



# Corporate Report

**NO: R025**

**COUNCIL DATE: February 21,**

**2005**

## REGULAR COUNCIL

**TO: Mayor & Council**

**DATE: February 15, 2005**

**FROM: General Manager, Engineering**

**FILE: 6520-20 (SN)  
5460-15**

**SUBJECT: Proposed Amendment to the South Newton Neighbourhood Concept Plan to Add the Parking Management and Traffic Calming Plan**

## RECOMMENDATION

That Council endorse the addition of the attached Parking Management and Traffic Calming Plan to the South Newton Neighbourhood Concept Plan (NCP).

## INTENT

The purpose of this report is:

1. to advise Council of the reasons for adding a Parking Management and Traffic Calming Plan to the South Newton NCP;
2. to advise Council of the results from the Public Open House; and
3. to obtain Council approval of the Parking Management and Traffic Calming Plan.

## BACKGROUND

As Council is aware, traffic calming has become an issue of resident concern in Surrey over the last few years. The South Newton Neighbourhood Concept Plan (NCP) was completed before the need for neighbourhood traffic calming was fully recognized.

During the recent Land Use amendment process, Engineering heard from many South Newton residents on 57 Avenue and 58 Avenue that traffic calming was needed. In addition, significant development is just starting to occur in this NCP area.

Rather than dealing with multiple traffic calming requests in the future and in order to have most traffic calming measures occur through the development process, Engineering has prepared a Neighbourhood Traffic Calming Plan and presented it at a public open house.

In order to ensure acceptable traffic flow along many of the narrower through local roads, parking must be restricted to one side. In addition, the City's major collector standard requires parking be on one side only in order to provide adequate bicycle lanes.

Parking restrictions were not identified in the NCP, and implementing these parking restrictions after development has occurred, and without an overall plan in place is very difficult. For this reason it is important that a Parking Management Plan be added to the NCP.

## **DISCUSSION**

### Public Open House Results

A public open house was held at City Hall on the evening of Wednesday, December 15, 2004. An advertisement was placed on the City Page of the Leader Newspaper and invitation letters were sent to all property owners within the South Newton NCP area.

Twenty-four (24) residents attended the open house and 19 responded to all or part of the questionnaire. Their responses can be summarized as follows:

- all supported the comprehensive traffic calming plan;
- 82% strongly or somewhat supported the traffic calming and parking management plan. Only one resident somewhat opposed the plan and the remainder had no opinion;
- no respondents believed there was too much traffic calming proposed for their street;
- 78% of respondents felt there was not enough traffic calming on their street (discussed below in more detail);
- 80% of respondents living along local roads preferred raised intersections over traffic circles for their streets; and
- all supported retrofit traffic calming be implemented as soon as possible, except for three (3) who had no opinion.

A significant number of respondents indicated the need for raised crosswalks at specific locations. These were actually planned for already but were not identified separately from speed humps on the display materials. The speed humps on key through local roads (minor collectors) are actually speed tables (a speed hump with a 3 m flat plateau). This plateau type speed hump will also be utilized for high pedestrian crossing locations, such as at pathway crossings and school crossings.

78% of the respondents that felt strongly that more traffic calming was required on their street were identifying this for arterial roads. City of Surrey policy and industry guidelines are clear that traffic calming measures other than curb bulges, are not appropriate on arterial roads. Under the revised plan attached, additional traffic calming has been added to the two other streets on which residents felt strongly that more traffic calming was required.

There were some additional comments that were not directly related to this plan, which will be dealt with separately by the Transportation Division.

## **Implementation**

The strategy for implementing the traffic calming measures is proposed as follows:

- for fully redeveloped streets – add the locations to the City's traffic calming program. It is anticipated that the high priority locations could be constructed over the next two years; and
- for undeveloped or half redeveloped streets – construction would be the responsibility of the fronting developers. In cases where only a half road is being constructed initially, the developers would provide cash-in-lieu for half of the calming measures, which will then be constructed when the remaining half of the road is constructed.

The strategy for implementing the parking restrictions is proposed as follows:

- for fully or half redeveloped streets – where possible implement the parking restrictions identified in the plan as soon as possible; and
- for streets not yet developed – implement parking restrictions at the time of development.

## **CONCLUSION**

Based on the public response, staff recommends that Council endorse the addition of the Parking Management and Traffic Calming Plan to the South Newton Neighbourhood Concept Plan.

All future NCPs and major NCP revisions will include a Neighbourhood Traffic Calming and Parking Management Plan.

Paul Ham, P.Eng.  
General Manager, Engineering

KZ/JB/rdd  
Attachment

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