

April 21, 2008

To: The Chair and Members
Public Works and Infrastructure Committee

Re: Enforcement of the City's Idling By-law

The idling by-law is currently enforced by Transportation Services. This division employs a total of 33 by-law officers who are responsible for enforcing, among other things, the idling by-law. Their responsibilities, however, are multi faceted and include the inspection of "on and off" street parking activities like front yard parking, commercial boulevard parking and permit parking. They also do construction activities like street occupation permits, piling and shoring, streetscape as well as street events like festivals, marathons and runs. In addition, they are also responsible for the homeless and for utility activities.

The idling by-law is hardly ever enforced. Last year there was only 1 summons issued and 33 tickets under the by-law. This means that a Transportation Services inspector writes an average of one ticket a year under the idling by-law. One of the prime sources of complaints about idling is TTC vehicles and City of Toronto vehicles. Of the 33 tickets issued last year, not a single ticket was issued against a TTC bus or City vehicle. The City has adopted an ambitious environmental program which has promised to cut emissions by 70% but we will never reach this goal for emission reductions without a real enforcement program.

Everyday an army of Parking Control Officers hit the streets of Toronto. They specialize in ticketing cars and visit thousands of vehicles every day. To add one more responsibility, the enforcement of the City's idling by-law, would be an easy and natural thing to do. When an officer spots a vehicle idling he could make note of the time, continue his parking ticket duties and return to do a sweep of the street at the end of the block. We would then have an effective enforcement mechanism for our idling by-law.

Recommendation:

That Deputy City Manager Richard Butts, in consultation with the Deputy City Manager/Chief Financial Officer and the Chief of Police, be requested to report on the feasibility of transferring the responsibility for enforcing the idling by-law from Transportation Services to Parking Enforcement; and that the report include the costs and revenue stream that might result from this transfer.

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