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Halifax Regional Council  
December 14, 2004

**TO:** Mayor Kelly and Members of Halifax Regional Council

**SUBMITTED BY:**   
Ken Reashor, P.Eng., Traffic Authority

**DATE:** November 30, 2004

**SUBJECT:** Residents of Parkhill Road - Installation of Speed Hump Petition

**INFORMATION REPORT**

**ORIGIN**

September 28, 2004 meeting of Halifax Regional Council (item 9.2.2) request for a staff report on a petition for a speed hump be included as part of resurfacing Parkhill Road between Kirk Drive and the end of Parkhill Road.

**BACKGROUND**

Speed humps are installed on HRM roads only under the provisions of the Neighbourhood Short-Cutting Policy. The policy requires an actual problem be demonstrated before HRM will initiate a short-cutting study. This report will discuss how a problem can be demonstrated and whether or not Parkhill Road meets the test.

## DISCUSSION

The HRM Neighbourhood Short-Cutting Policy requires that before a short-cutting study is initiated an actual problem has to be demonstrated. The Policy does not contain absolute limits that must be met, but does have a general guideline that local residential streets should ideally have no more than 3000 vehicles per day in traffic volume. There is no particular speed requirement in the Policy, but speeds in the range of 55 to 60 kph are not uncommon on many local residential streets notwithstanding the standard speed limit of 50 kph.

Parkhill Road is one of two connections to Sir Sanford Fleming Park. The other connection, Dingle Road, is busier, but because there has been a connection to the park for many years, Parkhill Road is not quite a local residential street.

A traffic count and speed survey was done between Monday, November 15 and Friday, November 19, 2004 near 18 Parkhill Road. (18 Parkhill Road is not in the area covered by the petition but was chosen because it is likely that speeds would be higher at this location, and volumes marginally higher.) The results showed an average daily traffic volume of only 560 vehicles, much less than 3000 vehicles per day. The average speed was only 37 kph, with an 85th percentile of only 47 kph.

While staff recognizes that traffic volumes are likely to be higher when the park is in more full use, it is not likely that volumes and speeds on Parkhill Road ever approach the ranges that are held to be problematic. Therefore, HRM staff does not intend to initiate a Neighbourhood Short-Cutting Study.

## BUDGET IMPLICATIONS

There are no budget implications.

## FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

## ALTERNATIVES

There are no recommended alternatives.

Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by:

  
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Dec 1, 2004