

Over-Length Parking on Residential Streets: Ticketing Review

ISSUE

This report provides information on ticketing of over-length vehicles through the spring and summer of 2018 and what factors contributed to a significant increase in tickets issued for this offence in residential neighbourhoods during that time. This report also provides an overview of the Community Standards Department's new overall approach to bylaw compliance.

BACKGROUND

At the October 22, 2018 meeting of City Council, Councillor D. Hill made the following inquiry:

“Recognizing that we have received some information on the issue of late night/ early morning ticketing of over-length vehicles, I would like to incorporate some of that information, as well as some additional details in a public report.

Would the Administration report on the number of tickets that have been issued since March 2018, with respect to vehicles that exceed 6 meters in length in accordance with the bylaw.

Please separate the offences by neighbourhood, date, time the ticket was issued, who issued the ticket, and if the ticket was issued as a result of complaint or the initiative of the ticketing officer. This information should be presented with supporting data to show a comparison to the previous year for the same time frames.

Please provide any information if a shift in policy or procedure, resulted in the tickets.

This inquiry is not questioning the validity of each individual ticket, but rather what may have transpired that resulted in the significant rise in ticket numbers.

The report should also highlight the difference between a complaint driven policy and a ticketing agent initiated ticketing policy and explain when and where each of those policies are applied.”

Bylaw 7200, The Traffic Bylaw, 1991, outlines parking restrictions for over-length vehicles. A vehicle or vehicle connected to a trailer, having an overall length of more than six metres cannot park for more than one hour on a residential street. If construction or maintenance work is being conducted at a site, the contractor can apply for a right-of-way permit which allows a detached trailer to be parked on the street.

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In 2018, there was a significant increase in ticketing for over-length vehicles parked in violation on residential streets, leading some owners receiving these tickets to express concerns. Administration investigated to determine the cause and advised this spike in tickets arose primarily due to a change related to some parking officers taking a more proactive approach in addressing over-length parking contraventions.

CURRENT STATUS

Over-length ticketing in 2019 stabilized to volumes more consistent with those seen prior to 2018. Procedural changes shifted the balance of enforcement strategies for over-length ticketing in residential areas to focus on complaint-initiated enforcement. Addressing parking violations which affect public safety remains a top priority. All parking enforcement officers are directed to address significant public safety violations observed at any time.

With respect to complaint-based ticketing for over-length vehicles, it is standard practice for the attending parking enforcement officer to issue tickets for all similar violations observed on the same block. This practice helps to maintain confidentiality of the complainant and ensures consistent application of the bylaw regulations throughout the area.

ANALYSIS/DISCUSSION

Overview of Prior Years Bylaw Compliance Practices for Over-Length Vehicles

An analysis of over-length ticketing occurring between March to October of 2018, compared the results to the same timeframe in 2017. As shown in Table 1, the analysis indicates an increase in ticketing volumes in 2018, with a significant portion of ticketing occurring during the night. A high percentage of those tickets resulted from routine neighbourhood compliance monitoring compared to the previous year when most ticketing occurred in response to complaints.

Table 1: Comparison: Over-Length Tickets Issued

Attribute	2017 (March – Oct)	2018 (March – Oct)
# of Tickets issued during the Day: (8 am to 11 pm)	57	77
# of Tickets issued during the Night: (midnight to 8 am)	21	920
Total Tickets Issued	78	997
Complaint-Initiated Tickets (as a % of total tickets Issued)	94%	22%

The overnight ticket spike in 2018 arose due to new staff who took a much more active approach to the enforcement of over-length vehicles.

It should be noted the estimated percentage of complaint-initiated tickets is based on a random sampling method to extract and conduct a manual analysis on a representative

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sample of tickets. Call records were manually searched to connect a complaint record to a ticket.

As a broad overview, Table 2 shows the average monthly ticket count for each of the last seven years, based on ticket counts for the months of March to October inclusive. Over the four years prior to 2018, ticketing of over-length violations averaged 17 tickets per month.

Table 2: Average Monthly Ticket Volumes; Over-Length Vehicles

Year	Average Monthly Ticket Count (March to Oct)
2014	24
2015	18
2016	16
2017	10
2018	124
2019	9
2020*	5

*2020 was affected by program changes and parking behaviour during the COVID-19 pandemic.

The geographic distribution of tickets issued for over-length vehicles for the period of March to October 2018 is illustrated on the attached map (see Appendix 1). While the majority of enforcement is provided by staff working during day and evening shifts, an officer is assigned to an overnight shift. The night officer responds to urgent matters and assists in ensuring complaint-driven matters are addressed in a timely manner. Some officers are assigned smaller, high parking demand areas, such as downtown and the University area, where most of the work is routine compliance monitoring. Other officers are assigned to larger areas of the city, with a combination of industrial and residential areas. Officers covering larger areas respond to complaints in the assigned area and otherwise perform routine parking compliance monitoring. Altogether, daily assignments cover the entire city.

New Approach to Bylaw Compliance

Since 2018, Parking Services has undertaken enhanced officer training and has weekly “toolbox talks” to ensure clear guidelines on enforcement practices, as well as to provide timely feedback on changing needs and expectations to those delivering enforcement services.

Further to this, Community Standards Department, over the past two years has been making a shift in the overall approach to bylaw compliance. The new approach is a leading practice approach to bylaw compliance, focused on education and awareness of all bylaws on a broader community basis first, with the intent of minimizing the number of contraventions to be addressed through more punitive enforcement measures. Parking

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related infractions can have significant impacts on public safety and equitable access to on street parking for all. An approach that includes education, as well as proactive and complaint driven enforcement, is necessary to mitigate such impacts, and reflects good city building and the consistent application of standards and expectations. The more recent work of the Department has included the production of the [Good Neighbour Guide](#), the [Lot Drainage & Lot Grading Guidelines](#), the Sewer Use Bylaw marketing campaign and parking related marketing campaigns to ensure the community is aware of the parking regulations and obligations. The [Parking in Saskatoon](#) brochure provides valuable information on common parking infractions, including parking restrictions for over-length vehicles in residential areas. To further assist with the education and awareness component, Business Licensing staff also ensure home-based business applicants, who may have over-length vehicles, are aware of parking regulations and restrictions.

This report provides insight into the shift in procedure during 2018, on over-length vehicle ticketing in residential areas. In residential areas, there is an ongoing need to balance complaint-driven parking enforcement and routine area monitoring. Ongoing training and communications within the parking team helps to ensure a consistent approach in finding that balance. This report also provides an overview of the new approach to bylaw compliance being undertaken by the Community Standards Department.

OTHER CONSIDERATIONS/IMPLICATIONS

There are no financial, privacy, legal, social, or environmental implications identified; a communication plan is not required.

NEXT STEPS

No follow up is required at this time.

APPENDICES

1. Map – Over-length Parking Ticket Count in 2018 by Neighbourhood (March to October)

REPORT APPROVAL

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