Meeting Date: October 22, 2019
Subject: Red Light Camera (RLC)
Submitted By: Arash Olia, Interim Manager, Transportation Engineering

RECOMMENDATION

That the staff report 2019-0173 be approved; and

That staff pursue a Memorandum of Understanding with the Region of Peel to govern the roles and responsibilities of each level of government in order to implement Red Light Cameras at regional intersections in Caledon.

REPORT HIGHLIGHTS

- Red Light Cameras (RLC) are effective devices for enhancing road safety.
- The Region of Peel has proposed that a single camera be installed for a single location within the Town of Caledon. The timing on this is based on Region’s budget and has been earmarked for 2020.
- The estimated number of RLC charges and appeals can be 200 and 100, respectively, per year per RLC site.

DISCUSSION

Red Light Camera (RLC) is a type of traffic enforcement equipment that is installed at a signalized intersection and captures image(s) of a vehicle which has entered the intersection after the traffic signal has indicated red. Statistics indicate that RLC’s enhance road safety by reducing the number of right-angle collisions at intersections equipped with cameras. The RLCs are typically operating constantly 24 hours a day, 7 days a week. Photos from Red Light Cameras are reviewed by a Provincial Offence Officer before a copy of the photo and a ticket is mailed to the registered owner of the vehicle in the photo.

In 2017, a staff report 2017-123, “Caledon Transportation Master Plan” was approved by Council with the following direction to staff:

That Town staff be directed to work in collaboration with Peel Region, the Ministry of Transportation of Ontario, the Ministry of the Attorney General, other municipalities in Ontario, and Ontario Traffic Council to plan and implement the Red-Light Camera and the Automatic Speed Enforcement programs in Caledon;

The Caledon Transportation Master Plan also indicates that in the future opportunity of renewing/expanding of Peel’s RLC program, there is a possibility of including the
intersections in Caledon subject to the review of the court system and financial implications for the Town of Caledon.

An update on the Automated Speed Enforcement program was provided to Council on September 17, 2019 through staff report 2019-0132 so the focus of this report will be on RLC.

The Region of Peel’s RLC program has been in operation since 2000 at regional intersections (i.e. intersection that has at least one Regional Road). It continues to be effective in reducing instances of “red-light running” and reducing the number of right-angle collisions, which contributes to enhancing road safety. Currently, the Region of Peel operates and maintains 33 RLC, with 14 in Brampton and 19 in Mississauga. The site selection process is based on the number of right-angle collision historical records and other site-specific criteria. Periodically, a study will be undertaken to examine the current site selection process and potentially recommend a new selection process and new RLC sites. To allow for the operation of the RLC Program, the Region of Peel has operational agreements with the City of Toronto to manage the processing centre as well as with the Ministry of Transportation of Ontario to provide the vehicle licence plate information. More information on the Region of Peel’s RLC program is available on the Region’s website: https://www.peelregion.ca/pw/transportation/residents/red-light-cameras.asp.

Based on the preliminary data/information from the Region of Peel, Town staff estimate that the number of RLC charges and appeals could be 200 and 100, respectively, per year per RLC site. The Region of Peel Region is responsible for the installation, operation, maintenance, repair and removal of the Red Light Cameras and the area municipality is responsible for the prosecution after a RLC ticket is issued. For the Town, this includes operating and administering the Provincial Offences Court and collection of fines.

Recently, the Region of Peel has proposed that a single camera be installed for a single location within the Town of Caledon at a Regional intersection. The timing on this is subject to budget approval but has been tentatively earmarked for 2020. The Region of Peel uses a Safety Performance Factor (SPF) methodology to screen for locations which consider a number of aspects, but most notably Right-Angle Crashes, the potential for increased rear-end crashes and volume. The methodology ranks locations based on the calculated benefit of having an RLC installed at the given location.

To allow for further investigation of the RLC potential site in Caledon, and for further coordination with Peel Region in a timely manner, Town staff recommend that the Town negotiate and enter into a Memorandum of Understanding with the Region of Peel to govern the roles and responsibilities of each level of government in order to implement RLC at regional intersections in Caledon.

FINANCIAL IMPLICATIONS
Based on the estimation of RLC deployment, the current Caledon POA courthouse could handle the estimated 200 charges and 100 appeals per year for one RLC site. Currently, the average charge volume for Caledon/Dufferin is 34,000 per year, and the average appeal volume is 480 per year. The impact on the prosecution team will have to be assessed and will be monitored as RLC is deployed. As stated, Peel Region is expected to be responsible for installation, operation, maintenance, repair and removal of the RLC system in Caledon. The Town of Caledon will be responsible for the operation and administration of the Provincial Offences Court, including handling the prosecution of RLC-related infractions and collection of fines. The total fine revenue is estimated to be $25,000 per year per RLC site, subject to the number of infractions. As noted above, at this time, there are no incremental expenses projected for the Town. However, staff will continue to monitor the volume of work and cost to the Town related to RLC (including court scheduling, prosecutor time/costs, collections). Staff will also work with the Region to obtain information on the effectiveness the RLC program in Caledon when the data is available.

COUNCIL WORK PLAN

This work aligns with the Sustainable Growth pillar in the Council Work Plan 2018-2022, to continue implementation of the Transportation Master Plan including transit, infrastructure, cycling, traffic management, traffic calming, liveable and walkable communities.

ATTACHMENTS

None.