



City of Kawartha Lakes

Goods Movement Strategy

Kawartha Lakes



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1.0 Introduction to Goods Movement

Goods movement is a critical component of the transportation network, facilitating the transfer of essential items from manufacturers and farms to markets and, in some cases, directly to individuals. Ensuring safe and efficient goods movement is vital for the City's economy, as it not only provides employment opportunities within the goods movement sector but also supports commerce by enabling the transport of freight.

Additionally, given the distinct differences between heavy trucks and passenger vehicles, specialized strategies are needed for the management of high-truck-volume routes to ensure both safety and efficiency. Despite higher volumes of passenger vehicles, truck traffic has a greater impact on pavement durability. Therefore, understanding truck traffic patterns such as, volumes and routes is vital for effective network planning and accurate capital budget forecasting process.

2.0 Purpose

This strategy provides guidance for the City of Kawartha Lakes in managing truck haul activities and balancing operational needs with community impact. The City should refer to this document to ensure a sustainable approach to truck traffic management, addressing both logistical requirements and minimizing disruptions to residents and local infrastructure. This policy establishes guidelines for the management of truck haul activities within the City of Kawartha Lakes. This document is designed to ensure the safe, efficient, and environmentally responsible movement of commercial trucks within the City. Its primary objectives are:

1. **Enhance Road Safety:** Establish guidelines and regulations to minimize risks associated with truck traffic, ensuring the safety of all road users, including motorists, pedestrians, and cyclists.
2. **Protect Infrastructure:** Implement measures to prevent excessive wear and tear on roadways caused by heavy truck traffic, thereby extending the lifespan of road infrastructure and reducing maintenance costs.
3. **Manage Traffic Flow:** Optimize traffic patterns and truck routes to reduce congestion and improve overall traffic flow, particularly in residential and commercial areas.
4. **Minimize Environmental Impact:** Address environmental concerns such as noise, dust, and emissions by setting standards for truck operations and ensuring compliance with environmental regulations.

5. **Support Economic Activities:** Facilitate the effective transportation of goods to support local businesses and industries, ensuring that economic activities can proceed smoothly without undue disruption.
6. **Balance Community Interests:** Consider the needs and concerns of residents, businesses, and other stakeholders by implementing strategies to manage the impact of truck traffic on quality of life and community well-being.

By setting clear guidelines and enforcing regulations, this strategy aims to identify a balanced approach that supports economic growth while maintaining safety.

3.0 Background

The City of Kawartha Lakes is recognized for its substantial agricultural and small-scale industrial activities. The City also possesses major mineral aggregate reserves, and plays a key role in supporting agricultural operations through the movement of commercial goods related to farming. Agricultural activities generate seasonal truck traffic, which primarily uses major routes to connect with urban centers. Small-scale industrial operations on agricultural land also contribute to local commercial goods movements, though their impact on the road network is currently modest. It is crucial to ensure that these operations have access to safe and efficient roadways and routes, especially as they intersect with major transportation corridors. Equally important is having a plan to manage truck traffic to minimize disruptions in key corridors that serve residential, recreational, tourism, and commercial activities. This involves effectively balancing heavy vehicle traffic with other road users.

Additionally, the City currently does not have any designated trucking or haul routes, but rather imposes seasonal load restrictions and lists routes that are not affected by the restriction on its website. Restrictions are put into place in accordance with By-Law 2022-190, when road damage is most likely to occur due to heavy loading. This should provide the City with a starting point to determine appropriate commercial truck routes, and the feasibility of designating routes instead of the current strategy of imposing seasonal load restrictions. As such, utilizing this policy guideline will be important to minimize the disruption of truck movements to local, agricultural, tourist, and recreational areas, and maintaining and improving road infrastructure to support local economic activities remains essential for the continued growth and prosperity for the City of Kawartha Lakes.

3.1 Truck Volumes

Using available Automatic Traffic Recorders (ATR's) data over the 2023-2024 years on selected corridors, the counts of categorized vehicles were analyzed based on their number of axels. This analysis aimed to identify corridors with higher volumes of trucks (more than 5% of total traffic). As shown in, **Table 1**, 17 roadways within the City of Kawartha Lakes were found to experience over 10% of commercial vehicle traffic.

Colborne St & Francis St W in Fenelon Falls



Table 1 - Commercial Vehicle Percentages

Road	Direction	Total Volume	Percentage of Heavy Vehicles
CKL Rd 36 (Verulam Rd S) 1.9 KM NORTH OFHWY 7	NB	4977	11.9%
	SB	5141	11.7%
CKL Rd 49 4.4 KM NORTH OF ARTERIAL ROAD37 (Bury's Green Rd)	NB	2793	13.6%
	SB	2685	13.6%
	WB	2425	12.7%
CKL Rd 31 (Mount Horeb Rd) 0.8 KM WESTOF HWY 7	EB	1123	17.5%
	WB	959	14.1%
CKL Rd 4 (Angeline St N) 0.2 KM NORTH OFARTERIAL ROAD 17	NB	7989	11.6%
	SB	8446	11.7%
CKL Rd 17 (Queen St) 10 M WEST OFLINDSAY-QUEEN STREETS	EB	9302	11.0%
	WB	8403	12.0%
CKL Rd 19 (Mary St W) 0.2 KM WEST OFLINDSAY STREET	NB	9891	12.2%
	SB	10101	11.0%
CKL Rd 41 1.8 KM NORTH OF ARTERIAL ROAD48	NB	426	18.5%
	SB	396	17.2%
CKL Rd 121 (Louisa St) 20 M SOUTH OFBOND ST (FENELON)	NB	9792	14.1%
	SB	9417	15.2%
CKL Rd 34 (Cameron Rd) 0.8 KM SOUTH OFARTERIAL ROAD 8	NB	423	51.3%
	SB	379	51.7%
CKL Rd 8 (Glenarm Rd) 0.3 KM EAST OFARTERIAL ROAD 21	EB	4594	9.4%
	WB	4423	11.1%
CKL Rd 46 5.4 KM SOUTH OF ARTERIAL ROAD9	NB	985	15.4%
	SB	902	16.0%
CKL Rd 6 (Rama-Dalton Boundary Rd) 2.1KM NORTH OF SEBRIGHT	NB	623	16.7%
	SB	628	18.2%
CKL Rd 33 (Centennial Park Rd) 0.2 KMSOUTH OF ROHALLION ROAD	NB	440	20.9%
	SB	429	21.7%
CKL Rd 9 (Woodville Rd) 1.6 KM EAST OFARTERIAL ROAD 6 SOUTH	EB	863	12.2%
	NB	9236	12.5%
Lindsay St S	SB	9311	11.7%
	EB	7982	11.7%
Kent St W	WB	8487	11.1%
	EB	83	24.1%
Roundtree Rd	WB	89	21.3%

3.2 Aggregate Appeals

Recently, the Planning Division of Development Services updated the City's Official Plan mineral aggregate policies through an Official Plan Amendment ('OPA 11'). This Amendment aims to identify, protect, and manage mineral aggregate resources while addressing and mitigating the social, environmental, and health impacts of both existing and future aggregate operations and their associated haul routes. The Amendment applies to all lands within the City of Kawartha Lakes.

It is important to note that while most appeals noted in Schedule K of the Official Plan have been resolved, the appeals related to aggregates have not. Additionally, in terms of haul routes, a section of the City's Official Plan that remains under appeal is Section 24.3.2, which states the City would develop a secondary plan for aggregates that would include establishing preferred haul routes. Overall, the appeals related to transportation and specifically haul routes are related to an Aggregate Secondary Plan. The City's Official Plan states it should be completed within 6 months of its final approval however, this is still under appeal and awaits further confirmation. Overall, the few haul routes policies in the previous Victoria County Official Plan should still apply to Kawartha Lakes. These would be found in sections 6.9.4, 6.10.4, and a site-specific exception detailed in section at 6.10.13 of the document.

4.0 Commercial Vehicle Movement

To categorize commercial vehicle movements within the City of Kawartha Lakes, two main types can be identified: aggregate-based and non-aggregate-based traffic. For this review, non-aggregate-based traffic refers to commercial vehicles delivering goods to and from developed areas that support urban activities such as commercial, retail, and industrial operations. In contrast, aggregate-based traffic involves commercial vehicles associated specifically with the aggregate industry within the City. While traffic count data does not differentiate between these types, this review provides insights into their respective characteristics and impacts on the City's road network.

4.1 Non-Aggregate Based

Non-aggregate commercial traffic in Kawartha Lakes is primarily driven by the presence of urban centers. These centers, which have concentrated populations and/or significant commercial and industrial activities, are where commercial goods are typically manufactured, purchased, or consumed. Accordingly, commercial vehicles generally follow routes that connect these urban centers. Thus, the movement of non-aggregate commercial goods tends to be relatively predictable.

Kawartha Lakes is predominantly rural with a few key urban centers, including Lindsay, Bobcaygeon, and Fenelon Falls. These urban centers generate a substantial amount of commercial goods traffic, serving both their local populations and the surrounding rural areas. They are well linked to each other and to regional markets through major roads and highways and the impact of commercial traffic on the Kawartha Lakes road network would be minimal. Also, while there is a clear link between non-aggregate commercial traffic and urban activity in Kawartha Lakes, it is important to recognize that the region has a vibrant agricultural sector, which contributes significantly to commercial goods movements. These agricultural-related truck movements are often seasonal and generally do not place excessive strain on the road network. Typically, these trucks use major routes when traveling to and from urban centers.

4.2 Aggregate Based

Overall, truck traffic from the aggregate industry is less predictable compared to non-aggregate traffic because each aggregate pit generates its own trips. Aggregate resources are often located far from urban centers due to their natural deposits, and while urban development does create a demand for aggregate, construction projects are not always within these urban areas. Unlike conventional commercial goods that typically travel between urban centers, aggregate truck routes tend to be more varied. Consequently, aggregate-related truck traffic depends more heavily on the City's road network than non-aggregate traffic.

As demand for aggregate resources in Kawartha Lakes increases, the pressure on the road network will also rise. It is crucial for the City's policy on aggregate operations to account for the road network, ensuring that suitable haul routes are established and designated. Road design standards should address the specific pavement management needs for these truck routes. Additionally, it is important to minimize the impact on existing urban centers to avoid excessive disruption in these areas.

The aggregate industry in Kawartha Lakes is less prominent compared to some other regions in Ontario but still plays an important role in the City's local economy. The City of Kawartha Lakes has several aggregate operations, including pits and quarries, but they are smaller in scale compared to major aggregate-producing regions. The aggregate industry in Kawartha Lakes typically involves the extraction of sand, gravel, and crushed stone. These materials are used for construction, road maintenance, and other local infrastructure projects. Aggregate pits and quarries in Kawartha Lakes are generally located in rural areas rather than in urban centers. This is typical for aggregate operations, as resources are often found away from densely populated regions. When it comes to transportation routes, trucks transporting aggregate from these operations often use local roads to connect with major highways. This can lead to increased truck traffic on rural roads, impacting road maintenance and safety. It is also important to note that local demand for aggregate materials is driven mostly by construction projects, road maintenance, and other on-going

developments within the City and surrounding areas. As the City continues to develop and grow, there may be increased demand for aggregate materials. Planning and policy will need to address how to manage this growth while minimizing disruptions to the community and maintaining road infrastructure.

5.0 Truck Route Designation

Primary Routes: The primary routes for haul routes should be the City's arterial roads. The City should designate specific primary routes for truck haul operations, including aggregate transport, to minimize impact on residential and commercial areas. Routes should connect key industrial sites with major transportation corridors and should be chosen based on factors such as road capacity, safety, and proximity to residential areas.

Restricted Areas: Prohibit trucks from entering sensitive areas, including densely populated residential zones, parks, and other high-traffic regions, unless necessary.

6.0 Operational Requirements

Hours of Operation: Limit truck operations to specified hours, Monday through Friday, to reduce noise and disruption.

Speed Limits: Implement reduced speed limits for trucks in residential and sensitive areas to enhance safety and reduce road damage.

Weight Restrictions: Adhere to weight restrictions as per local and provincial regulations to prevent excessive road damage.

7.0 Environmental and Safety Measures

Noise Management: Ensure compliance with noise regulations

Road Maintenance: Mandate regular maintenance of roads used by trucks to address wear and tear.

8.0 Emerging Technologies

Emerging technologies, such as drones for goods delivery and autonomous trucking, are expected to gain prominence throughout the Kawartha Lakes TMP update timeframe as these technologies evolve and are deployed in appropriate contexts. For example, autonomous trucks might handle deliveries or pickups within Kawartha Lakes if they reach a level of safety deemed consistently reliable. Similarly, drones and driverless delivery systems are already operational in various locations and are looking to expand their service

areas. The City should keep track of these technological advancements, evaluate their progress, and prepare to integrate them in the future to enhance the safety and efficiency of goods movement.

9.0 Recommendations

Goods movement within and through the City of Kawartha Lakes is necessary for the economic health of the City. The movement of trucks should be efficient and effective to meet the needs of industry while minimizing impacts to residents. It is recommended that to better accommodate truck traffic in support of the City's economic objectives and needs, the following initiatives be undertaken:

- 1. Investigate specific network changes for CKL Rd 34, CKL Rd 33 and Kent St W.**
- 2. Ensure to have mobile homes be far away from hailing routes and attention being given to haulage routes impact on concentrations of residential dwellings.**
- 3. Actively promote alternate routes around urban areas.**
- 4. Develop supplementary signage strategy for alternate haul routes and incorporate into the City's future road signage initiatives if available.**
- 5. Establish a design policy that defines pavement design and road design elements that meet the needs of primary and secondary truck routes and incorporate truck loading regulations (which could include the development of a separate road).**