



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information X	Recommendation ☐	Decision Request ☐	Councillor Activity ☐
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To: COTW

Submitted by: T Burgess, Manager, PW Operations / Traffic Authority

Date: September 8, 2026

Subject: Speed Bumps

LEGISLATIVE AUTHORITY

NS Motor Vehicle Act Section 86 "Traffic Authority and Signs and Signals"

NS Municipal Government Act Part XII "Streets and Highways"

RECOMMENDATION or DECISION REQUEST

For Information only

BACKGROUND

Property ☐	Public Opinion ☐	Environment ☐	Social ☐	Economic ☐	Councillor Activity ☐
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MOVED BY COUNCILLORS B. MORTON AND MCLEAN THAT COUNCIL DIRECT THE CAO TO INSTRUCT STAFF TO PREPARE A CLASS D COST ESTIMATE FOR POTENTIAL INSTALLATION OF SPEED BUMPS, HUMPS AND OTHER POTENTIAL TRAFFIC CALMING MEASURES THAT CAN BE DEPLOYED WITHIN THE WEST HANTS REGIONAL MUNICIPALITY AND RETURN THIS INFORMATION INCLUDING COSTING ANALYSIS AND OPTIONS FOR FUNDING SOURCES TO COUNCIL FOR CONSIDERATION. MOTION CARRIED.

DISCUSSION

Staff investigated types of traffic calming bumps and industry best practices, cost of installation of each type and other related traffic calming information.

There are three main types of traffic calming bumps used today. Speed Tables, Speed Humps and Speed Cushions. A description of each is below as explained by Halifax Regional Municipality (HRM).

The fourth type is Speed Bumps. These are short and jarring 3-4 inches high and 10-12 inches wide. The Transportation Association of Canada (TAC) does not recommend these for public roads.

Temporary removable speed bumps are also not recommended for public streets. They are intended to be used in parking lots and private drives.

When installing any traffic calming measure accessibility needs to be considered. For example, mobility challenged pedestrians using devices such as walkers, canes and mobility scooters and visual impairments causing challenges with grade change or obstructions to name a few.

Information below from Transportation Association of Canada

Design: Recommended speed humps are typically parabolic or flat-topped, designed to reduce 85th percentile speeds to approximately 30-40 km/h.

Application: Local roads must typically meet strict warrants (like high traffic volumes or collision histories) before installation.

Placement Restrictions: Humps are usually avoided on major transit routes and primary emergency response corridors to prevent significant vehicle delays.

Speed hump spacing of 30 m is a standard interval often used to consistently keep vehicle speeds low on residential roads and within strict traffic calming zones. This distance encourages a steady target speed and restricts cars from rapidly accelerating between humps, though exact spacing can vary by municipality. They should not be placed on hills and need to be visible on turns.

Traffic calming bumps can delay emergency response times within areas where speed bumps exist.

The WHRM Traffic Calming Policy was written by consulting traffic engineers and adopted by WHRM Council. Traffic calming should not be randomly installed without following the steps within the policy unless a traffic calming study has been completed or incorporated in a new or reconstruction street design.

It is expected that in 2026 the new Nova Scotia “Traffic Safety Act” (TSA) will be passed into law replacing the current NS “Motor Vehicle Act” (MVA). This is significant because it will allow Municipalities to lower speed limits below 50km/hr. where currently this is not allowed as per the MVA without special permission.

Types of Speed bumps used for traffic calming

A **speed table** is a raised area of a roadway, which causes the vertical upward movement of travelling vehicles. Speed tables encourage slower speeds of travel by causing discomfort for drivers travelling at higher speeds. Speed tables are like speed humps, with a longer flat-topped section that can be installed on Transit routes and is easier for emergency vehicles to traverse. There is no negative effect on cyclists riding at moderate speeds, and there is no effect on resident access or on-street parking.

Speed tables are constructed with gradual tapers and are installed across the roadway, leaving space for drainage where necessary. For comparison speed tables are 7 m long, while speed humps are 4 m long. Site conditions must be carefully reviewed when selecting locations for speed humps. They cannot be safely placed on hills, should avoid intersections and driveways, cannot cover hardware in the street and need to be visible around curves. Spacing of measures should be consistent along the corridor where possible.



A **speed hump** is a raised area of a roadway, which causes the vertical upward movement of travelling vehicles. Speed humps encourage slower speeds of travel by causing discomfort for drivers travelling at higher speeds. There is no negative effect on cyclists riding at moderate speeds, and there is no effect on resident access or on-street parking.

Speed humps are constructed with gradual tapers and are installed across the roadway, leaving space for drainage where necessary. Speed tables are similar; however, they have a longer flat-topped section. For comparison speed humps are 4 m long, while speed tables are 7 m long. Site conditions must be carefully reviewed when selecting locations for speed humps. They cannot be safely placed on hills, should avoid intersections and driveways, cannot cover hardware in the street and need to be visible around curves. Spacing of measures should be consistent along the corridor where possible.



Speed cushions encourage slower speeds of travel by causing discomfort for drivers travelling at higher speeds. Similar to a speed table or speed hump, speed cushions are a raised area of a roadway which causes vertical upward movement of travelling vehicles.

Speed cushions differ from speed tables and speed humps because they include channels which are designed for large vehicles, such as transit buses and fire trucks, to pass through with minimal impact. The wheel track of a passenger vehicle is too narrow to fit in the channels, and thus passenger vehicles must traverse over the deflections. Cyclists can choose to traverse over the speed cushions or avoid them entirely by travelling through the channels between the raised elements. There is no effect on resident access or on-street parking.

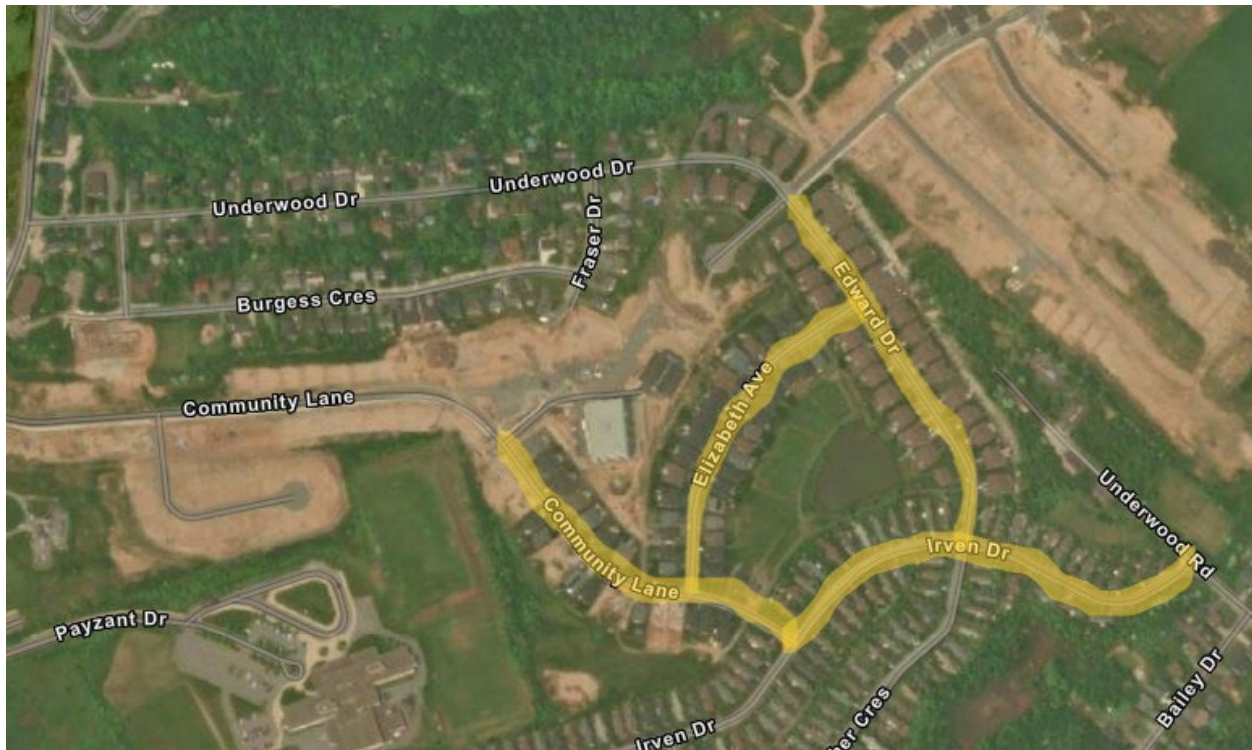


An example of estimated quantities and costs below in the community of The Crossing;

Street Name	Speed Table	Speed Hump	Speed Cushion
Irven Dr	7	7	7
Edward Dr	10	10	10
Community Way	8	8	8
Elezabeth Dr	9	9	9
Total Cost	\$408,000	\$304,300	\$425,000

Note;

- Cost based on Class D pricing (attached) installed as per HRM specifications detail (attached).
- Quantity based on approximately 30m best practice spacing considering turns and hills in the area depicted with yellow highlight in the image below. Quantities could vary.
- Abby Lane and the West portion of Community Way are not included due to the steep inclines.



NEXT STEPS

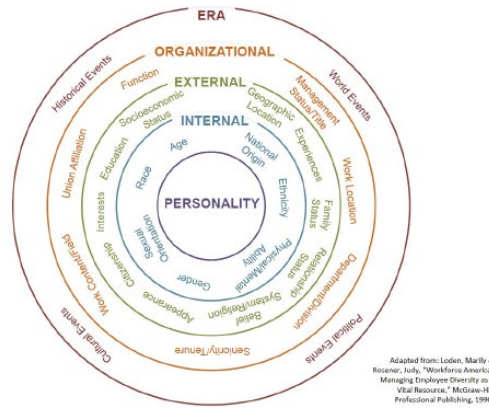
Commission a traffic calming study by a consulting engineer for areas of concern and act on the recommendations. Separate recommendation report presented Sept 8, 2026 (today).

FINANCIAL IMPLICATIONS

None, Information report only.

DIVERSITY, EQUITY, INCLUSION AND ACCESSIBILITY CONSIDERATIONS

Staff reviewed this administrative matter, and no material DEIA impacts were identified at this point.



ALTERNATIVES

- Three (3) options have been included in the report.
- Pending provincial amendments to the MVA, change the speed limit to 30km/hr in the noted areas as appropriate.

ATTACHMENTS

Dexter Quote E26-2514

HRM Standard Details "Speed Hump", "Speed Table", "Speed Table Survey Verification"

CHIEF ADMINISTRATIVE OFFICER REVIEW

Staff has provided the information as requested by Council. Staff have also referenced the Traffic Calming Policy to compare the requested action from Council and to help guide decision making from a policy perspective. Alternatives are noted in the report including a potential speed reduction, pending MVA changes.

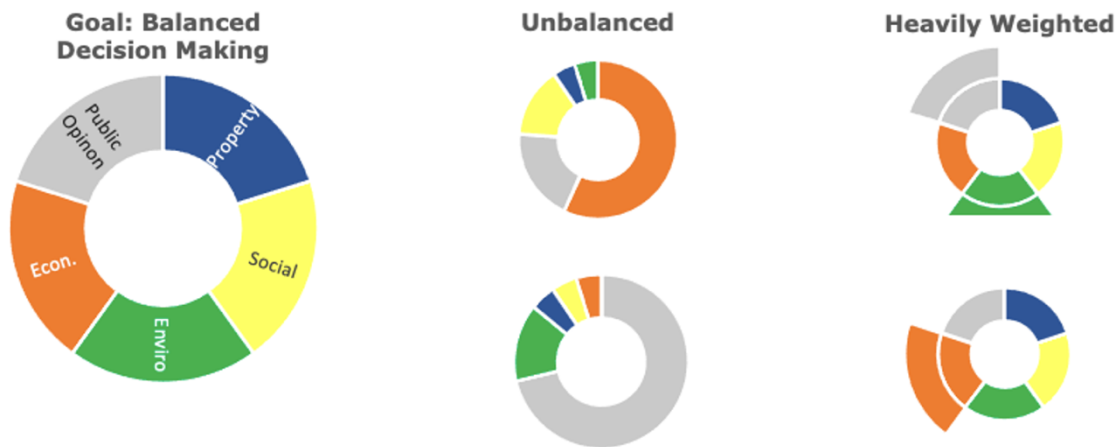
Staff await Council's direction on this matter.

Report Prepared by: T. Burgess, Manager, Public Works Operations/Traffic Authority

Report Reviewed by: J. Richard

Report Approved by: Mr. Phillips

Council has been provided with a reference taken from the Meeting and Committee Procedural Policy , Appendix C “Decision Making by Council and Committee of the Whole” as a reminder of the principles highlighted for good decision making.



Quotation

E26-2514

Client:	West Hants Regional Municipality	Date:	July 23, 2026
Attention:	Troy Burgess	Phone No.:	902-790-3212
E-Mail:	tburgess@westhants.ca	Fax No.:	
Project:	Budget Pricing – Speed Hump, Speed Table, and Speed Cushion Budget Pricing		
Location:	Windsor, NS		

We are pleased to quote you the following Unit Prices based on the scope below. If any alterations are requested then corresponding price adjustments will be required:

Speed Humps

\$ 8,950.00 + HST Per Each

- Speed humps to be constructed as per Halifax Regional Municipality Standard Detail HRM 31, based on an asphalt surface width of 8.3m
- To mill existing asphalt surface to an approximate depth of 40mm to accommodate placement of new asphalt.
- To supply, place, and compact hot mix asphalt as per Halifax Regional Municipality Standard Detail HRM 31. Total Length of speed table to be 4 meters, with each end of asphalt matching into existing asphalt flush. Center of Speed hump to be raised approximately 80mm above original grade.
- Installation of pavement markings, sign posts and signs is excluded from the above budget pricing.

Speed Tables

\$ 12,000.00 + HST Per Each

- Speed tables to be constructed as per Halifax Regional Municipality Standard Detail HRM 143, based on an asphalt surface width of 8.3m
- To mill existing asphalt surface to an approximate depth of 40mm to accommodate placement of new asphalt.
- To supply, place, and compact hot mix asphalt as per Halifax Regional Municipality Standard Detail HRM 143. Total Length of speed table to be 7 meters, with each end of asphalt matching into existing asphalt flush. Center of speed table to be raised approximately 80mm above original grade for a length of 3 meters.
- Installation of pavement markings, sign posts and signs is excluded from the above budget pricing.

Speed Cushions

\$ 12,500.00 + HST Per Each

- Speed cushions to be constructed as per the Speed Cushion Detail provided within paper "Speed Reduction While Accommodating Emergency Vehicles with Smaller Inner Track Widths" by Sharla Cote, Engineer-in-Training, City of Regina. Pricing is based on an asphalt surface width of 8.3m
- To mill existing asphalt surface to an approximate depth of 40mm to accommodate placement of new asphalt.
- To supply, place, and compact hot mix asphalt as per the above-mentioned Speed Cushion Detail. Length of speed cushions to be 7 meters, with each end of asphalt matching into existing asphalt flush. Center of speed cushions to be raised approximately 90mm above original grade for a length of 3 meters. A 1m gap in the raised
- Installation of pavement markings, sign posts and signs is excluded from the above budget pricing.

Notes & Exclusions:

- Price is based on completing the noted work during the 2026 construction season.
- All permit acquisition, consulting, and materials and compaction testing are by others
- If any work is required and or completed over and above the noted scope, it will be deemed extra to the contract
- Additional costs due to handling, disposal and replacement of contaminated soil will be extra to the contract
- Rock excavation, rock breaking, frost breaking and subsequent replacement of unsuitable material is excluded
- All landscaping, if required, is by others
- Survey is for Dexter's work only
- Geotechnical certification and or inspection of sub-grade is by others
- Dexter not responsible for settlement or heaving of work due to unsuitable sub-grade prepared by others
- Asphalt placed after October 31st is not covered by warranty. Resurfaced asphalt is not covered by warranty
- Quotation is valid for acceptance for 30 days from the above date. Due to current volatility in the price of fuel and asphalt binder, pricing adjustments may be necessary beyond 30 days

Thank you for the opportunity to bid on this project. If you have any questions or concerns please contact the undersigned at (902) 542-9090 (office), (902) 430-0842 (cell), or kbuchanan@dexter.ca.

Regards,

Dexter Construction Company Limited

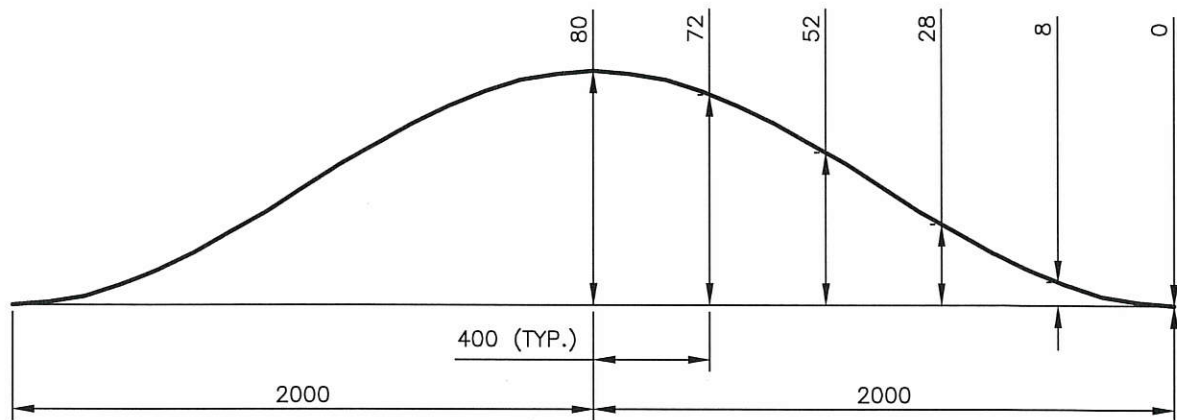
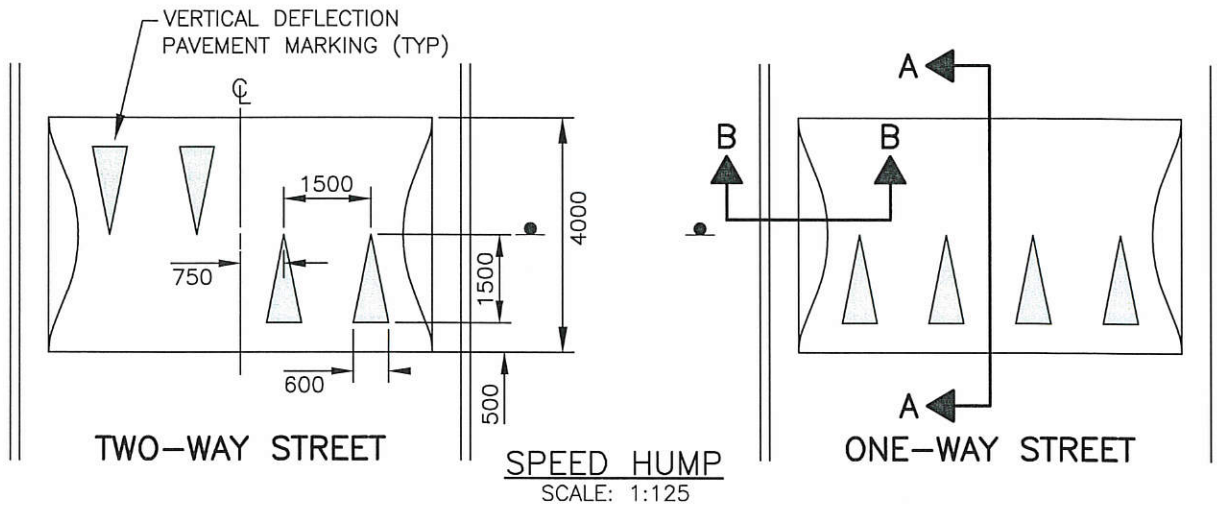
Kristopher Buchanan

Kristopher Buchanan, Estimator – Valley Operations

To accept this quote please sign, date and return. This will authorize us to proceed in accordance with this quotation and the terms and conditions noted.

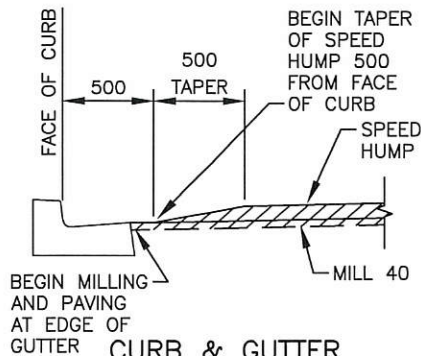
Acceptance: _____ Date: _____

Terms: All taxes extra. Any additional costs arising after the date of this Quotation from tariffs or other government trade action will require a corresponding price adjustment. Net 30 days. Work commencement is conditional upon credit approval. Interest charged on accounts over 30 days at 2% per month (24% per annum). Quotation is valid for 30 days from above date. Work delayed for a period of greater than 30 days after award may be subject to additional costs.



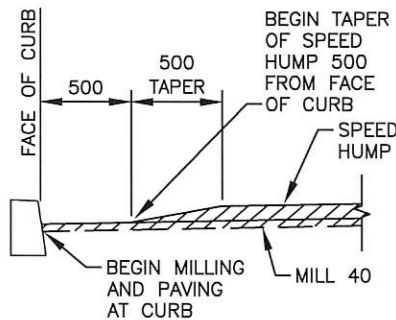
SECTION A-A

SCALE: Horz. 1:25 , Vert. 1:2.5



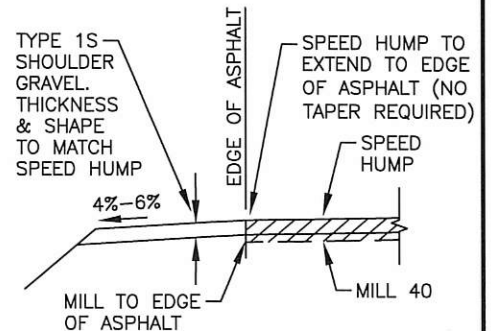
CURB & GUTTER SECTION B-B

SCALE: 1:40



CURB ONLY SECTION B-B

SCALE: 1:40



RURAL-GRAVEL SHOULDER SECTION B-B

SCALE: 1:40

NOTES:

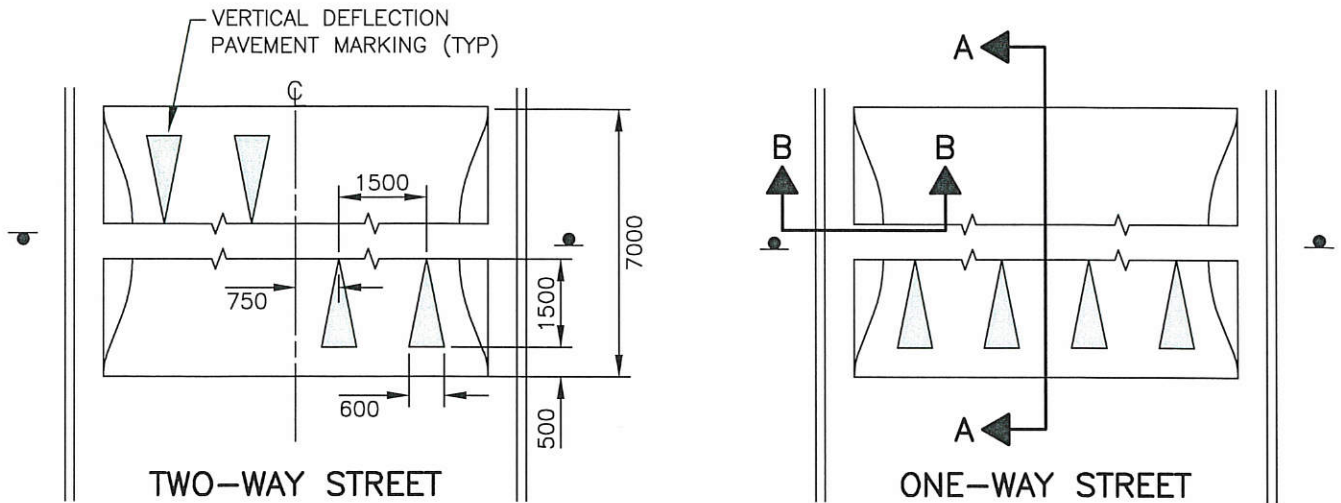
1. TOLERANCE FOR CONSTRUCTION IS ± 10 mm RELATIVE TO THE CURVE.
2. THE EXISTING ASPHALT SURFACE TO BE MILLED TO A DEPTH OF 40mm WHEN RETROFITTING.
3. SPEED HUMPS TO BE CONSTRUCTED USING TYPE D-HF ASPHALT (UNLESS OTHERWISE APPROVED BY HRM).
4. WHERE SPECIFIED, EXISTING UTILITY POLE OR EXISTING SIGN POSTS MAY BE USED FOR SIGNAGE.
5. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

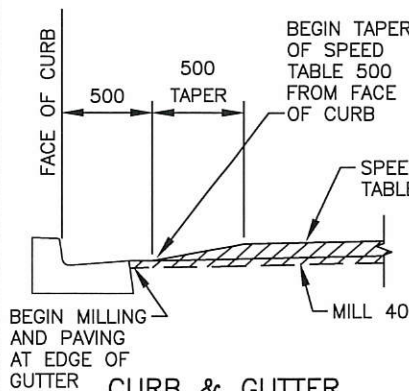
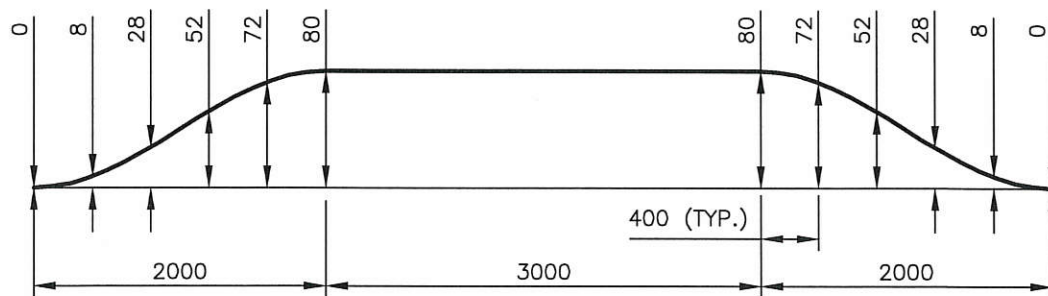
STANDARD DETAIL

SPEED HUMP

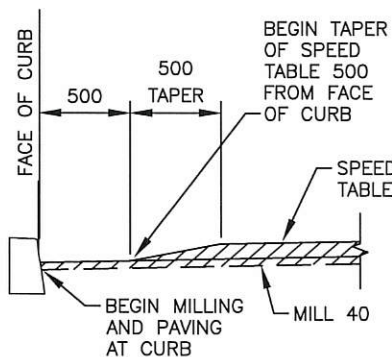
DATE:	2025	REFERENCE	APPROVED
SCALE:	AS NOTED		FIG No.: HRM 31



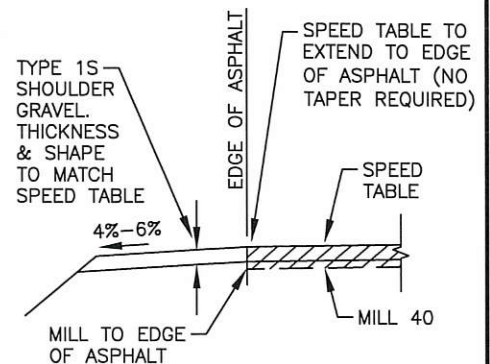
SPEED TABLE
SCALE: 1:125



CURB & GUTTER
SECTION B-B
SCALE: 1:40



CURB ONLY
SECTION B-B
SCALE: 1:40



RURAL-GRAVEL SHOULDER
SECTION B-B
SCALE: 1:40

NOTES:

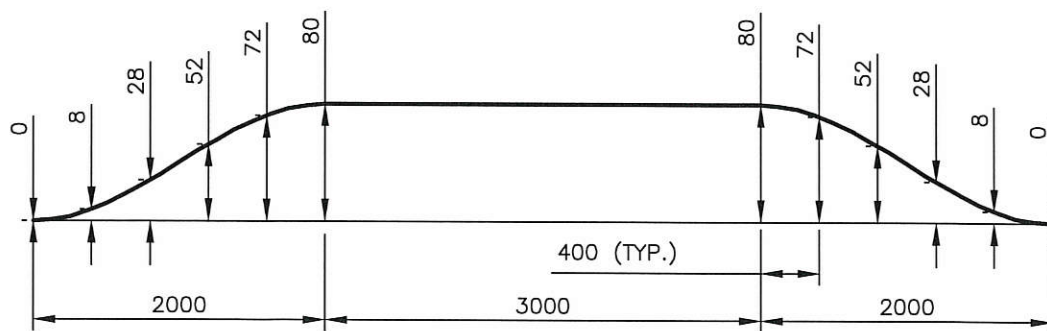
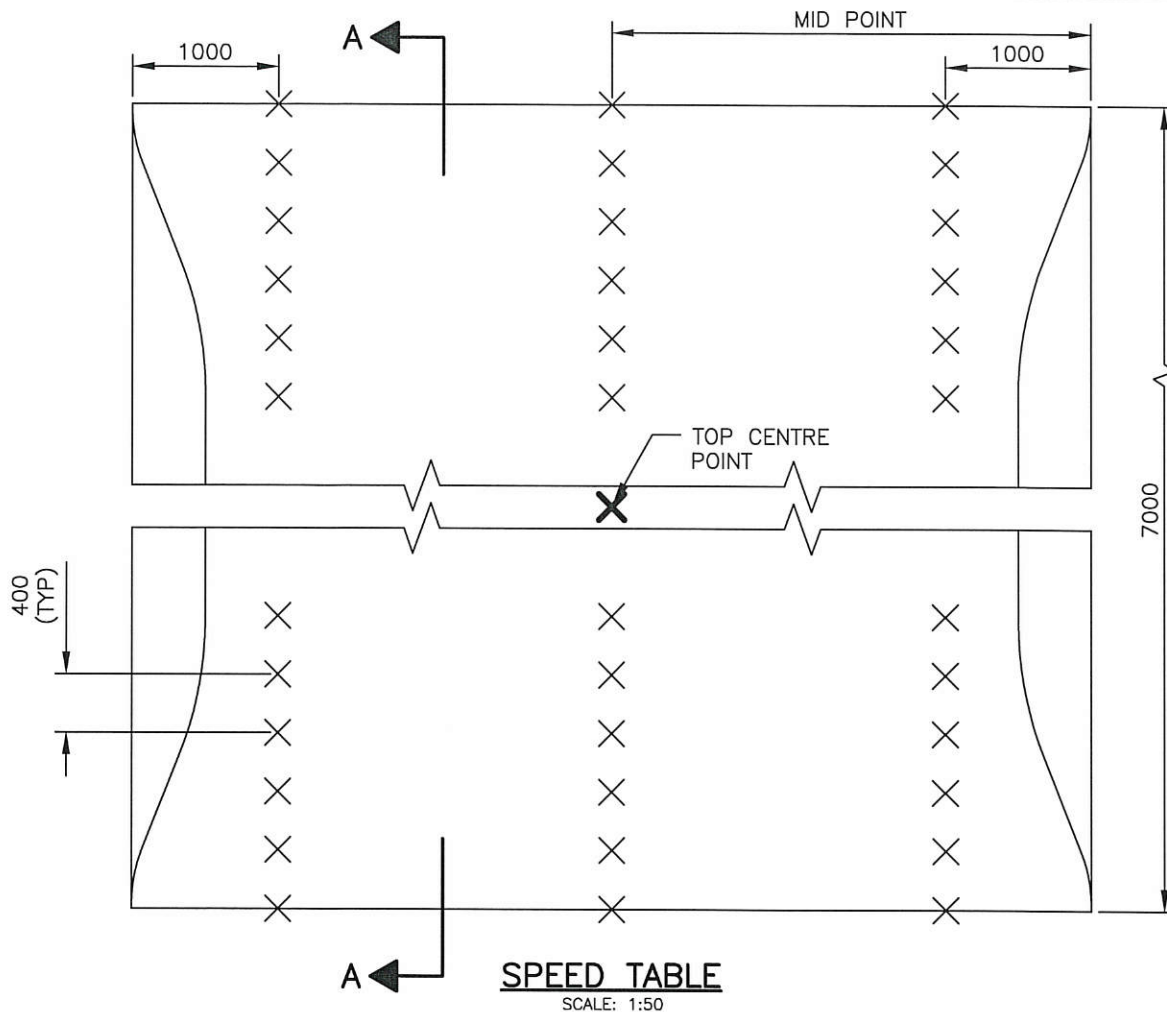
1. TOLERANCE FOR CONSTRUCTION IS ± 10 mm RELATIVE TO THE CURVE.
2. THE EXISTING ASPHALT SURFACE TO BE MILLED TO A DEPTH OF 40mm WHEN RETROFITTING.
3. SPEED TABLES TO BE CONSTRUCTED USING TYPE D-HF ASPHALT (UNLESS OTHERWISE APPROVED BY HRM).
4. WHERE SPECIFIED, EXISTING UTILITY POLE OR EXISTING SIGN POSTS MAY BE USED FOR SIGNAGE.
5. DIMENSIONS ARE IN MILLIMETRES.

HALIFAX

STANDARD DETAIL

SPEED TABLE

DATE:	2025	REFERENCE	APPROVED
SCALE:	AS NOTED		FIG No.: HRM 143



NOTES:

1. 36 SURVEY SHOTS ELEVATION REQUIRED.
2. COORDINATES REQUIRED AT THE TOP CENTRE OF THE SPEED TABLE.
3. DIMENSIONS ARE IN MILLIMETRES.

TOP CENTRE POINT COORDINATES:

NORTHING:

EASTING:

HALIFAX

STANDARD DETAIL

**SPEED TABLE
SURVEY VERIFICATION**

DATE: 2025

REFERENCE

APPROVED

SCALE: AS NOTED

FIG No.:
HRM 144