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## Item No. 3

**Halifax Regional Council**  
**October 2, 2007**

**TO:** Mayor Kelly and Members of Halifax Regional Council

**SUBMITTED BY:**

A handwritten signature in black ink, appearing to read "Mike Labrecque", written over a horizontal line.

Mike Labrecque, P.Eng., Director, Transportation and Public Works

**DATE:** September 14, 2007

**SUBJECT:** Truck Routes - Halifax Peninsula

### INFORMATION REPORT

#### ORIGIN

Item 12.6 raised at the June 26, 2007 meeting of Halifax Regional Council.

MOVED by Councillor Murphy, seconded by Councillor Sloane, that staff provide a report with regard to truck routes on the Peninsula and whether these routes are being communicated to HRP staff. Further staff also provide a list of known routes currently being used on the peninsula. MOTION PUT AND PASSED UNANIMOUSLY.

#### BACKGROUND

Truck routes in the Core Service Area of HRM are regulated under By-Law T-400 which was adopted by Regional Council in 1998. This by-law replaced any regulations in the previous municipal units that applied to streets that are now within the Core Service Area. In the Halifax peninsula area the truck routes were first adopted by the City of Halifax in 1973.

## **DISCUSSION**

In the peninsula area of Halifax, the latest version of the truck routes are almost identical with the routes first set up in 1973. The only major revision was to change Lady Hammond Road between Kempt Road and Commission Street, and Commission Street between Lady Hammond Road and Kempt Road, from 24 hour routes to daylight (7:00 a.m. to 9:00 p.m.) routes.

Since the truck routes were adopted in 1973 enforcement has been done by City of Halifax police and now Halifax Regional Police. Booklets containing the by-law and including informational maps have been distributed to trucking companies and to police staff since 1973. The By-Law and its maps are now available on the HRM website. Police officers are still provided with hard copies.

The by-law and maps are supplemented for enforcement purposes with truck route signs. These show truck operators, and police officers, which streets are designated as either daylight or 24 hour truck routes. If a street is not signed as a truck route, then it is not a truck route and trucks may only use that street for local service as defined under the by-law.

Traffic and Right of Way Services staff are not aware of any particular roadways that are not truck routes that are subject to much illegal truck use. Mumford Road is not now and has never been a truck route. Complaints about Mumford Road truck traffic are common, but most of the trucks that have been observed on that street are legitimately in local service, serving the Halifax Shopping Centre Annex, Walmart, and other nearby businesses.

Buses and tour coaches are not subject to the Truck Route By-Law.

## **BUDGET IMPLICATIONS**

There are no budget implications.

## **FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN**

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/agenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Alan Taylor, P.Eng., Transportation Planner, TPW, 490-6680

Report Approved by:



Ken Reashor, P.Eng., Manager of Traffic and Right of Way, 490-6637

