
MANAGEMENT REPORT

Date: June 28, 2023
To: Infrastructure, Transportation and Safety Sub-committee
From: Chris Bantock, Deputy Clerk
Report #: ITS23-021
Attachments: None

Title: Enforcement of EV Charging Parking Spaces

Objective: To amend the Traffic and Parking By-law 159-2008, as amended, to include definitions and offence wording with respect to the enforcement of designated parking for electric vehicle charging stations.

Background: In August of 2022, following approval from Council, the City entered into a contribution agreement with Natural Resources Canada to receive funding of \$160,000 towards expansion of electric vehicle (EV) charging stations in the downtown core. Prior to the announcement of this project, the City owned and operated two publicly available EV charging stations: one on Market Place and one in Upper Queens Park. Given that an additional 22 electric vehicle parking spaces will be incorporated into the downtown by January, 2025, staff feel it is necessary at this time to properly identify electric vehicle parking parameters in the Traffic and Parking By-law.

Analysis: Up until now without EV specific offences in the Traffic and Parking By-law, Parking Enforcement Officers have issued tickets for the offence of No Parking when a non-electric vehicle was parked in an electric vehicle parking space. This is further reflected by signage placed at each of these locations with a no parking sign which advises "parking only while charging".

When reviewing how best to incorporate electric vehicle parking into the Traffic and Parking By-law, staff were mindful of two issues:

- How can electric vehicle parking spaces be protected from use by non-electric vehicles; and
- How can fair use and access of electric vehicle parking spaces be ensured when required by electric vehicles.

To set the stage for establishing new offences, the following definitions related to electric vehicle parking are proposed for addition to Section 1 of the Traffic and Parking By-law:

"Electric vehicle" means any vehicle that is partially or entirely propelled by electricity and plugs in to recharge.

"Electric vehicle charging station" means any facility or equipment on municipal property that is used to charge a battery or other energy storage device of an electric vehicle.

"Electric vehicle parking space" means a parking space, the use of which is for charging a battery or other storage device of an electric vehicle.

To ensure proper use of City owned electric vehicle charging stations that are designated for public use, staff further propose amending Section 9 of the Traffic and Parking By-law to provide for the following new offences:

Section 9(3) - No person shall park a vehicle or any part of a vehicle in an electric vehicle parking space where such vehicle is:

- a) not an electric vehicle;
- b) not connected to an electric vehicle charging station or actively charging.

With respect to a set fine amount for the above offences, staff recommend the following:

- early fine (voluntary payment within 7 days) of \$100 and set fine of \$120 for parking in an electric vehicle parking space when the vehicle is not an electric vehicle.
- early fine (voluntary payment within 7 days) of \$60 and set fine of \$80 for parking an electric vehicle in an electric vehicle parking space when not connected to an electric vehicle charging station or not actively charging.

In proposing the above set fine amounts, staff considered amounts imposed by other municipalities with similar offences including Collingwood, West Perth, Dufferin County, Ottawa, Brampton, and Oakville. Looking internally, consideration was also given to the fine amounts of \$60 and \$80 recently approved by Council for both overnight parking and interference with snow removal and/or winter maintenance activities.

In establishing offences for the use of electric vehicle charging stations and their respective parking spaces, staff recognize that the biggest potential concern with ensuring station availability will be interference by non-electric vehicles or vehicles not

actively being charged. Understanding the City's targets established for reducing greenhouse gas emissions and dedication in proactively responding to climate change, staff have proposed a more significant fine to strongly discourage parking in electric vehicle parking spaces by non-electric vehicles.

Staff also note that while payment to use a City owned electric vehicle charging station has not been implemented at this time, payment of normal parking rates by an electric vehicle while charging must still be made where required. All vehicles are also required to abide by the maximum parking times set in each lot. As more stations are installed and data becomes available to analyze usage trends, further amendments may be proposed and brought forward with respect to enforcement and use of EV charging stations.

Communications:

Should Council approve the proposed amendments to the Traffic and Parking By-law, including the recommended set fine amounts, staff will undertake an education campaign around the new offences, what it means to be actively charging, and common courtesies when using City owned EV charging stations.

Financial Implications:

Financial impact to current year operating budget:

The introduction of two additional parking offences and set fines will create additional revenue. However, with only one current EV charging station installed in an area where parking is enforced, staff are not able to accurately identify the amount of revenue that could be realized if these set fines are approved.

Financial impact on future year operating budget:

As more EV charging stations are installed there is the likelihood that more revenue will be realized from parking fines. However, parking fine revenue is also dependent on levels of by-law compliance.

As a part of the City's EV charging station expansion project, a business case does exist for the implementation of fees for charging at a station. While the City has not charged users in the past for charging at one of the current Level 2 stations, staff will be considering costs in the future for use of the proposed Level 3 station as the electricity consumption per charge will be significantly higher.

Alignment with Strategic Priorities:

Mobility, Accessibility and Design Excellence

Improving ways to get around, to and from Stratford by public transit, active transportation and private vehicle.

Developing our Resources

Optimizing Stratford's physical assets and digital resources. Planning a sustainable future for Stratford's resources and environment.

Alignment with One Planet Principles:

Travel and Transport

Reducing the need to travel, encouraging walking, cycling and low carbon transport.

Staff Recommendation: THAT the Traffic and Parking By-law 159-2008, as amended, be further amended to add the following offences:

Section 9(3) - No person shall park a vehicle or any part of a vehicle in an electric vehicle parking space where such vehicle is:

- a) not an electric vehicle;**
- b) not connected to an electric vehicle charging station or actively charging.**

AND THAT staff be directed to undertake an application to the Ministry of the Attorney General, pursuant to the Provincial Offences Act, for Part II set fines to be utilized as follows:

- 1. \$100 voluntary payment within 7 days and \$120 set fine for parking in an electric vehicle parking space when the vehicle is not an electric vehicle; and,**
- 2. \$60 voluntary payment within 7 days and \$80 set fine for parking an electric vehicle in an electric vehicle parking space when not connected to an electric vehicle charging station or not actively charging.**

Prepared by:

Chris Bantock, Deputy Clerk

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