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A rate payer

A Geographer and Environmental-Health Researcher

A Member of Sherwood Forest Community (17yrs, 2 kids, 1 dog [licensed])

A Climate Catastrophe Conscious Human

And, I identifying as a Woman and Girl (She/Her)

Hello, I am Therese Hutchinson.

## City Policies Referenced in Support of the Proposed Project

- Strategic Plan: Building a Sustainable City  
Safe London for Women and Girls
- Smart Moves Transportation Master Plan
- Climate Change Emergency Declaration
- Renew London Construction Program
- London Plan/AODA

**Policy not Referenced:** City of London Cycling Master Plan  
City of London Asset Management Plan

**Pending Policy not Referenced:** Climate Change Emergency Action Plan  
Climate Change/Severe Weather Adaptation Strategy

I believe that proposal to install sidewalks in Sherwood Forest, and across the city, is based on incorrect interpretations of city policies, in order to justify a default sidewalks policy.

A fulsome review of the policies used as a rationale for building sidewalks shows that they:

- don't actually require sidewalk installation,
- don't limit options to exclusively sidewalks, and
- in some cases policy doesn't even support the installation of sidewalks.

The Report cherry picks policies that appear to support the default decision, while ignoring policies contrary to it. Some relevant policies are not referenced at all in, and there are pending policies that will most certainly condemn it. I will try to demonstrate this, and why it is concerning.

## Strategic Plan, Goal: Building A Sustainable City

Expectation (Addressed/Not Addressed)	Strategy Option (Addressed/Not Addressed)
Build infrastructure to <u>support future development</u>	Continue annual reviews of growth infrastructure plans to <u>balance development needs with available funding</u> .
<u>and protect the environment.</u>	<b>Work with multi-sectors to finalize the <u>Climate Change/Severe Weather Adaptation Strategy</u> for London's built infrastructure.</b> *
Improve London's <u>resiliency to respond to potential future challenges.</u>	Advance <u>sustainability and resiliency strategies.</u>  <u>Prioritize investment in assets to implement the Asset Management Plan</u>

\* Climate change adaptation or mitigation strategies will undoubtedly place a high value on the canopy for sever wind dissipation, shading, moderation of ground temperature, water absorption and retention, and most of all for their exceptional carbon sequestration.

The Report claims that the project is in line with the Strategic Plan Goal - 'Building a Sustainable City'. The Strategic Plan provides a specific list of Expectations and Strategy Options for achieving that Goal and presents them in table form like this, with Expectations listed on the left and recommended Strategy Options on the right.

Here, to show some examples, I have underlined in plain text Expectations and Strategy Options for that Goal that were addressed in The Report, and those **not addressed** are underlined in bold.

The Report cherry-picks from the Strategic Plan. It addresses only one of the listed Expectations - 'support for future development'. It then addresses the best Strategy Option to attain the Expectation- 'balance development and funding'. The Report claims that these policies justify the building of sidewalks during road work for cost efficiency.

However, by ignoring the remainder of that development Expectation which is 'and protect the environment' The Report fails to fully address the Expectation. Nor does it then address the Strategy Option - 'apply sever weather adaptation strategies', that would be relevant to the Expectation in its completeness.

Not reviewed at all is the Expectation - 'improve resiliency to future challenges', and its correlated Strategy Option - 'practice sustainability and resiliency strategies'.

If the Strategy Option, 'implement Asset Management Plan', had been examined it would have weighted forest infrastructure as the most important feature of a climate resilient city, and would have named retention of canopy as the only strategy for bridging our growing asset gap.

This kind of insufficient or inaccurate representation of City policy can be found throughout The Report.

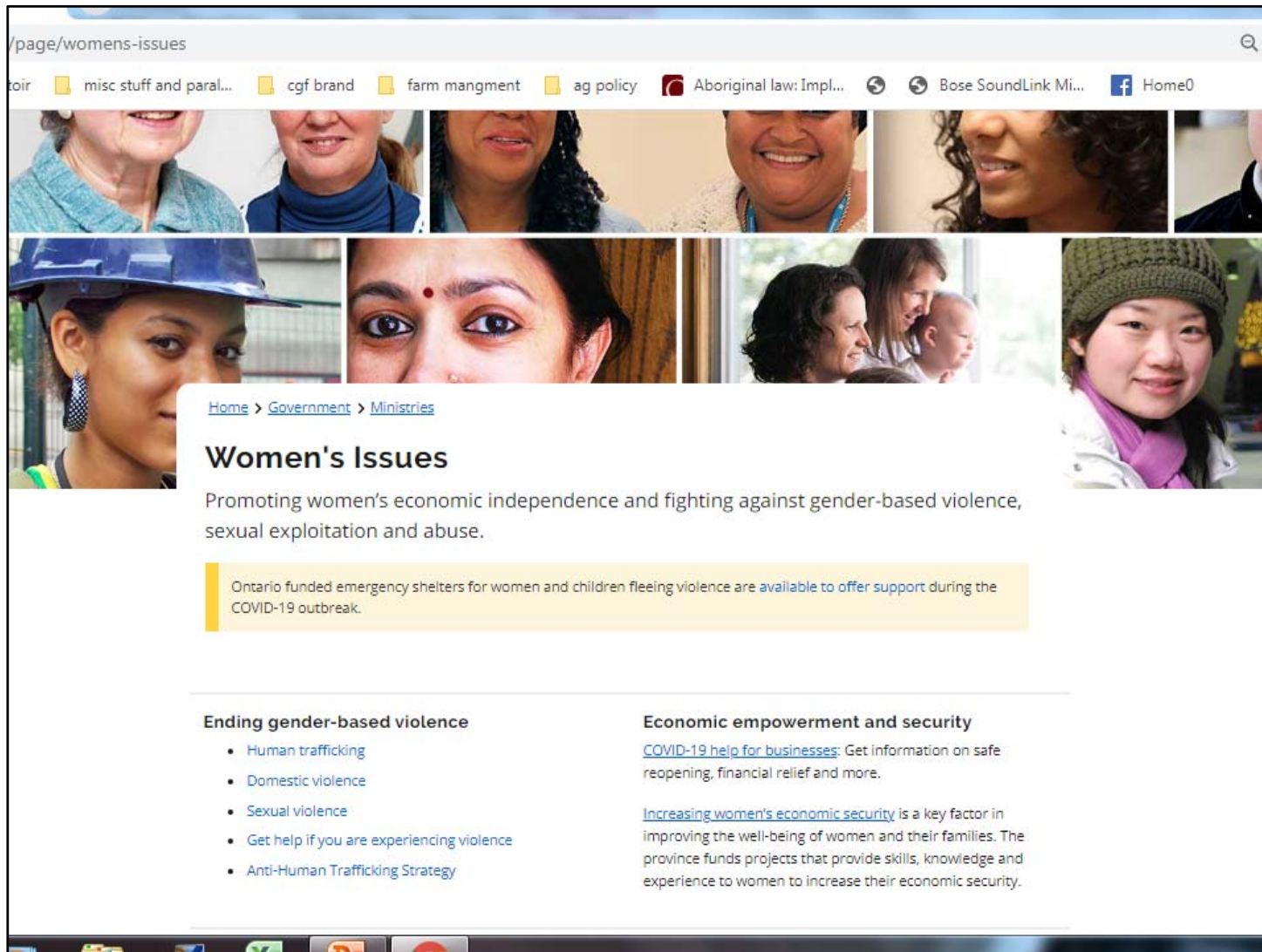
## Strategic Plan, Goal: Creating Safe Places for Women and Girls

Expectation (Addressed/Not Addressed)	Strategy Option (Addressed/Not Addressed)
<u>Decrease male violence against women and girls</u>	<u>enhanced road safety</u> <u>convenient and connected mobility choices *</u>

\* The unique or noteworthy benefit to Women and Girls of adding pavement 1.5 meters away from the existing 'walkway' in Sherwood Forest, is unsubstantiated.

Here The Report identifies the Strategic Plan Goal of 'Creating Safe Places for Women and Girls', which lists only one Expectation - 'decreasing violence', and then offers up 'enhanced pedestrian safety' which is not one of the 14 Strategy Options offered in the Plan.





The provincial website on Women's Issues shows gender based violence including : trafficking, domestic and sexual violence, and economic dependence as the foremost women's issues. These, not the implementation of a default sidewalk policy, are the objectives that our city proudly intends to address in the Strategic Plan.

## Smart Moves 2030 Transportation Master Plan

Expectation (Addressed/Not Addressed)	Strategy Option (Addressed/Not Addressed)
walking for everyone	<u>Infrastructure/safer cycling routes to rapid transit corridor</u> ✱
access to transit	<u>Traffic calming</u>
<u>Viable choices through all modes of travel</u>	Provide a <u>high quality urban environment.</u>
<u>More attractive travel choices</u>	<u>Balanced street design</u> / Contain area allocation for cars

✱ Upgrading of on-street cycling routes is identified as the most transformative option from a list of 21 possible catalysts for improving active mobility.

Reference to the Transportation Master Plan doesn't mention 'cycling objectives', which are prominent throughout the Plan. Cycling is also specifically referenced on the City's Climate Emergency Declaration website, and there is a London Cycling Master Plan.

Sherwood Forest is a prime target for cycling or shared-use infrastructure:

- It's a do-able commute to key economic nodes,
- There is quick access the BRT,
- There are links to bike paths on the east and west sides of the neighbourhood.
- We are an active cycle community

But cycles don't use sidewalks, the default policy, so those Expectations and Strategy Options are not considered.

## Climate Change Emergency Declaration

Expectation (Addressed/ Not Addressed)	Strategy Option (Addressed/Not Addressed)
Reduce carbon through <u>improved walking and access to transit</u> *	
	Reduce carbon <u>through canopy protection</u> , and moderation of heating and cooling
	Focus design on <u>11 year time line</u> for maximum mitigation.

no evidence in the proposal of improved transit access in context of Sherwood Forest, and no evidence of existing walking impediment in Sherwood Forest (see delegate testimonials)  
\*

The reference to the Climate Emergency Declaration is too complex to unpack. The project favours a theoretical gain in mobility above the measurable value of canopy protection, in the face of the City 'Declared' 11 year time line to avoid catastrophe. The pending Climate Emergency Action Plan will condemn any loss of canopy in that 11 years. This project is dramatically unaligned with the current Declaration time line and directives, and should be subject to forthcoming guidelines.

### Request to City Works Committee :

- That Sherwood Forest be exempted from the proposed sidewalks.
- That all of the proposed work be reconsidered in context of current policy, and forthcoming structural and policy changes that will directly influence the analysis.
- That the potential for a model or alternative planning approach be examined.
- That the CWC encourage Council to request the provincial government to ensure that assisted mobility devices meet standards for comfort and street safety, for the protection of citizens who use them, (or similar, consistent with Accessibility Community input).

In conclusion:

I have shown some examples of how The Report is not a credible and sufficient policy justification for the proposal, in Sherwood Forest. I am concerned that the misinterpretation or misapplication of policies will lead to your endorsement of a works proposal that is not consistent with city priorities. For this reason I request for your consideration.