



300 Dufferin Avenue  
P. O. Box 5035  
London, ON  
N6A 4L9

# MEMO

**To:** Cycling Advisory Committee  
Transportation Advisory Committee

**From:** Roads & Transportation  
Development and Compliance Services

**Date:** November 12, 2019

**Subject:** Stopping and Parking Restrictions in Bicycle Lanes

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On March 26, 2019, Municipal Council passed the following resolution:

That the following actions be taken with respect to stopping and parking in dedicated bicycles lanes:

- a) the Civic Administration BE REQUESTED to report back to the Civic Works Committee with respect to improved enforcement options related to the prohibition of stopping and parking in bicycle lanes;
- b) the Civic Administration BE REQUESTED to report back to the Civic Works Committee with respect to the status of dedicated cycling lanes where there are no stopping zones, no parking zones and which cycling lanes have neither restrictions. (4.1/6/CWC)

There are currently 154 lane-kilometers of designated on-road bicycle lanes in the city. Other bicycle routes are comprised of boulevard paths and park pathways. A review of enforcement options and restrictions is underway.

## Current Restrictions

Section 10 (1) k) of the Traffic and Parking By-law states that parking is prohibited in bicycle lanes when signs are present so that vehicles are not obstructing the bicycle lane. Approximately, 60% of the bicycle lanes are signed as 'no stopping' and/or 'no parking'. The remaining 40% of lanes that are not signed are typically areas with adjacent land uses that do not result in motor vehicles stopping on a frequent basis. An example of this is where the bike lane is adjacent to a noise wall or the rear of residential properties, as illustrated in Figure 1.

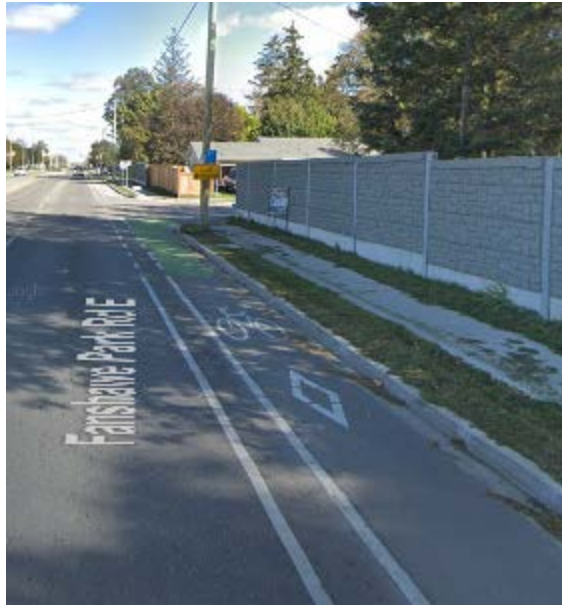


Figure 1: Adjacent Noise Wall Example

It is recognized that there are concerns when cyclists must enter mixed traffic to maneuver around a vehicle that is stopped in a reserved bicycle lane. Where bike lanes are signed, the 'no parking' and 'no stopping' signage has generally been applied based on an assessment of:

- bicycle volumes and design priority of cycling route;
- motor vehicle volumes and speed; and,
- adjacent property impacts and delivery opportunities, noting that wherever possible, off-street loading areas (e.g. laneways, parking lots, etc.) are considered or alternative on-street loading zones are facilitated on nearby streets.

'No stopping' provides the strictest motor vehicle restriction for bike lanes and is typically utilized on high volume roads (bicycles or motor vehicles), high speed roads and high priority bicycle lanes. 'No stopping' is defined as "the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a constable or other police officer or of a traffic control sign or signal". In some situations, 'no stopping' may be restricted by time of day.

'No parking' is less restrictive as it allows for temporary stopping "for the purpose of and while actually engaged in loading or unloading merchandise or passengers". 'No parking' zones sometimes exist in situations where there is no reasonable alternative for deliveries such as streets with long distances between side streets. Delivery services often have policies restricting driveway use, particularly when using larger vehicles such as those required for furniture and appliances. Many couriers, such as those used for delivery of online purchases, also restrict their drivers from parking on private driveways. Therefore, long blocks with widely spaced side streets can create occasional challenges for property owners in 'no stopping' zones.

### Enforcement

Enforcement is required in order to achieve compliance with vehicles that stop in bicycle lanes while not "actually engaged in loading or unloading merchandise or passengers". Abuse of 'no parking' and 'no stopping' zones is a recognized challenge.

The City's Bylaw Enforcement team has recently implemented an Administrative Monetary Penalties (AMP) process for parking and stopping infractions. The AMP program was implemented on November 1, 2019. From an enforcement perspective, the AMP process is preferable to the process of issuing parking offences (tickets) under the *Provincial Offences Act*. Under AMPs, tickets can be issued by way of mail, email, fax or by placing the ticket on the vehicle. Violations of vehicles parking in bike lanes will be far easier to enforce under the AMP protocol. Officers have already begun addressing parking issues in school zones and numerous charges have been issued by mail. Parking Administration has previously blitzed bike lane areas in the downtown to address parking issues and will continue to address this issue under the AMP model of enforcement.

### Other Municipalities

A survey of several other Ontario municipalities was conducted and identified that they all address parking/stopping in bicycle lanes in a similar manner to London's current practice by applying restrictions on a corridor specific basis. Some municipalities rely on the reserved bicycle lane sign for enforcement while others include 'no stopping' and/or 'no parking' signs. All of the municipalities stated that compliance with the signage requires enforcement.

### Conclusion

The advisory committees' input is requested on this topic to inform future bylaw and enforcement approaches.