Freight in the Metropolitan Planning Agenda: Canadian Perspectives


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OVERVIEW

• Context

• Research Objective

• Policy Context

• Case Study –
  » Greater Toronto Area (GTA)
  » Town of Milton –
  » proposed CN Intermodal Yard

• Conceptual model
CONTEXT

• “goods” (freight – logistics activity)
  » necessary role in economic terms (global)
  » supporting urban vitality (local)
  » Increasing activity!

• “bads”
  » large, polluting vehicles
  » space intensive facilities
  » often at odds with urban liveability considerations

People want the “goods”, not the “bads” (Moving the Economy, 2004)
Cities and Smart Growth

- Reduce automobility  
  » Active transport
- Intensification  
  » Increasing density
- Transit investment
- Mixed use

- Freight?
RESEARCH OBJECTIVES

1. Assess policy dimensions related to metropolitan freight planning

   » Little has been done to examine smart growth in the context of urban freight movement (Bassok et al., 2013)

   » Land use key among issues not thoroughly considered

2. Develop a conceptual model for planning for freight at the local scale
Case Study: Greater Toronto Area (GTA)
Study Area Region

- Greater Toronto Area – 6.05 million people (2011)
- Greater Golden Horseshoe – 8.76 million people (2011)
- 110 Bil. GDP
- 8th largest Metro in NA
- National logistics leader
FEDERAL POLICY CONTEXT

• Traditional Federal roles – Air, rail, taxation, infrastructure investment, environmental policy etc.
  » Canadian Transportation Agency
  » Canadian Environmental Assessment Agency

• Federal – Strategic Gateway and Corridor Policy
Regional planning influences

• Defined growth boundary – “Greenbelt Act, 2005”

• Land supply constraints
“Places to Grow Act” – 2005

» Complement to “Greenbelt”

• Targeted intensification – 50 People and Jobs per hectare
LOCAL POLICY CONTEXT

• Local two-tier municipal government structure
  » Upper tier – Regional Government HALTON
  » Lower tier – Municipality within the Region of Halton
LOCAL POLICY CONTEXT

- Local two-tier municipal government structure
  - Upper tier – Regional Government
  - Lower tier – MILTON Municipality within the Region

Fast growing “Town”
  - 2001 – 32,000 population
  - 2011 – 84,000
CASE STUDY - TOWN OF MILTON – PROPOSED CN INTERMODAL YARD – “LOGISTICS HUB”

• 160 hectare intermodal yard – 4 trains, 1500 trucks per day

• Proposed originally 2001
  » Recently revived

• Proponent is Canadian National – private railway (with public past)

• Responding to Growing demand for intermodal services
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• Responding to Growing demand for intermodal services
Positives (From CN)

- a $250 Million world class, sustainable satellite intermodal facility

- generate 1,000 direct and 1,000 indirect jobs

- generate $230 Million in tax revenue (over 30 years)

- Will attract 3 to 5 Million square feet of industrial development
  » leading to between 1,000 and 2,500 new jobs
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• As municipalities, we have key responsibilities to protect the public interest,” said Halton Regional Chair Gary Carr.

• “…seek full consideration of the many adverse impacts this project will have on public safety, road infrastructure, adjacent lands, traffic congestion, watersheds, and employment planning….

• “We have heard from our residents in the Town Milton,” said Mayor Gordon Krantz. “The Town of Milton demands a full environmental review of this project.”
Residents

- Traffic, noise, safety, loss of potential development
- NIMBY?
- Local pain – global gain?
Why the fight?

- **Federal Jurisdiction – Railways – don’t have to get local planning approval**
  - They also don’t have to pay development charges

- **CN was consulted in 2008 when Region and Town were developing their growth plan**
  - Said “no development” then
  - Now – “yes” - 68 per cent growth – between 2009 and 2014 in intermodal traffic – current Brampton facility at capacity

- **Town and Region concerned with loss of potential on “employment land”**
  - Need high quality employment – high density on employment lands
  - CN development detract from appeal of area
  - CN Proposal – 0.6 jobs per ha
• Project subject to Environmental Impact Assessment – underway

• Appeals will be forthcoming

• CN – good neighbor?
Case Study

• Proposed facility at odds with the community and it’s citizens
  » The usual suspects – noise, traffic, safety
  » AND – undermining other planning goals vis a vis intensification
  » Diverging interests of private and public sectors (Cui et al., 2015) –
  » Preventing logistics growth – (Dablanc, 2015)

• Governance arrangements
  » Federal government as an influence in Rail

• Out of step planning cycles
  » Community long range plan vs. company plans

• What process was followed? What process should be followed?
  » Costs of a flawed process
• Stakeholder developed guidelines and an “MOU”

• More about “infill” and intensification along corridors

• .. new railway development in proximity to …?
Conceptual Model of Planning for Urban Freight

Urban Freight Factors
- Absolute and relative location globally
- Size and Character of Urban Area

Planning Local Urban Freight

Planning Initiatives
- Transportation
- Land Use

Regional
National
Government

Freight Activity and Impacts
FINAL THOUGHTS

• Many examples of positive change in bringing freight into Metropolitan Canadian Planning

• the diversity of freight related actors, agencies and interests involved is nothing new

• the need for truly integrative planning
  » Goods movement plan not enough – mention in Community Plan not enough

• Need to develop a better approach!
Questions and Thanks!

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