

# TOWN TO LOWER NEIGHBOURHOOD SPEED LIMITS

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The Town of Halton Hills will begin lowering neighbourhood speed limits to 40 km/h over the next several years.

The town has adopted a policy to review neighbourhoods following a pilot project, which saw speed limits in five areas lowered from 50 km/h to 40 km/h. The five neighbourhoods—three in Georgetown and two in Acton—were in areas around schools and parks where there is more pedestrian traffic.

"We'll have a good understanding of a certain number of neighbourhoods between now and the end of the year," said Roumen Kotev, traffic coordinator for the town. "We'll have a mapped out version of where we should

**"I think this is a big move forward for us."**

**- Coun. Jane Fogal**

start this in 2023."

Councillor Jane Fogal, who requested the pilot project, said speeding is among the most common concerns that residents raise with councillors.

"I think this is a big move forward for us, that having some consistency across the whole municipality will help the drivers in their expectations of how fast they can go," Fogal said.

The neighbourhoods studied in the pilot project were the areas around Cobblehill Road and Tanners Drive in Acton and

Barber Drive, Belmont Boulevard and Delrex Boulevard, between Edward Street and Rexway Drive, in Georgetown.

The town collected data on average speed both before and after the implementation of a 40 km/h limit. Though average speeds were reduced, Fogal hoped the 40 km/h zones would have had more impact.

"I was disappointed that some of those interventions didn't reduce speed more than they did," she said. "I was hoping for (a decrease of) 10 km/h and we're saying it's three (km/h)."

Maureen Van Ravens, director of transportation, said while signs alone were not effective in some neighbourhoods, they were in neighbourhoods where there was no passing-through traffic.

"In some areas, there are no speeding issues," she said. "When you put signs in at 40 km/h, people respect it, more on the local roads."

The policy also allows the town to add additional traffic calming measures, such as speed humps or flexible bollards, if the

posted 40 km/h signs are not effective enough in reducing speeds. On Delrex, a pre-existing 40 km/h zone, the town installed flexible bollards and saw a reduction of seven km/h in the average speed.

Bill Andrews, commissioner of transportation and public works, said the

pilot project "did provide valuable information for us to build on traffic calming protocols and programs going forward."

"In addition to the 40 km/h zones, we'll look at all the measures that could work and target the areas that would have the most beneficial impact."

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