

Report submitted by:

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Regarding the Proposed Revision to the W12A Landfill Designated Haul Route

We presently farm 1000 acres of land on our home farms as listed above and various other properties in and around the Lambeth area, Belmont and Kilworth. Most of these properties are within the City of London. We operate a variety of farm machinery that travel to these farms on local roads at various times of the year. We face considerable challenges when moving equipment from both other traffic on the roads and the road condition itself. The farm vehicles are slow moving and people are impatient. The farm vehicles are wide and take up most of the roadway, especially in areas where there are no paved shoulders. We are not the only agribusiness using these roads and moving very large equipment in and around London.

We understand that the EA for Wonderland Road and the Revised Haul Route to W12A are 2 separate issues but really they must be considered together.

Our family has been trying to work very closely with the EA for Wonderland Road South. We have provided insight into how the roads could be modified to make moving these farm vehicles with the utmost safety. Many of our concerns and suggestions were taken into consideration.

We have since learned of the anticipated revision of the garbage and recycling truck haul route heading to the landfill site along Wonderland Road South. We understand the logistics behind this and know that it will happen regardless **but we are asking that it NOT happen until all the proposed interim 2017 upgrades along Wonderland Road are completed.** With the upgrades the narrow bridge at the bottom of the 402 overpass will be eliminated and wider paved shoulders will be added and also gravel shoulders so everyone should, with some common sense be able to move along the road more safely.

We are not happy with this additional traffic as we travel between the 2 farms and cross Wonderland Rd. on average 6-8 times a day, more often in the spring during our maple syrup season, but realise that it is inevitable. We are not looking forward to the increased dangers of crossing that intersection in front of racing garbage trucks and transports. We know that once the new 401 interchange is opened traffic will increase substantially.

One question we asked at the civic works meeting was not answered and that is: **Will there be included in the revised haul route, trucks that transport sludge for Greenway to the W12A?**

Also as mentioned at the Civic Works Committee meeting April 20th in regards to the request for additional trucking of sediment to the landfill from the water plants at Lake Huron and Erie, we are thinking that the request for garbage truck traffic was made with this request in mind. By allowing garbage truck traffic it would automatically allow the trucking for the sediment from these plants also. We would assume the trucks from Grand Bend water treatment plant would come via the 402 and down Wonderland to the W12A. No one asked the question how many of these “sediment” trucks, how often, or what time of day. If they are successful in attaining this business from the water plants, we think additional truck traffic would come in to play and so their figures of 200 round trips /day for the garbage/recycling trucks would be skewed. We would like to know if they have an idea of the amount of truck traffic that would be generated from **the proposal to accept waste from the facilities outside of London. (Grand Bend and Elgin Water Treatment Plants and TRY Recycling, Clarke Road) and whether that specific truck traffic was included in the 200 trips per day estimate?**

Also there was much discussion at the Civic Works meeting on June 2 regarding the fact that the trucks will not be able to use this designated haul route March 1 to April 30 due to load restrictions until the upgrades are done but never in the whole time we have lived here have we seen load restriction signs on Wonderland Rd south of the 402 and further along Decker to Colonel Talbot. They *are* posted on Westminster Drive East and west of Wonderland. Oddly this restriction is not observed as a trucking company operates on Westminster just west of Wonderland and continues to use the road year round. What may be confusing to Mr. Braam is that Wonderland Road from Westminster Drive to Decker and along Decker was designated some years ago as a “no truck” route and posted speed was reduced to 60 due to community pressure and not load restrictions. At the moment Wonderland Road south of Westminster Drive is a no trucking zone however the “no trucks” sign disappeared about the time construction of the interchange started. We are assuming that the truck route by-law still needs to be amended. At present trucks are freely using this road, should they be? Or perhaps the bylaw was amended before construction started on the interchange. Mr. Braam alluded that truck traffic would be restricted March 1 to April 30 on that section of Wonderland, in other words trucks would have to avoid the use of that area in early spring. That comment indicated to us that the garbage truck traffic would be using Wonderland Rd south *before* the upgrades are done. Once the upgrades in 2017 are complete there will be no need for load restrictions as improvements will have been made to the road.

A couple of things crossed our minds as we were listening. No one asked or said when the revised designated haul route would be implemented. We are only assuming the EA

must be completed and accepted by committee/council first before upgrades will happen. If that is the case we should not see the haul route adopted on that section of the road (401 to 402) until the 2017 upgrades are completed even though the interchange is planning to be opened November 2015. That wasn't made clear

Our question regarding increased debris from increased garbage and recycling truck traffic was addressed by Mr. Stanford. One has only to drive behind a recycling truck to see all sorts of papers flying out of it and we assume they did not close a door properly on the truck. Mr. Stanford assured us that that problem can be addressed readily.

We realise the upgrades to these roads are going to be done and they have been very fair with us including us in meetings and discussions over the EA process and in our requests for continued access to our fields, wider paved shoulders and plans to solve drainage issues that will occur, etc. We only wish to make council realise that farming is our business and our families and neighbours travel those roads daily and sometimes with very large farm equipment. We think it comes as a surprise to many in City Hall that farming enterprises still go on within the city limits. We know that once the interchange is opened up the traffic will increase. We would like them to address the addition of a traffic light at Westminster and Wonderland. Their response is that they will monitor the traffic once it is opened and at this point in time that intersection does not warrant one. We will continue to advocate for this as we know "build it and they will come" as witnessed by the 402 highway.

So in conclusion, we strongly recommend that council wait until the upgrades to Wonderland Road South are complete in 2017 before allowing the extra volume of trucks on this country road. It is imperative for the safety of the families who travel this area daily.

Thank you for your consideration of these matters before you.

Mark, Carol and Reid Crinklaw and families