




P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 11.1.4
Halifax Regional Council
July 22, 2014
September 9, 2014

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original signed by 
Richard Butts, Chief Administrative Officer

Original Signed by Director

Kathleen Llewellyn-Thomas, A/Director, Public Works and Transportation

DATE: June 4, 2014

SUBJECT: By-law T-402 Respecting the Amendment of By-law T-400, the Truck Routes By-law

ORIGIN

Motion passed by Regional Council on April 1, 2014:

MOVED by Councillor Whitman, seconded by Councillor Walker that Halifax Regional Council Give Notice of Motion to adopt By-law Number T-402, A By-law Respecting The Amendment of By-law T-400 The Truck Routes By-law, as outlined in Attachment B of the staff report dated March 19, 2014 to allow the operation of trucks on the Hammonds Plains Road and Lucasville Road, and Pockwock Road, Kearney Lake Road and Blue Water Road provided that the truck is registered to an address on the Hammonds Plains Road or Lucasville Road, Pockwock Road, Kearney Lake Road and Blue Water Road; and

Consider this motion as providing Notice of Motion that these amendments will come forward at a future meeting of Regional Council for First Reading.

MOTION PUT AND PASSED

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, s.188, the "Power to make by-laws" and Part V, Section 194(4) "Temporary Weight Restrictions or Truck Route" of the Nova Scotia Motor Vehicle Act.

RECOMMENDATION

It is recommended that Halifax Regional Council enact By-law T-402 to amend By-law T-400 Respecting the Establishment of Truck Routes for Certain Trucking Motor Vehicles within the Halifax Regional Municipality.

BACKGROUND

Regional Council directed staff to prepare a report with suggested amendments to By-law T-400. The amendments proposed would enable Regional Council to grant exemptions to By-law T-400 for temporary situations or local traffic.

Staff provided a Supplementary Report dated March 19, 2014 with five options to address Regional Council's request. On April 1, 2014 Regional Council passed the motion to adopt Attachment B to the Supplementary Report, which would amend the By-law to provide exemptions for trucks on the Hammonds Plains and Lucasville Roads provided those trucks were registered to an address on either of those roads. The motion also adds three additional roads, Pockwock Road, Kearney Lake Road and Blue Water Road to the amendment to the By-law.

DISCUSSION

The amendment to the By-law has been prepared as directed and is attached for Regional Council's consideration for first reading.

FINANCIAL IMPLICATIONS

None

COMMUNITY ENGAGEMENT

None

ENVIRONMENTAL IMPLICATIONS

None

ALTERNATIVES

None

ATTACHMENTS

Attachment "1" – By-law T-402 Respecting the Amendment of By-law T-400
Attachment "2" – Supplementary Report, dated March 19, 2014, Item No. 11.7.1i for April 1, 2014 meeting of Halifax Regional Council

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.php> 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: Donna M. Boutilier, Solicitor and By-law Coordinator, 490-2331

Original Signed by Director

Report Approved by: _____
John Traves, Q.C., Director, Legal, Insurance and Risk Management Services
490-4219



BY-LAW NUMBER T-402

**A BY-LAW RESPECTING THE AMENDMENT OF BY-LAW T-400
THE TRUCK ROUTES BY-LAW**

**Halifax Regional Municipality
By-law T-402
Respecting the Amendment of By-law T-400
The Truck Routes By-law**

BE IT ENACTED by the Council of Halifax Regional Municipality pursuant to Halifax Regional Municipality Charter as follows:

By-law T-400, the Truck Routes By-law, as amended, is further amended by adding immediately following Section 6:

Exemptions for Hammonds Plains Road, Lucasville Road, Pockwock Road, Kearney Lake Road and Bluewater Road

- 6A. Notwithstanding any provision of this By-law, a person may operate a truck on the Hammonds Plains Road, Lucasville Road, Pockwock Road, Kearney Lake Road and Bluewater Road provided that the truck is registered to an address on the Hammonds Plains Road, Lucasville Road, Pockwock Road, Kearney Lake Road or Bluewater Road.

Done and passed in Council this ____ day of _____, 2014.

MAYOR

MUNICIPAL CLERK


I, Cathy Mellett, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted by-law was passed at a meeting of the Halifax Regional Council held on _____, 2014.

Cathy Mellett
Municipal Clerk

Item No. 11.7.1i
Halifax Regional Council
April 1, 2014

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY:

Original signed by 

Richard Butts, Chief Administrative Officer

Original Signed by 

Mike Labrecque, Deputy Chief Administrative Officer

DATE: March 19, 2014

SUBJECT: Exemptions to Truck Route By-Law (T-400)

SUPPLEMENTARY REPORT

ORIGIN

1. Item 14.1 of the November 12, 2013 meeting of Halifax Regional Council:

MOVED by Councillor Whitman, seconded by Councillor Hendsbee whereas local businesses are being negatively impacted by the Truck Route By-law. Council directs staff to prepare a staff report with suggested amendments to By-law T-400, that enable Council to grant exemptions for temporary situations and or local traffic.

MOTION PUT AND PASSED

2. The February 25th 2014 meeting of Halifax Regional Council, whereby Councillor Whitman submitted a petition with 400 signatures requesting that local businesses located in the greater Hammonds Plains and Lucasville area be allowed unencumbered use of the Hammonds Plains and Lucasville Roads to conduct business with vehicles over 3000 kg. The petition requests that this be done by either removing, amending or changing by-law T-400 to say any vehicles of local businesses on the Hammonds Plains/Lucasville Road be exempt from prosecution when using any part of the Hammonds Plains and Lucasville Roads to conduct commercial business.

LEGISLATIVE AUTHORITY

Part VII, Section 188 “Power to make by-laws” of the HRM Charter and Part V, Section 194(4) “Temporary Weight Restrictions or Truck Route” of the Nova Scotia Motor Vehicle Act.

RECOMMENDATION

It is recommended that Halifax Regional Council not consider amendments to the Truck Route By-Law (T-400) that would allow for businesses to be granted exemptions to the by-law thereby enabling unencumbered operation of heavy trucks (trucks over 3000 kg registered weight) on Hammonds Plains Road, Lucasville Road, or any other road not already identified in By-Law T-400 as being either a full-time or daytime truck route.

BACKGROUND

HRM's Truck Route By-Law (T-400) was enacted in 1998 to replace former City of Halifax Ordinance 155 and former City of Dartmouth By-Law T-800, both respecting the regulation of heavy truck traffic on municipal roadways. Halifax's truck routes were approved by City Council in November of 1972 and have been in effect since 1973, approximately 40 years. The by-law is intended to restrict through traffic by heavy trucks to specific roadways which are more suited for use by these types of vehicles and to minimize the disturbance by heavy trucks using non-truck route roadways while still allowing trucks to access non-truck route roadways in order to make local deliveries.

DISCUSSION

Restricting heavy truck traffic to the higher class, major roadways ensures limited exposure by local, residential areas to the disturbances and safety concerns often associated with heavy trucks as well as ensuring the majority of this truck traffic is occurring on roadways that have been built to properly accommodate the increased size and weight associated with these types of vehicles.

When considering the idea of issuing exemptions to T-400, it should be noted that exemptions granted to an individual or business, would allow that individual or business to operate heavy trucks on roadways that have been purposely excluded from the identified truck routes. Such exemptions would also result in challenges related to administration, regulation and enforcement.

In order to properly administer and regulate exemptions to T-400, a process would need to be set up describing the procedure for making application to Council by the individual or business seeking the exemption. Such a process would need to consider the application format, applicable fee(s), information to be provided for review of the application, process for review of the applications and the physical form of the exemption itself (letter, certificate, permit, sticker, etc.). Consideration would also need to be given to criteria that would need to be put in place in order to determine if, how, and for what time frame the exemption would be issued. Should the exemption be issued permanently or for a specific period that would require renewal? Would the exemption be vehicle specific, requiring an exemption for each individual vehicle, or issued to a business? Would residents of the roadway in question have the ability to voice their concerns or opposition to the granting of an exemption for the roadway on which they live and how heavily would their input weigh in the decision to grant/deny the exemption?

Traffic and Right of Way staff met with representatives from Halifax Regional Police, RCMP and Provincial Vehicle Compliance in order to determine if there might be any specific challenges related to enforcing violations to the truck route by-law and the exemptions, should exemptions be issued. The main concern that was raised had to do with the ability to deal with the increased number of trucks that would be present on non-truck route roadways and the resources needed to determine which are in violation of the by-law and which are exempt.

Traffic & Right of Way Services regularly receives complaints from residents about the presence of large trucks on streets near their homes or in areas where they feel these trucks should not be. In particular, staff has been contacted many times by residents and the Greater Hammonds Plains Communities Association (GHPCA), regarding truck traffic on Hammonds Plains Road, and Lucasville Road. At the request of the GHPCA through the North West Community Council, Traffic and Right of Way Services, in conjunction with the Province, undertook the installation and replacement of truck route signage in this area to help ensure RCMP would be able to properly enforce T-400.

Staff considered several options, none of which are recommended, as a means to address Council's request:

Option 1 – Grant of Exemption by Council – under this option By-Law T-400 would be amended to include language (as provided in Attachment A) that would enable Council to grant exemptions to the by-law.

Implementation of this option would result in a complicated and difficult system to administer, regulate and enforce (as outlined earlier in this discussion). This option would also create a situation where any business within HRM, on a non-truck route, could receive an exemption to the by-law, resulting in increased truck traffic on non-truck route roadways throughout the Municipality. Staff do not recommend this option.

Option 2 – Grant of Exemption by Staff – like option 1, this option would require By-Law T-400 to be amended to include language that would enable staff to grant exemptions to the by-law. This would require adaptation of the language provided in Attachment A, so applications would be made directly to staff instead of Council.

As outlined for option 1, this option would require a complicated permitting/exemption system to administer, regulate and enforce. Although the process would be modified slightly, the ultimate outcome would be the same. Staff do not recommend this option.

Option 3 – Designate Hammonds Plains Road and Lucasville Road as Truck Routes – Schedules A and B of By-Law T-400 identify which HRM roadways are designated as either daytime or full-time truck routes. The by-law could be amended to add these roads to either Schedule A or B, making them either day-time or full-time truck routes. Hammonds Plains Road between the Bedford Highway and Highway 102 is currently a full-time truck route.

Although this scenario would be the most straightforward with regard to implementation and enforcement, it would result in a substantial increase in truck traffic on both Hammonds Plains

Road and Lucasville Road. Such an increase is very likely to be unacceptable to many residents living in the area as these roads are not currently truck routes. Staff do not recommend this option.

Option 4 – Hammonds Plains Road and Lucasville Road Exemption – provide for roadway specific exemptions to By-Law T-400 by amending the by-law to add the following section:

“6A Notwithstanding any provisions of this by-law, a person may operate a truck on the Hammonds Plains Road and Lucasville Road provided that the truck is registered to an address on Hammonds Plains Road or Lucasville Road.”

This option has the potential to substantially increase the number of trucks using both of these roads. Given the increased truck traffic, there would be difficulties surrounding enforcement because verifying which trucks are permitted to use these roads would require police to stop a large number of vehicles in order to determine their eligibility to use these roads as a truck route. This type of roadway specific exemption is also likely to be attractive to other areas within the Municipality and it is anticipated that requests would be received to have other roads added to the list to be eligible for exemptions, thus increasing truck traffic on many roads throughout HRM. Staff do not recommend this option.

Option 5 – Local Truck Exemption – provide for a general local truck exemption to By-Law T-400 by amending the by-law to add the following section:

“6A Notwithstanding any provisions of this by-law, a person may operate a truck on a particular highway provided that the truck is registered to an address on that highway.”

This option would allow for any business operating heavy trucks to have unrestricted use of the particular roadway on which they are located, regardless of it being designated as a truck route or not. This would essentially negate the by-law and result in a substantial and widespread increase in heavy truck traffic on non-truck route roadways throughout HRM. Staff do not recommend this option.

Careful consideration should be given to the idea of allowing exemptions to T-400 since such exemptions will no doubt be attractive to many businesses across the Municipality who operate large trucks. For example, under an exemption system, Farmers Dairy located off Hammonds Plains Road could be granted an exemption to T-400. Granting of this exemption could potentially result in a large number of trucks having the ability to use the entirety of Hammonds Plains Road and potentially Lucasville Road depending on how the exemption would be applied.

This outlines only a single example in a particular location. However, there are no doubt additional examples in the greater Hammonds Plains area as well as numerous others across the Municipality. It is quite evident that exemptions to T-400 would be attractive to many businesses across the Municipality and would ultimately result in an increase in heavy truck traffic on non-truck route roadways HRM wide. Amending the by-law to allow for exemptions to truck route restrictions would effectively negate by-law and therefore have a significant impact on not only the residents, but roadway safety and the roadway infrastructure itself, in areas where

exemptions would be granted since these roads would not currently be designed to handle the increased use by heavy trucks. Based on the above discussion, staff do not recommend any amendments to By-Law T-400 that would allow for exemptions to the truck route restrictions.

FINANCIAL IMPLICATIONS

At this time, there are no financial implications associated with this report. Should Council wish to proceed with amendments to the by-law to grant exemptions, then staff would assess the financial implications associated with implementing such a program.

COMMUNITY ENGAGEMENT

Community engagement was not deemed necessary at this stage because the motion from the Councillor was a result of input from a resident as well as a petition submitted to Regional Council. If Council decides to move forward with amendments to the by-law, community engagement would be provided through the public hearing process associated with the by-law amendment process.

ENVIRONMENTAL IMPLICATIONS

Implications not identified.

ALTERNATIVES

Flowing from the options outlined in the discussion section of this report, staff provide the following alternatives for Council's consideration, none of which are recommended:

1. Give Notice of Motion to adopt By-law Number T-402, *A By-law Respecting The Amendment of By-law T-400 The Truck Routes By-law*, as outlined in Attachment A of the staff report dated April 1, 2014 to allow Regional Council to grant exemptions; and

Consider this motion as providing Notice of Motion that these amendments will come forward at a future meeting of Regional Council for First Reading. (Option 1)

2. Direct staff to draft amendments to By-law T-400, the Truck Routes By-law, for Council's consideration, to permit staff to grant exemptions to the Truck Routes By-law. (Option 2)
3. Direct staff to draft amendments to By-law T-400, the Truck Routes By-law, for Council's consideration, to designate the Hammonds Plains Road and Lucasville Road as Truck Routes. (Option 3)
4. Give Notice of Motion to adopt By-law Number T-402, *A By-law Respecting The Amendment of By-law T-400 The Truck Routes By-law*, as outlined in Attachment B of the staff report dated April 1, 2014 to allow the operation of trucks on the Hammonds Plains Road and Lucasville Road provided that the truck is registered to an address on the

Hammonds Plains Road or Lucasville Road; and

Consider this motion as providing Notice of Motion that these amendments will come forward at a future meeting of Regional Council for First Reading. (Option 4)

5. Give Notice of Motion to adopt By-law Number T-402, *A By-law Respecting The Amendment of By-law T-400 The Truck Routes By-law*, as outlined in Attachment C of the staff report dated April 1, 2014 to allow the operation of a truck on a particular highway provided that the truck is registered to an address on that highway; and

Consider this motion as providing Notice of Motion that these amendments will come forward at a future meeting of Regional Council for First Reading. (Option 5)

ATTACHMENTS

Attachment A – Proposed By-Law T-402 – Granting of Exemptions by Council

Attachment B – Proposed By-Law T-402 – Roadway Specific Exemptions

Attachment C – Proposed By-Law T-402 – Local Truck Exemptions

Attachment D – Current Truck Route By-Law T-400

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: Roddy MacIntyre, P.Eng., Transportation Engineer, 490-5525

Report Approved by: _____
Taso Koutroulakis, P.Eng., P.T.O.E., Manager, Traffic & Right of Way Services, 490-4816

Bill Moore, O.O.M., Deputy Chief, Halifax Regional Police, 490-7138

Joshua Judah, Senior Solicitor, Legal, Insurance and Risk Management Services, 490-4226

Report Approved by: _____
David Hubley, P.Eng., A/Director, Transportation & Public Works, 490-4855



BY-LAW NUMBER T-402

**A BY-LAW RESPECTING THE AMENDMENT OF BY-LAW T-400
THE TRUCK ROUTES BY-LAW**

**Halifax Regional Municipality
By-law T-402
Respecting the Amendment of By-law T-400
The Truck Routes By-law**

BE IT ENACTED by the Council of Halifax Regional Municipality pursuant to Halifax Regional Municipality Charter as follows:

By-law T-400, the Truck Routes By-law, as amended, is further amended by adding immediately following Section 6:

Grant of Exemptions by Council

- 6A. (1) Notwithstanding anything contained in this By-Law, any person may make application to Council to be granted an exemption from any of the provisions of this By-Law with respect to driving a truck on a highway for which that person might be prosecuted.
- (2) An application for an exemption shall be filed with the Clerk and shall include,
- (a) a complete Truck Route Bylaw Exemption application form; and
 - (b) the application fee, as prescribed by Administrative Order Number 15.
- (3) The Clerk shall schedule the application to be heard during a Council meeting.
- (4) Notice of the time, date and purpose of the Council meeting at which the hearing is proposed to take place shall be,
- (a) mailed to the assessed owner or owners, as shown in the Assessment Roll, of property that abuts the portion of the highway that will be the subject of the hearing; or
 - (b) advertised in a newspaper circulating in the Municipality.
- (5) The Clerk shall provide notice of the application to the Engineer and the Engineer shall produce a recommendation report for Council in regard to the application.
- (6) In deciding whether or not to grant an exemption, Council shall give the applicant, and any person opposed or in support of the application, an opportunity to be heard during a Council meeting and may consider such other matters as it deems appropriate.
- (7) In deciding whether or not to grant an exemption, Council shall give consideration to,
- (a) the social or commercial benefit of the exemption to the municipality;

(b) the views of any residents of the municipality which may be expressed to Council;

(c) the proposed hours of operation of the exemption; and

(d) the proposed duration of the exemption.

(8) Council, by resolution, may,

(a) grant the exemption applied for;

(b) grant any exemption of lesser effect; or

(c) refuse to grant any exemption.

(9) Exemptions granted by Council shall,

(a) specify the time period, not in excess of six months, during which the exemption shall be effective; and

(b) include such terms and conditions as Council deems appropriate.

(10) The Engineer shall issue an Exemption Certificate for each vehicle that is subject to an exemption granted by Council.

(11) The driver of a vehicle that is subject to an exemption shall,

(a) carry the Exemption Certificate in the vehicle at all times the vehicle is in operation;

(b) display the Exemption Certificate upon the demand of a Peace Officer; and

(c) surrender the Exemption Certificate to the Municipal Engineer upon his request.

(12) The Exemption Certificate replacement fee shall be prescribed by Administrative Order Number 15.

(13) In addition to being prosecuted under this by-law, any alleged breach by the applicant of any of the terms or conditions of any exemption granted by Council may be investigated by municipal staff. Municipal staff shall report their findings to Council in writing and provide a copy of the report to the applicant. Council may, by majority vote, pass a resolution revoking the exemption, on giving notice of at least 7 days to the applicant. The applicant may speak before Council makes a determination on the exemption.

Done and passed in Council this ____ day of _____, 2014.

MAYOR

MUNICIPAL CLERK

I, Cathy Mellett, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted by-law was passed at a meeting of the Halifax Regional Council held on _____, 2014.

Cathy Mellett
Municipal Clerk



BY-LAW NUMBER T-402

**A BY-LAW RESPECTING THE AMENDMENT OF BY-LAW T-400
THE TRUCK ROUTES BY-LAW**

**Halifax Regional Municipality
By-law T-402
Respecting the Amendment of By-law T-400
The Truck Routes By-law**

BE IT ENACTED by the Council of Halifax Regional Municipality pursuant to Halifax Regional Municipality Charter as follows:

By-law T-400, the Truck Routes By-law, as amended, is further amended by adding immediately following Section 6:

Hammonds Plains Road and Lucasville Road Exemptions

- 6A. Notwithstanding any provision of this By-law, a person may operate a truck on the Hammonds Plains Road and Lucasville Road provided that the truck is registered to an address on the Hammonds Plains Road or Lucasville Road.

Done and passed in Council this ____ day of _____, 2014.

MAYOR

MUNICIPAL CLERK

I, Cathy Mellett, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted by-law was passed at a meeting of the Halifax Regional Council held on _____, 2014.

Cathy Mellett
Municipal Clerk



BY-LAW NUMBER T-402

**A BY-LAW RESPECTING THE AMENDMENT OF BY-LAW T-400
THE TRUCK ROUTES BY-LAW**

**Halifax Regional Municipality
By-law T-402
Respecting the Amendment of By-law T-400
The Truck Routes By-law**

BE IT ENACTED by the Council of Halifax Regional Municipality pursuant to Halifax Regional Municipality Charter as follows:

By-law T-400, the Truck Routes By-law, as amended, is further amended by adding immediately following Section 6:

Local Traffic Exemption

6A. Notwithstanding any provision of this By-law, a person may operate a truck on a particular highway provided that the truck is registered to an address on that highway.

Done and passed in Council this ____ day of _____, 2014.

MAYOR

MUNICIPAL CLERK

I, Cathy Mellett, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted by-law was passed at a meeting of the Halifax Regional Council held on _____, 2014.

Cathy Mellett
Municipal Clerk

**BY-LAW NO. T-400
RESPECTING THE ESTABLISHMENT OF TRUCK ROUTES
FOR CERTAIN TRUCKING MOTOR VEHICLES WITHIN THE
HALIFAX REGIONAL MUNICIPALITY**

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality, under the authority of section 194(4) of the Motor Vehicle Act, being chapter 293 of the Revised Statutes of Nova Scotia, 1989 as amended, as follows:

1. This by-law shall be known as by-law No. T-400, and may be cited as the "Truck Routes By-Law". This by-law shall apply to those areas of the Halifax Regional Municipality located in the Urban Core Service Area.
2. In this by-law:
 - (a) "Municipality" means the Halifax Regional Municipality;
 - (b) "Highway" means a public highway, street, lane, road, alley, park, or place including the bridges thereon and private property that is designed to be and is accessible to the general public for the operation of a motor vehicle;
 - (c) "Truck" in this by-law includes
 - (i) a motor vehicle designed, used or maintained primarily for the transportation of goods, material or property, and weighing more than three thousand kilograms (3,000 kg) according to the registration certificate of the vehicle, and
 - (ii) a tractor, roller, grader, backhoe, pay loader, road building or road maintenance equipment, or construction equipment, other than truck type vehicles, regardless of weight.
 - (d) "Truck route" or "route" means a highway in the Municipality approved for the passage of trucks.
3. No person shall drive a truck on any highway in the Municipality except as permitted by this by-law.
4. (1) A truck may be operated on a highway only between the hours of seven o'clock in the forenoon and nine o'clock in the afternoon of the same day on those routes, ("Daytime Truck Routes") established in Schedule "A" hereto annexed.

- (2) A truck may be operated on a highway at anytime on those routes (Full time Truck Routes) established in Schedule "B" hereto annexed.
- (3)
 - (i) A person may, for the purpose of making a delivery or collection of goods or supplying a service at a location off a truck route and while using truck routes until unable to continue to do so, drive the truck on those highways forming the most direct accessible connection between the nearest truck route and the delivery point, collection point or service point for merchandise or materials, and shall also return to the truck route by those highways forming the most direct accessible connection.
 - (ii) Where the person has a subsequent delivery or collection to make, or subsequent service to provide, in the same area, he may proceed to make the subsequent delivery or collection or service before proceeding by the most direct accessible connection to the nearest truck route.
 - (iii) If any truck is stored at a location off the truck route, a person may drive the truck to and from the place where it is stored, and in so doing shall drive it on those highways forming the most direct, accessible connection between the storage location and a truck route.
5. The Municipality shall erect signs as depicted in Schedule "C" hereto to be placed on the truck routes listed in Schedule "A" and Schedule "B", to indicate to drivers of trucks the highways permitted to be used as truck routes.
6. The provisions of this by-law shall not apply to municipal vehicles or public utility vehicles while actively engaged in maintenance and repair work on Municipal streets or utility appurtenances included therein, or to Police or Fire Service vehicles or equipment engaged in the line of duty.
7. Deleted by Minister of Housing & Municipal Affairs
8. Deleted by Minister of Housing & Municipal Affairs
9. Every person who violates or fails to comply with any of the provisions of this by-law shall be liable to a penalty of not less than One Hundred Dollars (\$100.00) and not more than Five Hundred Dollars (\$500.00) and in default of payment to imprisonment for a term not exceeding sixty days or to both.

10. (1) City of Dartmouth by-law T-800 and City of Halifax Ordinance 155, as amended, are hereby repealed.
- (2) Deleted by Minister of Housing & Municipal Affairs

Done and passed by Council this 30th day of June, 1998.

Walter R. Fitzgerald
Mayor

Vi Carmichael
Municipal Clerk

I, Vi Carmichael, Municipal Clerk for the Halifax Regional Municipality hereby certify that the above-noted by-law was passed at a meeting of the Halifax Regional Council held on June 30, 1998.

Vi Carmichael
Vi Carmichael, Municipal Clerk

BY-LAW T-400

Notice of Motion:	April 28, 1998
First Reading:	May 12, 1998
"Notice of Intent" Publication:	June 20, 1998
Second Reading:	June 30, 1998
Third Reading:	June 30, 1998
Approval of Minister of Transportation & Public Works:	November 17, 1998
Approval of Minister of Housing & Municipal Affairs:	January 27, 1999
Effective Date:	February 6, 1999

No. 1 Amended by T-401

Substituted Schedules "A" and "B"; added Schedule "C"

Notice of Motion:	March 21, 2000
First Reading:	March 28, 2000
"Notice of Intent" Publication:	April 1, 2000
Second Reading:	April 18, 2000
Approval of Minister of Transportation and Public Works:	July 6, 2000
Approval of Minister of Housing and Municipal Affairs:	July 12., 2000
Effective Date:	July 29, 2000

Schedule A
(Updated with 2007 Street Name Changes)
Schedule of Daytime (7:00 am - 9:00 pm) Truck Routes

<u>No.</u>	<u>Street name</u>	<u>Between</u>
1.	Agricola Street	Cunard Street & Young Street
2	Ahern Avenue	Cogswell Street & Bell Road
3	Albert Street	Devonshire Avenue (north intersection) & Devonshire Avenue (south intersection) (see item 14a)
4	Alderney Drive	Windmill Road & Portland Street
5	Alma Crescent	Dutch Village Road (east intersection) & Dutch Village Road (west intersection)
6	Almon Street	Windsor Street & Gottingen Street
7	Barrington Street	Morris Street & Hollis Street
8	Bedford Highway	Hammonds Plains Road & Dartmouth Road (Highway 2)
9	Brunswick Street	Cogswell Street & Prince Street
10	Coburg Road	Robie Street & Oxford Street
11	Commission Street	Kempt Road & Lady Hammond Road
12	Connaught Avenue	Windsor Street & Quinpool Road
13	Desmond Avenue	Bayers Road & Scot Street
14	Devonshire Avenue	Duffus Street & Albert Street (north intersection)
14a	Devonshire Avenue (formerly Albert Street)	Devonshire Avenue (north intersection) & Devonshire Avenue (south intersection)
15	Devonshire Avenue	Vincent Street (formerly Albert Street (south intersection)) & Barrington Street
16	Duffus Street	Lady Hammond Road & Devonshire Avenue
17	Dunbrack Street	Kearney Lake Road & Main Avenue
18	Dutch Village Road	Alma Crescent (west intersection) & Joseph Howe Drive
19	Gottingen Street	Young Street & North Street
20	Inglis Street	Barrington Street & Robie Street
21	Kaye Street	Isleville Street & Gottingen Street
22	Kearney Lake Road	Highway 102 & Bedford Highway (Highway 2)
23	Lacewood Drive	Evans Avenue & Highway 102
24	Lady Hammond Rd	Kempt Road & Duffus Street
25	Morris Street	South Park Street & Water Street
26	North Street	Windsor Street & Gottingen Street (both directions)
27	North Street	Barrington Street & Gottingen Street (westbound only)
28	Oxford Street	Quinpool Road & Coburg Road
29	Portland Street (Highway 207)	Alderney Drive & Circumferential Highway (Highway 111)
30	Prince Albert Road	Circumferential Highway (Highway 111) & Alderney Drive/Portland Street/Victoria Road
31	Robie Street	Massachusetts Avenue (formerly Robie Street Connector) & Lady Hammond Road

Schedule A
(Updated with 2007 Street Name Changes)
Schedule of Daytime (7:00 am - 9:00 pm) Truck Routes

<u>No.</u>	<u>Street name</u>	<u>Between</u>
32	Ross Road	Cole Harbour Road (Highway 207) & Main Street
33	South Park Street	Sackville Street & Morris Street
34	Spring Garden Road	Robie Street & South Park Street
35	Titus Street	Alma Crescent & Evans Avenue
36	Windmill Road (Highway 7)	Alderney Drive & Albro Lake Road
37	Windsor Street	Bayers Road (formerly at Young Street) & Quinpool Road
38	Windsor Street	Lady Hammond Road (formerly Kempt Road) & Bayers Road
39	Wyse Road	Albro Lake Road & Windmill Road
40	Young Street	Robie Street & Gottingen Street

Schedule B
(Updated with 2007 Street Name Changes)
Schedule of Full Time Truck Routes

<u>No</u>	<u>Street name</u>	<u>Between</u>
1	Akerley Boulevard	Highway 107 & Windmill Road
2	Albro Lake Road	Victoria Road & Windmill Road
3	Armdale Rotary	All roads and ramps
4	Barrington Street	MacKay Bridge & Cogswell Street Interchange
5	Barrington Street	Hollis Street & Inglis Street
6	Bayers Road	Joseph Howe Drive (formerly at Dutch Village Road) & Windsor Street
7	Beaver Bank Connector	Highway 101 & Sackville Drive (Highway 1)
8	Beaver Bank Road	Sackville Drive (Highway 1) & Core Service Boundary
9	Bedford By-pass (Highway 7)	Windmill Road & Highway 101
10	Bedford Highway (Highway 1)	Dartmouth Road & Highway 101
11	Bedford Highway (Highway 2)	Hammonds Plains Road & Fairview Overpass
11a	Bedford Highway (formerly Kempt Road)	Fairview Overpass & Windsor Street
12	Bell Road	Sackville Street & Robie Street
13	Bishop Street	Hollis Street & Water Street
14	Brunswick Street	Prince Street & Sackville Street
15	Burnside Drive	Akerley Boulevard & Circumferential Highway (Highway 111)
16	Caldwell Road	Cow Bay Road (Highway 322) & Hines Road
17	Chain Lake Drive	Lacewood Drive & Lakelands Boulevard
18	Chain Lake Drive	Lakelands Boulevard & Susie Lake Crescent (omit item 18 effective June 16, 2008) (see item 18a)
18a	Chain Lake Drive	Lakelands Boulevard & Horseshoe Lake Drive - item 18a effective June 16 2008) (see also 44a)
19	Chebucto Road	Armdale Rotary & Windsor Street
20	Cobequid Road	Sackville Drive (Highway 1) & Glendale Drive
21	Cogswell Street	Cogswell Street Interchange & Quinpool Road
22	Cogswell Street Interchange	Includes all ramps
23	Cole Harbour Road	Caldwell Road & Ross Road
24	Cornwallis Street	Upper Water Street & Barrington Street
25	Cow Bay Road (Highway 322)	Main Road (Highway 322) & Caldwell Road
26	Cunard Street	Windsor Street & North Park Street
27	Dartmouth Road (Highway 7)	Bedford By-pass & Bedford Highway

Schedule B
(Updated with 2007 Street Name Changes)
Schedule of Full Time Truck Routes

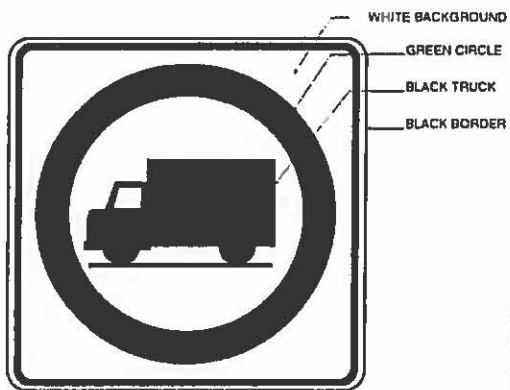
<u>No</u>	<u>Street name</u>	<u>Between</u>
28	Dentith Road	Herring Cove Road & Old Sambro Road
29	Duke Street (Bedford)	Highway 102 & Rocky Lake Drive
30	Duke Street (Halifax)	Hollis Street & Upper Water Street
31	Dutch Village Road	Bayers Road & Highway 102 no longer connected to Highway 102
32	Dutch Village Road	Fairview Overpass & Joseph Howe Drive (north intersection) now part of item 47
33	Dutch Village Road	Joseph Howe Drive (south end) & Armdale Rotary now part of item 47
34	Fairview Overpass	All Ramps, etc.
35	Forest Hills Drive	Cole Harbour Road (Highway 207) & Main Street (Highway 7)
36	George Street Hollis Street & Lower Water Street	
37	Glendale Avenue	Highway 102 & Cobequid Road
38	Hammonds Plains Road (Hwy 213)	Bedford Highway & Highway 102
39	Hebridean Drive	Herring Cove Road & John Brackett Drive
40	Herring Cove Road	Armdale Rotary & Core Service Boundary
41	Highway 2	Highway 102 (Fall River) & Church Street
42	Highway 7	Forest Hills Drive & Salmon River Drive
43	Hines Road	Main Road (Highway 322) & Caldwell Road
44	Hollis Street	Cogswell Street Interchange & Barrington Street
44a	Horseshoe Lake Drive	Chain Lake Drive & Susie Lake Crescent - effective June 16, 2008
45	Ilsley Avenue	Wright Avenue & Ronald Smith Avenue
46	John Brackett Drive	Glencairn Drive & Hebridean Drive
47	Joseph Howe Drive	Fairview Overpass & Armdale Rotary
48	Kempt Road	Lady Hammond Road (formerly from Fairview Overpass) (see item 11a and item 49a) & Young Street
49	Lacewood Drive	Highway 102 & Chain Lake Drive
49a	Lady Hammond Road	Windsor Street & Kempt Road
50	Lakeland Boulevard	Highway 3 & Chain Lake Drive
51	Lake Major Road	Highway 7 & end
52	Lakeside Park Drive	Highway 3 & end
53	Lower Water Street	Terminal Road & George Street
54	Mackay Bridge Approaches	including its ramps and approaches to Circumferential Highway (Highway 111), Massachusetts Avenue (formerly the Robie Street Connector), Lady Hammond Road and Windsor Street on the south, to Kempt Road on the west, and to Barrington Street on the east.

Schedule B
(Updated with 2007 Street Name Changes)
Schedule of Full Time Truck Routes

<u>No</u>	<u>Street name</u>	<u>Between</u>
55	Main Street (Highway 7)	Circumferential Highway (Highway 111) & Forest Hills Drive
56	Main Road (Highway 322)	Belmont Avenue & Cow Bay Road (Highway 322)
57	North Park Street	Cunard Street & Cogswell Street
58	Oakmount Drive	Bedford Highway & end
59	Old Sambro Road	Herring Cove Road & Core Service Boundary
60	Otter Lake Drive	Highway 103 & end
61	Pleasant Street (Highway 322)	Highway 111 & Belmont Avenue
62	Portland Street (Highway 207)	Circumferential Highway (Highway 111) & Caldwell Road
63	Prince Street	Brunswick Street & Water Street
64	Purcells Cove Road	Herring Cove Road & Glencairn Drive
65	Quinpool Road	Cogswell Street & Armdale Rotary
66	Robie Street	Robie Street Connector/Livingstone Street & Inglis Street
67	Massachusetts Avenue (formerly Robie Street Connector)	Robie Street/Livingstone Street & Mackay Bridge Approaches
68	Ronald Smith	Burnside Drive & Ilsley Avenue Avenue
69	Sackville Drive (Highway 1)	Highway 101 & Patton Road
70	Sackville Street	South Park Street & Lower Water Street
71	Salter Street	Hollis Street & Lower Water Street
72	St. Margarets Bay Road (Highway 3)	Armdale Rotary & Lakeside Park Drive
73	Susie Lake Crescent	Chain Lake Drive (east intersection) & Chain Lake Drive (west intersection) (Horseshoe Lake Drive, effective June 16, 2008)
74	Terminal Road	Hollis Street & Lower Water Street
75	Timberlea Village Parkway	Highway 103 & St. Margarets Bay Road(Highway 3)
76	Upper Water Street	George Street & Cogswell Street Interchange
77	Victoria Road	Windmill Road & Albro Lake Road
78	Williams Lake Road	Herring Cove Road & Purcells Cove Road
79	Windmill Road (Highway 7)	Bedford Bypass & Albro Lake Road
80	Windsor Street	Bayers Road & Young Street
81	Wright Avenue	Ilsley Avenue & Windmill Road
82	Young Street	Windsor Street & Robie Street

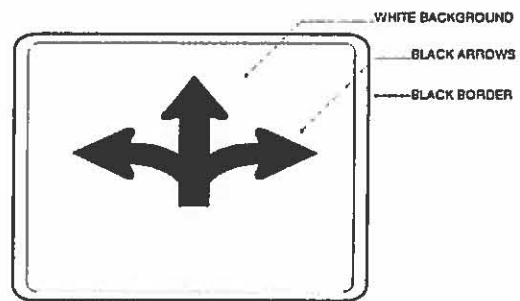
SCHEDULE "C" REGULATION SIGNS

RB-61



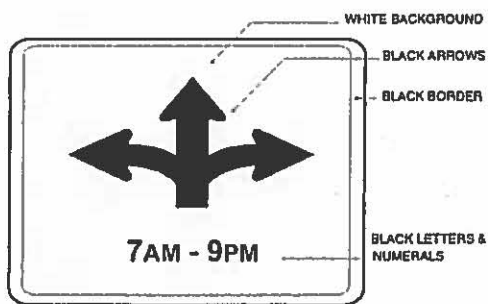
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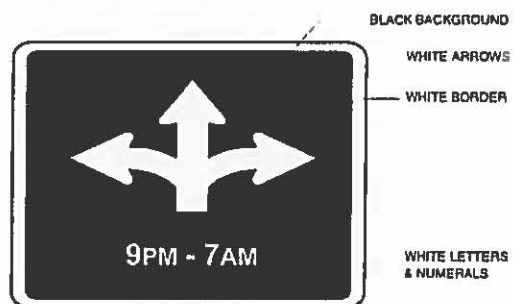
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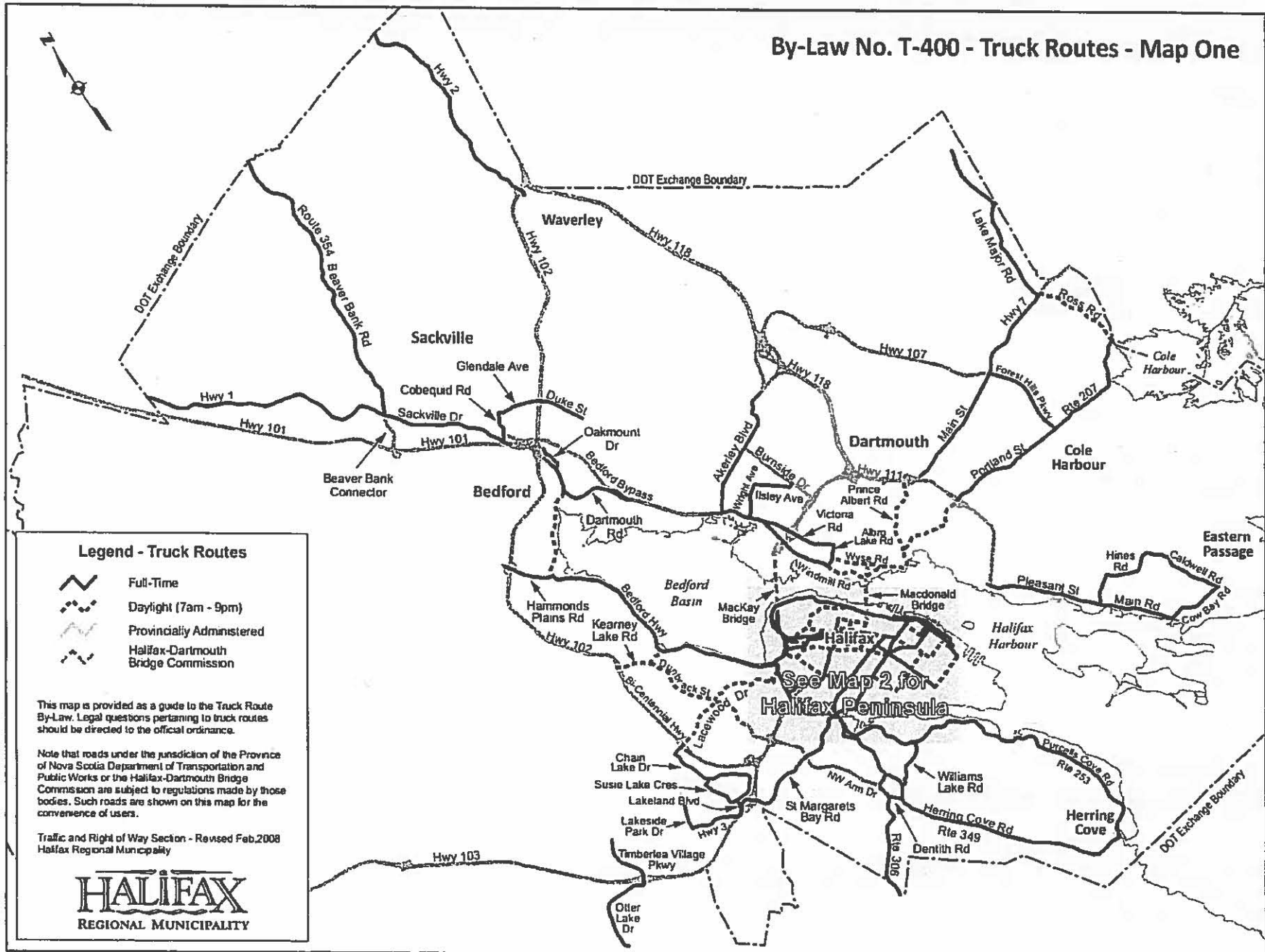
60cm x 45 cm

RB-61S-C



60cm x 45 cm

By-Law No. T-400 - Truck Routes - Map One



**By-Law No. T-400 - Truck Routes
Peninsula Halifax - Map Two**

Legend - Truck Routes

- Full-Time
- Daylight (7am - 9pm)
- Provincially Administered
- Halifax-Dartmouth Bridge Commission

This map is provided as a guide to the Truck Route By-Law. Legal questions pertaining to truck routes should be directed to the official ordinance.

Note that roads under the jurisdiction of the Province of Nova Scotia Department of Transportation and Public Works or the Halifax-Dartmouth Bridge Commission are subject to regulations made by those bodies. Such roads are shown on this map for the convenience of users.

Traffic and Right of Way Section - Revised Feb. 2006
Halifax Regional Municipality

HALIFAX
REGIONAL MUNICIPALITY

Note that roads under the jurisdiction of the Province of Nova Scotia Department of Transportation and Public Works or the Halifax-Dartmouth Bridge Commission are subject to regulations made by those bodies. Such roads are shown on this map for the convenience of users.

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