

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager,
Environment & Infrastructure

Subject: Amendments to the Traffic and Parking By-law

Date: February 22, 2023

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the proposed by-law, attached as Appendix A **BE INTRODUCED** at the Municipal Council meeting to be held on March 7, 2023, for the purpose of amending the Traffic and Parking By-law (PS-114).

Linkage to the Corporate Strategic Plan

The following report supports the 2019 to 2023 Strategic Plan through the strategic focus area of **Building a Sustainable City** by improving safety, traffic operations and residential parking needs in London's neighbourhoods.

Analysis

1.0 Background Information

1.1 Previous Report Related to this Matter

- Civic Works Committee – March 10, 2020 – Area Speed Limit Implementation
- Civic Works Committee – June 22, 2021 – Waterloo and Piccadilly Area Study Recommendations

1.2 Purpose of this Report

The Traffic and Parking By-law (PS-114) requires amendments (Appendix A) to improve road operations and safety. Included in this is the next phase of area speed limit implementation that will improve neighbourhood safety, livability, and walkability. The amendments in the following section are proposed.

2.0 Discussion and Considerations

2.1 No Parking

Gordon Avenue

Due to vehicles parking on both sides of Gordon Avenue within the marked travel lanes adjacent to the left turn lane it is recommended to implement "No Parking Anytime" zones on both sides of Gordon Avenue from 104 m south of Commissioners Road W to Commissioners Road W.

Riverbend Road

Due to vehicles parking on both sides of Riverbend Road within the marked travel lanes adjacent to the left turn lane and both sides of the property access to 1868 Oxford

Street W and 1220 Riverbend Road, it is recommended to implement “No Parking Anytime” zones on both sides of Riverbend Road from 173 m south of Oxford Street W to Oxford Street W.

2.2 Limited Parking

Waterloo and Piccadilly Area Study Recommendations

Pursuant to the June 22, 2021 report to Civic Works Committee, Civic Administration was directed to implement the recommendations in the Waterloo and Piccadilly Area Traffic Study. A road diet is recommended on Waterloo Street to reduce traffic speeding within the school zone while providing additional on-street parking capacity. Based on the findings of the report, a road diet is recommended on Waterloo Street, with one northbound traffic lane to be converted to on-street parking between Harvard Street and Piccadilly Street except at the intersections. This change is expected to yield approximately 22 parking spaces, which could be signed with a maximum 2-hour limit to match current restrictions along Piccadilly Street.

It is also recommended to extend the same 2-hour parking on the east side of Waterloo Street from Pall Mall Street to the existing parking at Dufferin Avenue except at intersections. This will add another 280 m or 42 parking spaces to assist with parking capacity and result in a consistent road cross-section from Dundas Street to Piccadilly Street.

2.3 Prohibited Turns

Dundas Street

The bicycle lane on King Street from Ridout Street N to Wellington Street has been eliminated due to the implementation of Rapid Transit. Dundas Place is now the main eastbound and westbound primary cycling route downtown, it is recommended to exempt cyclists from the turn restrictions on Dundas Street at Clarence Street, at Richmond Street and at Ridout Street. Dundas Street at Talbot Street currently exempts cyclists from the turning restrictions.

2.4 Designed Lane Movements

The Rapid Transit construction on King Street requires that the northerly lane at Richmond Street turn left and the southerly lane at Clarence Street turn right.

2.5 Area Speed Limits

The following four area speed limit zones are being recommended for the next phase of implementation of this city-wide program:

- The East London area bounded by Clarke Road, Canadian Pacific Railway, Industrial Road and Dundas Street;
- The North-East London area bounded by Highbury Avenue N, City Limit, Clarke Road, Huron Street except Kilally Road from Highbury Avenue N to Webster Street at 60 km/h; Kilally Road from Webster Street to Clarke Road at 70 km/h; Fanshawe Park Road E from Highbury Avenue N to 1,200 m east of Highbury Avenue N at 60 km/h; Fanshawe Park Road E from 1,200 m east of Highbury Avenue N to Clarke Road at 80 km/h ; Sunningdale Road E from Highbury Avenue N to 200 m east of Highbury Avenue N at 70 km/h; and Sunningdale Road E from 200 m east of Highbury Avenue N to Clarke Road at 80 km/h; and

- The North-West London area bounded by Canadian National Railway, Hyde Park Road, Gainsborough Road, Wonderland Road N, Oxford Street W; except Sarnia Road at 60 km/h; and
- The West London area bounded by Hyde Park Road, Oxford Street W, Wonderland Road N and Riverside Drive.

Maps showing the proposed area speed limits can be found in Appendix B.

2.6 By-law and By-law Schedule Corrections

A review of the PS-114 Traffic and Parking By-law and its Schedules reveals the following need correcting as shown in Appendix A:

- It is recommended to add “Bicycles Excepted” to Part 1 - Traffic Section 12 Designated Lane Movements Subsection 2. This is to exempt cyclists from the designated turn lane restriction consistent with the bus exception;
- Schedule 12 Designated Lane Movements is missing the Time of Day and Direction columns. This was inadvertently deleted when PS-113 was consolidated into PS-114;
- Schedule 24 Rate of Speed requires a correction to the limits of the Highbury Ave N 60 km/h zone beginning 250 m north of Dundas Street; and,
- Part 4 – Fire Routes Section 68 Subsection 2 reference “signs in accordance with Schedule 36 to this By-law, shall be deemed to be official signs pursuant to this By-law, so long as they were in place on the date of the passage of this By-law.” This entry a correction to the noted Schedule from 36 to Schedule 2 which is Non-Standard Signs. This was missed when PS-113 was consolidated into PS-114.

Conclusion

Amendments are required to PS-114 Traffic and Parking By-law, Schedule 3 (No Stopping), Schedule 4 (No Parking), Schedule 8 (Limited Parking), Schedule 11 (Prohibited Turns), Schedule 22 (Designated Lane Movements), Schedule 24 (Rate of Speed) and Schedule 25 (Area Speed Limits) to implement the above changes.

Prepared by: Shane Maguire, P. Eng., Division Manager, Traffic Engineering

Submitted by: Doug MacRae, P. Eng., MPA, Director, Transportation & Mobility

Recommended by: Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment & Infrastructure

February 8, 2023/

Attach: Appendix A – By-law to Amend the Traffic and Parking By-law (PS-114)
Appendix B – Area Speed Limit Zone Maps

APPENDIX A By-law to amend the Traffic and Parking By-law (PS-114)

Bill No.

By-law No. PS-114

A by-law to amend By-law PS-114 entitled, "A by-law to regulate traffic and the parking of motor vehicles in the City of London."

WHEREAS subsection 10(2) paragraph 7. Of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides that a municipality may pass by-laws to provide any service or thing that the municipality considers necessary or desirable to the public;

AND WHEREAS subsection 5(3) of the *Municipal Act, 2001*, as amended, provides that a municipal power shall be exercised by by-law;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. PS-114 Traffic and Parking Bylaw

Part 1 of the PS-114 By-law is hereby amended by **deleting** the following:

PART 1 – Traffic

Designated Lane Movements (Schedule 12)

(2) Subsection (1) does not apply to buses operated by the London Transit Commission when official "Buses Excepted" are erected and on display.

Part 1 of the PS-114 By-law is hereby amended by **adding** the following:

PART 1 – Traffic

Designated Lane Movements (Schedule 12)

(2) Subsection (1) does not apply to buses operated by the London Transit Commission when official "Buses Excepted" and "Bicycles Excepted" tabs are erected and on display.

Part 4 of the PS-114 By-law is hereby amended by **deleting** the following:

PART 4 – Fire Routes

Official Signs (Schedule 2)

68. (1) In this part, "official sign" means a fire route sign in the form set out in Schedule 2 to this by-law.

(2) Fire route signs bearing the words "By-law P.S.-69-216" or "By-law P.S.-87-418" or "By-law P.S.-99-285" or "By-law P.S.-101-73" or "By-law PS-107", or signs in accordance with Schedule 36 to this By-law, shall be deemed to be official signs pursuant to this By-law, so long as they were in place on the date of the passage of this By-law.

(3) Similarly, all fire route signs legally in place on the 31st of December 1992 in areas annexed to the Corporation as of January 1, 1993 and formerly located in and forming part of the Town of Westminster, the Township of London, the Township of Delaware, the Township of North Dorchester or the Township of West Nissouri, shall be deemed to be official signs pursuant to this by-law.

(4) All signs used to replace fire route signs described in subsection (2) and (3) of this section, shall be in the form as set out in Schedule 2 to this by-law.

Part 4 of the PS-114 By-law is hereby amended by **adding** the following:

PART 4 – Fire Routes

Official Signs (Schedule 2)

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(3) Similarly, all fire route signs legally in place on the 31st of December 1992 in areas annexed to the Corporation as of January 1, 1993 and formerly located in and forming part of the Town of Westminster, the Township of London, the Township of Delaware, the Township of North Dorchester or the Township of West Nissouri, shall be deemed to be official signs pursuant to this by-law.

(4) All signs used to replace fire route signs described in subsection (2) and (3) of this section, shall be in the form as set out in Schedule 2 to this by-law.

2. No Stopping

Schedule 3 (No Stopping) of the PS-114 By-law is hereby amended by **deleting** the following row:

1-Street	2-Side	3-From	4-To	5-Period
Waterloo Street	East	Oxford Street E	Pall Mall Street	4:00 pm to 6:00 pm Monday to Friday

Schedule 3 (No Stopping) of the PS-114 By-law is hereby amended by **adding** the following row:

1-Street	2-Side	3-From	4-To	5-Period
Waterloo Street	East	Oxford Street E	Piccadilly Street	4:00 pm to 6:00 pm Monday to Friday

3. No Parking

Schedule 4 (No Parking) of the PS-114 By-law is hereby amended by **deleting** the following row:

1-Street	2-Side	3-From	4-To	5-Period
Waterloo Street	East	St. James Street	A point 25 m south of Dufferin Avenue	Anytime

Schedule 4 (No Parking) of the PS-114 By-law is hereby amended by **adding** the following rows:

1-Street	2-Side	3-From	4-To	5-Period
Gordon Avenue	Both	A point 104 m south of Commissioners Road W	Commissioners Road W	Anytime
Riverbend Road	Both	A point 173 m south of Oxford Street W	Oxfords Street W	Anytime
Waterloo Street	East	A point 38 m south of Princess Avenue	A point 30 m north of Princess Avenue	Anytime
Waterloo Street	East	St. James Street	Piccadilly Street	Anytime

4. Limited Parking

Schedule 8 (Limited Parking) of the PS-114 By-law is hereby amended by **adding** the following row:

1-Street	2-Side	3-Area	4-Time	5-Period
Waterloo Street	East	Dufferin Avenue to Piccadilly Street	8:00 a.m. to 6:00 p.m.	2 Hours Monday to Friday

5. Prohibited Turns

Schedule 11 (Prohibited Turns) of the PS-114 By-law is hereby amended by **deleting** the following rows:

1-Intersection	2-Direction	3-Prohibited Turn
Dundas Street with Clarence Street	Eastbound & Westbound	Right (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday)
Dundas Street with Clarence Street	Eastbound & Westbound	Left (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday)
Dundas Street with Richmond Street	Eastbound & Westbound	Left
Dundas Street with Richmond Street	Eastbound & Westbound	Right (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday)
Dundas Street with Ridout Street N	Eastbound Right-Turning	Right (on red traffic signal light)

Schedule 11 (Prohibited Turns) of the PS-114 By-law is hereby amended by **adding** the following rows:

1-Intersection	2-Direction	3-Prohibited Turn
Dundas Street with Clarence Street	Eastbound & Westbound	Right (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday) Bicycles Excepted
Dundas Street with Clarence Street	Eastbound & Westbound	Left (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday) Bicycles Excepted
Dundas Street with Richmond Street	Eastbound & Westbound	Left Bicycles Excepted

1-Intersection	2-Direction	3-Prohibited Turn
Dundas Street with Richmond Street	Eastbound & Westbound	Right (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday) Bicycles Excepted
Dundas Street with Ridout Street N	Eastbound Right-Turning	Right (on red traffic signal light) Bicycles Excepted

6. Designated Lane Movements

Schedule 22 (Designated Lane Movements) of the PS-114 by-law is hereby amended by deleting it in its entirety and replacing it with the following:

1-Highway	2-Between	3-Lane	4-Time/Date	5-Direction
Adelaide Street N	A point 44 m north of Commissioners Road E and Commissioners Road E	2 nd & 3 rd lane from west	Anytime	Southbound
Commissioners Road E	Wellington Road and a point 70 m east of Wellington Road	4 th & 5 th lanes from north	Anytime	Westbound
Dundas Street	A point 43 m west of Adelaide Street N and Adelaide St N	1 st lane from south	Anytime	Eastbound
Dundas Street	A point 93 m west of Ridout Street N and Ridout Street N	1 st lane from south	Anytime	Westbound (Except buses)
Dundas Street	A point 93 m west of Ridout Street N and Ridout Street N	2 nd lane from south	Anytime	Eastbound
Dundas Street	Wellington Street and 260 m west of Wellington Street	1 st lane from north	Anytime	Eastbound
Dundas Street	Wellington Street and 260 m west of Wellington Street	2 nd lane from north	Anytime	Westbound
Grand Avenue	A point 30 m west of Wellington Road and Wellington Road	1 st & 2 nd lanes from south	Anytime	Northbound
Grey Street	A point 46 m east of Wellington Street and Wellington Street	1 st & 2 nd lanes from south	Anytime	Eastbound
Southbound ramp from Highbury Avenue S to Commissioners Road E	A point 123 m south of Commissioners Rd E and Commissioners Road E	1 st lane from east	Anytime	Eastbound
Eastbound ramp from Highway 401 to Highbury Avenue S	A point 30 m west of Highbury Avenue S and	1 st & 2 nd lanes from north	Anytime	Southbound

1-Highway	2-Between Highbury Avenue S	3-Lane	4-Time/Date	5-Direction
King Street	A point 68 m west of Talbot Street and Talbot Street	1 st lane from north	Anytime	Westbound
King Street	A point 35 m west of Richmond Street and Richmond Street	1 st lane from north	Anytime	Eastbound
King Street	A point 90 m west of Clarence Street and Clarence Street	1 st lane from south	Anytime	Eastbound
Oxford Street W	Wonderland Road N and a point 235 m east of Wonderland Road N	1 st lane from north	Anytime	Westbound (Except buses)
Platt's Lane	A point 30 m south of Western Road and Western Road	1 st & 2 nd lanes from east	Anytime	Northbound
Queens Avenue	A point 40 m east of Richmond Street and Richmond Street	1 st lane from north	Anytime	Westbound (Except buses)
Queens Avenue	A point 35 m east of Talbot Street and Talbot Street	1 st lane from north	Anytime	Westbound (Except buses)
Queens Avenue	Ridout Street N and a point 23 m east of Ridout Street	1 st lane from south	Anytime	Westbound
Regent Street	A point 10 m west of Adelaide Street N and Adelaide Street N	1 st lane from south	Anytime	Eastbound
Ridout Street N	A point 52 m north of King Street and King Street	1 st & 2 nd lanes from east	Anytime	Southbound
Western Road	A point 35 m west of Richmond Street and Richmond Street	1 st & 2 nd lanes from south	Anytime	Eastbound
Wharnccliffe Road S	A point 65 m south of Horton Street E and Horton Street	1 st lane from east	Anytime	Northbound
Wellington Street	Wolfe Street and Central Avenue	2 nd lane from east	Anytime	Northbound

7. Rate of Speed

Schedule 24 (Rate of Speed) of the PS-114 By-law is hereby amended by **deleting** the following row:

1-Street	2- From	3-To	4-Maximum Rate of Speed
Highbury Avenue N	A point 150 m north of Jensen Road	A point 350 m south of Sunningdale Road E	60 km/h

Schedule 24 (Rate of Speed) of the PS-114 By-law is hereby amended by **adding** the following row:

1-Street	2- From	3-To	4-Maximum Rate of Speed
Highbury Avenue N	A point 250 m north of Dundas Street	A point 350 m south of Sunningdale Road E	60 km/h

8. Speed Limits

Schedule 25 (Area Speed Limits) of the By-law PS-114 is hereby amended by **adding** the following rows:

1-Area Limit	2-Maximum Rate of Speed
Canadian National Railway - Hyde Park Road - Sarnia Road - Wonderland Road N - Oxford Street W	40 km/h
Clark Road – Canadian Pacific Railway – Industrial Road – Dundas Street	40 km/h
Highbury Avenue N – Kilally Road – Clarke Road – Huron Street	40 km/h
Highbury Avenue N – Fanshawe Park Road E – Clarke Road – Kilally Road	40 km/h
Highbury Avenue N – Sunningdale Road E – Clarke Road – Fanshawe Park Road E	40 km/h
Highbury Avenue N – City Limit – Clarke Road – Sunningdale Road E	40 km/h
Hyde Park Road - Gainsborough Road - Wonderland Road N - Sarnia Road	40 km/h
Hyde Park Road, Oxford Street W - Wonderland Road N - Riverside Drive	40 km/h

This by-law comes into force and effect on the day it is passed.

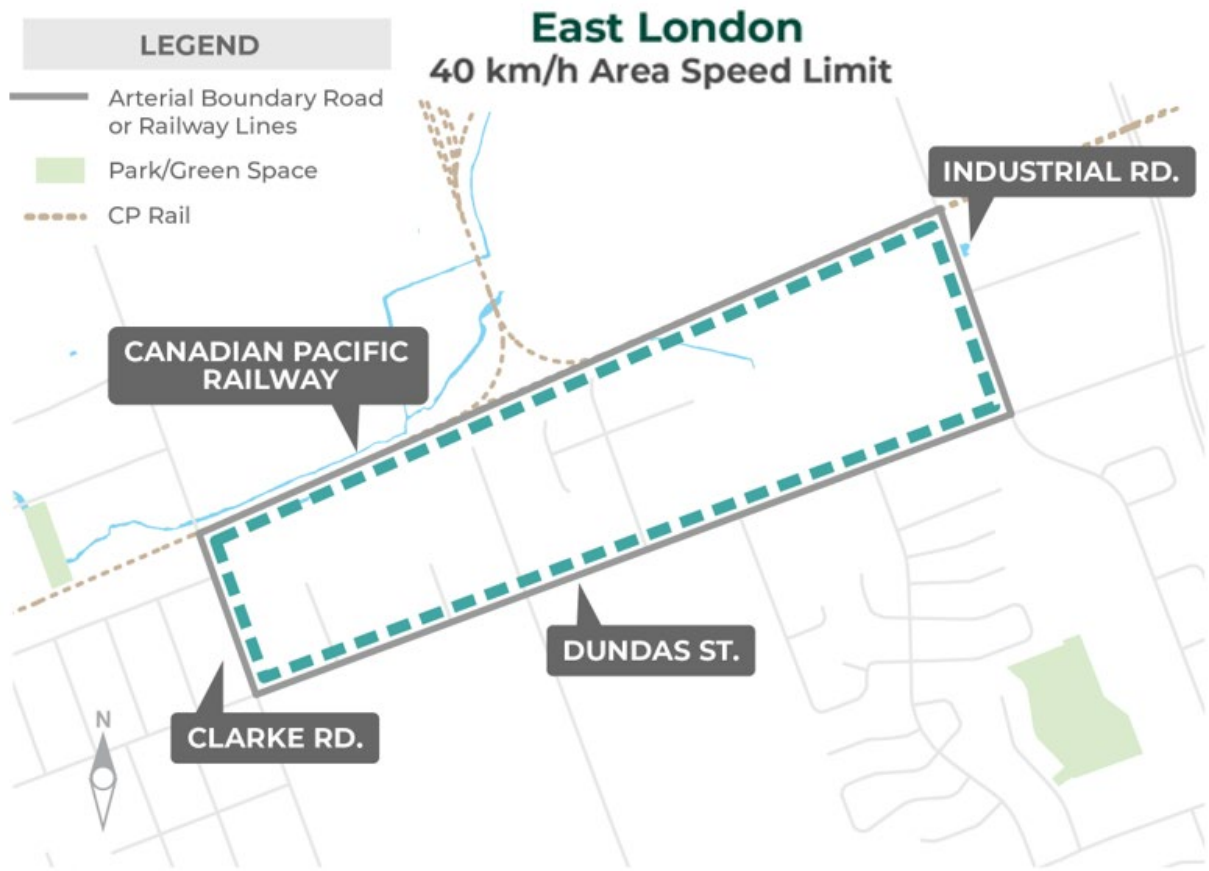
PASSED in Open Council on March 7, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – March 7, 2023
Second Reading – March 7, 2023
Third Reading – March 7, 2023

APPENDIX B: Area Speed Limit Zone Maps





LEGEND

- Arterial Boundary Road or Railway Lines
- Park/Green Space
- - - - CN Rail
- ▬ Arterial Road (speed limit marked on map)

North-West London 40 km/h Area Speed Limit

