



Committee of the Whole Report

Report Number:	ENG2022-015
Meeting Date:	April 5, 2022
Title:	Request for Weight Restriction – Yelverton Road, Ballyduff Road, Waite Road, and Drum Road
Description:	Request for Weight Restriction
Author and Title:	Joseph Kelly, Senior Engineering Technician

Recommendation(s):

Report ENG2022-015 **Request for Weight Restriction – Yelverton Road, Ballyduff Road, Waite Road, and Drum Road** be received.

That all commercial through traffic be restricted at all times on Yelverton Road from Gray Road to Janetville Road;

That all commercial through traffic be restricted at all times on Ballyduff Road from Manvers Scugog Townline to a point 375 meters west of Highway 35, excluding traffic accessing local pits on the identified local haul access route;

That all commercial through traffic be restricted at all times on Waite Road from Manvers Scugog Townline to Highway 35;

That all commercial through traffic be restricted at all times on Drum Road from Manvers / Scugog Townline to a point 1.7 km west of Manvers / Scugog Line, excluding traffic accessing local pits on the identified local haul access route;

That the necessary By-law for the above recommendations be forwarded to Council for adoption;

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Council Meeting of November 16, 2021 Council adopted the following resolution:

CW2021-288/CR2021-532

That the Memorandum from Councillor Richardson, **regarding the restriction of Commercial Truck Traffic**, be received;

That Staff review the By-Law that restricts commercial truck traffic on rural roads and consider Yelverton Road, Ballyduff Road, Waite Road, and Drum Road for inclusion in a report back by the end of Q1, 2022; and

That the report back includes options for enforcement.

This report addresses those directions. The memorandum can be seen in Appendix A. This memo was in response to complaints of heavy aggregate traffic from Durham Region through CKL roads on route to the provincial highways as seen on the map in Appendix B.

All of the roads west of Highway 35 and south of Highway 7A in the geographic township of Manvers are rural local roads as outlined in the City's transportation master plan with volumes under 500 vehicles (with the exception of Durham Regional Road 20). These roads are classified under the Roadway Classification System Policy as Class 3 roads.

Rationale:

Under the CKL Transportation Master Plan, a rural local road accommodates primarily passenger vehicles, light to medium trucks and occasional heavy trucks. Unless travelling from a pit fronting on a local road, these roads should not be major haul routes. They are typical rural local roads with little to no shoulder/recoverable slope and narrower lane widths compared to arterial designed roads. Draft Schedule I of the Official Plan (currently in draft per the OPA 11 'Aggregate Policy Review') shows that the majority of Drum Road and parts of Ballyduff Road are identified as "Local Haul Access Routes" (Schedule C). These sections of road service local pits on the road on route to Highway 35. No other roads in the area are identified as major, minor or local haul routes.

As part of a study in response to a previous related complaint, staff performed vehicle class counts on Yelverton Road, Waite Road, and Fleetwood Road (Appendix D). Although traffic volumes are low, these counts show an elevated heavy class vehicle proportion compared to most rural local roads and are high even compared to some

arterials. Yelverton Road especially experienced an elevated proportion of commercial traffic with three or more axles (38%, averaging 16 three or more axle vehicles per day).

It should be noted that prohibiting heavy vehicles on some rural local roads may encourage re-routing onto roads just as ill-suited for the purpose. Resident complaints show that the routing to the pit in Durham shifts as the projects utilizing the pit change locations, it would be safe to say that trucks are using the most direct route they can and any road west of Highway 35 and south of Highway 7A has the potential of elevated heavy class use. It is clear that the preferred route to the pit in Durham is to reach the Provincial Highways via CKL local rural roads.

Enforcement

Enforcement of heavy vehicle restriction are pursuant to Section 182.2 under the Ontario Highway Traffic Act. There is currently no administrative monetary penalty system (AMPS) in place in the Municipality that would allow Municipal staff to enforce weight restrictions on our roads.

Options

Option 1 – Status Quo

The relatively low traffic volumes keep the conflict potential low. This option is not recommended.

Option 2 – Protect Built-up Areas

The geographic hamlet of Yelverton on Yelverton Road and the geographic hamlet of Lotus on Ballyduff Road are built-up areas with posted speed limits of 50 km/hr. Although traffic volumes are relatively low, conflict potential at these locations are elevated due to possible pedestrian use. Restricting commercial through traffic on Ballyduff Road and Yelverton Road would provide protection to those pedestrians. Access to the existing pits fronting on Ballyduff Road would not be effected since they are on identified local access routes not considered as “through” traffic.

Option 3 – Prohibit Heavy Traffic on Roads as per Memo

This option satisfies the memo and protects the built-up areas of Yelverton and Lotus. However, it could divert the traffic to similarly designed and used roads such as Gray Road, Century Farm Road, Telecom Road, Manvers Scugog Townline, Darlington Manvers Townline and Sandy Hook Road.

Option 4 – Prohibit Heavy Traffic on all Rural Local Roads West of Highway 7 and South of Highway 7A

This option accounts for the diversion of traffic to other roads. Enforcement may be problematic unless a designated route can be established. A logical route identified would be Manvers/Scugog Townline south to the existing major arterial haul route on Boundary Road (Durham Regional Road 20). The current Schedule I of the City's Official Plan is currently draft and there may opportunity for aggregate producers to participate in its development for alternative routes for west bound through commercial traffic.

Until a suitable route can be determined, staff recommends Option 3.

Other Alternatives Considered:

All alternatives considered are listed under "Options".

Alignment to Strategic Priorities

Providing life safety and protection, is a priority objective of the City under the Council Adopted Strategic Plan Goal of an Exceptional Quality of Life.

Financial/Operation Impacts:

Cost of installing new signs through Public Works operational budget.

Consultations:

Manager – Engineering – Technical Services

Attachments:

Appendix A – Memo



Adobe Acrobat
Document

Appendix B – Key Map



Adobe Acrobat
Document

Appendix C – Draft Schedule I of the Official Plan



Adobe Acrobat
Document

Appendix D – Class Count



Adobe Acrobat
Document

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Department Head: Juan Rojas, Director of Engineering & Corporate Assets

Department File: Engineering and Corporate Assets