

## **Traffic Calming (Speed Humps) - St. Andrews Road**

**Date:** February 2, 2026

**To:** Scarborough Community Council

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

**Wards:** Ward 21, Scarborough Centre

### **SUMMARY**

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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 St. Andrews Road, between Brimley Road and McCowan Road. Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on St. Andrews Road.

During the course of the investigation, it was noted that there are discrepancies between the signed and by-lawed speed limit on St. Andrews Road. Recommendation 2 in this report will correct this found inconsistency.

### **RECOMMENDATIONS**

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

1. Scarborough Community Council authorize the installation of traffic calming (13 speed humps) on St. Andrews Road, between Brimley Road and McCowan Road, generally as shown in Attachments 4, 5, and 6, Drawing Nos. TC-637, TC-637-1, and TC-637-2, dated January 2026 from the Director, Enforcement and Street Management, Transportation Services.
2. Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on St. Andrews Road, between Brimley Road and McCowan Road.

## **FINANCIAL IMPACT**

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The estimated cost for installing 13 speed humps on St. Andrews Road is \$52,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Interim Capital Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on St. Andrews Road, between Brimley Road and McCowan Road. The residents are concerned that motorists travel at a high rate of speed on St. Andrews Road.

### **Existing Conditions**

St. Andrews Road is characterized by the following conditions:

- It is a two-lane local roadway
- It runs, east-west and north-south, 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 1,100 to 1,900 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 present on north side of this street, except the section between Amberdale Drive and a point 60m west of Suraty Avenue

The land use in the area consists of single-family residential dwellings, as well as St. Andrews Presbyterian Church and Thompson Memorial Park. St. Andrews Road is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps are included in Attachments 4, 5, and 6.

## Study Results

As part of the assessment of the warrant criteria, three vehicle speed and volume studies were conducted on St. Andrews Road from June 3 to 5, 2025. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by the City Council. The study results on St. Andrews Road are summarized in Table 1.

Table 1: St. Andrews 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 Brimley Road and Amberdale Drive	1,900	44 km/h	38 km/h	49 km/h	45 km/h
Between Amberdale Drive and Suraty Avenue	1,300	40 km/h	38 km/h	45 km/h	45 km/h
Between Suraty Avenue and McCowan Road	1,100	44 km/h	38 km/h	49 km/h	45 km/h

Based on the study results, all sections of St. Andrews Road, between Brimley Road and McCowan Road, 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 St. Andrews 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 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. St. Andrews Road, between Brimley Road and McCowan Road, scored 39 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 7. 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 recommendations in this report.

## **CONTACT**

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

## **SIGNATURE**

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

## **ATTACHMENTS**

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Attachment 1: Traffic Calming Warrant - St. Andrews Road, between Brimley Road and Amberdale Drive

Attachment 2: Traffic Calming Warrant - St. Andrews Road, between Amberdale Drive and Suraty Avenue

Attachment 3: Traffic Calming Warrant - St. Andrews Road, between Suraty Avenue and McCowan Road

Attachment 4: Speed Hump Locations Plan - St. Andrews Road, Brimley Road Avenue to McCowan Road (Matchline, see drawing TC-637-1)

Attachment 5: Speed Hump Locations Plan - St. Andrews Road - Amberdale Drive to McCowan Road (Matchline, see drawing TC-637-2)

Attachment 6: Speed Hump Locations Plan - St. Andrews Road, Suraty Avenue to McCowan Road

Attachment 7: Letter from Toronto Paramedic Services, dated December 10, 2025

Attachment 1: Traffic Calming Warrant - St. Andrews Road, between Brimley Road and Amberdale 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	Yes
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	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	Yes
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	N/A
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 (320 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (14 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (19 km/h)

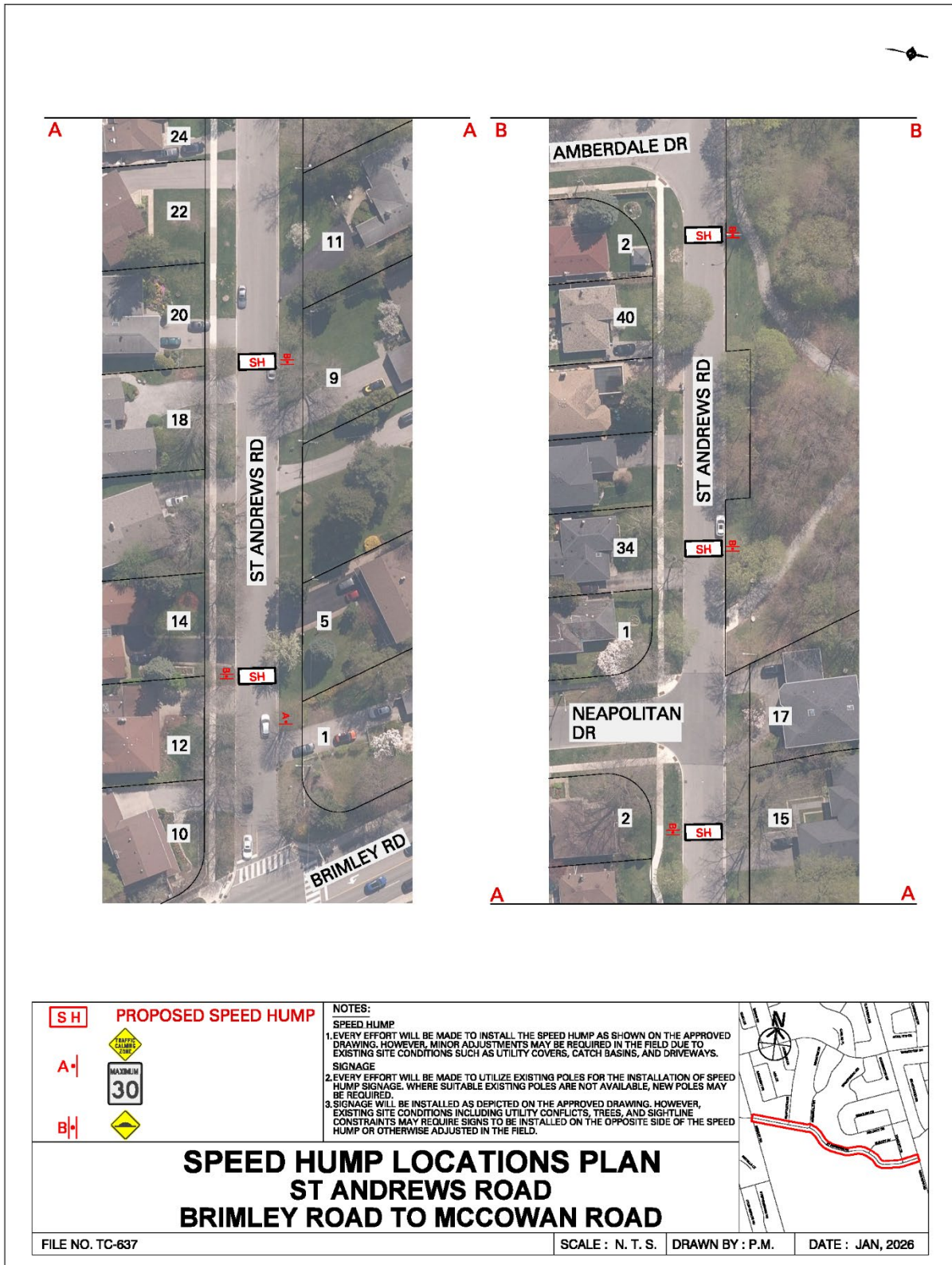
Attachment 2: Traffic Calming Warrant - St. Andrews Road, between Amberdale Drive and Suraty Avenue

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	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	Yes
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	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	Yes
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	N/A
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 (384 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (10 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (15 km/h)

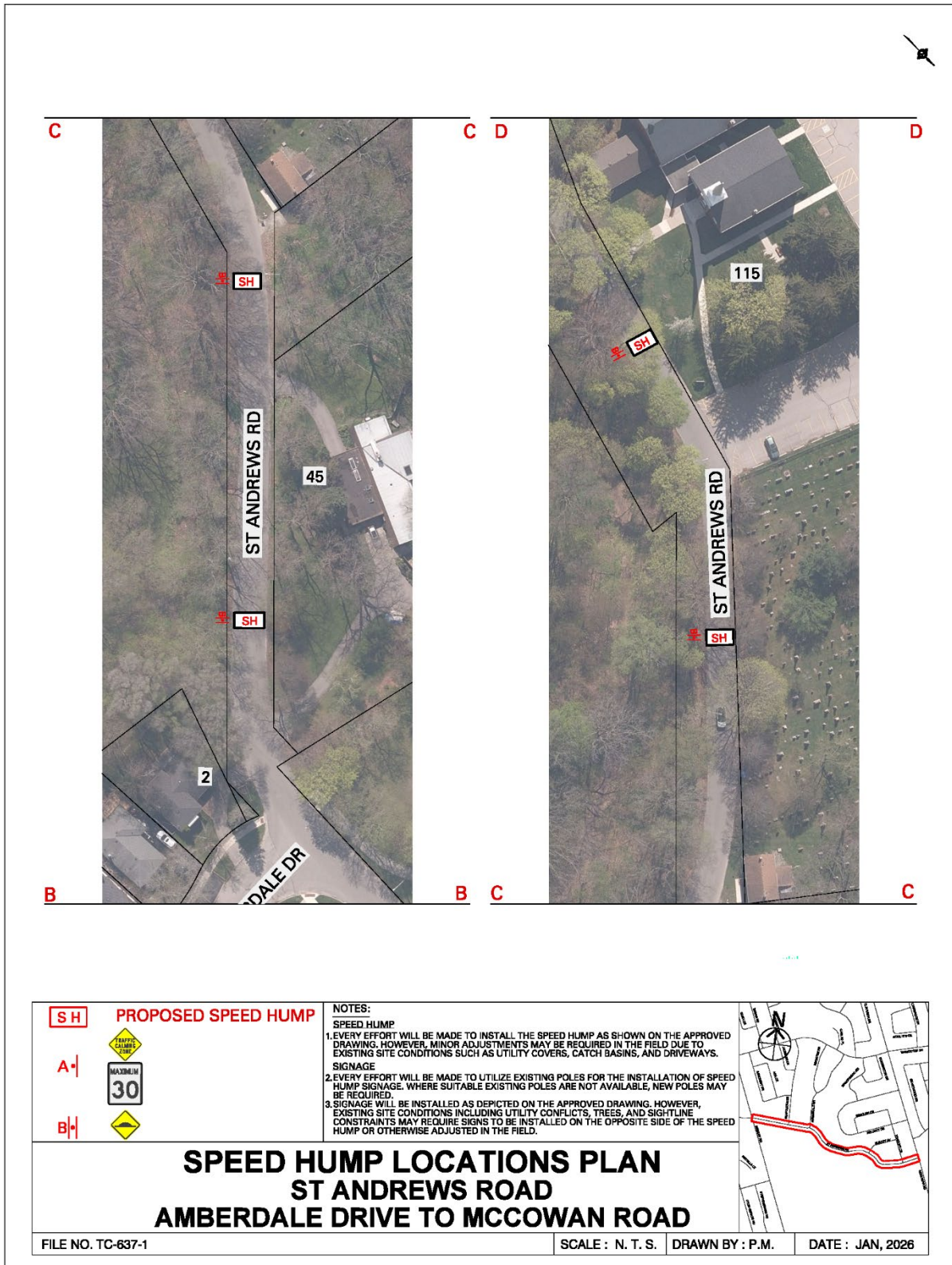
Attachment 3: Traffic Calming Warrant - St. Andrews Road, between Suraty Avenue and McCowan Road

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	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	Yes
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	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	Yes
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	N/A
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 (304 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (14 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (19 km/h)

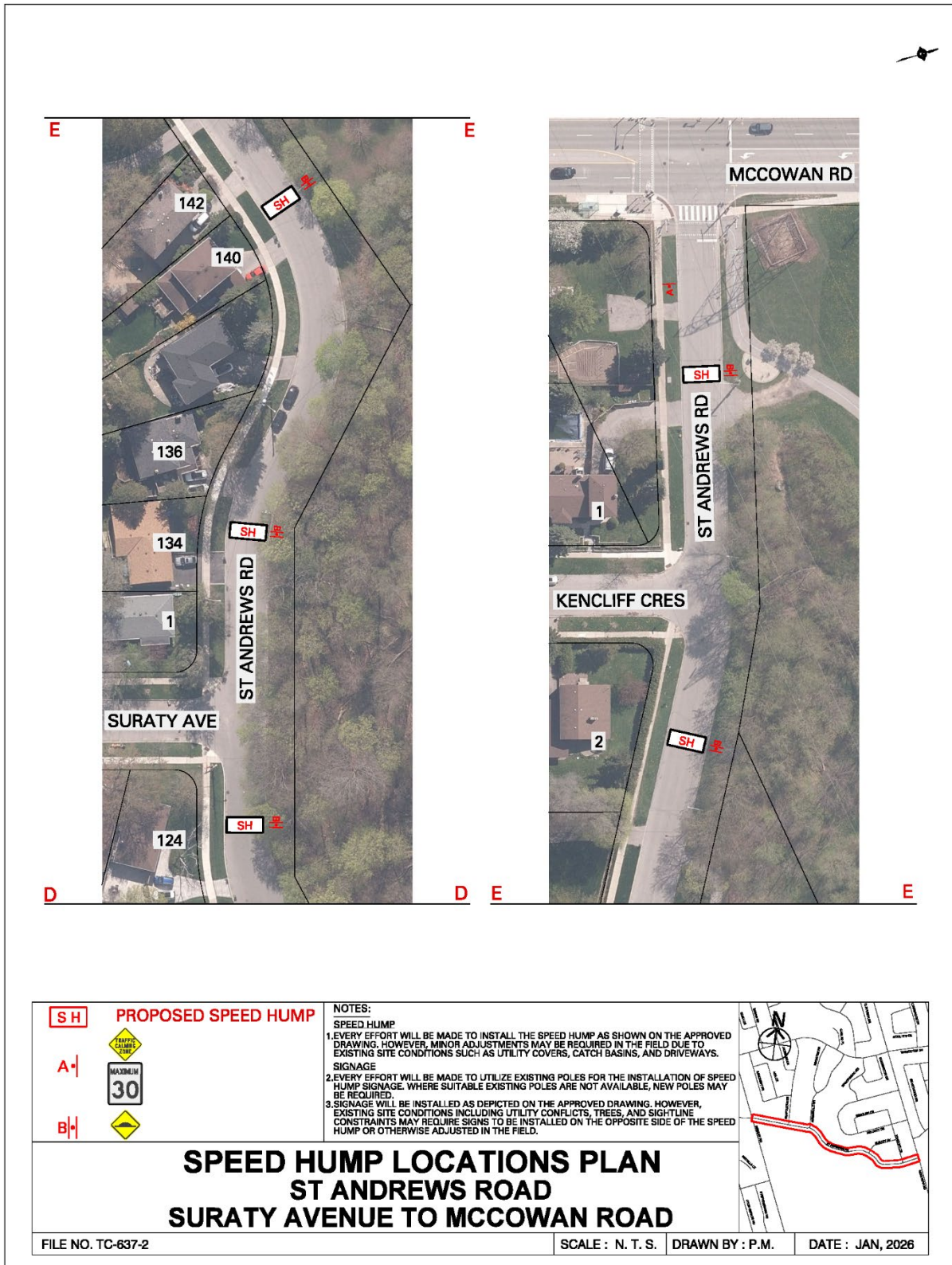
Attachment 4: Speed Hump Locations Plan - St. Andrews Road, Brimley Road Avenue to McCowan Road (Matchline, see drawing TC-637-1)



Attachment 5: Speed Hump Locations Plan - St. Andrews Road - Amberdale Drive to McCowan Road (Matchline, see drawing TC-637-2)



Attachment 6: Speed Hump Locations Plan - St. Andrews Road, Suraty Avenue to McCowan Road



## Attachment 7: Letter from Toronto Paramedic Services, dated December 10, 2025

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**From:** EMS Planning <emsplanning@toronto.ca>  
**Sent:** December 10, 2025 8:32 AM  
**To:** Alena Suslina <Alena.Suslina@toronto.ca>  
**Cc:** EMS Planning <emsplanning@toronto.ca>  
**Subject:** RE: Speed Humps - St. Andrews Rd between Brimley Rd and McCowan Rd

Hi Alena,

We have received and reviewed the proposal for installation of speed humps on St. Andrews Road, between Brimley Road and McCowan Road, with the following comments:

The installation of speed humps on St. Andrews Road, between Brimley Road and McCowan Road, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if St. Andrews Road, between Brimley Road and McCowan Road, 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.

