



**Report**  
**Staff Report**  
 The Corporation of the City of Brampton  
 5/21/2025

**Date:** 2025-05-01

**Subject:** Heavy Truck Enforcement

**Contact:** Kevin Minaker, Manager, Traffic Operations and Parking, Roads Maintenance, Operations and Fleet  
 Allyson Sander, Strategic Leader, Project Management, Office of the Commissioner

**Report number:** Public Works & Engineering-2025-381

**RECOMMENDATIONS:**

1. That the report from Kevin Minaker, Manager, Traffic Operations and Parking, Roads Maintenance Operations and Fleet and Allyson Sander, Strategic Leader, Project Management, Office of the Commissioner to the Committee of Council Meeting of May 21, 2025, re: **Heavy Truck Enforcement**, be received;
2. That Traffic By-law 93-93 Section 26(2), as amended, be further amended to require a valid bill of lading is produced upon demand by an officer at the time of inspection;
3. That Traffic By-law 93-93 Section 26(2), as amended, be further amended to require the purpose of delivery to or collection from such premises is permitted by municipal Zoning By-law, Licensing By-law, and other applicable legal requirements, as amended; and
4. That this report be shared with the Region of Peel.

**OVERVIEW:**

- Staff have been working in collaboration with Peel Regional Police (PRP) to address enforcement challenges related to heavy truck restrictions under Traffic By-law 93-93, particularly the exemption for making deliveries and collections.
- A key enforcement issue identified by PRP is that drivers of commercial motor vehicles (heavy trucks) often fail to provide proof delivery or collection at the time they are stopped, and instead present documents in court months later that cannot be validated. This frequently causes a withdrawal of charges or a reduction in fines, which makes it difficult for officers to enforce the by-law effectively.

- **To strengthen traffic enforcement and protect local roads from damage caused by industrial truck traffic, staff recommend amending the by-law to require the production of a valid bill of lading during the roadside inspection to qualify for the exemptions under the Traffic By-law 93-93.**
- **The proposed amendment to Section 26(2) of Traffic By-law 93-93 would deem a bill of lading valid only if it identifies the shipment contents and destination, and the destination operates in compliance with municipal zoning and licensing by-laws – discouraging the use of non-industrial roads by illegal trucking operations.**

## **BACKGROUND:**

Traffic By-law 93-93 allows the following exemption on truck restricted routes:

“...any vehicle actually engaged in making delivery to or a collection from premises which cannot be reached except by way of a highway or a portion of highway referred to in the said section or to prohibit the use of such vehicles, for such purposes, provided that, in making such delivery or collection, the said highway or portion of highway is travelled only insofar as is unavoidable in getting to and from such premises.”

Staff has been in consultation with Peel Regional Police (PRP) about the enforcement of heavy truck restrictions on local roadways related to Traffic By-law 93-93. A key enforcement issue identified by PRP is that drivers of commercial motor vehicles (heavy trucks) often fail to provide proof delivery or collection at the time they are stopped, and instead present documents in court months later that cannot be validated. This frequently causes a withdrawal of charges or reduction in fines, which makes it difficult for officers to enforce the by-law effectively.

## **CURRENT SITUATION:**

To assist PRP in enforcing the “heavy trucks” restrictions in the by-law during traffic stops and within the courts, staff are recommending the following additions to Section 26(2) of Traffic By-law 93-93:

1. A valid bill of lading is produced upon demand by an officer at the time of inspection.
2. The purpose of delivery to or collection from such premises is permitted by municipal Zoning By-law, Licensing By-law, and other applicable legal requirements, as amended.

## **CORPORATE IMPLICATIONS:**

### **Financial Implications:**

There is no financial impact resulting from the recommendations in this report.

### **STRATEGIC FOCUS AREA:**

This report supports the Transit & Connectivity focus area through the incorporation of the Vision Zero framework into transportation planning, design and operations to prevent fatal and serious injury from motor vehicle collisions within the City right-of-way.

### **CONCLUSION:**

Strengthening the language to the “Heavy Trucks” by-law will assist PRP’s enforcement efforts to keep heavy trucks out of restricted areas

Co-authored by:

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