

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON  
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf.           **25 21-97-1050**  
Your File/V/Réf.

DATE                       16 April 1997

TO/DEST.               Co-ordinator Transportation Committee

FROM/EXP.           Director Mobility Services and Corporate Fleet Services  
Environment and Transportation Department

SUBJECT/OBJET       **TRAFFIC AND PARKING BY-LAW SET FINE INCREASES -  
PUBLIC CONSULTATION**

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**DEPARTMENTAL RECOMMENDATION**

**That the Transportation Committee recommend Council approve the new set fines for Traffic and Parking By-law No. 1 of 1996, as recommended in the attached report.**

**INTRODUCTION**

Council, at its meeting of 12 February 1997, while considering a staff report recommending uniformity in the set fines for Traffic and Parking By-law No. 1 of 1996, approved Motion No. 21:

RESOLVED THAT item 16 of Corporate Services and Economic Development Committee Report No. 52 be REFERRED back to staff and the Transportation Committee so as to allow for a public consultation process.

This report details the public response to increased fines.

**DISCUSSION**

Notices were placed in the major and local community newspapers informing the public of the proposed set fine increases. Additionally, in recognition of the impact that increased traffic and parking fines may have on local business, letters were sent to the Business Improvement Areas (BIAs) requesting their comment. The response was as follows.

Ten responses were received from the general public: eight were opposed to increased fines, one supported increased fines and it was unclear if the last respondent supported or opposed higher fines. With a response this small it is difficult to say with any degree of certainty whether the public at large supports or is opposed to higher fines.

Four BIAs responded. The Sparks Street Mall, ByWard Market and Bank Street Promenade were not, generally speaking, in support of increased fines. They did, however, focus their comments to opposing increases for parking meter offences in particular, and Somerset Heights was opposed to any increased fines. It should be noted that only the latter two BIAs are situated on Regional roads although there are some of our roads in the vicinity of the others.

### CONCLUSION

To re-emphasize what was said in the attached report, the Region relies on the area municipalities for enforcement of its Traffic and Parking By-law. The area municipalities keep the revenue and rely on it as part of their budget. More than 99% of enforcement activity on Regional roads occurs within the City of Ottawa and it is therefore important that the Region's fines be harmonious with Ottawa's fines.

*Approved by  
Doug Brousseau*

SEM

Attach. ( 1 )

REGIONAL MUNICIPALITY OF OTTAWA CARLETON

REPORT

MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

RAPPORT

Our File/N/Réf. 25 21-96-1050  
 Your File/V/Réf.

DATE 18 December 1996

TO/DEST. Co-ordinator,  
 Corporate Services and Economic Development Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services  
 Environment and Transportation Department

SUBJECT/OBJET **TRAFFIC AND PARKING BY-LAW - SET FINES**

### **DEPARTMENTAL RECOMMENDATION**

**That the Corporate Services and Economic Development Committee and Council approve the new set fines for Traffic and Parking By-law No. 1 of 1996, attached as Annex A.**

### **INTRODUCTION**

The City of Ottawa Council, at its meeting of 6 November 1996, approved increases to some set fines for its Traffic and Parking By-law. The Region has been requested to amend its set fines accordingly, and to submit an application concurrently with the City to the Province for approval.

City Council also approved a recommendation authorizing staff to change any of the proposed fine increases by an amount not to exceed \$5.00 if such action was required to reach an agreement with the Region or the Province. The Proposed fines are shown in Annex A.

Concerns have been expressed suggesting that the proposed fine increases are too high and will have a negative impact on business. It was requested that a report be drafted on the subject and considered by this Committee.

## BACKGROUND

The Region drafted a model Traffic and Parking By-law in the early 1970s which the area municipalities adopted. It was necessary to establish a common set of traffic regulations because within each area municipality, there are both Regional and local roads and it is essential that for ease of administration and enforcement, the same regulations apply to each. Since then, the Region and area municipalities have worked closely together to ensure that the by-laws, although separate, remain consistent. For the most part the set fines for traffic offences have been uniform although occasionally one of the area municipalities will opt to unilaterally increase its set fines.

The Region relies on the area municipalities, who have trained by-law enforcement staff, to do almost all parking enforcement. Moving violations are enforced by Police Officers. There is some overlap of responsibility in that Police Officers, if necessary, will issue parking tags at night when there are no By-law Officers on duty. Since it is not always readily apparent whether an offence is occurring on a Regional road or a local street, it is important to have both the traffic regulations and set fines for violations identical. It can be seen that if the regulations and set fines were different, each officer, whether police or by-law, would have to carry two sets of regulations and two copies of the set fines, plus a map indicating the road jurisdiction, before a “tag” could properly be issued with the correct references. Each tag must contain information indicating the regulation being contravened (section number and short form wording) and the fine for the offence.

Uniformity is particularly important within the City of Ottawa where the majority of enforcement occurs. In the recently released report on Governance in Ottawa-Carleton (Annex B - Road Disentanglement Report) it was shown that in 1995, there were a total of 108,962 tags issued for traffic infractions on Regional roads by the area municipalities (total does not include City of Vanier tags whose numbers were unavailable at time of printing). Of this total, only 212 tags (less than 1%) were issued outside of the City of Ottawa. Even if the City of Vanier tags were included in the total, it is evident that by an overwhelming margin the bulk of enforcement activity occurs in the City of Ottawa.

From an operations perspective, staff have not observed an increase in motorists contravening our parking and stopping regulations. Similarly, there has been no increase in complaints from the general public about motorists disregarding parking regulations. The staff recommendation to approve the proposal is therefore based on maintaining uniform regulations on all public roads, not on controlling aberrant motorist behaviour. It is unlikely that the relatively small increase proposed would, of itself, provide much of an additional deterrent to parking and stopping infractions. That could be achieved only with a much higher increase.

## OTHER AREA MUNICIPALITIES

The other area municipalities were polled to determine if there was any consensus to increasing their fines in the interest of maintaining uniformity. Six will amend their set fines although they are not necessarily in favour of the increases, three object and will not be increasing their set fines and one has no position until Council has considered the issue. The results of the survey are attached as Annex B.

## FINANCIAL IMPLICATIONS

There are no financial implications for the Region as the area municipalities now keep all revenue derived from the enforcement of traffic regulation on Regional roads within their respective jurisdictions.

There is however a large financial implication for the City of Ottawa, the proponent of these set fine increases. The City estimates that the new fines will generate \$1,064,000 additional revenue annually. The new fines would have minimal impact on the remainder of the area municipalities as less than 1% percent of traffic and parking enforcement occurs within their collective jurisdictions.

## CONSULTATION

There was no public consultation done as the application for set fines has been a routine administrative function done by staff.

## CONCLUSION

To summarize, the Region relies on the area municipalities to perform almost all of the parking enforcement function; the area municipalities keep the revenue derived from this activity and rely on it as part of their budget; more than 99% of traffic and parking enforcement on Regional roads occurs inside the City of Ottawa; and, if the Region adopts the new fines as requested by the City of Ottawa, there will be uniformity on both Regional roads and City streets within the municipal boundaries of Ottawa and this is important for consistency and enforcement reasons.

*Approved by  
G. Malinsky on behalf of  
Doug Brousseau*

Doug Brousseau

SEM

**ANNEX A**

Parking Infraction Notices - Proposed Set Fine Increases		
Offence	Existing Fine	Proposed Fine
No Stopping Zone	\$50	\$55
Posted Time Limit	\$20	\$25
No Parking	\$30	\$35
Unsigned 3 Hour Time Limit	\$20	\$25
Private Property	\$35	No Increase
Expired Meter	\$20	\$25
Overnight Winter Parking Ban	\$50	No Increase
Bus Zone	\$50	\$55
Physically Disabled Space	\$100	No Increase
Other*	\$35	\$40

\* includes “wrong” parking and no stopping offences with existing fines of \$25 and \$40 respectively

## ANNEX B

The other area municipalities were polled to determine if there was any consensus to increasing their fines in the interests of maintaining uniformity. Their responses are as follows:

- City of Nepean: “Council, sitting as a General Policy & Administration Committee at a Budget Deliberation Meeting on 3 December 1996 approved an increase in certain set fines, consistent with the City of Ottawa’s proposal.”
- City of Gloucester: “... although the City of Ottawa has increased its general parking offences by \$5.00, the City of Gloucester is not intending to amend the Traffic and Parking By-law 1 of 1996 to reflect these changes.” The City however has no objection to the Region increasing these fines.
- City of Kanata: A City of Kanata representative has informed staff that it will increase its fines accordingly if the Region accedes to Ottawa’s request.
- City of Vanier: Vanier staff will not have an answer until Council has considered the proposal.
- Village of Rockcliffe Park: A Village of Rockcliffe Park representative informed staff that the Village will keep its fines identical to the Region’s fines.
- Township of Rideau: “Rideau does not plan to raise parking fines but has no objection to a Regional fine increase in which (case) Rideau would participate for the sake of uniformity across the Region.”
- Township of Osgoode: “Our Department objects to the proposed changes in fines. Granted this proposal will effect us very little, the problem remains that how often are we going to undertake this exercise. However, I fully agree that fines should remain consistent throughout the Region and to that end will go with the majority in this proposal.”
- Township of West Carleton: Council approved a staff report recommending that its fines be identical to the fines adopted by the Region.
- Township of Goulbourn: A Township of Goulbourn representative informed staff that a fine increase is not supported at this time, nor would they like the Region to amend its set fines because it is important to maintain uniform fines throughout the Region.
- Township of Cumberland: A Township of Cumberland representative informed staff that the Township will not increase its set fines, but has no objection if the Region increased its fines to match those of the City of Ottawa.