

Advisory Committee on the Environment (ACE) Energy Sub-Committee

On December 4th, 2019, ACE referred the Cycling Advisory Committee (CAC) Cycling Master Plan Review Working Group Report to the Energy Sub-Committee for review, specifically section 8.0 Recommendations with relevance to the City of London's Climate Emergency plan.

Using a simple modeling exercise, the report concludes the Transportation Master Plan (TMP) also examined will not reduce greenhouse gas emissions (GGE) to 2030 target levels and requires the TMP mode split targets to be adjusted to achieve these goals. The Cycling Master Plan (CMP) acknowledges that each litre of gasoline burned emits about 2.3 kg of carbon dioxide which contributes to climate disruption but does not make further reference to targets.

CAC recommendations include:

- That the City evaluate GGE implications of the London Transit Master Plan, London Official Plan, London Parking Strategy, London Accessibility Strategy, and the Cycling Master Plan (CMP) to align with the City's Declaration of Climate Emergency.
- That a revised CMP plan focus on building All-Ages-and-Abilities infrastructure to achieve climate-informed modal split targets and a city-wide bike grid by summer 2021.
- That the City enacts a moratorium on all currently planned and future road widenings. Presently budgeted funds for road widening (\$75M/year) should be reallocated to transit and cycling for maximum mitigation of climate disruption and create an active transportation strategy (walking, accessibility, and micro mobility) at \$50/person/year, or ~\$20M/year, comparable to the scale of investments in major cycling cities and to
- Decrease speed limits on all residential streets to 30 km/h (reduce GGE, increase safety).

Key Findings:

- Implementing the City's TMP will result in London exceeding its 2030 GGE budget by a minimum of 45%. Scenario A presents a minimum population growth of 73,800 people by 2030. Scenario B envisions growth of 140,000 people, a 39% increase from 2007.
- The City's GGE budget can only be met by mode shift from automobile to zero-carbon transportation (ie electric transit, cycling, and walking), not by electric vehicles alone..
- Metrics to assess the current CMP are not comparable with other Canadian cities and leading global cycling jurisdictions. The CAC sees critical gaps in understanding of both current and potential cycling rates, demographics, and behaviour in London.
- It is likely that in examining other climate-relevant City policies, related to transportation and land use, through a climate lens this could yield similar need for urgent action.
- Transportation is by far the sector with the largest GGE in London. Our 2017 transport emissions are 1390 kt CO₂e (of which ~70% of emissions are from personal vehicles), representing 49% of total emissions today, and has been relatively unchanged since 2007.

CAC Conclusion:

At its core, the goals in the TMP are insufficient to reach our international obligations to decrease our carbon emissions, and inadequate to cope with London’s Climate Emergency plan.

The CAC CMP Review Working Group suggests that mode shift target levels and greater investment in active transportation, are the most impactful ways to achieve 2030 GGE goals.

Table 4-1: City of London Transportation Master Plan current mode share and 2030 targets

Mode	2009 Mode Share	2030 Target	NEEDED CAC Climate-Informed Targets by 2030:
Automobile	76%	60%	25%
Transit	11%	20%	35%
Active Transportation –	9%	15%	35%
Cycling –	1%	5%	10%
Walking –	8%	10%	25%
Other	5%	5%	5%
	100% Electrification of London Transit Vehicles		
	25% Electrification of Private Cars and City Vehicles		

ACE comments

The CAC demonstrates by using a modeled carbon emissions evaluation in their report, existing TMP mode split targets are not enough to reach London’s emission targets,. Thus they offer a likely mode-split solution above in bold for London to reach its GGE goals.

London’s Community Energy Action Plan has the following goals for reducing London’s GGEs on the City website -

15% reduction from 1990 levels by 2020
 37% reduction from 1990 levels by 2030, and
 80% reduction from 1990 levels by 2050, proposed by Council to now become net zero by 2050

In 2018, total GGEs were over 3.1 million tonnes, 9 % lower than 1990 levels. In 2017, London’s total GGEs were 17% below 1990 levels. Weather has an impact on energy use and, in 2018, London had a colder winter and hotter summer compared to 2017. Using a three-year rolling average evens out the impact of weather. The three-year rolling average for the 2016-2018 period was 13% below 1990 levels, thus, the importance of stable data in evaluating 2020.

We agree with the recent City’s Climate Change Emergency plan to assess each service area to determine a clear strategy and special actions. 37% of London’s energy use is transportation. The City has quantifiable formulas to translate energy use into GGEs. Thus, the significance of the transportation sector to establish appropriate infrastructure investment to reach London’s targets including limits to parking expansion, sprawl and addressing zoning restrictions. CAC indicates London has a \$75 million budget for road widenings, and to complete a minimum bike grid across the city needs about 150 km of protected bike lanes which CAC calculates to cost \$150M. This definitely deserves attention given its affordability and the results possibly being game changing. We ask that active transportation be given special attention to gain solutions.