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## **Council-In-Committee Meeting – April 14, 2026**

Subject: Stanley Street at Talbot Street (Simcoe) Traffic Control  
Report Number: PW-26-011  
Division: Public Works  
Department: Engineering and Asset Management  
Ward: Ward 5  
Purpose: For Decision

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### **Recommendation(s):**

That report PW-26-011 be received as information; and

That Norfolk County Council amend the Amended Consolidated Traffic Control By-law to implement an all-way stop condition on Stanley Street at Talbot Street in Simcoe.

### **Executive Summary:**

Engineering staff assessed the intersection of Stanley Street and Talbot Street in Simcoe following a community request in 2025. Traffic data was collected and then analyzed against the Ministry of Transportation all-way stop (AWS) warrant criteria.

The analysis found the intersection satisfies the warrant, supporting the installation of an AWS. Staff recommend converting the existing two-way stop control to an all-way stop.

If approved by Council, staff will amend the Traffic Control By-Law and coordinate the installation of signage and pavement markings.

### **Discussions:**

Staff report PW-26-011, Stanley Street at Talbot Street (Simcoe) Traffic Control is prepared in response to the all-way stop (AWS) assessment initiated in 2025.

### **Background**

Under existing conditions, the intersection operates as a two-way stop control, with Stanley Street functioning as the major street. The two (2) roads intersect at a right angle, with Stanley Street running east–west and Talbot Street running north–south. Under the Norfolk County Official Plan, both streets are classified as local roads. The intersection location is shown in Attachment One – Location Map.

In 2025, Engineering staff received a request from a community member to review the intersection of Stanley Street and Talbot Street for the implementation of an all-way stop (AWS). Traffic data was collected in fall 2025, followed by the analysis and warrant assessment.

### **All-Way Stop Warrant**

The review concluded that the technical requirements to justify an AWS have been met. See Attachment Two – All-Way Stop Warrant.

The warrant contains four (4) justifications. To warrant an AWS, Justifications One through Three must all be met, or Justification Four must be met.

Justification One – Total Intersection Volume:	<b>MET</b>
Justification Two – Minor Street Volume:	<b>MET</b>
Justification Three – Volume Split:	<b>MET</b>
Justification Four – Collision History:	<b>NOT MET</b>

### **Conclusion**

The intersection satisfies Justifications One (1) through Three (3) required to warrant an AWS. As such, staff recommend converting the existing two-way stop control to an all-way stop.

If adopted by Council, staff will prepare the necessary amendment to the Traffic Control By-Law and coordinate installation. It is anticipated that installation can be completed in the spring once weather conditions are favourable for the application of pavement markings and the installation of the required signage.

### **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 all-way stop 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 implement 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 to those 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 – Location Map
- Attachment Two – All-Way Stop Warrant
- Attachment Three – DRAFT All-Way Stop By-law Amendment

### **Approval:**

Approved By:  
Al Meneses, CAO

Reviewed By:  
Andrew Grice, GM Public Works

Review By:  
Darnell Lambert, Director Engineering and Asset Management

Prepared By:  
Jack Ready, Project Manager – Transportation Engineering