

Speed Management Program

In 2022, the County approved the Road Master Action Plan (RMAP). The plan includes new processes for evaluating and responding to speeding issues on County roads.

How does Wellington set speed limits?

County of Wellington staff use the Transportation Association of Canada (TAC)'s guide to establishing posted speed limits. It is the industry standard for setting speed limits across the country. The guide considers things like the physical characteristics of the road (how wide it is, whether there are hills or curves, etc.) and the road's purpose (is it a major thoroughfare connecting communities or a low-traffic street providing access to a few residences).



How does Wellington define speeding?

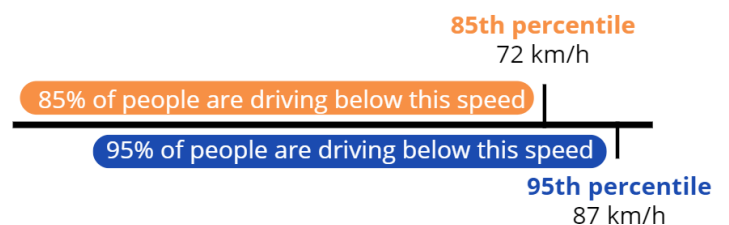
Speeds vary from one vehicle to the next on a given road; the same vehicle also changes speed from one minute to the next when driving. Given this, one vehicle traveling slightly over the posted speed limit is not usually viewed as a problem.

So how does Wellington define speeding? Wellington has identified two types of speeding problems:

- Many vehicles are generally traveling too fast; and
- A small number of vehicles are traveling way too fast

Each problem is measured slightly differently. To identify the first problem (many vehicles are traveling too fast) Wellington is going to measure the 85th percentile speed. To identify the second problem, Wellington is going to measure the 95th percentile speed.

What do we mean by 85th percentile and 95th percentile speed? This concept is illustrated below:



The County measures the 85th percentile speed and 95th percentile speed on the street against the posted speed limit. If the 85th percentile is 15 km/h or more over the speed limit OR the 95th percentile is 25 km/h or more over the speed limit, the County will consider there to be a speed issue on the road.



Reducing speeding is an important way that road safety can be improved in the County.

The Speed Management Process

As part of the Road Master Action Plan, **Speed Management Guidelines** were created to respond to speeding concerns on County of Wellington roads. This page describes the Speed Management process from initial request to implementation, and what kind of situation would lead to the County making a Speed Management Plan for a specific road. If you would like a more detailed explanation of the Speed Management process, please refer to the [Speed Management Guidelines](#) report.

Not all roads are managed by the County; local roads are managed by the local municipality. You can find a map that shows County roads [here](#). The information on this page refers only to speed management on County roads. If you are concerned about speeding on a street or road maintained by a local municipality, please contact that municipality directly.

Step 1: Submit Request

If a resident or Councillor is concerned about speeding on a County of Wellington road, they can submit a request through the County website [here](#).

A street will only be evaluated for Speed Management if it has not been previously studied in the last three (3) years. Alternatively, if it has been studied within the last three (3) years, it may still be evaluated if there is evidence that the context of the street has changed significantly during that time (i.e. major new development, change in the number of roadway lanes, or significant increase in traffic).

Step 2: Review Warrants

There are certain requirements or *warrants* a street must meet in order to qualify for a Speed Management Plan. They have to do with the number and operating speed of cars on the road.

85th percentile:
The speed below which 85% of drivers are driving

95th percentile:
The speed below which 95% of drivers are driving

The County measures the **85th percentile** speed and **95th percentile speed** on the street against the posted speed limit. If the 85th percentile is 15km/h or more over the speed limit **OR** the 95th percentile is 25 km/h or more over the speed limit, the road meets the speeding warrant and a Speed Management Plan will be developed.

Step 3: Develop Speed Management Plan

Once a problem has been identified in Step 2, staff will consider the options available to best deal with the root cause of speeding. This can include things like changing the posted speed limit or introducing an education or enforcement campaign to encourage drivers to drive within the speed limit. Other options include physical changes to the street like adding a pedestrian crossover or adding a sidewalk to or bicycle lane to allow for safe active travel.

It is important to note that **changing the speed limit alone is not effective in changing speeding behavior**. People tend to drive at a speed that feels comfortable to them, which is influenced by the design of the road. Any recommended changes should work together to promote driving at a speed that is safe for that specific road.

Once a solution has been identified, staff will bring the proposed Speed Management Plan to the community for feedback. Residents of the area will receive a mailed notification and further information will be available on the County website. Residents are encouraged to submit their thoughts on the proposed solution to the County to be taken into consideration.

Step 4: Approval

Depending on how complicated the recommendations in the Speed Management Plan are, the finalized Plan may be approved at a staff level or by Committee/Council. Low-cost improvements like pavement markings, signage, and speed display boards may be able to be implemented at a Speed Management Team and/or Roads staff level.

More significant recommendations such as changing speed limits or changing the design of the roadway would require Committee/Council approval.

Step 5: Implementation

The implementation of a Speed Management Plan will be dependent on available budget and work scheduling

