

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

On December 4<sup>th</sup>, 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.

ACE comments

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Using a modeled carbon emissions evaluation, the CAC demonstrates that existing TMP mode split targets are not enough to reach London's emission targets. Thus they offer a likely mode-split solution (below in bold) for London to reach its GGE goals.

We are not familiar with the model CAC used to determine that London's mode split targets are presently unobtainable. Regardless, more commitment to cycling definitely deserves attention given its affordability and the results possibly being game-changing (per CAC's analysis). We ask that the City give active transportation special attention to find solutions to reduce London's energy use, including examination of the experience in other cities such as Barcelona, Spain (Diane Saxe presentation Nov. 19, 2019).

### **BACKGROUND**

Using a simple modeling exercise, the CAC report concludes the Transportation Master Plan (TMP) 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 | <b>NEEDED CAC Climate-Informed Targets by 2030:</b> |
|-------------------------|--|-------------|---|
| Automobile              | 76%  | 60%         | <b>25%</b>  |
| Transit                 | 11%  | 20%         | <b>35%</b>  |
| Active Transportation – | 9%   | 15%         | <b>35%</b>  |
| Cycling –               | 1%   | 5%          | <b>10%</b>  |
| Walking –               | 8%   | 10%         | <b>25%</b>  |
| Other                   | 5%   | 5%          | <b>5%</b>   |
|                         | <b>100% Electrification of London Transit Vehicles</b>       |             |   |
|                         | <b>25% Electrification of Private Cars and City Vehicles</b> |             |   |