



## REPORT FOR ACTION

### Traffic Calming (Speed Humps) - Botany Hill Road

**Date:** December 18, 2025

**To:** Scarborough Community Council

**From:** Director, Enforcement and Street Management, Transportation Services

**Wards:** Ward 24, Scarborough-Guildwood

#### **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 Botany Hill Road, between Orton Park Road (south intersection) and Orton Park Road (north intersection)/Slan Avenue. Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Botany Hill Road.

#### **RECOMMENDATIONS**

---

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

1. Scarborough Community Council authorize the installation of traffic calming (15 speed humps) on Botany Hill Road, between Orton Park Road (south intersection) and Orton Park Road (north intersection), generally as shown in Attachments 3, 4 and 5, Drawing Nos. TC-601, TC-601-1, and TC-601-2, dated October 2025 from the Director, Enforcement and Street Management, Transportation Services.

#### **FINANCIAL IMPACT**

---

The estimated cost for installing 15 speed humps on Botany Hill Road is \$60,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Interim Capital Budget.

## **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 Botany Hill Road, between Orton Park Road (south intersection) and Orton Park Road (north intersection)/Slan Avenue. The residents are concerned that motorists travel at a high rate of speed on Botany Hill Road.

### **Existing Conditions**

Botany Hill Road is characterized by the following conditions:

- It is a two-lane local roadway
- It runs north-south and east-west, with curves located mid-block
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume varies from approximately 400 to 1,100 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 sidewalks located on both sides of the street

The land use consists of single-family residential dwellings as well as Botany Hill Park and George B. Little Public School. This subject section of Botany Hill Road is not within a designated Community Safety Zone.

### **Study Results**

As part of the assessment of the warrant criteria, two vehicle speed and volume studies were conducted on Botany Hill Road from October 8 to 10, 2024. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by the City Council. The study results on Botany Hill Road are summarized in Table 1.

Table 1: Botany Hill Road Speed and Volume Study Results

Road section	Daily Traffic Volume	85th percentile speed criteria		95th percentile speed criteria	
		Results	Warrant Requirement	Results	Warrant Requirement
Between Orton Park Road (south intersection) and Plover Road	1,100	45 km/h	38 km/h	49 km/h	45 km/h
Between Plover Road and Orton Park Road (north intersection)/Slan Avenue	400	43 km/h	38 km/h	47 km/h	45 km/h

Based on the study results, both sections of Botany Hill Road, between Orton Park Road (south intersection) and Orton Park Road (north intersection)/Slan Avenue, have satisfied the warrant criteria for the 85th percentile and 95th percentile speeds. Additionally, all blocks are over the minimum 120 metre length requirement.

The overall investigation concluded that the eligibility and warrant criteria outlined in the Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Botany Hill Road.

## 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 cyclist
- 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. Botany Hill Road, between Orton Park Road (south intersection) and Orton Park Road (north intersection)/Slan Avenue, scored 46 ranking points out of a possible 100.

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 and advised of potential delays in emergency responses but expressed support for initiatives that enhance community safety. A copy of their full response is included in Attachment 6. Toronto Police Service and Toronto Fire Services have not provided comments back at the time of writing this report. Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

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

## **CONTACT**

---

Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services  
416-396-3226, [Dan.Clement@toronto.ca](mailto:Dan.Clement@toronto.ca)

## **SIGNATURE**

---

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

## **ATTACHMENTS**

---

Attachment 1: Traffic Calming Warrant - Botany Hill Road, between Orton Park Road (south intersection) and Plover Road

Attachment 2: Traffic Calming Warrant - Botany Hill Road, between Plover Road and Orton Park Road (north intersection)/Slan Avenue

Attachment 3: Speed Hump Locations Plan - Botany Hill Road - Orton Park Road (south intersection) - Orton Park Road/Slan Avenue (Matchline, see drawing TC-601-1)

Attachment 4: Speed Hump Locations Plan - Botany Hill Road - Orton Park Road (south intersection) - Orton Park Road/Slan Avenue (Matchline, see drawing TC-601-2)

Attachment 5: Speed Hump Locations Plan - Botany Hill Road - Orton Park Road (south intersection) - Orton Park Road/Slan Avenue

Attachment 6: Letter from Toronto Paramedic Services, October 16, 2025

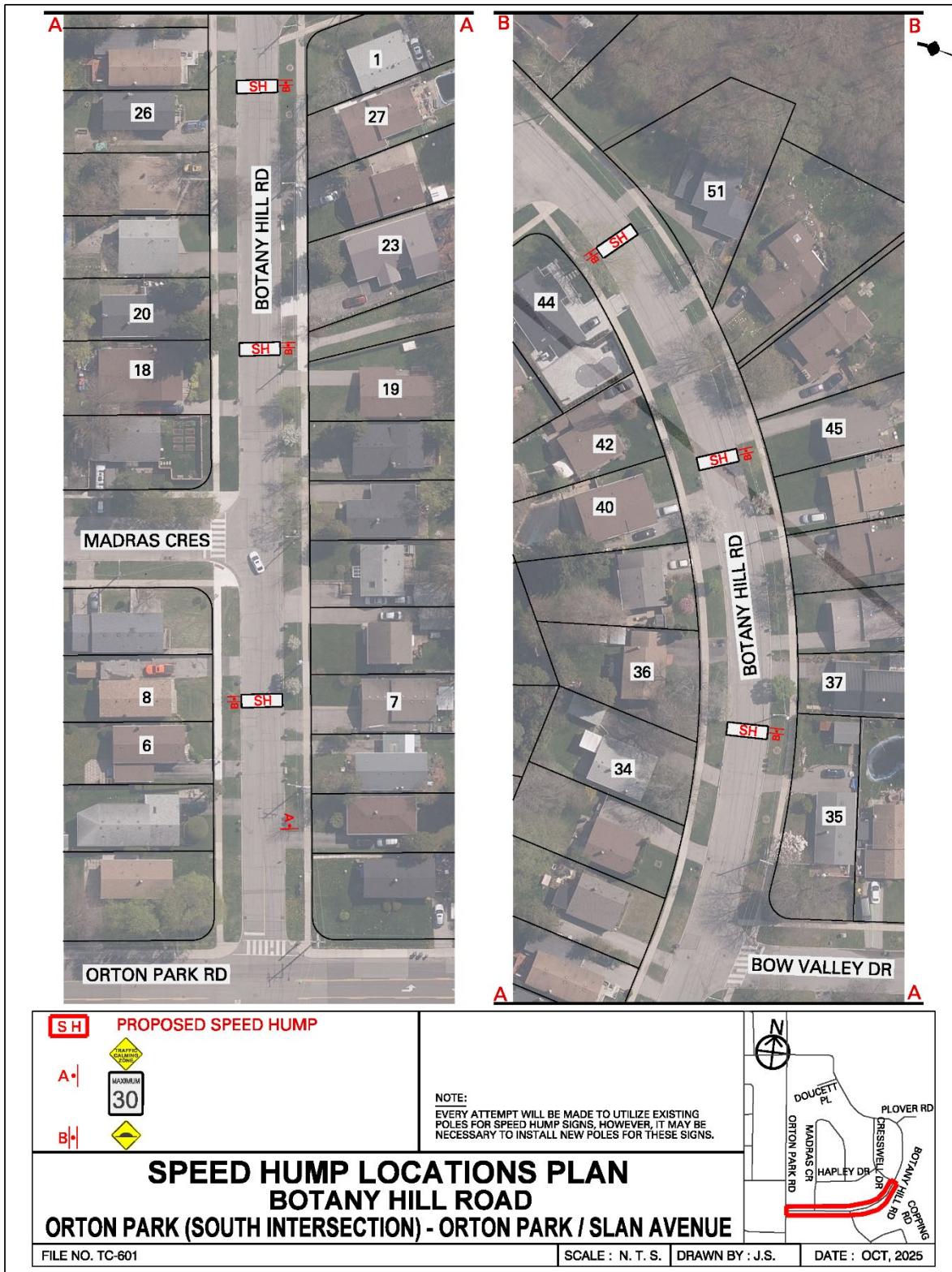
Attachment 1: Traffic Calming Warrant - Botany Hill Road, between Orton Park Road (south intersection) and Plover Road

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
	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
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per 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
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit

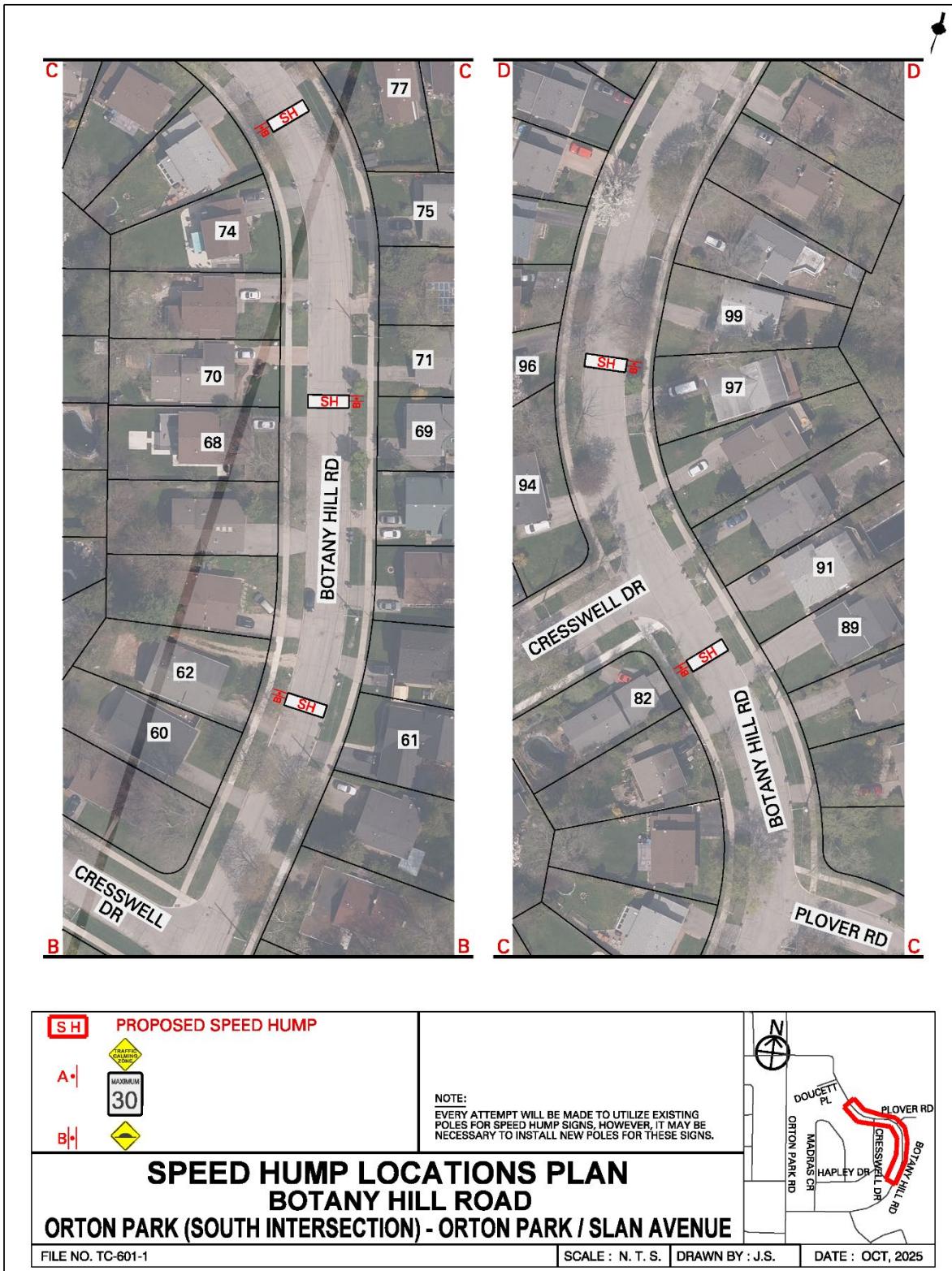
Attachment 2: Traffic Calming Warrant - Botany Hill Road, between Plover Road and Orton Park Road (north intersection)/Slan Avenue

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
	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
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per 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
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit

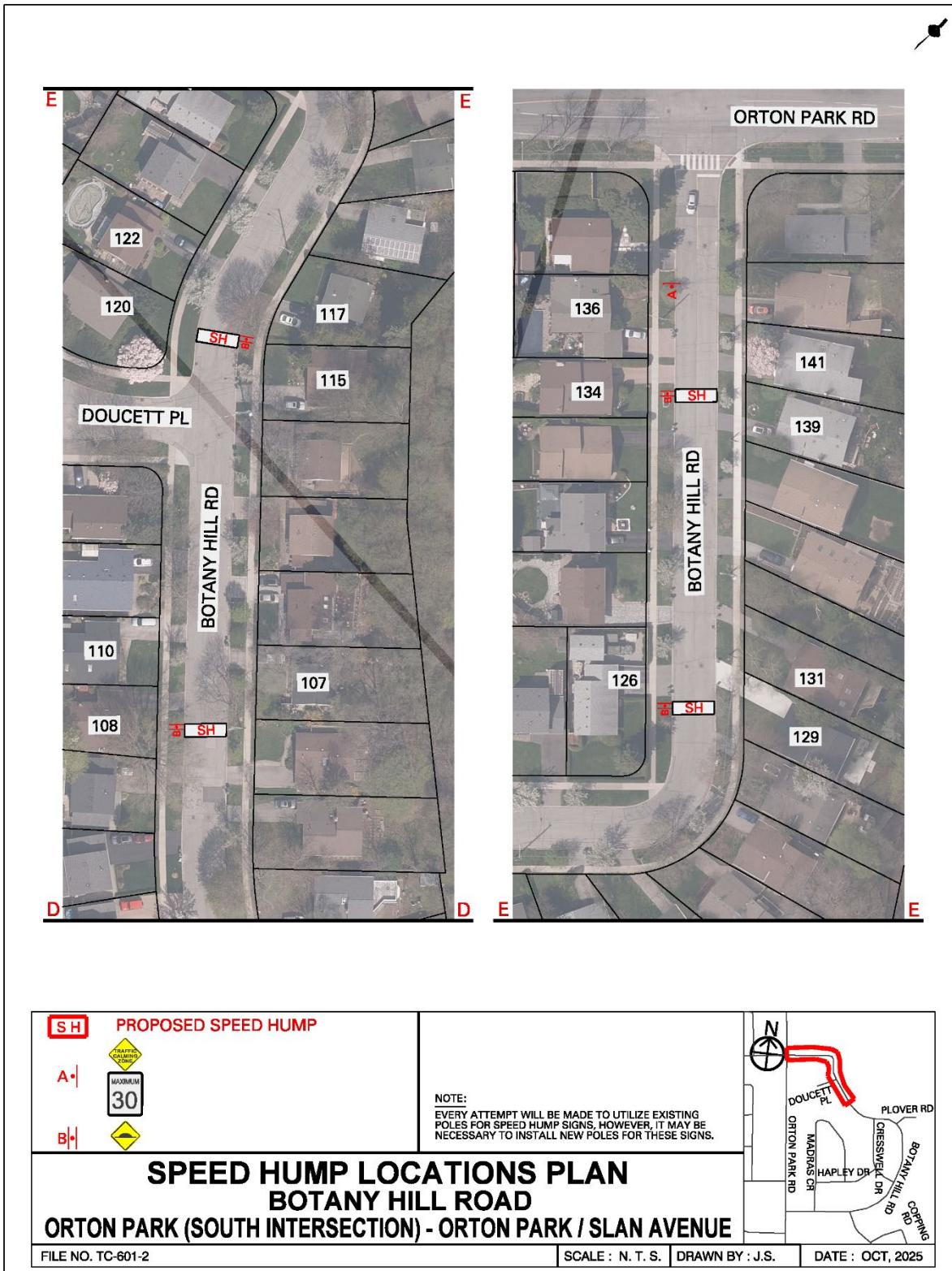
Attachment 3: Speed Hump Locations Plan - Botany Hill Road - Orton Park Road (south intersection) - Orton Park Road/Slan Avenue (Matchline, see drawing TC-601-1)



Attachment 4: Speed Hump Locations Plan - Botany Hill Road - Orton Park Road (south intersection) - Orton Park Road/Slan Avenue (Matchline, see drawing TC-601-2)



Attachment 5: Speed Hump Locations Plan - Botany Hill Road - Orton Park Road (south intersection) - Orton Park Road/Slan Avenue



Attachment 6: Letter from Toronto Paramedic Services, October 16, 2025

**From:** [EMS Planning](#)  
**To:** [Omar Omar](#)  
**Cc:** [EMS Planning](#)  
**Subject:** RE: Speed Humps - Botany Hill Road, between Orton Park Road (south intersection) and Orton Park Road/Slan Avenue  
**Date:** October 16, 2025 5:19:13 PM  
**Attachments:** [image001.png](#)

---

Hi Omar,

We have received and reviewed the proposal for installation of speed humps on Botany Hill Road, between Orton Park Road (south intersection) and Orton Park Road/Slan Avenue, with the following comments:

The installation of speed humps on Botany Hill Road, between Orton Park Road (south intersection) and Orton Park Road/Slan Avenue, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Botany Hill Road, between Orton Park Road (south intersection) and Orton Park Road/Slan Avenue, 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.

