# Arterial Traffic Issues at North-East Sector of London

By Zygmunt M. Gorski, November, 2019

Stantec Consulting Ltd. provided a “Background Report” to the City of London, dated December 19, 2017 which included a Traffic Study in preparation for the widening of Clarke Road to four lanes between Killaly Road and Fanshawe Park Road, as shown in Figure 1 of their report, reproduced below.

**Figure 1 - Study Area**

Part of the scope of the Stantec study included "Weekday a.m. and p.m. peak hour traffic …forecast for the years 2019, 2021, 2026, and 2031". Their methodology stated " Existing volumes had a 1.5 per cent per annum growth rate applied to reflect future conditions…".

Gorski Consulting has been monitoring traffic on Clarke Road just north of Fanshawe Park Road for approximately 10 years in relation to unrelated research. This location is just north of the Stantec study area but some data from the intersection of Clarke and Fanshawe is common to both studies. Review of the Gorski data shows a traffic volume increase substantially higher than the 1.5 per cent noted in the Stantec estimate.

For example, 4 half-hour durations of traffic documentation were obtained between 1600 and 1630 hours on four weekdays in the fall of 2009 and these were compared to 4 half-hour durations of traffic documented in the fall of 2019. This comparison is shown in the table below, and duplicated in the chart following it.

| | 2009 NB Veh | 2019 NB Veh | 2009 SB Veh | 2019 SB Veh |
|---|---|---|---|---|
| | 204 | 265 | 84 | 126 |
| | 158 | 248 | 107 | 141 |
| | 197 | 348 | 91 | 135 |
| | 181 | 253 | 70 | 112 |
| **Average =** | **185** | **278.5** | **88** | **128.5** |

**NB % Increase 2009 vs 2019 = 50.54**
**SB % Increase 2009 vs 2019 = 46.02**

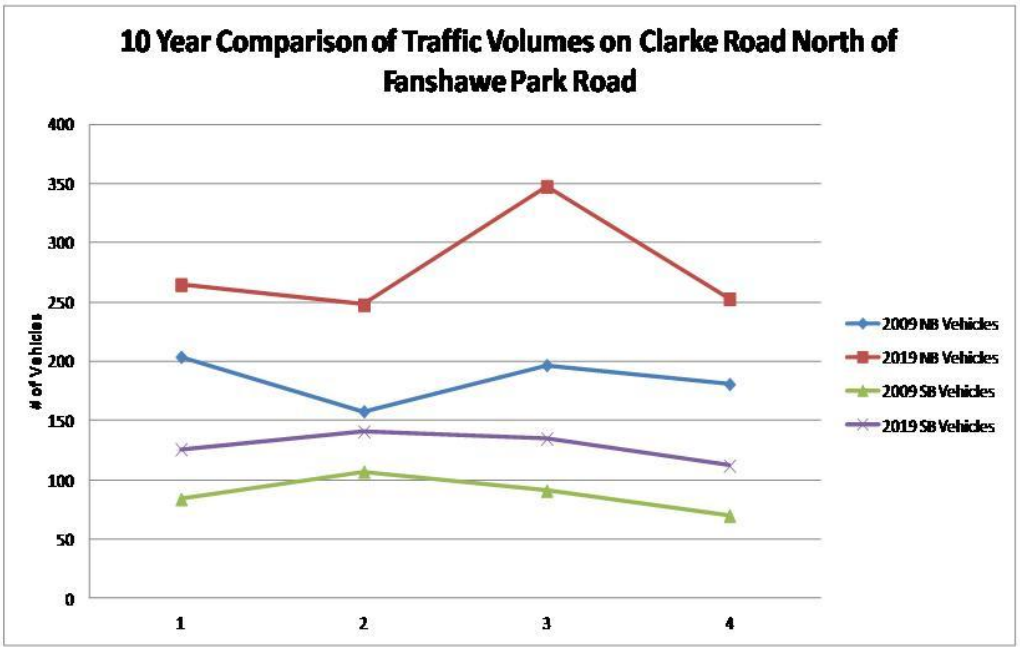


Figure 2

The Gorski data indicates that northbound traffic on Clarke Road, north of Fanshawe, has increased by over 50 per cent between 2009 and 2019. Similarly, southbound traffic has increased by about 46 per cent. These data would reflect annual increases of 4.0 to 5.0 per cent and substantially higher than the 1.5 estimated by Stantec for the study area located just south of Fanshawe Park Road.

If it is believed that the Stantec estimate is accurate, then a logical question is why there has been such a large increase in traffic volume on Clarke Road at the north edge of Stantec's study area in comparison to what has been estimated for the area to its south?

Stantec has called for the installation of a protected, left-turn lane for northbound traffic turning from Clarke to Fanshawe Park Road to alleviate the present difficulties encountered during that traffic motion (See route option B below). It is believed that drivers will use this left turn to travel westbound on Fanshawe and connect with the newly widened segment west of Highbury Ave. Yet Fanshawe Park Road just west of the Clarke Road intersection contains an old and deteriorating surface. Conversely, the City has provided a fresh paving of Sunningdale Road from Clarke to Highbury thus providing an incentive for northbound drivers to take this route rather than making the left turn onto Fanshawe Park Road. So what percentage of northbound drivers will select each route? Sunningdale Road or Fanshawe Park Road, or some other alternate such as Medway Road further to the north?

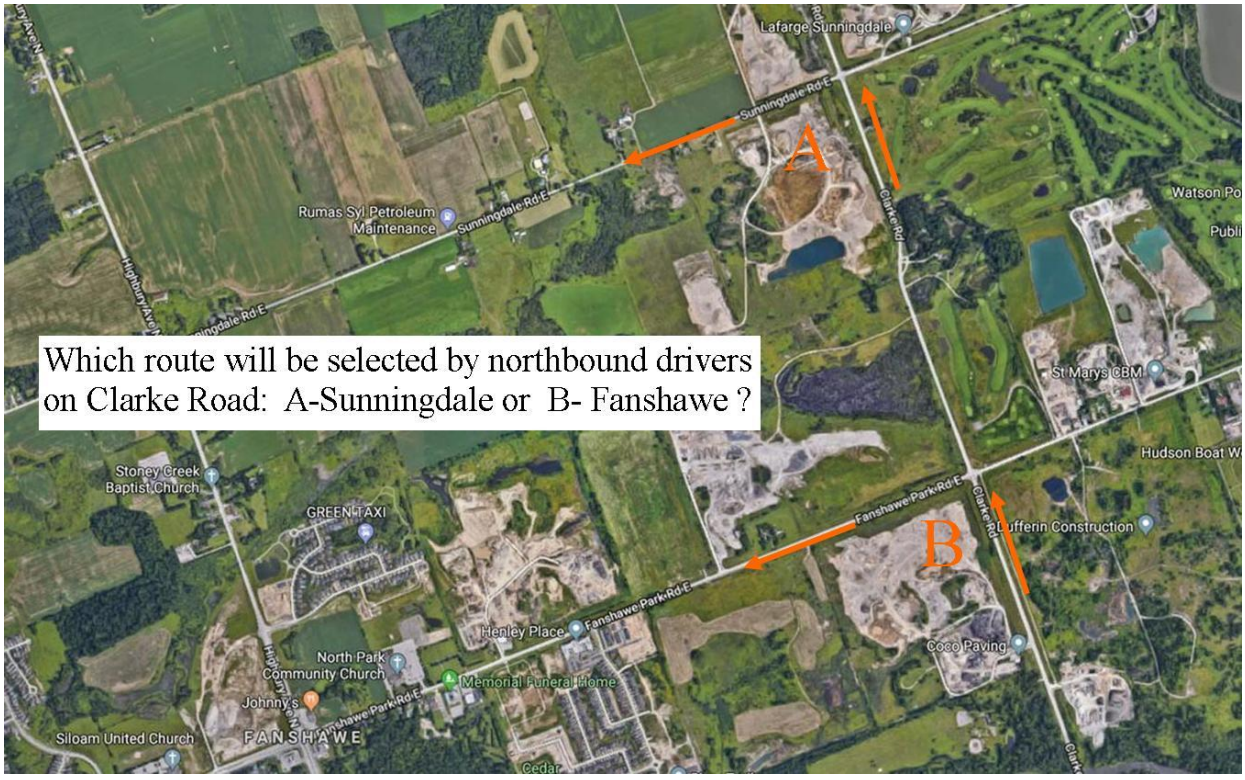


**Figure 3: What is the City's expectation for future paths of travel and which roads will be the arterials of the future?**

**Figure 4: View, looking westward along Fanshawe Park Road in the fall of 2019 showing the poor road surface just west of Clarke Road.**

**Figure 5: View, looking west along Fanshawe Park Road in the fall of 2019 showing the poor surface just west of Clarke Road.**

**Figure 6: View looking west along Sunningdale Road west of Clarke Road just after its re-surfacing on July 11, 2019.**

As Veterans Memorial Parkway is extended to connect with Clarke Road this route may become more popular that the inner city route of Highbury Ave and more traffic may be seen at the intersection of Clarke and Fanshawe Park Road. With that being the case, this increased traffic may need to be dispersed along routes (Fanshawe, Sunningdale, Medway) that are not ideal for that increased traffic.

It may be time now to review this future need and consider what are the best options.