

---

# HALDIMAND COUNTY

## Report ENG-15-2023 Haldimand Road 50 and Rainham Road Speed Limit Reductions



For Consideration by Council in Committee on June 20, 2023

---

### OBJECTIVE:

To recommend the creation of 60 km/h speed limit zones through the built up area at the intersection of Haldimand Road 50 and Rainham Road.

### RECOMMENDATIONS:

1. THAT Report ENG-15-2023 Haldimand Road 50 and Rainham Road Speed Limit Reductions be received;
2. AND THAT the Rate of Speed By-law be amended to create 60 km/h speed limit zones on Haldimand Road 50 and Rainham Road as outlined in this report.

**Prepared by:** Judy Brown, Transportation Engineering Technologist

**Reviewed by:** Kristopher R. Franklin, Manager, Engineering Services

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

**Approved:** Cathy Case, Interim Chief Administrative Officer

### EXECUTIVE SUMMARY:

The Rainham Road corridor is the predominant west to east transportation corridor for the southern portion of the County. This corridor runs from Nanticoke to Dunnville and passes through the hamlets of Selkirk, Rainham Centre, Sweets Corners, South Cayuga and Byng.

The intersection of Haldimand Road 50 and Rainham Road is not a hamlet designated under the Haldimand County Official Plan, however the intersection area is built out from the intersection with residences and businesses including the South Haldimand Fire Station.

The current speed limit through the area is 80 km/h along both Rainham Road (east/west) and Haldimand Road 50 (north/south). The current posted speeds are not consistent with other built out intersections along the Rainham Road corridor and staff are recommending applying the urban speed limits outlined in the Speed Limit Policy to this location.

This application of the Speed Limit Policy would reduce the posted speed to 60 km/h through the built out area in each direction of the intersection of Haldimand Road 50 and Rainham Road which is constant with the built out areas in the hamlets of Rainham Centre, Sweets Corners and South Cayuga while the hamlets of Selkirk and Byng are further reduced to 50 km/h.

## **BACKGROUND:**

Based on concerns from residents received through the Mayor and local Councillor, staff have reviewed the intersection of Haldimand Road 50 and Rainham Road to determine the suitability of a reduced speed zone through the built up area of the intersection.

The Rainham Road corridor is the predominant west to east transportation corridor for the southern portion of the County. This corridor runs from Nanticoke to Dunnville and passes through the hamlets of Selkirk, Rainham Centre, Sweets Corners, South Cayuga and Byng.

In the past, the County has lowered the speed limit to 50 km/h to 60 km/h within the hamlets along the Rainham Road corridor.

It should be noted that the built up area at the intersection of Haldimand Road 50 and Rainham Road is not a hamlet designated under the Haldimand County Official Plan, however it does have similar development patterns.

## **ANALYSIS:**

The County's Speed Limit Policy No. 2007-02 (see References) provides recommended speed limits for urban and rural road sections based on the road classification.

### **Haldimand Road 50**

Based on its intended usage and traffic volumes, Haldimand Road 50 near the intersection with Rainham Road is classified as a minor arterial road. As shown in Table 1 of the policy, the urban section speed limit should be 50-60 km/h and the rural section speed limit should be 70-80 km/h.

Haldimand Road 50 is currently posted at 80 km/h through the built up area at the intersection with Rainham Road. The built up area includes a number of relatively close residential lots, businesses and the South Haldimand Fire Station. At the intersection, Rainham Road is a through road and Haldimand Road 50 has a stop sign at Rainham Road.

Based on the recommended speed limit in the Speed Limit Policy, creating a 60 km/h speed limit zone from 220 metres north of Rainham Road to 150 metres south of Rainham Road is appropriate and would also be a consistent treatment with other intersecting roads through built up areas or nodes along the Rainham Road corridor.

### **Rainham Road**

Based on its intended usage and traffic volumes, Rainham Road near the intersection with Haldimand Road 50 is classified as a minor arterial road. As shown in Table 1 of the policy, the urban section speed limit should be 50-60 km/h and the rural section speed limit should be 70-80 km/h.

Rainham Road is currently posted at 80 km/h through the built up area at the intersection with Haldimand Road 50. The built up area includes a number of relatively close residential lots and businesses. At the intersection, Rainham Road is a through road and Haldimand Road 50 has a stop sign at Rainham Road.

Based on the recommended speed limit in the Speed Limit Policy, creating a 60 km/h speed limit zone from 200 metres west of Haldimand Road 50 to 220 metres east of Haldimand Road 50 is appropriate and would also be a consistent treatment with other built up areas or nodes along the Rainham Road corridor.

To create the reduced speed zones the following changes to the Haldimand County Rate of Speed By-law 2356/22 are required.

**Rate of Speed By-law 2356/22 Schedule “A” to delete**

Street	From	To	Speed Limit
Rainham Road	475 metres west of South Cayuga Road	370 metres east of Sweets Corner Road	80km/h
Haldimand Road 50	Lakeshore Road	Haldimand Road 20	80km/h

**Rate of Speed By-law 2356/22 Schedule “A” to add**

Street	From	To	Speed Limit
Rainham Road	200 metres west of Haldimand Road 50	220 metres east of Haldimand Road 50	60 km/h
Rainham Road	370 metres east of Sweets Corners Road	200 meters west of Haldimand Road 50	80 km/h
Rainham Road	220 metres east of Haldimand Road 50	475 metres west of South Cayuga Road	80 km/h
Haldimand Road 50	150 metres south of Rainham Road	220 metres north of Rainham Road	60 km/h
Haldimand Road 50	Lakeshore Road	150 metres south of Rainham Road	80 km/h
Haldimand Road 50	220 metres north of Rainham Road	Haldimand Road 20	80 km/h

**FINANCIAL/LEGAL IMPLICATIONS:**

Roads Operations will be responsible for installing the required signage. The estimated cost is approximately \$5,000 and will be funded from the Roads Operations regulatory/warning signing operating budget.

**STAKEHOLDER IMPACTS:**

Not applicable.

**REPORT IMPACTS:**

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

## REFERENCES:

1. [Speed Limit Policy 2007-02](#)

## ATTACHMENTS:

1. Map of proposed 60 km/h speed limit zones.