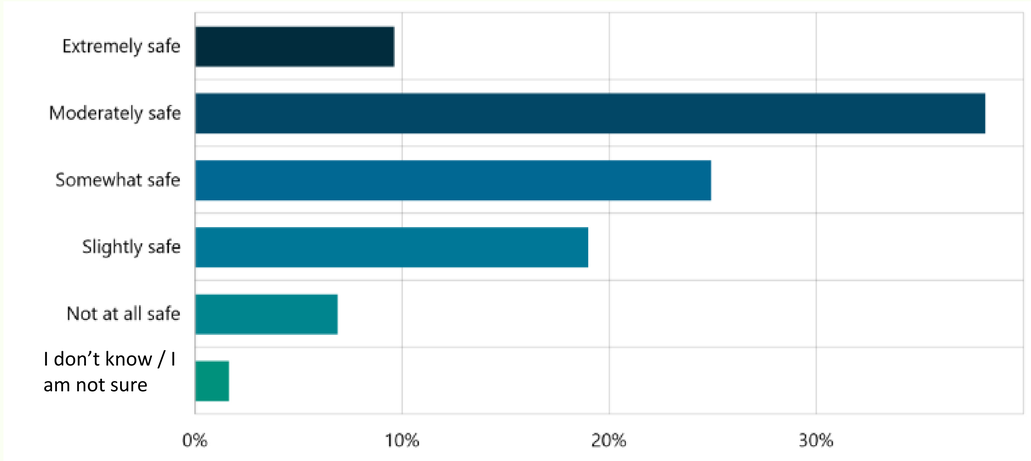
Future vision for neighbourhood (multi choice)

1. Safe for pedestrians, cyclists, transit users, and motorists (76% of respondents)
2. Pedestrian-friendly (51% of respondents)
3. Cyclist-friendly (27% of respondents)

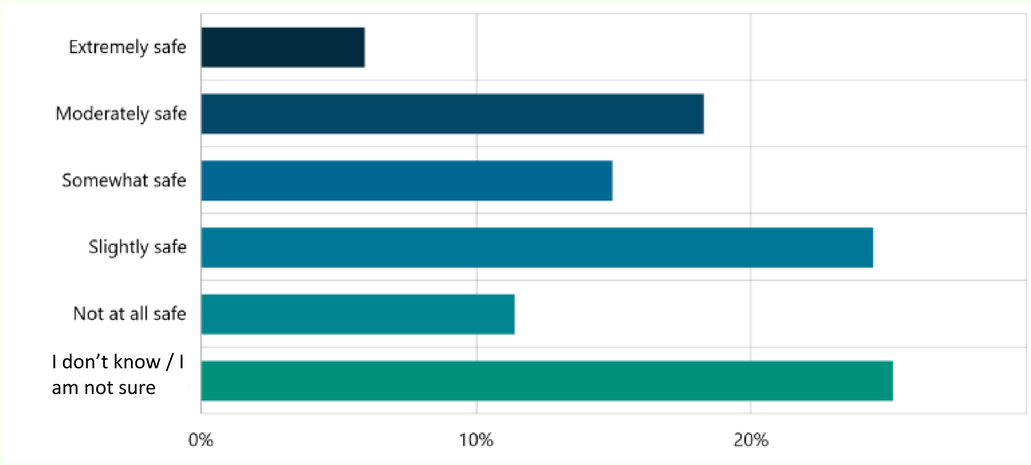
Greatest transportation and traffic concerns (multi choice)

1. Aggressive driving (67% of respondents)
2. Cut-through traffic (66% of respondents)
3. Speeding (64% of respondents)
4. Motorists not obeying or stopping at stop signs or traffic signals (56% of respondents)
5. Frequency of collisions and/or near misses (44% of respondents)

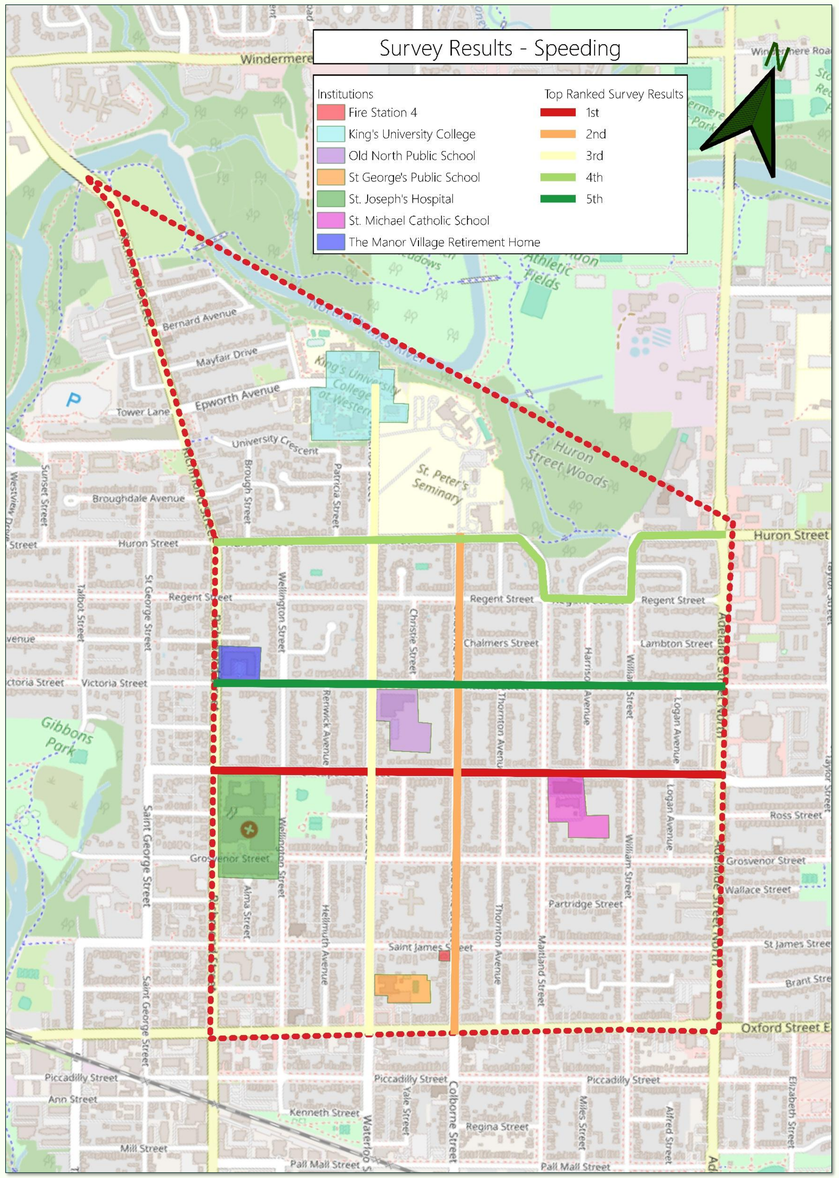
How safe do you feel walking within the study area?

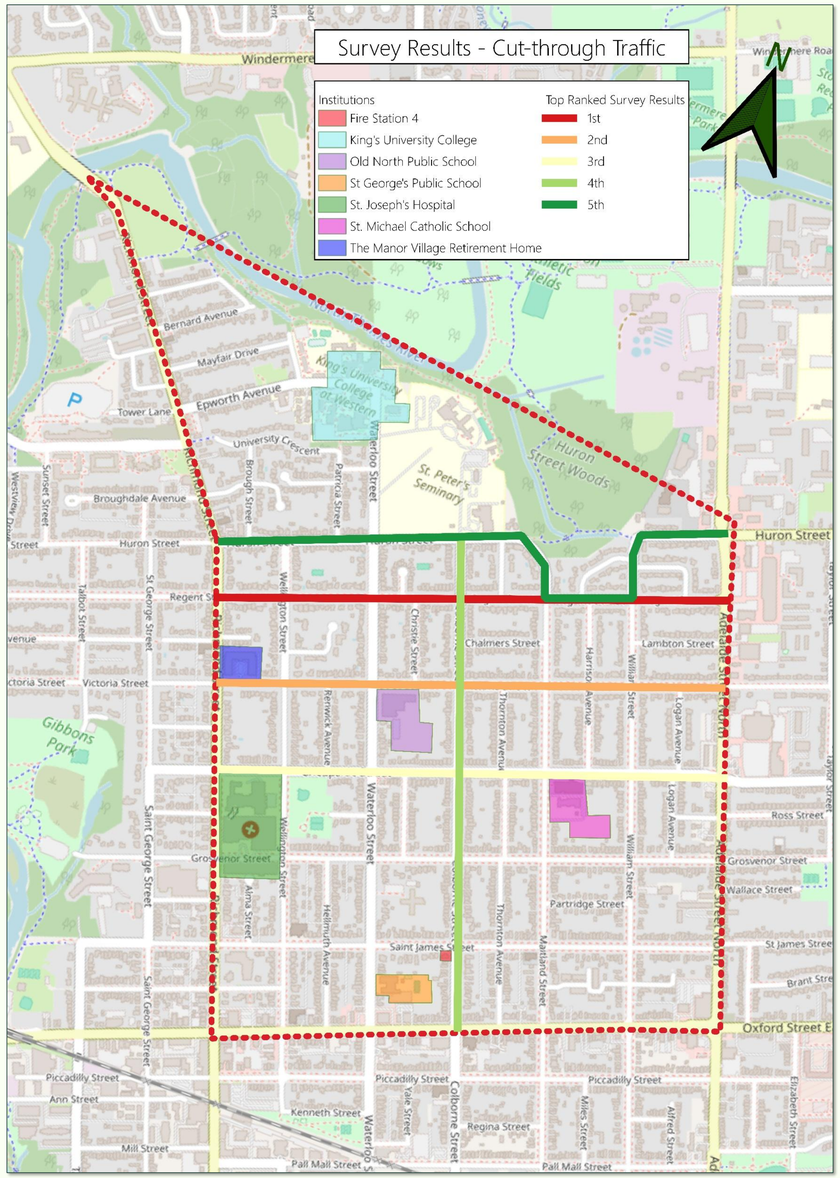


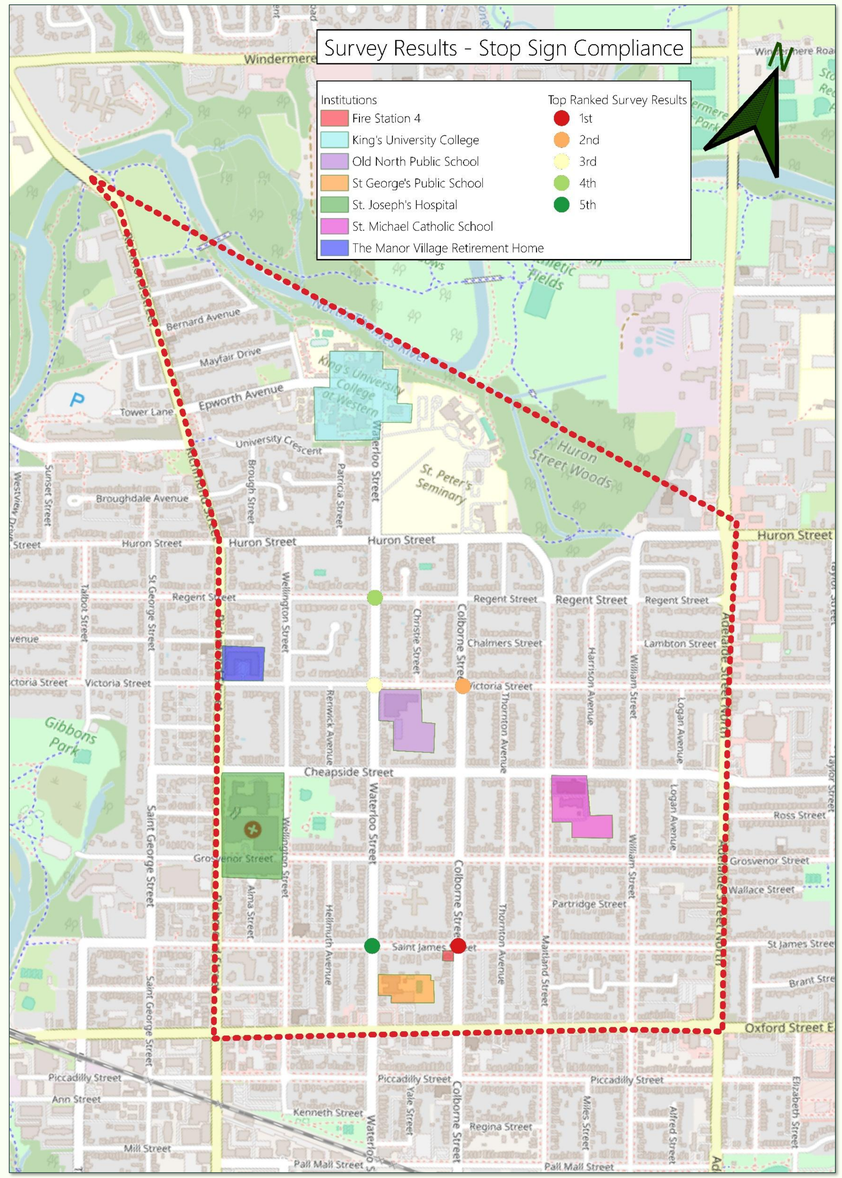
How safe do you feel cycling within the study area?



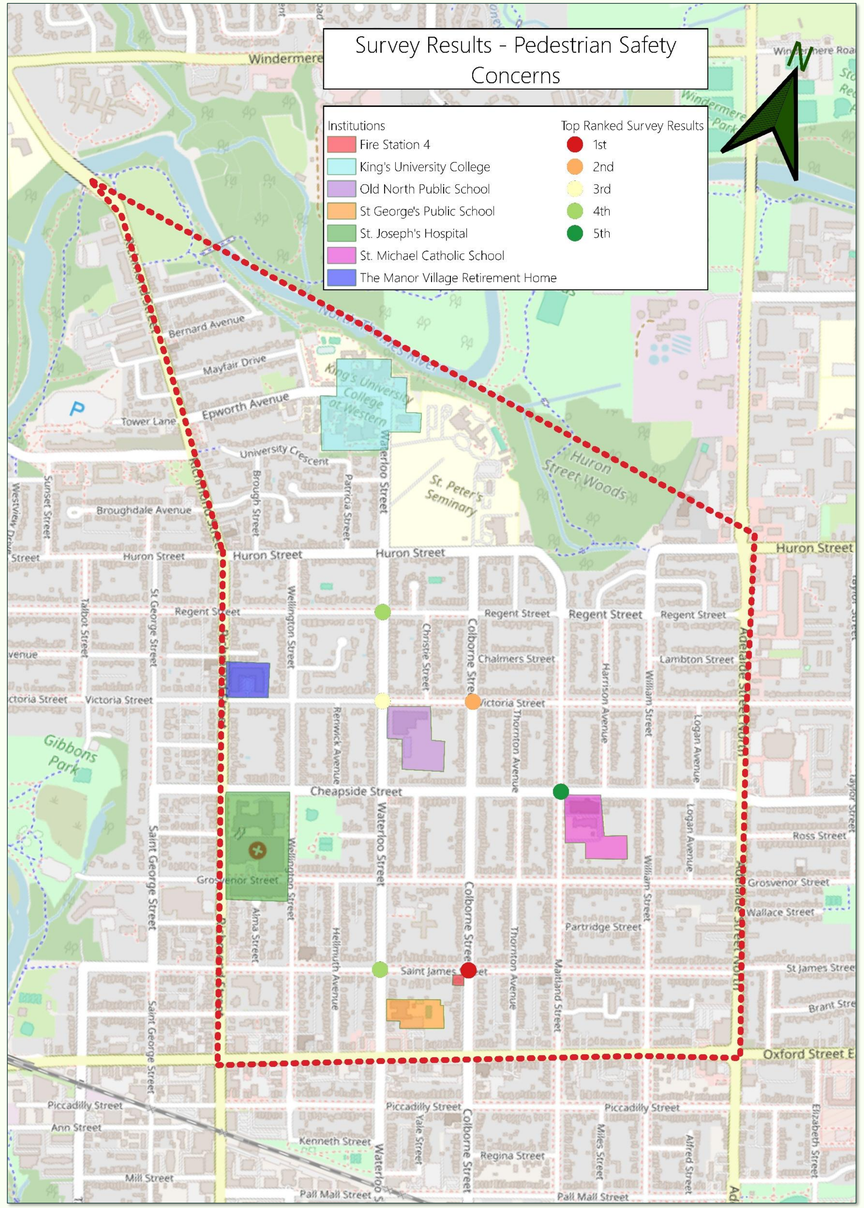
Public Survey Results – Speeding, Cut-through Traffic, and Stop Sign Compliance

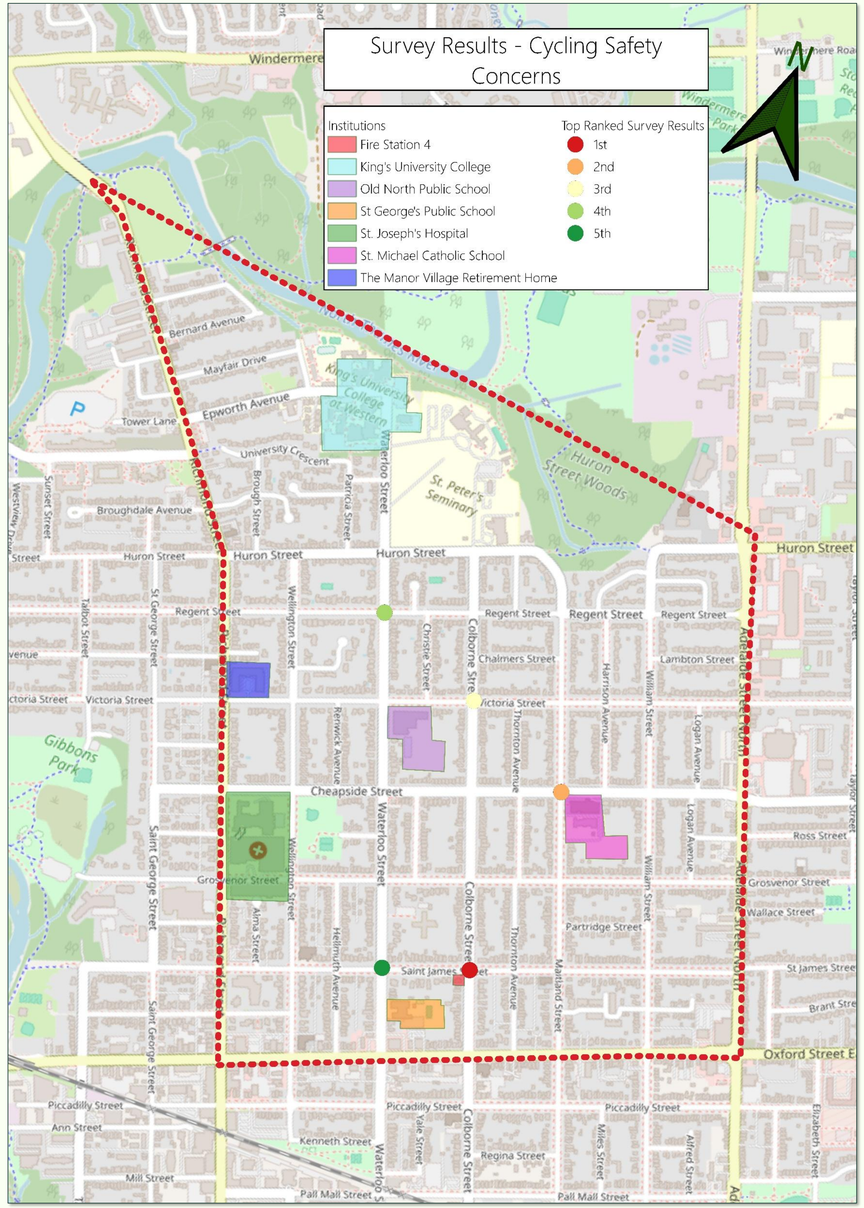






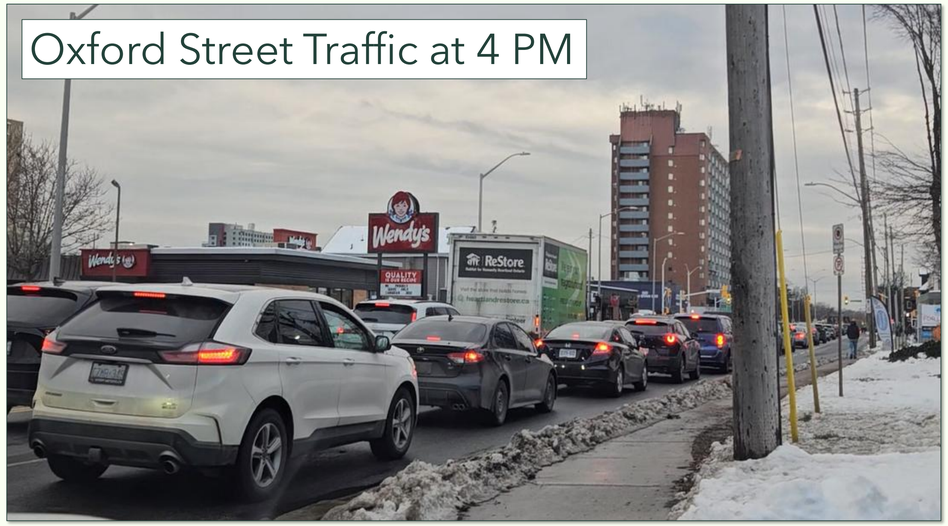
Public Survey Results – Pedestrians and Cyclist Safety Concerns



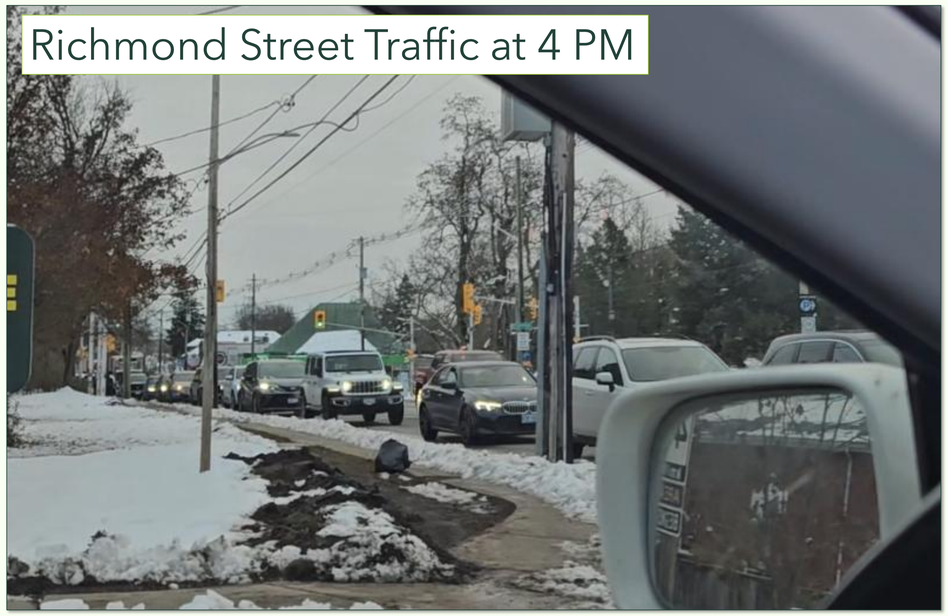


General Site Visit Observations

- Significant congestion was observed during the afternoon rush hour along Oxford Street, Adelaide Street, and Richmond Street; contributing to traffic cut-through in the neighbourhood
- Red light running and stop sign non-compliance was observed
- Pedestrians frequently yielded to drivers, even with right-of-way
- Inconsistent signs and pavement markings
- Controlled crossings were missing crosswalk markings
- Pavement markings were faded, particularly for cycling facilities, crosswalks, and speed cushions

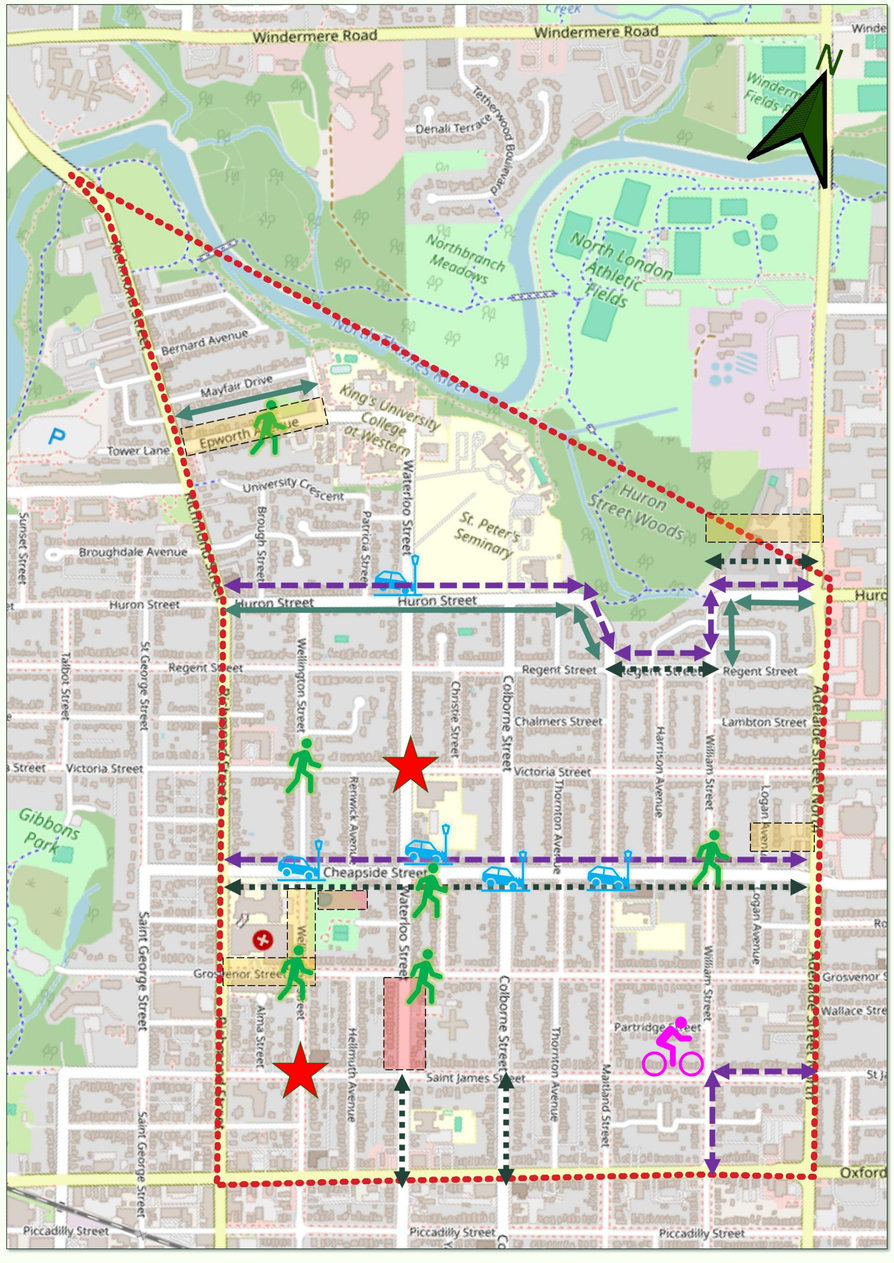


Oxford Street Traffic at 4 PM


Richmond Street Traffic at 4 PM

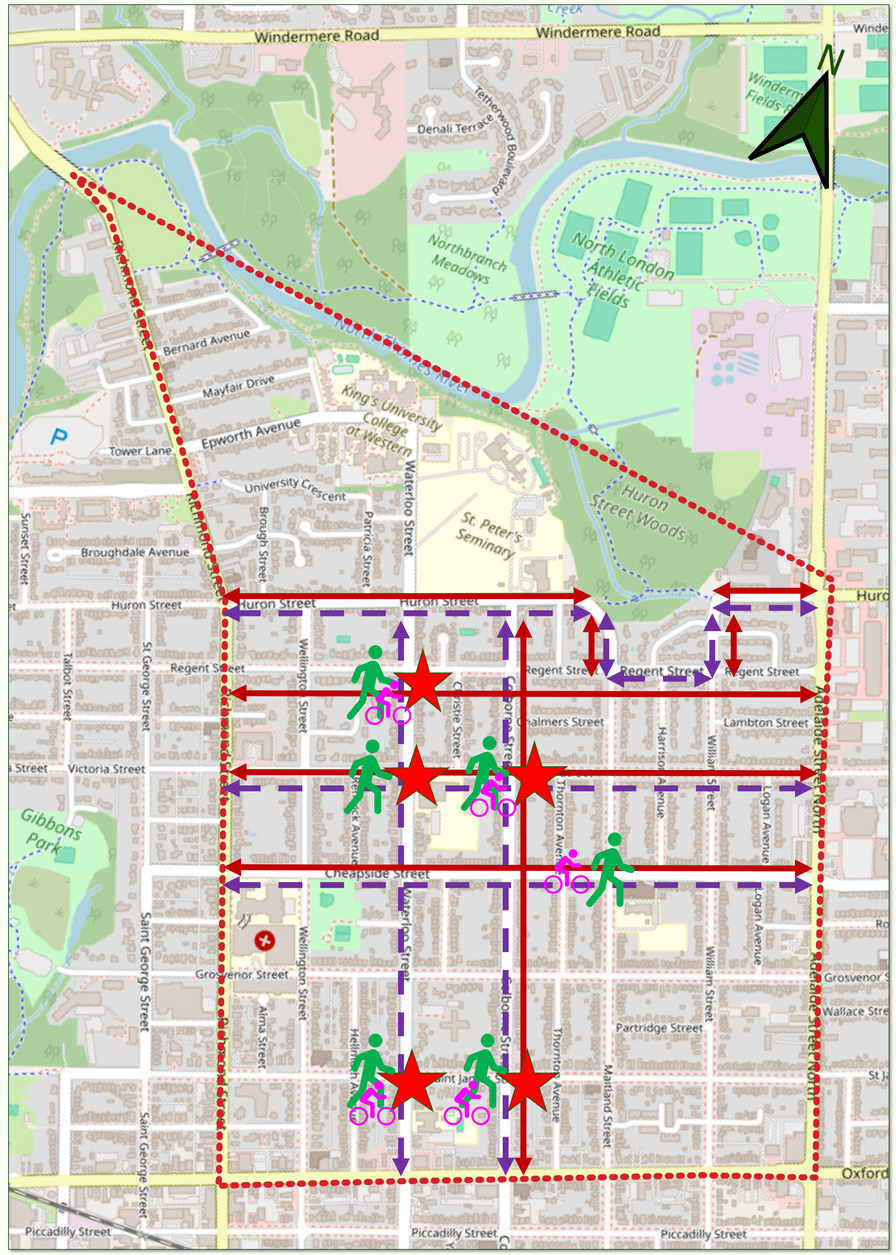
Locations of Interest Based on Technical Analysis

- Significant Cut-through Traffic Routes
- Segments with Confirmed Higher than Desirable Speeds (Top 2)
- Highest Volume Segments (6000+ average daily volume)
- No Traffic Calming Along Segment
- Problematic Stop Compliance
- Pedestrian and Cyclist Collisions (all)
- Highest Number of Intersection Collisions (Top 5)
- Highest Number of Reported Segment Collisions (Top 5)



Areas of Public Concern

- Speeding
- Cut-through Traffic
- Stop Sign Compliance
- Pedestrian Safety
- Cyclist Safety



Common Items with Traffic Studies

- Huron Street:
  - Cut-through traffic
- Cheapside Street:
  - Cut-through traffic
  - Pedestrian safety
- Victoria Street & Waterloo Street:
  - Stop sign compliance

Types of Traffic Calming Being Considered Include:

Speed Cushions

Raised Pedestrian Crossing

Raised Intersection

Localized road narrowing

Chicanes

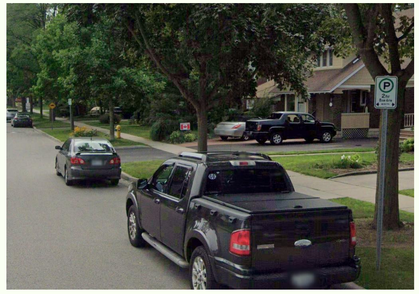
(a series of road narrowing on alternating sides)

Physically Restricted Vehicular Movements

(e.g. diverters or medians)

Speed Display Board

Pavement Markings



On-Street Parking

Note: The above list is not exhaustive.

Next Steps

- Thank you for your interest and input on this study!
- Visit the project website: https://getinvolved.london.ca/central-north-london-traffic-study
- Stay tuned for project updates and come to our next Public Meeting (to be scheduled in Spring 2026 timeframe)
- Comment sheets are available – please answer the following prompts:
  - Which roadways or intersections within the study area are of concern? Why?
  - What areas of concern should be prioritized (i.e. cut-through traffic, speeding, stop sign compliance, cyclist and pedestrian safety, etc.)?
  - What types of traffic calming measures would you most like to see? Where?