



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Don Kudo, P. Eng., County Engineer
Date: Tuesday, June 10, 2025
Subject: **Automated Speed Enforcement – MTO Preliminary Reporting**

Background:

The County has an Automated Speed Enforcement Administrative Penalty Agreement with the Ministry of Transportation. One of the sections of the agreement is the monitoring of safety effectiveness with respect to the ongoing monitoring of ASE devices. Municipalities must provide MTO with semi-annual reports no later than six months after the reporting periods of January 1 to June 30 and July 1 to December 31.

As the County's ASE one year trial programme is currently underway at five locations, staff had proposed to provide the Roads Committee a comprehensive report based on the MTO reporting parameters. This report summarizes the preliminary results for the period of January 15 to May 31 of the required MTO reporting requirements. The detailed MTO reporting templates are attached that provides data for the ASE factors required by the MTO.

This report includes charts and summaries of the MTO report details for Vehicle Speed Data, Administrative Penalty Data and Collision data. Commentary on the data results has also been included in the report for each chart and summary. The charts in this report show the five locations with data for each of the two cameras at each location.

Vehicle Speed Data

Municipalities need to provide semi-annual reports detailing vehicle speed for all vehicles observed by ASE devices. Speed data is to include average travel speed, proportion of vehicles travelling above the speed limit, and 85th percentile speed. The same speed data for a period within one year prior to ASE device deployment needs to be reported if available.

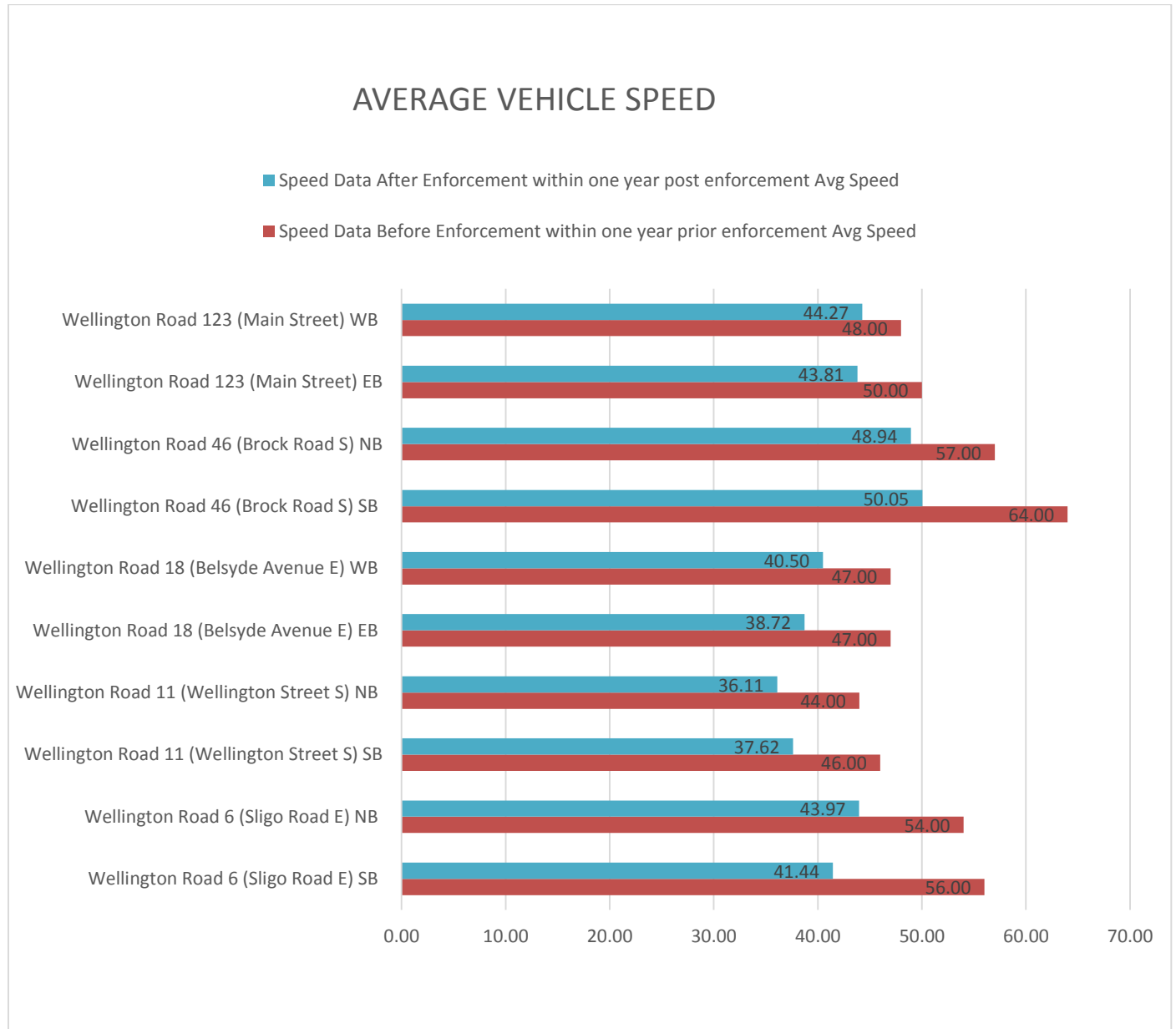
Administrative Penalty Data

Municipalities need to provide a breakdown of the number of vehicles passing ASE devices, the number of vehicle images acquired by ASE devices, the number of penalty orders imposed, the number of penalty orders reviewed by a Screening Officer, the number of penalty orders reviewed by a Hearing Officer, and the number of repeat contraventions for the same registered vehicle owner.

Vehicle Speed Data

- Average Travel Speed -

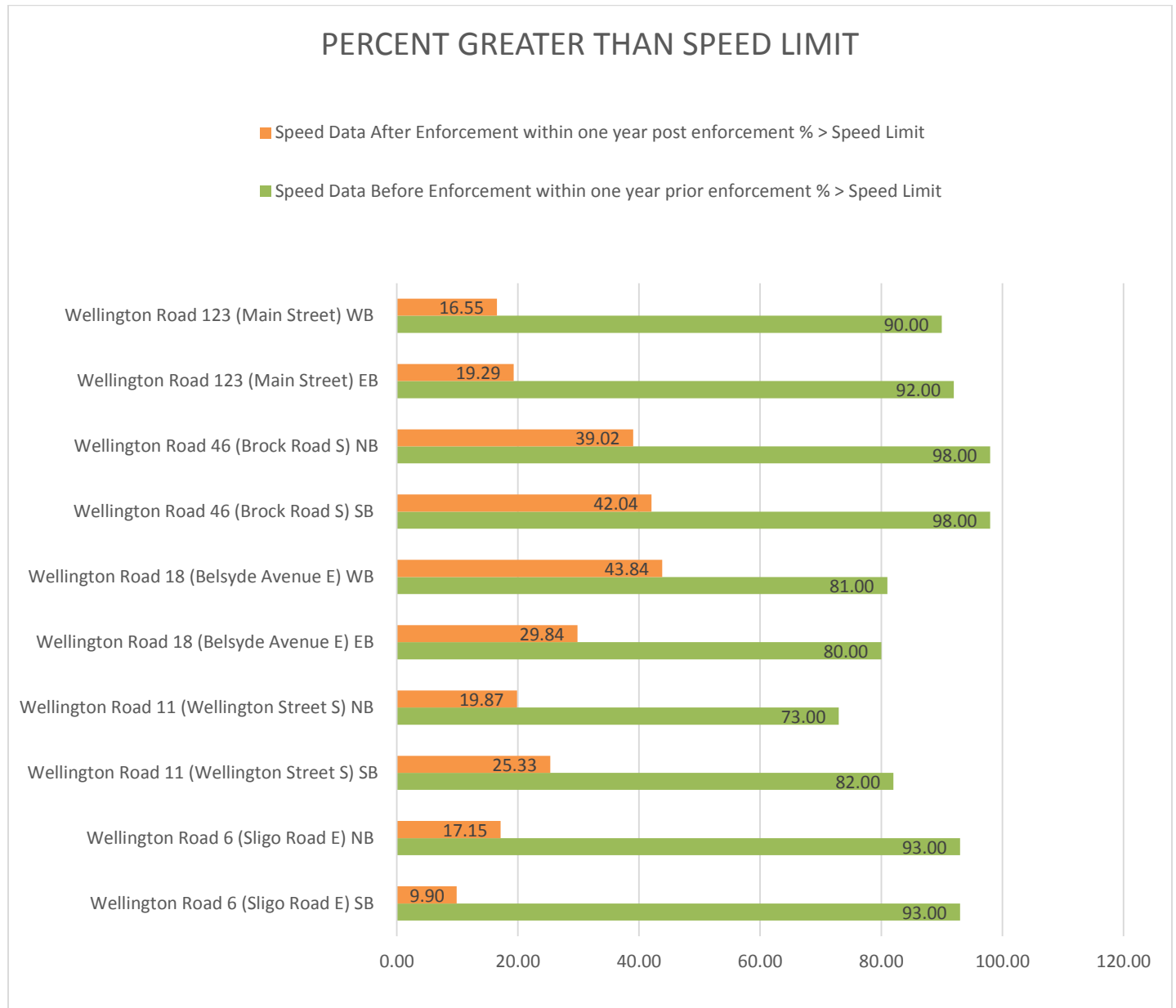
This data indicates that at all locations, the average vehicle speed has been reduced compared to vehicle speeds recorded within one year prior to the deployment of ASE cameras. Overall, the data indicates an overall average reduction of the average vehicle speed by approximately 17%.



Vehicle Speed Data

- Vehicles Travelling Above the Speed Limit -

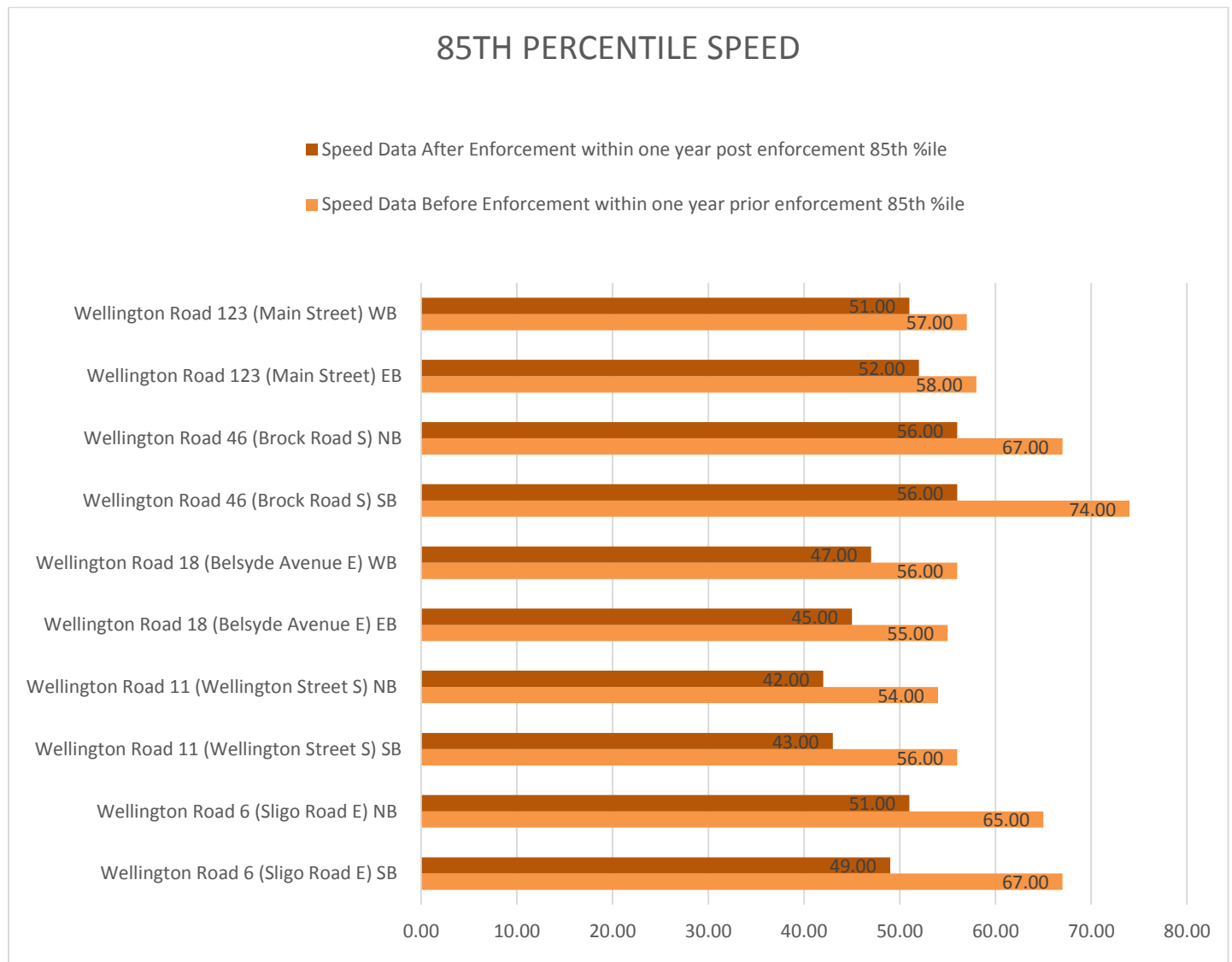
This data indicates that at all locations, the compliance to the posted speed limit has increased compared to the speed limit compliance recorded within one year prior to the deployment of ASE cameras. Overall, the data indicates an overall average speed limit compliance increase of approximately 62%.



Vehicle Speed Data

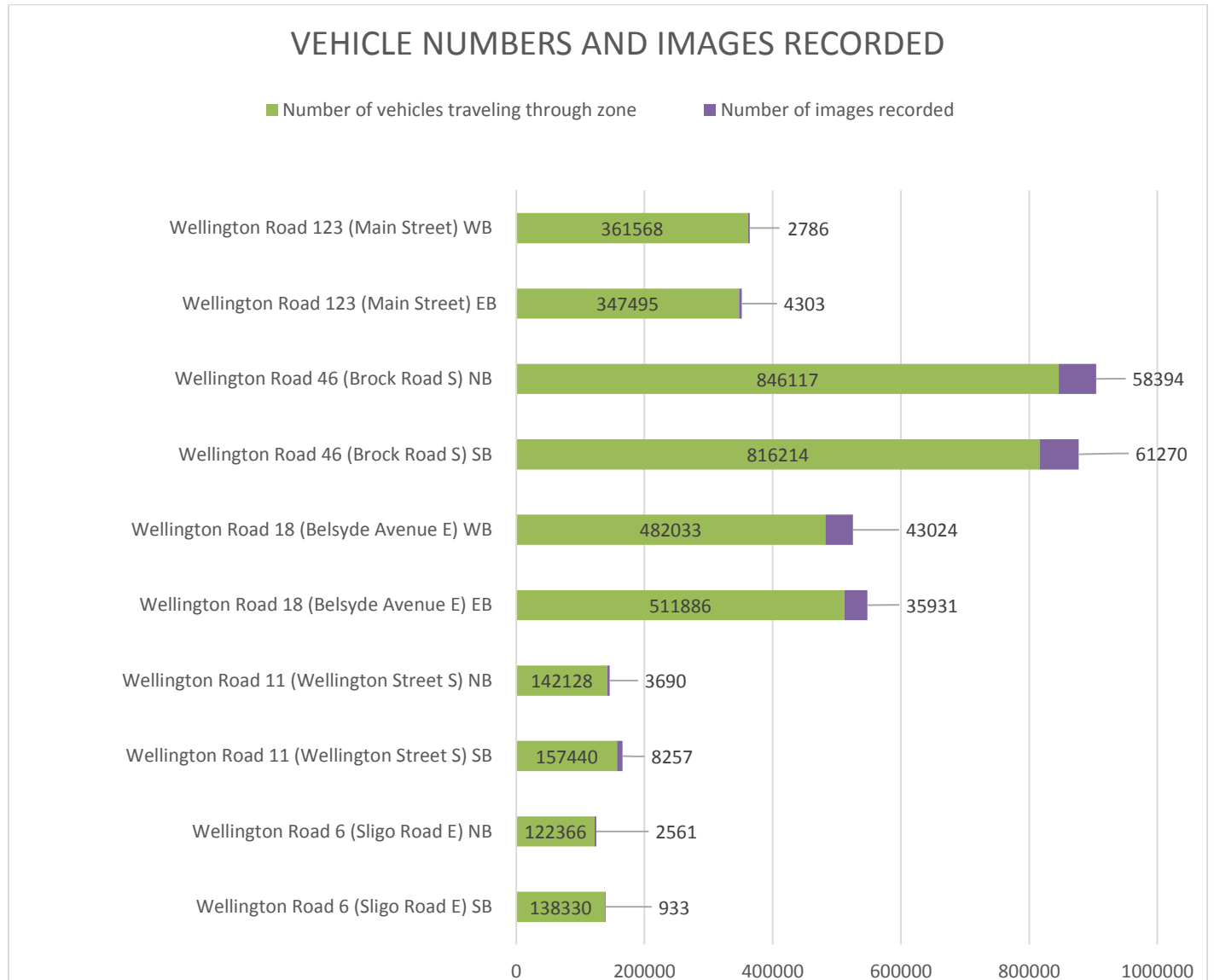
- 85th Percentile Speed -

The 85th percentile speed is an industry wide standard that traffic engineers use to determine the speed that most drivers will operate their vehicle they perceive to be safe for the road environment. This data indicates that at all locations, the 85th percentile vehicle speed has been reduced compared to vehicle speeds recorded within one year prior to the deployment of ASE cameras. Overall, the data indicates an overall average reduction of the 85th percentile speed by approximately 19%.



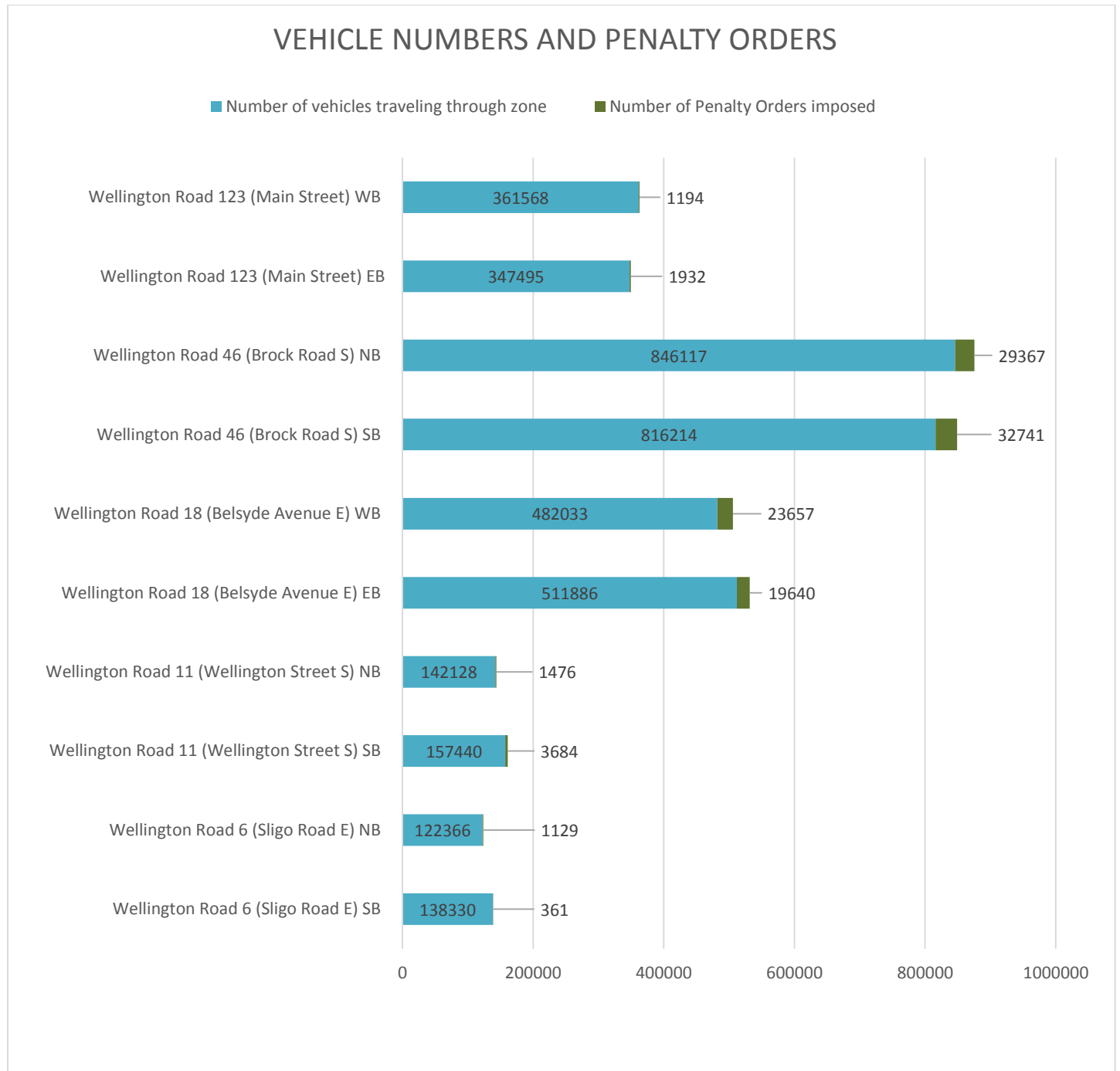
Administrative Penalty Data

- A vehicle image is triggered when a speed contravention is detected by an ASE camera. These images are sent to the Processing Centre where each image is reviewed by a Provincial Offences Officer to determine if a Penalty Order should be issued. Overall, the data indicates approximately 5.63% of the total vehicles travelling through ASE locations have triggered an ASE camera image.



Administrative Penalty Data

- Number of Vehicles and Number of Penalty Orders -
Overall, the data indicates approximately 2.93% of the total vehicles travelling through ASE locations have received Penalty Orders



Administrative Penalty Data

- Number of Vehicle Images and Number of Penalty Orders -

This data indicates that there are quality control measures that are applied when comparing the contraventions captured (images) and the issuance of Penalty Orders.

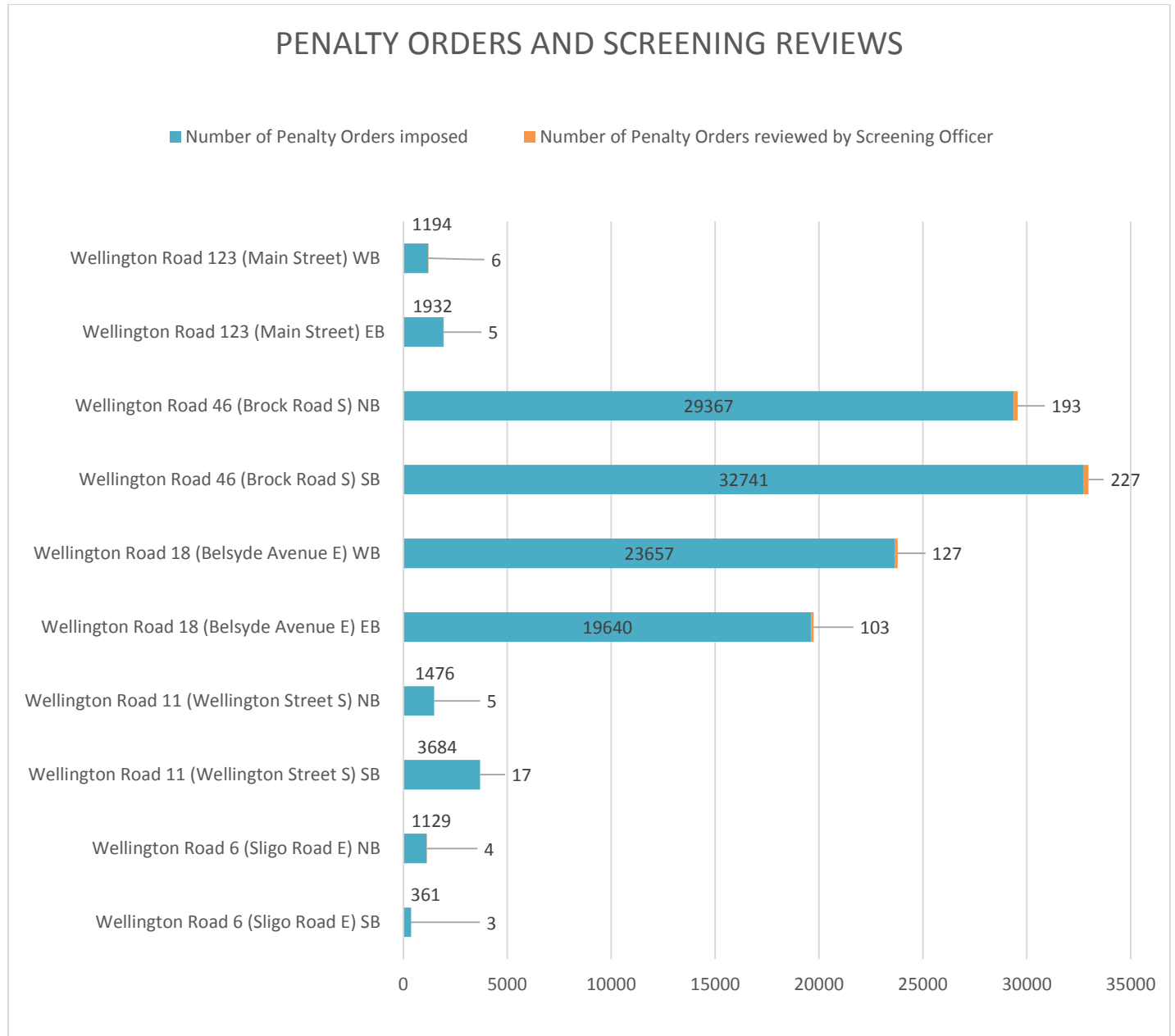
Provincial Offences Officers take into account many factors to determine if a Penalty Order should be issued. Factors that are considered when an Officer reviews an image include the readability of the plate, misaligned markers, clarity of the image, trailers, obstruction of the plate, and quality of the image.

Overall, the data indicates approximately 52.08% of the total images recorded and reviewed have resulted in a Penalty Order being issued. The percentage is similar to that of ASE implementation in other jurisdictions.



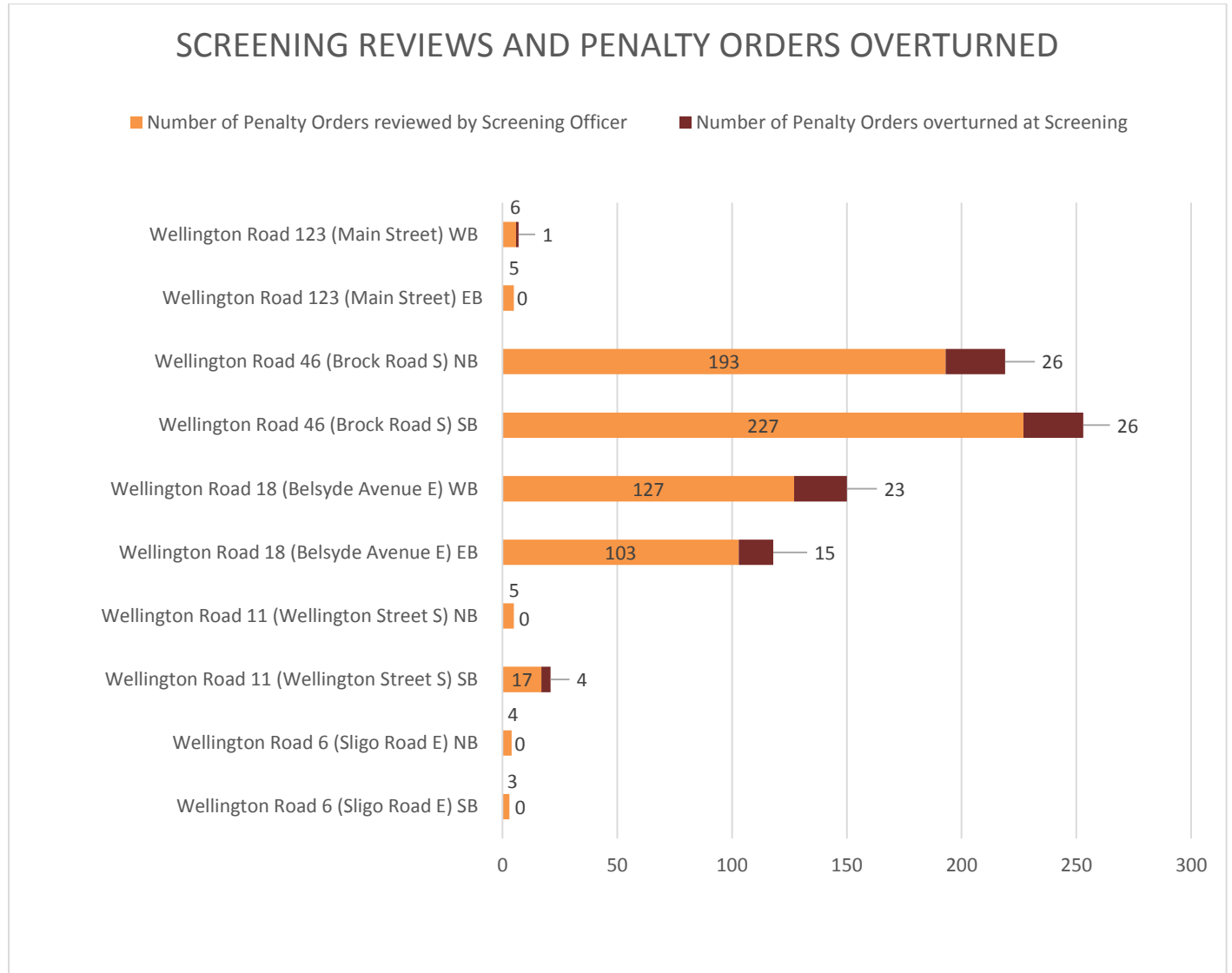
Administrative Penalty Data

- Number of Penalty Orders and Number of Screening Reviews -
The number of Penalty Orders that are being reviewed by Screening Officers under the Administrative Penalty System is indicated here. Overall, approximately 0.6% of total Penalty Orders have been reviewed by Screening Officers.



Administrative Penalty Data

- Number of Screening Reviews and Penalty Orders Overturned -
The number of Penalty Orders being overturned by Screening Officers under the Administrative Penalty System is indicated here. Overall, approximately 13.77% of total Penalty Orders have been overturned by Screening Officers.

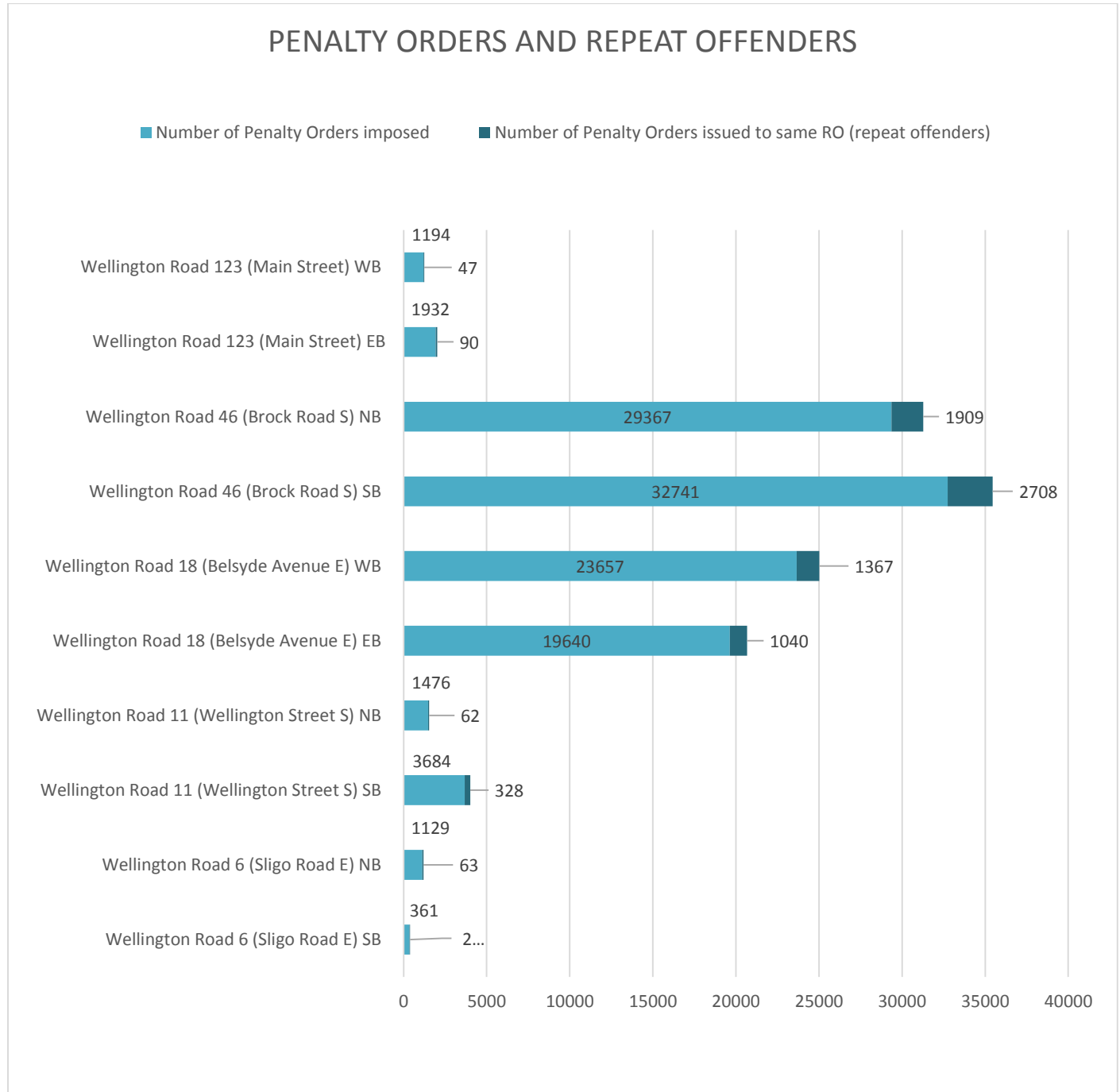


Administrative Penalty Data

- Number of Hearing Reviews and Number of Hearing Reviews Overturned -
If a vehicle owner is not satisfied with the decision of a Screening Officer, the vehicle owner can then have an appointment with a Hearing Officer. The decision of a Hearing Officer is considered final under the Administrative Penalty System. To date, for all five locations there have been nine Hearing Officer reviews and two Penalty Orders overturned.

Administrative Penalty Data

- Number of Penalty Orders Issued to Repeat Offenders -
Vehicle owners receiving penalty orders at the same locations are indicated here relative to the number of penalty orders issued. Overall, approximately 6.63% of total Penalty Orders have been issued to repeat offenders.



Collision Reporting

Municipalities need to report on all motor vehicle collisions that occur within road segments adjacent to an ASE device including injury and property damage data. Reporting is to also include collision information over an equivalent period of time one year prior to the deployment of the ASE device. Staff have contacted Wellington County OPP for collision reporting data information from 2024 and for the period of first five months of 2025 was received. Attached to this report is a summary of collisions by location.

Based on preliminary collision data provided, there were a total of six collisions in the five ASE Community Safety Zone locations in the year prior to the ASE cameras being deployed. One collision was a fatality, and the remaining collisions were reported as Property Damage Only (PDO) incidents. Following the deployment of ASE cameras on January 15, 2025 to May 31, 2025, there have been six collisions in the same five ASE Community Safety Zone locations. One collision was a non-fatal injury incident, and the remaining collisions were reported as PDO incidents.

The MTO reporting requirements for collisions only requires data on the number of fatal, personal injury and PDO, and does not require incident specific vehicle collision report details. These details would provide background with respect to the factors contributing to a collision.

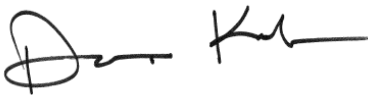
Strategic Action Plan:

This report relates to the following objectives and priorities in the County's Strategic Action Plan:
Doing what the County does best – Providing Critical Daily Services for your residents

Recommendation:

That the report "Automated Speed Enforcement – MTO Preliminary Reporting" be received for information.

Respectfully submitted,



Don Kudo, P. Eng.
County Engineer

In consultation with/approved by:
Scott Wilson, Chief Administrative Office

Attachments: Automated Speed Enforcement Camera Sites - Speed Data
MTO Administrative Penalty Data Summary
Automated Speed Enforcement Camera Sites Collision Data - Summary of Collisions