

**From:** penforhire

**Sent:** Sunday, March 24, 2024 10:27 PM

**To:** SPPC <sppc@london.ca>

**Subject:** [EXTERNAL] March 26 mtg Agenda Item 4.4 Mobility Master Plan 2050 Mode Share Targets

Thank you for the opportunity to provide feedback on this agenda item.  
I consent to have this submission appear on the public meeting agenda.

I'm stating my support for the recommendation in the report to approve Option 3, **and would add** that the mode share target in Option 3 (35% active transportation & transit / 65% personal vehicle) be considered **the minimum acceptable target** – strongly encouraging the committee to adopt targets that are much more ambitious in reducing personal vehicle use.

Even the consideration that London would still be looking at 65% personal vehicle use in the year 2050 seems irresponsible and unrealistic given:

- what we know about the impact of GHG emissions on the health of people and the planet,
- the increasing cost of owning and operating a vehicle and the resulting inequity in terms of jobs, safety, access to food, and housing, and
- the loss of prime agricultural land, wetlands, biodiversity, plant and animal species, and natural spaces due to expansion of homes, roads and infrastructure.

The report outlines how Option 3 is the most environmentally sustainable, equitable, financially sustainable, healthy, safe, integrated, connected and efficient option of the two presented. This is true, and the rationale in the report is well presented. At the same time, under the Environmentally Sustainable section, the report states

*Between 2019 and 2050 there is a forecasted 58% increase in population and 49% increase in the number of trips taken in London daily (daily trips are expected to grow slower than population based on an expected continuation of some level of working from home). Compared to 2019, Option 2 will result in approximately 35% more daily trips by personal vehicle (as a driver or as a passenger) and Option 3 will result in a lesser increase of approximately 26%. Fewer personal vehicle trips support a greater reduction in greenhouse gas emissions, air pollution and noise pollution.*

A "lesser increase » is still an increase, and 26% is not insignificant. The expected increase in population is an opportunity to do things better and change expectations, rather than apply assumptions that newcomers to London will automatically want to adopt our current hyper-extended dependence on personal vehicles for transportation. Right now, there is very little choice for them, or for the growing number of Londoners who want to move to healthier, more affordable and sustainable modes of transportation.

I encourage you to be ambitious when setting the mode share target, to think about what a more liveable London could look like, and lead us there.

Thank you.

Lella Blumer  
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