5.9.7 Goods Movement

The safe and efficient movement of goods is important to the regional economy, is an important factor in attracting and retaining a range of industries and businesses, and directly impacts the competitiveness of the businesses and the availability of high-quality jobs in Peel. The provision of integrated transportation networks (including road, rail, air, marine and pipeline networks) is needed to ensure that goods are transported in an efficient and timely manner. The goods movement system developed in Peel needs to be advanced in balance with the system requirements of the entire GTHA.

5.9.7.1 Objective

5.9.7.1.1 To facilitate the development of a safe and efficient goods movement network within Peel and between Peel and adjacent municipalities that supports the regional economy and that minimizes impact to the environment.

5.9.7.1.2 To optimize the use of existing goods movement infrastructure and capacity.

5.9.7.2 Policies

It is the policy of Regional Council to:

5.9.7.2.1 Work with other levels of government, agencies and the private sector to develop a comprehensive, integrated and effective multimodal goods movement system that encourages the safe and efficient movement of goods by road, rail or air in the Region.

5.9.7.2.2 Establish strong partnerships with public and private stakeholders to develop a vision for goods movement in Peel, determine priorities, and implement action plans for advancing a sustainable goods movement system in Peel.

5.9.7.2.3 Work with other levels of government and agencies to develop and implement a multi-modal goods movement transportation system for the GTHA, building on the strategic framework found in Schedule 6 of the Growth Plan for the Greater Golden Horseshoe.

5.9.7.2.4 Define a strategic goods movement network in Peel, in consultation with the Province, the other regions in the GTHA, area municipalities, adjacent municipalities and other public and private stakeholders. In so doing, undertake the following:

a) Initiate the review and update of the existing transportation network to ensure the safe and efficient movement of goods throughout Peel. As a part of this effort, work with the Province and the area municipalities to identify priority goods movement routes in Peel;
b) Acknowledge the importance of and promote inter-modal facilities, airports, rail corridors and terminals (and of linkages to these facilities) as key components of an efficient goods movement system;

c) Encourage the development of air, pipeline and marine transport in support of the efficient movement of goods;

d) Investigate the feasibility of truck-only lanes on selected roads in Peel;

e) Encourage the Province and 407 ETR, in recognition of the role of the 400-series highways as vital transportation corridors for the movement of goods, to study the following highway improvements:
   i) Highway 401 – widening between Highway 403/410 and Trafalgar Road in Halton Region;
   iii) Highway 410 – widening between Highway 401 and Mayfield Road and the completion of the Highway 410/Courtneypark Drive interchange; and
   iv) Highway 427 – extension beyond Major Mackenzie Drive in York Region; and

f) Participate in and encourage the Province’s study of the GTA West Transportation Corridor, in recognition of the potential role of this transportation corridor for the movement of goods.

5.9.7.2.5 Work with the private and public sectors to plan for growth in goods movement activity. When doing so, consider ways to optimize the use of existing and planned goods movement infrastructure and capacity.

5.9.7.2.6 Support a safe and efficient railway network by:

a) Evaluating, prioritizing and securing grade separation of railways and major roads in cooperation with Transport Canada and the railways; and

b) Ensuring that noise, vibration and safety issues are addressed for development adjacent to railway corridors and terminal facilities.

5.9.7.2.7 Work with the railways, the trucking industry, the Greater Toronto Airports Authority, the Province, Metrolinx and the area municipalities to improve access to freight terminals and to Toronto – Lester B. Pearson International Airport and its surrounding employment areas in order to integrate these into surrounding land uses and to maximize their economic potential.

5.9.7.2.8 Work with other levels of government, and the private sector to develop and implement a comprehensive freight data program for strategic planning, operational analysis and performance measurement purposes. As a part of this, encourage the development and implementation of a
goods movement origin-destination survey for the GTHA and an analysis of the cost of congestion to goods movement.

5.9.7.2.9 Promote better coordination and improved efficiency of truck-rail operations for the movement of goods.

5.9.7.2.10 Support, and participate in, the efforts of Metrolinx to develop and implement a Goods Movement Strategy for the Greater Toronto and Hamilton Area, as outlined in the Regional Transportation Plan.

5.9.7.2.11 Support provincial and federal government studies on the movement of goods in Southern Ontario (e.g., the Quebec-Windsor Gateway Study).

5.9.7.2.12 Promote improvements to, and the harmonization of, the goods movement policies of all levels of government (federal, provincial, regional and local).

5.9.7.2.13 Encourage the location, where possible, of activities generating substantial goods movement traffic near highways, major roads, rail yards, Toronto – Lester B. Pearson International Airport and inter-modal facilities.

5.9.7.2.14 Work with the Province and the area municipalities to develop and implement freight-supportive land use guidelines.

5.9.7.2.15 Work with the Province to facilitate the efficient movement of goods by making goods movement the first priority of highway investment.

5.9.7.2.16 Work with the Province to develop a program of transportation supply and demand management measures to facilitate goods movement.