



To: Public Works and Transportation Committee

Date: August 20, 2026

From: Roeland Zwaag
General Manager, Engineering and Public
Works

File: 10-6500-01/2025-Vol
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Re: Review of Roads Around Errington Elementary School

Staff Recommendation

That the report titled “Review of Roads Around Errington Elementary School”, dated August 20, 2026, from the General Manager, Engineering and Public Works, be received for information.

Executive Summary

Staff received direction to review and investigate traffic calming measures on the feeder roads to Errington Elementary School. Staff assessed speeding and engaged with local residents on potential speed mitigation measures on Herbert Road, Bates Road, Deagle Road and Reeder Road. As a majority of survey respondents did not support traffic calming of these roads, staff do not recommend any additional road changes at this time. As there were no pedestrian related safety issues identified as part of the traffic study, staff will monitor the vehicles speeds resulting from the new speed limit reduction to 30 km/h on local roads.

Staff Report

Origin

Vehicle speeding in and around Errington Elementary School was discussed at the Public Works and Transportation Committee in March 2026 following a delegation from a resident.

At the March 18, 2026, Public Works and Transportation Committee, the following referral motion was moved and seconded:

That staff review and investigate traffic calming measures in and around Errington Elementary School, including feeder roads, to ensure the City is addressing concerns brought forward by the neighbourhood, and report back.

This report responds to the above referral and provides the results of staff's traffic assessment and engagement with the neighbourhood.

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and Prepared Community:

Community safety and preparedness through effective planning, strategic partnerships and proactive programs.

Analysis

Review of Local Streets Around Errington Elementary School

Study Area

The study area focused on operation of the feeder roads to Errington Elementary School: Herbert Road, Bates Road, Deagle Road, and Reeder Road (Figure 1).



Figure 1: Errington School Neighbourhood

Traffic Assessment

A traffic assessment of the road conditions was performed to quantify traffic operations and safety performance:

- **Speed Study:** The results of a speed study indicated 85 per cent of traffic is travelling at or below 47 km/h on Herbert Road, 49 km/h on Bates Road, 56 km/h on Deagle Road, and 46 km/h on Reeder Road. The speed study was performed prior to the implementation of the new 30km/h speed limits on residential streets.
- **Collision History:** The most recent five-year ICBC data (2020-2024) recorded two vehicle incidents in the study area. An incident on Herbert Road involved a vehicle hitting a fence while turning into the rear lane. An incident on Deagle Road involved a vehicle reversing into a garage door. No incidents were speed related or involved a cyclist or pedestrian.

Recent Road Improvements

To improve vehicle circulation at the entrance to the school from Herbert Road, a stop sign was introduced to clarify right-of-way at this intersection which was previously uncontrolled.

In August 2026, new 30 km/h speed limit signs were implemented in the neighbourhood as part of the bylaw amendments approved by Council in June 2026 to lower the speed limit in approximately 50 residential neighbourhoods to 30 km/h.

Neighbourhood Traffic Calming Process

Direction was given by the Public Works and Transportation Committee to undertake engagement with the neighbourhood regarding potential traffic calming measures on the feeder roads to Errington Elementary School.

Engagement with Residents

Stakeholder Meeting

A total of 110 addresses were identified for the Errington elementary school neighbourhood traffic calming engagement.

A meeting with residents was held on May 27, 2026, at the West Richmond Community Centre. The results of staff's technical assessment along with the potential of locating speed humps as traffic calming measures were presented for input and feedback.

One resident attended this meeting.

Stakeholder Survey

From June 15 to July 10, 2026, residents were surveyed to determine the level of support for the speed humps.

A total of 110 surveys were mailed to each discrete address; 27 responses were received with 19 in support of the speed humps and 8 responses not in support of traffic calming measures.

Table 1 provides a breakdown of the level of support for the proposed speed humps.

Table 1: Traffic Calming Survey Results

Local Road	Number of Addresses	Addresses in Support of Speed Humps	Support for Speed Humps
Herbert Road	26	8	31%
Reeder Road	23	5	22%
Deagle Road	25	5	20%
Bates Road	30	1	4%

The City's Traffic Calming Policy 7018 provides authority to the Director, Transportation to implement traffic calming measures on a local road should there be a majority of support by respondents immediately adjacent to the proposed traffic calming measure.

Pursuant to City Policy 7018, as a majority of survey respondents immediately adjacent to the streets proposed for speed humps do not support these measures, traffic calming will not be implemented at this time.

Budgetary Implications

None.

Conclusion

In response to a resident's concerns for speeding near Errington Elementary School, a traffic study was conducted. The study did not identify any safety or operational issues in the neighbourhood. As the results of the traffic calming survey had less than 30 per cent support by respondents for any traffic calming measures, no road changes are proposed at this time. If more residents request traffic calming measures in the future, staff will consult with residents accordingly.

Respectfully submitted,

Lloyd Bie, Director, Transportation

Report Contributors

This report was prepared by Sonali Hingorani, Manager, Transportation Planning and New Mobility and reviewed by the Transportation department.

Endorsed by Serena Lusk, CAO