



Report n° ADM2024-002
Date: March 08 2024
Submitted by: Pierre Voisine
Subject: Automated Speed Enforcement

Nature/Goal

The purpose of this report is to update Council on the activities related to the implementation of Photo Radar in the City of Clarence-Rockland, and to seek approval to access funding from reserves to implement the program.

Directive/Previous policy

None

Department's recommendation

BE IT RESOLVED THAT Council approves the establishment of the Joint Processing Center and directs Administration to enter into an agreement with LAS Association of Municipalities of Ontario (AMO) Business Services to provide processing services to other municipalities.

BE IT ALSO RESOLVED THAT Council approve that Administration access up to \$400,000 from the tax stabilisation reserve to implement this program, and that all initial revenues generated for this program be used to refund the reserve.

BE IT FURTHER RESOLVED THAT Council approves that the net revenues from the Automated Speed Enforcement programme will be used to reduce the deficits related to infrastructure.

QU'IL SOIT RÉSOLU QUE le conseil approuve la création du centre de traitement conjoint et demande à l'administration de conclure une entente avec 'LAS Association of Municipalities of Ontario (AMO) Business Services' pour fournir des services de traitement à d'autres municipalités.

QU'IL SOIT AUSSI RÉSOLU QUE le conseil approuve que l'administration puise jusqu'à 400 000 \$ dans la réserve de stabilisation des taxes pour mettre en œuvre ce programme, et que tous les revenus initiaux générés par ce programme soient utilisés pour rembourser la réserve.

QU'IL SOIT FINALEMENT RÉSOLU QUE le conseil approuve que les revenus net du programme de contrôle automatisé de la vitesse soient utilisées pour réduire les déficits liés à l'infrastructure.

Background

Automated Speed Enforcement (ASE), an automated system that uses a camera and a speed measurement device to enforce speed limits in identified areas, is designed to work in tandem with other road safety measures, such as engineering activities, education initiatives and police enforcement, to help improve safety for people of all ages by increasing speed compliance, altering

driver behaviour, and increasing public awareness about the critical need to slow down.

In 2020, the province of Ontario passed legislation allowing Municipalities to implement ASE in Schools Zones and Community Safety Zones. This, in an effort to allow municipalities address an emerging issue. Concurrently, members of council have seen an increase in complaints related to speeding, and, due to staffing challenges and increased workload, the local Ontario Provincial Police detachment can do little to enforce speed limits, a common issue through the country.

Discussion

While ASE's have started to appear throughout the province, they are predominantly located in larger cities. The biggest challenge with the implementation of the program is the resource intensive requirements of processing tickets, and the complex and precise controls required to manage the process. One individual camera has the potential of generating thousands of tickets per day making the processing requirements challenging. Most municipalities are contracting the processing aspects of the program to a larger municipality, such as Toronto. However, the ¹adherence costs and percentages required for processing have a negative impact on the revenue margins, and volume generated from their own cameras. Additionally, due to volume, some processing centers have suspended the processing of customer cameras. For example, the city of Ottawa's 28 cameras issued 145,570 tickets in the first 9 months of operation. It would be difficult for a municipality such as Clarence-Rockland to prioritize its processing needs ahead of the service providers needs.

Conversely, the option of creating our own processing center is appealing, though complex. The risks associated with scaling such an activity, without previous experience is not recommended. While the potential of generating revenues from other municipalities is equally appealing, the associated risks related to changes in customer base in this space make this an unattractive option. Further, the implementation of the AMO model will undoubtedly attract many municipalities to adhere to a less expensive option, jeopardizing investments.

The Association of Municipalities of Ontario's business services operates LAS, which is a non-profit organization tasked with implementing business solutions which benefit Ontario municipalities. Local Authority Services (LAS) has initiated a project to build and manage processing centers to serve municipalities who want to implement ASE. The first processing center has been established in the city of Barrie, the second is planned for Clarence-Rockland. Attached at Ref: A is a confirmation letter from AMO confirming that the project of implementing ASE processing center in Clarence-Rockland has begun.

¹ Adherence cost for the City of Toronto processing center is \$100,000, plus a % of each processed contravention.

The processing center will be operated by LAS within City infrastructure using staff employed by the City. This is required to meet the requirements of the law in where employees processing tickets must be sworn officers. All of the related costs of operating the processing center, (employees, furniture, equipment, use of the facility) will be borne by LAS.

The processing center will provide services to municipalities from throughout Ontario. In addition to the creation of employment and the ability to process its own ASE, the municipality will be positioned to be a founding member of LAS's Joint Processing Center Board which will be formed in 2025.

Formal agreements should be ready for council approval in a May timeframe.

Consultation

N/A

Recommendations or comments from committee/ other departments

N/A

Financial impact (expenses/material/etc.)

Some investments need to be done within City buildings (Clarence building) to render the room secure to meet the program requirements, estimated at \$30-\$70K

Infrastructure and installation of 3 cameras and required infrastructure (power, etc.): \$300,000²

It is recommended to set a budget of \$400,000 from the tax stabilisation reserve and that future net revenues be used to reimburse the reserve.

Legal implications

There are multiple legal implications related with this program. Implementing with LAS will ensure that the City undertakes this project properly. Various Bylaws and procedural policies will be forwarded to Council for approval throughout implementation.

Risk management

Minimal risk is expected as this is a proven approach within Ontario.

Strategic implications

This initiative meets the Health and Wellness strategic priorities, specifically in support of its Active Transportation initiatives.

Supporting documents

Letter from LAS

² This is a budgetary estimate for the procurement option only. Administration may choose to lease or enter into alternative contractual arrangement depending on a cost/benefit evaluation at the time of purchase.