



Working together with our community

Council-In-Committee Meeting – April 14, 2026

Subject: Traffic By-Law Amendments – April 2026
Report Number: PW-26-018
Division: Public Works
Department: Engineering and Asset Management
Ward: Multiple Wards
Purpose: For Decision

Recommendation(s):

That Staff Report PW-26-018, Traffic By-Law Amendments – April 2026, be received as information; and

That Council further amends the Rate of Speed By-Law to implement the proposed changes presented in the report; and

Further that, staff be directed to implement the required signage modifications.

Executive Summary:

The purpose of this report is to provide Council with the information and technical considerations supporting forthcoming by-law amendments for speed limits in school zones and rural speed reduction areas that were identified through reviewing road safety service requests and operational tasks.

Under the Ontario Highway Traffic Act the Municipality has the authority to pass by-laws prescribing rates of speed on local roads. The Ministry of Transportation, through the Ontario Traffic Manual series, provides guidance, best practices, and operational standards to ensure consistent design, planning, and operation of roadways across the province.

It is recommended that Council implement the proposed changes to the relevant by-laws to align these locations with standardized provincial practices.

Discussions:

While addressing road safety service requests and through ongoing operational activities, staff have identified a series of proposed speed limit amendments. The intent is to align the locations with established guidance and best practices.

Reduced Speed Areas: 40km/h School Zones

School speed limit zones are typically considered to extend approximately 150 m from the school property line providing motorists sufficient distance to reduce their speed. This distance is a commonly used planning guideline from the Ontario Traffic Manual series and also reflects the maximum extent referenced in the Highway Traffic Act for time-of-day reduced speed zones in school areas. Municipalities may extend the reduced speed zone beyond 150 m where appropriate for the site-specific conditions.

In Norfolk, this approach has not been applied consistently. In many cases, reduced speed zones begin and end at the school property limits, providing limited distance for motorists to reduce speed in advance of areas with higher volumes of students.

The proposed amendments extend existing reduced school zone speed limits to better align with this guidance and do not introduce new reductions.

Port Dover: Lakewood Elementary (See Attachment One – Map One)

Identified through the Lakewood Elementary School In-Service Road Safety Review. The proposal is consistent with the Consultant's recommendation.

Street	Existing Start	Existing End	Proposed Start	Proposed End
St George Street	40m south of Greenock Street	75m north of Alma Street	McNab Street West	Dover Avenue
Greenock Street West	Regent Street	St George Street	Richardson Drive	Main Street

Simcoe: Lynndale Heights Elementary (See Attachment One – Map Two)

Identified through the analysis of the In-Road Speed Sign program.

Street	Existing Start	Existing End	Proposed Start	Proposed End
Donly Drive South	Anderson Avenue / Yeager Avenue	25m south of Angle Street	Victoria Street	Mann Avenue
Rutherford Drive	Anderson Avenue	Jones Avenue	Anderson Avenue	Mann Avenue
Anderson Avenue / Yeager Avenue	Donly Drive South	Rutherford Drive	Angle Street	Mann Avenue

Simcoe: Sainte-Marie Catholic Elementary School (See Attachment One – Map Three)

Identified through a road safety service request. The existing southern limit of the reduced speed area is before the school crossing guard location at Union Street.

Street	Existing Start	Existing End	Proposed Start	Proposed End
Queen Street North	Union Street	Cedar Street / Maple Street	Marshal Lane	90m north of Cedar Street / Maple Street

Waterford: Waterford Public & Highschool (See Attachment One – Map Four)

Identified through the review and design of the Pedestrian Crossovers (PXOs) planned for 2026. The proposed extensions provide a consistent reduced speed zone beyond the crossing locations on Main Street and along East Church Street through an area with multiple community facilities.

Street	Existing Start	Existing End	Proposed Start	Proposed End
East Church Street	Duncombe Road	45m east of Albert Lane	Duncombe Road	Main Street South
Main Street South	60m south of Brown Street	Green Street	150m south of Brown Street	100m north of East Church Street

Rural Transitional Speed Limits

The Ontario Traffic Manual recommends that speed reductions occur in increments of no more than 20 km/h. In situations where the speed limit decreases from 80 km/h to 50 km/h, an intermediate transition zone of 60 km/h or 70 km/h should be introduced. This approach allows for a more gradual reduction in vehicle operating speeds prior to entering the lower speed limit area.

Port Rowan: Norfolk County Highway 59 (See Attachment One – Map Five)

Identified through a road safety service request with concerns of speeding and collisions at the intersection of Highway 59 and Lakeshore Road.

Speed Limit (km/h)	Existing		Proposed	
	North Limit	South Limit	North Limit	South Limit
80	Walsingham	200m north of Lakeshore / Front Road	Walsingham	Concession A
70	N/A	N/A	Concession A	200m north of Lakeshore / Front Road

50	200m north of Lakeshore / Front Road	Hastings Drive (Long Point)	200m north of Lakeshore / Front Road	Hastings Drive (Long Point)
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*Red indicates proposed change; black indicates no change

Langton: 12th Concession Road (See Attachment One – Map Six)

Identified through a road safety service request requesting a reduced speed limit on 12th Concession Road.

Speed Limit (km/h)	Existing		Proposed	
	West Limit	East Limit	West Limit	East Limit
80	150m east of Jenney Lane	Easterly limit	820m east of Jenney Lane	Easterly limit
60	N/A	N/A	180m east of Jenney Lane	820m east of Jenney Lane
50	George Street	150m east of Jenney Lane	George Street	180m east of Jenney Lane

*Red indicates proposed change; black indicates no change

Finance Comments:

The Adopted 2026 Levy Operating Budget includes an allocation of \$124,000 for the installation of signage within the roadside maintenance budget. It is anticipated the costs for implementing the signage changes associated with the change in speed limit zones can be accommodated within this budget.

Interdepartmental Implications:

Should Council approve the proposed traffic control changes set out within this report, a Work Order will be generated to cause the noted changes to be implemented through our Roads Operations Department.

Consultation(s):

Not applicable. The noted changes to traffic control measures as set out within this report will bring Norfolk’s traffic controls in alignment with the Ontario Traffic Manual and Highway Traffic Act; ensuring alignment with guidelines and providing consistency in roadway treatments for the benefit of road users.

Strategic Plan Linkage:

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

Attachment(s):

- Attachment One – Proposed Speed Limit Maps
- Attachment Two – DRAFT Rate of Speed By-Law Amendment

Approval:

Approved By:
Andrew Grice, GM Public Works

Reviewed By:
Darnell Lambert, Director Engineering and Asset Management

Prepared By:
Jack Ready, Project Manager - Transportation