

## **BYLAW 04-26 – IDLE FREE BYLAW AMENDMENTS**

### **Purpose**

The purpose of Bylaw 04-26 is to amend Idle Free Bylaw 18-15 by making revisions that simplify vehicle idling restrictions and align definitions and enforcement provisions with the Traffic Bylaw.

### **Readings**

This Bylaw is ready for three readings.

### **Report, Analysis and Financial Implications**

Administration regularly reviews old bylaws for continued accuracy and applicability. Idle Free Bylaw 18-15 was identified as being 10 years old and a candidate for update.

The Idle Free Bylaw was introduced to reduce unnecessary vehicle idling that causes vehicle emissions and degrades local air quality. The Environmental Master Plan outlines goals to reduce emissions from transportation systems and improve outdoor air quality. While there are situations where vehicle idling is a necessity for the safe operation of a vehicle or wellness of the vehicle occupants, excessive idling during temperate weather is unwarranted.

Since the current enforcement data collection framework was introduced in 2018, Bylaw 18-15 has generated a total of 54 complaints, averaging approximately seven (7) complaints per year with no sustained increase. During this time-period there have been four enforcement actions under the bylaw, three warnings and one ticket. The data shows consistently low levels of enforcement activity under the bylaw, as the bylaw exists primarily for educational purposes.

The amending bylaw updates Definitions in Section 2 and Penalties and Enforcement clauses in Section 5 to use current terminology and to better align with the Traffic Bylaw.

The Idling provisions in Section 3 have been amended to make them easier to understand and enforce. Modern vehicles warm up more quickly and run more efficiently than older models, so in most situations long warm-up times are no longer necessary. To ensure the health and safety of the community remains a priority, the bylaw considers both pedestrians outside the vehicle as well as occupants inside the vehicle, and includes exemptions to support safe vehicle operating conditions. These updates were also informed by a review of other municipal bylaws across Canada and current best-practices guidance.

This update to the current Idle Free Bylaw is presented as an amendment to avoid costly changes to signage throughout the community which would be required if a new bylaw was written to replace it.

## Strategic Plan Goals

<input type="checkbox"/>	Responsibly Managed Growth
<input type="checkbox"/>	Strong Local Economy
<input type="checkbox"/>	Organizational Excellence

<input checked="" type="checkbox"/>	Demonstrated Environmental Leadership
<input checked="" type="checkbox"/>	Enhanced Culture & Community Health

## Community Engagement Strategy

n/a

## Alternatives for Consideration

n/a

## CAO Comments

I support these recommended changes.

## Attachment(s)

1. Draft Bylaw 04-26 – Idle Free Bylaw 18-15 Amendments
2. Idle Free Bylaw 18-15 – redlined version
3. Bylaw 37-24 Traffic Bylaw
4. Idling Bylaw Stats 2018-2025

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