

Glanworth Drive, Col. Talbot Rd., and the Hwy 401 Interchange

For several years now, residents of Lambeth-and-area, members of Lambeth Community Association and London-and-area businesses have expressed their interests and their needs with respect to the redesign of the Hwy 401 interchange at Col. Talbot Rd., in London.

It needs to be clearly understood that Lambeth Community Association and the companies and individuals it speaks for today, support the widening of Hwy 401 through London and the improvements intended with the redesign of the Hwy 401/Col. Talbot interchange. In that regard, LCA believes all parties are on common ground. As so often happens with these well-intentioned projects, details become major obstacles. Agriculture and certain industrial users rely on municipal roads to allow them to cross highways safely and expeditiously. They also rely upon these roads to separate themselves from high-volumes of general-motoring vehicles; in many cases, such vehicles are startlingly incompatible, together.

Early on in the public process, public meetings were arranged, re-arranged and held by contracted consultants who seemed to many to be simply going through the motions of public consultation. Key concerns were being either mis-understood, overlooked or outright ignored. Feeling unheard as individuals, significantly affected stakeholders determined to work towards their common interests and asked Lambeth Community Association to coordinate communications with the MTO and the City of London. The LCA-coordinated group worked to create alternate designs that they felt met the needs of the City and the Province as well as their own.

The process did drag out, with long delays in responses and counter-proposals and was further delayed by a provincial election. The final design recommendations were certainly superior to the existing interchange, from the standpoint of the general travelling public, but failed to meet crucial needs of local users.

Like all commercial enterprises, agriculture and industry needs safe, efficient transportation transport routes that satisfy the time-sensitive nature of these businesses. LCA has met many times with representatives of these critical industries, and has received information, as well, about the dangerous and inefficient interplay between slow-moving, oversized and odd-shaped vehicles, and the general motoring public. The differences in the valuation of transportation need factors seems to account for the differences in how local municipal road-routes are valued by MTO. Over the past years" life of this project process, these differences have led to difficulties in finding a single design that meets both sets of criteria.

In the final analysis, the deficiencies of other MTO recommended designs are embedded in the redesign of the affected municipal roads, particularly Glanworth Drive, which is why we are before this Committee, today. Subsequent presenters will address their specific industry issues and the impact upon their drives and their businesses.

But before we share with you all the concerns, I am pleased to advise you, a workable solution is available to MTO, the City of London and the dedicated local road users, if this Committee will provide Staff with suitable guidance.

As you receive critical information from subsequent speakers, and as you study the presentations, you will find yourself guided to the realization that one of the MTO design options, Alternative 6, very nearly satisfies the minimum requirements of all the interested parties, satisfies the mandatory parameters of the MTO planning guidelines and the needs of the general motoring public. The one change needed to be made, to keep Glanworth Drive open and functioning safely is within the capability and the municipal authority of the City of London.

Lambeth Community Association requests this Committee to direct City Staff to require the re-placement of a (relocated) traffic light, at the (new) intersection of Glanworth Drive. and Col. Talbot Rd., of Alternative 6, within the municipal boundaries of London.

The proposal being made here today by Lambeth Community Association is a consensus compromise. It does not meet the desired outcome of all parties, nor does it represent what LCA might feel is the ideal solution. Businesses will have to make significant adjustments; some will suffer extra costs, both in time and in loss of competitive advantage, customer convenience and permanent increases in fuel costs.

Nonetheless, in my mind, Alternative 6, with retained traffic light at the (new) Glanworth intersection, meets MTO's core design guidelines. With safety as the paramount concern, the Alternative 6 design (with retained traffic light at Glanworth) allows for slow-moving, irregularly shaped, over-sized and unlicensed vehicles to cross Col. Talbot Rd. in a manner that protects the operators of that equipment and the general motoring public from t-bone, head-on collisions between these very dissimilar vehicles; collisions

of this nature spell catastrophic physical injuries and never-ending psychological trauma for all parties.

Cost for replacement of an existing traffic light is higher than the cost of posting a Stop sign on to the shoulder of the road, but with a history of deadly collision at the crossroads of Col. Talbot Rd. and Glanworth Drive, it is my proposition to you that the retention of the existing traffic light at the intersection of Glanworth Drive and Col. Talbot Rd. is both reasonable and prudent.

Thank you.

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