



Administration and Operations Committee Report

To: The Chair and Members of the Administration and Operations Committee
From: Halie Gilmore, Project Manager Corporate Strategy and Greg Bergeron, Director of Enforcement and Regulatory Services
Date: June 17, 2025
Report #: RPT-0245-25
Subject: Data Analysis – Automated Speed Enforcement Program
Purpose: For Information

Recommendation

That RPT-0245-25 - Data Analysis - Automated Speed Enforcement Program be received as information.

Executive Summary

The County of Brant's Automated Speed Enforcement (ASE) Program has been in operation for over four months. During this time, the County has collected valuable data to understand the efficacy of the program and how it operates. This report presents data in three sections: (1) impact analysis, (2) financial analysis, and (3) operations analysis. Collecting, evaluating, and reporting on this data is crucial to foster accountability, community trust, and support effective program expansion.

Strategic Plan Priority

Strategic Priority 3 - Healthy, Safe, and Engaged Citizens

Strategic Priority 4 – Stable and Responsive Governance

Impacts and Mitigation

Social Impacts

Reporting on ASE data fosters transparency, accountability, and improves community trust and perception of the program. Analysis of available data shows the efficacy of the ASE program at reducing vehicle speeds, making it a valuable addition to existing enforcement efforts. By lowering vehicle speeds, this program improves traffic safety by increasing driver reaction time and reducing the likelihood of collisions, especially with pedestrians.

Environmental Impacts

There are no environmental impacts associated with this report.

Economic Impacts

Transactional data shows that the ASE program appears to be operating on a revenue positive basis – within the first four months, revenue collected from penalty orders was greater than program expenses. Net revenue can be used to stabilize the program, support expansion, and the costs of other road safety initiatives.

Report

Background

Through the [Brant Safe Street Strategy](#), the County of Brant (the County) is taking action to reduce speeding and enhance road safety for all users. As part of this work, the County has developed an independent Automated Speed Enforcement (ASE) program and started by implementing one system in a community safety zone. ASE devices are intended to be used alongside other traffic control measures that focus on education, enforcement, and engineering.

The first ASE system was added on Silver Street in Paris outside North Ward Public School. A rough timeline for the implementation is included below:

- October 2024 to January 2025 – ‘Coming soon’ signage was posted to notify drivers and residents that ASE was coming to this location along with the installation of the camera. Testing of the system began and no penalty orders were issued during this time.
- February 2025 – ASE system became operational, and penalty orders started to be issued.
- February to May 2025 – Staff monitored the program and made adjustments as needed over the four-month period.

Over time, the County has collected valuable data to understand the impact of the program, its financial viability, and how it operates. The information is organized in the following sections.

- (1) **Impact Analysis** – Data on speeding incidents pre- and post-implementation shows how the presence of the ASE device and associated signage impact driver behaviour and reduce vehicle speeds.
- (2) **Financial Analysis** – The program is designed to be a self-funded program that does not rely on tax levy funding. Transactional data on fines issued and collected, and costs incurred, showcase the financial viability of the program.
- (3) **Operations Analysis** – Data on the number of penalty orders and appeals processed shows how the program is operating on a day-to-day basis.

Analysis

Impact Analysis

Comparing speeding incidents before and during ASE implementation illustrates how the presence of the system alters driver behaviour and reduces speeding incidents. The table below shows the number of speeding incidents recorded from 8AM-5PM on weekdays across three different time frames (pre-ASE with speed board present, with coming soon signage and speed board, and when the system was operational).

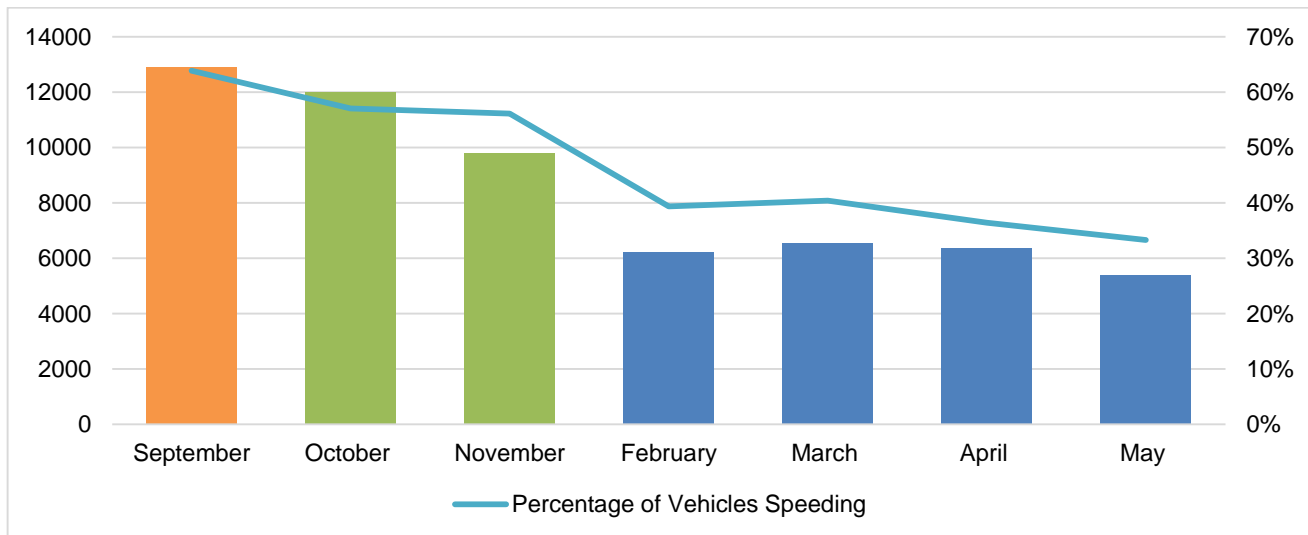
Figure 1 – Speeding Incident Data Before and During ASE Implementation

Month	September	October	November	February	March	April	May ¹
Status	Speed Board	Speed Board and Coming Soon Signage		ASE Device Operational			
Number of Vehicles Recorded Passing	20,196	21,014	17,439	15,767	16,179	17,429	16,153
Number of Speeding Incidents	12,908	11,986	9,791	6,208	6,542	6,351	5,377
Average Speed (km/h)	43.5	42.7	42.3	38.8	39.3	38.2	37.8
Max Speed (km/h)	100	100	87	75	74	70	70
Percentage of Vehicles Speeding	64%	57%	56%	39%	40%	36%	33%

This data demonstrates that the presence of signage and ASE systems has a clear impact on the number of speeding incidents recorded in the area. In September with the speed board present, roughly 64% of vehicles were driving over the speed limit, in contrast, after four months of operating an ASE system, the percentage of vehicles speeding dropped to 33% in May. In this same time frame, the average speed decreased from 43.5 km/h to 37.8 km/h.

The graph below shows that since implementing the ASE device in this location, the percentage of people speeding and the number of speeding incidents has gradually declined. Moving forward, staff will continue to analyze how the presence of ASE devices impacts instances of speeding.

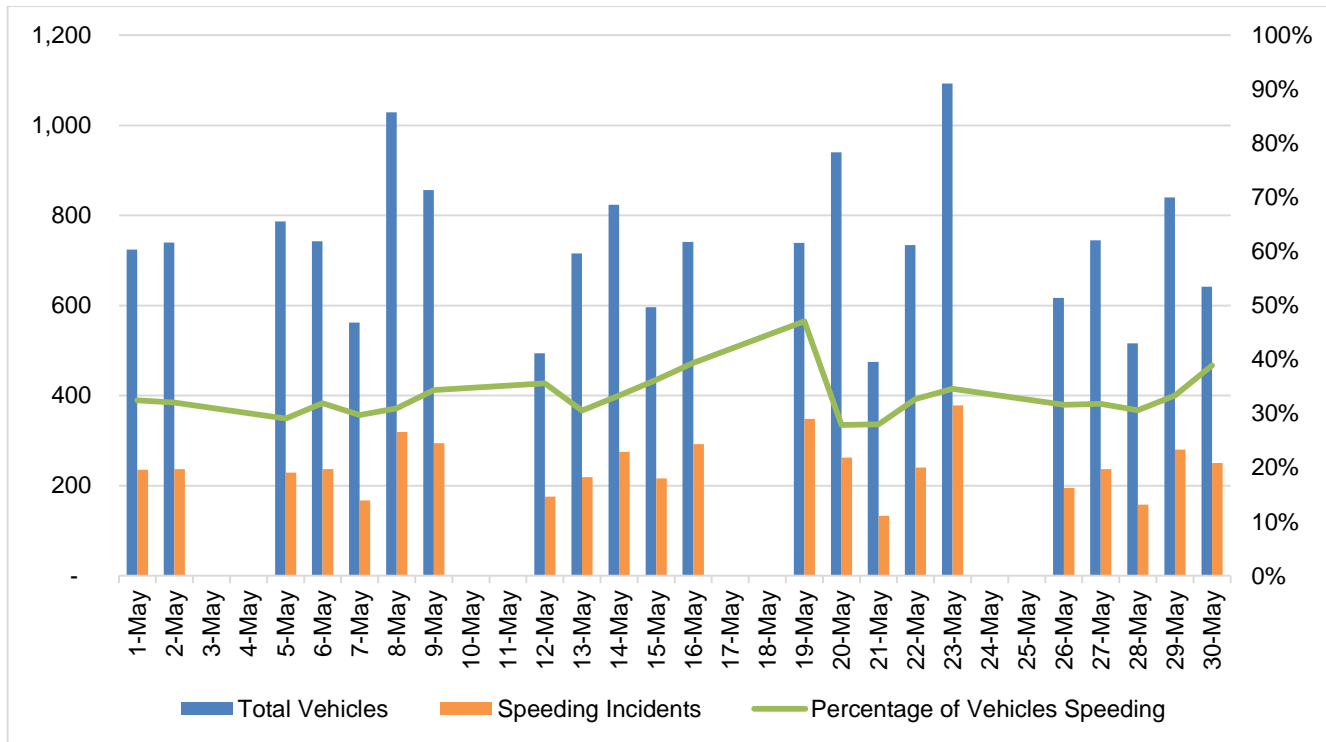
Figure 2 - Number of Speeding Incidents and Percentage of Vehicles Speeding



¹ The ASE camera was not present/operating from May 18 to 31. This data is collected by the separate data tracker (not the camera itself).

Due to theft, the ASE camera was not present at the Silver Street location from May 18-31. Although no penalty orders were issued during this time (as the camera was not operating), the data tracker continued to collect speeding incident data throughout this period. A daily breakdown of total vehicles and speeding incidents for the month of May shows that the daily percentage of vehicles speeding remained relatively constant throughout the month when the camera was present (May 1-17) and absent (May 18-31). Although this data is only representative of a short time frame, this preliminary analysis implies that the removal of the camera itself did not result in any significant shifts in driver's behaviour.

Figure 3 – Daily Number of Vehicles and Speeding Incidents, May 2025



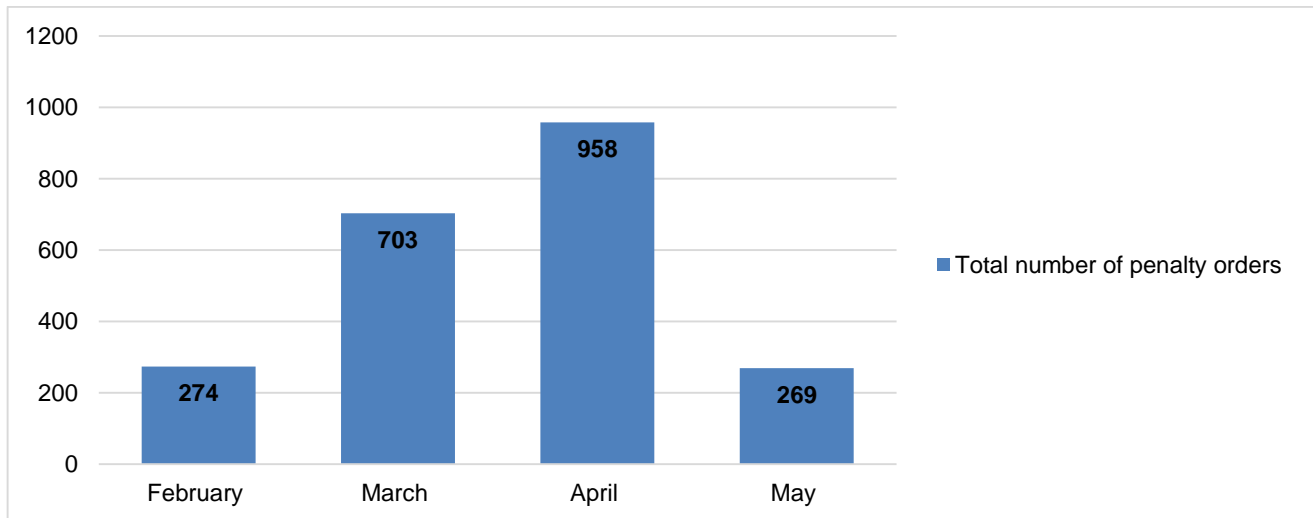
In addition to speeding incident data, the table and graph below show the number of penalty orders issued from February to May and the percentage issued to repeat offenders. During this time, the County issued 2,204 penalty orders, which equates to roughly 18 penalty orders per day.

Total Penalty Orders (February to May)	2,204
Average per Day	18.4
Total Penalty Orders to Repeat Offenders	225

Of these penalty orders, 225 or 10% were issued to repeat offenders (registered owners that have received two or more penalty orders through the County's ASE program). Data indicates that most repeat offenders have received two penalty orders since the program's launch, with the highest number issued to a registered owner being six. Staff anticipate that this percentage will decline over time as drivers become more aware of the ASE devices, adjust their driving behavior, and reduce speeds.

With the camera offline from May 18-31 and no penalty orders being issued during this time, penalty order data from the month of May is not reflective of normal program operation. Staff will continue to monitor this data to evaluate how the program improves compliance with the posted speed limit.

Figure 4 – Number of Penalty Orders Issued per Month

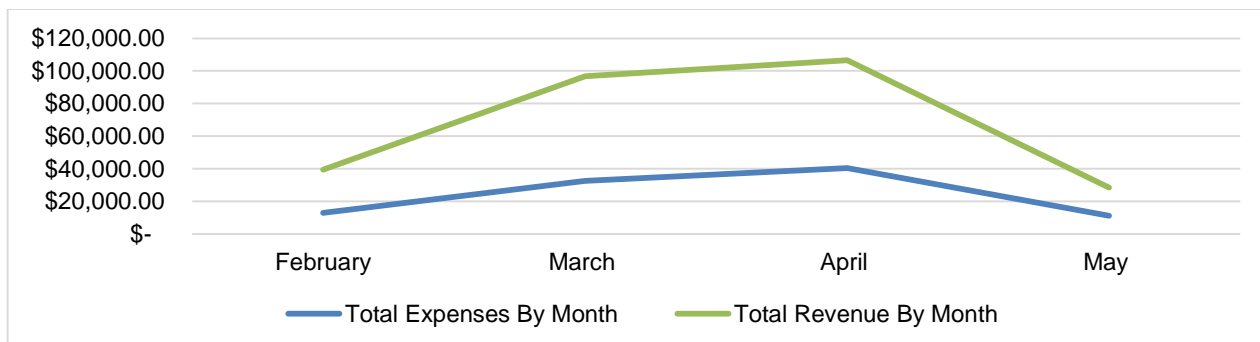


Financial Analysis

The ASE Program is intended to be a cost neutral program, where the amount collected through fines, covers the cost of program operation and helps the County reduce reliance on tax-levy funding to support road safety initiatives. An overview of the fines collected, and the estimated expenses incurred throughout the first four months are provided below. It should be noted that during this time, the Silver Street camera was not operating at full capacity and staff expect higher revenues at this location once it is fully operationalized. Staff are expecting an increase in the number of penalties as final adjustments are made over the coming months, and a new hard-wired camera is introduced. Staff will monitor how these changes impact compliance with the speed limit.

Data shows that program revenues are estimated to be greater than expenses. From February to May, the operating surplus (net revenue) totals approximately \$170,000. This funding can be used to stabilize the program, fund program expansion, and advance other eligible road safety initiatives. Staff have developed a policy to establish a discretionary reserve fund and transparently guide how net revenue will be stored and used in the future (see RPT-0244-25).

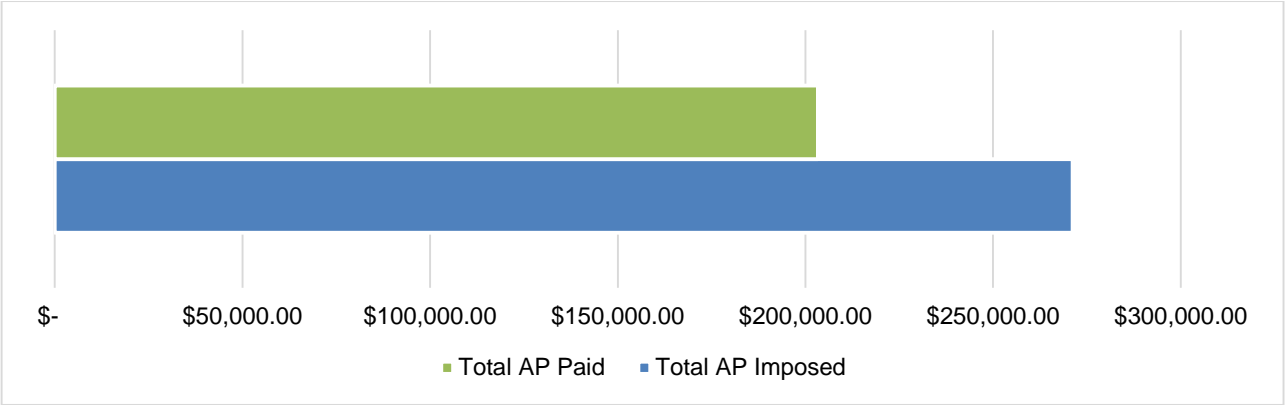
Figure 5 – Revenue and Expenses by Month



The graph below highlights the total amount of administrative penalties imposed, versus paid over the first four months. Data shows that the County issued \$271,000 worth of administrative penalties from February to May. Over this time, the County has collected 75% of penalties issued.

As of April 1, 2025, the County began issuing Past Due Notices to registered owners. Penalty orders that remain unpaid will be sent to the Defaulted Fines Control Centre (DFCC). Renewal of a vehicle permit will not be processed until the penalty order and associated fees have been paid.

Figure 6 – Total AP Imposed versus Total AP Paid

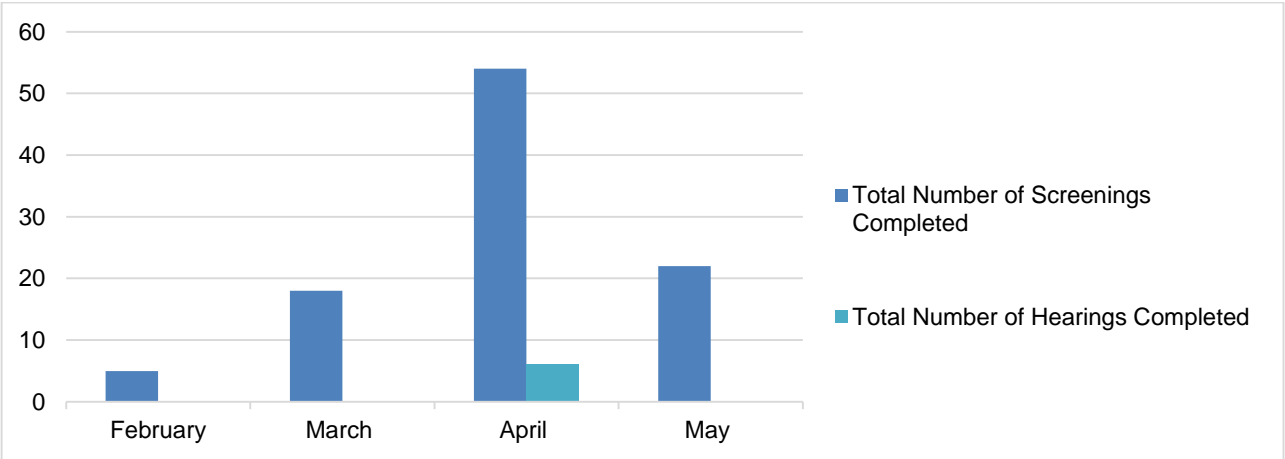


Operations Analysis

In addition to the impact and financial data, other information can be used to understand how the program is operating. Of the 2,204 penalty orders issued, 99 appeals were initiated through the local Administrative Penalty System. This means that approximately 5% of the issued penalty orders were appealed.

The first stage of the appeal process is to request that a screening officer review the penalty order. After the screening, a penalty order can be adjusted or overturned, or a subsequent review by a hearing officer can be requested. The graph below shows the total number of screenings and hearings completed over the first four months. From February to May, 99 screenings and six follow-up hearings were held.

Figure 7 – Total Number of Screenings and Hearings Completed



Screenings are conducted in different ways, including email, phone, and other virtual means (such as videoconferencing). Staff note that the bulk of screenings were completed over email between the screening officer and registered owners. As it stands, the Screening Officer works full-time and does have the capacity to process a higher number of screenings. The Provincial Offences Officer is working in a part-time capacity. When the second and third cameras are installed, this position will likely transition to full time to cope with heightened volume of penalty orders and associated appeals. Staff will continue to monitor appeal data and ensure there is adequate staff capacity to support the program.

Future Reporting to Council

To align with required reporting to the Ministry of Transportation, staff will provide a semi-annual data report on the ASE program in the summer and winter each year. The next data report will be brought forward in winter 2026.

Next Steps with Program Expansion

Operations staff are currently working with the hardware service provider (Traffic Logix) to bring the second and third cameras online in fall 2025. For the second location, 'coming soon' signage was added on Beverly Street in St. George on May 23 in the community safety zone associated with St. George German Elementary School (one sign is located west of Scott Street and one east of College Street). Following the mandatory 90-day signage period, the earliest the camera can begin operating is early September. Consistent with the approach in the first zone, the County will inform residents when the camera will be activated. Staff will also be adding 'coming soon' signage in the community safety zone in front of Mount Pleasant School in preparation for the third camera to be installed later in 2025.

Summary and Recommendations

In summary, it is recommended that the County of Brant Council accept RPT-0245-25 as information. While this report analyzes program data over a short period of time, initial analysis shows promising takeaways:

- From September 2024 to May 2025, the percentage of vehicles speeding at the location on Silver Street declined from 64% to 33%.
- Further, the financial analysis highlights that the ASE program is operating as a self-funded, revenue positive program as anticipated in the original business case.
- Operational data related to screenings and hearings demonstrate that the County has adequate staff capacity to process appeals through different mechanisms (email, phone, and virtual means).

Staff will continue to monitor data surrounding the ASE program to support effective delivery and expansion.

Attachments

N/A

Reviewed By

Adam Crozier, Director of Corporate Strategy
Greg Demers, Director of Roads

Copied To

Cindy Stevenson, General Manager Emergency and Protective Services
David Mellor, General Manager Operations

By-law and/or Agreement

By-law Required	No
Agreement(s) or other documents to be signed by Mayor and /or Clerk	No