



Office of the Commissioner
Transportation Services Department

MEMORANDUM

To: Members of Committee of the Whole

From: Ann-Marie Carroll
Acting Commissioner of Transportation Services

Date: October 20, 2021

Re: Automated Speed Enforcement – Pilot Program Update

This memorandum provides an update on year-one results of the Council-approved, two-year limited use automated speed enforcement [\(ASE\) pilot program](#).

Ontario Regulation 398/19 was enacted in 2019 allowing municipalities to operate automated speed enforcement in school areas and community safety zones

Subsequent to Bill 65, Safer School Zone Act, 2017, Ontario Regulation 398/19 came into effect December 1, 2019. The Regulation allows municipalities the use of automated speed enforcement camera systems to enforce speeding offences in school areas and community safety zones only.

Automated speed enforcement is a safety tool that uses a camera and speed measurement device to help enforce speed limits in school areas and community safety zones. ASE supplements traditional speed enforcement.

November 2020, the Region's two-year, limited use automated speed enforcement pilot began

In [November 2020](#), Council was advised the two-year, limited use ASE pilot would be operational in November and staff would report back in 2021.

The Region's pilot program was developed in collaboration with York Regional Police. Sites were selected based on the highest risk to school children, with at least one site selected in each local municipality to maximize Regional coverage. One mobile ASE camera is rotated monthly among 12 community safety zones covering 19 schools. The cost of the two-year pilot

is estimated at \$500,000. ASE information, site locations and camera rotation schedule are available at york.ca/trafficsafety.

The ASE pilot program was communicated to residents and motorists through on-street signage, social media posts, website content, York Region Matters, communication for school boards to share and radio advertising.

The Automated Speed Enforcement pilot program has helped improve speed limit compliance in school areas by more than 35%

Staff collect operating speeds before and during deployment of the ASE camera. Early results show the presence of the camera is having a positive effect on slowing drivers down. Speed compliance has increased by more than 35% in school areas during the use of ASE. Other participating municipalities are experiencing similar changes. Table 1 compares the compliance rate for the first seven locations.

Table 1
Speed Limit Compliance Before and During ASE Pilot

Location	School	Before (%)	During (%)	Change (%)
Rutherford Road (Y.R. 73) east of Islington Avenue (Y.R. 17)	Emily Carr Secondary School	5%	60%	+55%
Old Homestead Road (Y.R. 79) east of Metro Road North (Y.R. 78)	St. Thomas Aquinas Catholic Elementary School	20%	65%	+45%
Highway 7 (Y.R. 7) west of Robinson Street	St. Patrick Catholic Elementary School	10%	55%	+45%
Mount Albert Road (Y.R. 13) east of Birchard Boulevard	Mount Albert Public School	30%	65%	+35%
Bayview Avenue (Y.R. 34) south of Redstone Road	Bayview Secondary School	25%	60%	+35%
	Our Lady Queen of the World Catholic Academy			
Leslie Street (Y.R. 12) south of Manor Hampton Street	Sharon Public School	5%	50%	+45%

Location	School	Before (%)	During (%)	Change (%)
King Road (Y.R. 11) east of King Boulevard	King City Public School King City Secondary School	5%	40%	+35%

Staff have been monitoring camera technology performance and volume impact on Provincial Offences Courts

Within the first 10 months of operation, approximately 3,900 images were taken by the camera, with 2,250 images resulting in charges. The number of chargeable offences is less than the images collected as the camera lens can be affected by factors such as environment, lighting and licence plate visibility. This is consistent with the findings of other municipalities using ASE cameras.

ASE charges have added additional pressure to Provincial Offences Courts with the 2,250 tickets issued resulting in about 250 requests for trial, representing a dispute rate of 10%. This is also consistent with other municipalities. Currently, 1,400 tickets totalling about \$126,000 have been paid, with 600 tickets pending. No ASE-related trials have been heard to date.

The Province is working towards amending legislation to allow use of an administrative penalty system for automated speed enforcement and red light camera offences

The Region, other participating municipalities and the Ontario Traffic Council continue to work with the Ministry of Transportation of Ontario advocating the use of an administrative penalty system to process ASE and red light camera violations. The request includes legislative amendments that would direct revenues from ASE and red light camera penalties to municipalities to offset operating costs.

In an August 12, 2021 letter received by the Ontario Traffic Council from the Minister of Transportation of Ontario, it is indicated the Ministry is committed to working with road safety partners and municipalities to continue to develop a policy framework for municipally-operated red light, ASE, school bus and streetcar camera administrative penalty programs. The Province noted regulatory changes will be developed to support implementation of an administrative penalty system for these vehicle-based offences in the near future.

Staff will provide overall findings at the end of the two-year pilot to Council in 2022

The Region's two-year, limited use ASE pilot is set to conclude in October 2022. Staff continue to monitor the impact of ASE on driver behaviour changes in school areas and community safety zones. Pilot findings will be provided to Council in 2022. All aspects of the program will be shared with our local municipal partners.



Ann-Marie Carroll
Acting Commissioner of Transportation Services



Bruce Macgregor
Chief Administrative Officer

13153649