



The Corporation of the Municipality of Arran-Elderslie

Information Report

Report From: Christine Fraser-McDonald, Clerk

Meeting Date: October 23, 2023

Subject: SRCLK.2023.10 – Automated Speed Enforcement (Photo Radar)

Appendices: None

Report Summary

At the July 10, 2023 Council meeting, Council requested that staff review the possibility of Automated Speed Enforcement (ASE) in Arran-Elderslie and bring forward a staff report in the fall of 2023.

Background

There have been concerns raised continually by residents and members of Council regarding speeding in Arran-Elderslie.

On August 9, 2021, the Council of the Municipality of Arran-Elderslie passed the following resolutions:

1. Direct staff to draft a letter on behalf of Council to address the speeding concerns on County roads approaching and within the communities of Arran-Elderslie, specifically County Road 10 through Chesley and Tara and County Road 3 through Paisley;
2. That a copy of this letter be provided to the Ontario Provincial Police (OPP);
3. That staff work with County staff and the OPP to address the concerns and develop suitable solutions to address the issues in these areas such as crosswalks, traffic lights and the possibility of photo radar; and

4. That Staff work with the County to research the process of establishing Community Safety Zones.

Following this request to the County, a report was presented to County Council.

The report noted the following:

The County has conducted traffic investigations and has/will implement traffic calming in the following areas within Arran-Elderslie:

- Bruce Road 3 through Paisley. Adjustment of the speed transition zone to 20 km/h increment.
- Bruce Road 5 through Tara. Adjustment of the speed transition zone to 20 km/h increment.
- Bruce Road 10 through Chesley. Adjustment of the speed transition zone to 20 km/h increment.
- Bruce Road 10 through Tara. Adjustment of the speed transition zone to 20 km/h increment.
- Bruce Road 17 through Invermay. Part of flex post trial with additional speed signage on center line and narrowing of the roadway. Adjustment of the speed transition zone to 20 km/h increment.
- Bruce Road 17 through Burgoyne and Arkwright. Adjustment of the speed transition zone to 20 km/h increment.
- Bruce Road 40 through Dobbinton. Adjustment of the speed transition zone to 20 km/h increment.
- The County has a process to establish community safety zones. The County community safety zones are identified in the attached bylaw 2018-024. This by-law can be amended to include new zones within Arran-Elderslie.
- There are additional traffic calming measures using flex posts planned for implementation in 2022 assuming the successful completion of the Centerline Signage Pilot program. These locations include:
 - Arkwright
 - Chesley
 - Tara
 - Dobbinton
 - Invermay
 - Paisley at Goldie Street

At that time, the County also investigated photo radar as an option to reduce speeding, but the report indicated that photo radar was very cost prohibitive.

Analysis

In December 2019, the Province made changes to the *Highway Traffic Act* allowing automated speed enforcement only in areas designated as a school safety zones and community safety zones with speed limits under 80 km/h.

Community Safety Zones (CSZ) are sections of roadway where public safety is of special concern. CSZ's may include roadways near schools, day care centres, playgrounds, parks, hospitals, senior citizen residences, and may also be used for collision prone areas within a community. The purpose of a CSZ is to indicate to the motorist that they are within a zone where fines have been increased through a special designation under the *Highway Traffic Act*.

It is important to note that many of the complaints received are related to speeding concerns on roads that are under the jurisdiction of Bruce County and therefore, Bruce County would need to those designate areas as a Community Safety Zone and also establish ASE on those roadways. Bruce County has already undertaken an initial review of ASE and found that the program would be much too costly to implement at this time.

Staff continually utilize the Black Cat Radar Device on municipal roadways and have found the rate of enforceable violations to be relatively low.

Currently, the following locations in Arran-Elderslie are designated as Community Safety Zones, which are all in areas surrounding local schools in our communities.

<i>Highway</i>	<i>From</i>	<i>To</i>	<i>Times/Days</i>
CHESLEY			
4TH ST SE	1ST AVE S	4TH AVE SE	At all times
4TH AVE SE	4TH ST SE	7TH ST SE	At all times
ST 7TH SE	4TH AVE SE	1ST AVE S	At all times
TARA			
BROOKE ST W	YONGE ST N	600 M WEST OF FRANCIS ST	At all times
PAISLEY			
BALAKLAVA ST	QUEEN ST S	VICTORIA ST S	At all times
VICTORIA ST S	BALAKLAVA ST	ARNAUD ST	At all times
ARNAUD ST	VICTORIA ST S	DUKE ST	At all times

An Ontario municipality that elects to enroll in and operate ASE must also execute a series of agreements and establish increased capacity within existing municipal court administration to process ASE violations. An ASE program would require on-going support from a variety of municipal staff and external stakeholders through the planning, commissioning, and operation of the program. The parties that the Municipality would have to enter into agreements with to implement the ASE program are detailed in Table 1.

Table 1 - Automated Speed Enforcement Program Agreements

Agreement	Vendor/Party	Scope
Authorized Requester Agreement	Ontario Ministry of Transportation (MTO)	Access to MTO's license plate registry for processing offences.
Violation processing services	City of Toronto Joint Processing Center (JPC)	Processing tickets and issuing certificates of offence
Equipment vendor agreement	Redflex Traffic Systems (Redflex)	Supply, installation, operation and maintenance of the ASE cameras.

The vendors listed in Table 1 are presently the only option to provide these services in Ontario.

Warning signage must be placed 90 days prior to the installation of the cameras. This signage must then be removed and replaced with new signs stating that there is photo radar in the area.

Link to Strategic/Master Plan

6.1 Protecting Infrastructure, Recreation and Natural Assets

Financial Impacts/Source of Funding

Preliminary Financial Information:

The ASE program is comprised of infrastructure, processing, and administration costs and fines/fees associated with the tickets issued. Staff has gathered information from other Ontario municipalities (including Toronto) that have begun the ASE program, summarized in Table 2 below, to provide a preliminary summary of expected program costs.

These areas would be subject to verification at the time of joining the program as most of the costs require additional information to confirm actual amounts.

Table 2 – Cost Information for Automated Speed Enforcement Program

Item	Components	Approximate Costs
Fixed Costs for Cameras	Camera hardware, installation and maintenance provided by the contracted service	Approximately \$31,000 per camera per year + initial installation costs which could range from \$250-\$35,000 depending on the location and infrastructure required.
Variable External Operational Costs	City of Toronto Joint Processing Center (JPC)	The cost share for current municipalities who have joined the program is approximately \$55,000 per municipality.
Variable External Operational Costs	Violation processing fees provided by the City of Toronto	This is currently estimated to be approximately \$20 per violation
Variable External Operational Costs	MTO processing and administration fees related to accessing registered owner information	Approximately \$1.06 per violation
Municipal Administration Costs	Management and administration of the red-light camera program, and Legal and prosecution support for violation appeals	Municipalities have reported that the largest impacts for the program are to their Provincial Court Administration, requiring additional staffing recruitment and additional space requirements. Most municipalities have their own staff for this program.
Municipal Administration Costs	Education, awareness and signage	This would have to be determined – subject to the number of locations and application (fixed or mobile).

It was determined that most municipalities have identified the need to recruit staff for court administration and the management of a high volume of issued tickets.

The number of tickets issued depend on a variety of factors such as traffic volumes, speed limit, speed limit observance, hours of operation, etc. The number of tickets issued can be in the range of 10,000 per camera in a large city.

The City of Toronto Joint Processing Center (JPC) is at capacity at this point and will not be taking any new municipalities until 2025.

Based on the information provided in this report, this would be a costly initiative for the Municipality. If Council directs staff to proceed with this initiative, then further review and financial planning would be required.

Approved By: Sylvia Kirkwood, CAO