

TORONTO STAFF REPORT

August 15, 2006

To: Planning and Transportation Committee
From: Lenna Bradburn, Executive Director, Municipal Licensing and Standards Division
Subject: The Feasibility of Requiring Professional Bicycle Couriers to be Licensed

Purpose:

To report on the feasibility of requiring professional bicycle couriers to be licensed, and to display a plate on their bicycles.

Financial Implications and Impact Statement:

There are no financial implications arising from the adoption of this report.

Recommendations:

It is recommended that once the *City of Toronto Act* comes into force, the Executive Director, Municipal Licensing and Standards Division, in consultation with the City Solicitor, be instructed re-examine the feasibility of licensing bicycle couriers.

Background:

The Works Committee, at its meeting on June 7, 2006 requested the Executive Director, Municipal Licensing and Standards Division, in consultation with the General Manager, Transportation Services, to report to the appropriate Committee on the feasibility of requiring professional bicycle couriers to be licensed, and to display a plate on their bicycles.

Comments:

Ontario Regulations Section 243, Subsection 2 of the *Municipal Act, 2001* states that a municipality does not have the power to “establish a registry for or to license, regulate or govern, (a) a courier business wherein parcels and documents are conveyed in vehicles used for hire, other than buses and cabs; or (b) the owners or drivers of vehicles used for hire in a courier business, other than buses and cabs for the conveyance of parcels and documents”. This includes the licensing of bicycle couriers.

However, the *City of Toronto Act* may allow for the licensing of bicycle couriers. This issue may be re-visited once the Act comes into effect.

When asked for comments, the Toronto Cycling Committee, at their meeting of July 17, 2006 referred a copy of the draft report to the Promotions Sub-committee for discussion and comment back to the Toronto Cycling Committee at its meeting on September 18, 2006. They also recommended that, should this issue be re-visited once the *City of Toronto Act* is in force, the Executive Director, Municipal Licensing and Standards Division be requested to consult with the Toronto Cycling Committee and that a consultation process be developed with bike couriers and the bike courier industry and associations.

This report was prepared in consultation with Legal Services and the General Manager, Transportation Services.

Conclusions:

Under the *Municipal Act, 2001*, a municipality does not have the power to license a courier business, and/or owners or drivers of vehicles used for hire in a courier business, including bicycle couriers.

However, the feasibility of licensing bicycle couriers may be re-visited once the *City of Toronto Act* comes into force.

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