



## Committee of the Whole Report

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**Report Number:** ENG2022-024  
**Meeting Date:** June 7, 2022  
**Title:** Request for Speed Reduction – KL Road 45 (Monck Rd)  
**Description:** Request for Speed Reduction  
**Author and Title:** Joseph Kelly, Senior Engineering Technician

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### Recommendation(s):

Report ENG2022-024 **Request for Speed Reduction – KL Road 45 (Monck Rd)** be received;

**That** the speed limit of KL Road 45 (Monck Road) from Kirkfield Road to a point 600m east of Young Street be posted at 60 km/hr;

**That** the necessary By-law for the above recommendations be forwarded to Council for adoption;

**That** the Mayor and Clerk be authorized to execute any documents and agreements required by the approval of this decision; and

**That** these recommendations be brought forward to Council for consideration at the next Regular Council Meeting.

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

## **Background:**

On April 13, 2022 staff received a petition from the public requesting that the speed limit of Monck Road (KL Road 45) between Kirkfield Road and Hills Road be reduced.

This report addresses that petition.

## **Rural Arterial Roads**

CKL rural, arterial roads typically have a road side environment and design to support an 80 km/hr speed. However, speed reductions are appropriate to communicate to drivers that the roadside environment or road use has changed. This is especially true for built-up areas.

## **Rationale:**

CKL Engineering follows The Transportation Association of Canada's (TAC) "Guidelines for Establishing Posted Speed Limits" as part of our formal speed reduction warrant process. Staff will also use the Highway Traffic Act to determine if an area is a "built-up area" and apply speed limits appropriately.

A 1000m stretch of Monck Road along Young Lake is considered a built-up area and therefore a speed reduction is warranted. TAC Guidelines recommend a speed limit of 60 km/hr. A key map can be seen in Appendix A.

Due to collisions coalescing at the curve south of the built-up area it would be prudent to extend the 60 km/hr zone to join the current 60 km/hr zone at Sebright.

The remainder of the request for a speed reduction to Hills Road is less justified due to it not being built-up.

**As a result of the justification review carried out by staff, it is recommended that the speed limit of KL Road 45 (Monck Road) from Kirkfield Road to a point 600m east of Young Street be posted at 60 km/hr.**

## **Other Alternatives Considered:**

Council could choose to reduce the speed limit from Kirkfield Road to Hills Road as originally requested by the petition. There is a 600m stretch from the above recommended extent to Hills Road that have four entrances to dwellings. The spacing of which gives the appearance that this 600m is primarily open space. Reducing the limit here could negatively affect the compliance rate for the built-up area, increasing conflict potential.

## **Alignment to Strategic Priorities**

Providing life safety and protection, is a priority objective of the City under the Council Adopted Strategic Plan Goal of An Exceptional Quality of Life.

## **Financial/Operation Impacts:**

Rural 60 km/hr zones require signs every 600m. This would require approximately ten new sign installations at a cost of approximately \$3500 through the Public Works operational budget.

## **Consultations:**

## **Attachments:**

Appendix A – Key Map



Adobe Acrobat  
Document

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**Department Head:** Juan Rojas, Director of Engineering & Corporate Assets

**Department File:** Engineering