

Dear Mayor and Council of North Cowichan,

January 2, 2023

This is a photo of a collection vehicle on Henry Road.



According to the 2022 June 29 Henry Road Safety Assessment, two 2.6m vehicles can safely pass on Henry Road.

Here is how the Safety Assessment describes how two vehicles measuring 5.2m can pass on a section of road that measures 4.4m in width:

First they correctly note in 3.1 that: “The roadway has no shoulder or sidewalks on either side of the roadway.”

Then in 3.3.1 they advise: “If there are two RVs passing one another, one may have to yield on the shoulder to pass by.”

This contradicts 3.1 which accurately notes that there are no shoulders. How can a vehicle yield on the shoulder when there is no shoulder? They offered no further explanation about how two vehicles that are wider than the road can pass each other safely.



When I measure 5.2m out from the utility pole located to the right of this vehicle, it extends past the road and into the steep drainage ditch on the other side. This indicates to me that even though the Safety Assessment says it is possible for two vehicles that measure 2.6m each to pass on this section of Henry Road it is in fact impossible.

I am not sure why the Safety Assessment determined that it is possible for two vehicles that are 5.2m wide to pass on a section of road that is 4.4m or why they suggested it would be possible for two vehicles to pass using the shoulder when they previously identified that there is no shoulder. The section of Henry Road I photographed was not identified by the Safety Assessment as being particularly narrow. The Safety Assessment in Figure 4 shows two sections of Henry Road that are 4.4m and 4.8m so we know that there are at least two more areas of Henry Road where two vehicles of 2.6 m could not pass.

Looking at the above photo, do you think that the Safety Assessment is correct that two vehicles of this size could safely pass on this part of Henry Road? Could an SUV or truck safely pass this collection vehicle on this stretch of road? A car? What about cyclists or pedestrians?

In 3.2 the Assessment says “the rural nature of the road and limited number of residences allows for walking and riding on the roadway without additional dedicated infrastructure”. Do you think this situation will remain if you add 100 homes with 3 bedrooms between 1,248-1,458sf to the community?

This is a photo of two standard vehicles on that same section of Henry Road.



The SUV has its passenger side tires off the road and is as close to the utility pole as possible. In the winter when the road is slippery and there are banks of snow on the road do you think it would be safe for these two vehicles to pass? We can see that two SUVs or trucks would not physically fit on this part of the road.

I wanted it on the record that you are aware of this important discrepancy in the Safety Assessment that you relied on to determine the ability of Henry Road to serve the 9090 TCH development. If I am mistaken in anything I have said please advise.

Would Mayor or Council make a motion to stop development of the Henry Road ROW until a comprehensive study that does not contain discrepancies be obtained to assess the ability of Henry Road to safely accommodate the traffic of an addition 100 homes that are 3 bedroom and 1,248 to 1,458sf. The existing Safety Assessment calculated the traffic impact of 110 mobile homes that are inhabited by seniors that drive at non-peak times whereas the permit to develop has not limited the age of occupants to seniors nor the size of the dwellings to a conventional “mobile-home park” size which will have an impact on the quantity and quality of traffic the development generates.

Would Mayor or Council make a motion to ensure that if the Municipality intends to use Henry Road for any of the construction machinery of 9090 TCH that they first obtain a road study that will pass the scrutiny of an independent audit.

ICBC offers a Road Audit program for Municipalities that could be used to perform a safety audit for the Henry Road community of 135+ homes you are designing (the 100 new homes at 9090 TCH and the existing rural homes on Henry Road). Link: <https://www2.gov.bc.ca/assets/gov/driving-and-transportation/driving/consequences/vision-zero/resource-kit-community-road-safety-toolkit-module3.pdf>


Will Mayor or Council make a motion for the Municipality to apply to ICBC to participate in the no cost Municipal Road Safety Audit Program for Henry Road?

The Safety Assessment conducted identified that Henry Road does not meet the current Engineering Standards Bylaw for road width.

Will Mayor or Council require that the Municipality abide by the minimum Engineering Standards for all new developments and require that Henry Road meet current Engineering Standards Bylaw for road width if it uses Henry Road in the development of a new community of 135+ homes that will have neither the benefit of rural nor urban living, no walking or bike path, no public transport, no access to any public service without driving and without a safe road that meets MNC Engineering Standard on which to drive.

Our new OCP Bylaw 3900 has many relevant sections relating to this development: OCP 3.1.1 guidelines surrounding development outside our UCB, OCP 4.6 Transportation and OCP 7.2.2 ALR land use to name a few.

I am concerned for the safety of current and future Henry Road residents if Henry Road is used in its current condition for the purpose of providing an access point for the traffic of 9090 TCH and/or for the purpose of transporting any of the machinery used in constructing the development. The Safety Assessment conducted contains too many discrepancies to be relied on.

 FIPPA s 22(1)
Henry Road Resident
cc Ted.Swabey@northcowichan.ca, Clay.Reitsma@northcowichan.ca,
Rob.Conway@northcowichan.ca, George.Farkas@northcowichan.ca