

# Mobility Monitor

Issue #17

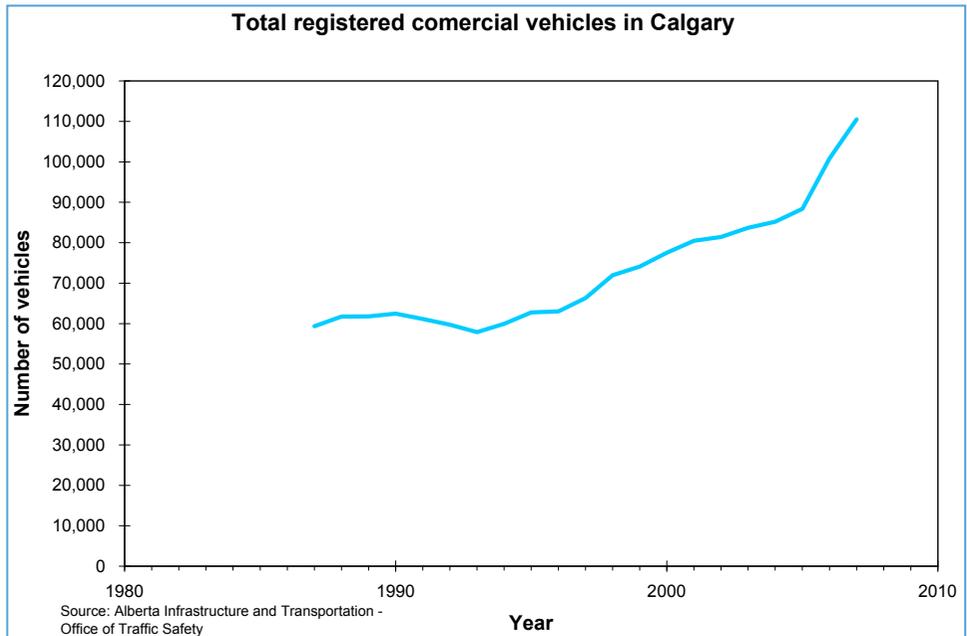
SEPTEMBER 2007

## TRUCKS, COMMERCIAL VEHICLES AND GOODS MOVEMENT IN CALGARY

The GoPlan Report and the 2005 Calgary Transportation Plan Report recognized the need to address trucking and goods movement within Calgary as an important component of the city's economic development. Council Priority 2.14 calls for more emphasis on planning for trucking and goods movement within Calgary.

### KEY FINDING

***Between 2005 and 2007, the number of registered commercial vehicles in Calgary increased from 88,386 to 110,500 (25 per cent), while Calgary's population increased by seven per cent.***

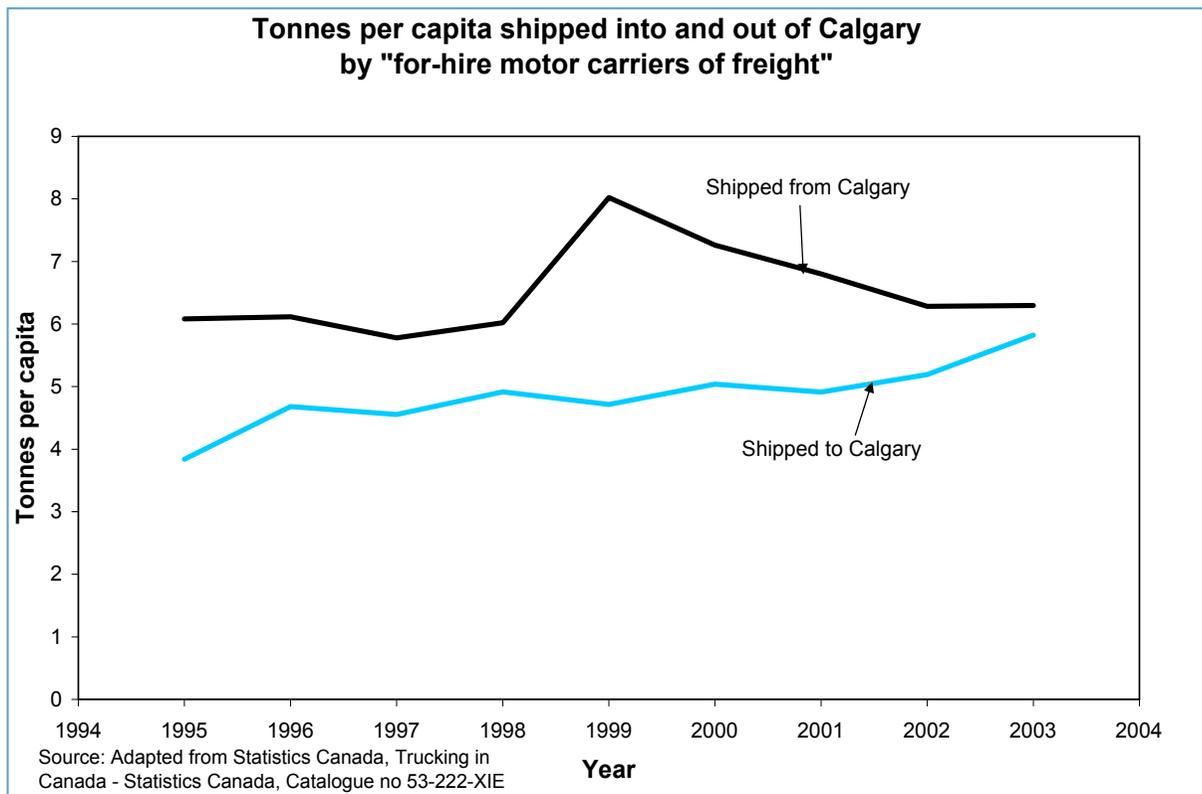


- The chart above was derived from motor vehicle registration reports provided by Alberta Infrastructure and Transportation's Office of Traffic Safety. Registered commercial vehicles does include some vehicles that are not trucks, and does not include all trucks. However, it is a useful and readily available indicator of the importance of commercial traffic in Calgary.
- Between 1993 and 2005, the number of registered commercial vehicles in Calgary increased from 57,863 to 88,386 (53 per cent). During the same period, the population increased by 31 per cent and the number of jobs by 43 per cent.
- Over the last 14 years, the number of registered commercial vehicles has been growing faster than the population. This indicates the growing importance of commercial travel within Calgary.

The Mobility Monitor is part of the Ongoing Monitoring and Implementation Program (OMIP) for the Calgary Transportation Plan (CTP). The purpose of the Mobility Monitor is to report on strategic trends and events that affect the implementation of the CTP, and to recommend future actions. The Mobility Monitor is produced by the Transportation Data division of Transportation Planning.

## KEY FINDING

**Freight traffic into Calgary by “for-hire motor carriers of freight” in tonnes per capita has been growing in recent years.**



- The plot shows the growth of freight in tonnes per capita shipped into and out of Calgary by “for-hire motor carriers of freight.” Statistics Canada defines a for-hire carrier as “any carrier that undertakes the transport of goods for compensation.” It excludes private carriers. It also excludes shipping by air or rail.
- From 1995 to 2003, the tonnes per capita shipped from Calgary grew by four per cent. In 1999 the tonnes per capita showed a dramatic jump. Since that time, the tonnes per capita shipped from Calgary has returned to about the same rate as before the increase.
- From 1995 to 2003, the tonnes per capita shipped to Calgary grew by 52 per cent. The general trend was a steady year-to-year increase.
- In 2004, the methodology of Statistics Canada’s Commodity Origin Destination Survey was changed. The 2004 and 2005 results will be released later in 2007.

## Statistics Canada information

Statistics Canada information is used with the permission of Statistics Canada. Users are forbidden to copy the data and disseminate them, in an original or modified form, for commercial purposes, without permission from Statistics Canada. Information on the availability of the wide range of data from Statistics Canada can be obtained from Statistics Canada’s Regional Offices, its World Wide Web site at [www.statcan.ca](http://www.statcan.ca), and its toll-free access number 1-800-263-1136.

## **KEY FINDING**

### ***The City of Calgary is making good progress in addressing trucking and goods movement issues.***

- Until recently, The City of Calgary has focused on maintaining The City's Truck Route Bylaw. However, the scope has recently been expanded with the approval by City Council of three new policies.
  - » **Truck Route Network Development Policy**

This policy provides guidelines and principles for identifying acceptable truck routes based on sound engineering, ensuring adherence to other City of Calgary Council policies, and minimizing impacts on the environment, social fabric, and economic sustainability.
  - » **Dangerous Goods Route Network Development Policy**

This policy provides guidelines and principles for identifying acceptable dangerous-goods routes based on sound engineering and taking into account public safety.
  - » **High Load Corridor Development Policy**

This policy provides guidelines and principles for identifying acceptable high-load truck routes based on sound engineering, ensuring adherence to other City of Calgary Council policies, and minimizing impacts on the environment, social fabric, and economic sustainability.
- These three policies will form the basis for The City's review of existing and future truck routes. These three policies were the result of an increased focus on truck and goods movement issues within the Roads, Transportation Planning and Land Use Planning and Policy business units. The City has been working to improve communication between The City and trucking and goods movement industry representatives.
- The Truck Route Network Development Policy mandates a five-year review cycle for the Truck Route Bylaw. This policy also states consideration of broader truck route and related network planning issues will be evaluated for the Municipal Development Plan. For area structure plans, community plans, area redevelopment plans and subdivision/outline plans, more localized impacts of truck route planning issues will be considered.
- The City consults with the Province and adjacent Municipal Districts on trucking and goods movement issues related to functional design studies on a project-by-project basis.
- Plan It Calgary is giving more weight to accommodating trucking and goods movement issues in the Municipal Development Plan and the Calgary Transportation Plan.

## **What information is available on trucks in Calgary?**

Availability of information is limited and what is available has not been fully explored yet. The City counts trucks on the road as part of its manual and automatic traffic count programs. The City did special truck surveys in 1964, 1971 and 1981 and a commodity flow survey in 2001. Information on goods movement is available from Statistics Canada.



## Implications

- Trucking and goods movement issues are becoming more important for Calgary and The City needs to take a more proactive role.
- The Truck Route Network Development Policy, the Dangerous Good Route Network Development Policy and the High Load Corridor Development Policy will improve the ability of The City to address trucking and goods movement issues.
- The City and the trucking and goods movement industry will need to collaborate to successfully implement these three policies for the benefit all stakeholders.
- The increased importance being given to trucking and goods movement issues in planning and policy development by the new policies and Plan It Calgary implies an increased need for data and tools to evaluate these issues. Measures of demand and system performance specifically addressing goods movement are needed. Data on goods movements by air and rail is also needed.

## Recommendations

- The City should continue to enhance and expand on co-operative consultation between The City of Calgary and the trucking and goods movement industry.
- The City should consider enhancing data collection to address trucking and goods movement issues.

## How accurate and reliable are these data?

How concerned should you be by the potential for error in the data presented in The Mobility Monitor? The number of trucks registered comes from accounting records and are highly reliable. Statistics Canada publications include detailed discussions of the value and limitations of the information they provide. More information can be obtained from Statistics Canada's Regional Offices, its website at [www.statcan.ca](http://www.statcan.ca) or its toll-free access number 1-800-263-1136.

Observed deviations may be due to random events such as the weather, traffic collisions or illness. This is why it is wise to look at trends, patterns and other information, since consistent patterns are more likely to be real and not just the result of random events.

## Statistics Canada disclaimer

This data product is provided "as-is", and Statistics Canada makes no warranty, either express or implied, including but not limited to, warranties of merchantability and fitness for a particular purpose. In no event will Statistics Canada be liable for any direct, special, indirect, consequential or other damages, however caused.