



City of  
**Peterborough**

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**To:** Members of the General Committee

**From:** Blair Nelson, Commissioner, Infrastructure, Planning and Growth Management

**Meeting Date:** October 6, 2025

**Report:** Hetherington Drive Parking Restrictions, Report IPGENG25-027

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## **Subject**

A report to recommend the implementation of on-street parking restrictions on Hetherington Drive between Richard Road and Woodland Drive.

## **Recommendations**

That Council approve the recommendations outlined in Report IPGENG25-027, dated October 6, 2025, of the Commissioner of Infrastructure, Planning and Growth Management as follows:

- a) That Council direct staff to proceed with the implementation of parking restrictions on Hetherington Drive as outlined in Report IPGENG25-027; and
- b) That Schedule II of By-law 09-136 (Parking) be amended to authorize the implementation of recommendation a).

## **Executive Summary**

- On March 10, 2025, Council approved a motion directing staff to review parking options for operational concerns caused by on-street parking at the north end of Hetherington Drive.

- Vehicles parked on both sides of Hetherington Drive impede snow-clearing operations, garbage collection, recycling, and green waste pickup, as well as restrict emergency vehicle movements, particularly during the winter months.
- Parking restrictions are recommended for Hetherington Drive between Richard Road and Woodland Drive to address these operational concerns.

## Background

On March 10, 2025, Council approved a motion directing staff to provide a report detailing parking options as related to operational concerns caused by on-street parking at the north end of Hetherington Drive.

Hetherington Drive is designated as a high-capacity collector road, running between University Heights Boulevard to the south and Woodland Drive to the north. The study area focuses on the section of Hetherington Drive between Woodland Drive and Richard Road. The most northerly section of the road, fronting the new residential townhouse development, has an urban cross-section with sidewalks and curb and gutter. There are two community mailboxes within this area, and the road surface is 9.2 metres wide, which is typical for a high-capacity collector road in the City of Peterborough. The southern portion of the road, north of Richard Road, is constructed as a rural cross-section, including gravel shoulders and ditches with a pavement width varying between 6.0 and 7.0 metres. A sketch of the Study Area is shown in **Appendix A**. There are currently no parking restrictions within the study area outside of the standard 3-hour limit on city streets and overnight winter parking restrictions (2 a.m. to 6 a.m. between December 1<sup>st</sup> and April 1<sup>st</sup>).

In the north end of the study area, there are 53 residential townhouse units. Each townhouse contains two (2) parking spaces and one (1) garage, for a maximum of three (3) parking spaces per unit. The townhomes being used as rental units increase the frequency of vehicles being parked on both sides of Hetherington Drive. This creates issues for Municipal Operations with snow clearing and garbage/recycling/green waste pickup, as well as for Fire Services during emergency responses. Vehicles parked on both sides of the road reduce the available travel width to 4.0 metres, which is insufficient space to maintain two lanes of travel. This condition forces municipal operations to block through traffic when snow plowing and conducting garbage/recycling/green waste collection programs.

## Discussion

Hetherington Drive has insufficient width to accommodate parking on both sides of the road while maintaining two travel lanes. Staff visited Hetherington Drive on several occasions to observe traffic operations and parking behaviour. The site visits revealed that there are an equal number of on-street parking spaces on both sides of the road, and the demand for on-street parking was evenly distributed between the east and west sides. To alleviate operational concerns caused by on-street parking, staff are

recommending that Calendar parking restrictions be implemented at the north end of Hetherington Drive, fronting the new residential townhouse development. Calendar parking restricts parking on the east side of the road between the 1st and 15th of the month, and on the west side of the road between the 16<sup>th</sup> and the end of the month. Winter parking restrictions and the maximum 3-hour on-street parking limit still apply to all on-street parking on Hetherington Drive.

The southern section of the study area, north of Richard Road, features a reverse curve (“S” curve) and a narrow pavement width. Vehicles parked on the side of the road may obstruct sightlines for vehicles traveling in either direction. It’s anticipated that the implementation of calendar parking restrictions at the north end of Hetherington Drive may cause a shift in on-street parking behaviour, resulting in residents parking along the gravel shoulder between Richard Road and the new residential townhouse development. To maintain sightlines through this section of the road, it’s recommended that a No Parking restriction be implemented on both sides of Hetherington Drive between Richard Road and the southern end of the new residential townhouse development (approximately 215 metres south of Woodland Drive).

In addition to the proposed parking restrictions, it is recommended that Municipal Law Enforcement and Security prioritize Hetherington Drive for parking enforcement following the implementation of the new parking restrictions to ensure compliance before winter 2025.

## **Strategic Plan**

Strategic Pillar: Community & Well-being

Strategic Priority: Promote and enforce traffic safety on city roads

The recommendations in this report will ensure sufficient space for Municipal Operations to clear the road during winter storms while maintaining through traffic on Hetherington Drive.

## **Engagement and Consultation**

The Hetherington Drive on-street parking review was conducted in consultation with Municipal Operations, Fire Services, and Municipal Law Enforcement and Security.

## **Budget and Financial Implications**

The installation of parking signs will cost approximately \$4,000, funds for which are available in the 2025 approved Capital Budget for Traffic improvements (Project Reference 17-154).

## Conclusion

Calendar parking restrictions at the north end of Hetherington Drive will alleviate Municipal Operations issues caused by vehicles parking on both sides of the road while ensuring the availability of on-street residential parking for residents. Restricting parking to one side of the road will provide additional space for snow clearing, garbage and recycling pickup, and for emergency vehicle movement. If recommendations in this report are approved, it's anticipated that parking signs will be installed prior to December 2025.

## Attachments

Appendix A: Hetherington Drive Parking Study Area  
Appendix B: Draft By-law to amend By-law 09-136

Submitted by,

Blair Nelson, P.Eng.  
Commissioner, Infrastructure, Planning and Growth Management

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**Appendix A: Hetherington Drive Parking Study Area**



Figure A1: Hetherington Drive Parking Study Area

**Appendix B: Draft By-law to amend By-law 09-136**



**The Corporation of the City of Peterborough**

**By-Law Number 25-[Clerk's Office will assign the number]**

Being a By-law to Amend By-Law 09-136 a By-Law for the Regulation of Parking in the City of Peterborough

The Corporation of the City of Peterborough by the Council thereof hereby enacts as follows:

That Schedule II of By-Law 09-136 be amended by adding the following:

Highway	Side	Between	Times of Day	Amending By-Law Number and Date
Hetherington Drive	Both	From Woodland Drive to a point 215 metres southerly	Any time, east side of streets 1 <sup>st</sup> to 15 <sup>th</sup> day of each month. West side of streets 16 <sup>th</sup> to last day of each month.	
Hetherington Drive	Both	From a point 215 metres south of Woodland Drive to Richard Road	Anytime	

By-law passed this 14<sup>th</sup> day of October, 2025.

Jeff Leal, Mayor

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John Kennedy, City Clerk