

Subject: Motion - Anti-idling Bylaw Review and Education Campaign

File Number: ACS2022-OCC-ENV-0009

Report to Council

6 July 2022

Submitted on 30 June 2022 by Christopher Zwierzchowski, Committee Coordinator, Council and Committee Services, Office of the City Clerk

Contact Person: Councillor Shawn Menard, Capital Ward (17)

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Ward: City Wide

Objet : Motion – Campagne d'éducation et examen du Règlement sur la marche au ralenti

Numéro du dossier : ACS2022-OCC-ENV-0009

Rapport au Conseil municipal

le 6 juillet 2022

Soumis le 30 juin 2022 par Christopher Zwierzchowski, coordonnateur des comités, Services au Conseil municipal et aux comités, Bureau du greffier municipal

Personne-ressource : Shawn Menard, conseiller municipal, Quartier Capitale (17)

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Quartier : À l'échelle de la ville

COMMITTEE RECOMMENDATIONS:

That Council direct Public Policy Development Services in Emergency and Protective Services to include a comprehensive by-law review of By-law No. 2007-266 for Council consideration as part of the 2023-2026 By-law Review Work Plan to be approved by Council in 2023, and that this review shall include consideration of the following components:

- a) Temperature thresholds, considering the increasing heat waves due to climate change as per the National Capital Climate Projections and our Climate Resiliency Strategy and a comparison to other major Canadian cities;**

- b) Fines and time thresholds in relation to other major Canadian cities;
- c) Exemptions which currently include 12 categories of vehicles that are not subject to the by-law;
- d) Improved definitions of terms such as “idle”, “mobile workshop”, “normal farm practice”, “private transit vehicles”, and “vehicle” to ensure accuracy and enforceability;
- e) Enforcement, providing clarity on how citizens can report non-compliant idling to the City for investigation and a review of complaints, associated actions and effectiveness;
- f) Integration and updating of the Vehicle and Equipment Idling Policy dated June 2002, Number FS01, updated February 2021.

REFERRED TO COUNCIL BY COMMITTEE:

That Council consider the following matter:

That Council request the Ottawa Board of Health consider developing a public education and signage campaign to reduce unnecessary idling, in collaboration with the City of Ottawa staff, including Public Information and Media Relations and Emergency and Protective Services.

RECOMMANDATIONS DU COMITÉ :

Que le Conseil demande aux Services d'élaboration des politiques publiques de la Direction générale des services de protection et d'urgence d'inclure un examen complet du Règlement n° 2007-266 dans le Plan de travail de l'examen des règlements municipaux 2023-2026 qu'il doit étudier et approuver en 2023, et que cet examen porte notamment sur les éléments suivants :

- a) **Seuils de température, puisqu'il y a de plus en plus de vagues de chaleur en raison des changements climatiques, selon les projections climatiques pour la région de la capitale nationale et notre Stratégie de résilience climatique et si l'on se compare à d'autres grandes villes canadiennes;**
- b) **Seuils d'amendes et de temps par rapport à ceux d'autres grandes villes canadiennes;**
- c) **Exemptions, qui font qu'actuellement, 12 catégories de véhicules ne sont pas assujetties au règlement municipal;**

- d) **Définitions : mieux définir les termes « marche au ralenti », « véhicule-atelier », « pratique agricole normale », « véhicule privé de transport en commun » et « véhicule » pour en assurer l'exactitude et le caractère exécutoire;**
- e) **Exécution : préciser comment les résidents peuvent signaler une infraction au *Règlement sur la marche au ralenti* à la Ville pour enquête et examen des plaintes, prise de mesures et efficacité;**
- f) **Intégration et actualisation de la Politique sur les moteurs des véhicules et des appareils municipaux tournant au ralenti datant de juin 2002 (Politique n° FS01), qui a été mise à jour en février 2021.**

REVOYÉ AU CONSEIL MUNICIPAL PAR LE COMITÉ :

Que le Conseil examine ce qui suit :

Que le Conseil municipal demande au Conseil de santé d'Ottawa d'envisager l'instauration d'un programme de sensibilisation et d'une campagne d'affichage pour réduire la marche au ralenti inutile, en collaboration avec le personnel municipal, notamment Information du public et Relations avec les médias et la Direction générale des services de protection et d'urgence.

BACKGROUND

At the 21 June 2022 meeting of the Standing Committee on Environmental Protection, Water and Waste Management (SCEPWWM), Councillor Menard introduced the following Motion for the Committee's consideration in reference to a Response to Inquiry (*EPWWM 02-21 - Effectiveness and Enforceability of Anti-idling Bylaw*, attached as Document 1 for ease of reference) which had been listed on the SCEPWWM Agenda of Tuesday, 17 May 2022, and which had been referred to the SCEPWWM meeting of Tuesday, 21 June 2022 for discussion:

MOTION N° SCEPWWM 2022 25-01

Moved by Councillor S. Menard:

WHEREAS, on April 24, 2019, City Council declared a Climate Emergency for the purposes of naming, framing, and deepening our commitment to protecting the economy, ecosystems, and community from climate change; and

WHEREAS the link between greenhouse gas emissions, including those from vehicles, and climate change, and heat island effects is well researched and evident; and

WHEREAS Environment Canada estimates air pollution from vehicle emissions contribute to 15,000 premature deaths each year in Canada through emission exhaust comprised of nitrogen oxides, carbon dioxide, sulphur dioxides, volatile organic compounds and fine particulate matter which can irritate the nose and throat, and cause long-term damage like asthma, decreased lung function, cardiac disease, and cancer; and

WHEREAS idling in areas such as school zones, bus stops, and community centers places vulnerable populations at risk from an air pollution; and

WHEREAS the intent of Ottawa's current anti-idling by-law (Idling Control By-law No. 2007-266) was to provide education and warnings and enforce for repeat offenders; and

WHEREAS the Idling Control By-law No. 2007-266 is rarely enforced, written with many exemptions and out of date in comparison to other mid-size cities; and

WHEREAS Ottawa experienced a three-week-long occupation in winter 2022 which resulted in residents walking through and breathing in vehicle exhaust fumes at a level significantly higher than the average for Ottawa, with more 'freedom convoy' related protests expected to continue through the summer; and

WHEREAS in February of 2022 emergency measures were enacted that gave By-law and Regulatory Services the authority to enforce no-idling rules at -15 and above in the occupied zone of the City for the duration of the emergency period and/or to sunset at 2 months, and raised the fine for idling from \$100 to \$1000 for this same time period; and

WHEREAS the By-law Review Framework specified that the City's by-law should be reviewed and updated every ten years, and the anti-idling By-law No. 2007-266 was last updated 15 years ago, in 2007; and

WHEREAS, in accordance with the Council-approved By-law Review Framework, it is anticipated that the 2023-2026 By-law Review Work Plan will be brought forward for Council's consideration and approval early in the new Term of Council, to identify by-law reviews to be undertaken during the Term;

THEREFORE BE IT RESOLVED that the Standing Committee on Environmental Protection, Water and Waste Management recommend Council direct Public Policy Development Services in Emergency and Protective Services to include a comprehensive by-law review of By-law No. 2007-266 for Council consideration as part of the 2023-2026 By-law Review Work Plan to be approved by Council in 2023, and that this review shall include consideration of the following components:

- **Temperature thresholds, considering the increasing heat waves due to climate change as per the National Capital Climate Projections and our Climate Resiliency Strategy and a comparison to other major Canadian cities;**
- **Fines and time thresholds in relation to other major Canadian cities;**
- **Exemptions which currently include 12 categories of vehicles that are not subject to the by-law;**
- **Improved definitions of terms such as “idle”, “mobile workshop”, “normal farm practice”, “private transit vehicles”, and “vehicle” to ensure accuracy and enforceability;**
- **Enforcement, providing clarity on how citizens can report non-compliant idling to the City for investigation and a review of complaints, associated actions and effectiveness;**
- **Integration and updating of the Vehicle and Equipment Idling Policy dated June 2002, Number FS01, updated February 2021.**

THEREFORE BE IT FURTHER RESOLVED that Council request the Ottawa Board of Health consider developing a public education and signage campaign to reduce unnecessary idling, in collaboration with the City of Ottawa staff, including Public Information and Media Relations and Emergency and Protective Services.

DISCUSSION

The above was introduced as a Motion by Councillor Menard at the SCEPWWM meeting of Tuesday, 21 June 2022, in reference to a Response to Inquiry (EPWWM 02-21 - Effectiveness and Enforceability of Anti-idling Bylaw) which had been listed on the SCEPWWM Agenda of Tuesday, 17 May 2022, and which had been referred to the

SCEPWWM meeting of Tuesday, 21 June 2022 for discussion. The first part of the Motion was presented to Committee and was 'CARRIED' up to the last bulleted point, while the latter part of the Motion was REFERRED to Council by Chair Moffatt for Council's consideration on 6 July 2022.

MOTION N^o SCEPWWM 2022 25-02

Moved by Chair S. Moffatt:

That the following clause of Motion N^o SCEPWWM 2022 25-01 be referred to Council for consideration at its meeting of 6 July 2022:

THEREFORE BE IT FURTHER RESOLVED that Council request the Ottawa Board of Health consider developing a public education and signage campaign to reduce unnecessary idling, in collaboration with the City of Ottawa staff, including Public Information and Media Relations and Emergency and Protective Services.

REFERRAL CARRIED

RURAL IMPLICATIONS

This report was drafted to transmit the above Motion to Council for its meeting of 6 July 2022. No specific Rural Implications have been identified. Staff will be available at the Council meeting if clarification is required.

CONSULTATION

This report was drafted to transmit the above Motion to Council for its meeting of 6 July 2022; no public consultation was undertaken in the preparation of this report.

Councillor's Comments (S. Menard)

Councillor Menard is aware of this report and will be prepared to speak to it at the Council meeting.

COMMENTS BY THE WARD COUNCILLOR(S)

This report is city-wide in nature.

ADVISORY COMMITTEE(S) COMMENTS

This report was drafted to transmit the above Motion to Council for its meeting of 6 July 2022; no Advisory Committee consultation was undertaken in the preparation of this report.

LEGAL IMPLICATIONS

There are no legal impediments to Council's approval of the recommendations of this report.

INDIGENOUS, GENDER AND EQUITY IMPLICATIONS

This report was drafted to transmit the above Motion to Council for its meeting of 6 July 2022. No specific Indigenous, Gender and Equity Implications have been identified. Staff will be available at the Council meeting if clarification is required.

RISK MANAGEMENT IMPLICATIONS

This report was drafted to transmit the above Motion to Council for its meeting of 6 July 2022. No specific Risk Management Implications have been identified. Staff will be available at the Council meeting if clarification is required.

ASSET MANAGEMENT IMPLICATIONS

This report was drafted to transmit the above Motion to Council for its meeting of 6 July 2022. No specific Asset Management Implications have been identified. Staff will be available at the Council meeting if clarification is required.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

ACCESSIBILITY IMPACTS

This report was drafted to transmit the above Motion to Council for its meeting of 6 July 2022. No specific Accessibility Impacts have been identified. Staff will be available at the Council meeting if clarification is required.

ENVIRONMENTAL IMPLICATIONS

This report was drafted to transmit the above Motion to Council for its meeting of 6 July 2022. No specific Environmental Implications have been identified. Staff will be available at the Council meeting if clarification is required.

TERM OF COUNCIL PRIORITIES

This report was drafted to transmit the above Motion to Council for its meeting of 6 July 2022. No specific Term of Council Strategic Priorities have been identified. Staff will be available at the Council meeting if clarification is required.

SUPPORTING DOCUMENTATION

Document 1 – Response to Inquiry EPWWM 02-21 – Effectiveness and Enforceability of Anti-Idling By-law.

DISPOSITION

Staff will take direction from Council as appropriate.