

Report to Council



Date: July 11, 2022
To: Council
From: City Manager
Subject: Idling Control Bylaw and Communication Strategy
Department: Integrated Transportation

Recommendation:

THAT Council receives for information, the report from Integrated Transportation dated July 11, 2022, recommending that Council adopt the Idling Control Bylaw for the City of Kelowna and be informed on the six-month communication strategy.

AND THAT Bylaw No. 12378, being the Idling Control Bylaw for the City of Kelowna be forwarded for reading consideration.

AND FURTHER THAT Bylaw No. 1207 being amendment No. 34 to Bylaw Notice Enforcement Bylaw 10475 be forwarded for reading consideration.

Purpose:

To bring forward the Idling Control Bylaw and the recommended communication strategy for the City of Kelowna.

Background:

On April 25, 2022, an Air Quality service report provided Council options for reducing and regulating vehicle idling in the city, as one way to achieve Council objectives including reducing GHG emissions, improve air quality, and aligning with the goals of *Imagine Kelowna*. The idling technical report presented for Council consideration, recommended the implementation of a one-minute idling control bylaw, a complaint-based enforcement and a six-months education period prior to enforcement.

Previous Council Resolution

Resolution	Date
THAT Council receives for information, the report from Integrated Transportation dated April 25, 2022, regarding the proposed vehicle idling control policy for the City of Kelowna; AND THAT Council direct staff to come forward for Council consideration with an Anti-Idling Bylaw and accompanying Education Program during Q3 2022	Ro298/22/04/25

Discussion:
Idling Control Bylaw

The proposed one-minute Bylaw regulation would apply to all drivers of motor vehicles on highway, municipal, private, and commercial property within Kelowna city limits. This Bylaw does not apply to airplanes, full zero-emission vehicles, partial zero-emission vehicles while the electric motor or generator assists the gas engine, or any vehicle designed to run exclusively on rail. Table 1 summarizes the general regulation and exemptions of the idling control bylaw No 12378 for City of Kelowna.

Table 1. Idling Control Bylaw Provisions

Section	Contents
5. General regulation	5.1. An operator or motor vehicle owner must not cause or permit a motor vehicle to idle for more than one minute (60 seconds).
6.Exemptions	<p>6.1 The one-minute (60 seconds) limit does not apply to the following situations, except where idling is substantially for the convenience of the operator or passengers of the motor vehicle:</p> <ul style="list-style-type: none"> a) police, fire, or ambulance motor vehicle, while engaged in operational activities, including training activities; b) armoured motor vehicle, used to transport money or valuables, in which a person remains to guard the contents, during the loading or unloading of such money or valuables; c) motor vehicle with power take-off and mobile work vehicles while they are in the course of being used for their basic function; d) motor vehicle while engaged in a mechanical test or maintenance procedure; e) motor vehicle during a race or parade with a valid permit issued pursuant to Outdoor Events Bylaw No. 8358; f) motor vehicle forced to remain motionless because of highway traffic, an emergency, or mechanical difficulties over which the driver has no control; g) motor vehicle that must remain idling to power a heating or refrigeration system or any ancillary equipment for the preservation of perishable cargo, but not when idling disturbs the quiet, peace, rest, enjoyment, or convenience of a neighborhood or of persons in the vicinity; and h) transit vehicles while its passengers are in the course of embarking or disembarking.

Enforcement

The idling control bylaw would be complaint-based and is educational in nature. The Air Quality Coordinator would be the recipient of all idling complaints, with only the most egregious of complaints (repeat offenders) being forwarded to Bylaw Services for follow-up. A common approach in reacting to complaints will involve speaking with offenders, providing information on the bylaw, and asking for

voluntary compliance. The Idling Control Enforcement Policy establishes administrative policies around enforcement of the Bylaw.

A set fine of \$150 is proposed as a reasonable yet significant enough penalty to encourage compliance for second and subsequent offences.

Communication Strategy- Don't sit Idly By

A two-pronged approach is proposed to reduce unnecessary idling in Kelowna and the Central Okanagan.

- Part A-A Behavioral Insights pilot project will be completed to seek solutions that work to change the behaviour of unnecessary idling.
 - Using a Scope-RIDE-Scale Model to understand the motivations around the behaviour of unnecessary idling in the City of Kelowna – and then testing an approach with a small sub-population to determine the impact of our idea/intervention. If the intervention is successful, then we can roll this out to a wider population (with a larger investment) knowing that our efforts will make a difference rather than guessing.
- Part B-Raise awareness on City of Kelowna's idling control bylaw through a traditional communications approach
 - The education campaign strategy will commence immediately after the bylaw is approved and run for 180 days prior to enforcement. During this six-month period, materials will be available to stakeholders, businesses, and residents to bring awareness on the bylaw. The campaign will include community awareness outlining idling related timelines and expectations, along with signage and idling bylaw related materials.

Details are included in Attachment 2 – Idling Control Bylaw Communication Strategy.

Conclusion:

This report has provided the Idling Control Bylaw No. 12378 general provisions and exemptions and Communication Strategy for reducing and regulating vehicle idling in Kelowna. An idling control regulation could be a cost-effective way to achieve Council objectives including reducing GHG emissions, improve air quality, and consequently improve human health, and align with the goals of Imagine Kelowna.

Staff recommends that the one-minute Idling Control Bylaw No. 12378 with the proposed least number of exemptions and Bylaw No. 1207 being amendment No. 34 to Bylaw Notice Enforcement Bylaw 10475 be forwarded for reading consideration.

Next Steps:

Following Council direction, staff could commence the communication strategy immediately after the bylaw is approved.

Internal Circulation:

Bylaw Services
City Clerk
Communications
Corporate Strategy & Performance
Development Planning
Fleet Services
Parking Services
Policy & Planning

Considerations applicable to this report:

Existing Policy:

- City Idling fleet policy has been in place since 2004
- Kelowna's Community Climate Action Plan Action T9 (Implement an anti-idling bylaw as outlined in the Clean Air Strategy), Action 03 (continue to implement the action of the Clean Air Strategy)
- Central Okanagan Clean Air Strategy
- Official Community Plan Policy 6.2.1 GHG Reduction Target and Actions

Financial/Budgetary Considerations

Other potential costs for implementing an anti-idling bylaw could be covered by the current Regional Air Quality Program budget.

- Once the Behavioral Insight pilot project is completed, a larger investment could be needed to roll out the communication strategy to a wider population.

Considerations not applicable to this report:

Legal/Statutory Authority:

External Agency/Public Comments:

Legal/Statutory Procedural Requirements:

External Agency/Public Comments:

Submitted by: N. Mora Castro, Regional Air Quality Program Coordinator

Approved for inclusion: M. Logan, Infrastructure General Manager

Attachment 1 - Idling Control Bylaw and Communication Strategy Presentation

Attachment 2 – Idling Control Bylaw Communication Strategy

Attachment 3 – Draft Idling Control Enforcement Policy

cc: City Clerk
Divisional Director, Corporate and Protective Services
Divisional Director, Corporate Strategic Services
Divisional Director, Financial Services
Divisional Director, Partnership & Investments
Divisional Director, Planning & Development Services