



Council-In-Committee Meeting – September 09, 2025

Subject: Traffic By-Law Amendments – September 2025
Report Number: PW-25-003
Division: Public Works
Department: Engineering and Asset Management
Ward: Multiple Wards
Purpose: For Decision

Recommendation(s):

That Staff Report PW-25-003, Traffic By-Law Amendments – September 2025, be received as information; and

That Norfolk County Council amend the Consolidated Traffic Control By-law to implement an all-way stop condition at Harbour Street and St George Street in Port Dover; and

That Norfolk County Council amend the Consolidated Traffic Control By-law to implement an all-way stop condition at Harbour Street and St Andrew Street in Port Dover; and

That Norfolk County Council amend the Consolidated Traffic Control By-law to implement an all-way stop condition at Harbour Street and Main Street in Port Dover; and

That Norfolk County Council amend the Consolidated Traffic Control By-law to remove the eastbound stop sign at Brantford Road and Church Street in Delhi from the Consolidated Traffic Control By-law to reflect current control conditions; and

That Norfolk County Council amend the Consolidated Speed By-law to implement a 50km/h speed limit on Ireland Road between Lynn Valley Road to 800m north of St John's Road in Simcoe; and

That Norfolk County Council amend the Consolidated Speed By-law to implement a 50km/h speed limit on Mill Pond Road from Vittoria Road to the southern limit in Vittoria; and

Further that Norfolk County Council amend by-laws 2023-58 and 2024-68 to reflect the proper street name of the community safety zone on Norfolk Street North between Union Street and Hawthorne Ave.

Executive Summary:

The purpose of this report is to provide Council with details and technical considerations that support the forthcoming by-law amendments as it relates to traffic control, speed limits, and community safety zones.

The Ontario Highway Traffic Act (HTA) grants the Municipality the authority to pass by-laws to implement traffic control devices, establish community safety zones, and prescribe rates of speed.

Through housekeeping and operational activities, staff have identified a number of required amendments to existing traffic-related by-laws. The amendments are required to uphold the enforcement of regulatory signage, define right-of-way, and set appropriate speeds limits that are considerate of roadway characteristics.

It is recommended that Council implement the following changes in the corresponding by-laws.

The financial implications of the changes, such as the cost of new signage, are expected to be accommodated within the Approved 2025 Levy Operating Budget.

Discussions:

Staff Report PW-25-003, Traffic By-Law Amendments – September 2025 is prepared in response to identified housekeeping amendments, change in traffic control through road reconstruction, and reevaluation of technical warrants.

Traffic Control

The installation of stop signs on a municipal road is granted under Section 137 of the Ontario Highway Traffic Act. “the council of a municipality may by by-law provide for the erection of stop signs at intersections on highways under its jurisdiction,”

Harbour Street Intersections (Port Dover)

The new road design creates an enhanced pedestrian environment through various elements such as shorter crossing distances, marked crosswalks, and a change in vehicular paths of travel. With the expected increase in pedestrian volumes and change in road operation, it became apparent the need to clearly define the right-of-way and provide controlled pedestrian crossing locations.

Through the reconstruction project, the following intersections were converted to all-way stop control:

- St George Street at Harbour Street
- Main Street at Harbour Street
- St Andrew Street at Harbour Street

For the all-way stop conditions to be enforceable under the HTA, the accompanying by-law amendment must be exacted.

Brantford Road at Windham Rd 12/Church Street East (Delhi)

In 2024, report EIS-24-083 recommended converting the existing two (2)-way stop control intersection to an all-way stop. Prior to the installation of the additional signs and pavement markings, a secondary review was completed which consisted of applying the *Ontario Traffic Manual All-Way Stop Criteria*. Through the reassessment, it was determined that the intersection did not meet the required conditions to warrant an all-way stop and the additional signage and pavement markings were not installed. Further to that, it is anticipated that the implementation would increase total intersection delay and increase eastbound queuing on Church Street East, which would be undesirable.

The original review of the intersection was in response to an inquiry from the public. The existing traffic control at the intersection is stop controlled on the north and east approach, free-flow on the west approach, and the southbound right-turn channel is yield controlled. While unconventional, the intersection control is consistent with requirements and guidelines under the Highway Traffic Act and Ontario Traffic Manuals. The existing signage and pavement markings are appropriate for the control conditions.

It is recommended that the Traffic Control By-law be amended to remove the eastbound stop sign at Brantford Road at Windham Road 12 / Church Street East from the by-law.

Community Safety Zone

Norfolk Street North (Simcoe)

This is a housekeeping amendment to correct the by-law to reflect the street name as “Norfolk Street North” as it is currently written as “Norfolk Street South”.

For the community safety zone to be enforceable under the HTA, the forthcoming by-law amendment must be exacted.

Rate of Speed

The speed limit on a municipal road is covered by law, under Section 128, Subsection 2, of the Highway Traffic Act. “The council of a municipality may, for motor vehicles driven on a highway or portion of a highway under its jurisdiction, by by-law prescribe a rate of speed different from the rate set out in subsection (1) that is not greater than 100 kilometres per hour and may prescribe different rates of speed for different times of day.”

Ireland Road, Lynn Valley Road to 800m north of St John’s Road East and Mill Pond Rd, Vittoria Road to south end

In 2024, a review of rural cross-section roads with a default unposted speed limit of 80km/h, as set out in the HTA, was conducted with many locations having the speed limit reduced to 60km/h. In the context of the above-mentioned roadways, the posted speed limit of 60km/h is not appropriate for these locations given the concentration of horizontal and vertical curves, and the roadway attributes minimal formal shoulders/recovery areas, and limited road width.

For these reasons, it is recommended that the speed limit within the noted sections of road be reduced to 50km/h with signage installed.

Finance Comments:

The Approved 2025 Levy Operating Budget includes an allocation of \$83,600, plus staff time, related to signage which can be used to accommodate the costs of changes to signage discussed throughout this report.

Interdepartmental Implications:

Not applicable.

Consultation(s):

None.

Strategic Plan Linkage:

Building Norfolk - Develop the infrastructure and supports needed to ensure complete communities

Attachment(s):

- Speed Limit Reduction_ Mill Pond Road
- Speed Limit Reduction_ Ireland Road
- All Way Stop(s)_ Harbour Street
- DRAFT By-Law_ Rateof Speed
- DRAFT By-Law_ TrafficControl
- DRAFT By-Law_ CommunitySafetyZone
- DRAFT By-Law_ CommunitySafetyZone2

Approval:

Approved By:
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Reviewed By:
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Reviewed By:
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Prepared By:
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