

THE CORPORATION OF THE TOWNSHIP OF SOUTH STORMONT

BY-LAW NO. 2025-058

BEING a by-law to adopt a Speed Management Policy.

WHEREAS the *Municipal Act, 2001*, c. 25 s. 5 (1) provides that the powers of a municipal corporation are to be exercised by its council;

AND WHEREAS the *Municipal Act, 2001*, c. 25 s. 5 (3) provides that the powers of every council are to be exercised by by-law;

AND WHEREAS Council deems it advisable to adopt a Speed Management Policy.


NOW THEREFORE the Council of the Corporation of the Township of South Stormont hereby enacts as follows:

1. That the Speed Management Policy attached hereto as Schedule "A" and forming part of this by-law, be adopted.
2. That all other by-laws inconsistent with this by-law are hereby repealed.


READ AND PASSED in open Council, signed and sealed this 10th day of September, 2025.



Mayor



Clerk

	TOWNSHIP OF SOUTH STORMONT
	Title: Speed Management Policy
	Policy Category: Infrastructure Services
	Effective Date: September 10, 2025
	Revision:

1. Policy Statement

The Township of South Stormont is committed to ensuring safe and appropriate vehicle speeds are adhered to on all roads streets within its jurisdiction. This policy aims to reduce the risk of collisions, injuries, and fatalities by providing a comprehensive framework for speed management. By establishing clear guidelines for setting and adjusting speed limits, and when required implementing traffic calming measures, the Township demonstrates its dedication to public safety.

2. Scope

This policy is intended to improve safety for all road users by changing driver behaviour to more closely fit the expectation of adjacent residents and all road users. For clarity, this policy does not apply to County Roads or Provincial Highways.

3. Objectives

The Speed Management Policy will:

1. Provide criteria for establishing and adjusting speed limits.
2. Identify when traffic calming measures are required.
3. Provide a speed management program for traffic calming on both urban and rural roads.

4. Policy and Framework

1. Speed Limits

Studies show that speeding is a significant contributing factor to severe injury and fatal collisions on all roadways. The Township establishes speed limits for the protection of both the driver and the public by setting norms for acceptable driving behaviour.

The maximum speed limit generally reflects road geometry, traffic demands, and the surrounding environment. Drivers tend to understand and respect the classification, function, and physical characteristics of a roadway when the posted speed limit and operating speeds are aligned.

Section 128 of the Ontario Highway Traffic Act (HTA, R.S.O. 1990, c. H.8, s. 128) provides for the statutory speed limits in Ontario. Under Section 128 of the Highway Traffic Act, the default speed limit in built-up areas is 50 km/h, unless otherwise posted. On roads outside built-up areas under the Township jurisdiction, the default limit is 80 km/h unless posted otherwise. Furthermore, Subsection 2 permits Municipal Councils to pass by-laws prescribing rates of speed that differ from the statutory speed limit on roads under their jurisdiction.

Currently, all roads within the Township of South Stormont's jurisdiction default to the HTA statutory speed limit except for the Roads and Areas identified in the Township's current Speed Regulation By-law.

In accordance with By-law No. 2025-036 a reduced speed limit of 40km/h will be maintained in settlement areas noted in the County Official Plan and in built-up areas approved by Council.

Road safety is enhanced by establishing creditable posted speed limits that match the expectation of drivers. To maintain consistency in the application of speed limits, the Township of South Stormont follows the Transportation Association of Canada (TAC) Guidelines for Establishing Posted Speed Limits.

If there is a difference between the posted speed limit and observed vehicle operating speeds, the Township will investigate measures to address this variance. The Speed Management Policy will encourage compliance through Education, Enforcement and Environmental changes.

2. Traffic Calming

The TAC Guide to Traffic Calming, describes traffic calming as “the process and measures applied by road authorities to address concerns about the behaviour of motor vehicle drivers travelling on streets within their jurisdictions.”

Where excessive speeding has been observed and recorded, the Township will consider traffic calming measures for the protection of the community and in particular the most vulnerable users such as pedestrians and cyclist.

The first step would be to initiate an educational outreach that will have a visible component for the driver, such as lawn signs, speed advisories signs etc. Although police enforcement is not a long-term solution, were situation necessitated the need for enforcement, police presence will be requested to address isolated speeding concerns. The last step would be the manipulating the physical roadside environment to create a self-enforcing environment, such as the appearance of narrower lanes.

Simply lowering posted speed limits or adding stop signs indiscriminately are not considered valid traffic calming measures.

Lowering the speed limit does not necessarily mean vehicles will slow down. Speed limits should match the expectation of the driver for a given roadway and its surrounding environment. Artificially low speed limits lead to driver frustration, increased enforcement and the credibility of posted speed throughout the Township.

Like posted speed limits, indiscriminate use of all-way stops can lead to increased driver delay and frustration. This results in greater speeds between intersections, greater noise and emissions from increased vehicle acceleration, and/or reduced compliance with all-way stop control. In addition, all-way stops can increase the risk of certain collision types, most notably rear-end collisions.

3. Speed Management Application

The Speed Management Policy is intended to promote consistency in the application of speed limits and reduce the variation between operating speeds and posted limits. The goal is to provide a structured process for considering changes to the roadway environment to promote speed limit compliance. The objective is to influence self enforcement of speeds that offer mobility without unduly compromising safety and is in alignment with the posted speed limit in effect.

The following outlines the steps or process for responding to request for speed management measures on roads within the Township of South Stormont's jurisdiction.

3.1 All requests for speed management measures must be submitted to the Director of Infrastructure Services on the form attached in **Appendix A**. The Township will only consider requests where the subject location has not been denied within the preceding two years.

3.2 Upon receiving the request, The Township will conduct a speed (traffic) survey for the subject area to determine the 85th percentile. Motorists travelling above this speed are typically considered to be exceeding the safe and reasonable speed for road and traffic conditions. If the 85th percentile speed is less than 10km/h above the posted speed limit, the request will be denied and the requester informed of the decision.

3.3 Further consideration of request that pass the initial screening will be conducted by the Township. The Traffic Calming Screening in **Appendix B** will outline the conditions that will need to be satisfied to warrant traffic calming measures to be installed.

3.4 Speed limit Change. The Speed Warrant in **Appendix C** will be used to evaluate requests for the lowering of speed limits. Following TAC Guidelines for Establishing Posted Speed Limits, where warranted, staff will recommend to Council that the speed limit be adjusted accordingly. Upon Council's approval, the Township's current Speed Regulation By-law will be amended and the require signage will be installed.

For requests that satisfy all requirements and warrants of this policy, the Township will install the approved speed management measures outlined in the Speed Management Program. Further, budget approval may be required to finance the installation of a traffic calming plan.

5. Definitions

- Built-up Area – An area along a highway not situated in a designated Settlement Area but with frontage consisting of dwellings, businesses, schools, or churches that occupies:
 - 50% or more of the road property frontage for at least 200 m on one side, or for at least 100 m if on both sides; or

- Where no more than 200 m of the highway separates the areas described above.
- 85th Percentile Speed – The speed at which 85% of vehicles are travelling at or below.
- Operating Speed – The speed at which a driver can travel on a highway under prevailing weather and traffic conditions.
- Posted (Speed) Limit – The maximum lawful vehicular speed for a particular location as displayed on a regulatory sign.
- Settlement Area – Towns, villages, and hamlets shown on the SDG Official Plan.
- Statutory Speed Limit – Also known as the “default speed limit”, the maximum lawful speed established by the HTA that applies to a class or category of roads in the absence of a posted speed limit.
- Traffic Calming – The process and measures applied by road authorities to address concerns about the behaviour of motor vehicle drivers travelling on streets within their jurisdictions.

6. Monitoring and Compliance

Following implementation, staff will monitor the road section and evaluate the effectiveness of the speed management measures. This will include a speed survey for the subject road section over a period of at least three weeks to confirm effectiveness. Further reviews will be conducted approximately 6 to 12 months after the implementation of speed management measures or modifications to the posted speed limit.

Staff may refine or remove traffic calming measures deemed ineffective, posing a safety risk, causing unintended consequences, or no longer considered appropriate.

Council will be advised when traffic management measures are to be installed and their effectiveness after installation.

7. Authority and Related Policies

Legislated Requirements	Legislation
Ontario Municipal Act 2001	S.O 2001, c. 25 Section 28 Jurisdiction
By-law 2025-036	Regulate Speed Limits on Township Roads
Highway Traffic Act	R.S.O 1990,c.H.8 Section 128 Rate of Speed
Ontario Traffic Manual	Book 5 Regulatory Signs

Legislated Requirements	Legislation
Minimum Maintenance Standards	O.Reg. 239/02 Maintenance of roadside signage
Transportation Association of Canada	Canadian Guidelines for Establishing Posted Speed Limits
Transportation Association of Canada	Canadian Guide to Traffic Calming

8. Contact

For more information on this policy, contact:
 Director of Infrastructure Services
 2 Mille Roches Road
 Long Sault, ON K0C 1P0



APPENDIX A - Request for Traffic Calming Measures

Requestor Name:	Date:
Address:	
Phone:	Email:
Location or Street to be Reviewed:	
Specifically, Between Intersections of:	And:

<p>What type of speed management measures are you requesting?</p> <p>Reduced Speed Limit <input type="checkbox"/></p> <p>Traffic Calming Measures <input type="checkbox"/></p>
<p>Which areas relate to the nature of your concern:</p> <p><input type="checkbox"/> Residential area</p> <p><input type="checkbox"/> Recreational area</p> <p><input type="checkbox"/> School / Day Care zone</p> <p><input type="checkbox"/> Other _____</p>
<p>Please select any of the following traffic concerns related to traffic calming:</p> <p><input type="checkbox"/> High speed in neighbourhood</p> <p><input type="checkbox"/> High volume of automobile traffic</p> <p><input type="checkbox"/> Pedestrian safety</p> <p><input type="checkbox"/> Cut-through traffic</p> <p><input type="checkbox"/> Collision concerns</p>
<p>When does this concern typically occur?</p> <p><input type="checkbox"/> Morning rush hour</p> <p><input type="checkbox"/> Mid-day</p> <p><input type="checkbox"/> Evening rush hour</p> <p><input type="checkbox"/> Late evening</p> <p><input type="checkbox"/> Weekdays</p> <p><input type="checkbox"/> Weekends</p>
<p>Addition Comments:</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>

Township of South Stormont

P.O. Box 84, 2 Mille Roches Road

Long Sault ON K0C 1P0

Tel: 613-534-8889

Fax: 613-534-2280

Email: info@southstormont.ca



APPENDIX B – Traffic Calming Review

Reviewer Name:	Request Number:	
Date Received:	Date Completed:	
Location or Street to be Reviewed:		
Specifically, Between Intersections of:	And:	
Requestor Name:	Phone:	Email:

Previous Request in the last two years: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Road Environment: <input type="checkbox"/> Urban <input type="checkbox"/> Rural	AADT: _____
Road Characteristics: <input type="checkbox"/> Local <input type="checkbox"/> Collector <input type="checkbox"/> Arterial	
Current Speed Limit: _____ km/h	85 th Percentile Speed: _____ km/h
Mainly: <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial	
Pedestrian / Cycling Facilities: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Settlement Area (Official Plan): <input type="checkbox"/> Yes <input type="checkbox"/> No	
Built-up Area (HTA): <input type="checkbox"/> Yes <input type="checkbox"/> No	
School or Park Area: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Number of Collisions in Last 3 Years: _____	
Traffic Calming Measures Recommended: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Reason for Denying Request: _____ _____ _____ _____	
Requestor Notified of Decision: <input type="checkbox"/> Yes <input type="checkbox"/> No Date of Notification: _____	

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APPENDIX C - Request for Speed Limit Change

Reviewer Name:	Request Number:	
Date Received:	Date Completed:	
Location or Street to be Reviewed:		
Specifically, Between Intersections of:	And:	
Requestor Name:	Phone:	Email:

Road Environment:	<input type="checkbox"/> Urban	<input type="checkbox"/> Rural AADT: _____
Road Characteristics:	<input type="checkbox"/> Local <input type="checkbox"/> Collector	<input type="checkbox"/> Arterial
Current Speed Limit:	_____	85 th Percentile Speed: _____
Mainly:	<input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial	
Pedestrian / Cycling Facilities:	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Settlement Area (Official Plan):	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Built-up Area (HTA):	<input type="checkbox"/> Yes <input type="checkbox"/> No	
School or Park Area:	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Traffic Calming Attempted:	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Traffic Calming Successful:	<input type="checkbox"/> Yes <input type="checkbox"/> No	
TAC Speed Warrant Satisfied:	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Recommended Speed Limit:		
<input type="checkbox"/> 40km/h	<input type="checkbox"/> 50km/h	<input type="checkbox"/> 60km/h <input type="checkbox"/> 70km/h <input type="checkbox"/> 80km/h
Approved by Council	<input type="checkbox"/> Yes <input type="checkbox"/> No	Date: _____
Requestor Notified of Decision:		