
Report of the Commissioner of Public Works

York Region Processing Centre for Automated Enforcement Infractions

1. Recommendation

1. Council authorize the Commissioner of Public Works to:
 - a. Establish an automated enforcement processing centre for York Region and participating municipalities and include associated costs and potential revenues in the 2024 budget submission.
 - b. Enter into any agreements and ancillary instruments or documents necessary to establish the York Region Processing Centre, expand automated enforcement programs, and to execute any instruments required to implement amendments or related agreements with other third parties to implement this direction, in accordance with Procurement Bylaw 2021-103.
 - c. Enter into any agreements and ancillary instruments or documents with participating municipalities to process the Region's automated enforcement images if required.

2. Purpose

This report seeks Council approval to set up a York Region Processing Centre (Centre) to process data and images related to automated enforcement infractions (both red-light camera and speed infractions). Authority for the Commissioner to enter into agreements and ancillary documents is requested to support development and operation of the Centre.

Key Points:

- Two-year pilot collaborative with York Regional Police clearly demonstrated improved safety when automated speed enforcement is used

- Council has approved expanding automated enforcement to influence driver behaviour and increase safety
- Expansion of the automated speed enforcement program is constrained by a shortage in processing capacity across the province
- Staff propose establishing a Centre to create processing capacity for automated enforcement infractions for the Region and participating municipalities
- Region is committed to working collaboratively with our local partners in a manner that complements and supports our mutual goals of sustainable administration of automated enforcement and enhanced community safety
- Centre will be established leveraging existing Regionally owned space and capitalize on Council's fibre network investment through YorkNet
- Council approval is required by the Ministry of Transportation to establish a processing centre
- York Region's Processing Centre would operate ultimately on a cost recovery basis

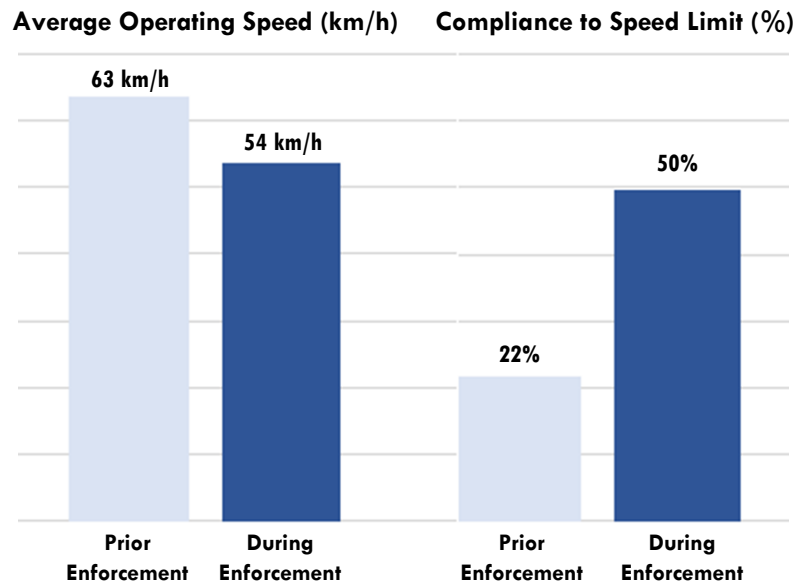
3. Background

Automated speed enforcement has proven effective in making school zones safer

In [June 2022](#), staff reported to Council on results of a two-year automated speed enforcement (ASE) pilot in school areas on Regional roads. During the first 18-months of the project, average compliance with the posted speed limit more than doubled and operating speeds reduced by 9 km/h (Figure 1). Internationally, use of automated speed enforcement has been successful in reducing injury collisions between 20% and 40%.

Recognizing the positive results, Council authorized continued use of automated speed enforcement and two new mobile ASE cameras were installed. Staff have been preparing to expand the program adding 60 ASE fixed cameras between 2024 and 2026 and increasing red-light cameras (RLC) from 40 to 55 over the same period. The Commissioner of Public Works was authorized to execute any agreement needed to extend ASE operating agreements with the Ministry of Transportation, Toronto and Redflex Traffic Systems (Canada) Limited, the vendor for ASE cameras.

Figure 1
Average Speed and Compliance in Areas with Automated Speed Enforcement



Plan to expand automated enforcement is constrained by a shortage in processing capacity by Toronto’s Joint Processing Centre

Participating Ontario municipalities currently rely on Toronto to process automated enforcement infractions as it is the only joint processing centre in the province. This centre processes both ASE and RLC infractions. Given growth in ASE programs across the province, Toronto is only able to process 100,000 charges annually and unable to fulfill the Region’s forecasted charge volume of 500,000 annually. As a result municipalities, such as Brampton, Barrie, Newmarket, Ottawa and Waterloo, are working to establish their own processing centres.

Since the number of infractions related to red light cameras is significantly lower than those from ASE cameras, expansion of that program using Toronto’s joint processing centre, is not restricted by processing capacity constraints. As such, staff will be advancing the installation of 15 RLC in 2024 and infractions will be processed through Toronto’s joint processing centre in the short term.

Council approval is required by the Ministry of Transportation to establish a processing centre

In response to the Ministry of Transportation’s requirements, Council’s approval is necessary to establish a processing centre to satisfy the Ministry’s requirement.

4. Analysis

Staff propose a York Region Processing Centre be established to create capacity for automated enforcement infractions for the Region and interested municipalities

Reliance on other municipalities to process automated enforcement images into chargeable offences creates uncertainty and limited capacity for York Region and local municipalities interested in implementing these types of safety programs. Benefits of operational control, cost efficiencies, scalability and consistency across the Region in how automated camera-based offences are issued and administered, were identified as a service improvement opportunity in the administrative monetary penalties business model.

Council approval is required by the Ministry of Transportation to establish a processing centre. It is recommended the Commissioner of Public Works be given the authority to establish a York Region Processing Centre. This authority would include entering into agreements for access to vehicle license plate registry data with the Ministry of Transportation of Ontario and the Canadian Council of Motor Transportation Administrators. Implementation will require agreements and ancillary documents for processing centre services and camera expansion. Launching the Centre by 2025 will provide capacity for the targeted 60 additional ASE cameras by 2027.

To advance more immediate activation of new cameras, staff will investigate and pursue processing capacity at newly formed processing centres if any become available

Regional staff examined options to expand the ASE program more immediately while the Regional processing centre is under development and over the long-term if required. In response to processing capacity issues, other municipalities (Barrie, Brampton, Newmarket, Ottawa and Waterloo) are considering establishing their own processing centre for automated speed enforcement infractions which could be operational prior to the Regional centre. Staff will continue to engage with these municipalities as an option to advance activation of more cameras in the short term while the needed Regional Centre, as identified in the administrative monetary penalties business model, is under development.

To supplement more immediate capacity needs, in addition to the Region's existing agreement with Toronto, it is recommended that Council authorize the Commissioner of Public Works to enter into short-term agreements with other municipalities as an interim solution to process the Region's infractions. This authority will provide more immediate capacity needed to advance expansion of the ASE program.

Automated enforcements align with Regional Council's Vision for strong, caring, safe communities

Automated enforcement on the Regional road network helps improve traveller safety, aligning with the 2023 to 2027 Strategic Plan priority to support community well-being as identified under the Vision's area of focus for healthy communities.

5. Financial Considerations

York Region Processing Centre will mitigate greater monetary risk associated with insufficient processing capacity

This proposed Centre will leverage existing Regionally owned space and capitalize on Council's fibre network investment through YorkNet. Staff will continue to work with Corporate Services to review options and address unique operating requirements including equipment and space modifications before opening in early 2025. It is anticipated the York Region Processing Centre will require new staffing positions commencing in 2024 and a total start-up cost of \$2.5 million. Early onboarding of staff will ensure that sufficient training and designations are obtained before the Centre opens. These start-up costs are necessary investments to support expansion of automated enforcement programs for York Region and the participating municipalities. Without this investment, the Region will be unable to expand its automated enforcement program resulting in lagging performance in traveller safety as well as a shortfall in expected revenue forecasted in the multi-year budget.

Establishing a Regional Centre will help reduce the average cost per ASE charge generated by about 25% in 2026. Since revenue from ASE charges is greater than associated costs, there would be increased budget pressure from the loss of revenue if the proposed Centre is not approved. Cost efficiencies will be realized by participation of local municipal partners in the use of the facility, achieving economies of scale.

All expenditures and revenues will be included in the 2024 budget allocation. Potential revenue generated from the program will offset expenditures. Local partners will receive their share of revenue net of efficient processing costs.

6. Local Impact

The Region has implemented an ASE program over the last two years, gained insights and established criteria for implementation of future ASE locations. Experience and insights will continue to be shared with local partners.

A York Region Processing Centre for automated enforcement infractions will provide participating municipalities with access to an important service for expanding traffic safety programs. Participating municipalities would pay a cost recovery fee for processing services and the local municipality would recover revenues from fine collections. Consultation with local partners has been initiated and comprehensive discussions will continue through a steering committee to ensure development of a centre with the capacity to fulfill partners' processing requirements. The Region is committed to working collaboratively with our local partners in a manner that complements and supports our mutual goals of sustainable administration of automated enforcement and enhanced community safety. Developing a facility together provides efficiencies and economy of scale in processing infractions.

7. Conclusion

Automated enforcement provides Ontario municipalities with an opportunity to improve traffic safety. These benefits have created a demand for processing capacity that outweighs current supply in the province. The Region's 2022 plan to expand automated speed enforcement is constrained due to a shortage in processing capacity across the province.

Staff propose a York Region Processing Centre to create processing capacity for automated enforcement infractions for the Region and local municipalities. Providing the Commissioner of Public Works authority to create a York Region Processing Centre and enter agreements and ancillary documents supports needed processing capacity to fulfill program expansion.

For more information on this report, please contact Joseph Petrunaro, Director Roads, Traffic and Fleet, at 1-877-464-9675 ext. 75220. Accessible formats or communication supports are available upon request.

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