

Sunningdale Road and Hyde Park Road Intersection Improvements



Transportation Advisory Committee
February 23, 2021

Presentation Agenda

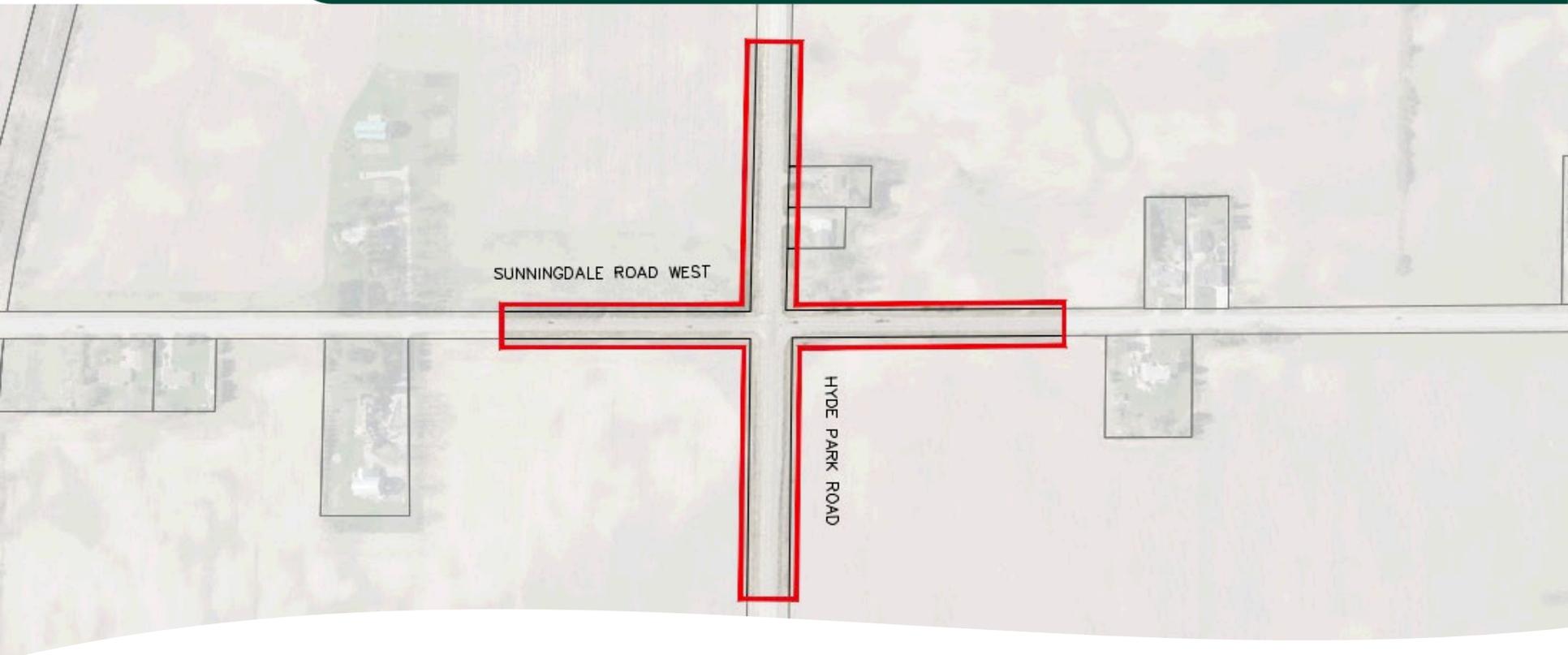


- Overview of the Project Area and Scope of Work
- Present Existing and Proposed Conditions
- Reasons for the Selected Design
- Access to Properties and Surrounding Areas
- Service Interruptions and Disruptions
- Comments/Questions

A copy of this presentation can be found at: <https://getinvolved.london.ca/hyde-sunningdale>

This link also includes the video from the PIC held January 21, 2021

Project Area



- **Sunningdale Road** – Approximately 200m west of Hyde Park Road and 210m east of Hyde Park Road
- **Hyde Park Road** – Approximately 220m south of Sunningdale Road and 210m north of Sunningdale Road

Scope of Work

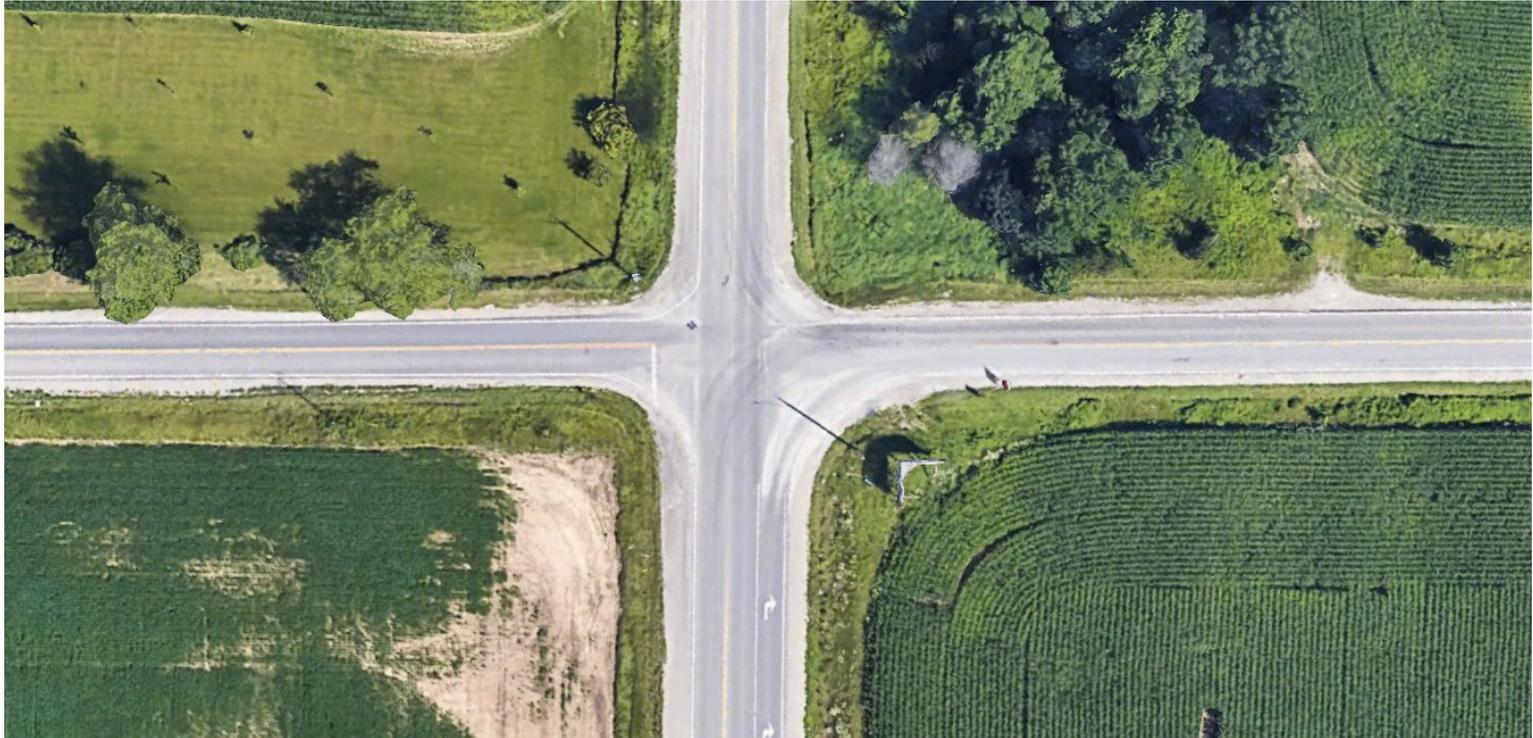


- Legend:
- Grass
 - Asphalt
 - Concrete
 - Coloured Concrete

Create an intersection that improves the **comfort** and **safety** for all road users.

- Widen the roadway approaches for the intersection to **four lanes** (two lanes in each direction) in order to accommodate **existing** and **future** travel demands
- Sidewalks and Street lighting to improve the **safety** and **accessibility** for pedestrians
- In-Boulevard Bicycle lanes to accommodate **all** cyclists
- Upgrades to underground infrastructure to accommodate future growth
- Landscaping in the islands and boulevards

Existing Conditions



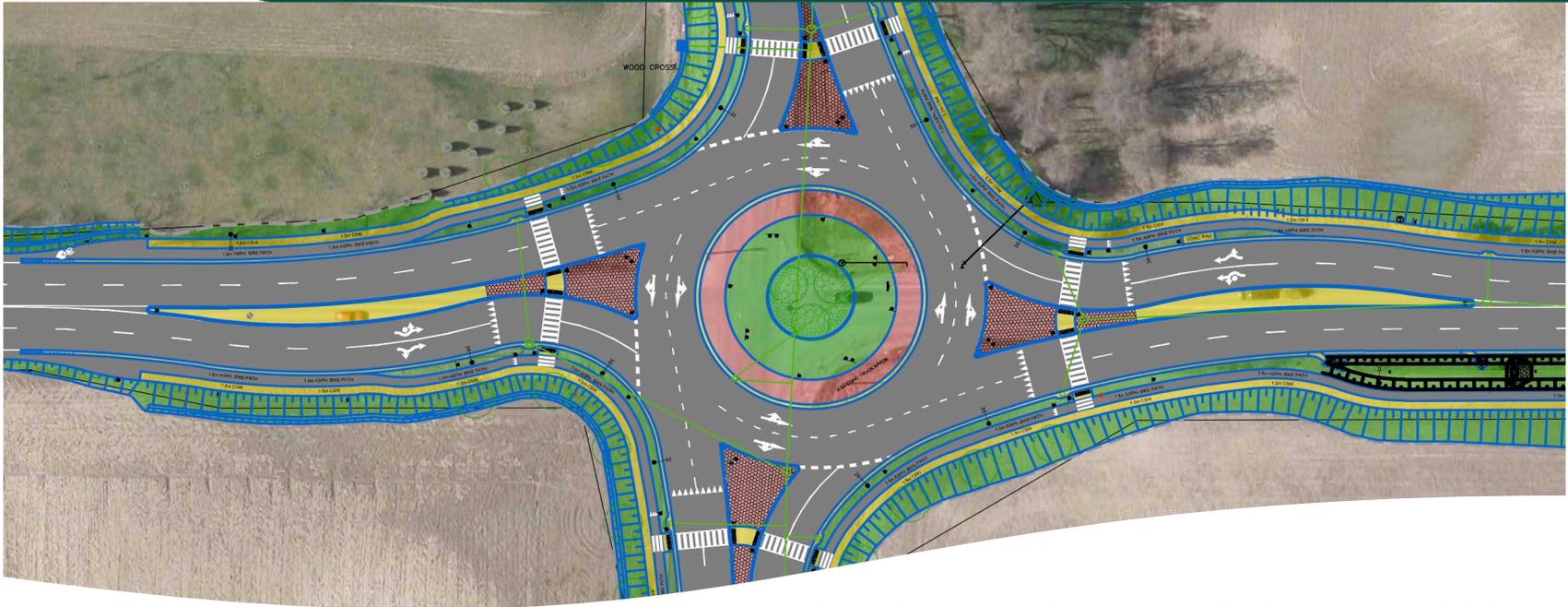
- The existing intersection is a two-way stop intersection with one travel lane in each direction.
- There are no sidewalks, bicycle lanes or streetlights – Due to future growth plans in this area, this lack of infrastructure would create unsafe conditions for pedestrians and cyclists

Proposed Conditions



- The proposed intersection provides safe travel lanes for all different modes of transportation.
- The proposed roundabout widens to four lanes (two in each direction) to accommodate and relieve the volume of traffic.

Reasons for Selected Design



- **Improved safety** – a roundabout promotes lower speeds and fewer points of conflict between vehicles
- **Higher capacity** – a high volume of left turning vehicles is handled better by a roundabout
- **Fewer stops and shorter delays** – Yielding at entry of roundabout is shorter than waiting for a green light
- **Less idling and air pollution** – fewer delays reduce fuel consumption, improving air quality
- **Lower maintenance costs** – roundabouts do not require electricity unlike traffic signals
- **Aesthetically pleasing** - landscaping opportunities within the central island

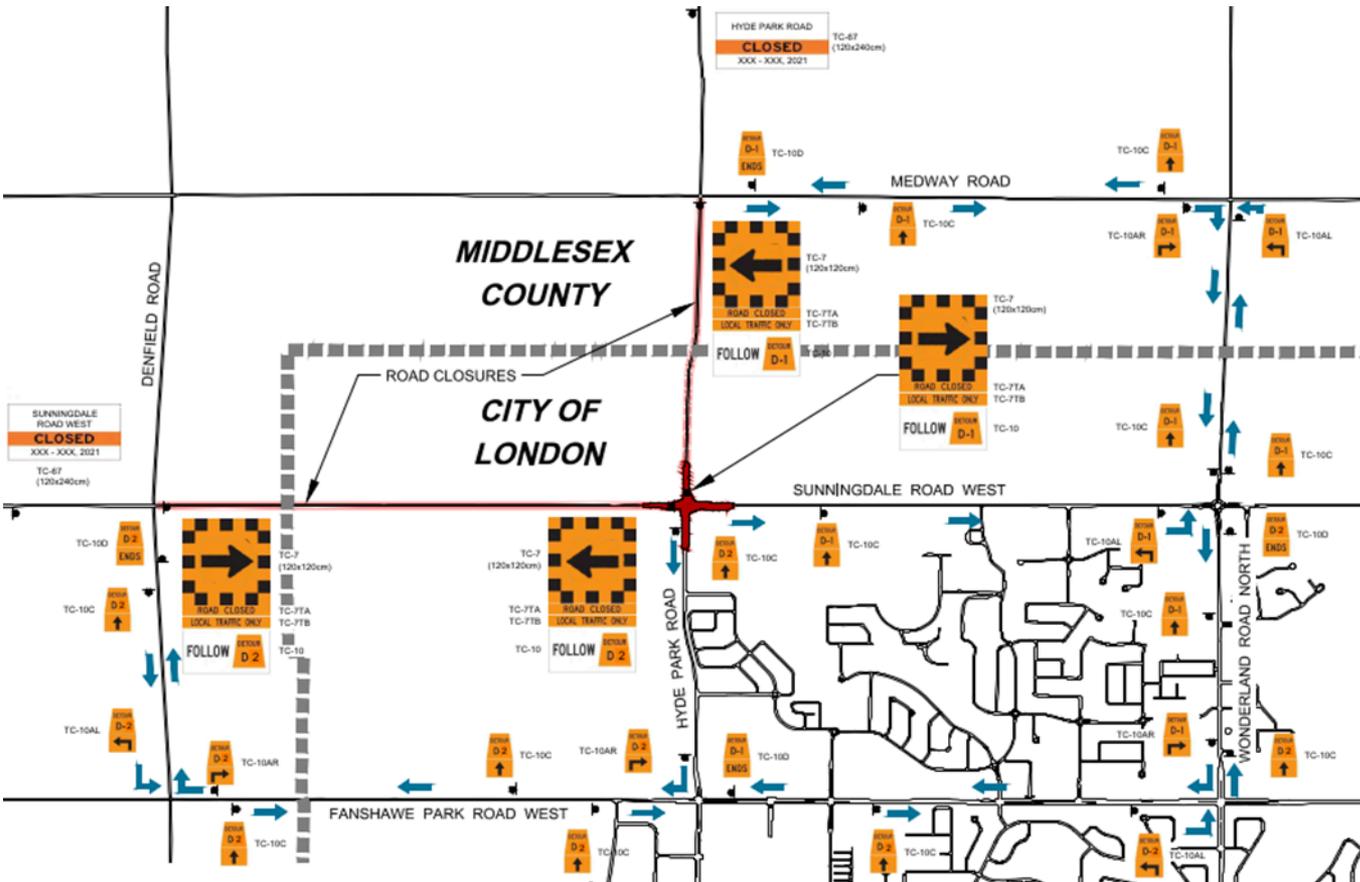
Access to Properties and Surrounding Areas

Local Properties

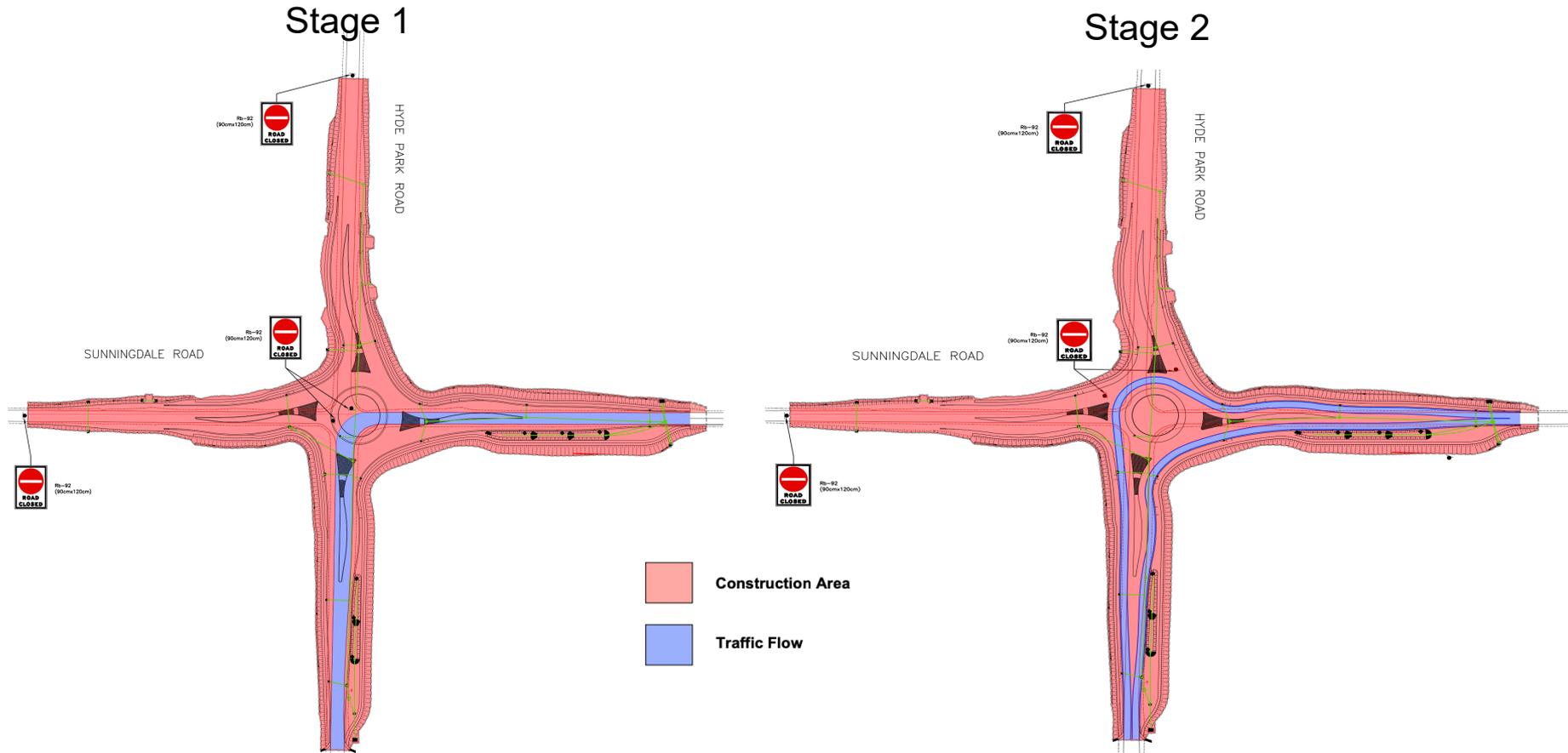
- Residents will be able to access their properties by following the detours

Detour

- The detour will be used for the duration of the construction



Access to Properties and Surrounding Areas



Construction Staging

- In order to accommodate two-way traffic through a portion of the construction site, the construction will be split into two stages



Service Interruptions and Disruptions

Construction Activity

- Working hours will typically be limited to the hours between 7:00am to 7:00pm.



Garbage and Recycling Collection

- Collection of all waste and recycling will be maintained throughout the duration of construction





Comments/Questions

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