

**Report to  
Rapport au:**

**Transportation Committee  
Comité des transports  
4 May 2016 / 4 mai 2016**

**and Council  
et au Conseil  
11 May 2016 / 11 mai 2016**

**Submitted on April 27, 2016  
Soumis le 27 avril 2016**

**Submitted by  
Soumis par:  
Susan Jones, Acting Deputy City Manager / Directrice municipale adjointe par  
intérim - City Operations / Opérations municipal**

**Contact Person  
Personne ressource:  
Kevin Wylie, General Manager / Directeur générale – Public Works Department /  
Service des Travaux publics  
613-580-2424 x19013, [Kevin.Wylie@ottawa.ca](mailto:Kevin.Wylie@ottawa.ca)**

**Ward: CITY WIDE / À L'ÉCHELLE DE LA VILLE      File Number: ACS2016-COS-PWS-0021**

**SUBJECT: Use of Photo Radar in Canadian Municipalities**

**OBJET: Utilisation de radars photographiques dans des municipalités du  
Canada**

## **REPORT RECOMMENDATIONS**

**That Transportation Committee recommend that Council receive this report for  
information.**

## RECOMMANDATIONS DU RAPPORT

**Que le Comité des transports recommande au Conseil de prendre connaissance du présent rapport.**

### BACKGROUND

Automated Speed Enforcement, commonly referred to as Photo Radar, is a tool that has been used in municipalities across Canada as part of comprehensive traffic safety programs.

In the Province of Ontario, the use of Photo Radar is legislated as part of the *Highway Traffic Act*. In an effort to reduce the occurrence of speeding on local roads, Ottawa City Council, as a result of [Motion NO. 60/8](#) carried on June 14, 2006 and [Motion NO. 66/9](#) carried on May 13, 2009, petitioned the Province to allow the use Photo Radar in Ottawa as outlined below:

Motion NO. 60/8 – moved by C. Hume, seconded by C. McRae

*“WHEREAS the Alta Vista Drive Residents Association (AVDRA) has been working diligently to ensure the thousands of cars that use Alta Vista Drive every day respect the speed limit;*

*AND WHEREAS the AVDRA are working with City Staff to commence an Area Traffic Management Plan for Alta Vista Drive that will work to curb aggressive driving;*

*AND WHEREAS research conducted by the AVDRA has demonstrated that, in other jurisdictions, photo radar is effective in ensuring that drivers respect the posted speed limit;*

*AND WHEREAS since the current Provincial legislation does not allow the use of photo radar on City streets the AVDRA approached the MPP for Alta Vista Drive – Premier Dalton McGuinty on the issue of the use of photo radar;*

*AND WHEREAS an Assistant to the Premier, Jackie Coquette, responding in an email to the concerns of the AVDRA with the following – “The Ministry will consider the use of photo radar on a case by case basis, at the request of municipalities. Therefore, your best course of action at this point is to lobby the City Council and ask them to approach the Ministry of Transportation with this request.”;*

*THEREFORE BE IT RESOLVED that, in accordance with the Direction from the Office of the Premier, City Council requests the Ministry of Transportation of Ontario to allow the use of photo radar on City streets.”*

Motion NO: 66/9 – Moved by C. McRae, seconded by C. Bédard

*WHEREAS City Council wishes to ensure the safety of pedestrians city wide;*

*AND WHEREAS speeding has been identified as a serious safety concern at the entry of King Edward Avenue from the MacDonald-Cartier Bridge;*

*AND WHEREAS the weight of professional opinion is that “it is highly unlikely that any additional speed management measures short of photo radar will add any additional increment of speed reduction to that of what is actually being achieved” at that location;*

*AND WHEREAS the City of Ottawa is unable to address the excessive speeding at this location through the use of photo radar, which has been demonstrated as an effective enforcement tool to curb speeding, without the approval of the Provincial Government and changes to the Highway Traffic Act and its Regulations;*

*THEREFORE BE IT RESOLVED that City Council hereby requests the Minister of Transportation to enact the statutory and regulatory changes necessary to allow the City of Ottawa to implement photo radar for the purpose of reducing excessive speeding city wide including at the entry of King Edward Avenue near the MacDonald-Cartier Bridge, as soon as possible.”*

In both responses to the petitions in letters dated July 24, 2006 and dated July 10, 2009, respectively, the Province advised that it, “was not considering re-introducing speed cameras in Ontario at this time.” The City’s petitions were not accepted and legislation was not amended.

On March 23, 2016, Council considered a motion tabled by Councillors Brockington and El-Chantiry that sought to formally request that the Province allow municipalities the option of using Photo Radar on local streets. Following discussion at Council, the motion was referred to the Transportation Committee meeting of May 4, 2016. Furthermore, Councillor Egli, Chair of the Transportation Committee, as part of the discussion on the deferral, indicated that staff would prepare an information report for consideration at the May 4<sup>th</sup> meeting that included the following:

- Potential opportunities and drawbacks of the use of Photo Radar;
- Best Practices for the use of Photo Radar; and,
- An analysis on how it has worked in other municipalities

## **DISCUSSION**

In keeping with the above, staff in the Public Works Department contacted the four (4) municipalities within Canada that use Photo Radar: Calgary, Edmonton, Winnipeg, and Gatineau. Based on discussions with these municipalities, along with research published about their programs, the Department is able to:

1. Provide an overview of other Canadian municipalities using Photo Radar enforcement, including their successes and challenges; and,
2. Document opportunities and considerations when exploring the implementation of Photo Radar in the city of Ottawa.

Following is a summary of the Department's key findings. Further details specific to each municipality's program are found in Document 1: Overview – Photo Radar in Canadian Municipalities.

### **Use of Photo Radar in Canada**

Photo Radar is a form of automated speeding enforcement that captures a photograph of a speeding vehicle. In Canada, Photo Radar has been implemented in the following municipalities:

1. City of Calgary (managed through the Calgary Police Service)
2. City of Edmonton (managed through the City's Office of Traffic Safety)
3. City of Winnipeg (managed through the Winnipeg Police Service)
4. City of Gatineau (managed through Province of Quebec)

Each municipality uses different Photo Radar technology and applies it to their cities in varying ways. For instance, the City of Calgary primarily uses Intersection Safety Cameras that are deployed at intersections that experience high collision rates, while the City of Edmonton conducts targeted enforcement using a combination of Intersection Safety Cameras, Photo Lasers, and Photo Radar. In comparison, the City of Winnipeg focuses its Photo Radar enforcement activities on specific vulnerable road user locations, such as school zones, playground zones, etc., while the City of Gatineau

uses a mobile photo radar equipped van which moves through 21 locations that have a history of collisions involving speeding motorists.

All have reported significant improvements following the implementation of Photo Radar, including:

- Reductions in total collisions;
- Reductions in fatal collisions;
- Reductions in injuries related to collisions; and,
- Increased compliance to posted speed limits.

### **Best Practices**

Based on the experiences of these cities, the following are identified best practices when implementing a photo radar program.

- **Evaluation:** All jurisdictions undertake regular evaluation of not only the actual automated enforcement devices, but also of the site location and selection criteria. In some cases, jurisdictions have contracted external and/or third party evaluations of their programs to ensure transparency.
- **Determination of locations for enforcement:** The common practice in all jurisdictions is to utilize a criteria involving one or more of the following components:
  - High collision locations
  - History of vehicular speeding
  - School zones
  - Construction zones
  - Unsafe locations for traditional enforcement
- **Fine Revenue from automated enforcement:** Revenue generated in each jurisdiction is re-invested in various ways. In Alberta, some of the funding goes to the provincial government, while another portion is provided to Victim's Services. However, in all municipalities a significant portion of the revenue generated is re-invested in road safety initiatives in one or more of the following ways:
  - Temporary or permanent traffic calming
  - New infrastructure or changes to existing
  - Education and awareness campaigns
  - Additional enforcement (traditional)

- **Public Engagement:** Public engagement is imperative to successful photo radar programs as this traffic safety tool can be viewed negatively. It is essential to complete the following activities to support resident awareness and understanding of the benefits and use of Photo Radar:
  - Conducting pre-and post-implementation surveys to gauge public opinion;
  - Ensuring the communications plan clearly establishes the program; objective, how the technology will be rolled out, the method for evaluating the technology, and consideration for targeted marketing; and,
  - Providing significant advanced notice to the public when it comes to the installation of automated devices.

### **Use of Photo Radar in the City of Ottawa**

Photo Radar is currently not legislated in Ontario. There appears to be one avenue to pursue regulatory change with the Province of Ontario in respect to the *Highway Traffic Act*, R.S.O. 1990, C H.8 (“HTA”) which governs the use of any photo radar system in the province. That avenue is to request the Province to make a regulation to designate an area or areas where Photo Radar may be used in accordance with the *HTA*.

The existing provisions of the *HTA* that were passed in 1993 and implemented in 1994 (Part XIV.1, sections 205.1 to 205.14) together with *Regulation 500/94*, addresses photo radar systems. However, Section 2 of *Regulation 500/94* was revoked in 1995 by *Regulation 333/95*, thereby removing all designated areas where Photo Radar had been permitted. Under the initial regulation, the Province designated eight areas throughout the province where Photo Radar could be used. The City of Ottawa (i.e. the former Regional Municipality of Ottawa-Carleton or its local municipalities) was not one of the eight initially designated areas. The eight designated areas were:

- County of Northumberland;
- County of Peterborough;
- Municipality of Metropolitan Toronto;
- Regional Municipality of Halton;
- Regional Municipality of Peel;
- Township of Bicroft in the County of Haliburton;
- Township of Cardiff in the County of Haliburton; and
- That part of the King’s Highway known as No. 115 in the Township of Manvers in the County of Victoria

The City of Ottawa could therefore pursue the Lieutenant Governor in Council to designate by regulation a certain area or areas, pursuant to subsection 205.14 of the HTA, to allow for Photo Radar. City staff would initiate discussions with the Ministry of Transportation of Ontario (MTO) to discuss the operational and technical requirements which would also include the timeframes involved for implementation.

Should a regulation to designate an area or areas where Photo Radar may be used in accordance with the *HTA* in Ottawa be implemented, staff could then pilot Photo Radar.

Recognizing that the introduction of Photo Radar in the City of Ottawa would require clear guidelines pertaining to where and how it is used, regulation permitting, a trial period could take place to evaluate the effectiveness of Photo Radar technology in school zones, as an example. Undertaking a pilot project is an effective approach to investigating technologies and initiatives and is consistent with the methods staff have used in the past with piloting programs such as the Pedestrian Safety Evaluation Program and the Temporary Traffic Calming Measures Program.

### **Road Safety Initiatives in the City of Ottawa**

The Public Works Department manages multiple road safety programs that support the City's overall goal of zero serious injuries and deaths due to traffic related incidents. Research shows that slower vehicle speeds cause less injury to vulnerable road users including pedestrians, cyclists and motorcyclists ([World Health Organization](#)). For example, a pedestrian struck by a vehicle travelling 50 km/h is five times more likely to die than if struck at 30 km/h ([Pedestrian Death Review](#), Office of the Chief Coroner, Ontario). Should Photo Radar be permitted within Ottawa, it would be one tool in a comprehensive suite of programs and initiatives that support road safety.

Currently, the City's road safety programs are supported by the 2015-2018 Term of Council Priorities through Strategic Initiatives 13: Cycling Safety Improvement Program and 15: Traffic, Pedestrian and Road Safety Enhancements, which includes \$2.9M in annual funding over the course of the Term to support the following programs:

- Pedestrian Safety Evaluation Program;
- Audible Pedestrian Signals and Pedestrian Countdown Timer Program;
- Red Light Camera Program;
- Temporary Traffic Calming Program; and,

- Safer Roads Ottawa Program.

In addition to the above, the Public Works Department also works closely with Councillors, Community Associations, School Boards and other key road safety stakeholders to install road safety signage and assign Adult School Crossing Guards where necessary.

The Safer Roads Ottawa program, together with its partners (Ottawa Fire Services, Ottawa Paramedic Service, Ottawa Police Service and Ottawa Public Health), generates awareness through many partner-led safety awareness programs, such as the 'Leave the Phone Alone' and 'Stay Safe, Stay Back' campaigns. The program publishes annual road safety results on [Ottawa.ca](http://Ottawa.ca) and closely monitors trends and research conducted by external agencies to ensure it is responsive to the emerging needs of the most vulnerable road users.

The Public Works Department is committed to the continuous improvement of its traffic safety initiatives and will act upon the direction of the Transportation Committee and Council with respect to the use of Photo Radar in the City of Ottawa.

## **RURAL IMPLICATIONS**

There are no rural implications associated to this report for information.

## **CONSULTATION**

The Public Works Department consulted with the City of Calgary, the City of Edmonton, the City of Winnipeg, the City of Gatineau and the Ottawa Police Service in preparation of this report.

## **LEGAL IMPLICATIONS**

There are no legal impediments to receiving this report for information.

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated to this report for information.

## **FINANCIAL IMPLICATIONS**

There are no financial implications to receiving this report for information.



## **ACCESSIBILITY IMPACTS**

There are no accessibility impacts associated to this report for information.

## **TERM OF COUNCIL PRIORITIES**

TM4 - Improve safety for all road users.

## **SUPPORTING DOCUMENTATION**

Document 1: Overview – Photo Radar in Canadian Municipalities

## **DISPOSITION**

The Public Works Department will continue to support initiatives that improve road safety for all road users as directed by Council.