



Report
Staff Report
 The Corporation of the City of Brampton
 4/2/2025

Date: 2025-04-02

Subject: **Driving Instruction on City Property and Annual License Renewals**

Contact: Kevin Lindegaard, Licensing Manager, Enforcement & By-law Services
 Robert Higgs, Director, Enforcement & By-law Services

Report number: Legislative Services-2025-252

RECOMMENDATIONS:

1. That the report from Kevin Lindegaard, Licensing Manager, Enforcement & By-law Services to the Committee of Council Meeting of April 2, 2025, regarding **Driving Instruction on City Property and Annual License Renewals** be received;
2. That Council extend the pilot program for access to City property for driving instruction to June 30, 2026, with the following conditions:
 - I. instructors must register and fill out the City liability waiver(s);
 - II. registration fee to be waived;
 - III. hours be extended to 8 p.m., at previously approved City facilities; and
3. That Council supports the recommendation to not waive annual driving instruction school license renewal fees.

OVERVIEW:

- **On June 26, 2024, Council approved amendments to the Mobile Licensing Bylaw 67-2014 which allowed driving instructors to conduct driving instruction, lessons, and practice testing in designated City locations and at specific times.**
- **At the nine-month stage, staff has completed a review and determined that the usage by driving instructors was essentially non-existent. Staff recommend the pilot program be extended by an additional 12 months, to June 30, 2026, and that the user fee of \$25 to be waived to encourage registrations.**

- **At the Committee of Council Meeting of January 15, 2025, staff was directed to review the potential of waiving the annual renewal fee for driving school operators, plates and instructor licenses. In 2024 the revenue from these renewal fees was \$271,429.**
- **Legislative Services' budget review reveals it cannot absorb this potential revenue loss without a change in service delivery levels.**
- **Staff therefore recommend license fee renewals remain status quo, and the driving instruction schools be supported through waived registration fees for access to city properties for instruction zones, at an estimated revenue loss of \$21,000**
- **Pending Council approval, the recommendations in this report will result in an estimated revenue loss of \$21,000 in registration fee waivers for the City property pilot program.**

BACKGROUND:

Instruction Zones on City Property

On June 26, 2024, the recommendations for a pilot project to allow driving instruction on City property (parkland) at designated locations and during specific designated times was passed by Council. This initiative was implemented in response to the various driving schools and instructors requesting permission to conduct instruction on City facility parking lots, and specifically at designated recreation centres.

The request for this pilot project required some specific parameters: the development of an internal booking system (Xplor) to monitor the instruction times and locations, instructor's requirement to register for the pilot and submit waiver forms, and erecting notices and signage at the entrances and within areas of the City facilities that were used for this pilot.

The pilot was launched on June 27, 2024, and has been monitored for a nine-month period to determine use and frequency of the usage of the city facilities for driving instruction.

Essential information for the driving schools and instructors, City staff and public regarding this pilot project, was shared with the driving instructors and companies on the city website at www.brampton.ca/drivingzones.

CURRENT STATUS:

In February 2025, a review of the data from the internal booking system (Xplor) for this pilot project showed that there has been no formal utilization of the pilot program by driving school instructors or school operators. There have been no reports of incidents over the past nine months at the designated City locations and the signage still currently exists notifying the public of potential driving instruction at the designated locations. There is potential that sites were utilized on a limited basis for brief moments (e.g. instructor has student enter lot, park, quick discussion, and then resume instruction as they leave the area). In any event, instructors would not disclose this as they would be admitting to circumventing the associated costs and the usage would have been innocuous enough that it did not garner public complaint.

Investments in the program have already been made (signage and registration process) and while the usage was, at most, sporadic and of limited duration, there is still potential to secure the benefits of the pilot program while limiting the ongoing maintenance effort and expense.

Staff recommend that the existing signage remain in place. This informs the public that the activity is permitted and avoids the receipt of complaints.

It is further recommended that the registration process remain, and that the fee be reduced to zero to encourage driving instructors to register and sign damage/injury waivers while reducing the administrative efforts for what is a minor revenue stream.

Annual License Renewal Fee

The current cost for renewals are:

Driving Instructor (1 Year Renewal)	\$114.00
Driving Instructor (2 Year Renewal)	\$229.00
Driving Instructor (3 Year Renewal)	\$343.00
Driving Instructor (4 Year Renewal)	\$457.00
Driving School - Vehicle Register	\$150.00
Driving School Plate Renewal	\$203.00
Driving School Operator Renewal	\$183.00

Over the past three years, the average annual revenue by type is:

Driving School Operator Renewal	\$13,700
Driving Instructor Renewal	\$97,695
Driving School Plate Renewal	\$151,281

The total annual revenue is:

2022	\$243,963
2023	\$272,636
2024	\$271,429

A review of the limited tax funding allotted to Legislative Services reveals it is not sufficient to absorb this potential loss of revenue nor are there current opportunities or efficiencies available to incorporate this change without loss of service delivery levels.

It is noted that, at the Council meeting held on December 11, 2024, (<https://pub-brampton.escribemeetings.com/filestream.ashx?DocumentId=129512>) the taxi plate renewal fee was reduced by \$100 (approximately 20% of existing fee) and the anticipated cost of this was \$28,000.

While in isolation these matters appear to be similar, it should be noted that the impetus behind the taxi plate renewal fee reduction was a recognition that the legacy business model has been significantly disrupted by the recent evolution of the ride-hailing business model. The dominant entities that introduced this disruptive business model have been Uber and Lyft, however, a third and well-established European company, Hopp, also entered the local environment in February, 2025.

There has been no similar disruption to the driving school industry business model.

The primary goals of budgeting are to provide good financial stewardship through planning, controlling, and evaluating performance. The City of Brampton has just completed its budget cycle. It is with trepidation that staff consider modifications to fees outside of the structured review and development process. Given this lack of distinction between the driving school industry fees and the remaining fees within the City of Brampton's fee structure, there is no compelling reason to examine those fees apart from the larger fee schedule.

Staff recommend status quo for license fee renewals, and the City support the driving instruction school industry by extending the city property pilot at a no-cost registration fee.

Enhanced Enforcement Efforts

Staff have communicated with the driving school industry and associations that the City is committed to continuous proactive inspections and illegal driving school instructor blitz projects in 2025. Staff will continue to monitor the city-approved driving school parkland locations and known driving school testing and practice locations. Driving school instructors and businesses have been encouraged to report all industry 'bad actors', illegal operators and non-licensed businesses to Service Brampton for follow-up investigation by Licensing Bylaw department.

CORPORATE IMPLICATIONS:

Financial Implications:

Pending Council approval, the recommendations in this report will result in an estimated revenue loss of \$21,000 in registration fee waivers for the City property pilot program. However, uptake has been non-existent to date, and no revenues have been budgeted or realized. As a result, the recommendations in this report do not have an impact on existing budgets. Waiving this registration fee removes a deterrent to the schools and is anticipated to encourage registrations.

The annual revenue generated from the renewal fees for Driving School Operator, Driving School Plate, and Driving Instructor licenses is significant, totaling over \$270,000 in 2024. A full waiver of these fees would result in a revenue loss of \$271,429 based on prior year volumes.

STRATEGIC FOCUS AREA:

This pilot project supported the City's strategic focus areas and priorities. Permitting licensed driving instructors and schools to provide driving instruction, lessons and practice testing on designated City properties supports government leadership, service excellence and health and well-being.

CONCLUSION:

The City of Brampton approved the one-year pilot project for instruction by driving school operators/instructors on parkland at designated City locations, during designated times. The pilot was commenced on June 27, 2024. The review at the nine-month stage of the pilot has determined that the pilot program was underutilized, however, extending the pilot and removing the registration fee is anticipated to generate more registrations and strengthen the working relationship with the industry.

The sole rationale for reviewing the license fees was a delegation to Council by representatives of the driving school industry. No compelling rationale has been identified that would justify a modification to these fees outside of the established budgetary process. These fees are best reviewed within the established budgetary process where the impacts of any modifications could be examined in conjunction with the entire fee schedule.

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