

IDEAS AND PROPOSALS SUBMITTED TO IEPC

Idea: Getting People to Job Opportunities

Submission Type: Individual

Description: There is a real disconnect between many LEDC/Chamber of Commerce/Council attempts at attracting/retaining jobs and the ability of those seeking work to access those jobs without private transportation (an unreasonable expectation for those with limited incomes). There needs to be an IMMEDIATE and concerted effort to establish new/alterd transit routes/schedule that get people to and from transit "hubs" to industrial areas. For example south east of Highbury and the 401 there are shift work manufacturing jobs with no bus service, another example is the industrial area near the airport being unserved. We need to develop "shift change transit service" to our industrial parks. This does not, nor should it become "regular" service routes, these should be dedicated "shift change" express routes that get individuals to and from transit hubs such as the Argyle Mall, White Oaks Mall, etc.

What is the status of this idea – is anything already happening? While Council & LTC have looked at long term plans for express routes, the majority of the focus has been on "getting people in and out of downtown". The plans are also years off, and do nothing to facilitate getting people back to work and enjoying quality of life in London. The transit plan needs to move from the backburner to the front burner in terms of immediate service to employment areas, even if the financial realities require reduced services in residential areas.

Who are the partners that would need to be involved? What are their roles? Who are the partners that would need to be involved? What are their roles? London Transit Commission, developing the route services and schedules. LEDC/Chamber of Commerce members, there needs to be "strategic buy-in" and a coordinated effort made by the employers to standardize "shift change times". This cannot work effectively if one plant runs 6:30am to 2:30pm and the plant next door runs 7:30am-3:30pm shift schedules. City Council, to develop public awareness/support for the initiative

Cost: funding within LTC plan

Funding Requested from City (\$) if any: increased transit funding

Will this idea move forward without City of London funding? unlikely that LTC can do this without an additional commitment by the City of London to adequately fund the initiative. In the long run, reducing reliance on single passenger vehicles, and the satisfaction of transit ridership, while getting unemployed/under employed Londoners to work in private sector employment opportunities will have a positive impact on the municipal tax base.

Will your idea create jobs? - ? Yes

How many jobs will be created? 1-5

Full or Part-time: Full-time (32hrs/wk+)

Permanent or Temporary: Permanent

Job Level: Mid-level

Job Salary: Salary of \$40,000 - \$60,000 (\$20-\$30/hour)

What sector(s) will this create job(s) in? Transportation and warehousing

Is there anything else you can tell us about how your idea will create jobs? There will be an immediate need for additional bus drivers, but more importantly, it facilitates connecting unemployed Londoners with job opportunities in the private sector.

Will this idea leverage investments from others? What kind? How much?

Will this idea stimulate spin-off benefits? What type? How? When? Where? - Reduction in reliance on single passenger vehicle transportation has a proven track record of spin-off benefits in terms of both quality of life and infrastructure life span of our roads and bridges.

Will this idea build new or existing partnerships? How? Builds a new partnership between the LTC and employers. The LTC needs to move beyond the mentality of simply "moving people" to "moving people to where they need to go", and partnerships with those providing employment opportunities is critical to this rethink.

Will this idea benefit emerging or established industry sectors? How? This proposal will benefit the municipal investment in industrial parks by facilitating transportation of Londoners seeking employment to those opportunities.

IDEAS AND PROPOSALS SUBMITTED TO IEPC

Will this idea fuel transformative change in London's economy?

If so, how? It moves the economic requirement of many available jobs from "own transportation required" to "accessible by transit", and helps move the bar on single passenger vehicle reliance toward increased utilization of mass transit.

Contact:

Shawn Lewis

67 Trapper Street

London, ON N5W 6B5