

From: dR JOHN TREVITHICK
Sent: Sunday, April 14, 2013 2:36 PM
To: Swan, Joseph; Fontana, Joe; Branscombe, Nancy; Martin, Jackie
Cc: MacRae, Doug; Stanlake, Sabrina;

Subject: FW: Sarnia Road - Civic Works Committee Notice

Dear Joe, Joe, Nancy and Jackie,

When I first moved to London in 1967, the garbage pickup men came into our garage to pick up the garbage. The residents had influence, as we saw when they prevented the city from constructing a ring road through the northern suburbs to join highway 402 even though the province offered to pay most of the expense. Things have changed, as we have seen in the planning process for Sarnia Road. Although almost every resident of the Orchard Park subdivision who uses Leyton Crescent has signed a petition requesting that left turns from and into Leyton Crescent continue to be permitted, their wishes have been ignored and stonewalled by the London Engineer's department and Dillon consultants, even though they were asked by the Environment committee to plan to allow and not restrict left turns at Leyton Crescent.

At a meeting of the Environment and Transportation Committee at which the funding of the Sarnia Road Widening plans funding was discussed, the committee, responding to Joe Swan, asked that the planners meet with myself and my wife Donna Trevithick alter the plans with the objective, to eliminate the requirement to restrict left turns at Leyton Crescent.

We found that the city and consultants were not at all cooperative in attempting to eliminate the restriction of left turns at Leyton Crescent planned by them.

Since then the traffic patterns in the Orchard Park subdivision have changed and are projected to change in a major way with the designation of the Orchard Park Public School becoming a senior school this September, with additional classrooms, and many additional students as a result of the Sherwood Forest School closing.

Because of this it is not appropriate to approve the suggested plans at this time. The need for parents to pick up children at the school is projected to result in a need for permitting a large increase in left turns from Sarnia Road into and out of Leyton Crescent, which will change the survey data used by the engineering team. Since the original data indicated approximately equal numbers of vehicles turning at Rippleton Road and Leyton Crescent, the changes could easily have altered turns at Rippleton Road into Peppertree subdivision and not affected parents wishing to pick up children at the two schools located in the Orchard Park subdivision, the St. Thomas More school, and Orchard Park school. Note that the Peppertree subdivision has no schools.

The increased residence spaces available with the new residences at Althouse and Brescia, and increased student parking fees are expected to decrease the number of students residing in Peppertree subdivision and thus using Rippleton Road.

Because of the expected increased school traffic and the decreased student traffic from Peppertree subdivision, the results of the 2008 and 2009 surveys should not be used as a basis for traffic planning, because they do not reflect the current traffic patterns. Instead, new surveys and traffic counts are mandatory to avoid a serious permanent error in traffic planning.

We have found that the engineering team is either incompetent or indifferent to the members of the Orchard Park community, most of whom signed a petition opposing the restriction of left turns at Leyton Crescent.

We would appreciate an opportunity to appear at the Civic Works Committee April 22, at 4:30pm. Please contact us by email or phone 519-472-8518.

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