

**REPORT #:** ASE/AMPS-2025-2  
**DATE:** 4-Nov-25  
**TO:** Deputy Mayor and Members of the Committee of the Whole  
**SUBJECT:** Red Light Camera Program  
**PREPARED BY:** Jen Kinsella, Manager of ASE and AMPS

**1. RECOMMENDATIONS:**

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That Staff Report ASE/AMPS-2025-2, entitled “Red Light Camera Program” dated November 4, 2025 be received; and

That staff be directed to send correspondence addressed to the Minister of Transportation to formally express interest in joining the Red Light Camera program and to add the Town of Bradford West Gwillimbury as a listed municipality in O. Reg 277/99; and

That staff be directed to prepare the necessary budget to implement a RLC program at outlined in “Option 1” for consideration during the 2026 budget deliberations; and

That upon budget approval, staff be authorized to take necessary actions to execute the required agreements.

**2. STAFF REPORT HIGHLIGHTS:**

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- Red light running contraventions using camera-based systems are governed by the Highway Traffic Act, Ontario Regulation 277/99: Red Light Camera System Evidence, and Ontario Regulation 355/22: Administrative Penalties for Contraventions Detected Using Camera Systems.
- Staff can transition to a Red Light Camera (RLC) program and take advantage of current knowledge, skills, policies, procedures and business operations.
- There are two main options for implementing a RLC program within BWG that include:
  - 1) In-house processing; or
  - 2) Contracting with Toronto Joint Processing Centre.
- Both options require the Town to implement a case management software to process screenings, hearings, payments and reporting requirements.

- In-house processing allows for greater efficiency and use of staffing resources with the ability to expand the use of RLC to further intersections.
- Multiple agreements will be required to implement an RLC program including with vendors, Ministry of Transportation and Ministry of Attorney General.

### 3. BACKGROUND:

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Council requested a staff report on the feasibility of a Red Light Camera program on June 3, 2025. The following report provides an operational overview of such a program within the province of Ontario.

The violation of running a red light is when a vehicle enters an intersection any time after the signal light has turned red. Motorists who are inadvertently in an intersection when the signal changes (waiting to turn left, for example) are not red-light runners. Other red-light violations may include:

- Drivers who fail to come to a complete stop before turning right, when permitted.
- Drivers turning right on red at intersections where doing so is prohibited.

Issuing a contravention involves a designated provincial offences officer reviewing two sequential images to:

- 1) verify that the vehicle had velocity as it approached the intersection when a red light indication is shown; and
- 2) the vehicle moved through the intersection while the light was red.

Red light running related crashes may also include speed and alcohol-impairment as contributing factors. A RLC program may not mitigate against such factors.

According to the Insurance Institute for Highway Safety (IIHS) “A series of IIHS studies in different communities found that red light violations are reduced significantly with cameras. Institute studies in Oxnard, California, and Fairfax, Virginia, reported reductions in red light violation rates of about 40% after the introduction of red light safety cameras ([Retting et al., 1999](#); [Retting et al., 1999](#)). In addition to the decrease in red light running at camera-equipped sites, the effect carried over to nearby signalized intersections not equipped with cameras.” (Retrieved June 30, 2025 <https://www.iihs.org/research-areas/red-light-running>). However, there may be an increase in rear-end accidents as motorists attempt to abruptly stop to avoid getting a ticket.

#### Applicable Legislation

Red Light Cameras (RLC) are permitted under Part XIV.2 of the *Highway Traffic Act* and operate under the Provincial Offences court model or Administrative Penalties model governed by O. Reg. 355/22: Administrative Penalties for Contraventions Detected Using Camera Systems. The Town’s Automated Speed Enforcement program operates under O. Reg. 355/22 and current policies and business operations can support the expansion into RLC. RLC contraventions are issued to the registered owner of the vehicle, do not impact insurance and there are no demerit points.

In addition, O. Reg. 277/99, Red Light Camera System Evidence applies, which currently permits only two models of camera systems to be used in Ontario: TraffiStar SR 520-ONT or the TraffiStar SR 590-ONT. The SR 520-ONT model uses induction loops that require the installation of infrastructure under the ground at the stop bar of the intersection along with cameras to capture the required two photographs. The SR 590-ONT model uses radar technology and does not require additional constructions costs. The images and data are transmitted from the RLC system to the processing software via wireless encryption. If the Town proceeds with a RLC program, stall would work with the vendor to use the SR 590-ONT model to mitigate costs and impact at selected intersections.

**4. ANALYSIS AND CONSIDERATIONS:**

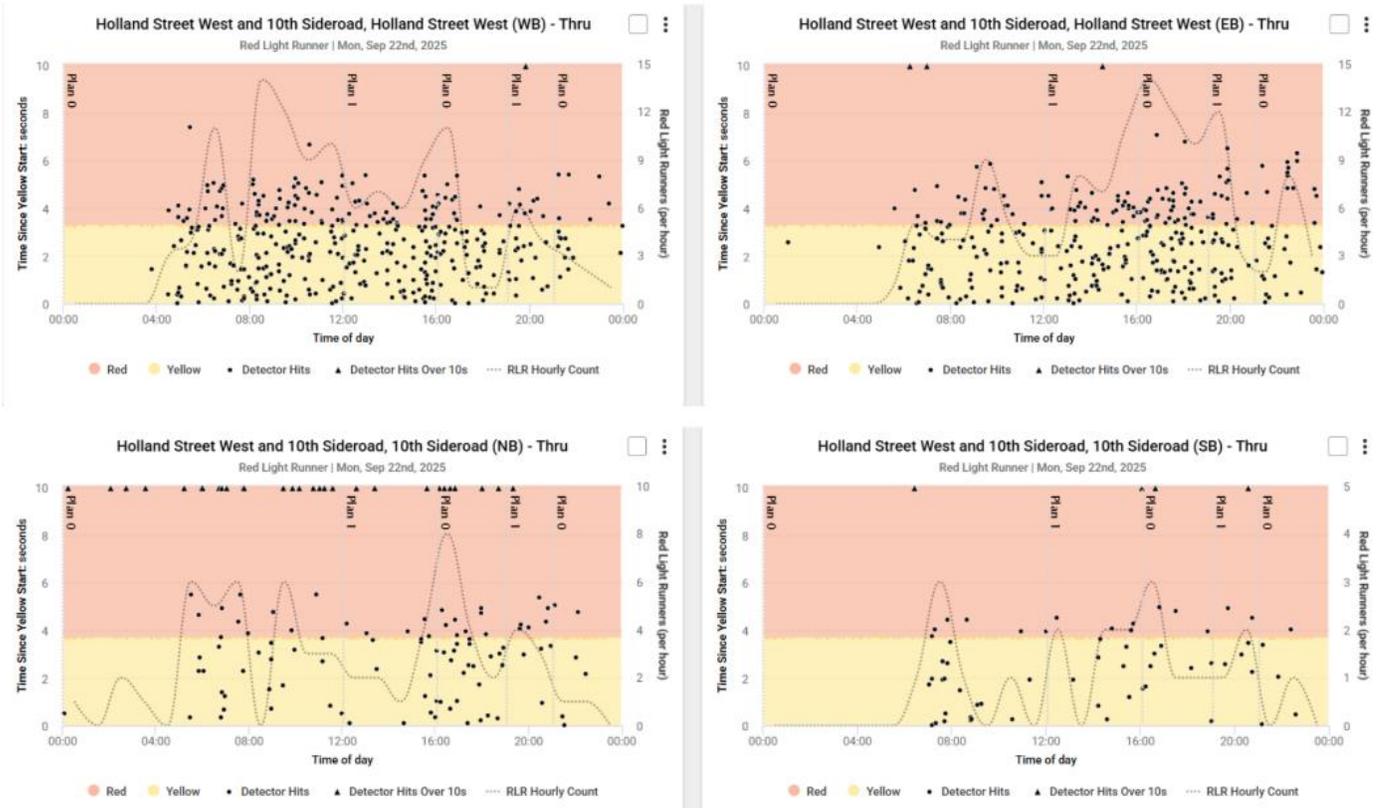
**Intersection Analysis**

At the time of reporting, specific red light running traffic counts have not been conducted to fully assess all intersections in Town. However, in 2024 Transportation conducted traffic counts in the urban area which included vehicles travelling through intersections in all directions. From the chart below, it is clear that east/west bound traffic experiences higher volumes than north/south bound traffic at all intersections.

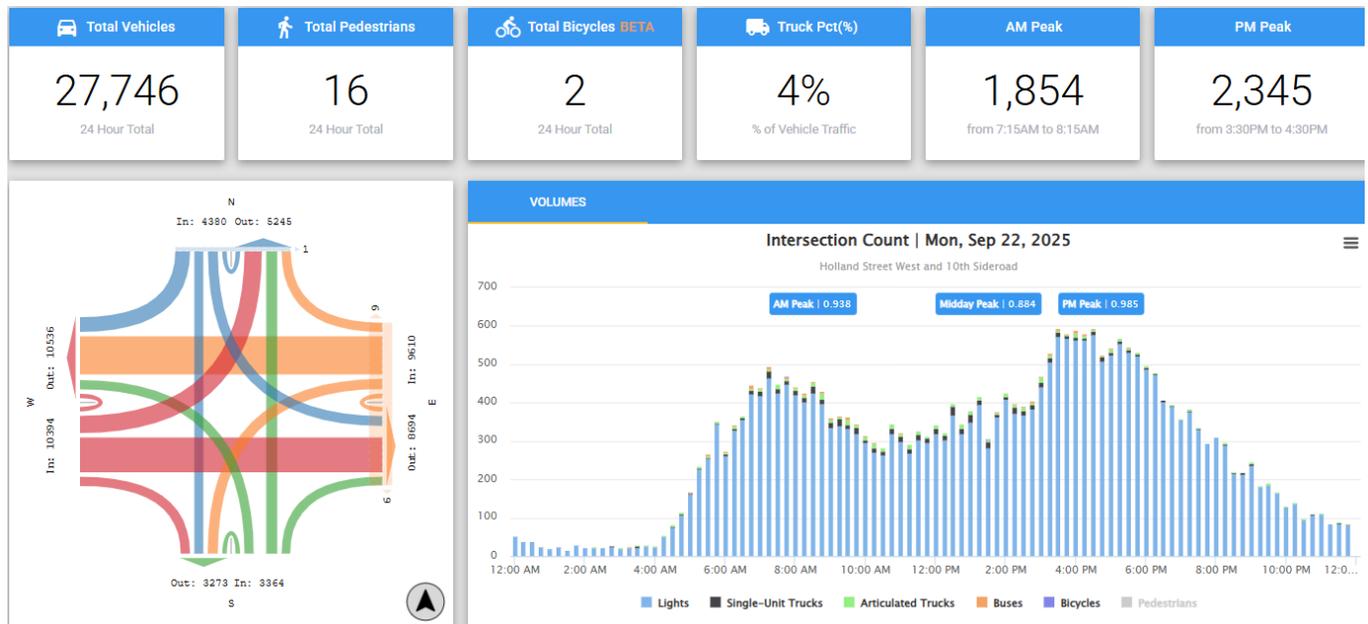
Intersection	East	West	North	South	EB/WB	Total
Holland St W and Sideroad 10	11103	12544	5061	3272	23647	31980
Holland St W and Smart Centres	11591	10766	7240	144	22357	29741
Holland St W and Langford Blvd	10249	11008	3209	4750	21257	29216
Holland St W and Summerlyn Trail	12880	10835	2924	3568	23715	30207
Holland St W and West Park Ave	12412	12579	3236	5159	24991	33386
Holland St W and Professor Day Dr - Melbourne Dr	11018	11361	4239	4332	22379	30950
Holland St W and Toronto St	10140	11009	1261	657	21149	23067
Holland St W and Holland Court	8806	10041	n/a	689	18847	19536
Holland St E and Barrie St - Simcoe Rd	7486	9485	5758	3423	16971	26152
Line 8 and Barrie St	12291	6133	9856	3175	18424	31455
Holland St E - Bridge St and Dissette St - Marshview Blvd	21084	10439	12368	4309	31523	48200
Line 8 and Summerlyn Trail-Rogers Trail	5054	4313	1544	1133	9367	12044
Line 8 and Langford Blvd	3903	4908	1005	1059	8811	10875
Line 8 and 10th Sideroad	4678	274	4132	6265	4952	15349

Transportation continues to upgrade traffic light controllers to optimize signalization and improve data collection. The new controllers allow the Town to gain insights into red light running to make future decisions for locations. The data below illustrates the red light runs that occurred at Holland Street West and Sideroad 10 on Monday, September 22, 2025. Westbound experienced just under 10 per hour red light runs at 8:00 am, and at 4:00pm, the intersection also experienced just under 8 red light runs per hour. The data is then mirrored for Eastbound

with lower counts in the morning and higher counts in the afternoon. This is consistent with commuting patterns often seen in the municipality.



The chart below illustrates the volume counts for the same day and location. The peaks of higher red light runs correlates to the volume of vehicles travelling through the intersection at that time.



Another municipality reported that for an intersection with over 18,000 vehicles there were approximately 650 incidents of red light running which equates to 3.6% of vehicles. Once cameras and signage are installed, the number of contraventions will decrease.

Camera placement would be based on the data known at this time with future decisions being driven by improved data collection practices.

### Contravention Processing

O. Reg. 355/22 Administrative Penalties for Contraventions Detected Using Camera Systems outlines the process of imposing an administrative penalty including the fine amount and related fees:

Contravention Fine Amount:	\$260.00
Victim Component:	\$60.00
ARIS Plate Lookup:	\$8.25
<b>Total:</b>	<b>\$328.25</b>

In an effort to minimize costs and maintain current workloads within the Corporate Services department, it is recommended that an RLC program start with a total of eight cameras, two cameras at four intersections. This would allow staff to take on the extra responsibilities, refine processes and make recommendations based on data collected during the first year of operation. There are two options for processing RLC contraventions outlined below and estimated costs are based on four cameras.

### Contravention Processing Options

#### Option 1: In-House Processing

In-house processing would entail the Town contracting directly with a camera vendor to provide a camera system and processing software. The contravention data would then be managed by a Case Management Software through the contravention process.

Item	4 Cameras (2 intersections)	8 Cameras (4 intersections)
Revenue	\$ 512,070.00	\$ 1,024,140.00
Staffing Costs	\$ 343,452.00	\$ 343,452.00
Admin, Camera and Processing Expenses	\$ 300,128.80	\$ 600,257.60
Implementation	\$ 75,130.00	\$ 75,130.00
Total Expenses	\$ 718,710.80	\$ 1,018,839.60
<b>Total</b>	<b>-\$ 206,640.80</b>	<b>\$ 5,300.40</b>

Notes:

- Utilizing MLEO officers to process contraventions adds value to the enforcement division to expand services beyond one program. It is expected that a MLEO I position would generate \$40,000.00 in parking revenue, which if granted, would be reflected in the Enforcement activity budget.

2. Screening and administrative coordination staff will continue to support the Town’s parking and administrative penalty programs.
3. Contracting directly with the camera vendor allows for more flexibility in future expansion of the program.

*Agreements required:*

- Contract with the Vendors for Camera Systems and Case Management Software
- Ministry of Transportation (MTO) – requires additional privacy impact assessments.
- Ministry of Attorney General (MAG) – complete.

Option 2: Toronto JPC

The City of Toronto currently operates a joint processing centre (JPC) for red light cameras (RLC) under POA and Administrative Penalty models. Toronto JPC is currently in the process of developing an RFP for a new red light camera contract for the supply and maintenance of the RLC systems to commence in Q2 of 2026.

Pricing at the beginning of the contract tends to be lower than towards the end of the contract as they follow a daily rate model for the cameras. Costs associated with the Toronto JPC include:

Item	4 Cameras (2 intersections)	8 Cameras (4 intersections)
Revenue	\$ 512,070.00	\$ 1,024,140.00
Staffing	\$ 233,606.00	\$ 233,606.00
Admin, Camera and Processing Expenses	\$ 308,156.80	\$ 616,313.60
Implementation	\$ 63,130.00	\$ 63,130.00
Total Expenses	\$ 604,892.80	\$ 913,049.00
<b>Total</b>	<b>-\$ 92,822.80</b>	<b>\$ 111,090.40</b>

Notes:

1. RFP pricing will be confirmed in 2026. Camera costs do not include installation and any construction costs.
2. Joint Processing includes postage and materials used for issuance.
3. The system development cost is associated with the resources required to implement administrative penalties. Although it is an additional expense, the cost and time savings seen by using the AP model will prevail.
4. Case management software is needed to process the contravention files at the municipal level. The JPC transfers data to the Town to continue the contravention processing. This will facilitate payments, screening and hearing processes at the local level operating similarly to ASE.
5. Town would still be required to provide screening, hearing and payment processing services. Screening and administrative coordination staff will continue to support the Town’s parking and administrative penalty programs.

*Agreements required:*

- Toronto Joint Processing Centre
- Sole-source contract with the Camera vendor (based on Toronto RFP)

- Agreement with Case Management Software vendor
- Ministry of Transportation (MTO) – requires additional privacy impact assessments.
- Ministry of Attorney General (MAG) – complete.

### Option 3: No RLC

In the event Council decides they do not want to proceed with a Red Light Camera program, a Screening Officer position is still required for parking and administrative penalty programs.

Staffing Cost	\$ 116,803
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### **Legislative Requirements**

Under O. Reg. 277/99, each municipality must apply for an amendment to the Regulation be granted permission to operate a RLC. The amendment process involves submitting an application, acceptance of application, a commenting period that is approximately 30 days, and receiving final approval. This process can take up to 6 months.

### **Next Steps**

#### Both Processing Options

- Receive approval to join the Provincial RLC program (amend O. Reg 277/99)
- Intersection site selection and determine related installation requirements
- Communications (social media and website)
- Case management system vendor selection, onboarding and training
  - System configuration
  - Update template and forms
- Policy, procedure and guideline review to incorporate RLC
- Signage installation (10 days prior to go-live date)
- Camera installation and calibration
- Hearing Officer recruitment and training

#### In-house Processing Option

- Enter into agreements (noted above).
- Apply for designation of Provincial Offences Officers from MTO (upon being listed under O. Reg. 277/99).
- Implement contravention issuance software.

#### Toronto JPC Processing Option

- Enter into required agreements (noted above).

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## **5. EFFECT ON TOWN FINANCES:**

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At the direction of Council, staff will prepare a draft budget for consideration during the 2026 budget deliberations.

Should there be revenue generated beyond what is required to cover RLC program expenses, those funds may be used to offset expenses in other community safety initiatives.

**6. RELATION TO COUNCIL STRATEGIC PRIORITIES:**

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Red Light Cameras relate to Council’s Strategic Priority of Community Safety and Traffic congestion. Red Light Cameras aim to reduce red light running and make intersections safer for all users.

**7. ATTACHMENTS:**

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None.

**8. STAFF REPORT APPROVAL:**

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<b>APPROVAL</b>	<b>DATE</b>
Prepared By: Jen Kinsella, Manager of ASE and AMPS	October 29, 2025
Reviewed By: Brent Lee, Director of Corporate Services	October 30, 2025
Reviewed By: Ian Goodfellow, Director of Finance/Treasurer	October 30, 2025
Approved By: Geoff McKnight, Chief Administrative Officer	October 30, 2025