



March 31, 2025

To London City Council,

I am writing to you on behalf of the Old North East (ONE) Neighbourhood Association with respect to the [Mobility Master Plan mobility network maps](#). ONE is a registered not-for-profit neighbourhood organization for residents, businesses, and community groups located in six city-defined neighbourhoods including the north east part of Carling Heights, Hillcrest, Huron Heights, Kipps Lane, Kilally Valley and Ridgeview Heights, spanning Ward 3 (represented by Councillor Cuddy) and Ward 4 (represented by Councillor Stevenson).

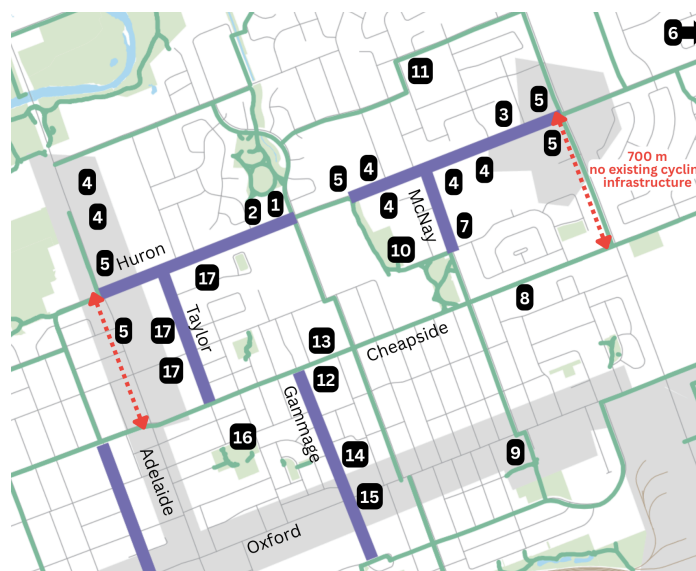
Specifically, we are concerned with the changes to the cycling network map in our neighbourhoods that were amended by the Strategic Priorities and Policy Committee. **Our neighbourhood association opposes the removal of cycling network additions at Huron Street, Taylor Street, McNay Street and Gammage Street. We urge you to restore these improvements that were proposed by the city’s transportation planners and engineers based on extensive study and consultations with our communities.**

The cycling network connections proposed for these streets represent improvements that are necessary to keep our residents safe. These modest changes would not be redundant, prohibitively expensive to build or to maintain, and not unsafe as was suggested by Councillors Cuddy and Stevenson. The neighbourhoods surrounding these proposed cycling network improvements are home to a relatively high proportion of low-income residents who are more likely to rely on cycling and other non-vehicular transportation for their daily mobility needs. **Removing these cycling network improvements is therefore an equity issue.**

Streets implicated in this decision are used by our residents to reach the following destinations:

Street Name	Destinations (corresponding with map below)
Huron	École secondaire catholique Monseigneur-Bruyère <sup>1</sup> , St Lawrence Presbyterian Church <sup>2</sup> , Beacock Public Library Branch <sup>3</sup> , numerous high-density residential towers <sup>4</sup> , commercial plazas <sup>5</sup> , industrial workplaces on the east end <sup>6</sup>
McNay	London Middlesex Community Housing <sup>7</sup> , Sir John A MacDonald Public School <sup>8</sup> , Blessed Sacrament Catholic School <sup>9</sup> , Lord Elgin Public School <sup>10</sup> , Hillcrest Public School <sup>11</sup>
Gammage	Knollwood Park Public School <sup>12</sup> , Knollwood Baptist Church <sup>13</sup> , Meadowcrest Apartments <sup>14</sup> , commercial plazas <sup>15</sup>
Taylor	Carling Arena and surrounding outdoor amenities <sup>16</sup> , medium-density apartment buildings <sup>17</sup>

Map adapted from MMP Cycling Network Plan and Proposed Revisions (purple) from page 20 of [staff report to SPPC](#).



## **Cheapside Street is *not* a viable substitute for keeping cyclists safe on Huron Street**

[At the SPPC meeting](#), Councillors Cuddy and Stevenson made various claims to support the deletion of cycling network improvements on these streets. Councillor Cuddy insisted that the Huron Street improvement is redundant because cyclists can simply move south by one street to a parallel node along Cheapside Street. However, Huron and Cheapside are actually two blocks apart (with Victoria Street in the middle); reaching Cheapside from Huron on the west end requires cyclists to climb 700 meters up a hill along Adelaide Street. Adelaide is notoriously dangerous for cyclists and vehicles to share lanes and experiences congestion daily between Huron and Cheapside. Where Cheapside meets Highbury Avenue in the east, there are no cycling lanes running north-south on Highbury to Huron. Furthermore, destinations listed above along Huron Street between Adelaide and Highbury are not accessible from Cheapside.

Citing that he rides a bike in the area, Councillor Cuddy claimed 1) Huron Street is “very dangerous” which is why he avoids it on his bike, and 2) adding a lane for cyclists on Huron would not be feasible or safe for pedestrians and cyclists, contradicting the recommendation of the city’s engineers and planners who proposed the project. We are unaware of the rationale for this position and would encourage Council to refer to the MMP team for their expert opinion on this proposed cycling network addition. **What about residents using bicycles who cannot avoid Huron Street because it is where they live, work, shop, attend community programs or go to school?** Including these network improvements in the Master Plan would still allow for the City to carry out further studies, if deemed necessary, prior to funding approval and construction.

On the contrary, based on [scientific evidence](#) and our residents’ [lived experiences](#), streets in our neighbourhoods are made *more* dangerous for network users when cyclists and vehicular traffic are combined. Our neighbourhood streets regularly experience drivers speeding and cutting through during peak hours, including around schools. There have been numerous vehicular collisions associated with speeding, most recently [along McNay Street](#) (just south of where a cycling network addition was proposed) right in front of an elementary school. Imagine if the collision on McNay Street had occurred when a cyclist was on the street and forced to share a lane with the pickup truck involved.

## **Budget pressure associated with these cycling network improvements is overstated**

Councillor Stevenson suggested that recent increases in property taxes create an imperative for Council to reduce expenditures by removing potentially life-saving cycling network enhancements from the MMP maps of projects to be built by 2050. At no point were the actual costs of these particular cycling network improvements discussed before the committee voted to remove them.

Huron Street is shown on two maps in the MMP report, including a “near-term standalone cycling and pathway project” (shown in blue) and a “proposed network addition” (shown in purple). What is the relationship between these projects, and which does the amendment passed at SPPC apply to? Will improvement work on Huron proceed anyway? If so, what cost would be recovered by cancelling the proposed network addition?

In the previous discussion at SPPC, Councillor Stevenson expressed support for an estimated \$400,000,000 expansion for Wonderland Road to accommodate 6 lanes of vehicular traffic and save drivers roughly 2 minutes off their commute while doubling transit trip length, and to establish a taxpayer-funded ring road around the City — a proposal that was historically deemed too expensive. In terms of the MMP maps as a whole, planned investments in road enhancements to support vehicles (\$1.6 to 1.7 billion) outweigh investments in cycling infrastructure (\$180-200 million) by a factor of nearly 10 to 1. Again, this is an equity issue; taxpayer subsidy of cars as a mode far exceeds relatively modest investments to facilitate safer cycling.

## **Making cycling accessible for daily trips is consistent with London's mode share target**

At the SPPC meeting, references were made to Londoners being “creatures of habit” and tending to rely on modes of transportation that they are familiar and comfortable with. It is important to note that drivers, cyclists and transit riders are not mutually exclusive categories of people. Indeed, each resident gets to make choices every day as to how they wish to move around our neighbourhoods. The relative appeal of different options depends on the availability and design of infrastructure providing convenience, comfort and safety.

If the City of London plans to achieve the mode share target, then City Council needs to create the conditions necessary to support residents shifting their habits. Forcing cyclists to share lanes with drivers, or to pedal further during their daily trips to access safer mobility infrastructure, makes everyone less safe and disincentivizes Londoners from leaving their car at home.

We call on our representatives for Ward 3 and Ward 4 and all of London City Council to plan the future of mobility in our neighbourhoods by listening to subject matter experts and prioritizing the needs of the most vulnerable members of our communities.

Thank you for your consideration,

Jacequeline Fraser

Chair, Old North East (ONE) Neighbourhood Association