

Memo

To: Council

From: Municipal Enforcement Services / Transportation and Engineering Department

Date: July 12, 2022

Subject: Automated Speed Enforcement and Administrative Penalty Ticket Management

Background

In 2021, Council approved the implementation of an Automated Speed Enforcement program (ASE) including 14 mobile cameras in conjunction with a Provincial Administrative Monetary Penalties System (AMPS), with the original timeline to implement ASE July 1, 2022.

A memo was issued to Council dated March 29, 2022 to indicate the change in the introduction of provincial regulations supporting the issuance of AMPS for ASE and delay in implementation of ASE program pending the proclamation of such regulations anticipated September 2022.

A memo was issued to Council dated June 21, 2022 to change the implementation date of the ASE program, including camera installation and ticket management, to Q1, 2023

Questions and Answers

Following the updates provided, Councillor Longo raised several questions related to the ASE implementation plan.

1. *As delays relate to Provincial requirements and external agencies - other municipalities have already implemented these programs - it is unclear as to which Provincial requirements are causing Oakville program delays.*
 - Currently the municipalities with ASE programs in place issue charges under the Provincial Offences Act (POA) where infractions are prosecuted in provincial courts. Within Halton Region, however, there are concerns with the ability of Halton Court Service (HCS) to manage ASE charged under the current POA regime. Therefore, Oakville's ASE program is to operate under AMPS regime where the empowering legislation O. Reg. 355/22 (administrative penalties for vehicle owner contraventions detected using camera systems) for municipality to manage the tickets for ASE came into force on July 1, 2022.
 - Specifically, Oakville is waiting for JPC (Toronto Joint Processing Centre), MTO and Ministry of Attorney General (MAG) to provide the Town with reporting and data transfer requirements for the administration of the AMPS.
 - While waiting for the requirements, town staff is reviewing the applicable bylaw and internal procedures/processes to ensure ASE can be implemented in a timely manner once the requirements are received.

- Upon receipt of the requirements, Town staff will need to complete a bylaw update, and integration for both the AMPS system for ticket management and camera system.
 - Further, Oakville is waiting for:
 - JPC to work through an upgrade of their technology to administer the AMPS process, with a tentative date of completion end of 2022.
 - Town is ready to sign the MTO agreement to access licensing data based on the AMPS regulation.
2. The Joint Processing Centre (JPC) is upgrading their systems - why can (Town's) the work not begin to implement in parallel to their system upgrade? More details on their system upgrade will be helpful to understand further reasons for the Oakville ASE Program delays.
- Town cannot initiate configuration of our AMPS system due to lack of reporting and data transfer requirement from JPC (Toronto Joint Processing Centre), MTO and Ministry of Attorney General (MAG).
 - Staff continue to work on gathering requirements relating to system upgrades to manage ASE AMPS.
 - As soon as the information is known from our external partners, staff is prepared to initiate the town system integration.
3. As the intent of the ASE Program is to deter drivers from speeding, installing the cameras without being able to process the fines may actually assist in curtailing speeding.
- Staff do not recommend placing the cameras as a deterrent. Town will need to pay the vendor for the cameras once installed, although not turned on. The cost associated with the cameras is \$485K a year.
 - Staff will begin installing the "coming soon" signage in CSZs on a rotational basis. This will allow residents to become more aware of the ASE program and will be a component in encouraging better compliance with the speed limit and traffic safety rules. This work is planned for the month of September.
 - Staff can only install 'Municipal Speed Enforcement Camera In-Use' signs once the camera is activated.
4. As this is a multi-department and external agency project, who is accountable to implement this program? From the point of approval of the 14 ASE cameras there does not appear to be committed timelines to implementation.
- There are two components to the ASE program: infrastructure and ticket management. Infrastructure work (deployment of cameras) is managed under T&E, while ticket management (processing, issuing and prosecuting) is managed under MES. The staff from the two teams works collaboratively both internally and with external agencies to ensure the successful delivery of the program.
 - Since the approval of the ASE cameras, Transportation and Engineering staff completed the infrastructure component of the program and ready to implement July 1, 2022, including establishing agreements and secure the camera vendor, such that 14 camera is now ready to be installed, sign has been prepared.

- In late 2021, Town was informed of the proposed AMPS regulations and communicated to council in March 2022. At that time, the regulation was anticipated to be proclaimed in September 2022. This impacts the ticketing management component.
- Legislation was passed on July 1, 2022, however, Town is waiting for JPC (Toronto Joint Processing Centre), MTO and Ministry of Attorney General (MAG) to provide the Town with reporting and data transfer requirements for the administration of the AMPS. Therefore, the implementation timeframe is now Q1, 2023.
- Key contacts for the ASE program is Jill Stephen in T&E and Jim Barry in MES

5. How are the “Red Light Cameras” administered for the Town? Is there anything that can be leveraged between the “Red Light Camera” program and the ASE program?

- Red Light Cameras (RLC) are installed at intersections to capture red-light running infractions. The RLC program is managed by the Region and all the RLC in the Town are installed at the signalized intersections under the jurisdiction of Halton Region.
- Tickets issued under RLC are processed by JPC (similar to ASE), however, these tickets are issued under the POA with prosecution falling under Halton Court Services. The ASE program for Oakville is to be executed under AMPS and not POA due to limited resourcing in Halton Court Services. The oversight of the ticket management held in Oakville will include any requests for legal review to be facilitated through the Town.
- RLC captures vehicles crossing a stop-bar regardless of vehicle speed at a signalized intersection when the traffic light is red. Whereas ASE cameras are installed at mid-block locations, measures the vehicle’s speed and captures vehicles who travels over the posted speed. The technology between the two programs is not interchangeable.