

January 27, 2023

Resolution Number 2023-33
Sent by email

**Corporate
Services**

Office of the
Regional Clerk

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Subject: **Update on Regional Automated Speed Enforcement Pilot**

I am writing to advise that Regional Council approved the following resolution at its meeting held on January 12, 2023:

Resolution Number 2023-33

1. *That the Region of Peel Automated Speed Enforcement pilot program be concluded and a permanent program be established under a Provincial Offenses Act legislative framework as set out in the report of the Commissioner of Public Works, listed on the January 12, 2023 Regional Council agenda titled "Update on Regional Automated Speed Enforcement Pilot"; and*
2. *That staff be directed to implement an Automated Speed Enforcement (ASE) program service level and prioritize placement of Automated Speed Enforcement cameras as described in the subject report; and*
3. *That staff be directed to develop a long-term plan to transition the Region of Peel's automated enforcement programs to an Administrative Penalties framework in consultation with the City of Brampton, the Town of Caledon, and the City of Mississauga; and*

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4. *That staff be directed to fund program and resource costs using available pilot program funding in 2023, and to bring forward costs related to the ongoing operation and staffing of the ASE program through the annual budget cycle for 2024; and*
5. *That a copy of the subject report and resolution be sent to the City of Brampton, the Town of Caledon, the City of Mississauga, the Peel Regional Police, and the Ontario Provincial Police Caledon Detachment.*

A copy of the report is enclosed for your information.

Kind regards,



Stephanie Jurrius
Legislative Specialist

Copy: Kealy Dedman, Commissioner of Public Works
Terry Ricketts, Director of Transportation

REPORT TITLE: **Update on Regional Automated Speed Enforcement Pilot**

FROM: Kealy Dedman, Commissioner of Public Works

RECOMMENDATION

- 1. That the Region of Peel Automated Speed Enforcement pilot program be concluded and a permanent program be established under a *Provincial Offences Act* legislative framework as set out in the report of the Commissioner of Public Works, listed on the January 12, 2022 Regional Council agenda titled “Update on Regional Automated Speed Enforcement Pilot”; and**
- 2. That staff be directed to implement an Automated Speed Enforcement program service level and prioritize placement of Automated Speed Enforcement cameras as described in the subject report; and**
- 3. That staff be directed to develop a long-term plan to transition the Region of Peel’s automated enforcement programs to an Administrative Penalties framework in consultation with the City of Brampton, the Town of Caledon, and the City of Mississauga; and**
- 4. That staff be directed to fund program and resource costs using available pilot program funding in 2023, and to bring forward costs related to the ongoing operation and staffing of the ASE program through the annual budget cycle for 2024; and**
- 5. That a copy of the subject report and resolution be sent to the City of Brampton, the Town of Caledon, the City of Mississauga, the Peel Regional Police, and the Ontario Provincial Police Caledon Detachment.**

REPORT HIGHLIGHTS

- The Region has undertaken an Automated Speed Enforcement (ASE) pilot program starting in Fall 2020; the pilot resulted in measurable speed reductions on Regional roads in Caledon School Zones.
- Staff recommend that the Regional ASE program be made permanent, initially operating under a Provincial Offences Act (POA) legislative framework, in keeping with the service levels outlined in the report including camera locations, duration, and rotation frequency.
- Staff will further develop a long-term plan to transition the Region’s automated enforcement programs to an Administrative Penalties (APs) legislative framework in consultation with the City of Brampton, the Town of Caledon, and the City of Mississauga.

Update on Regional Automated Speed Enforcement Pilot

- In addition, staff will develop an approach to identify areas that could be designated as Community Safety Zones to enable the use of ASE in priority locations, and that would benefit from the addition of a Red Light Camera as a complimentary safety measure.
- The estimated cost to operate the proposed ASE program is \$170,000 per year.
- In addition, a staffing resource will be required at approximately \$130,000 per year to manage the ASE program and undertake the transition to an APs legislative framework.
- Program and staffing costs will be funded using ASE Pilot funds in 2023 and requested as permanent funding through the 2024 budget submission.
- Staff will report back to Council with the long-term ASE plan, any adjustments to proposed service levels, and financial impacts.

DISCUSSION

1. Background

ASE is a tool that is used to improve road safety by enforcing speed compliance in School Zones and Community Safety Zones, resulting in measurable changes in driver behaviour. The Region's Vision Zero Road Safety Strategic Plan includes direction for various traffic safety countermeasures, including the use of ASE for the reduction of speeding in vulnerable areas.

In June 2020, Regional Council approved the implementation of a Region of Peel ASE pilot program (Resolution 2020-435) which involved one mobile ASE camera rotating between six locations within School Zones in the Town of Caledon. The program launched in the fall of 2020. Cameras capture digital images of speeding vehicles and their license plates. This information is provided to the City of Toronto's Joint Processing Centre (JPC) where Provincial Offences Officers review the evidence and process violations. Infractions are filed with the Local Municipal Provincial Offences Courts to resolve disputes and collect fines. The enforcement program is administered by the Region, whereas the administration of Court activities and collection of fines is managed by the Local Municipality.

2. Regional ASE Pilot Program Results

The Region's ASE pilot program has been successful in reducing speeds on Regional roads in Caledon School Zones.

The current Regional ASE pilot program involves one mobile camera rotating every four to six months within School Zones on Regional roads in the Town of Caledon. Speed data has been collected at the ASE locations both before and after the camera was installed. Data shows a considerable reduction in travelling speed with the presence of an ASE camera, including a 14 per cent reduction in the average speed at all locations when the camera was active. Additionally, data indicates that locations continued to see speed reductions after the ASE camera had been moved, a phenomenon known as the "halo effect". Further details, including speed reductions at each location, are found in Appendix I.

The Regional ASE pilot program has also included a robust communications campaign. Warning signs are installed 90 days prior to ASE camera activation to provide advance notice to the public. Both traditional media and social media channels are used to notify drivers about the program. Once the ASE camera is activated, the "*Municipal Speed*

Update on Regional Automated Speed Enforcement Pilot

Camera Coming Soon” warning signs were replaced with “*Municipal Speed Camera In Use*” signs.

Pilot results show that ASE cameras, when paired with public education, are an effective way to encourage drivers to slow down, resulting in measurably safer driving practices.

3. Pilot Program Constraints

The scope and scale of the Region’s ASE pilot program has been primarily constrained by two factors: Court capacity and the Provincial framework.

Caledon’s Provincial Offences Court system has been able to process violations generated by one ASE camera based on their current available capacity. However, with the passing of *Ontario Regulation 355/22 – Administrative Penalties for Contraventions Detected Using Camera Systems*, municipalities can now operate automated enforcement programs under an APs framework, which removes the reliance on the constrained Provincial Offences Courts.

Secondly, the current POA legislative framework restricts ASE programs to School Zones and Community Safety Zones with a posted speed limit of less than 80 km/h as part of an ongoing Provincial ASE pilot. As directed by Regional Council through Resolution 2021-564, staff continue to advocate that the Province expand ASE applicability beyond School Zones and Community Safety Zones to make this safety tool available to more locations (Appendix III). The Province has not yet provided an update on when they will conclude their pilot or complete their report/recommendations.

PROPOSED DIRECTION

Staff recommend a permanent Regional ASE program be established and that a long-term plan be developed to transition the Region’s automated enforcement programs to an APs legislative framework.

1. Short-Term ASE Program under POA Legislative Framework

The short-term ASE program will continue with one ASE camera deployment within the Town of Caledon. Currently, the City of Brampton and the City of Mississauga are fully utilizing available Court capacity for their local ASE programs. Regional staff will continue to coordinate with Local Municipal staff to supplement their local programs on Regional roads if and when Court capacity becomes available.

Service levels for the short-term program, under a POA framework, can be described as follows: ASE cameras will be placed at a single location for approximately four months before moving to the next location on a two-to-three-year rotation schedule. This means that each ASE camera will service up to six unique locations. Staff have developed an ASE site selection and prioritization guideline based on industry best practices from other Ontario jurisdictions and data collected from the Region’s ASE pilot program. A systematic and data-driven approach will be used to screen potential sites and prioritize ASE candidate locations based on collision history, travel speed, and traffic volumes. If and when Court capacity becomes available, cameras will be deployed in priority order. A copy of the ASE Site Selection Guidelines has been included as Appendix II.

Update on Regional Automated Speed Enforcement Pilot

2. Long-Term Operation under an APs Legislative Framework

Staff will develop a long-term plan to transition the Region's automated enforcement programs to an APs legislative framework in consultation with the City of Brampton, the Town of Caledon, and the City of Mississauga throughout 2023 and 2024 to ensure an efficient and effective program. An APs legislative framework operates independently of the Courts which eliminates the Court capacity constraints that have prevented program growth under POA.

The service level described in the short-term ASE program approach will be updated to operate effectively under an APs legislative framework. Further, staff will develop an evidence-based approach to determine where Community Safety Zones should be designated to facilitate the use of ASE in priority locations in keeping with Provincial guidance. Lastly, staff will work to identify locations that would benefit from the addition of complementary safety measures to the ASE program, including Red Light Cameras, to maximize overall safety benefits.

Staff will report back to Council with the long-term ASE plan, adjustments to proposed service levels, and financial impacts.

RISK CONSIDERATIONS

Automated enforcement programs are often subject to a public misperception that these programs exist to generate revenue rather than to improve safety. To address this reputational risk, enforcement activities will be administered by the Region while program revenues will be collected by the Local Municipalities. This separation ensures that enforcement decisions are detached from financial interests.

There is also a risk that some residents will not respond well to the program. Although public support for these programs is generally strong, some residents indicated that the pilot program has been unwelcome because they have had to change routes or slow down. To minimize this risk, staff will ensure the ASE program remains fair, transparent, and effective through a combination of public education, appropriate signage, and placing cameras in areas where evidence shows they are needed.

FINANCIAL IMPLICATIONS

1. ASE Program Expenses

Operating costs for the Region's ASE camera program in 2023 include:

- \$170,000 for leasing the ASE equipment, the City of Toronto Joint Processing Centre Fees, the Ministry of Transportation costs associated with accessing the Province's vehicle ownership database, the installation and removal of signs; and
- \$130,000 for a contract staffing resource to manage and develop the program.

Update on Regional Automated Speed Enforcement Pilot

During the pilot, staff identified that the deployment and rotation of the ASE camera was significantly more time-consuming than originally estimated. This aligns with the experiences of the City of Brampton and the City of Mississauga's local ASE programs. Continuation of the Regional ASE program requires one Automated Enforcement Specialist. This position will also support the transition from POA to an APs legislative framework, identify opportunities for Community Safety Zone designations to facilitate the use of ASE in priority locations, and identify locations that would benefit from the addition of complementary safety measures including Red Light Cameras.

In 2023, Regional ASE pilot program funds will be used to cover the cost of the program and incremental staffing resource. A permanent staffing and program budget will be brought forward as part of the 2024 budget cycle.

Note that future expansion of the Regional ASE program in subsequent years may trigger the requirement for additional operating funds to be requested through the annual Regional budget. Operational funding and staffing requirements will be reassessed through the development of the long-term plan.

2. ASE Program Revenues

In accordance with the POA and inter-municipal agreements between the Region of Peel and the Local Municipalities, fine revenue collected as a result of legal proceedings commenced under the POA would be retained by the Local Municipality administering the Provincial Offences Court. This means that Regional costs to operate the ASE program will be partially or wholly offset by fine revenue collected by the Local Municipalities through their Court system. Expenses will remain part of the Regional budget while fine revenue will be retained by the Local Municipalities.

CONCLUSION

The Regional ASE pilot program demonstrated measurable benefits. Staff recommend the continuation of the ASE pilot program in 2023, operating under a POA legislative framework. Staff will also develop a long-term plan to transition to an APs legislative framework and report back to Council at a later date.

To better protect school children and other vulnerable road users, staff recommend the use of demonstrably effective automated enforcement technologies, ASE and RLC, alongside effective designation of Community Safety Zones, public education, and traditional police enforcement.

APPENDICES

Appendix I – ASE Pilot Project Summary and Results

Appendix II – ASE Site Selection Guidelines

Appendix III – Communication from Regional Chair Nando Iannicca to Hon. Caroline Mulroney, Ontario Minister of Transportation on June 21, 2021 (Resolution 2021-564)

Update on Regional Automated Speed Enforcement Pilot



Kealy Dedman, Commissioner of Public Works

Authored By: Erik Nevland, Supervisor, Transportation Planning & Engineering

Appendix I

Update on Regional Automated Speed Enforcement Pilot

ASE Pilot Project Summary and Results

The following appendix includes a summary and results for the Region of Peel Automated Speed Enforcement (ASE) pilot program.

1. Vision Zero and School Zone Safety

Vision Zero is an initiative that aims to eliminate traffic fatalities and injuries while increasing safe, healthy, and equitable mobility for all. It prioritizes safety over speed, convenience, and cost, while accepting that the road system must be forgiving of human error. In December 2017, Region of Peel Council adopted the Vision Zero Framework, as well as the Vision Zero Road Safety Strategic Plan (Resolution 2017-990). The Plan envisions “zero fatal and injury collisions for all road users”, including pedestrians, cyclists, motorists, and goods movement operators. The Region’s Vision Zero Plan calls for a broad range of approaches including engineering, enforcement, education, and empathy to ensure the safe movement of people and goods on both our roadways and active transportation infrastructure. One of the countermeasures identified in this plan is the use of ASE to reduce the number of drivers travelling in excess of the posted speed limit.

According to Transport Canada’s National Collision Database, there were 24 school-aged fatalities in Canada involving a school bus between 1998 and 2017. A total of 19 fatalities (79%) occurred in or near the school bus loading zone; of these, 15 fatalities (79%) were caused by the school bus itself and 4 fatalities (21%) were caused by another vehicle. In the twenty-year period, 5 of the 24 fatalities (21%) were school bus passengers and the remaining 19 fatalities (79%) were non-passenger pedestrians or cyclists. Regional staff have been unable to identify any incidents in Peel Region of a passing vehicle causing an injury or a fatality to a school bus passenger.

2. Legislative Background and Provincial Pilot Period

In May 2017, the Provincial Government passed *Bill 65, Safer School Zones Act*, which amended the *Highway Traffic Act* in respect of speed limits and introduced the use of ASE in School Zones and Community Safety Zones. In response, in December 2017 Regional Council directed staff to continue working with the appropriate parties to develop standards, practices, and procedures for the acquisition and processing of an ASE system (Resolution 2017-990).

In December 2019, the Province passed O.Reg. 398/19: Automated Speed Enforcement which enabled municipalities to operate ASE programs on designated School Zones and Community Safety Zones with speed limits under 80 km/h. As part of the guidelines for this program, the Provincial Government announced an 180-day review period (“ASE pilot period”) after which they intend to continue the program, implement legislative changes, or cancel the program. The purpose of this preliminary program review, which will focus on the operational aspects of the program, is to ensure that municipal ASE programs are meeting the objective of transparently improving road safety while retaining the public’s trust.

Due to the COVID-19 pandemic, in May 2020 the Province postponed the preliminary program review until further notice. The Province has recently indicated that the preliminary program review has started and has previously committed to providing municipalities and other stakeholders the opportunity to provide input before the conclusion of the ASE pilot

Appendix I Update on Regional Automated Speed Enforcement Pilot

period and preliminary program review. As directed by Regional Council through Resolution 2021-564, the Regional Chair has written to the Minister of Transportation to request this ASE pilot period be closed and that the preliminary program review considers expanding ASE applicability outside of Community Safety Zones and School Zones to further increase roadway safety for all road users. Additionally, staff continue to advocate for this position with the Province.

3. Agreements for the Program

As directed by Regional Council through Resolution 2019-1109, staff worked closely with the appropriate partners to execute the agreements necessary to implement the Region of Peel ASE pilot program. This included an Automated Speed Enforcement Agreement with the Ministry of Transportation, a processing centre service agreement with the City of Toronto, and an ASE program installation, operation, and maintenance agreement with the competitively-procured ASE vendor, Redflex Traffic Systems (Canada) Limited.

4. Scope and Scale

In late 2018, staff identified and collected baseline traffic data for fifteen potential ASE locations across the Region of Peel that corresponded with School Zones on local, collector, and arterial roads, as directed by Regional Council through Resolution 2017-990. Region of Peel Traffic By-law 15-2013 was later amended to allow for the initiation of the Region of Peel ASE pilot program, as outlined in Resolution 2020-435.

As outlined in the June 11, 2020 report to Regional Council titled “*Automated Speed Enforcement Program By-law Amendments on Regional Roads 7, 9, 22, 24, 50 and 136, Town of Caledon, Wards 1, 2, 3 and 4*”, the current Region of Peel ASE pilot program is limited to one camera rotating every four to six months amongst six School Zones in the Town of Caledon:

- Old Church Road – Robert F. Hall Catholic Secondary School
- Charleston Sideroad – Caledon Central Public School
- King Street – Herb Campbell Public School
- Airport Road – Caledon East Public School
- Main Street – Alton Public School
- Highway 50 – Palgrave Public School

5. Pilot Results

Comparison of Operating Speeds Before and During the Region of Peel ASE Pilot Program

ASE Camera Location	Ward	Speed Limit (km/h)	Average Speed (km/h)			85th Percentile Speed (km/h)		
			Before ASE	ASE In Use	Change	Before ASE	ASE In Use	Change
Old Church Road - East of Innis Lake Road	C3	50	64	50	↓14	75	58	↓17
Charleston Sideroad - East of Kennedy Road	C1	60	69	62	↓7	79	71	↓8
King Street - East of Kennedy Road	C2	40	53	47	↓6	65	57	↓8
Airport Road – North of Cranston Drive	C3	50	54	50	↓4	62	57	↓5

Appendix I
Update on Regional Automated Speed Enforcement Pilot

Main Street – South of McClellan Road	C1	40	48	43	↓5	56	50	↓6
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Appendix II Update on Regional Automated Speed Enforcement Pilot

ASE Site Selection Guidelines

PURPOSE

This guideline outlines all criteria relating to Automated Speed Enforcement (ASE) camera site selection and prioritization of locations. A site selection and ranking process has been developed to ensure the Region of Peel (ASE) program will offer the greatest safety benefit for all Peel Road users.

PROCEDURES

The criteria required for the ASE location screening and site ranking process was developed using the Ontario Traffic Council (OTC) guidelines and through a review of other local municipalities current ASE policies.

A two-step selection process has been developed to determine and finalize ASE locations including an initial screening based on various data and scoring, and a site audit to ensure ASE deployment is feasible at the proposed site.

Initial Screening

1. Current legislation limits ASE deployment to Community Safety Zones (CSZ) and School Zones (SZ) only. As such, the initial screening will include the screening of only CSZ and SZ in Peel. In addition, due to current court capacity limitations, the Region of Peel ASE program is currently limited to the Township of Caledon only.
2. In the event of changes to current CSZ and SZ limitations, the top 50 locations in Peel with the lowest speed compliance records from the Automated Traffic Recorder (ATR) stations will be included in the initial screening.
 - a. The following data will be considered in the initial screening:
 - i. *Average 85th Percentile Speed versus Posted Speed Limit*
 - In the event of multiple ATR stations, data collected from the ATR stations with the highest 85th percentile speed (demonstrating the highest amount of speed non – compliance) will be used.
 - ii. *Traffic Volume Average Annual Daily Traffic (AADT)*
 - AADT **per lane** will be used.
 - In the event of multiple ATR stations, data from the same ATR station as the average 85th percentile speed record will be used.
 - In the event that an ATR station does not exist at a particular location, the data from the nearest station will be utilized.
 - iii. *3-year Collision History for vulnerable road users (Pedestrian and Cyclist collisions)*
 - All collisions within the CSZ/SZ limits will be included and reviewed.
 - iv. *3-year Fatal and Severe Injury Collision Ranking*
 - All collisions within the CSZ/SZ limits will be included and reviewed.
 - b. The initial screening will utilize a weighted scoring tool and data driven process as outlined in *Table 1* below.
 - c. For a more refined scoring result and to minimize the likelihood of ties, linear interpolation will be applied to the rating for “85th Percentile Speed – Posted Speed Limit” and “AADT” based on the ranges identified in *Table 1* below.
 - d. Ratings for the ‘Collision History’ metrics are taken from the chart below.

**Appendix II
Update on Regional Automated Speed Enforcement Pilot**

Table 1 - ASE Location Scoring Matrix

Travel Speed		
85th Percentile Speed – Posted Speed Limit (km/h)	Rating	Weight
0 km/h	0	4
10 km/h	1	
15 km/h	2	
20 km/h	3	
25 km/h	4	
Traffic Volume (AADT)		
AADT	Rating	Weight
0 v.p.d	0	3
1,000 v.p.d	1	
3,000 v.p.d	2	
5,000 v.p.d	3	
Prior 3 Year Collision History for Vulnerable Road Users		
Prior 3 Year Collision History for Vulnerable Road Users	Rating	Weight
0	0	4
1	1	
2	2	
3	3	
> 3	4	
Prior 3 Year Fatal and Severe Injury Collision History		
Prior 3 Year Fatal and Severe Collision History	Rating	Weight
0	0	5
1	1	
2	2	
3	3	
> 3	4	

3. The current screening process and location matrix was developed under current provincial legislation and guidelines. If provincial legislation is revised, the proposed ASE screening process may require a revision.
4. ASE site locations will be rescreened once all potential sites have been rotated through. If new sites are added, the new ASE sites would be rescreened excluding those that have already had the ASE camera during that rotation.

Internal Office and Field Review

1. A list of the ASE locations will be reviewed and finalized pending management approval. An internal office review and field audit will be conducted to ensure there are no physical impediments that may prevent or restrict functionality of the ASE equipment.
2. The following criteria will be reviewed at all proposed sites:

Appendix II

Update on Regional Automated Speed Enforcement Pilot

- a. Adequate boulevard space for camera placement
- b. Maximum of 3 monitoring lanes
- c. No obstructions to ASE camera
 - i. Including presence of on–street parking
- d. Curvature and grading of roadway
 - i. No sharp turns or curves
 - ii. No extreme grading
- e. Review final locations with the Peel Roads Design and Construction group to ensure there are no upcoming or current capital projects in area, as well as no current or planned construction.

Vendor Site Audit

1. The ASE vendor will conduct a field inspection of the proposed sites to ensure there are no technical or operational limitations with the ASE field equipment.
2. Pending the vendor site audit results, the ASE locations will be finalized at this stage

Communication for Site Implementation

1. ASE warning signs will be installed 90 days in advance of the camera installation date and activation to provide advance notice to the public.
2. Installation of the 90–day warning signs will be coordinated with the Region of Peel Traffic Operations team.
3. Once the 90-day warning period has expired, installation of the regulatory ASE signs will commence.
4. Notifications will be sent to Councillors to inform them of upcoming ASE locations in their respective wards.
5. Notifications will be sent to both the Public and Catholic School Boards with upcoming locations in School Zones.
6. The Region of Peel ASE webpage will be updated accordingly.

RECEIVED

June 21, 2021

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK



June 21, 2021

Hon. Caroline Mulroney
Minister of Transportation
Caroline.mulroney@pc.ola.org

Hon. Kinga Surma
Associate Minister of Transportation
Kinga.surmaco@pc.la.org

Motion Regarding Administrative Monetary Penalties System

Dear Ministers Mulroney and Surma,

As you know, the *Getting Ontario Moving Act, Bill 107*, once proclaimed, will allow for a future Administrative Monetary Penalties System (AMPS) to be developed in the Province of Ontario to reduce the current burden that automated enforcement programs have on the local court systems. The Region of Peel appreciates the framework that the Province continues to build for automated enforcement programs, such as Automated Speed Enforcement, Red Light Camera Enforcement, and Automated School Bus Camera Enforcement, especially the direction the Province is taking towards a transition to AMPS.

On behalf of Regional Council, I am requesting that the Province address the current regulatory challenges that are preventing the Region of Peel from realizing the full safety benefits of our automated enforcement programs. This includes challenges related to Automated Speed Enforcement programs in Ontario that currently requires provincial offence tickets issued under the provincial Highway Traffic Act to be prosecuted by the local court system. Due to limited local court and penalty processing capacity under this current system, the effectiveness of Automated Speed Enforcement programs are severely diminished.

Implementation of Automated Speed Enforcement cameras in select school and community safety zones is a critical part of the Region's Vision Zero Road Safety Strategic Plan. In addition, as permitted by the Province, the Region is establishing a Red Light Camera program for enforcement of Red Light Signal violations at select intersections. Further, as part of its Vision Zero objectives, the Region is eager to initiate an Automated School Bus Camera Enforcement programs as outlined in Ontario Regulation 424/20.

In order to ensure that these automated enforcement programs are effective in helping to keep Peel's roads safe, on May 27, 2021, Regional Council passed a motion (attached) requesting that the Province expeditiously enact legislation to allow the use of AMPS to process automated enforcement violations. This includes the implementation of all necessary legislative amendments and supporting regulations that would direct the net revenue from automated enforcement penalties to municipalities.

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Nando Iannicca
Regional Chair & CEO

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To ensure the Region is able to effectively implement an Automated School Bus Camera Enforcement program in advance of AMPS, the completion of the 'Certificate of Offence' and 'Offence Notice' forms is absolutely necessary. As indicated in a previous October 15, 2020 correspondence, this program would complement our traditional police enforcement to help make the roads safer for more than 68,000 students, and their families, that travel across Peel every day.

The Region of Peel appreciates that the Province has initiated consultations with various stakeholders, such as the Association of Municipalities of Ontario (AMO) and the Ontario Traffic Council (OTC), in order to begin the necessary legislative changes to allow AMPS to be used for various electronic enforcement programs in Ontario. We would be delighted to participate in future discussions either directly or through our partners in the AMO and OTC. As the Region implements its Vision Zero road safety initiatives, through the attached motion, the Region is also requesting that the Province draw to a close the pilot phase of their Automated Speed Enforcement Project and consider expanding applicability outside the currently stipulated Community Safety Zones and School Zones.

In addition, as we continue to seek opportunities to increase roadway safety for all road users, I would like to invite you to be part of a roundtable along with your ministry colleagues and community partner to discuss this critical priority. We will contact your office with more details about this roundtable in the near future. We look forward to continuing to work with you and your ministry to support the development of effective safety-focused automated enforcement programs.

Kindest personal regards,

A handwritten signature in black ink that reads 'Nando Iannicca'. The signature is written in a cursive, flowing style.

Nando Iannicca
Regional Chair & Chief Executive Officer

**Resolution
Regional Council Meeting**

Agenda Number: 23.2
Date: Thursday, May 27, 2021

Moved by Councillor Saito
Seconded by Councillor Downey

Whereas Automated Speed Enforcement programs in Ontario currently require the issuing of provincial offence tickets under the provincial *Highway Traffic Act* prosecuted by the local court system;

And whereas, the *Getting Ontario Moving Act*, Bill 107, once proclaimed, will allow for a future Administrative Monetary Penalties System (AMPS) to be developed which will help reduce the burden on the local court system;

And whereas, Regional Council has endorsed the implementation of Automated Speed Enforcement cameras in select school and community safety zones of Peel as part of the Vision Zero Road Safety Strategic Plan through Resolution 2020-435;

And whereas, Ontario Regulation 277/99, Red Light Camera System Evidence gave municipalities the option of establishing a Red Light Camera program for enforcement of the Red Light Signal violations;

And whereas, Regional Council approved the implementation of the Red Light Cameras within the Region of Peel at the Regional intersections through Resolution 1999-1365;

And whereas, Ontario Regulation 424/20, which came into effect September 1st, 2020, introduced a regulatory framework which sets out evidentiary rules to govern automated school bus stop arm camera programs enforced through the *Provincial Offences Act* and prosecuted by the local court system;

And whereas, Council directed the Regional Chair to write to the Minister of Transportation on October 15, 2020 to advocate for changes that would allow municipalities to create automated school bus stop arm camera programs and a Central Processing Center in Peel Region that can effectively and efficiently process all Automated Traffic Enforcement Programs through an Administrative Monetary Penalty System and to allow revenue from penalties to be directed to municipalities, as recommended by the Automated School Bus Camera Working Group and endorsed through Resolution 2020-446;

And whereas, the *Moving Ontarians More Safely Act, 2021* includes a proposal to introduce Administrative Monetary Penalties for Automated Speed Enforcement, Red Light Camera and Street Car Camera infractions in the extended summary list of proposals;


Therefore be it resolved, that the Council of The Regional Municipality of Peel requests the Province to enact legislation to allow the use of Administrative Monetary Penalties System to process Automated Enforcement violations, including the implementation of all necessary legislative amendments and supporting regulations that would direct the net revenue from Automated Enforcement penalties to municipalities as soon as possible and that Council directs the Regional Chair, on behalf of Regional Council, to send this request to the Minister of Transportation and the Associate Minister of Transportation;

And further, that Council directs the Regional Chair, on behalf of Regional Council, to write to the Minister of Transportation and the Associate Minister of Transportation requesting that the Province draw to a close the pilot phase of their Automated Speed Enforcement (ASE) Project and consider expanding applicability outside the currently stipulated Community Safety Zones and School Zones to further increase roadway safety for all road users;

And further, that the Regional Chair host a round table on road safety in the Region of Peel with appropriate ministries and stakeholders;

And further, that a copy of this resolution be forwarded to the local municipalities, the Association of Municipalities of Ontario, Peel-area MPPs, the Attorney General and the Solicitor General for their awareness and support.

Carried



Regional Chair