Administration and Operations Committee Report

To:	The Chair and Members of the Administration and Operations Committee
From:	Gregory Bergeron, Director of Enforcement and Regulatory Services and Halie Gilmore, Manager of Corporate Initiatives
Date:	February 17, 2026
Report #:	RPT-0086-26
Subject:	Automated Speed Enforcement Program Analysis and Next Steps
Purpose:	For Information and Direction

Recommendation

Whereas the County of Brant launched the Automated Speed Enforcement (ASE) program on February 3, 2025, following extensive research and program development; and

Whereas on October 20, 2025, the Province of Ontario introduced the *Building a More Competitive Economy Act* (Bill 56), which upon receiving Royal Assent, banned municipalities from operating ASE programs effective November 14, 2025; and

Whereas the County of Brant Council directed staff to collect and monitor ASE program data to assess the safety and financial impacts; and

Whereas the County of Brant Council approved the Road Safety Reserve Fund Policy to manage the revenue variability of the ASE program and outline how operating surpluses and deficits from the program will be accounted for and used in a transparent and effective manner; and

Whereas the County of Brant Council approved the establishment of the Road Safety Reserve Fund to be funded by excess revenue from the ASE program.

Therefore, be it resolved:

That RPT-0086-26 - Automated Speed Enforcement Program Analysis and Next Steps be received as information; and,

That Council directs staff to continue analyzing traffic data in zones where ASE was previously operational and bring forward an informational report in the future; and

That Council directs staff to apply for the second phase of the Provincial Road Safety Initiatives Fund to support traffic calming initiatives once made available; and

That in alignment with the Road Safety Reserve Fund Policy, Council approves the use of the Road Safety Reserve Fund to cover the ongoing staff costs associated with the close-out of the ASE program, including the annual salary of the screening officer throughout 2026; and

That beyond 2026, Council approves that the screening officer position be funded through the general operating budget to support the enhanced delivery of the Administrative Penalty System; and

That upon final reconciliation, the program surplus from the ASE program be transferred to the Road Safety Reserve Fund, as per the Road Safety Reserve Fund Policy, to be used to support future traffic calming initiatives.

Executive Summary

After years of research and design, in February 2025, the County of Brant launched the Automated Speed Enforcement (ASE) program. Since the beginning of the program, staff have committed to ongoing data collection and analysis to monitor outcomes and transparently inform Council and the community on its impacts.

Following the Province's decision to prohibit ASE as of November 14, 2025, staff continued gathering traffic data to evaluate the program's overall safety and financial impacts. A preliminary Program Analysis has been prepared using the available data. Initial results, as summarized in this report, indicate that when ASE was present, there were measurable reductions in vehicle speeds. A fiscal analysis shows that the program generated a surplus that can be reinvested into road safety measures across the County.

In addition to presenting an analysis of available data, this report outlines next steps for the gradual wind-down of the ASE program and outlines how the program surplus will be used in accordance with the Road Safety Reserve Fund Policy to advance high-impact traffic calming initiatives.

Strategic Plan Priority

Strategic Priority 3 - Healthy, Safe, and Engaged Communities

Impacts and Mitigation

Social Impacts

This report reviews traffic data, including vehicle volume, speeding prevalence, average speeds, and maximum speeds, to understand how the presence of ASE devices may have impacted driver behaviour in the County. Findings show that the presence of ASE appears to have reduced speed and increased compliance with the posted limits, enhancing safety for all road users.

Environmental Impacts

There are no environmental impacts associated with this report.

Economic Impacts

Transactional data analyzed within this report shows that the ASE program operated on a revenue-positive basis. As per the Council-approved Road Safety Reserve Fund Policy, revenue will be first used to support ongoing delivery and any surplus beyond this will be redirected to support future traffic calming initiatives throughout the County. In addition, through the first phase of the Road Safety Initiatives Fund offered by the Province, the County received $147,028 to use towards traffic calming efforts in areas where ASE was previously deployed. Staff are collaborating to determine how to best utilize this funding

based on roadway design, use, and existing traffic calming measures being used. The second phase of funding is anticipated to launch in early 2026.

Report

Background

On May 30, 2017, the Province of Ontario passed the *Safer School Zones Act*, 2017 (Bill 65), amending the *Highway Traffic Act* to allow municipalities to adopt automated speed enforcement (ASE) technology on roads with speed limits under 80 km/h in school and community safety zones, Enabling regulations came into effect on December 1, 2019, granting municipalities the ability to use ASE to enhance safety in these areas. Municipalities across Ontario adopted ASE in slightly different ways, while adhering to the regulations set by the Province.

In 2019, the County of Brant introduced the Brant Safe Streets (BSS) Strategy which focuses on improving road safety through enforcement, education, engineering, and other innovative solutions. After years of research, planning, and procurement, the County approved its ASE policy framework on December 17, 2024, and began issuing tickets at its first location, Silver Street in Paris, on February 3, 2025. Since then, staff monitored program performance and initiated plans for expansion. Beverly Street in St. George was activated on September 15, 2025, and staff took necessary steps to roll-out the third location on Mount Pleasant Road in late fall of 2025 (installed warning signage, purchased camera, etc.) The phased approach sought to provide staff with time to manage increased ticket volumes and communicate new locations to the community.

At a press conference on September 25, 2025, the Premier announced that the Ontario government was planning to introduce legislation banning the use of municipal ASE cameras across the province. On October 20, 2025, the Province introduced the *Building a More Competitive Economy Act* (Bill 56). This omnibus bill sought to protect and strengthen Ontario's economy by cutting red tape. Measures focused on streamlining regulatory processes, advancing labour mobility, increasing competitiveness and more. One element of the bill included amendments to the *Highway Traffic Ac*t to repeal the legislation authorizing municipal ASE programs.

Since the announcement of the proposed ban, the County of Brant Council, alongside other municipalities, advocated for the value of ASE and shared their opposition towards the provincial direction, including submitting letters to the Premier and other senior members of the provincial government. The County encouraged the Province to work with municipalities and other partners to review and update provincial ASE regulations to ensure these tools and associated programs are fair, community-focused, and consistently administered, rather than prohibiting an impactful enforcement method. Despite this advocacy, the bill received Royal Assent, and the ban of ASE came into effect on November 14, 2025. Staff have been working collaboratively to wind down the program in alignment with this direction.

As part of this work, staff have continued to collect and analyze data to understand the safety and financial impacts associated with the ASE program. The preliminary results are reflected in the attached Program Analysis and summarized in this report.

Purpose of the Program Analysis

As noted in past reports (including RPT-0365-25), the County's ASE program was implemented using a phased, community-focused approach to encourage behavioural

change and build public support. Although the use of ASE systems has been banned, municipalities continue to collect and analyze traffic data to understand program impacts and identify strategies to reduce speeding.

Monitoring traffic in former ASE zones helps the County plan mitigation measures and assess safety risks. Findings will also support advocacy efforts by providing evidence that prohibiting ASE eliminates an effective enforcement tool.

Overall, the analysis aims to help the County:

- Evaluate the safety impacts associated with the ASE program
- Determine the financial impacts of the program and inform next steps to support the effective wind-down of the program
- Support transition planning and risk assessment following ASE removal
- Inform future advocacy efforts through evidence-based insights
- Identify successes and lessons learned to guide future traffic safety initiatives

Connection with the University of Waterloo Research

Associate Professor Carrie Mitchell at the University of Waterloo is leading a research project to examine the impacts of ASE and assess how its removal has influenced road safety across a cohort of municipalities. As noted in previous communications to Council, staff are actively exploring opportunities to participate in this initiative. The research is expected to take place throughout 2026 and 2027, and findings will illustrate the impact of ASE across a broader dataset. Staff will provide updates to Council as more information becomes available and share findings from the study once they are released.

Analysis

The Program Analysis is divided into two main sections: (1) understanding the safety impact and (2) evaluating the financial impact. Key takeaways from this analysis are summarized in the following section, and the full Program Analysis is attached for Council's review.

Understanding the Safety Impact

The safety impact section analyzes data from pre, during, and post ASE implementation to understand how its presence may impact speeding and road safety for all users. The report evaluates five indicators to better understand the influence of ASE: vehicle volume, prevalence of speeding, maximum speed, average speed, and repeat offender data. Information analyzed is from the Silver Street location in Paris, in front of North Ward Public School. As the first ASE location implemented, there is a greater amount of data to analyze from this location.

The Program Analysis provides a comprehensive overview of traffic data to understand safety impacts. For the purposes of this report, key takeaways are outlined below:

- *Traffic Volume* – Vehicle volume at the Silver Street location is heavily influenced by several factors, such as nearby events, construction, and seasonality. Data collected from when ASE was active shows a slight decline in monthly vehicle volume, which could indicate that drivers are taking alternative routes to avoid the ASE camera. However, with a variety of variables at play, it is challenging to draw this conclusion without access to more data.
- *Speeding Prevalence* – The prevalence of speeding appears to gradually decrease while ASE was in operation. From October 2024-January 2025 (prior to ASE) between

68-61% of vehicles were speeding through the zone. Upon the installation of ASE, this dropped to 45% in February and continued to gradually decline to 23% in October 2025.

- *Speeds* - Maximum and average vehicle speeds also declined when ASE was operational, indicating improved compliance with posted speed limits.
- *Repeat Offenders* - The prevalence of repeat offenders follows the anticipated pattern, increasing as the numbers of tickets rose (with the gradual adoption of the final threshold at Silver Street), and then a gradual decline as ticket volume remained more constant.

Moving forward, staff will continue to collect and analyze post-removal data to better understand how the absence of ASE impacts speeding and plan for new traffic calming measures to promote safety. Although there is limited data available, early information collected between November 14, 2025, and January 15, 2026, shows an increase in both speeding prevalence and average vehicle speeds. Importantly, while increases were noticed, they were not sharp and driver behaviour did not appear to revert to pre-ASE speeding in the zone. This suggests that ASE may have a lasting effect on driver behaviour.

Evaluating the Financial Impact

The financial impact section takes stock of program revenue and expenses and outlines how a program surplus will be redirected to the Road Safety Reserve Fund to support future traffic calming initiatives.

A summary of financial impacts is listed below:

- *Ticket Volume* – The County issued a total of 13,066 tickets throughout the duration of the ASE program, which equates to roughly 46 per day. Of these tickets, 10,540 (or 81%) have been paid as of December 31, 2025.
- *Revenue* – The total amount of penalty orders issued throughout the duration of the program totals $1,521,553.75. The County also collects and remits the MTO search fee and victim surcharge to the Province. After removing these amounts, the revenue collected from tickets will be $1,168,813.00.
- *Expenses* – Expenses include staffing costs to deliver the program, software fees, and administrative costs (printing, postage, equipment, training, etc.). Together, these expenses equate to $461,099 throughout 2025 and 2026. Staffing is the most significant expense incurred to support the program.
- *Surplus* – Revenue from the program exceeds expenses. Per the Council-approved Road Safety Reserve Fund Policy, these funds will be transferred to the reserve fund to be re-invested into traffic calming initiatives. The total program surplus is estimated to be $707,714 at the end of 2026.

Figure 1 – Estimated Program Surplus (2025 and 2026)

Total Amount of Penalty Orders Issued	$1,521,533.75
Less Victim Surcharge	$244,946.25
Less MTO Search Fee	$107,794.50

Total Revenue from Fines Issued	$1,168,813.00
Less Software Costs	$146,660.00
Less Staffing Costs	$238,391.00
Less Administrative and Other Operating Expenses	$76,048.00
Total Program Surplus Expected	$707,714.00

- *Screenings and Hearings* – Screenings and hearings were requested for a small number of offences. Over 2025, the County has completed 517 screening reviews and 44 subsequent hearings. A small percentage of offenders (4%) initiated the screening process and subsequent hearing process. In 2026, staff continue to process screenings and hearings. In January 2026, eight screenings and seven following hearings were processed. An additional ten hearings were also held on February 4, 2026.

Road Safety Reserve Fund Policy

In alignment with the Road Safety Reserve Fund Policy approved by Council, staff recommend that program revenue and the final surplus (estimated above) be allocated as follows.

Ongoing Delivery of the Program

Although the program has been banned, the retention of the screening officer remains necessary to support its gradual close-out. This includes completing data reporting, processing outstanding screenings and hearings, and managing related administrative tasks. Outside of the ASE program, this position plays a key role in the Municipal Enforcement team through providing ongoing support to the Administrative Penalty System (APS).

As such, with this position supporting the ongoing delivery of the ASE program, in alignment with the approved Policy, staff are recommending that the screening officer position be funded through the Road Safety Reserve Fund (program revenue) throughout the remainder of 2026. After 2026, this position will transition to fully supporting the enhanced APS program and thus it is recommended to be funded through the general operating budget and partially offset by increased revenue generated through the expanded program.

Retaining this position will support the closeout of the ASE program, promote consistency, and help the County avoid the upfront costs of hiring and training a new staff member to support the growing APS program in the near future.

Support New Traffic Calming Initiatives

In accordance with the Policy, the final program surplus generated in 2025 and 2026 is recommended to be directed to the Road Safety Reserve Fund to finance future traffic calming initiatives. The Roads Division recommends prioritizing high-impact projects, such as installing roundabouts at rural intersections with a history of frequent and severe collisions. Using the program surplus from ASE will accelerate the implementation of these projects, enhance road safety, and ultimately save lives. Any use of the reserve fund, exceeding $250,000, will be brought forward for Council's review and approval.

By allocating these funds strategically, the County can ensure that the program's legacy continues to deliver meaningful safety improvements and long-term benefits for the

community. As noted above, the final program surplus is anticipated to total approximately $707,714.

Road Safety Initiatives Fund

Following the ban of ASE, the Ontario government introduced the Road Safety Initiatives Fund (RSIF), a $210 million investment aimed at improving safety in school zones and community safety zones. The fund is designed to help municipalities implement traffic-calming measures such as enhanced signage, increased police enforcement, speed bumps, raised crosswalks, and roundabouts. Funding is being distributed in two phases, as outlined below.

The first phase involves the immediate disbursement of $42 million to municipalities for traffic-calming measures in areas where ASE was previously deployed. This interim funding is intended to support the transition away from ASE and assist municipalities in covering specific costs for new measures, including high-visibility signage and targeted police enforcement. In November, municipalities were notified of their estimated allocation, which was determined based on the number of ASE cameras installed or ready for installation and the municipal population. In early December 2025, the County received notice that they were allotted $147,028 through this phase.

Staff are working to determine how to best leverage the initial phase of funding to maximize community impact. Through the RSIF, municipalities are encouraged to use funds to help adopt alternative traffic-calming measures such as engineering and roadway redesign (including speed humps, bump-outs, and roundabouts). However, when the County implemented ASE, staff strategically prioritized community safety zones where traditional engineering and roadway redesign were challenging, due to traffic patterns and physical constraints. For instance, school drop-off and pick-up areas at Silver Street limit space for engineering changes, while Beverly Street is a major corridor with heavy transport truck traffic which makes speed humps or lane narrowing infeasible.

Considering these constraints, staff are evaluating practical improvements that can slow traffic and align with provincial funding objectives. At Silver Street, potential measures include raised intersections, raised pedestrian crossings, and gateway features that signal reduced speed limits. On Beverly Street, enhancements such as increased signage, radar speed boards, and improved pedestrian crossing signage and lighting are being considered.

The second phase will begin in early 2026 when the Ministry of Transportation launches the official RSIF application process. Municipalities will need to submit formal applications for evidence-based initiatives in community safety zones where ASE was previously deployed. Successful applicants will enter into a Transfer Payment Agreement, with funding provided on a reimbursement basis. The Province is expected to share additional details on eligibility and reporting requirements in early 2026. In preparation, staff are identifying suitable projects for these zones as outlined above.

By proactively planning and aligning with provincial priorities, the County can secure funding to implement meaningful traffic calming measures that enhance safety and well-being for all road users.

Summary and Recommendations

Based on the program analysis, the presence of ASE contributed to a reduction in speeding at the Silver Street location. While ASE was active, data indicates improved compliance and lower vehicle speeds. Moving forward, Council is encouraged to direct staff to continue

collecting and monitoring traffic data at former ASE locations to assess the long-term impact of its removal. Ongoing data collection will support evidence-based decision-making and help identify emerging trends related to vehicle speeds and road user safety. Staff will share this information with Council in a future report.

As part of the program close-out, staff are working together to update the ASE website content. Staff have modified the impact infographic with up-to-date program data to showcase the safety and financial impacts of the program (see attached). This will be a helpful communication tool to showcase the value of ASE within the County.

As staff work to close out the ASE program throughout 2026, they recommend that the ongoing costs associated with the program, including staff and software costs, be covered through revenue generated. While the program is no longer operational, expenses are continually incurred to cover staffing needs, data reporting, and payment processing throughout 2026. Upon the final reconciliation of the ASE program, the outstanding program surplus shall be allocated to the County's Road Safety Reserve Fund, in alignment with the Council-approved policy. These funds will be reinvested in localized traffic-calming measures and road safety improvements, including large-scale projects such as roundabouts.

Council is also encouraged to direct staff to pursue available provincial funding through the second phase of the RSIF to enhance safety in areas previously served by ASE. Cross-departmental collaboration is underway to identify the most effective investments, considering site-specific design elements and safety needs.

In addition, staff will continue leveraging available data and the County's positive experience with ASE to advocate for its ongoing value as a complementary enforcement tool. As noted in past reports and correspondence with the Province, the County remains supportive of ASE as an effective method to reduce speeding and influence long-term driver behavior. Rather than supporting an outright ban, the County remains supportive of a comprehensive review of the program to strengthen provincial regulations, ensure fair and consistent implementation across Ontario, and promote alignment with best practices.

Attachments

1. Automated Speed Enforcement (ASE) Program Analysis
2. Impacts of Automated Speed Enforcement Handout

Reviewed By

Adam Crozier, General Manager of Strategic Initiatives
Cindy Stevenson, General Manager of Emergency and Protective Services
Dustin van Engen, Manager of Taxation and Revenues
David Mellor, General Manager of Operations
Greg Demers, Director of Roads

Copied To

Alison Newton, Chief Administrative Officer

By-law and/or Agreement

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

Automated Speed Enforcement Program Analysis

February 2026

Introduction

After years of research and design, in February 2025, the County of Brant launched the Automated Speed Enforcement (ASE) program. Since the beginning of the program, staff committed to ongoing data collection and analysis to monitor outcomes and transparently inform Council and the broader community on its impacts.

After the Provincial decision to prohibit the use of ASE as of November 14, 2025, staff have continued to collect traffic data to understand the overall impacts of the program from a safety and financial perspective. The County has prepared the following Program Analysis to provide an overview of data to inform the community, and help feed into future traffic calming initiatives to reduce speeding and support a safer community.

Purpose of Analysis

As noted in past reports (including RPT-0365-25), the County's ASE program was implemented using a phased, community-focused approach to encourage behavioural change and build public support. Although the use of ASE systems has been banned, municipalities continue to collect and analyze traffic data to understand program impacts and identify strategies to reduce speeding.

Monitoring traffic in former ASE zones helps the County plan mitigation measures and assess safety risks. Findings will also support advocacy efforts by providing evidence that prohibiting ASE eliminates an effective enforcement tool.

Overall, this analysis aims to help the County:

- Evaluate the safety impacts of the ASE program and understand how the presence of this tool may have impacted driver behaviour
- Determine the financial impacts of the program to inform next steps and the effective close-out of the program
- Support transition planning and risk assessment following ASE removal
- Inform future advocacy efforts through evidence-based insights
- Identify successes and lessons learned to guide future traffic safety initiatives

Data Analysis

The analysis is divided into two main categories: safety impacts and financial impacts. The safety impact section analyzes data from pre, during, and post implementation to understand how the presence of ASE may have impacted speeding and enhanced road

safety for all users. The financial impact section takes stock of program revenue and expenses and outlines how surplus revenue can be reinvested to support road safety throughout the community.

Understanding the Safety Impact

Important Data Notes

For this analysis, the County focused on reviewing speed and traffic data from Silver Street in Paris, in front of North Ward Public School, as this location provided the most comprehensive dataset. Although an ASE camera was installed on Beverly Street West in St. George, it was only operational for a two-month period before the provincial ban came into effect, resulting in insufficient data for meaningful analysis.

This analysis reflects speeds of westbound vehicles travelling through the Silver Street zone. Two data collection methods were used across different time periods: radar speed boards collected data prior to the installation of ASE (August 2024-January 2025), and a data tracker was used during and after ASE (February 2025-January 2026).

It is important to acknowledge several limitations that may influence the interpretation of the data. Notably, vehicle speeds in the area are affected by multiple variables beyond ASE, including:

- Shift in speed limit from 40 km/h during school hours, to 40km/h at all times
- The presence of other traffic calming measures (like the ASE coming soon signage, presence of school crossing guards, and radar speed boards) which encourage drivers to slow down
- Seasonal impacts such as poor weather and road conditions

When reviewing the findings presented in the section below, it is important to consider how these variables interact and impact driver behaviour and overall speed trends.

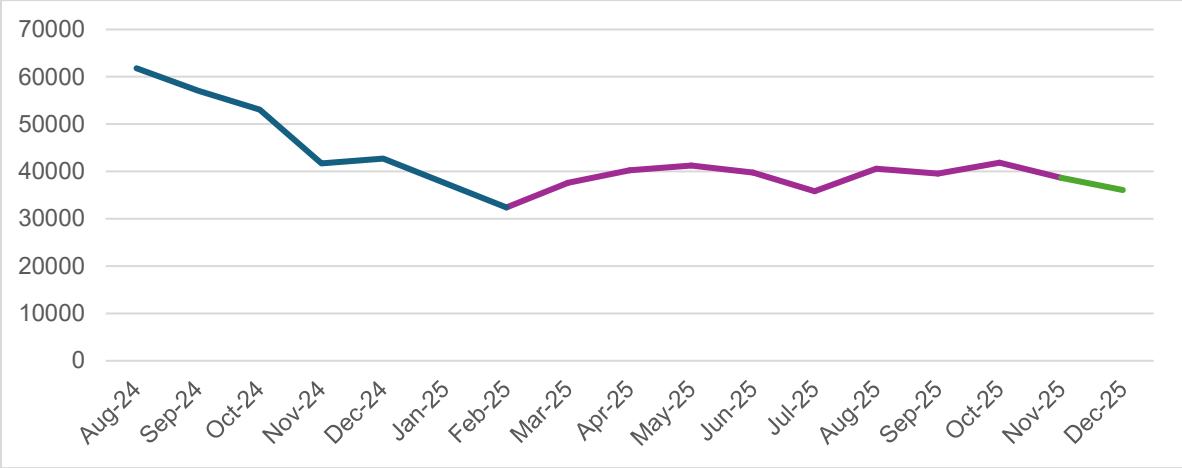
Currently, there is also limited data available for the period following the removal of ASE (November 14, 2025 – January 15, 2026)[1]. A more robust dataset is required to fully understand the impacts of removing the enforcement device. County staff will continue to collect data at this location to assess how the absence of ASE influences speeding.

[1] The data tracker experienced technical difficulties relaying data collected to the cloud software storage after January 15 due to heavy snow and extreme cold temperatures. Traffic/safety data for the month of January is reflective of information collected from January 1-15. Staff are investigating the issue and looking to access data stored directly on the device.

Traffic Volume

Traffic volume is an important factor in road safety, as higher numbers of vehicles may increase the likelihood of collisions. The graph below illustrates westbound traffic volumes before, during, and after the implementation of ASE.

Figure 1- Traffic Volume by Month, All Time

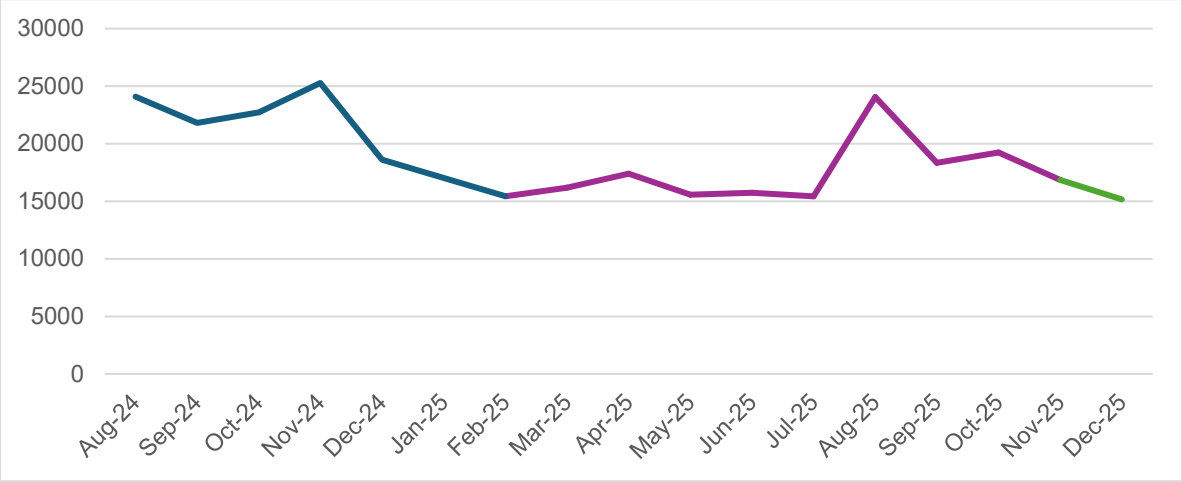


Throughout the period analyzed, vehicle volume is relatively consistent, with peak volume recorded in August, September, and October 2024 prior to ASE installation. Traffic volume, specifically at the Silver Street location, is heavily impacted by events held at the neighbouring Paris fairground, construction happening throughout the community, and seasonal effects (such as weather and school schedule). With different influential factors, it is challenging to pinpoint whether vehicle volume changed due to the presence of ASE devices.

While Figure 1 shows a slight decrease in traffic volume, this change may have multiple explanations. Although some drivers may have chosen alternative routes to avoid the ASE camera, traffic volumes can also be influenced by several other variables. Collecting data over a longer period would provide the County with a clearer understanding of whether ASE had a measurable impact on vehicle volume. In addition, comparing these findings with vehicle volumes from nearby corridors or alternative routes would help evaluate changes in driver behaviour and assess whether traffic diversion occurred because of ASE.

To further evaluate vehicle volume, staff isolated the data for school hours (8AM-5PM, Monday to Friday) across the period analyzed. This data shows that during school hours, monthly vehicle volume stayed relatively consistent, with peaks recorded in August 2024 and August 2025. Although school was not in session during these months, the increased traffic could be attributed to events held at the neighbouring Paris fairgrounds.

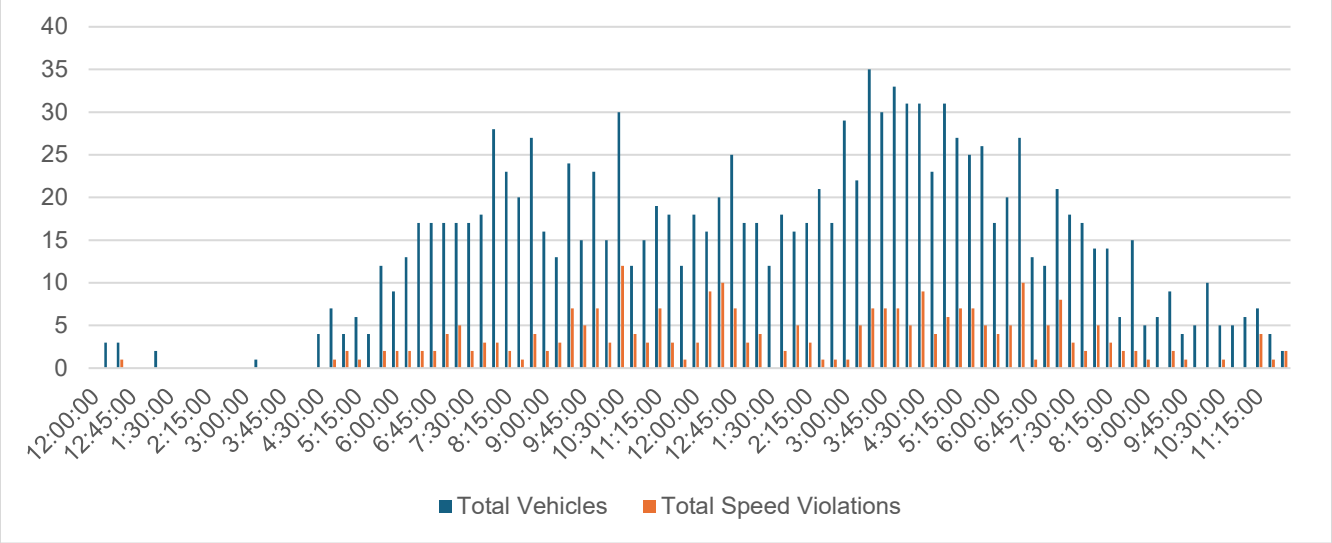
Figure 2 - Traffic Volume by Month, School Hours 8AM-5PM



When analyzing traffic volumes, staff reviewed traffic and speeding violation data collected over a single day during the fall season (October 6, 2025). Examining one full day allows for clear identification of periods of peak vehicle volume (see Figure 3 below). The analysis shows that the highest traffic volumes occur in the late afternoon and early evening, likely reflecting increased travel associated with commuting from work and school, as well as trips to and from extracurricular programming.

While this data does not directly relate to the presence or impact of ASE, it demonstrates that peak vehicle volumes align with times when students and other vulnerable road users are most likely using the sidewalk and road allowance, heightening the potential for conflicts between vehicles and pedestrians. Reducing speed during these periods of high traffic is particularly important to mitigate risks in the future.

Figure 3 - Traffic Volume and Speeding Violations, October 6, 2025

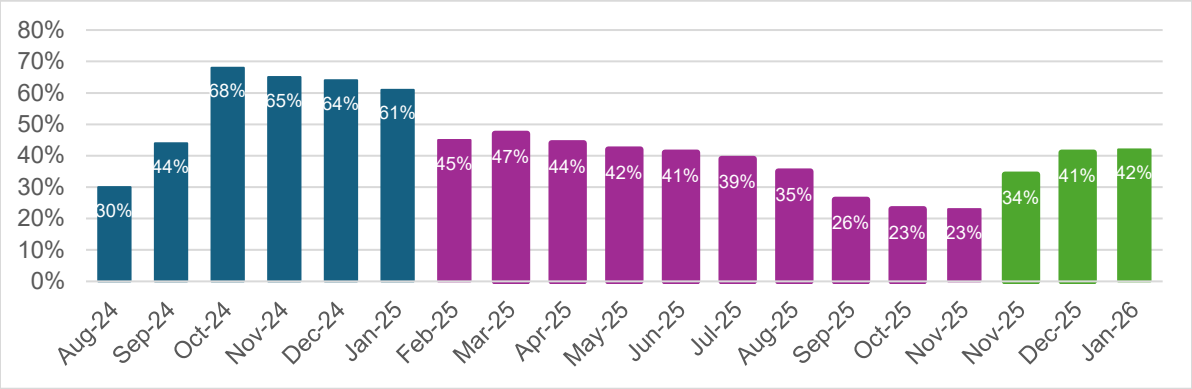


Speeding Prevalence

Across the period analyzed, the prevalence of speeding appears to peaks in the months prior to ASE installation. In October 2024, the posted speed limit changed from 40 km/h during school hours (and 50 km/h at other times) to a consistent 40 km/h. Following this transition, the number of speeding violations increased; however, in the months that followed, the prevalence of speeding began to decline as drivers adjusted to the new speed limit.

The purple columns shown in the graphs below (Figure 4) highlight the percentage of vehicles speeding when ASE was active. This data shows a steady reduction in speeding over time, with only 23% of drivers speeding in October 2025 and the first half of November 2025, prior to the provincial ASE ban.

Figure 4 - Percentage of Vehicles Speeding by Month, All Time



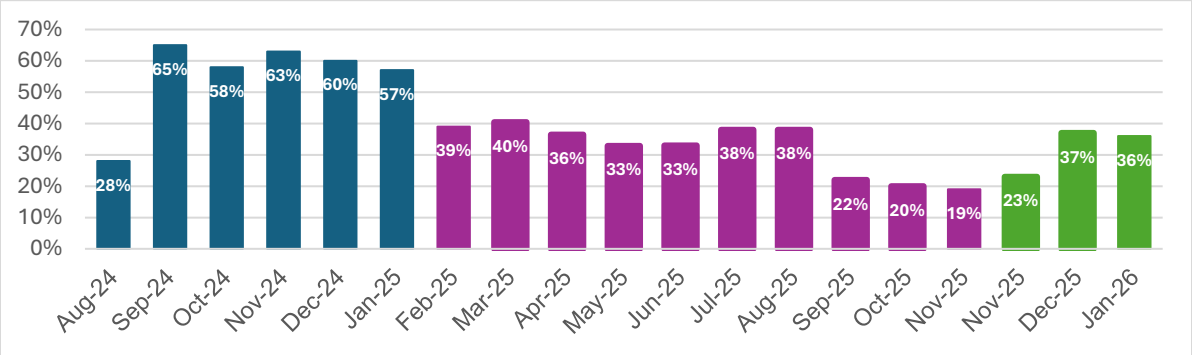
As shown in the graph above, November 2025 is divided into two segments. The first reflects data from November 1–13, when ASE cameras were in place and operational. The second reflects November 14–30, following the implementation of the ASE ban. Although limited data is available after ASE removal, early information from November 14 to January 15, 2025, shows an increase in speeding prevalence. This initial shift suggests that the presence of ASE had a meaningful impact on driver behaviour, contributing to greater speed compliance. While speeding prevalence increased after ASE removal, it is important to note that it did not immediately return to pre-program levels, indicating lasting behavioural benefits associated with the enforcement tool.

To better understand driver behaviour, specifically during school hours, staff extracted speed prevalence data from 8AM-5PM across the period analyzed (shown in Figure 5 below). This data shows that from September 2024 to January 2025, prior to ASE installation, the percentage of drivers exceeding the speed limit ranged from 57% to 65%.

After the installation of ASE, the prevalence of speeding declined during school hours. Notably, after seven months of installation, the prevalence of speeding during school

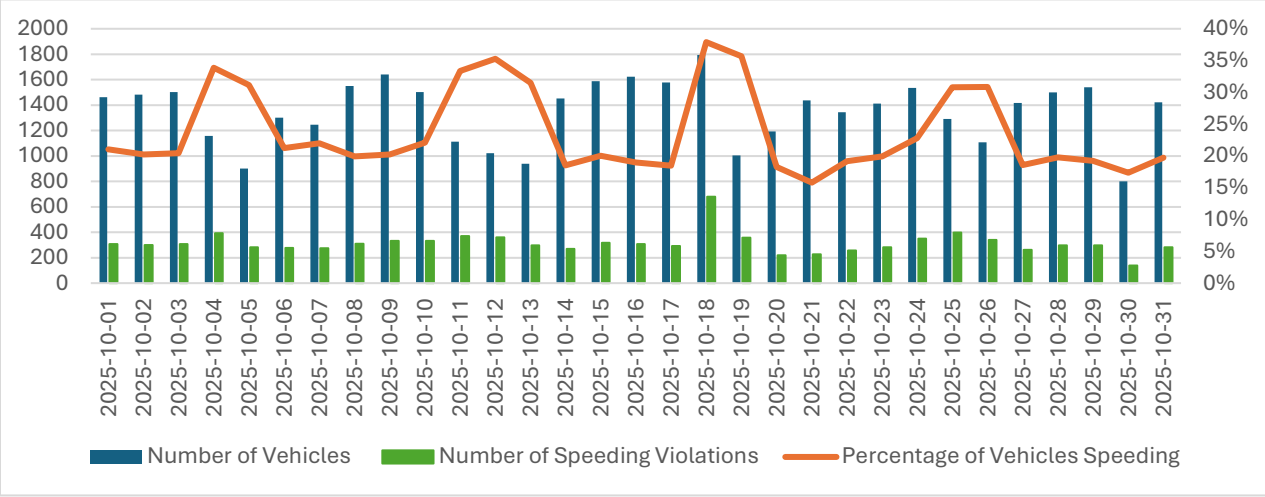
hours dropped significantly to 22% and 20% in September and October 2025. This illustrates the success of the ASE program and highlights how over time, driver behaviour changed and speeding decreased. Should the ASE program have continued, staff anticipate that the prevalence of speeding would have continued to decline as drivers became more aware of the system and continued to adjust their speed.

Figure 5 - Percentage of Vehicles Speeding by Month, School Hours (8AM-5PM)



To better understand daily speeding patterns, staff analyzed data from October 2025 to identify trends in vehicle volumes and speeding prevalence. While this represents only one month of data, it provides meaningful insight into when violations are most likely to occur. As shown in Figure 6, the percentage of vehicles exceeding the speed limit is highest on weekends (Saturdays and Sundays), illustrated by the orange trend line. In contrast, higher daily vehicle volumes (blue line) occur on weekdays, aligning with school schedules, commuter activity, and typical business hours. Despite these differences, daily speeding prevalence (green line) remained relatively consistent throughout October.

Figure 6 - Daily Number of Vehicles and Speeding Incidents, October 2025



Average and Maximum Speeds

Research consistently shows that higher vehicle speeds reduce driver reaction time and increase both the likelihood and severity of collisions. According to data from the World Health Organization (WHO), the speed at which a vehicle is travelling has a significant impact on pedestrian survival rates. In collisions where a vehicle is travelling at 50 km/h, the pedestrian survival rate is approximately 15%. In contrast, when the vehicle is travelling at 40 km/h, the survival rate increases significantly to 70%. Even small reductions in speed can substantially lessen the severity of collisions.

Average and maximum speed data further illustrate the influence of ASE on driver behaviour. When reviewing the speed data below, it is important to recognize that vehicle speeds are affected by several external factors, including weather conditions, signage, other traffic calming measures, and posted speed limits.

Notably, speed limits during the early data collection period also contributed to variations in observed speeds. In August 2024, the posted speed limit was consistently 50 km/h. In September 2024, the limit fluctuated between 50 km/h and 40 km/h during school hours, contributing to a higher average speed for both months. Once the speed limit was reduced to 40 km/h at all times in October 2024, average speeds were expected to decline as drivers adjusted to the new limit.

Figures 7 and 8 below show maximum and average speeds across the 18-month period. The data indicates that when ASE was in place, both maximum and average speeds decreased. Although many factors influence vehicle speed, as outlined above, the results suggest that ASE contributed to improved speed compliance and changes in driver behaviour.

Figure 7 - Maximum Speeds by Month, All Time

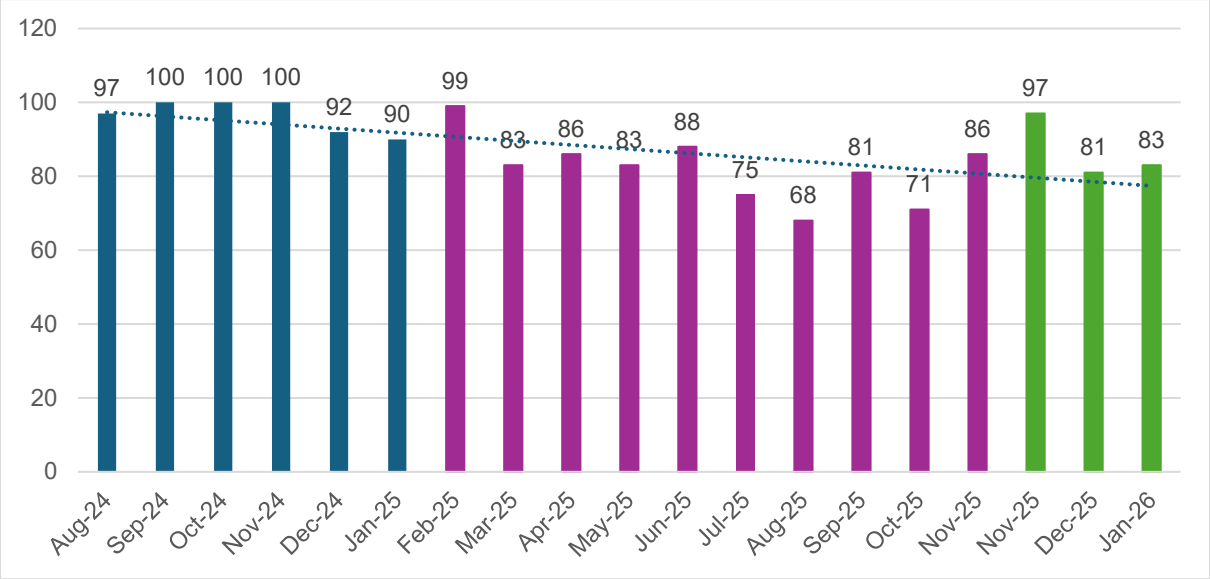
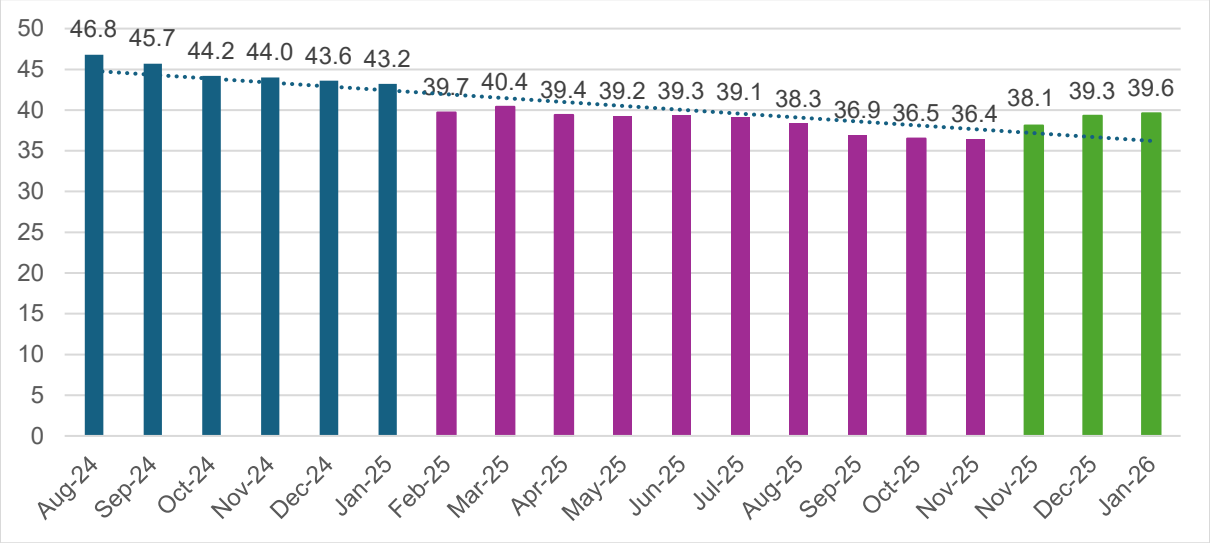


Figure 8 - Average Speeds by Month, All Time



Staff also disaggregated data during school hours to show the maximum and average speeds recorded from Monday to Friday, 8AM to 5PM. As shown in Figures 9 and 10, speeds during school hours also appear to decrease when ASE was operational in the zone. This further supports the indication that ASE contributed to improved speed compliance during the times of day when pedestrian activity is highest.

Figure 9 - Maximum Speeds by Month, School Hours 8AM-5PM

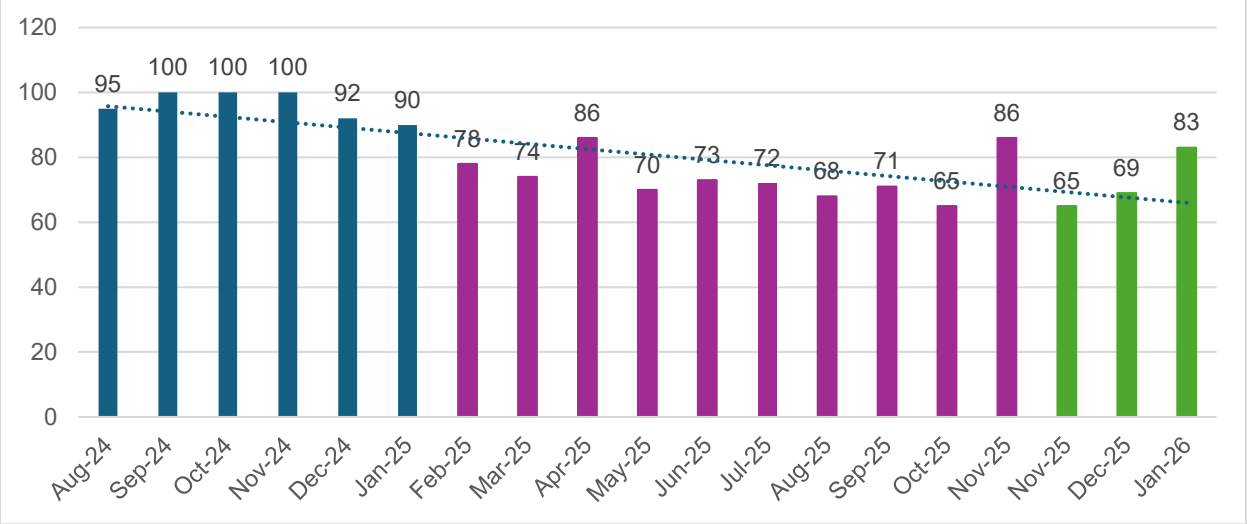
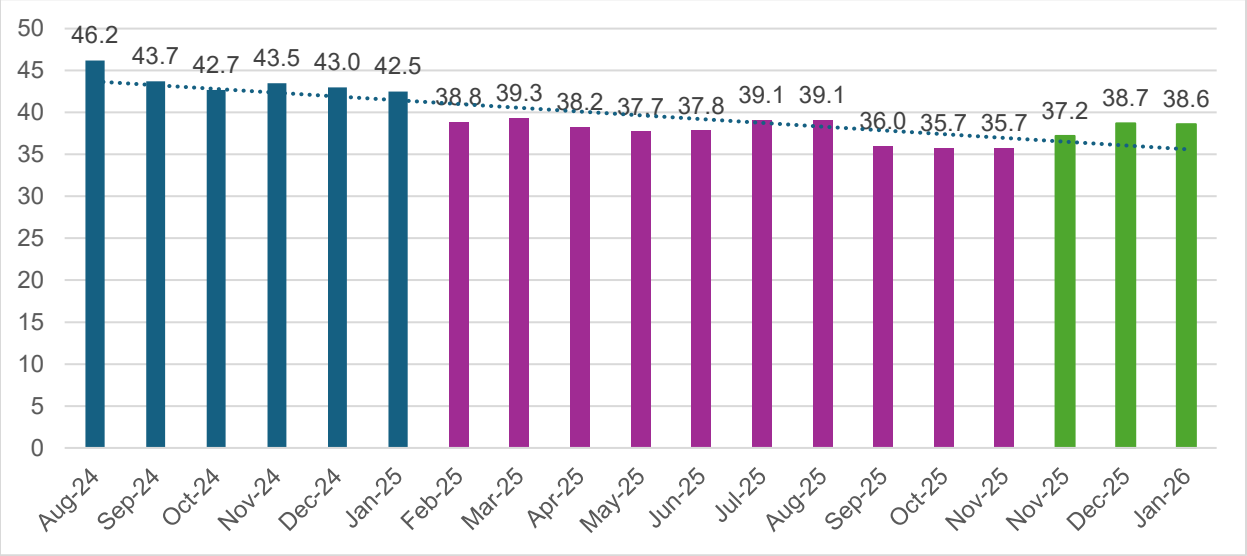


Figure 10 - Average Speeds by Month, School Hours 8AM-5PM

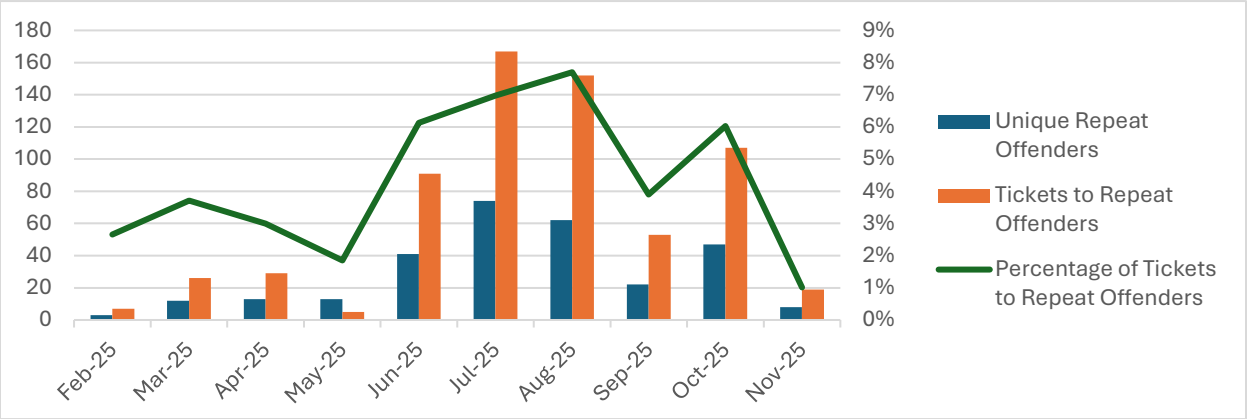


Repeat Offenders

Evaluating repeat-offender data helps assess whether drivers who receive an ASE ticket, subsequently adjusted their driving behaviour. In most ASE programs, repeat-offender numbers decrease over time as drivers become aware of enforcement and adjust their speeds.

Analysis of the County's data shows that July 2025 had both the highest number of unique repeat offenders and the highest number of repeat-offender tickets (Figure 11). As noted in the following section, July also recorded the highest overall ticket volumes. This increase corresponds with the ASE program becoming fully established and the final enforcement threshold taking effect. After July, the number of unique repeat offenders begins to show a declining trend as anticipated.

Figure 11 - Overview of Repeat Offender Data by Month



Repeat offenders are likely to be local residents or frequent users of the corridor who travel through the area regularly. Conversely, visitors and tourists who pass through infrequently are unlikely to receive multiple tickets. Had the ASE program continued operating and become more established, staff would anticipate that the number of unique repeat offenders would gradually decline as awareness of ASE devices increased, driver behaviour shifted, and speed compliance improved.

Key Takeaways

A review of traffic data illustrates the impacts of the ASE program at the Silver Street location. The prevalence of speeding across all time periods, and specifically during school hours, gradually decreased while ASE was in operation. Maximum and average vehicle speeds also declined during this period, indicating improved compliance with posted speed limits. While there are many factors at play that influence vehicle speeds as noted throughout the section, the measured reductions illustrate the value of ASE. The County's experience is consistent with research and observations from comparable municipalities, where the presence of ASE has been shown to reduce speeding and promote community safety.

Although limited data is available following the removal of ASE, early information collected between November 14, 2025, and January 15, 2026, shows an increase in both speeding prevalence and average vehicle speeds. Importantly, while speeds did rise, the increase was not sharp, indicating that driver behaviour did not immediately return to pre-ASE levels in the community safety zone. This suggests the enforcement tool had a lasting influence on driver behaviour.

If speeds had instantly returned to pre-ASE conditions, for example, a sudden jump back to roughly 65% of vehicles speeding, it would suggest that drivers only slowed down to avoid tickets. Instead, early data shows that the prevalence of speeding rose to approximately 34-42%, which remains lower than pre-ASE levels. Although this represents only a short monitoring period, it is a promising indication that ASE may have contributed to longer term behaviour change.

Moving forward, staff will continue to collect and analyze post-removal data to better understand the how the absence of ASE impacts speeding and plan for new traffic calming measures to promote safety.

Evaluating the Financial Impact

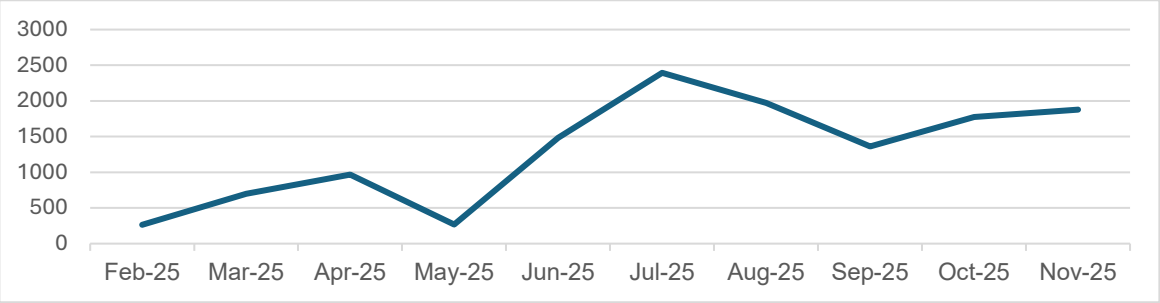
While the main intention of ASE was to support safer streets by decreasing speeding in community safety zones, the program has a financial impact that is important to analyze. ASE programs are intended to be cost neutral, where revenue collected from fines, cover the ongoing costs of the program. To understand the fiscal impacts of the program, staff have prepared the following analysis.

Tickets Issued and Paid

Prior to launching into a review of revenue and expenses, staff analyzed ticket data to understand how many tickets were issued throughout the lifetime of the ASE program. This data spans from February 2025 to November 14, 2025.

Monthly ticket volume is shown below. With the gradual adjustment of the speed threshold where tickets were issued, the data shows an increase in ticket volume over the first couple months of implementation. In September-October 2025, when the second ASE location began operating, another spike in ticket volume is demonstrated.

Figure 12 - Number of Tickets Issued by Month



[2]

As reported in the past, the ticket volume is considerably less than the volume of speeding violations. This shows that the County's internal threshold was reasonable and focused on punishing the most severe offences.

Figure 13 - Breakdown of Tickets Issued and Paid

Total Number of Tickets Issued (February - November 2025)	13,066
Average Number of Tickets Issued (Per Day)	46
Total Number of Tickets Paid (as of December 31, 2025)	10,540

As of December 31, 2025, payment data shows that 10,540 tickets (out of 13,066 issued) or 81% of tickets issued have been paid. Tickets that remain unpaid by their due date, are sent to the Default Fine Control Centre (DFCC). Upon payment, the fine amount is remitted to the County.

Revenue and Expense Analysis

The ASE program is intended to be a cost neutral, with any program surplus being used to advance future road safety initiatives. An overview of the fines collected, and the

[2] May ticket data is heavily impacted by the theft of the ASE camera at the Silver Street location. November 2025 data is reflective of penalty orders for speeding violations before the ban came into effect (November 14, 2025)

estimated expenses incurred throughout the duration of the program (2025-2026) are broken down in the tables below.

Figure 14 – Estimated Program Surplus (2025 and 2026)

Total Amount of Penalty Orders Issued	$1,521,533.75
Less Victim Surcharge[3]	$244,946.25
Less MTO Search Fee	$107,794.50
Total Revenue from Fines Issued	$1,168,813.00
Less Software Costs	$146,660.00
Less Staffing Costs	$238,391.00
Less Administrative and Other Operating Costs[4]	$76,048.00
Total Program Surplus Expected	$707,714.00

Although the program was banned on November 14, 2025, revenue continues to be collected as outstanding tickets are paid. At the same time, the program continues to incur costs associated with processing tickets. In 2026, staffing resources remain necessary to support ongoing screenings, hearings, and required reporting. Additionally, ongoing access to ASE software is essential to ensure continued payment processing and accurate data reporting throughout the program's wind-down.

Upfront Costs to Establish the Program

Beyond the ongoing program expenses and revenue, the capital costs to implement the program totaled over $141,000. Upfront costs include cameras, installation, and signage. A significant amount of staff time was allocated to research and program development. Staff estimate that between 2019-2025 this is greater than $100,000.

Figure 15 - Estimate Upfront Costs to Establish Program

ASE Devices	$105,000.00
Installation	$30,000.00
Signage	$6,000.00
Approximate Cost	**$141,000.00**

Screening and Hearing Data

Throughout the duration of the program, records show that the County completed 517 screening reviews, with 415 (80%) resulting in the penalty orders being confirmed and 78 (15%) being cancelled after the screening. As per the County's Guidelines for Reviews, if an ASE ticket would have resulted in undue financial hardship, individuals could submit an appeal with supporting documentation to extend the timeline to pay or

[3] The Victim Surcharge and MTO Search Fee are collected by the County and remitted to the MAG and MTO respectively.
[4] Inclusive of postage, photocopying, equipment, computer hardware, training, and other expenses incurred to support the operation of the program.

set up a payment plan. Data shows that at the screening stage, 24 (5%) of penalty orders were confirmed with extended time to pay.

Figure 16 - Screening Data

Number of Screening Reviews Conducted	517
Number of Penalty Orders Cancelled after Screening	78 (15%)
Number of Penalty Orders Confirmed with Extended Time to Pay	24 (5%)
Number of Penalty Orders Confirmed	415 (80%)

Beyond screenings, the County also conducted 44 hearings. Based on the hearings, 12 penalty orders were reduced with extended time to pay, 31 were confirmed with extended to time pay, and one was cancelled.

Figure 17 - Hearing Data

Number of Hearings Conducted	44
Number of Penalty Orders Reduced with Extended Time to Pay	12 (28%)
Number of Penalty Orders Confirmed with Extended Time to Pay	31 (70%)
Number of Penalty Orders Cancelled	1 (2%)

Based on the number of tickets issued, a small percentage of offenders (4%) initiated the screening process and subsequent hearing process, highlighting that most offenders did not apply for a screening and simply paid the fine.

Key Takeaways

Over the two years of operating the ASE program, a financial analysis shows that overall revenue is expected to exceed expenses with an estimated $707,714 program surplus. As per the Road Safety Reserve Fund Policy approved by Council, this funding shall be transferred to the Road Safety Reserve Fund to be used to support traffic calming measures throughout the County as outlined in the Brant Safe Streets Strategy. This financial review shows that not only did ASE support enhanced traffic safety in the zones where it was operating, but it also generated funds to be reinvested to support safety initiatives across the County.

Conclusions and Next Steps

Based on the analysis, it appears that the presence of ASE has supported a reduction of speeding at the Silver Street location. The data shows that ASE positively influenced driver behaviour and increased compliance with posted speed limits while devices were operational.

Moving forward, staff will continue to monitor traffic data at former ASE locations to assess the long-term impacts of its removal. Ongoing data collection will support evidence-based decision-making and help identify emerging trends related to vehicle speeds and road user safety.

In addition, staff will continue to leverage available data and the County's positive experience with ASE to advocate for its ongoing value as a complementary enforcement tool. As noted in past reports and correspondence with the Province, the County remains supportive of ASE as an effective method to reduce speeding and influence long-term driver behaviour. Rather than supporting an outright ban, the County remains supportive of a comprehensive review of the program and consultation with municipal partners and industry experts to strengthen provincial regulations, ensure fair and consistent implementation across Ontario, and promote alignment with best practices.

Appendix 1: Overview of ASE Data, Pre, During, and Post Implementation - *Silver Street Location, All Time*

Month	**Aug**	**Sept**	**Oct**	**Nov**	**Dec**	**Jan 1-13[5]**	**Feb**	**Mar**	**Apr**	**May[6]**	**June**	**July**	**Aug**	**Sept**	**Oct**	**Nov 1-13**	**Nov 14-30**	**Dec**	**Jan 1-15[7]**
Status	Speed Board		Speed Board and Coming Soon Signage				ASE Operational										ASE Banned		
Speed Limit (km/h)	50	40/50	40																
Number of Vehicles Recorded Passing	61807	57068	53055	41685	42756	17179	32401	37612	40253	41256	39773	35829	40582	39553	41857	16555	22109	36079	15642
Number of Speeding Incidents	18567	24968	35838	27005	27391	10542	14514	17804	17573	17361	16362	14111	14301	10135	9711	3858	7513	14819	6579
Average Speed (km/h)	46.8	45.7	44.2	44.0	43.6	43.2	39.7	40.4	39.4	39.2	39.3	39.1	38.3	36.9	36.5	36.4	38.1	39.3	39.6
Max Speed (km/h)	97	100	100	100	92	90	99	83	86	83	88	75	68	81	71	86	97	81	83
Percent of Vehicles Speeding	**30%**	**44%**	**68%**	**65%**	**64%**	**61%**	**45%**	**47%**	**44%**	**42%**	**41%**	**39%**	**35%**	**26%**	**23%**	**23%**	**34%**	**41%**	**42%**

[5] Reflective of partial month of data available from speed boards - January 1 to January 13. Speed boards were removed in preparation for adding ASE onsite.
[6] 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).
[7] Data tracker experienced technical issues after January 15 due to heavy snow and extreme cold temperatures.

Appendix 2: Overview of ASE Data, Pre, During, and Post Implementation - *Silver Street Location, School Hours 8AM-5PM*[8]

Month	Aug	Sept	Oct	Nov	Dec	Jan[9] 1-13	Feb	Mar	Apr	May[10]	June	July	Aug	Sept	Oct	Nov 1-13	Nov 14-30	Dec	Jan 1-15
Status	Speed Board		Speed Board and Coming Soon Signage				ASE Operational										ASE Banned		
Speed Limit (km/h)	50	40/50	40																
Number of Vehicles Recorded Passing	24090	21807	22728	25274	18614	7108	15430	16179	17394	15570	15737	15428	24054	18340	19238	7285	9026	15160	7208
Number of Speeding Incidents	6676	14279	13136	15888	11131	4030	6037	6542	6341	5117	5270	5930	9027	4023	3781	1390	2082	5634	2576
Average Speed (km/h)	46.2	43.7	42.7	43.5	43.0	42.5	38.8	39.3	38.2	37.7	37.8	39.1	39.1	36.0	35.7	35.7	37.2	38.7	38.6
Max Speed (km/h)	95	100	100	100	92	90	78	74	86	70	73	72	68	71	65	86	65	69	83
Percent of Vehicles Speeding	**28%**	**65%**	**58%**	**63%**	**60%**	**57%**	**39%**	**40%**	**36%**	**33%**	**33%**	**38%**	**38%**	**22%**	**20%**	**19%**	**23%**	**37%**	**36%**

[8] Note: Minor discrepancies between the data presented in this report and previously reported figures reflect routine data reconciliation and updates to the ASE program's reporting database. These adjustments do not materially affect the overall trends or program conclusions.
[9] Reflective of partial month of data available from speed boards - January 1 to January 13. Speed boards were removed in preparation for adding ASE onsite.
[10] 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).

Impacts of Automated Speed Enforcement

The County's Approach

After years of planning and research, the County officially launched the **Automated Speed Enforcement (ASE) program** on February 3, 2025, with the first camera installed on Silver Street in Paris, in front of North Ward School.

To ensure program success, the County implemented a thoughtful and phased approach:

- Added locations gradually, starting with one location and monitoring impacts.
- Prioritized school zones with vulnerable road users.
- Set limits to 40 km/h rather than 30 km/h to balance safety and traffic flow.
- Focused on education, awareness, and community engagement.
- Developed the *Road Safety Reserve Fund Policy* to guide how surplus funds are used.

Reducing Speed and Supporting Safety

From September 2024 (before ASE) to November 2025 (end of ASE program), the County saw positive impacts of ASE at the Silver Street location as shown in the graphic below.

Cost-Neutral and Community Focused Funding Model

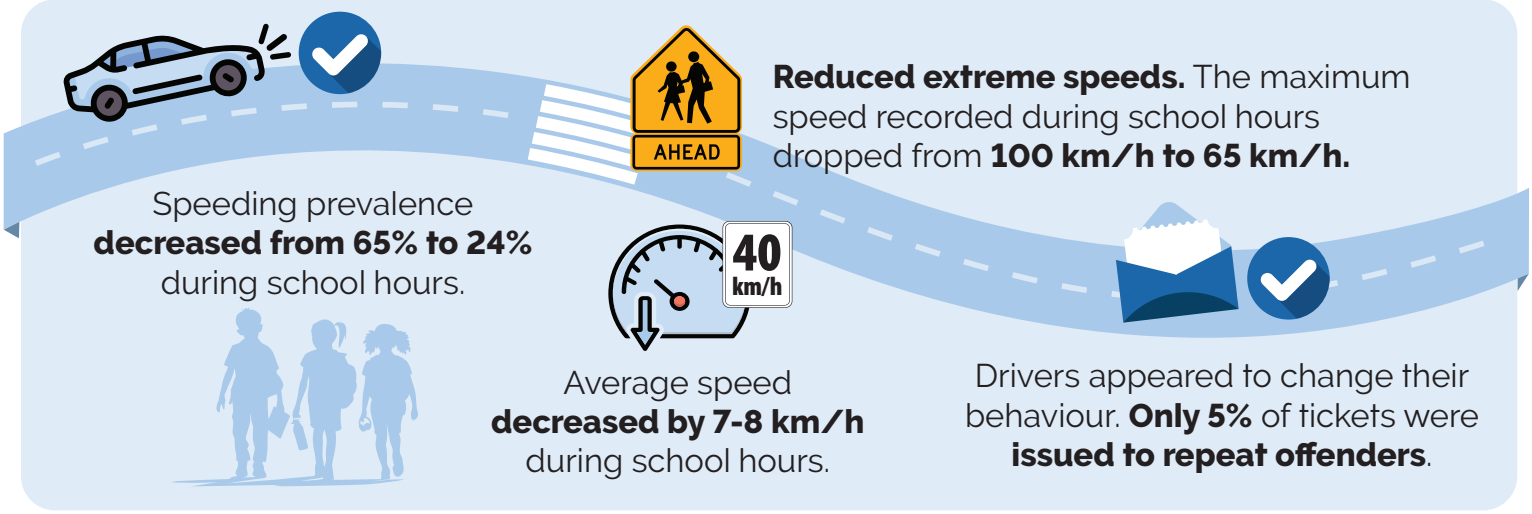
The ASE program was designed to be cost-neutral, meaning:

- The ASE program **did not require tax base funding to operate** - it was self-funded through fines collected.
- **Surplus revenue is being reinvested** to benefit road safety measures across the County, including Brant Safe Streets (traffic calming, education, and more).

Note: Fines are set by provincial legislation and are not controlled by the County.

Value of ASE

ASE was a valuable, scalable tool that complemented other traffic safety efforts. It aligned with the County's broader goal of creating safer streets through the *Brant Safe Streets Strategy*, ensuring long-term benefits for all road users. To learn more about Brant Safe Streets, visit **brant.ca/SafeStreets**.



Speeding prevalence **decreased from 65% to 24%** during school hours.

Reduced extreme speeds. The maximum speed recorded during school hours dropped from **100 km/h to 65 km/h.**

Average speed **decreased by 7-8 km/h** during school hours.

Drivers appeared to change their behaviour. **Only 5%** of tickets were **issued to repeat offenders**.

ASE Program by the Numbers

Program data illustrates important takeaways.

Financial Impact

Financial analysis shows that the program generated an estimated $700,000+ surplus. Any excess revenue is being directed to the Road Safety Reserve Fund to further enhance road safety and offset the amount of the tax levy required to support this work.

Focused Enforcement

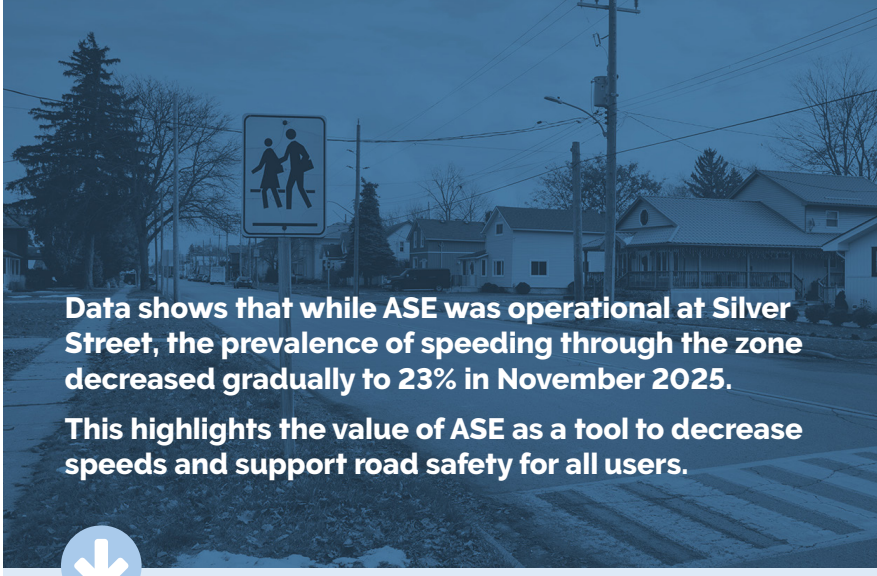
4% of vehicles passing the ASE device received a ticket between February and November 14, 2025. This shows how the program targeted the most significant offenders.

Screening and Hearings

Throughout the duration of the program, 517 screening reviews and 44 hearing reviews were processed.

Speeding is a Top Concern

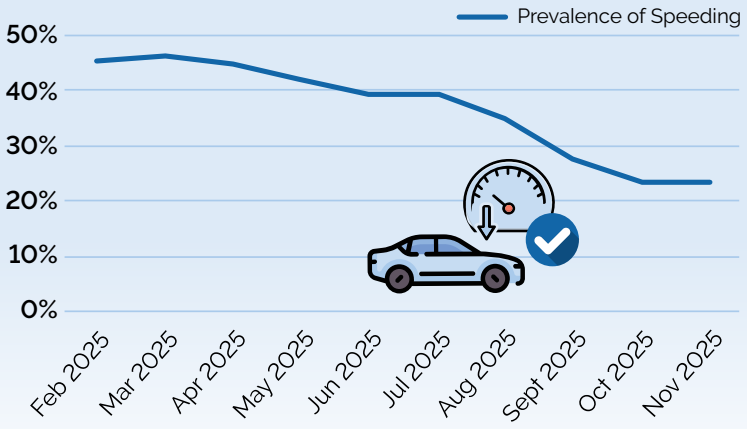
Since 2019, the County has received over 725 comments regarding speeding and aggressive driving behaviour. On average, **speeding concerns account for 60–80%** of all traffic-related comments.



Data shows that while ASE was operational at Silver Street, the prevalence of speeding through the zone decreased gradually to 23% in November 2025.

This highlights the value of ASE as a tool to decrease speeds and support road safety for all users.

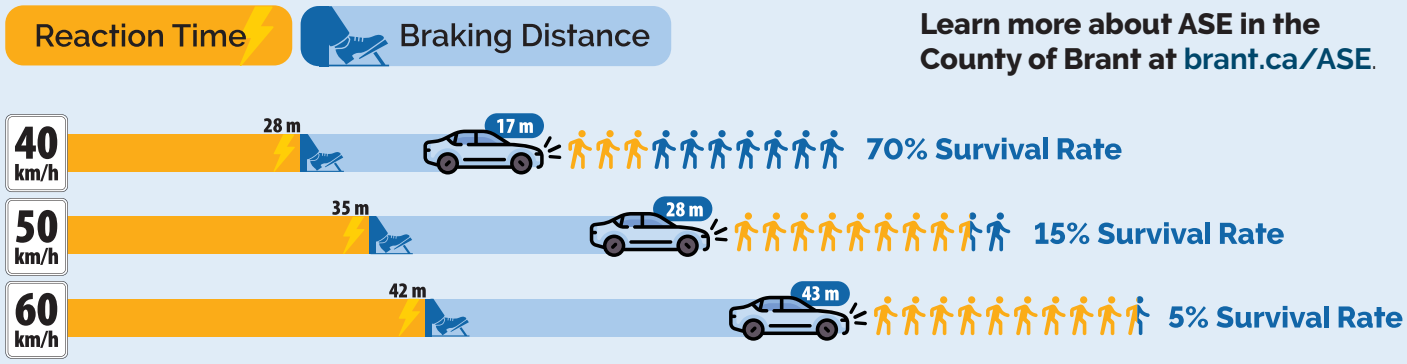
Prevalence of Speeding During ASE Implementation



Vehicle Speed, Stopping Distance, and Chance of Survival

Higher motor vehicle speeds directly correlate with slower driver reaction time and increased risk of serious injury or death to vulnerable users upon collision.

A 2025 study from CAA shows that **75% of Ontario drivers supported the use of ASE in school and community safety zones.**



Learn more about ASE in the County of Brant at brant.ca/ASE.

Source: Adapted by the County of Brant from "World Health Organization (2008). Speed Management: A Road Safety Manual for Decision-Makers and Practitioners". **https://cdn.who.int/media/docs/default-source/documents/health-topics/road-traffic-injuries/speed-management-manual.pdf**