

COUNCILLOR ASKS CALEDON STAFF TO EXPLORE BROADER TRUCK BAN

Truck News | Leo Barros | [October 10, 2024](#)

A councillor in Caledon, Ont., has introduced a motion asking town staff to work with the Region of Peel to investigate the feasibility of a truck ban – other than those on local delivery – on Regional Road 50 north of Mayfield Road. Cosimo Napoli said trucks traveling on prohibited roads are a huge safety issue, especially in the downtown Bolton area, the most populous community in the town that sits atop the Region of Peel – the province's trucking heartland.

"We are not anti-truck, we just want them to obey the law," he said, adding tractor-trailers drive through downtown Bolton, ignoring 'no truck' signs. "We need trucks to for our goods and services and commercial vehicles making local deliveries are welcome."

He wants heavy trucks traveling through the area to use designated routes like Coleraine Drive and the Albion Vaughan Bypass. Presently in Bolton, heavy trucks are banned on King



Street and on Queen Street from Healey Road to where Regional Road 150 joins Hwy. 50 (see map above).

A Town of Caledon official told TruckNews.com, "The current truck route passes through one of Bolton's largest and most significant retail areas. The presence of large trucks can increase the risk of accidents and near-misses and is a significant concern for pedestrians, cyclists and drivers. Trucks often miss the truck turn onto Healey Road and end up on small residential streets that are unsuitable for large vehicle turnarounds. Increased truck traffic leads to congestion slowing down traffic flow and increasing travel times for all road users."

"TRUCKS TRAVELING ON PROHIBITED ROADS ARE A HUGE SAFETY ISSUE, ESPECIALLY IN THE DOWNTOWN BOLTON AREA"

- Cosimo Napoli



AIR AND NOISE POLLUTION

Trucks contribute to air and noise pollution, which can affect the health and quality of life of residents living near busy truck routes, the official added. "Caledon has seen a startling increase in the number and severity of collisions and near misses between personal and commercial vehicles, some resulting in fatalities," mayor Annette Groves said in a release. "Caledon will do everything in our power to stop more collisions from happening while we continue to advocate to the province for what Caledon needs to help protect residents."

SAFETY CONCERNS

Residents have raised concerns about heavy trucks using smaller local streets, particularly near the steep hills on Queen Street. They are calling for safer driving, stronger enforcement and increased police presence.

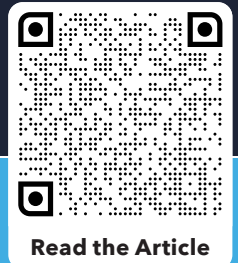
Caledon Council has also proposed a Safe Driving and Truck Operating Advisory Committee focused on improving road safety, driver behaviour and reducing the impacts of illegal trucking operations on neighbourhoods and infrastructure.

ILLEGAL TRUCKING OPERATIONS

Caledon has sought stronger provincial powers to address illegal trucking operations. Mayor Groves requested amendments to the Planning Act and Municipal Act to allow higher penalties for illegal operators and stronger enforcement measures, including restricting access to noncompliant properties.



CALEDON HAS SOUGHT STRONGER PROVINCIAL POWERS TO ADDRESS ILLEGAL TRUCKING OPERATIONS.



RESIDENT INFORMATION | ILLEGAL TRUCK YARDS & LAND-USE ENFORCEMENT
STRONGER ENFORCEMENT TOOLS

YEARS OF ADVOCACY – STRONGER TOOLS FOR CALEDON

Illegal truck yards and unlawful trucking operations have been a longstanding concern in Caledon, affecting road safety, agricultural lands, local infrastructure and nearby residents.

Caledon has consistently pushed the Province for stronger enforcement powers — raising the issue through AMO and ROMA delegations, meetings with provincial Ministers, formal letters and appearances before provincial committees. The Town specifically called for **faster and more effective ways to address illegal trucking operations without relying solely on lengthy court proceedings.**

REDUCED ILLEGAL TRUCKING YARDS

I have made meaningful progress in reducing illegal trucking yards and protecting our community. With your support for re-election, I can continue this important work, strengthen enforcement, and keep advocating for safer roads and responsible land use across Caledon.

IT'S TIME TO ACT ON ILLEGAL TRUCK YARDS

Caledon residents have been raising concerns about illegal truck yards for long enough. I have been pushing for a solution because our municipality needs the ability to do more than simply respond to the problem — we need the authority to prevent it and take meaningful enforcement action.

Bill 119 is currently before the Provincial Standing Committee on Justice Policy, with debate scheduled for October 5. I am urging the Province to keep this legislation moving and to make its passage a priority when the Legislature returns on October 27.

This is bigger than what Caledon can accomplish on its own. Local enforcement matters, but without the proper provincial legislation and municipal authority, our hands remain tied. Bill 119 can provide municipalities with stronger tools to address illegal truck yards and better protect our rural communities and lands.

Getting Bill 119 introduced was an important step. Now the Province needs to finish the job.

I will continue pushing for action, pressing the Province for results, and making sure Caledon's concerns are heard. Our residents have waited long enough — we need the tools to act, and we need them now.

OUR ADVOCACY IS PRODUCING RESULTS

On May 20, 2026, the Ontario government announced proposed changes to the Planning Act that would give municipalities stronger tools to address illegal land uses, including unauthorized truck yards.

The Town of Caledon described the announcement as a major step forward following years of municipal advocacy.

WHAT THE PROPOSED CHANGES WOULD MEAN FOR CALEDON

Faster Enforcement:

Municipal officials could issue Administrative Monetary Penalties (AMPs) for illegal land uses instead of relying only on court prosecutions.

Stronger Collection Powers:

Unpaid penalties could be added to a property's tax roll and collected through property taxes.

Targeting Illegal Truck Yards:

The tools would help address trucking operations unlawfully operating on agricultural, rural and residential lands.

Protecting Our Communities:

Stronger enforcement can help reduce impacts on roads, farmland, neighbourhoods and public safety.

More Legal Truck Parking:

The Ministry of Transportation is also identifying appropriate lands for truck and trailer parking in high-priority areas, including Peel, York and Halton.

THE WORK CONTINUES

The proposed changes are included in Bill 119, Protecting Ontario's Streets and Communities Act, 2026. The Bill passed Second Reading on June 2, 2026 and was referred to the Standing Committee on Justice Policy. The new Planning Act powers are therefore not yet in force.

In the meantime, Caledon continues enforcement through its Illegal Land Use Task Force, investigations, prosecutions and court orders while advocating for the additional tools needed to protect residents and responsible land use.

GETTING TOUGH ON ILLEGAL TRUCKING AND LAND USE

IN 2022

300+

ILLEGAL TRUCKING YARDS AND LAND USES

DOWN TO

IN 2026

72

REDUCED 76%