



Alternative formats and communication supports available upon request. Please contact accessibility@brantford.ca or 519-759-4150 for assistance.

Date November 29, 2021 **Report No.** 2021-742

To Chair and Members
Vision Zero Road Safety Committee

From Inderjit Hans, P.Eng., PMP
General Manager, Public Works Commission

1.0 Type of Report

Consent Item ☐
Item For Consideration ☒

2.0 Topic **Automated Speed Enforcement Update [Financial Impact – \$241,400]**

3.0 Recommendation

A. THAT Report No. 2021-742 titled “Automated Speed Enforcement Update” BE RECEIVED.

4.0 Executive Summary

Speeding complaints are a primary concern raised by Councillors and residents throughout the municipality. ASE assists municipalities by improving speed compliance when a camera has been installed in a designated community safety zone and/or school zone.

The Province of Ontario approved regulations in December 2019 for municipalities to utilize Automated Speed Enforcement (“ASE”). A small number of municipalities began ASE operations in 2020 setting up camera locations following provincial guidelines and regulations. Overall, the use of Automated Speed Enforcement cameras has had a positive impact in reducing vehicle speeds within these designated zones. Based on the evaluation of these

programs, several operational impacts have been identified in processing violations.

The Province of Ontario is currently reviewing adding Automated Enforcement programs to the Administrative Monetary Penalty System. In preparation for these changes and to consider Automated Speed Enforcement in 2023, it is recommended that staff evaluate how to establish an Administrative Monetary Penalty System in Brantford and begin developing a ranking of roadways that would be suitable for Automated Speed Enforcement. It is proposed that staff will report to Committee and Council in 2022 with further details and the expected resources required.

5.0 Purpose and Overview

To present to the Vision Zero Road Safety Committee an analysis of the costs associated with Automated Speed Enforcement for discussion and recommendation to City Council.

6.0 Background

At the Vision Zero Road Safety Committee meeting held August 25, 2021, members received a presentation on the results of the Red Light Camera Feasibility study. The following recommendation was approved at City Council on September 28, 2021:

- F. THAT Staff BE DIRECTED to report back to the Vision Zero Road Safety Committee with further analysis of the costs of the Automated Speed Enforcement (ASE) program.

ASE is a tool to improve road safety and change driver behavior. The automated system uses a digital camera system (“camera”) to detect and capture images of vehicles travelling in excess of the posted speed limit. Provincial Offence Officers from the City of Toronto’s Joint Processing Centre (“JPC”) review the images and when a vehicle travelled in excess of the posted speed limit, a ticket will be issued to the owner of the vehicle. The only penalty that can be imposed is a fine; no demerit points are issued and there is no impact to a driver’s record. The JPC is currently reviewing capacity issues and will not be accepting any additional municipalities until approximately 2023.

In December 2019, the Province of Ontario approved regulation O.Reg. 398/19 under the Highway Traffic Act, R.S.O. 1990, c. H.8: Automated Speed Enforcement. This regulation allows municipalities to administer ASE in

community safety zones and school zones. The purpose of the program is to reduce operating speeds in zones, which would need to be formally designated through a municipal by-law.

7.0 Corporate Policy Context

City of Brantford, Council Priorities, 2021-2022

Priority #3: A safe, efficient transportation system connects the community across neighbourhoods, with neighbouring communities and provincial transportation networks.

Tier 2 Priority d) Investigate City-wide traffic technologies to enhance traffic safety, including mobile radar units

City of Brantford's Road Safety Plan

2021 – 2022 Enforcement Actions and Evaluations

Action B: Complete high level feasibility study for Automated Speed Enforcement (ASE) Program.

8.0 Input From Other Sources

Legal and Real Estate Services Department
Finance Department

9.0 Analysis

Speeding complaints are a primary concern raised by Councillors and residents throughout the municipality. ASE assists municipalities by improving speed compliance when a camera has been installed in a designated community safety zone and/or school zone.

ASE operates in a similar manner to that of the Red Light Camera program. Once City Council approves the use of Automated Speed Enforcement, the municipality must enter into three agreements. The agreements are:

1. Automated Speed Camera Vendor; and
2. Ministry of Transportation Ontario; and
3. The City of Toronto Joint Processing Center

Roadways will be reviewed and ranked based on provincial requirements that take into consideration the following:

- Roadway Volume
- Identified Zones with Speed Issues

-
- Collision history
 - Roadway Design Features and Infrastructure
 - Community Areas (e.g. schools, seniors, community centres, etc.)

A copy of the Ministry of Transportation ASE Guidelines are attached as Appendix “A” to this report.

Processing of Violations

Violations under the ASE program are currently processed through the City of Toronto’s JPC on behalf of all participating municipalities. The JPC employs Provincial Offences Officers and administrative staff for reviewing and issuing charges. The JPC is currently reviewing capacity issues and will not be accepting any additional municipalities until approximately 2023. Costs associated with operating the JPC would be shared by participating municipalities and is calculated based on the number of charges issued within each respective jurisdiction.

Administrative Monetary Penalty System (“AMPS”)

The addition of ASE would also have an increased burden on the City’s Provincial Court system. The Court would be unable to absorb the ASE program with its current staffing levels and COVID-19 protocols. This is a similar concern that has been raised across the Province. The Ministry of Transportation Ontario is currently exploring moving all Automated Enforcement programs to the Administrative Monetary Penalty System (“AMPS”) to help ease the burden the ASE program has put on the Provincial Court system; however, the necessary legislation has not yet been passed.

AMPS enforcement transfers the dispute of charges issued under by-laws from the courtroom to the municipality through the use of Screening and Hearings Officers who are able to modify, cancel, or affirm penalties. This approach aids in reducing congestion in the courts and provides access to an alternative dispute resolution system.

Reallocating Automated Enforcement programs, when possible, or the prosecution of other municipal by-law offences to AMPS would assist in reducing the impact on the Provincial Court.

Staffing

The City of Brantford currently does not operate AMPS. In a number of municipalities, AMPS have been established through their Parking Enforcement programs.

Staff would need to review operations to determine how best AMPS would operate at the City of Brantford. It is expected that additional staff would be required to administer the program. The cost to administer the AMPS program is not covered in this report.

The ASE program has a significant impact on Transportation staffing resources. This is a result of the Provincial guidelines and regulatory requirements that must be followed, including; traffic studies, site preparations, evaluation, tracking and reporting of system operations and establishing new community safety zones. In order to accommodate this program one Operational Services Traffic Technologist would be required to effectively run the ASE program.

Municipal Scan

Below is a list of municipalities that are currently running ASE programs:

- City of Brampton
- Durham Region
- City of Hamilton
- City of London
- City of Mississauga
- City of Ottawa
- Peel Region
- City of Pickering
- City of Toronto
- City of Waterloo
- York Region

Next Steps

Legal and Real Estate Services Staff are monitoring the legislative changes proposed, and considering the implementation and the costs of the AMPS program. A report on the costs of the AMPS program is being prepared, but given the proposed changes to the legislation and the impact it will have on this program, the report is not available at this time.

Operational Services staff will undertake a review of roadways for implementation of Automated Speed Enforcement, in conjunction with establishing Community Safety Zones, and report to the Vision Zero Committee in Q3 of 2022.

10.0 Financial Implications

The cost to operate the ASE program is based on a number of variables, including: year entering the contract and camera type to be installed. Should City Council direct staff to join the ASE program in 2023, staff estimate an annual revenue of \$298,951.41. Staff recommend revenues be transferred to an ASE reserve account for the sole use of roadway safety initiatives as supported through the Vision Zero Action Plan. A summary of the costs are outlined in Table 1 below:

2023 ASE Program Cost Summary

Description	Cost
*Violations	\$1,000,000
Vendor Costs	(\$49,048.59)
MTO/JPC Costs (not including startup cost of \$100,000)	(\$410,600)
Municipal Costs	(\$241,400)
Potential Revenue	\$298,951.41

*Staff estimate 10,000 violations per year with an average of \$100 per violation.

A further breakdown of the ASE program estimated costs are outlined below.

Vendor

Staff recommend the use of a mobile camera system. The camera will be rotated monthly to the identified areas. A summary of the vendor costs are outlined in Table 2 below:

Vendor Cost Summary

Description	Cost
Camera Setup Cost	\$253.29
Camera Redeployment Cost (12 Locations)	\$900.00
*Camera Daily Operational Rate (\$131.22 per day)	\$47,895.30

Yearly Vendor Cost	\$49,048.59
--------------------	-------------

*The daily cost to operate the camera system in years six (6) through ten (10) is reduced to \$75.80 per day for municipalities that begin operations within the first five (5) years of the contract (2019 through 2023).

Ministry of Transportation Ontario and City of Toronto Joint Processing Centre

The MTO provides vehicle ownership information to the JPC. A summary of the MTO/JPC costs are outlined in Table 3 below:

MTO/JPC Cost Summary

Description	Cost
MTO vehicle ownership information (\$1.06 per violation)	\$10,600
Joint Processing Setup Cost (One Time Cost)	\$100,000
JPC Violation Processing fee (\$20.00 per violation)	\$200,000
Victim Surcharge fee (20% of the violation cost)	\$200,000
Total Cost	\$510,600
Total Yearly Cost (minus setup fee)	\$410,600

Municipal Operating Costs

Municipal operating costs associated with ASE are outlined in Table 3 below:

Description	Cost
*Provincial Offences administration fees (Estimate 20% of violations will be contested)	\$130,000
Operational Services Transportation Technologist position	\$98,000

Signage	\$2,400
Communications	\$5,000
Traffic Studies (12 locations)	\$6,000
Total Municipal Operating Cost	\$241,400

*The cost to administer the AMPS program is not covered in this report. This number is subject to change upon further analysis of the costs of the AMPS program and its impact on Provincial Offenses operations, which may still be required to process tickets and payments prior to diversion of the dispute of a charge to the AMPS process.

11.0 Conclusion

The operation of Automated Speed Enforcement assists municipalities improve speed compliance and road safety within the designated safety zones. The JPC is currently reviewing capacity issues and will not be accepting any additional municipalities until approximately 2023. ASE also aligns with the City of Brantford's Vision Zero Action plan goal of eliminating serious and fatal injuries.



Inderjit Hans, P. Eng., PMP
General Manager, Public Works

Prepared By:

David Ferguson, Manager, Traffic Services

Attachments (if applicable)

Appendix "A" – Ministry of Transportation Automated Speed Enforcement Guidelines

In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

By-law required

☐ yes ☒ no

Agreement(s) or other documents to be signed by Mayor and/or City Clerk ☐ yes ☒ no

Is the necessary by-law or agreement being sent concurrently to Council? ☐ yes ☒ no