
HALDIMAND COUNTY

Report ECW-20-2019 Claymore Crescent, Caledonia - Speed Limit Reduction For Consideration by Council in Committee on November 19, 2019



OBJECTIVE:

To receive Council approval to implement a 30 km/h speed limit zone on Claymore Crescent from Dunrobin Drive to Highland Boulevard.

RECOMMENDATIONS:

1. THAT Report ECW-20-2019 Claymore Crescent, Caledonia - Speed Limit Reduction be received;
2. AND THAT the current Rate of Speed By-law be amended to create a 30 km/h speed limit zone on Claymore Crescent as follows:

Street	From	To	Speed Limit
Claymore Crescent	Dunrobin Drive	Highland Boulevard	30 km/h

3. AND THAT the Clerk be authorized to update the Rate of Speed By-law.

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager of Engineering & Capital Works

Approved: Craig Manley, MCIP, RPP, Chief Administrative Officer

EXECUTIVE SUMMARY:

The County's Speed Limit Policy states that for locations that have a low 85th percentile speed in relation to the posted speed, consideration will be given to lowering the posted speed limit.

Based on the rationale that the measured 85th percentile speed on Claymore Crescent is 36 km/h and the average speed is 27 km/h staff are recommending lowering the speed limit from 50 km/h to 30 km/h on Claymore Crescent as per the County's Speed Limit Policy.

BACKGROUND:

Concerns were raised by the local Councillor related to speeding on Claymore Crescent and in response vehicle speeds were recorded over a one week period in May 2019. The speed measurements indicated that vehicles were traveling well below the posted 50 km/h limit prompting a further review in accordance with the County's Speed Limit Policy.

As shown in Attachment 1 Claymore Crescent is a short 400 metre road connecting Dunrobin Drive to Highland Boulevard. Given its location Claymore Crescent does not tend to have through traffic and primarily serves the residents living on the street. The current speed limit on Claymore Crescent is the urban standard of 50 km/h.

ANALYSIS:

The County's 2007-02 Speed Limit Policy (see Attachment 2) provides the recommended speed limits for urban and rural cross sections based on the road classification. Based on its intended usage and traffic volumes, Claymore Crescent is classified as a local urban road and as shown in Table 1 of the policy the speed limit should be 50 km/h.

The policy also provides for the evaluation of criteria to determine if a posted speed limit other than those recommended in Table 1 should be considered and also states that for locations that have a low 85th percentile speed in relation to the posted speed, consideration will be given to lowering the posted speed limit. The 85th percentile speed is defined as the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions and is used as a standard to set the speed limit at a safe speed.

Using these criteria staff have evaluated the posted speed on Claymore Crescent as follows:

Constrained by physical characteristics.	No
Constrained by adjacent land uses and associated activities.	No
Required for heightened safety in sensitive areas such as school zones.	No
Required for safe operation temporarily in a construction zone.	No
Evidenced by a significantly higher than normal frequency or severity of accidents attributable to excessive speeds.	No
The recommended level in Table 1 (Haldimand Policy 2007-02) is shown to be higher than the inferred design speed.	Yes

Based on the rationale that the measured 85th percentile speed is 36 km/h and the average speed is 27 km/h posting a speed limit of 30 km/h is appropriate for Claymore Crescent from Highland Boulevard to Dunrobin Drive. It should also be noted that of the 921 vehicle speeds recorded only 7 were travelling over the current 50 km/h speed limit.

FINANCIAL/LEGAL IMPLICATIONS:

Roads Operations will be responsible for installing the required signage. The estimated cost is approximately \$500 and will be funded from the Road Operations regulatory/warning signage maintenance account.

STAKEHOLDER IMPACTS:

Not applicable.

REPORT IMPACTS:

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

ATTACHMENTS:

1. Map of Claymore Crescent.
2. Policy 2007-02 Speed Limit Policy