

413/Bradford Bypass Take Action

Climate Action Newmarket-Aurora urges the federal government to re-designate the 413 and the Bradford Bypass under the pending revisions to the new Environmental Impact Assessment.

Cut and paste your preferred information from below and email it to your local MP and MPP.

For Newmarket-Aurora:

MP Tony Van Bynen tony.vanbynen@parl.gc.ca

MP Leah Taylor Roy (Aurora-Richmond Hill) leah.taylorroy@parl.gc.ca

MPP Dawn Gallagher Murphy dawn.gallaghermurphy@pc.ola.org

Key Points:

- The federal government must not give up on their intervention efforts to protect a minimum of 11 at-risk species like the Redside Dace, the Blanding's Turtle, Rapids Clubtail dragonfly and Red-headed Woodpecker. There will also be irreparable damage to thousands of acres of agricultural lands, over 85 waterways, forests, wetlands and conservation areas. [Highway 413 threatens more Ontario conservation lands than publicized | The Narwhal](#)
- The Reside Dace minnow is sensitive to changes in its habitat. It's at-risk by the 413 and likely wouldn't survive the changes. Ontario government is also trying to change its habitat designation size to accommodate the 413. SEE: [No Space for the Redside Dace - Environmental Defence Ontario to cut protections for tiny endangered fish found along route of Highway 413 | The Narwhal](#)
- The 413 and Bradford Bypass are nothing to do with making transit better for Ontarians. They are backroom election promises to developer friends, especially now that the Greenbelt deals fell through. [Friends with benefits? An inside look at the money, power and influence behind the Ford government's push to build Highway 413](#)
[What the Ford government hasn't told you about its next controversial highway project](#)
[How Bradford Bypass became a pork barrel for Doug Ford's rich developer donors | Canada's National Observer: Climate News](#)
- Premier Ford has created legislation over time to reduce the oversight bodies that would be able to protect the impacted lands and has not appropriately addressed Right to Prior Consent from several First Nations who are also opposed to both highways. [Highway 413 may face delays over Indigenous consultation issues | The Narwhal](#)
- EKOS 2023 poll Ontarians said:
74% Greenbelt is no place for new highways
81% agree with farmers' opposition to 413

79% to reduce traffic, provincial government should move money to public transit

82% province should provide more funding for public transit so residents can safely get to work or school [Eighty-one per cent of Ontarians agree with farmers' opposition to Highway 413 - David Suzuki Foundation](#)

- It is critical that Ontarians' voice be known, just as with the previous Greenbelt land grab attempt. Economists, researchers, farmers, conservationists, and climate scientists have said that new highways are not the answer. Investing the \$6-12 billion for the 413 and Bradford Bypass would be better spent on rapid transit investment and truck toll discounts on Highway 407 for freight. [New advertising blitz questions Ontario Highway 413 pricetag](#)
- The Ontario Auditor General reported on the value for money concerns of the Bradford Bypass and the 413 and their potential impact on at-risk species [Highway Planning and Management](#) and waived off expert engineering advice [Transportation minister waived off expert engineering advice: Ont. Auditor General report - Construction Canada](#).
[Ontario is Ignoring Its Own Experts When Ultimately Deciding When and Where to Build Highways: Auditor General](#)
- The local municipalities, including Vaughn, oppose the 413 yet the proposed Bill 185 also diminishes their ability to overrule the province from expropriating land or to turn down developers along the route. [Ontario's Bill 185 & New Provincial Planning Statement Pose a Serious Threat to Farmland, Wetlands, Habitats and Housing Options - Environmental Defence](#)
- Highways that are 'untolled' rapidly fill up due to 'induced demand', especially with the same 'Greenbelt developers' [Research shows more highways don't fix traffic congestion. So why is Ontario still building them? | The Narwhal](#)

Even though Premier Ford is putting it out there in the media that the 413 is a done deal, this is far from the truth and the agreement gleaned from the federal government was noted as temporary; basically all bets would be off when the new EIA legislation is passed. ['What choice did I have?' Guilbeault says Highway 413 deal meant to 'protect' key environmental law | The Narwhal](#)

Additional Ways to Take Action:

Provincial Petition vis Environmental Defence

<https://act.environmentaldefence.ca/page/66231/-/1?locale=en-US>

Federal Petition via David Suzuki Foundation

[Stop Highway 413! - David Suzuki Foundation](#)