

# Memo

**To:** Mayor Burton and Members of Council

**From:** Muhammad Imran – Manager, Neighbourhood Traffic Safety

**CC:** Jane Clohecy, Chief Administrative Officer  
Phoebe Fu – Commissioner, Community Infrastructure  
Paul Cripps – Director, Transportation and Engineering

**Date:** June 17, 2025

**Subject:** Automated Speed Enforcement (ASE) Program Operational Statistics Report  
(January 22 to April 30, 2025)

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## **Purpose:**

The purpose of this memo is to provide Council with a summary of key statistics and findings over the first 99 days of ASE camera operations, from January 22 to April 30, 2025.

## **Background:**

In October 2021, Council approved the implementation of 14 Automated Speed Enforcement (ASE) cameras in Community Safety Zones as part of the Neighbourhood Traffic Safety Program to enhance road safety. The primary objectives of the ASE program are to reduce excessive speeding, address aggressive driving behaviours in designated areas, and improve compliance with posted speed limits. These measures aim to lower the risk of collisions and enhance the safety of all road users, especially vulnerable road users such as children, pedestrians, and cyclists.

The first round of ASE locations were activated on January 22, 2025, with 2 cameras per ward.

## **Key Program Statistics (First 3 Months)**

### **a) ASE Infractions Severity Analysis**

A total of 17,041 penalties, averaging approximately 172 penalties per day were issued to vehicles exceeding the posted speed limits in designated Community Safety Zones. A

summary of the number of penalties issued at each camera location, along with the posted speed limits in that Community Safety Zone is provided in Table 1, Appendix A.

In addition to the total number of penalties issued, a detailed analysis was conducted to better understand driver-behavior at each ASE camera location. The infractions are categorized based on the degree to which drivers exceeded the posted speed limits: 0 to 15 km/h, 16 to 25 km/h, and more than 25 km/h. This breakdown provides insight into the severity of speeding and helps identify locations with a higher incidence of excessive speeding. Overall, 67% of all infractions fell within the 0 to 15 km/h range, 30% within the 16 to 25 km/h range, and 3% were more than 25 km/h over the posted speed limit. The analysis also identified the maximum recorded speed at each ASE site. These findings, summarized in Table 2 Appendix A, offer a more comprehensive understanding of driver behaviour, posted speed limit compliance, and the nature and magnitude of speeding violations across all ASE camera sites. These figures illustrate non-compliance with posted speed limits, driver behaviour and degree of excessive speeding in community safety zones. Notably, certain locations such as Rebecca Street and Sixth Line experienced significantly higher infraction volumes, indicating areas where speeding remains a prevalent concern.

### **b) Penalty Orders Issuance, Breakdown, Screening, and Adjudication**

The Provincial Offence Officers at the Joint Processing Center (JPC) are responsible for issuing and mailing ASE penalty orders to the registered plate owner of the vehicle. These notices are sent within 23 days of the recorded infraction. Upon receipt, vehicle owners have several options to pay the penalty: online through the Town's website using a QR code provided on the penalty order, by mailing a cheque, or by submitting payment in person using the secure drop box located outside the main entrance of Town Hall.

Once a penalty order is received, the vehicle owner has 30 days to either pay the fine or request a screening or hearing review. In accordance with Ontario Regulation 355/22, the screening and adjudication of disputed ASE penalties are conducted by staff from the Town's Legal Department.

Each ASE penalty order clearly outlines three components: the set fine, the victim fine surcharge, and the Ministry of Transportation (MTO) plate lookup fee:

- The set fine is determined by the Chief Justice of the Ontario Court of Justice and is based on the vehicle's recorded speed over the posted limit at the time the image was captured.
- The victim fine surcharge, established by the Ministry of the Attorney General, is calculated as a percentage of the set fine.
- The MTO plate lookup fee covers the cost of retrieving the registered vehicle owner's information.

Once ASE penalties are collected by the Town, the MTO plate lookup fee and victim fine surcharge are remitted to the Ministry of Transportation and the Ministry of the Attorney General, respectively

As of April 30<sup>th</sup>, a total of 1,172 screening requests were submitted, representing approximately 7% of all issued penalties and 4,346 penalties remain unpaid, accounting for 25% of the total issued penalty orders. Unpaid penalties that are not resolved within the prescribed timeframe will proceed to the plate denial process and be forwarded to the Ministry of Transportation (MTO) for collection as part of the vehicle license plate renewal process. A summary of screening requests and unpaid penalties is provided in Table 3, Appendix A.

### **c) Pre-ASE vs Post ASE (During Operation) Speed Comparison**

A comparison of vehicle speeds before and after the activation of ASE cameras demonstrates a notable improvement in speed compliance across most sites. As summarized in Appendix B, Table 1, the analysis reveals an average reduction of 6 km/h (11%) in the southbound/westbound directions, and an even more significant average reduction of 7 km/h (13%) in the northbound/eastbound directions. The most substantial reductions occurred at Nottinghill Gate and Westoak Trails Boulevard with speed decreases of up to 16 km/h and 12 km/h respectively.

These early results suggest that the presence of ASE cameras is having the intended deterrent effect and contributing to a meaningful shift in driver-behaviour. Data from the first three months indicates that installing ASE cameras in Community Safety Zones is fostering positive behavioural changes and helping to promote a culture of speed compliance even beyond designated enforcement areas.

It's important to note that in the first three months of ASE camera operations, 57 incidents of stunt driving were recorded by ASE cameras, where drivers were caught travelling 40 km/h or more above the posted speed limit within designated Community Safety Zones. These excessive speeding violations are classified under the Highway Traffic Act as "stunt driving" and represent a serious risk to public safety, particularly in areas with high pedestrian activity, such as near schools, parks, and residential neighbourhoods. The presence of ASE cameras plays a critical role in deterring this type of reckless driving behaviour by introducing consistent, automated enforcement and ensuring that such violations do not go unnoticed. Addressing stunt driving through ASE helps reduce the risk of severe collisions and this program provides a cost-effective and sustainable supplement to traditional speed enforcement by enabling continuous monitoring without requiring the on-site police presence which reinforces the Town's commitment to making our streets safer for all road users.

#### **Next Steps:**

As per the ASE camera rotation schedule, the ASE camera vendor will begin relocating the cameras to the next set of designated Community Safety Zones by the end of the week of May

26, 2025. Each camera will undergo a complete setup and configuration process at its new location to ensure full operational readiness. We anticipate that the ASE cameras will be fully reactivated and in enforcement mode by the end of the second week of June 2025. Once operational, enforcement activities will resume at the new sites.

Staff will provide a fulsome update to Council on the ASE program statistics including budget implications through the annual Neighbourhood Traffic Safety update in September 2025.

**Appendix A: Issued ASE Charges Statistics.**

**Appendix B: Pre-ASE vs Post ASE (During Operation) Speed Statistics.**

**Automated Speed Enforcement (ASE) Program Operational Statistics Report (January 22 to April 30, 2025)**

**Appendix A: Issued ASE Charges Statistics**

<b>ASE Camera Location</b>	<b>Posted Speed</b>	<b>ASE Charges</b>
Colonel William Parkway Northbound North of Richview Blvd.	40 km/h	740
Rebecca St. Westbound West of Jones St.	40 km/h	6729
Nottingham Gate Southbound South of Forest Trail Place	50 km/h	863
Old Abbey Lane Southbound South of Priory Court	40 km/h	326
Kingsway Dr. Northbound North of Chalfield Dr.	40 km/h	344
Reynolds St. Northbound North of Sheddon Ave.	40 km/h	632
Pine Glen Rd. Eastbound West of Oakhaven Dr.	40 km/h	995
Westoak Trails Blvd., Eastbound East of Calloway Dr.	40 km/h	1160
River Glen Blvd. Southbound South of Towne Blvd.	40 km/h	341
Sixth Line Northbound North of Elm Rd.	40 km/h	2855
Glenashton Dr. Westbound West of Grosvenor St.	40 km/h	1182
North Ridge Trail Northbound North of Grace Dr.	50 km/h	139
Sixteen Mile Dr. Eastbound East of Eberly Woods Dr.	40 km/h	588
Post Rd. Northbound North of Fowley Dr.	40 km/h	147
<b>Total Charges (January 22, 2025, to April 30, 2025)</b>		<b>17041</b>

<b>ASE Camera Location</b>	<b>Issued Penalties</b>	<b>Up to 15 km/h</b>	<b>16 km/h to 25 km/h</b>	<b>25 km/h and over Posted Speed</b>	<b>Max Speed</b>
Colonel William Pky.	740	569 (77%)	163(22%)	8 (1%)	109 km/h
Rebecca Street	6732	4006 (60%)	2445 (36%)	281(4%)	104 km/h
Nottingham Gate	863	681 (79%)	176 (20%)	6 (0.7%)	95 km/h
Old Abbey Lane	326	222 (68%)	94 (29%)	10(3%)	86 km/h
Kingsway Drive	344	235 (68%)	95 (28%)	14 (4%)	89 km/h
Reynolds Street	632	431 (68%)	184 (29%)	17 (3%)	132 km/h
Pine Glen Road	997	686 (69%)	287 (29%)	24 (2%)	106 km/h
Westoak Trails Blvd.	1159	831 (72%)	311 (27%)	17 (1%)	82 km/h
River Glen Blvd.	341	221 (65%)	113 (33%)	7 (2%)	83 km/h
Sixth Line	2855	1980 (69%)	813 (28%)	62 (2%)	98 km/h
Glenashton Drive	1182	843 (71%)	320 (27%)	19 (2%)	87 km/h
North Ridge Trail	139	115 (82%)	19 (14%)	5 (4%)	89 km/h
Sixteen Mile Drive	588	429 (73%)	149 (25%)	10 (2%)	80 km/h
Post Road	143	114 (80%)	25 (17%)	4 (3%)	97 km/h

**Automated Speed Enforcement (ASE) Program Operational Statistics Report (January 22 to April 30, 2025)**

**Appendix A: Issued ASE Charges Statistics**

**Table 3 - Screening Requests and Unpaid Penalties**

Total Charges	17,041
Screening Requests	1,172
Percentage of Screening Reviews	7%
Unpaid Penalties	4346
Percentage of Unpaid Penalties	25%

# Automated Speed Enforcement (ASE) Program Operational Statistics Report (January 22 to April 30, 2025).

## Appendix B: Pre-ASE vs Post ASE (During Operation) Speed Statistics

**Table 1 - Pre-ASE vs Post ASE (During Operation) Speed Compliance Comparison**

ASE Site	Before Installing ASE Camera		After Installing ASE Camera					
	NB/EB 85th Percentile Speed (km/h)	SB/WB 85th Percentile Speed (km/h)	NB/EB 85th Percentile Speed (km/h)	SB/WB 85th Percentile Speed (km/h)	NB/EB Difference (km/h)	NB/EB Percentage Difference	SB/WB Difference (km/h)	SB/WB Percentage Difference
Colonel William Pky.	55	57	50	46	-6	-10%	-11	-19%
Rebecca Street	64	60	55	49	-8	-13%	-11	-19%
Nottingham Gate	63	62	47	54	-16	-25%	-8	-13%
Old Abbey Lane	55	52	47	49	-8	-15%	-2	-5%
Kingsway Drive	49	50	49	46	0	-1%	-3	-7%
Reynolds Street	57	64	50	54	-8	-14%	-9	-15%
Pine Glen Road	54	53	51	48	-4	-7%	-5	-10%
Westoak Trails Blvd.	60	57	48	47	-12	-20%	-10	-17%
River Glen Blvd.	54	48	47	48	-7	-12%	0	-1%
Sixth Line	54	54	46	47	-9	-16%	-6	-11%
Glenashton Drive	59	55	50	51	-9	-16%	-4	-7%
North Ridge Trail	60	63	53	52	-7	-12%	-11	-17%
Sixteen Mile Drive	49	50	46	47	-3	-7%	-3	-6%
Post Road	50	50	45	44	-5	-11%	-5	-11%
Overall Average					-7	-13%	-6	-11%

\* Negative (-) sign denotes decrease in speed after activating ASE cameras.

Legend.	
NB	Northbound
SB	Southbound
EB	Eastbound
WB	Westbound