

**APPENDIX F1**  
**Legislative Context**

# The Road to *Change*

## Halton Region Transportation Master Plan



## Legislative Context



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# 1. Legislative Context

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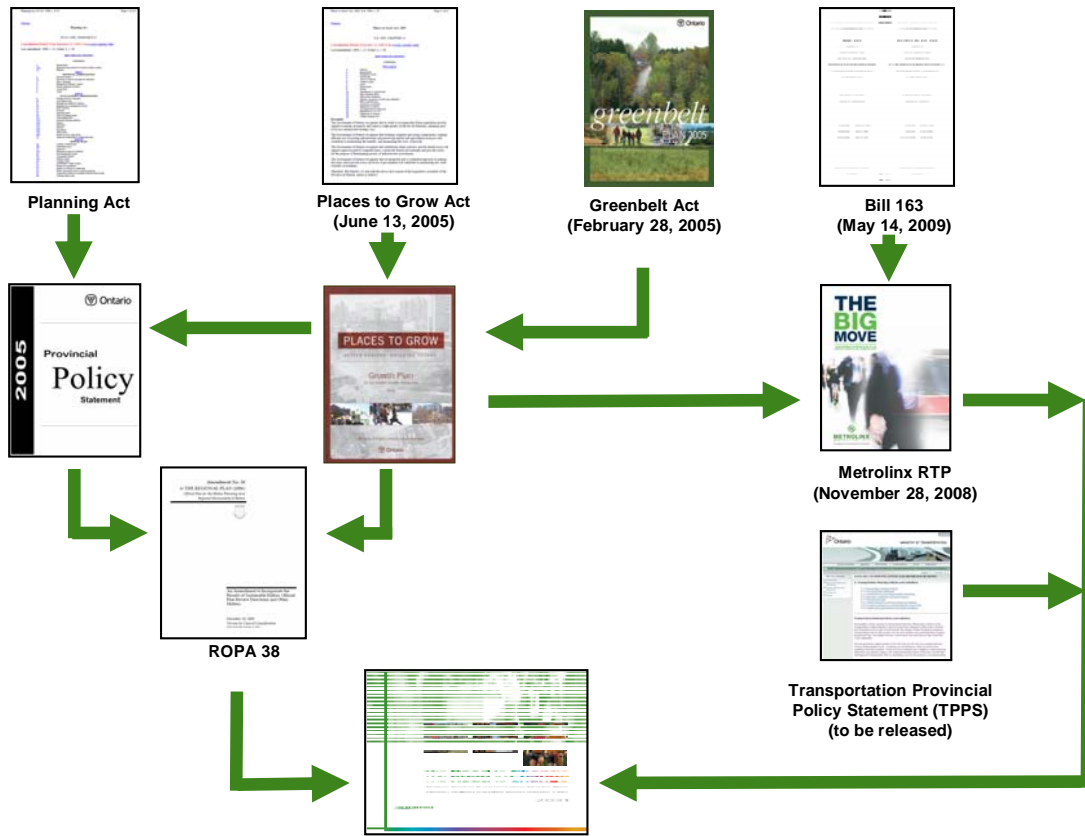
The last Regional Transportation Master Plan was prepared in 2004. Since that time, there have been a number of provincial and regional guiding documents released to which the Region's transportation strategy must now conform.

This discussion paper presents a summary of the Acts and Policies that guide and direct the development of a transportation master plan at this time. These items are:

- 2005 Provincial Policy Statement;
- Greenbelt Act (2005);
- Places to Grow Act (Bill 136);
- Halton Region Official Plan Amendment 38 (ROPA 38);
- The Metrolinx "Big Move" Regional Transportation Plan;
- Bill 163 – "the Metrolinx Implementation Act"; and
- Transportation Provincial Policy Statements (TPPS) – to be released.

The Halton Region Transportation Master Plan (2031) – The Road to Change is directly and indirectly influenced by the above-listed legislation and planning documents as presented in Figure 1.

**Figure 1 - Relationship of Legislation and Guiding Documents to Halton Region Transportation Master Plan (2031) - The Road to Change**



## 1.1 2005 Provincial Policy Statement



The Provincial Policy Statement establishes the foundation for regulating land use and development within the Province of Ontario. The Provincial Policy Statement provides for appropriate development and protects resources of provincial interest. The vision of the land use planning system in the Provincial Policy Statement states that the long-term prosperity and social well being of Ontarians depends on maintaining strong communities, a clean healthy environment and a strong economy. The Provincial Policy Statement promotes a variety of transportation choices.

[www.mah.gov.on.ca](http://www.mah.gov.on.ca)

## 1.2 Greenbelt Act (2005)

The Province passed legislation under the Greenbelt Protection Act (Bill 135), which established a Greenbelt Plan for the Greater Golden Horseshoe (GGH).

Established in February 2005, the Greenbelt spans 1.8 million acres across Southern Ontario. The area stretches 325 kilometres from Rice Lake in Northumberland County to the Niagara River and is roughly 80 kilometres wide at its widest point.

The Greenbelt Act, 2005 protects environmentally sensitive land and agricultural land in the Golden Horseshoe from urban development and sprawl.

A key provision of the Plan is to “ensure that the development of transportation and infrastructure proceeds in an environmentally sensitive manner.”

[www.mah.gov.on.ca](http://www.mah.gov.on.ca)



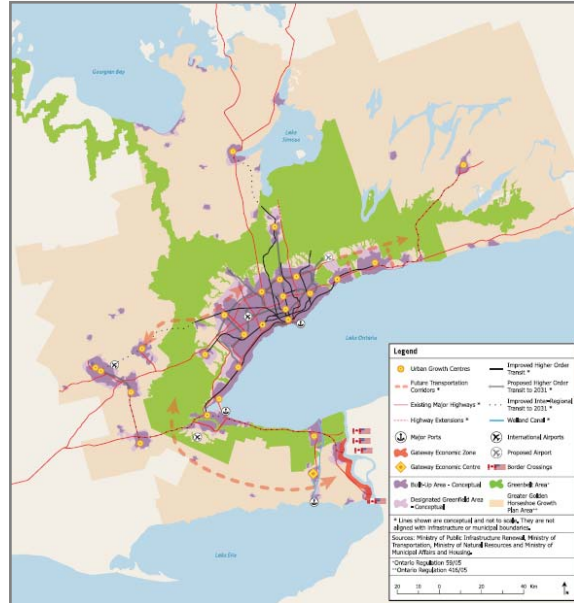


## 1.3 Places to Grow Act, 2005 (Bill 136)

Bill 136, or the Places to Grow Act, enables the Province to play a lead role in determining how the Greater Golden Horseshoe (GGH) and Greater Toronto Area (GTA) will grow in the future.

Places to Grow states that public transit will be the first priority for transportation infrastructure planning and major transportation investments.

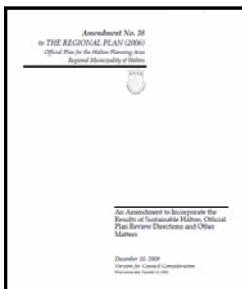
Places to Grow is a framework for implementing the Government of Ontario's vision for building stronger, prosperous communities by better managing growth in this region to 2031. The objectives of the Act are to:



- ▶ Offer a balance of transportation choices;
- ▶ Provide public transit as the first priority;
- ▶ Support opportunities for multi-modal use where feasible;
- ▶ Increase the modal share of transit; and
- ▶ Be sustainable.

[www.placestogrow.ca](http://www.placestogrow.ca)

## 1.4 Halton Region Official Plan Amendment 38 (ROPA 38)



On December 16, 2009, Halton Regional Council adopted ROPA 38 "An Amendment to Incorporate the Results of Sustainable Halton, Official Plan Review Directions and Other Matters".

With ROPA 38's adoption, Halton Region fulfils the provincial requirements to plan for growth and integrates the principle of sustainability into its Official Plan.

ROPA 38 outlines how and where Halton will grow from 2021-2031. ROPA 38 is the final phase of a process that began in 2006 as a response to provincial requirements set out in policy including the Places to Grow Plan, the Greenbelt Plan and the Provincial Policy Statement.

ROPA 38 requires the Region to prepare a:

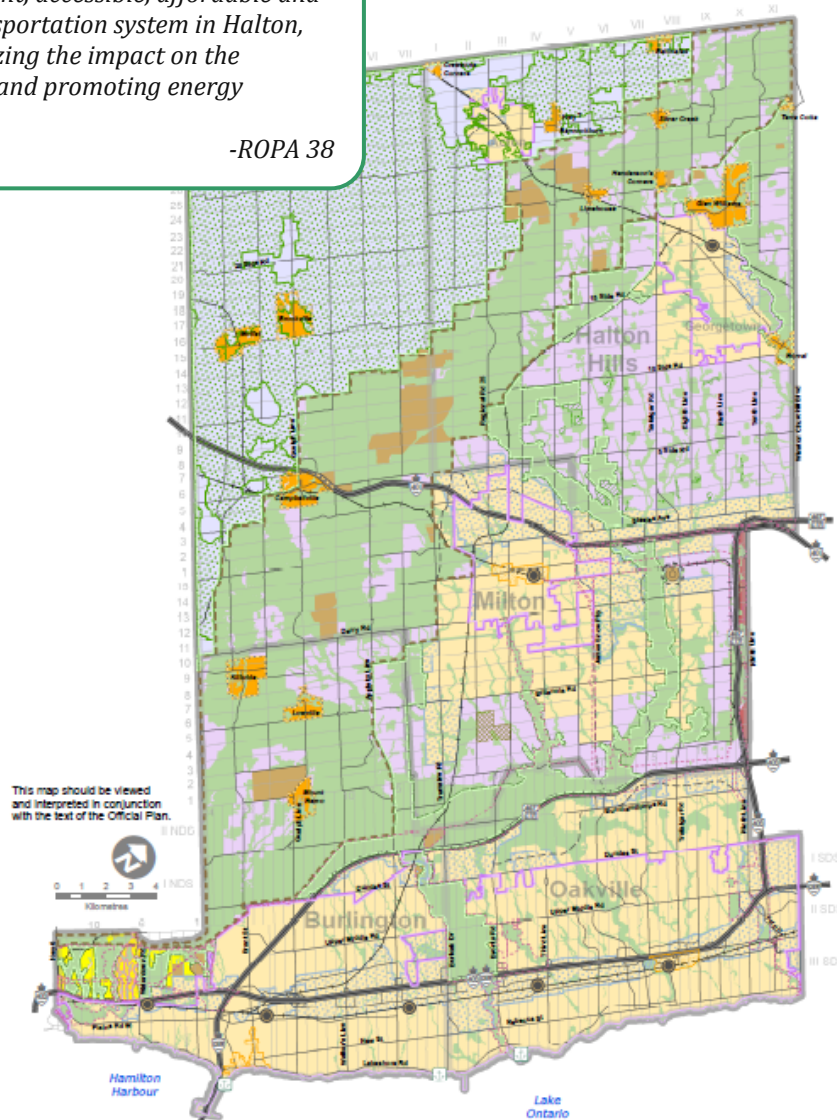
- ▶ Master plan for urban services and transportation facilities; and a
- ▶ Joint Infrastructure Staging Plan, based on population and employment targets.

The purpose of the master plan and infrastructure staging plan is to ensure that infrastructure and human services to support development is planned and financing is secured in advance of need.

[www.region.halton.on.ca](http://www.region.halton.on.ca)

*"The goal for Transportation is to provide a safe, convenient, accessible, affordable and efficient transportation system in Halton, while minimizing the impact on the environment and promoting energy efficiency."*

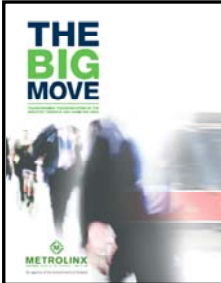
-ROPA 38



Halton Region Urban Structure by 2031



## 1.5 Metrolinx’s “The Big Move” – Regional Transportation Plan



The mandate to create a Regional Transportation Plan (RTP) is embodied in the Greater Toronto Transportation Authority Act, 2006 which established Metrolinx and directed it to create a long-term strategic plan for an integrated, multi-modal, regional transportation system.

Metrolinx prepared its RTP, called The Big Move, on November 28, 2008. It is a \$50 billion plan over 25 years, designed to help alleviate gridlock and improve transportation and recommends a variety of new projects, including new subway lines, light rail lines and extending and improving existing GO Transit lines and high speed rail to Pearson International Airport from Toronto. The Big Move sets out priorities, policies and programs for a future of complete mobility. The aim of the RTP is to achieve a transportation system for the Greater Toronto and Hamilton Area (GTHA) that is effective, integrated and multi-modal. The RTP presents a vision for the future in which transportation within the GTHA is seamless, coordinated and efficient.

As defined by the Act, this is to be a transportation plan that:

- Takes into account all modes of transportation;
- Makes use of intelligent transportation systems;
- Promotes the integration of local transit systems with each other and with the GO Transit system;
- Works toward easing congestion and commute times, and reducing transportation-related emissions of smog precursors and greenhouse gases; and
- Promotes transit-supportive development and the viability and optimization of transit infrastructure.

Metrolinx plans to build over 1,200 kilometres of rapid transit — more than triple what exists now — so that over 80 per cent of residents in the region will live within two kilometres of rapid transit, with an emphasis on areas with large senior and low-income populations who rely on transit for daily travel.

The RTP builds on the Greenbelt Plan, which protects more than 1.8 million acres of environmentally sensitive

THE VISION of the Big Move is:

*...The distance we drive every day will drop by ONE-THIRD  
...We will have access to SIX times more bike lanes and trails  
...ONE in FIVE of us will walk or cycle to where we have to go  
...ALL transit vehicles will be accessible  
...We will use a single, integrated fare card for ALL transit trips  
...Our emissions from passenger transportation will be cut in HALF*

and agricultural land and builds on the Growth Plan for the Greater Golden Horseshoe; which manages population and job growth; and curbs urban sprawl.

The objective of these three initiatives is to have a regional area with development of more compact and complete communities that make walking, cycling and transit part of everyday life and a competitive alternative to the use of the automobile and the reduction, particularly, of single occupancy vehicles.

The RTP expects average commute times will decrease, despite an expected 50 per cent increase in population. More residents will be able to access jobs that were once inconvenient to reach by transit, while integrated transit fares and leading edge information systems will help riders make smarter choices.

In Halton Region, the RTP designated the following high order transit corridors:

- Dundas Street BRT; and
- Trafalgar Road High Order Transit Corridor

Some key features of the plan include:

- More than triple the rapid transit that exists as of 2009;
- Once complete, over 80 per cent of residents in the GTHA will live within two kilometres of rapid transit;
- Average commute times will decrease despite an expected 50 per cent increase in population; and
- Reduction in greenhouse gases – as much as a 50 per cent reduction per person.



<http://www.metrolinx.com/thebigmove>

## 1.6 Bill 163



In the spring of 2009, the Government of Ontario prepared legislation to create a single transit agency and a regional network for the Greater Toronto and Hamilton Area (GTHA). The legislation merges GO Transit and Metrolinx into a single transit agency and ensures a co-ordinated approach to transportation planning in the GTHA. This legislation is Bill 163, An Act to Amend the Greater Toronto Transportation Authority Act, 2006 and to Make Consequential Amendments to Another Act (The Greater Toronto and Hamilton Area Transit Implementation Act, 2009).

Bill 163 transitions Metrolinx from a planning body to an implementation body; that is, an organization that delivers new infrastructure “rapidly and effectively”.

As part of these powers, Metrolinx will also have a voice in planning matters through the Minister of Transportation’s planning policy statements.

***This legislation directs municipal master plans to be consistent with provincial policy statements (pending release), thus it creates a system for coordinated regional planning.***

[www.e-laws.gov.on.ca](http://www.e-laws.gov.on.ca)

## 1.7 Transportation Provincial Policy Statements (TPPS)

*“GTHA single/upper-tier municipalities are required to do transportation master plans and more specifically, TMPs that are consistent with the TPPS; if not, the Minister may designate some or all lower-tiers to meet the requirements of the TPPS.”  
-Bill 163*

TPPS are currently under development and the release date is not known at this time.

The purpose of the TPPS will be to align transportation policy and land use planning policy/legislation as follows:

- The TPPS must be in alignment with the Growth Plan;
- The TPPS must have regard to Metrolinx’s RTP; and
- Planning Act decisions must be consistent with designated TPPS policies.

The Metrolinx Act, 2006 authorizes the Minister to issue transportation planning policy statements

(TPPS) on matters relating to transportation planning in the GTHA. The Act states that all GTHA municipal decisions regarding transportation must be consistent with the TPPS.

[www.mto.gov.on.ca](http://www.mto.gov.on.ca)

## 2. The Influence of Acts and Policies on the Halton Transportation Master Plan

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The Acts and Policies previously discussed influence the Halton Transportation Master Plan directly and indirectly. The Big Move and ROPA 38 have the most direct impact on the TMP. The TPPS, once released, are also expected to provide direct influence on the development of the future TMP.

The spirit of the planning level documents such as the Planning Act, Places to Grow, the Planning Policy and the Geenbelt Act have all been incorporated in ROPA 38 as part of the Region's compliance with the Places to Grow legislation.

Table 1 presents some of the key requirements set by these Acts and Policies that were considered in the development of the Halton Transportation Master Plan.



**Table 1 – Key Legislative Requirements**

Act / Policy	Influence on the Halton TMP
Places to Grow:	<ul style="list-style-type: none"> <li>• The Provincial Growth Plan identifies public transit as a first priority for transportation planning and major transportation investments, and sets out criteria on which to base all transit planning and investment decisions that include placing priority on improving linkages from nearby neighbourhoods to urban growth centres, major transit areas and other intensification areas.</li> <li>• The Act specifies municipalities to identify and support a transportation network that links urban growth centres through an extensive multi-modal system anchored by efficient public transit, together with highway systems for moving people and goods.</li> <li>• “Enhancing infrastructure, integrating and improving transit systems, protecting valuable natural resources and strengthening local government will all go far towards the implementation of this Plan”.</li> <li>• The key transportation direction in Places to Grow is found in section 3.2.2 Transportation – General, as follows:  <i>The transportation system within the GGH will be planned and managed to:</i> <ul style="list-style-type: none"> <li>• <i>1b) Offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit, cycling and walking</i></li> <li>• <i>1c) Be sustainable, by encouraging the most financially and environmentally appropriate mode for trip-making”</i></li> <li>• <i>3b) support opportunities for multi-modal use where feasible, in particular prioritizing transit and goods movement needs over those of single occupant automobiles</i></li> <li>• <i>3.2.2 sub 5 - Municipalities will develop and implement ...policies in official plans... increase the modal share of alternatives to the automobile</i></li> <li>• <i>3.2.3 sub 1 – Public transit will be the first priority for transportation infrastructure planning and major transportation investments</i></li> <li>• <i>3.2.3 sub 2f – Increasing the modal share of transit</i></li> </ul> </li> </ul>
Big Move:	<p>The Big Move makes the following directives with regards to transportation:</p> <ul style="list-style-type: none"> <li>• Transportation choices: People will have a wide range of options available to them for getting around (including walking, cycling, public transit and automobiles);</li> <li>• The transportation system will operate sustainably within the capacities of – and in balance with – the GTHA’s ecosystems. GHGs and other emissions related to transportation will be reduced;</li> <li>• Reduced dependence on non-renewable resources: By reducing our dependence on non-renewable resources, the transportation system will be more resilient.</li> <li>• Active and healthy lifestyles: Walking and cycling will be attractive and realistic choices for all</li> </ul>

Act / Policy	Influence on the Halton TMP
ROPA 38:	<p>The Region’s vision of creating complete, healthy and sustainable communities directs the following transportation matters be incorporated in the Region’s transportation master planning:</p> <ul style="list-style-type: none"> <li>• “172(2) To develop a balanced transportation system that: <ul style="list-style-type: none"> <li>a) reduces dependency on automobile use;</li> <li>b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and</li> <li>c) promotes active transportation.”</li> </ul> </li> <li>• “172(6) To support seamless public transit services in Halton that: <ul style="list-style-type: none"> <li>a) provide a high level of service internally within Halton,</li> <li>b) include continuous enhancements of the GO Transit system within Halton,</li> <li>c) are connected to a higher order transit network throughout the Greater Toronto and Hamilton Area,</li> <li>d) are complemented and supported by a network of active transportation facilities, and</li> <li>e) are fully integrated both internally and externally in terms of fare and service.”</li> </ul> </li> <li>• “172(8) To achieve a level of public transit usage that averages at least 20 per cent of all daily trips made by Halton residents by year 2031.”</li> <li>• 172(9.1) To ensure development is designed to support active transportation and public transit.</li> <li>• “172(9.2) To integrate transportation planning, land use planning and investment in infrastructure.”</li> <li>• “172(13) To ensure that the planning, development and design of the transportation system take into account social, economic and environmental factors as well as the needs of the agricultural community and consider, where appropriate, alternative design standards consistent with policies of this Plan.”</li> <li>• “173(10) Coordinate with the Province, Metrolinx and the Local Municipalities the planning, development and funding of both highway and inter-regional higher order transit projects in Halton to ensure the provision of a balanced transportation system with an acceptable level of service.”</li> </ul>

*Therefore, there is a clear direction that the TMP must provide for an integrated transportation system that includes travel choices with emphasis on transit and active transportation; goods movement; has regard for social, economic and environmental impacts; and is coordinated with transportation plans of adjacent municipalities and Provincial initiatives.*