

To: Community and Operations Services Committee

From: Kevin Alexander, Commissioner,  
Community and Operations Services Department

Report Number: CO-24-34

Date of Report: June 5, 2024

Date of Meeting: June 10, 2024

Subject: Reduction of Speed Limits in School Zones to 30 km/h

Ward: All Wards

File: 03-05

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## **1.0 Purpose**

The purpose of this report is to respond to Council Direction on April 26, 2021:

“That CS-21-40 being a Notice of Motion concerning the investigation into the reduction of speed limits in school zones to 30 km/h be referred to the Neighbourhood Traffic Management Study.”

## **2.0 Recommendation**

That the Community and Operations Services Committee recommend to City Council:

That based on Report CO-24-34 dated June 5, 2024, the implementation of a 30 km/h program be investigated following the implementation of the 40 km/h program.

## **3.0 Executive Summary**

Not applicable.

## **4.0 Input From Other Sources**

- Engineering Services
- Legal Services
- Legislative Services
- Municipal Law Enforcement and Licensing Services
- Operations Services
- Regional Municipality of Durham

- Municipalities: Uxbridge, Peterborough, Clarington, Vaughan, Oxford, Mississauga, Waterloo, and Whitby

## **5.0 Analysis**

### **5.1 Background**

At its meeting of April 26, 2021, Council provided direction “That CS-21-40 being a Notice of Motion concerning the investigation into the reduction of speed limits in school zones to 30 km/hr be referred to the Neighbourhood Traffic Management Study.”

At its meeting of May 12, 2022, Council received Report [CNCL-22-37](#) concerning the Neighbourhood Traffic Management Guide (“N.T.M.G.”). Under section 5.8.6, the reduction of speed limits in school zones to 30 km/h was referred to the N.T.M.G. It was noted that “This item was referred to the N.T.M.G. Study after the Terms of Reference was issued. The study had commenced with IBI Group and this item was not part of the initial project scope and the first round of public consultation had been completed. Therefore a 30 km/h policy was not formally examined by IBI Group. Following the 40 km/h area pilot program, staff will follow up with a report in 2023 to investigate and make recommendations regarding a 30 km/h policy.”

On March 25, 2024, Council provided direction under Report [CNCL-24-26](#) to implement a 40 km/h Area Program. The program will allow for entire residential neighbourhoods to be regulated with a maximum posted speed limit of 40 km/h. The new 40 km/h speed limit areas will be implemented over a four (4) year period (2024-2027).

### **5.2 Highway Traffic Act and Regulations**

The default speed limit in Oshawa and other local municipalities or built-up areas throughout the Province of Ontario is 50 km/h, which is legislatively prescribed in the Highway Traffic Act, R.S.O. 1990, c. H.8 (“Highway Traffic Act” or “H.T.A.”). Municipalities do not have authority to set statutory (unposted) speed limits within their urban boundaries at any speed other than 50 km/h. The legislated 50 km/h speed limit is posted at all entrances to the City.

In May 2017, Bill 65, the Safer School Zones Act, 2017, S.O. 2017, c. 9 (“Safer School Zones Act, 2017”) was proclaimed into force and provided municipalities with a new mechanism for designating speed limits below 50 km/h. Municipalities are now delegated the authority to change the rate of speed for an entire area that is within its jurisdiction. This requires a speed limit sign at the entrance and exit of each roadway into the area. The speed limit sign must be accompanied with an “AREA BEGINS” sign tab at each entrance, and an “AREA ENDS” sign tab at each exit. The 40 km/h Area Program speed limits are prescribed under this regulatory framework.

Section 128, Part IX of the H.T.A. states that a municipality may prescribe a rate of speed different from the default speed limit of 50 km/h for a portion of a highway under its jurisdiction. This portion of highway must be posted with a speed limit sign. Depending on the length of this area, multiple speed limit signs may be required to comply with

regulations under the H.T.A. If implemented, a 30 km/h School Zone Program would be prescribed under this regulatory framework.

### **5.3 Existing School Zone Speed Limit**

At its meeting of March 15, 2004, Council provided the following direction: “There be no universal implementation of 40 km/h speed limits on streets under the City’s jurisdiction, except in the vicinity of schools and in front of all parks on City streets”. This resulted in the City of Oshawa reducing speed limits from the default unposted rate of 50 km/h to a posted rate of 40 km/h in School Zones (hereinafter defined) and in front of all parks.

For the purpose of this report, a School Zone is defined as the roadway immediately fronting the school property, although the exact boundary of the 40 km/h zones vary depending on the layout of each site. Regional roadways are not included in the N.T.M.G.

### **5.4 Other Municipalities**

As part of a benchmarking comparison and analysis, staff reached out to municipalities throughout Ontario in order to gather information regarding a 30 km/h maximum rate of speed in School Zones.

Some of the information received can be summarized as follows:

- The Township of Uxbridge has no current or planned 30 km/h speed limits.
- The City of Peterborough has reduced the speed limit around school areas to 30 km/h on local roads and low-capacity collector roads.
- The Municipality of Clarington has approved the installation of 30 km/h speed limits in School Zones. The 30 km/h signs are planned to be installed in 2024.
- City of Vaughan only has 30 km/h speed limits on public laneways.
- Oxford County does not have any roadways with 30 km/h speed limits.
- The City of Mississauga has reduced the speed limit in School Zones to 30 km/h on local and residential collector roads.
- The City of Waterloo has reduced the speed limit to 30 km/h in School Zones and on some other local residential roads. In reducing the speed limit from 40 km/h to 30 km/h; a study of ten School Zone locations determined that the overall average 85<sup>th</sup> percentile speed of drivers in schools zones decreased by approximately 6 km/h.
- The Town of Whitby does not have any 30 km/h speed limits.
- The Regional Municipality of Durham does not have any 30 km/h speed limits on Regional Roads.

## 6.0 Financial Implications

There are no financial implications related to the recommendation contained in this Report.

## 7.0 Relationship to the Oshawa Strategic Plan

The recommendations in this report advances the Oshawa Strategic Plan Goal of Social Equity goal.



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Community Support Services



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