

November 30, 2015

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT  
ENGINEERING SERVICES 2015-64**

**TO:** Committee of the Whole

**SUBJECT:** Bristol Road – Main Street North to Ashworth Drive – Parking Review  
File No.: T08 T.30 Bristol Road East

**ORIGIN:** Director, Engineering Services

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**RECOMMENDATIONS**

THAT Development and Infrastructure Services Report – ES2015-64 dated November 30, 2015 regarding Bristol Road – Main Street North to Ashworth Drive - Parking Review, be received and the following recommendations be adopted:

1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be further amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Bristol Road	North	Main Street North to the property limit between #565 and #569 Bristol Road	Anytime

2. AND THAT the necessary By-laws be prepared and submitted to Council for their approval.

**COMMENTS**

The Ward Councillor brought this matter to the attention of the Engineering Services Department, advising that the on-street parking was causing traffic concerns. When inspecting the site, Town staff observed that there was continual parking on both sides of the street, extending into the taper lanes of the intersection.

Town staff proposed to create “no parking” zones on both sides of Bristol Road from Main Street North to a point approximately 1/3 of the way along the street. This would create a clear zone for traffic, while residents could still park along the east half of the street on both sides.

Town staff polled the community for input and received some interesting insight. The cars that were continually parked consisted of a mix of residents' vehicles and possible construction workforces' personal vehicles from the 2<sup>nd</sup> Concession job site. This would explain the longer term parking that was seen throughout the daytime on the street. An important fact is that, although the potential for traffic operation issues did exist as a result of the parked cars, they actually provided traffic calming into the community by narrowing the travelled portion of the road. Results of the polling showed that the majority of respondents were against any change in the existing parking.

A clear path to any signalized intersection is important to ensure safe traffic operations. Therefore, it is recommended that a balanced approach be implemented whereby parking is only restricted on the north side. This "no parking" zone would cause the community to lose only one (1) parking space on the street, and it would provide a relatively clear path to the intersection while still having the benefits of on-street parking and traffic calming effects.

### **PUBLIC CONSULTATION**

On September 25, 2015, Engineering Services contacted the Bristol Road community between Main Street North and Ashworth Drive. Nine (9) households (which directly fronted or flanked the proposed area of study) were subject to the mail-out. The Town received five (5) responses (55% return), of which four (80%) were against the proposed "No Parking Zone" on both sides of the street, while only one (20%) was in favour of the proposal.

A copy of this report will be forwarded to affected households prior to the Committee of the Whole Meeting so that residents who wish to attend the Committee of the Whole meeting or present a deputation may do so.

### **BUSINESS PLAN AND STRATEGIC PLAN LINKAGES**

- Well-planned and connected...strategically planning for the future to improve information access and enhance travel to, from and within Newmarket.

### **HUMAN RESOURCE CONSIDERATIONS**

No impact to current staffing levels.

### **IMPACT ON BUDGET**

#### **Operating Budget (Current and Future)**

No impact to the Operating Budget.


#### **Capital Budget**


There is a small impact to the Capital budget (less than \$1,000.00) for the parking restriction signage.


## CONTACT

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-  Proposed No Parking Zone
-  No Parking Zone NOT Recommended in this Report