



Appendix B

# 2014 OPERATING BUDGET PARKING ENFORCEMENT

Presentation to  
Toronto Police Services Board  
November 7, 2013

# Parking Enforcement Objectives

- Assisting with safe and orderly flow of traffic
- Responding to public & private parking concerns
- Regulating parking through equitable and discretionary application of by-laws
- Providing operational support to Toronto Police Service:
  - Language interpretation, stolen vehicle recovery, corporate and local community-policing initiatives, emergency support, crime management
- Assisting at special events, ensuring safe and unobstructed movement of vehicular and pedestrian traffic
- Fostering crime prevention by providing a radio equipped, highly visible, uniformed presence in our communities
- Uniformed civilian frontline ambassadors of the Service providing additional “eyes and ears” in the field.

# How are Parking Operations organized?

As part of the Toronto Police Service:

- Police PEU – responsible for the enforcement program;
  - based on municipal by-laws; and
  - Municipal Law Enforcement Officer (MLEO) training and oversight

As part of the City of Toronto:

- City Treasurer, Revenue Processing – Processing and collecting files;
  - Oversight of dispute centres, trial requests and pre-court document processing.
- City Court Services, Judicial Processing – Scheduling and supporting POA trials
- City Legal Services - Prosecutions

# What is Parking Enforcement responsible for?

- Enforcement of municipal by-laws to:
  - Help enable safe and orderly flow of traffic;
  - Respond to calls for service from the community; and
  - Provide a visible presence to promote changes in public behaviour.

# Who receives the revenue from parking tags?

**Revenues are collected by and accrue directly to the City of Toronto**

Revenues are impacted by:

- City Council initiatives;
- By-law changes;
- Increased fines initiatives;
- Specialized Programs, such as legal parking permit issuance;
- Enforcement levels.

# Factors influencing compliance and municipal by-law enforcement

- Decisions related to changes in by-laws, fine increases, parking programs and initiatives approved by City Council impact public behaviours and parking enforcement operations;
- Staff attrition, vacancies and training time;
- Adverse weather conditions (extreme heat and cold);
- Increased levels of construction.

# Significant Issues / Pressures (1)

- Ensuring attendance at court: strategy to backfill PEO vacancies created by on-duty parking tag court attendance
  - Ensures attendance at court while maintaining effective service delivery/deployment to maintain tag issuance
- City of Toronto By-law Consolidation: Administration of updated fines, offence wordings and officer training
  - Council-approved Rush Hour Route Fine increases expected in Q4 2013; awaiting Set Fine Order approval

# Significant Issues / Pressures (2)

- New City Initiatives involving business process and changes to by-laws:
  - Courier and Delivery Strategy
  - Habitual Offender Towing strategy review to assist with compliance and congestion
  - Pay By Cell Phone for on and off street paid parking
  - By-law Changes to allow greater grace periods for parking offences
  - Fixed Fines - no fine reduction in Court if found guilty of the parking offence
- Compliance to Parking by-laws experienced: Officer visibility in the field.



# Toronto Police Parking Overall Summary (\$000s)

	2013 budget	2014 Budget Request	\$ Change	% Change Over 2013 Total
Total Regular Salaries	\$27,810.1	\$28,718.3	\$908.2	2.1%
Total Premium Pay	\$2,649.5	\$2,710.3	\$60.8	0.1%
Total Benefits	\$7,183.4	\$7,094.8	-\$88.6	-0.2%
Total Equipment / Supplies	\$1,640.2	\$1,675.0	\$34.8	0.1%
Total Services	\$5,735.7	\$5,781.8	\$46.1	0.1%
Total Revenue	-\$1,615.0	-\$1,350.1	\$264.9	0.6%
2013 Request	\$43,403.9	\$44,630.1	\$1,226.2	2.8%

- Major areas of change (\$1.2M):
  - \$1.0M – 2014 salary settlement
  - \$0.1M – salary increments
  - \$0.1M – net other

