

From: ANGUS JOHNSON
Sent: Monday, December 2, 2024 8:30 AM
To: PEC <pec@london.ca>
Subject: [EXTERNAL] addition to the Dec. 3 agenda

Please add this letter to the agenda. It relates to item 3.14 as listed below

I plan to attend and wish the opportunity to speak at the meeting

You have my permission to publish the letters on the public agenda

To: The Chair and members of PEC

Thank you for this opportunity to share my ideas

Re. 3.14 Land Needs Assessment

Did emissions/congestion pass a tipping point in 2023 in London?

In 2023 London added about 4000 new residents, an increase of slightly less than 1% of the population, and about 2550 more vehicles to the traffic. If the existing traffic continued to produce emissions at the 'prior to' 2023 rate, roughly 3 tCO_{2e} per vehicle, and the 'new' vehicles at the same rate, total transportation emissions should have increased about 1 %. But emissions increased by 4%.

That 3% difference reflects the increase in traffic congestion that resulted from changed commutes in 2023. Essentially new commutes were not just adding their own emissions, the new congestion caused increased emissions by some amount produced by everybody else stuck in the 'new' traffic.

London as of 2023, is apparently now the 12th most congested city in N. America, right behind Chicago and Baltimore. World-wide London has jumped 100 places in 4 years from 240 to 142 and so has the dubious distinction of being a small city with big city congestion.

Of London's 822000 tCO_{2e} of emissions 115000 tCO_{2e} is now due to congestion alone. Each car owner in London should be providing 82 growing trees to remove the emissions just caused by congestion.

Is this going to be the rule of the day going forward, that is, 1% population growth = 4% increase in emissions?

Other factors besides increased cars commuting can affect congestion. In London road construction is a virtual constant causing ongoing traffic delays. But the location of construction and the time period it affects, also changes from year to year and what is an unknown at this point is what that effect of construction on congestion for 2023 was. Other factors, like changes to speed limits, signage and stop lights also could have altered congestion in 2023.

Clearly it is too soon to tell if we passed a tipping point in 2023 but we'll be looking at the results for 2024 and beyond with keen interest.

The study we are examining today actually predicts much higher population growth annually than the amount that happened in 2023. Clearly we need to make an effort to try and get a handle on the amount of the factor connecting increased traffic with emissions/congestion.

Angus Johnson

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