



## STAFF REPORT ACTION REQUIRED

### Impact of 10 Minute Grace Period Parking Bylaw Amendment

<b>Date:</b>	March 17, 2015
<b>To:</b>	Government Management Committee
<b>From:</b>	Treasurer
<b>Wards:</b>	All
<b>Reference Number:</b>	P:\2015\Internal Services\rev\gm15010rev (AFS19181)

### SUMMARY

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This report responds to a request of the Government Management Committee to provide information on the impact that the 10 minute grace period parking by-law amendment, approved by Council in April 2014, had on ticket issuance and related revenues.

### RECOMMENDATIONS

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#### The Treasurer recommends that:

1. The Government Management Committee receive this report for information.

#### Financial Impact

There are no financial impacts associated with this report.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

### DECISION HISTORY

At its meeting held on April 1 - 3, 2014, City Council amended the City of Toronto's parking bylaws (re: Toronto Municipal Code Chapter 910) to incorporate a 10 minute grace period for on-street pay-and-display parking during non rush hour periods, such that tickets should not be issued by the Police or Parking Enforcement Officers until 10 minutes have elapsed following the expiry of the paid parking time (re: GM28.6 "Grace Periods for Parking Offences"). Council's decision is available at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.GM28.6>

The Government Management Committee at its meeting held on February 24, 2014, in its consideration of the above item (re: GM28.6 "Grace Periods for Parking Offences"), requested the Deputy City Manager and Chief Financial Officer to report to the Government Management Committee in one year's time on the revenue implication of the 10-minute grace period by-law amendment. Government Management Committee's decision is available at the following link:

<http://app.toronto.ca/tmmis/viewPublishedReport.do?function=getMinutesReport&meetingId=7865>

## **ISSUE BACKGROUND**

This report fulfills Government Management Committee's request for a report on the revenue implications of the by-law amendment approved by City Council in April 2014 to incorporate a 10 minute grace period for on-street pay-and-display parking, during non-rush hour periods, such that parking tickets are not to be issued until 10 minutes has elapsed following the expiry of the paid parking time. Prior to this by-law amendment, the Toronto Police Service Parking Enforcement Unit followed an operating practice that allowed for a 5-minute grace period prior to the issuance of a parking ticket.

The parking bylaw amendment approved by City Council in April 2014 incorporating a formal 10-minute grace period for on-street pay-and-display parking is consistent with Council's approved Parking Ticket Cancellation Guidelines, amended in July 2012, to increase the grace-period within the City's Cancellation Guidelines from five (5) to ten (10) minutes, such that a parking ticket issued within 10 minutes of the expiry of the purchased time on the pay-and-display parking receipt, can be cancelled.

On-street pay-and-display parking refers to zones where paid parking is permitted in designated zones during signed hours. Pay-and-display parking requires that a motorist purchase a ticket for a period of time, and that the receipt for the purchased time is displayed on the dash of the vehicle while the vehicle is parked. Paid time-limited parking zones are intended to ensure the availability of short-term parking, while allowing for vehicle turnover, which supports the local business environment.

## **COMMENTS**

In 2013, prior to the Council's amendment of the City's parking bylaws incorporating a 10-minute grace period for on-street pay-and-display during non rush hour periods, Toronto Police Service issued 571,844 parking tickets for expired meter offences. In 2014, the number of parking tickets issued for expired meter offences dropped by 87,318 to 484,526 tickets (a reduction of approximately 15%). Part of this decrease in ticket issuance may be attributable to fewer tickets being issued due to the formalization of the 10-minute grace period following amendments to the City's parking by-laws in April of 2014. With a longer grace period, there is less turn-over in pay-and-display on-street parking spots, as each vehicle may remain for a longer time period before being ticketed. Additionally, where a meter has expired, Parking Enforcement Unit officers in

conducting their rounds cannot wait the 10 minutes following the expiry of a meter to issue a ticket, and so opportunities to issue tickets may be diminished.

Toronto Police Service has advised that it is likely that up to 10% of the decrease in tickets issued for expired meters may be attributed to the 10-minute grace period by-law amendment. A 10% reduction in the number of tickets issued for pay-and-display offences represents a decrease of approximately 57,200 tickets. With an average ticket value of \$30.00, and an estimated long-term collection rate of approximately 85%, this translates to a revenue loss of approximately \$1.5 million.

The estimated reduction in parking ticket revenue attributable to the 10-minute grace period, however, has been offset in 2014 by higher parking ticket revenues overall. In comparison to 2013, parking ticket revenues are up by approximately \$15 million due to a number of factors including increased fine levels for rush hour parking offences, and an improved overall collection rate attributable to new initiatives introduced in 2014 (including the towing of habitual parking ticket offenders and the implementation of fixed fines for parking offences). The Parking Ticket Activity Report – 2014, which is also being considered by Government Management Committee at its April 2015 meeting, provides detailed information on parking ticket issuance and related revenues in 2014, as well as information on the City's overall collection rates.

Staff maintain that the 10-minute grace period approved by City Council provides a proper balance between compliance and customer service, as well as savings and efficiencies related to not having these tickets go through the Court/Trial system, where the prospect of conviction would not likely be high given the circumstances.

## **CONTACT**

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## **SIGNATURE**

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Giuliana Carbone  
Treasurer