

Traffic Calming (Speed Humps) - Kentroyal Drive and Inchcliffe Crescent

Date: June 18, 2026

To: Etobicoke York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 1- Etobicoke North

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Transportation Services is recommending the installation of speed humps on:

- Kentroyal Drive, between Dixon Road and Inchcliffe Crescent
- Inchcliffe Crescent, between Dixon Road and Riverview Heights

Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Kentroyal Drive and Inchcliffe Crescent.

RECOMMENDATIONS

The Director, Enforcement and Street Management, Transportation Services recommends that:

1. Etobicoke York Community Council authorize the installation of traffic calming (3 speed humps) on Kentroyal Drive, between Dixon Road and Inchcliffe Crescent, generally as shown in Attachment 3, Drawing No. #TC-721, dated May 2026 from the Director, Enforcement and Street Management, Transportation Services.
2. Etobicoke York Community Council authorize the installation of traffic calming (4 speed humps) on Inchcliffe Crescent, between Dixon Road and Riverview Heights, generally, as shown in Attachment 4, Drawing No. TC-688, dated April 2026 from the Director, Enforcement and Street Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing 7 speed humps on Kentroyal Drive and Inchcliffe Crescent is \$ 28,000. Funding is available for these capital projects categorized as Health & Safety, in the approved 2026-2035 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Kentroyal Drive and Inchcliffe Crescent. The residents are concerned that motorists travel at a high rate of speed on these streets.

Existing Conditions

Kentroyal Drive and Inchcliffe Crescent are characterized by the following conditions:

- They are two-lane, north-south, east-west local roadways.
- They operate two-way traffic on pavement widths of approximately 8.5 metres.
- The daily two-way traffic volumes range from approximately 234 to 437 vehicles.
- The speed limit is 30 km/h.
- Heavy trucks are prohibited at all times.
- There is no Toronto Transit Commission (TTC) service provided.
- There are no sidewalks located on Kentroyal Drive and Inchcliffe Crescent.
- The land use in the area consists of detached residential.

A map of the area and proposed locations of the speed humps is included in Attachments 3 - 4.

Study Results

As part of the assessment of the warrant criteria, vehicle speed and volume studies were conducted on Kentroyal Drive and Inchcliffe Crescent in October 2025. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by City Council. The results of the studies are summarized in Table 1.

Table 1: Kentroyal Drive and Inchcliffe Crescent Speed and Volume Study Results

Roadway	From	To	Daily Traffic Volume	85th Percentile Speed		95th Percentile Speed	
				Results	Warrant Requirements	Results	Warrant Requirements
Kentroyal Drive	Dixon Road	Inchcliffe Crescent	234	41 km/h	38 km/h	47 km/h	45 km/h
Inchcliffe Crescent	Dixon Road	Riverview Heights	406	38 km/h	38 km/h	40 km/h	45 km/h

Based on the study results, Kentroyal Drive and Inchcliffe Crescent has satisfied the warrant criteria for the 85th on both streets and the 95th percentile speed on Kentroyal Drive. Additionally, block length where speed humps are recommended are over the minimum 120 metres length requirements.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied for both Kentroyal Drive and Inchcliffe Crescent. Therefore, staff recommend the installation of speed humps on these streets.

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or person cycling
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- Expected presence of vulnerable road users (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. The Prioritization Score for Kentroyal Drive and Inchcliffe Crescent range between 18 and 34 ranking points out of a possible 100.

Table 2: Kentroyal Drive and Inchcliffe Crescent Prioritization Scores

Roadway	From	To	Prioritization Score
Kentroyal Drive	Dixon Road	Inchcliffe Crescent	34
Inchcliffe Crescent	Dixon Road	Riverview Heights	18

No alterations to parking regulations will be required, nor will the number of parking spaces be affected by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

Consultation with Emergency Services

Consultation with emergency services (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Emergency services were advised of this proposal.

Toronto Paramedic Services responded on April 14, 2026, and have advised they are not opposed to the installation of speed humps. However, it may negatively impact their service delivery. A copy of their full response is included in Attachment 3.

Comments have not been received back at the time of writing this report from Toronto Police Service and Toronto Fire Services. Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

The Ward Councillor has been advised of the recommendations in this report.

CONTACT

Shawn Dillon, Manager Traffic Operations (Area 2), Transportation Services
416-394-8409, Shawn.Dillon@toronto.ca

SIGNATURE

Mike Barnet., P. Eng.
Director, Enforcement and Street Management, Transportation Services

ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Kentroyal Drive
Attachment 2: Traffic Calming Warrant - Inchcliffe Crescent

Attachment 3: Speed Hump Locations Plan -Kentroyal Drive

Attachment 4: Speed Hump Locations Plan - Inchcliffe Crescent

Attachment 5: Letters from Toronto Paramedic Services, dated April 14, 2026.

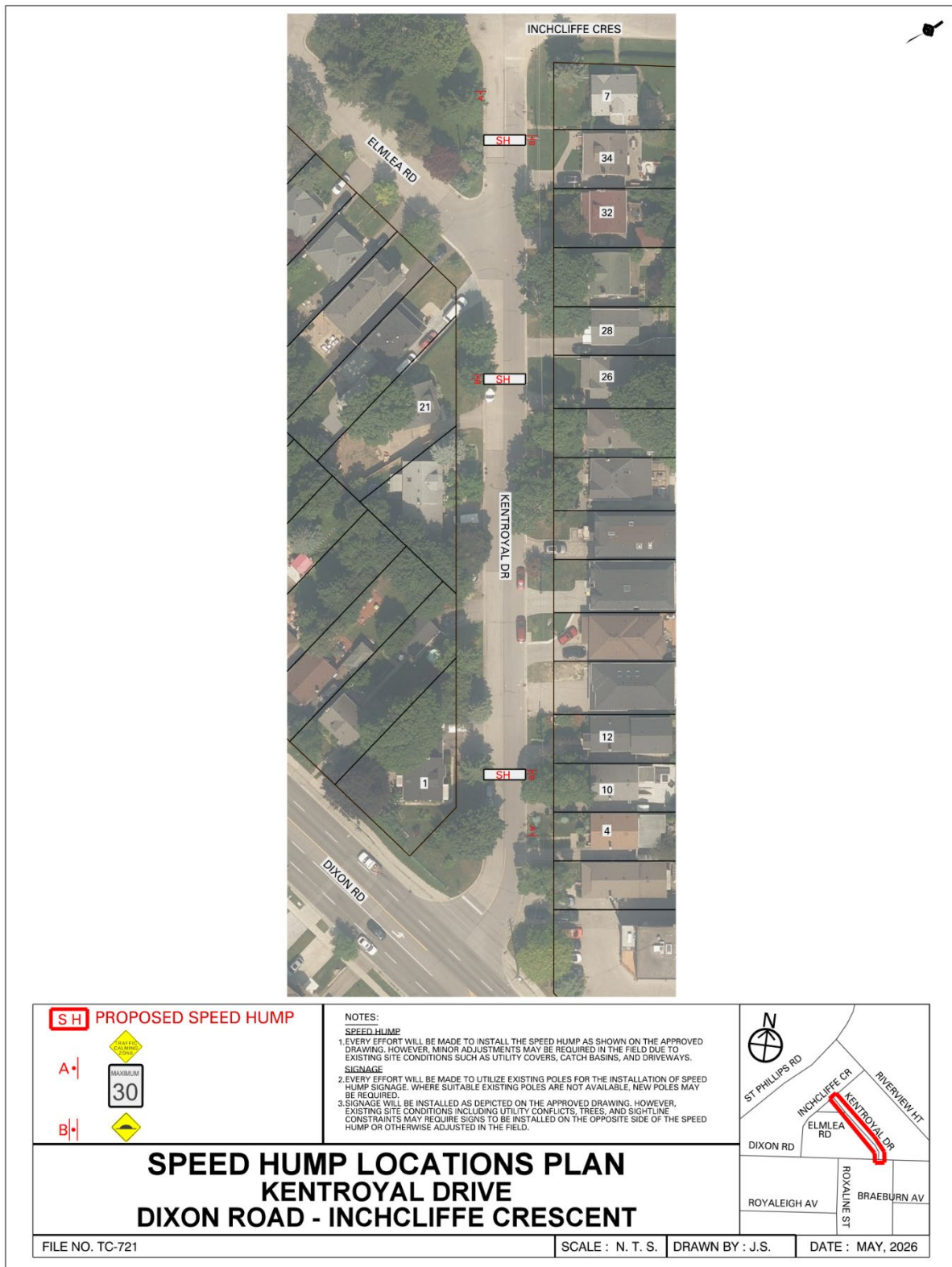
Attachment 1: Traffic Calming Warrant - Kentroyal Drive

Criteria		Requirement	Warrant Satisfied?
Community Support		A direct request from the Ward Councillor OR identified by Transportation Services in consultation with the Ward Councillor	Yes
Eligibility Criteria	Road Classification	Classified as a local or collector roadway, according to the Toronto Road Classification System	Yes
	Sidewalks	Presence of a sidewalk on at least one side of a local roadway and both sides of a collector roadway is preferred but not required	No (no sidewalks on either side)
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes (234 veh/day)
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	N/A
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes (187 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (11 km/h Over)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (17 km/h Over)

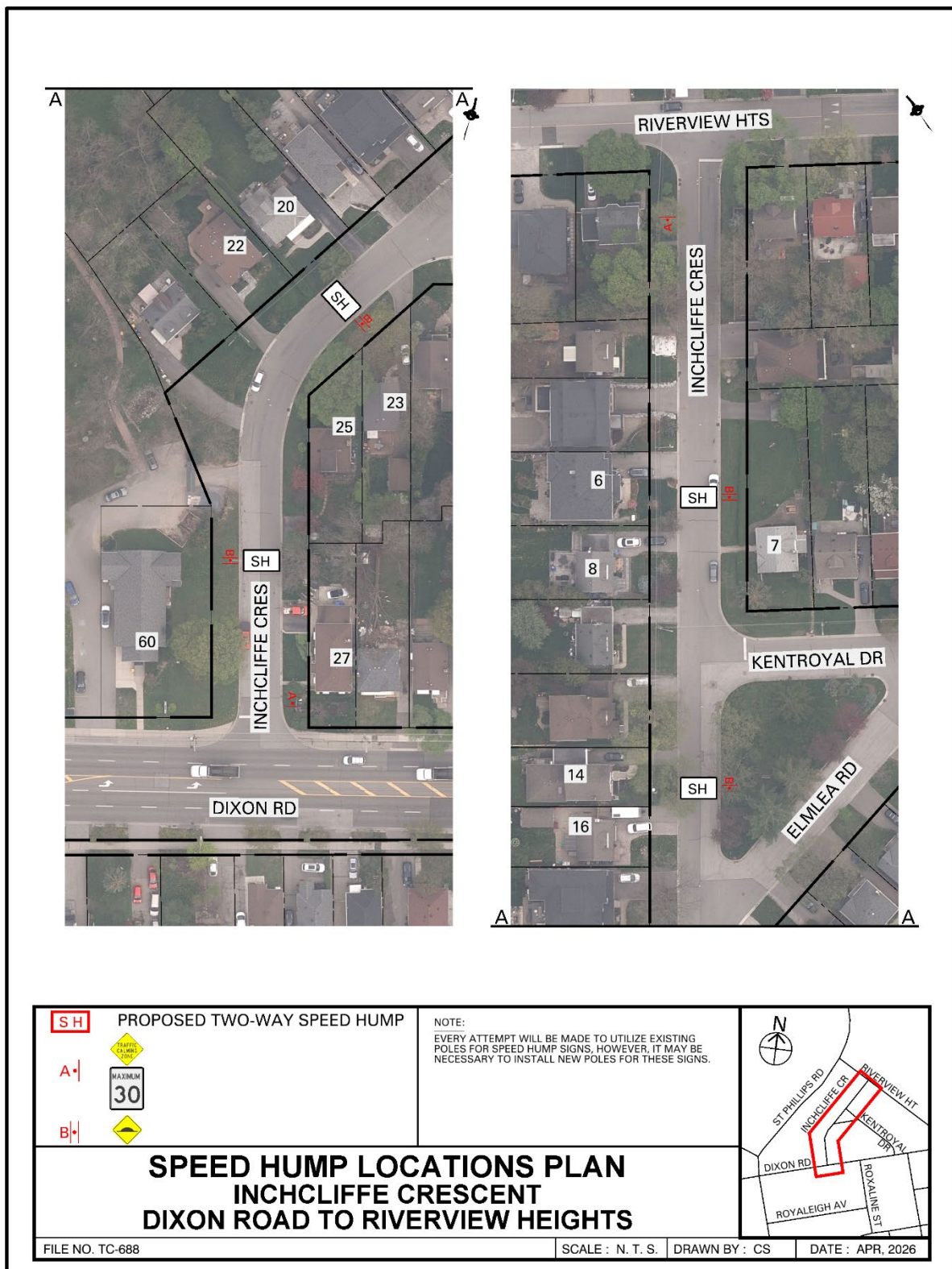
Attachment 2: Traffic Calming Warrant - Inchcliffe Crescent

Criteria		Requirement	Warrant Satisfied?
Community Support		A direct request from the Ward Councillor OR identified by Transportation Services in consultation with the Ward Councillor	Yes
Eligibility Criteria	Road Classification	Classified as a local or collector roadway, according to the Toronto Road Classification System	Yes
	Sidewalks	Presence of a sidewalk on at least one side of a local roadway and both sides of a collector roadway is preferred but not required	No (no sidewalk on either side)
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes (437 veh/day)
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	N/A
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes (281 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (8 km/h Over)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (10 km/h Over)

Attachment 3: Speed Humps Locations Plan - Kentroyal Drive



Attachment 4: Speed Humps Locations Plan - Inchcliffe Crescent



Attachment 5: Letter from Toronto Paramedic Services, dated April 14, 2026

From: EMS Planning <emsplanning@toronto.ca>
Sent: April 14, 2026, 9:28 AM
To: Tariq Khan (Transportation) <Tariq.Khan@toronto.ca>
Cc: EMS Planning <emsplanning@toronto.ca>
Subject: RE: Traffic Calming on Kentroyal Drive and Inchcliffe Crescent

Hi Tariq,

We have received and reviewed the proposal for installation of speed humps on Kentroyal Drive and Inchcliffe Crescent, with the following comments:

The installation of speed humps on Kentroyal Drive and Inchcliffe Crescent, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Kentroyal Drive and Inchcliffe Crescent, serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.

