



RESOLUTION 2021-01

Expansion of Automated Speed Enforcement and Revenue

Preamble:

WHEREAS evidence-based research provincially, nationally, and internationally indicate that the use of automated speed enforcement reduces the overall speed on effected roadways and therefore has potential to enhance road safety, and

WHEREAS after requests and advocacy efforts from policing, the province enacted amendments to the *Highway Traffic Act* in 2015 explicitly requiring drivers approaching an emergency vehicle with flashing lights to slow down and proceed with caution out of recognition that the very act of having an emergency vehicle on the side of the road partly in an active lane is a danger to the emergency vehicle operator and the vehicle it has stopped, and

WHEREAS it would be better to limit those interactions so that police officers and occupants of the stopped vehicle are not unnecessarily exposed to that danger, and

WHEREAS automated speed enforcement provides an effective means of ensuring road safety and compliance with the law, and

WHEREAS the expanded and preferably mandated use of automated speed enforcement to all municipal and provincial highways also generate revenue to make the automated speed enforcement, at least, cost neutral with the potential for additional revenues, and

WHEREAS the current provincially recommended protocol regarding emergency service vehicles is unworkable and does not address other incidents of lawful speeding/where tickets would not and should not be issued (e.g., covert police vehicles in exigent or emergency circumstances, marked police vehicles purposely turning off lights and sirens as they approach an active shooter or hostage situation, etc.), and

WHEREAS any revenue generated could be redirected to other causes to facilitate better public support and trust.

THEREFORE BE IT RESOLVED the Ontario Association of Chiefs of Police calls upon the Government of Ontario to:

1. Expand and mandate the use of automated speed enforcement to all municipal and provincial highways, as determined by the province or the local municipalities, in consultation with the police;
2. Either create and integrate the ticketing system into a province-wide system (similar to 407 billing) and/or provide initial start-up funding for local systems;
3. Include in the ticketing system a mechanism to eliminate the issuance of tickets to emergency service vehicles that have their emergency equipment activated and that are otherwise permitted to exceed the speed limit (subsection 128(13) of the HTA). In addition, there should be a mechanism for the secure registration of police vehicles that are lawfully speeding without the activation of emergency equipment (e.g., approaching a sensitive call) that includes covert police vehicles, or a periodic refund application system where tickets have been issued to such police vehicles, and
4. Mandate that all revenue generated from automated speed enforcement be used for the following purposes, as determined by the local municipality or the province (for provincial highways):
 - (a) Funding of the automated speed enforcement system, including expansion,
 - (b) Neighbourhood Traffic Calming and engineering initiatives,
 - (c) Road safety initiatives, including but not limited to public safety campaigns, R.I.D.E., Operation Impact etc., and/or
 - (d) Redirection to essential social services regarding mental health, addiction, and such areas as housing, education, employment, and youth services.