

Expand local discussions on railway relocation as the result of Toronto Star article of May 12, 2018.

In light of government action to relocate railway line in Quebec opens the door for a wider discussion.

This is supported by the following quote from CN rail official "We don't want to be in the city any more than you don't want us in the city".

Taking the politics out of the discussion and decision made in London that anything to do with rapid transit has to be linked to downtown it is time to expand the discussion. This involves consideration of relocating rail service out of the city core. In examining this option Londoners need to look at what is best for the overall improved movement of all Londoners in their transportation choices. The key to expanding the discussion is to identify that better transportation consists of an integration of services maximizing flexibility and minimizing separation and fixed infrastructure.

The current plan doesn't create better service! What it does is add two more routes; replacing current routes along Wellington, Richmond, Oxford and Dundas streets within fixed corridors. Then forcing 23 million current riders to fixate on these routes by introducing first and last mile thus causing longer travel time and greater transferring. Relocating rails lines is predicated on the below stated process; better service to all southwestern area and being completed before London population reaches 550,000 people (40 years).

The plan would be in two phases. Current to 10 years and 10 years to 20 years.

Phase one would see an environmental evaluation of moving trains out of core and moving CP rail to CN lines. Phase two would see CN lines move to south area; around core by 401 through a link between the existing links on each side of the city. This would allow the current lines to become transit corridors going through core in Richmond Row and Yorke St. railway station corridor. The route could also accommodate "Go Transit" when the need was justified.

Some of the benefits could be as follows:

Greater flexibility in transportation services for all wards and all Londoners.

Elimination of overpasses, segregated lanes and forced travel patterns.

Elimination of making downtown a transit parking lot.

Saving Richmond St., Wellington Rd., Downtown ring road for transit flexibility and Clarence St..

Sharing cost of 200 million by 1/3 formula results in hundreds of millions of dollars being made available to improve all 42 communities in London and surrounding London in an integrated fashion

without forcing design around downtown London.

Avoids expenditure on moving to airport for some major international attraction contrary to reality of population today; noting less than 5% of Londoners travel further than 30 km. to work.

The current rail corridors could provide transit through core across Richmond Row and possible bike lanes.

Greater use of PRT (personal rapid transportation choices).

Elimination of the buzz word "Rapid" which is not the reality Londoners face.

Saves major loss of farm land chasing a vision not met by reality in several decades to come.

Allows Council to spend more time and dollars on current needs including poverty>

Replaces the unanimous decision of 2015; to go after billion dollar LRT, with a plan to provide an integrated; flexible and reliable transportation choices for all Londoners.

Recommendation:

Council direct this brief to the appropriate discussion group on rail changes; along with generating a full discussion with all parties including our neighbours. Because there is no rush Council pause and generate an open discussion setting aside the politics.

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