Report

Subject: **Automated Speed Enforcement (ASE)**

Department: **Infrastructure Services**

Division: **Transportation and Development**

Report #: **INS-2025-012**

Meeting Date: **2025-03-24**

Recommendations

That report INS-2025-012, Automated Speed Enforcement (ASE), be received; and

That Council direct Staff to investigate the Automated Speed Enforcement program offered through the Association of Ontario Municipalities (AMO) Local Authority Services (LAS) for the purpose of bringing back a further report with recommendations for implementation; and

That Council direct staff to develop and bring back details of Road Safety Program initiatives for Council approval in advance of the 2026 budget.

Overview

This report provides information on Automated Speed Enforcement (ASE) implementation models and tools available to Municipalities to improve road safety in community safety zones in the Town of Orangeville.

Staff recommend pursuing the AMO LAS program and a council resolution is required before AMO LAS will share proprietary information with a prospective municipality. Should Council endorse this approach, staff would bring back a further report in Q2 detailing information on the LAS program and a proposed implementation plan for Council's approval.

Background

At its August 12, 2024 Council meeting, the following motion was passed:

> Whereas many Ontario municipalities are experiencing road safety issues including speeding; and
> Whereas Dufferin County Council and over 20 municipalities have shared that we are having a Road Safety Emergency in many areas of our province; and
> Whereas Orangeville has received, and continues to receive, significant concerns about Road Safety from residents; and
> Whereas Automated Speed Enforcement (ASE) is an effective tool that penalizes egregious speeding; and
> Whereas notwithstanding the limitations of current Provincial mandated rules that militate against the best deployment of this technology; and
> Whereas vehicular traffic within the school safety zone continue to drive at unacceptable speeds; and
> Therefore, be it resolved that Orangeville Council direct staff to prepare a report on the potential implementation of ASE's in existing community safety zones with consideration given to Spencer Avenue and that the report include details and costs associated with this implementation; and
> That upon implementation, staff be directed to report back to Council within 1 year to review successes and identify other potential areas for implementation within the Town.

In response to the motion, staff have investigated the deployment of Automated Speed Enforcement (ASE) in accordance with the requirements of the current legislation and practices and offer the following information for Council's consideration.

In 2017, Bill 65 – the Safer School Zones Act amended the Highway Traffic Act (HTA) to introduce the use of automated speed enforcement (ASE) in school zones and community safety zones.

An ASE system uses a camera and speed measurement device to enforce speed limits in identified areas. In July 2022, the Province also made the process of administering monetary penalties for camera-based vehicle infractions (including ASE) possible.

ASE systems offer many benefits, including improved safety for drivers, pedestrians, and cyclists by reducing speed and decreasing accidents. However, the program's implementation faces several challenges, including adherence to legislative requirements, coordination with processing centers (if required), and financial considerations such as revenue sharing and equipment costs.

This report outlines the logistics of implementing a typical ASE system including the types of systems available to the municipality, the challenges with implementing an ASE program, costing and timelines to be fully operational.

ASE related programs use sophisticated automated cameras and speed measuring devices to detect, capture and issue citations (tickets) to the registered owners of those vehicles that are speeding in Community Safety Zones (such as school zones) identified by the municipality as being community sensitive areas where there is an increased potential for conflict between vehicles and other road users.

There are currently 10 community safety zones identified by Schedule N of the current traffic bylaw (Traffic By-law 2005-078). Those areas are noted and listed below.

SCHEDULE "N"
COMMUNITY SAFETY ZONES

Subject to Section 10A.1, the following highways as set out in Column 1, are designated as Community Safety Zones between the highways set out in Column 2: during the times set out in Column 3.

Column 1 Highway	Column 2 Between	Column 3 Times
Amelia Street	Elizabeth Street and College Avenue	Anytime
Blind Line	Broadway and Northerly Town Limits	Anytime
Broadway	Fourth Street and John Street	Anytime
Clara Street	Elizabeth Street and Fead Street	Anytime
Diane Drive	C Line and Broadway	Anytime
Elizabeth Street	Clara Street and Amelia Street	Anytime
McCannell Avenue	Rolling Hills Drive and Highway 10	Anytime
Rolling Hills Drive	Highway 9 and McCannell Avenue	Anytime
Spencer Avenue	B Line & Riddell Road	Anytime
Town Line	Orange Street and Bythia Street	Any time

(Amended by By-Law 63-2006, June 5/06)
(Amended by By-Law 132-2006, October 2/06)
(Amended by By-law 44-2015, May 11/15)
(Amended by By-law 017- 2019, March 18/19)
(Amended by By-law 012-2021, Feb 8, 2021)

Note: Staff will be reviewing the Community Safety Zones to see if additional areas including Alder Street should be added to the schedule. A separate report will be brought forward later in the year with any additional areas that are recommended to be added to the list of community safety zones.

The primary goal of an ASE program is to reduce the number of traffic conflicts resulting from speeding, as these programs are proven to increase safety in sensitive areas, improve traffic flow, and decrease the frequency and severity of accidents.

In July 2022, the Province of Ontario amended the Highway Traffic Act and Ontario Regulation 355/22 to permit ASE programs to operate under the Administrative Penalties (AP) process rather than the provincial court system. This allowed municipalities to control and administer those areas where there

was deemed to be a proven vehicle speed issue with the use of photo radar type technology and issue citations to offending vehicles accordingly.

Administrative Monetary Penalties (AMPs or APs)

The Administrative Penalty system (AP) is an enforcement tool used by municipal officials to impose fines for violations independent of the Provincial Offences Act. This system alleviates court system burdens, simplifies the process for violators, and retains more fine revenue within the municipality. APs offer a faster, more adaptable, and client-focused adjudication process for by-law offences, replacing the traditional court system.

For Automated Speed Enforcement (ASE) violations detected by camera systems, the administrative penalty approach is user-friendly and resembles that for municipal by-law infractions. However, administratively, it operates under a different regulatory framework, applying to provincially governed regulations like those in the Highway Traffic Act, rather than municipal by-laws (e.g., red-light cameras and automated speed enforcement).

The Town is progressing towards using administrative penalties for parking and other by-law infractions. Further policy and by-law development is necessary to expand the APs to include ASE. While the Town could implement ASE without APS, any challenges would be processed in the Provincial Offences Act Court. This alternative involves higher costs, longer processing times, and imposes greater demands on the Provincial Court system. Staff recommend expanding the current AP process being developed to cover ASE, ensuring consistency in enforcement and benefits to the Town.

Automated Speed Enforcement (ASE)

An ASE system captures and records images of vehicles travelling in excess of the posted speed limit. The system consists of three parts:

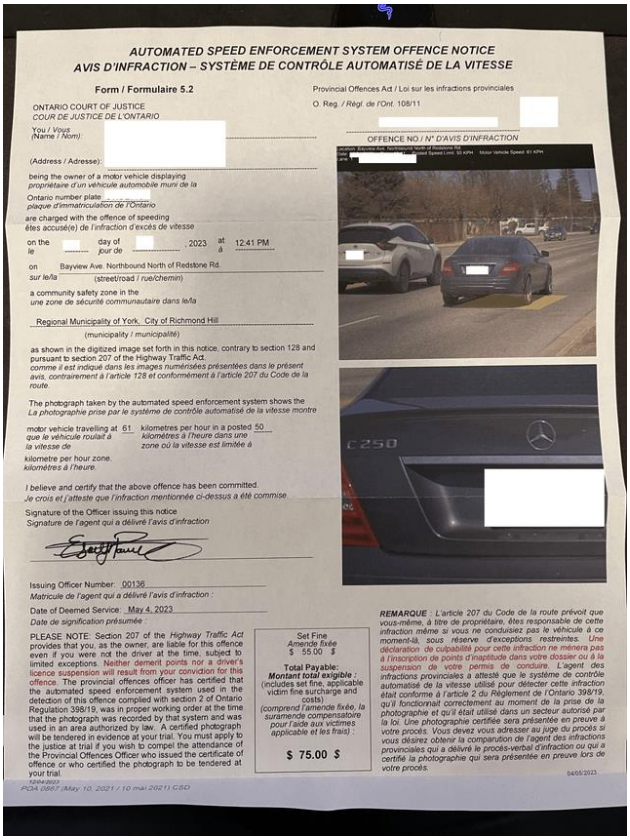
1. A speed measurement component (radar or other technology);
2. A data processing and storage component (applications and software); and
3. An image capture component that includes specific data required by legislation (cameras).

When a vehicle exceeds the posted speed limit by more than a specified amount in an ASE area, the system captures an image of the speeding offence. The image is then sent electronically to the Town where a Provincial Offences Officer or designate, reviews the image and when verified that an offence has occurred, approves the issuance of a violation or ticket. The ticket, including a digital copy of the image capturing the offense and an enlargement of the license plate, is mailed to the registered plate holder within 23 days of the offense.

It is important to note that the data collected when a photograph of the vehicle is taken includes the following information:

- Time and date of the offence.
- A description of the location, including the name of streets and direction of travel.
- The rate of speed at which a motor vehicle shown in the photograph was travelling.
- A line, mark, or other indicator to identify the motor vehicle shown in the photograph that was determined to be speeding.
- An indication of the lane in which the motor vehicle was travelling.
- The posted speed limit on the roadway at the time and place the photograph was taken.

Tickets are issued to the registered owner of the vehicle regardless of who may have been driving the vehicle at the time. It should be noted that no demerit points are issued under this system and that the registered owner's driving record is not impacted. The notice is similar to what is shown below.



AUTOMATED SPEED ENFORCEMENT SYSTEM OFFENCE NOTICE
AVIS D'INFRACTION – SYSTÈME DE CONTRÔLE AUTOMATISÉ DE LA VITESSE

Form / Formulaire 5.2

Provincial Offences Act / Loi sur les infractions provinciales
O. Reg. / Règl. de l'Ont. 108/11

ONTARIO COURT OF JUSTICE
COUR DE JUSTICE DE L'ONTARIO

OFFENCE NO / N° D'AVIS D'INFRACTION

You / Vous (Name / Nom):

(Address / Adresse):

being the owner of a motor vehicle displaying
propriétaire d'un véhicule automobile muni de la

Ontario number plate
plaque d'immatriculation de l'Ontario

are charged with the offence of speeding
êtes accusé(e) de l'infraction d'excès de vitesse

on the / le ..... day of / jour de ....., 2023 at / à 12:41 PM

on / sur le/la Bayview Ave. Northbound North of Redstone Rd.
(street/road / rue/chemin)

a community safety zone in the
une zone de sécurité communautaire dans le/la

Regional Municipality of York, City of Richmond Hill
(municipality / municipalité)

as shown in the digitized image set forth in this notice, contrary to section 128 and pursuant to section 207 of the Highway Traffic Act.
comme il est indiqué dans les images numérisées présentées dans le présent avis, contrairement à l'article 128 et conformément à l'article 207 du Code de la route.

The photograph taken by the automated speed enforcement system shows the
La photographie prise par le système de contrôle automatisé de la vitesse montre

motor vehicle travelling at 61 kilometres per hour in a posted 50 kilometres per hour zone.
que le véhicule roulait à la vitesse de 61 kilomètres à l'heure dans une zone où la vitesse est limitée à 50 kilomètres à l'heure.

I believe and certify that the above offence has been committed.
Je crois et j'atteste que l'infraction mentionnée ci-dessus a été commise

Signature of the Officer issuing this notice
Signature de l'agent qui a délivré l'avis d'infraction

Issuing Officer Number: 00136
Matricule de l'agent qui a délivré l'avis d'infraction :

Date of Deemed Service: May 4, 2023
Date de signification présumée :

PLEASE NOTE: Section 207 of the *Highway Traffic Act* provides that you, as the owner, are liable for this offence even if you were not the driver at the time, subject to limited exceptions. Neither demerit points nor a driver's licence suspension will result from your conviction for this offence. The provincial offences officer has certified that the automated speed enforcement system used in the detection of this offence complied with section 2 of Ontario Regulation 398/19, was in proper working order at the time that the photograph was recorded by that system and was used in an area authorized by law. A certified photograph will be tendered in evidence at your trial. You must apply to the justice at trial if you wish to compel the attendance of the Provincial Offences Officer who issued the certificate of offence or who certified the photograph to be tendered at your trial.

Set Fine / Amende fixée $ 55.00 $

Total Payable: / Montant total exigible : (includes set fine, applicable victim fine surcharge and costs) / (comprend l'amende fixée, la suramende compensatoire pour l'aide aux victimes applicable et les frais)

$ 75.00 $

***REMARQUE** : L'article 207 du Code de la route prévoit que vous-même, à titre de propriétaire, êtes responsable de cette infraction même si vous ne conduisiez pas le véhicule à ce moment-là, sous réserve d'exceptions restreintes. Une déclaration de culpabilité pour cette infraction ne mènera pas à l'inscription de points d'inaptitude dans votre dossier ou à la suspension de votre permis de conduire. L'agent des infractions provinciales a attesté que le système de contrôle automatisé de la vitesse utilisé pour détecter cette infraction était conforme à l'article 2 du Règlement de l'Ontario 398/19, qu'il fonctionnait correctement au moment de la prise de la photographie et qu'il était utilisé dans un secteur autorisé par la loi. Une photographie certifiée sera présentée en preuve à votre procès. Vous devez vous adresser au juge du procès si vous désirez obtenir la comparution de l'agent des infractions provinciales qui a délivré le procès-verbal d'infraction ou qui a certifié la photographie qui sera présentée en preuve lors de votre procès.*

04/05/2023

PCA 0957 (May 10, 2021 / 10 mai 2021) CSD

Analysis

There are varying models of programs offered from a number of vendors that include different equipment acquisitions (lease versus buy) and/or revenue sharing.

Models for implementing an ASE system fall into three general approaches:

1. 100% In-house system. This model requires the purchase of camera(s), software, monthly licensing fees and dedicated staff to administer, review and adjudicate citations. This model has a significant cost investment including equipment, training and administration.

2. Partial in-house system. This model requires the purchase of equipment and partnering with a separate firm to administer collecting the required data with the use of proprietary applications and software. Under this model, the data is collected by a third party, reviewed by the Town and where appropriate, citation notices issued through a web portal and the vendors software agreement. This model requires the purchase of cameras, monthly licensing fees, minimal staff involvement to authorize issuance of a citation or warning notice.

3. Partnering with a Joint Processing Centre (JPC). This model requires the purchase of hardware, but all administration is done through an established Joint Processing Centre (JPC) capable of collecting, reviewing, administering and operating the program and issuing citation/violation notices. Under this model, the municipality has higher fees, less control of the operating model, higher costs and less incremental revenues that can be used for road safety programming and measures.

While exploring the various models, Staff discovered that AMO LAS offers municipalities an opportunity to participate in their ASE program. The advantage of this approach is that it is essentially a turnkey program requiring lower/shorter term commitment from the Municipality. Under this program LAS would:

- Supply all cameras for a monthly fee (camera lease).

- Install cameras in locations as directed by the Town.

- Handle all ticket processing on a per citation fee basis.

- Guide the Town through the agreement process with the Ministries of Transport and Attorney General.

Staff recommend this approach as it represents a relatively low level of commitment from the municipality and with no capital outlay for the cameras and no significant administrative costs borne by the municipality and there is low risk that the program will be unable to 'fund' itself.

Next Steps

Should Council approve the recommendations of this report, the following next steps would be undertaken by Staff:

- Provide LAS with a Council resolution that states the Town's interest to look into the LAS model. (This step is crucial as detailed information will not be shared by LAS until this is received).
- LAS provides further information documenting next steps, timelines for implementation and assists with completing the required agreements with senior levels of government.
- Staff reviews the proposal and detailed costing and prepares a report with recommendations and timelines for Council consideration.
- Staff and LAS prepare and execute an operating agreement as directed.

The Implementation period from the point of signing an operating agreement is approximately four months.

Corporate Implications

Financial:

The draft 2025-2034 capital program includes a provision of $70,000 in 2025 for the procurement and installation of two cameras, funded from the General Tax Supported Capital Reserve.

The ASE program will be a new program and there is some uncertainty with respect to the volume of citations that will be issued and the levels of associated revenue that will be involved. As such, staff will propose to create a Road Safety Reserve at the time of program implementation approval and place any excess revenue in this reserve for future road safety initiatives. The ASE program is intended to operate as a self-funded program.

The following table outlines cost elements of a typical ASE system and whether these elements can be passed along to the ticket recipient:

Revenue/cost element	Amount	Recoverable on ticket
typical citation amount	$90.00	
processing cost per citation	$12.50	no
MTO lookup fee	$8.25	yes
Software fee - ticket issuance	$3.50	yes
credit card fee per citation	$3.50	yes
Camera monthly lease	$3,500	no

Early estimates of ticket revenues, processing costs, and camera leasing costs suggests that the level of valid tickets required to make the program self-funded is approximately 45 tickets per month per camera under the AMO LAS model. Anticipated volumes could range widely depending on location and traffic volumes, but it is very likely this minimum volume will be reached.

Staff will bring back more detailed costing and refined revenue estimates in the implementation report once further consultation with AMO LAS can be undertaken.

Conclusion

This report is in response to the motion passed by Council at its August 12, 2024, meeting and outlines the necessary information to allow Council to make an informed decision on Automated Speed Enforcement tools that are used to decrease speeds and increase safety through Community Safety Zones.

Staff are recommending further engagement with AMO LAS for the purpose of obtaining more information, detailed costing and commitment requirements from the Municipality.

Strategic Alignment

Strategic Plan

Strategic Goal: Community Vitality

Objective: Sustainability – Vibrancy & Well-being

Sustainable Neighbourhood Action Plan

Theme: Transportation System

Strategy: Promote more sustainable and efficient transportation options

Notice Provisions

Implementation of the program requires notice to the community at large including advertisements, notifications and public education. Staff would work closely with Communications to establish and fulfil the relevant procedures and requirements of the applicable Acts.

Respectfully submitted,

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Town Clerk

Prepared by:

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Chief Financial Officer/Treasurer

Attachment(s): 1. Location of Community Safety Zones