

## Town of Pelham Council Report

Wednesday, March 05, 2025

**Subject:** Implementation of Community Safety Zones in Pelham

**Prepared By:** Ryan Cook, Manager of Public Works

**Department:** Public Works

---

### Recommendation:

**BE IT RESOLVED THAT Council receive report 2025-0068 “Implementation of Community Safety Zones in Pelham,” for information;**

**AND THAT Council approve the adoption of the Community Safety Zone Policy S801-14, as appended;**

**AND THAT Council directs staff to prepare the necessary by-laws to allow for the implementation of the Community Safety Zones identified within Appendix A of this report.**

### Background:

A Community Safety Zone (CSZ) is a designated section of roadway recognized under the *Highway Traffic Act* (HTA). CSZs may be implemented where public safety is of special concern, particularly for vulnerable road users like children and older adults.

When a roadway is designated as a CSZ, traffic safety violations can result in the doubling of fines. Recent changes to the HTA allow municipalities to implement automated speed enforcement within the limits of CSZs. Town Council has the authority to designate CSZs on roadways under its jurisdiction through by-law. Once designated, CSZ locations must be communicated to the Niagara Regional Police, and the required signage must be erected in accordance with the Ontario Traffic Manual to be enforceable.

No formal policy has been adopted by the Town to ensure the consistent application of CSZs or to provide staff with direction regarding where additional CSZs may be implemented. Utilizing industry-standard criteria outlined by the Ontario Traffic Council or the adoption of the Niagara Region’s Community Safety Zone Policy would not likely result in the creation of any additional CSZs in Pelham, as they have been developed

for roads operating at higher speeds and volumes than typically found within the Town's transportation system.

To ensure consistent application of CSZs, a policy has been drafted to establish a justification for their implementation specific to the conditions and communities found within the Town. The attached policy will guide the use of CSZs to inform drivers of locations where greater attention must be given due to the increased presence of vulnerable road users and adjacent land use. As requests for additional CSZs are received, the established policy will be followed to ensure baseline criteria are met before a designation is recommended for Council approval.

### **Analysis:**

Understanding that the conditions found on roadways owned and operated by the Town are fundamentally different than those operated by the Niagara Region, staff have developed a Draft Community Safety Zone Policy, which includes three justifications, where anyone may be fulfilled, in full or in part, to designate a CSZ.

#### Justification 1 – Permanent Designated Areas of High Priority

CSZs are most effective when implemented at locations of special concern that are obvious to the road user and where vulnerable road users such as children and older adults are likely to be present. Therefore, the proposed Community Safety Zone policy identifies that CSZs shall be implemented adjacent to Elementary or Secondary Schools, Seniors Centre and Institutions, and Community Parks as defined in the Town's Recreation, Culture & Parks Master Plan.

If the policy is adopted, a by-law would be prepared for Council's consideration to implement CSZs at the following locations:

Location	Description
Glynn A Green School	Elementary School
Wellington Heights School	Elementary School
St. Ann School	Elementary School
Peace Park	Community Park
Harold Black Park	Community Park
Centennial Park	Community Park
Shorthills Villa	Seniors Centre
Town Square Manor	Seniors Centre

Other significant locations may be found within the limits of the CSZs above and/or meet the criteria set out in Justification 2 or 3 of the attached policy. A.K. Wigg School is already within a CSZ. A draft of the By-law Schedule AD has been attached as Appendix A of this report.

### **Justification 2 – Traffic Safety Analysis**

The traffic safety justification would be applied on an as-required basis where traffic data have met the criteria set out in the policy. This will involve a review of historical collision information (if available) and other traffic and road design data, including daily traffic and pedestrian volume, speed, vehicle classification, number of entrances, and at the request of the Pelham Active Transportation Committee, distance from the road edge to the sidewalk as an assessment of pedestrian safety.

The Traffic Safety Analysis criterion includes collision and road safety risk, either of which could be utilized to meet Justification 2.

The Collision Component can be utilized to designate road sections with a higher number of fatal or injury collisions in relation to traffic volume. These may include road sections with varied topography and geometric design and are associated with higher traffic speeds which may lead to a higher incidence of serious collisions.

The Road Safety Risk component involves a series of risk factors that can be measured at a potential CSZ site. Before using this component, a site investigation, including traffic data collection, must take place. A minimum score of 13 out of 18 establishes the Road Safety Risk Component and meets the justification for implementation.

### **Justification 3 – Other Considerations**

It is understood that there may be community needs or requests that could justify the implementation of a CSZ where the site does not meet the requirements of Justification 1 or 2. Should a request be brought forward to the Public Works Department from the public, advisory committee, or Council, staff will review each request on a case-by-case basis. However, Council may exercise its authority to designate roads or road sections under the jurisdiction of the Town of Pelham a Community Safety Zone at its discretion.

There are currently two CSZs within Pelham, Haist Street from Welland Road to Brewerton Boulevard (2.5km long) and Pancake Lane West of Haist Street to #208 Pancake Lane (460m long).

The Haist Street and Pancake Lane CSZs were established without a formal policy. Since the establishment of the CSZ Haist Street has had traffic calming measures in the form of vertical speed humps installed throughout its length from Welland Road to Canboro Road. Staff do not have recent traffic data to confirm if the traffic calming

measures installed have reduced the need for a CSZ for the entire 2.4 km. In addition, in the fall of 2024, staff completed a trial traffic calming project on Pancake Lane between the entrance of Hillcrest Park and 38 m west of Haist Street, which included the installation of temporary speed cushions. The results of this study indicate that permanent traffic calming is warranted in the urbanized area, which may result in a reduced CSZ area on this road segment. This CSZ will be reviewed by staff in the coming year should Council endorse this proposed policy.

The proposed policy would allow for the expanded use of CSZs throughout the Town, focusing on areas subject to higher road safety risks given the greater concentration of vulnerable users. Staff have not recommended changes to the CSZs currently in place, as designated by the previous Councils.

#### **Financial Considerations:**

The cost of installing signage to establish the limits of each community safety zone is minimal. The costs of installing signage at the locations provided above will be covered under the approved 2025 Roads Operating Budget.

#### **Alternatives Reviewed:**

The alternative to adopting a policy for implementing CSZs is to continue to designate them ad hoc which could result in the inconsistent implementation of CSZs without clear and measurable criteria.

In addition, the Council may direct staff to investigate the limits of the two CSZs already in place to determine if they are appropriate given the traffic data on the road segments and traffic calming measures that have been implemented or are planned to be implemented.

#### **Strategic Plan Relationship: Infrastructure Investment and Renewal**

Maintaining a safe and reliable road network is critical to the Town of Pelham to ensure the safe and efficient movement of all forms of transportation.

#### **Consultation:**

Transportation Engineering staff from the Niagara Region Transportation Services Department, the Town of Lincoln, the Township of Oro-Medonte, the City of Niagara Falls, and the City of Welland were consulted in preparing this report.

#### **Other Pertinent Reports/Attachments:**

Community Safety Zone Policy S801-14

Appendix A – Draft By-law Schedule AD Community Safety Zones

**Approved and Submitted by:**

David Cribbs, BA, MA, JD, MPA  
Chief Administrative Officer