

2.4 Goods Movement (Truck Traffic)

The movement of commercial goods and freight within and through the Town of Erin is essential to the economic vitality of both the Town and the County. The transportation of these goods depends on a well-connected network of County roads, which serve as key routes for larger trucks. According to the County of Wellington Road Master Action Plan (2021), all County roads within the Town of Erin's network facilitate the delivery of goods to and from various destinations.

The Town does not have designated trucking or haul routes but instead imposes seasonal load restrictions when roads are susceptible to breakup. These restrictions are implemented in accordance with By-Law 09-08 and take effect when signs are erected on the affected road sections, remaining in place until the signs are removed. Examples of truck and load restriction signs are illustrated in **Figure 11** and **Figure 12**.

In 1998, the County conducted a draft truck report to evaluate alternatives for a truck by-pass in the Town of Erin. The preferred bypass route identified in the study included Wellington Road 24 (Trafalgar Road) from Wellington Road 124 to Sideroad 17, and Sideroad 17 from Wellington Road 24 (Trafalgar Road) to Main Street (Wellington Road 124). As part of this alternative, proposed improvements included upgrades at the intersections of Wellington Road 24 (Trafalgar Road) and Sideroad 17 and the creation of a new intersection at Sideroad 17 and Main Street. A subsequent review of the proposed by-pass design was conducted by the County in 2017, ultimately leading to no further action being taken. As part of



Figure 10: 'No Trucks' sign on 10th Line



Figure 11: Weight restriction signs on 8th Line

this TMP, a truck detour (feasibility) analysis was carried out to evaluate the proposed routes, as introduced and discussed in [Section 6.5](#) of this document.

2.5 Transit Service

Currently, the Town of Erin does not operate its own transit system, nor does Wellington County. However, the Town is served by an on-demand ride-share service called Ride Well, offered by the County of Wellington. Ride Well provides curb-to-curb service to any address within Wellington County and to/from the City of Guelph, as long as the trip starts or ends within the County. This service operates as a pilot program under the Ministry of Transportation's Community Transportation Grant Program and is anticipated to conclude in 2025.

Ride Well operates Monday to Friday from 6:00 a.m. to 7:00 p.m., with no service on weekends or statutory holidays. Rides can be booked anytime via a smartphone app or the Ride Well webpage, while phone bookings are available on weekdays from 8:30 a.m. to 4:30 p.m. Trips requiring an accessible vehicle are provided by Fergus-Elora Taxi, which provides accessible taxi service.



Additional transportation options within the Town include local taxi companies from neighbouring municipalities, such as the Town of Orangeville and the City of Guelph. Given the absence of GO Transit services in Erin, residents frequently rely on these taxi services to access the nearest GO Transit station (bus or train) for travel to the Greater Toronto Area (GTA) and other municipalities within the GO Transit network. The Town also has access to private bus rental services operated by Denny's Bus Lines, which provides charter and scheduled line-run services, school bus transportation, and accommodations for passengers with special needs for both local and out-of-town travel.

The County's Road Master Action Plan (2021) identifies challenges in delivering high-quality transit services in the Town of Erin due to the low-density development and the need for long-distance travel, which result in low daily ridership levels. However, as the Town's population continues to grow, there may be an opportunity to reassess public transit options that could better serve residents and facilitate a more accessible, efficient, and equitable shift in transportation modes.

2.6 Road Surface Condition

Surface condition maps were prepared using the Road Needs Study Report, with missing data supplemented through Google Earth imagery. Road segments within the Town of Erin are classified as either paved or unpaved, as shown in **Map 20**. Also, **Map 21** to **Map 23** illustrate the existing road surface conditions for the urban centres of Erin Village, Hillsburgh, and Ospringe.



Township of East Garafraxa

Town of Caledon

Hillsburgh

Erin Village

Cedar Valley

Township of Centre Wellington

Town of Halton Hills

Township of Guelph-Eramosa

Map 20

Legend

- | | | |
|-----------------------|------------------------|-----------------|
| Trail | Arterial Road (County) | Subdivision |
| Municipal Boundary | Collector Road | Paved Surface |
| Town of Erin Boundary | Local Road | Unpaved Surface |

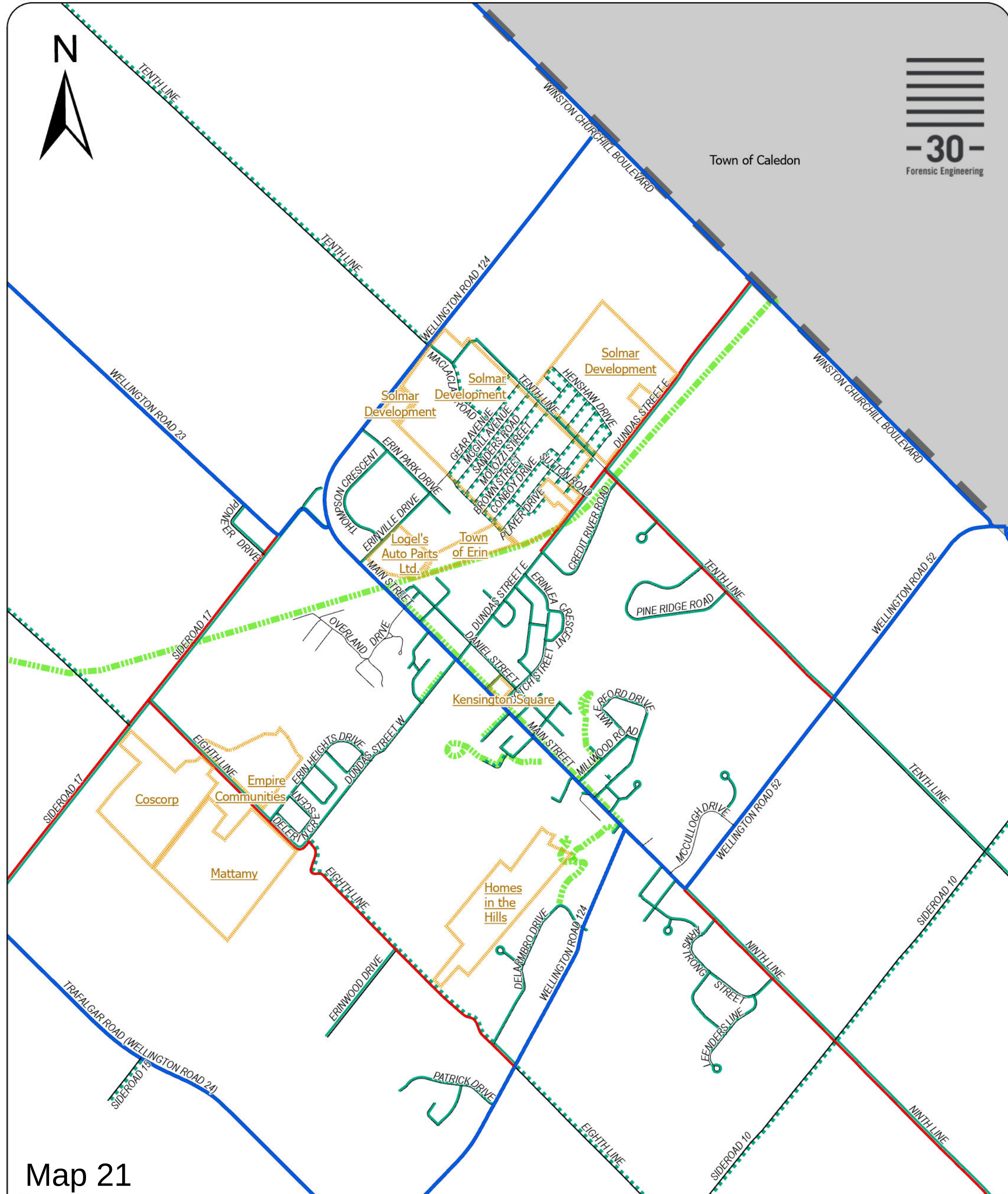
Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin TRANSPORTATION MASTER PLAN

Town of Erin Existing Road Surface Condition



Map 21

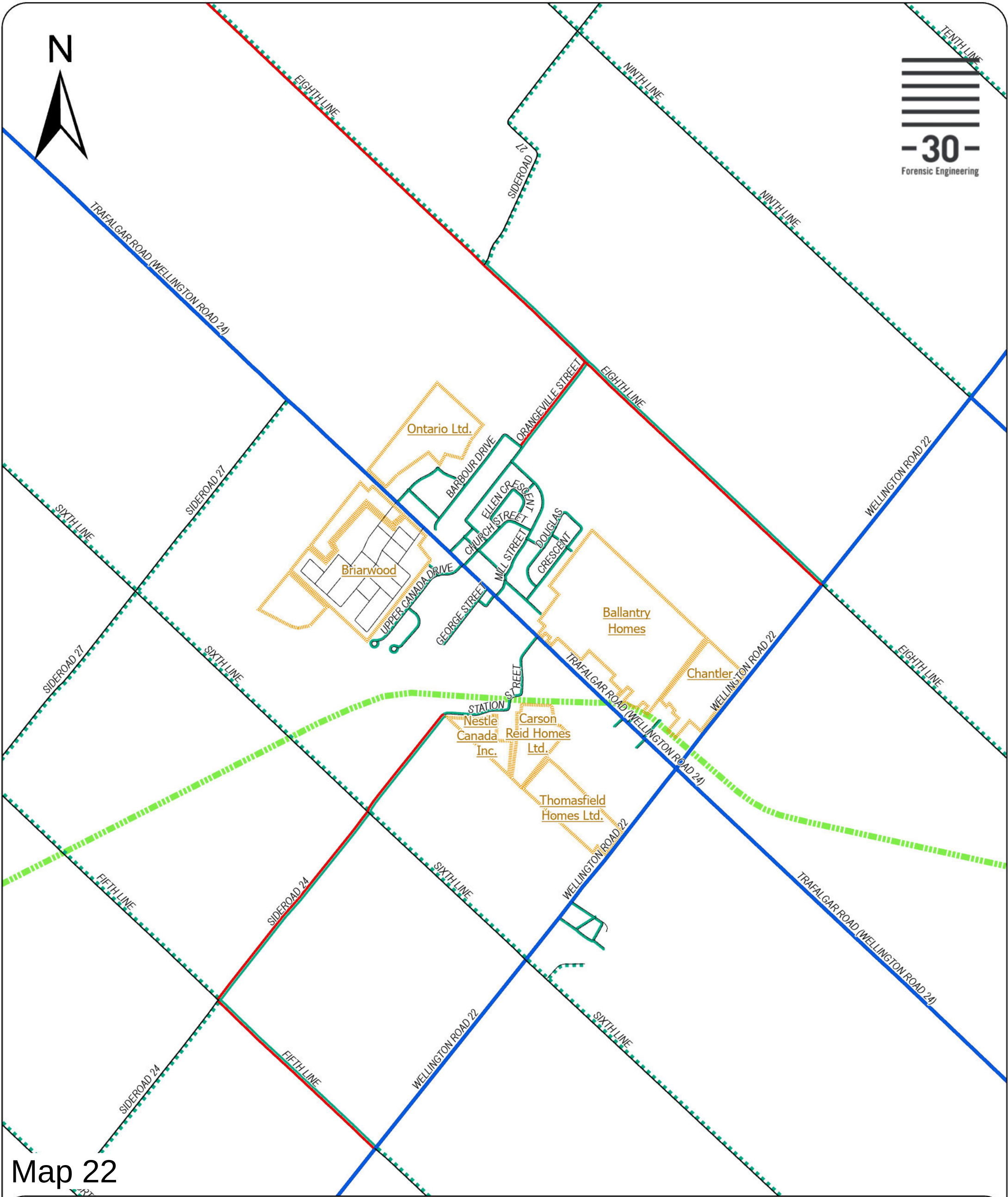
Legend

- | | | |
|-----------------------|------------------------|-----------------|
| Trail | Arterial Road (County) | Subdivision |
| Municipal Boundary | Collector Road | Paved Surface |
| Town of Erin Boundary | Local Road | Unpaved Surface |

Scale 0 0.17 0.35 0.7 1.05 1.4 Kilometers

TOWN OF
ERIN

Town of Erin
TRANSPORTATION MASTER PLAN
Erin Village Existing Road Surface Condition

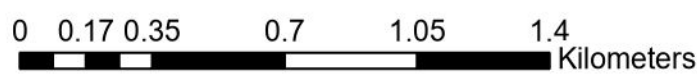


Map 22

Legend

- | | | |
|--|--|---|
|  Trail |  Arterial Road (County) |  Subdivision |
|  Municipal Boundary |  Collector Road |  Paved Surface |
|  Town of Erin Boundary |  Local Road |  Unpaved Surface |

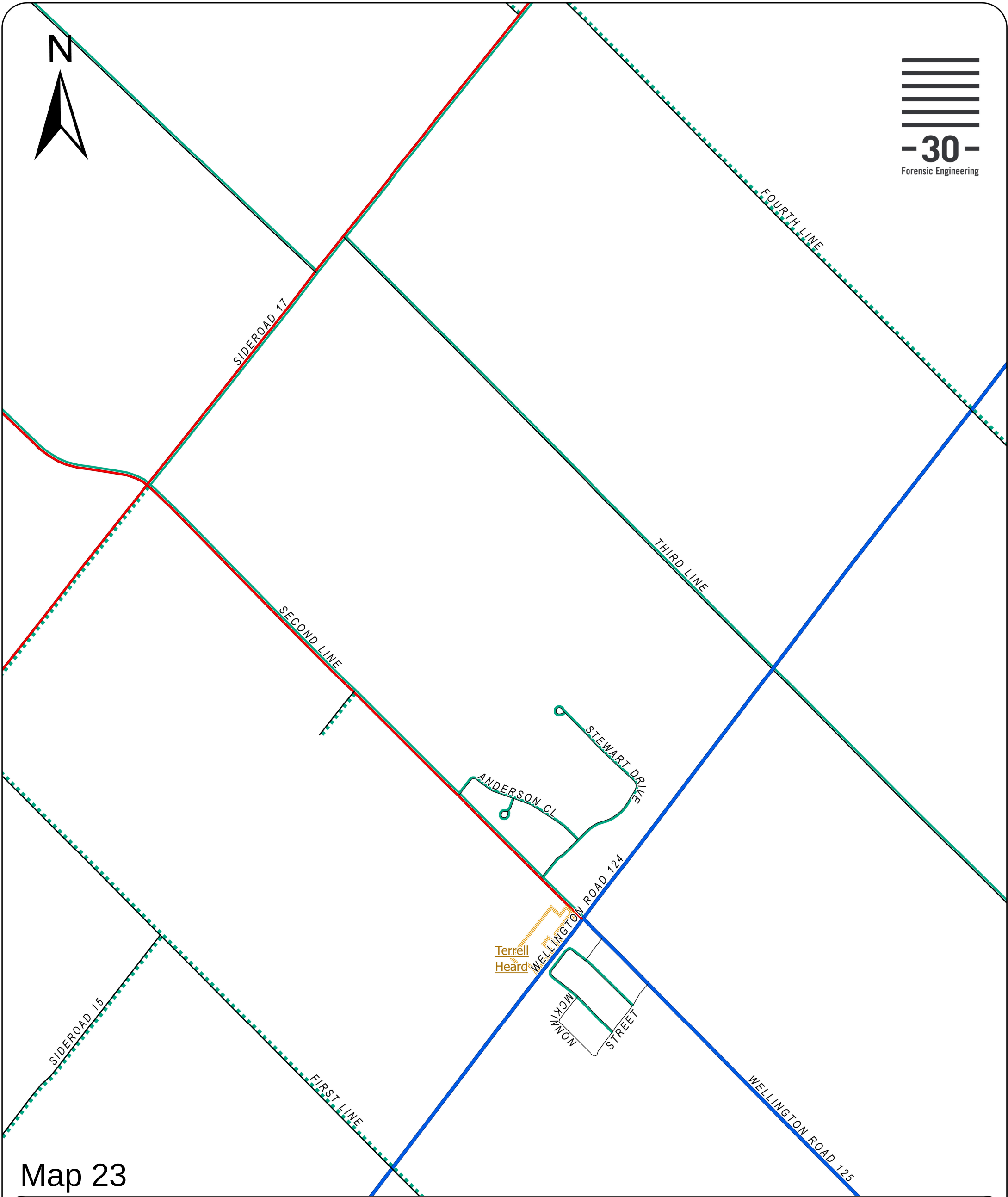
Scale



Town of Erin

TRANSPORTATION MASTER PLAN

Hillsburgh Existing Road Surface Condition



Map 23

Legend

- | | | |
|-----------------------|------------------------|-----------------|
| Trail | Arterial Road (County) | Subdivision |
| Municipal Boundary | Collector Road | Paved Surface |
| Town of Erin Boundary | Local Road | Unpaved Surface |



Town of Erin
TRANSPORTATION MASTER PLAN
Ospringle Existing Road Surface Condition

2.7 Parking Facilities

As for the parking facilities within the Town of Erin, received information showed that the Town controls on-street parking, even on County roads. Additionally, some off-street parking areas are privately owned, and on-street parking is available in different locations.

According to the Town of Erin Parking By-law 6000-23, Schedule "D," the municipal parking lots are listed below.

- Town of Erin Municipal Office – 5684 Trafalgar Road, Hillsburgh
- Erin Fire Department Station #10 – 2 Erinville Drive, Erin
- Erin Fire Department Station #50 – 2 Station Street, Hillsburgh
- Victoria Park – 15 Church Street, Hillsburgh
- Hillsburgh Community Centre – 95 Trafalgar Road, Hillsburgh
- Barbour Field – 5808 Eighth Line, Hillsburgh
- McMillan Park – 109 Main Street Erin
- Erin Community Centre/ Erin Centre 2000 – 14 Boland Drive, Erin
- Lions'Club Park – 4 Lions Park Avenue, Erin
- Ballinafad Community Centre – 9382 Halton-Erin Townline, Ballinafad

Schedule "I" of the Town of Erin Parking By-law 6000-23 clearly details the on-street parking zones, shown in **Table 6**. This table also shows the number of parking spots counted at these locations using Google Maps.

Table 6: Time Limited Parking Zones

Street Name	Side	Between	Time Limit	Number of parking spots
Main Street, Erin	West	Charles Street to Church Boulevard.	2 hours	35
Main Street, Erin	East	Millwood road to East Church Street	2 hours	27
Church Boulevard, Erin	West–South	Main Street to Hulls Dam	2 hours	21
Mill Street, Hillsburgh	North	55 metres East of Main Street for 35 metres	15 minutes	2

The existing parking infrastructure in Erin Village encompasses both on-street parking with time restrictions and designated parking facilities. **Map 24**, **Map 25**, and **Map 26** show the locations of on-street parking spots, as well as parking lots within the Town of Erin, Erin Village, and Hillsburgh, respectively.

According to an aerial review of the area within Hillsburgh using Google Maps, there are on-street parking spaces with no time restriction sign on Trafalgar Road. These spaces extend from 160 metres west of the intersection of Station Street and Trafalgar Road to 115 metres east of the intersection of Upper Canada Drive/Church Street and Trafalgar Road. This length is about 300 metres, with a total of 35 parking spots.

Based on the parking offences section within the Town Parking By-Law 6000-23, no person shall park a vehicle upon a highway where parking is permitted under the provisions of the by-law for an unreasonable length of time, and in no case for a period longer than 24 consecutive hours. This rule applies to the on-street parking spaces on Trafalgar Road, where there are no signs indicating timing restrictions.