



Concern with Proposed Ban of Automated Speed Enforcement

September 29, 2025

County's Approach to ASE

- Introducing the program incrementally.
- Prioritizing school zones.
- Adopting a 40 km/h speed limit, versus 30 km/h.
- Focusing on education and public awareness.
- Establishing the Road Safety Reserve Fund Policy.

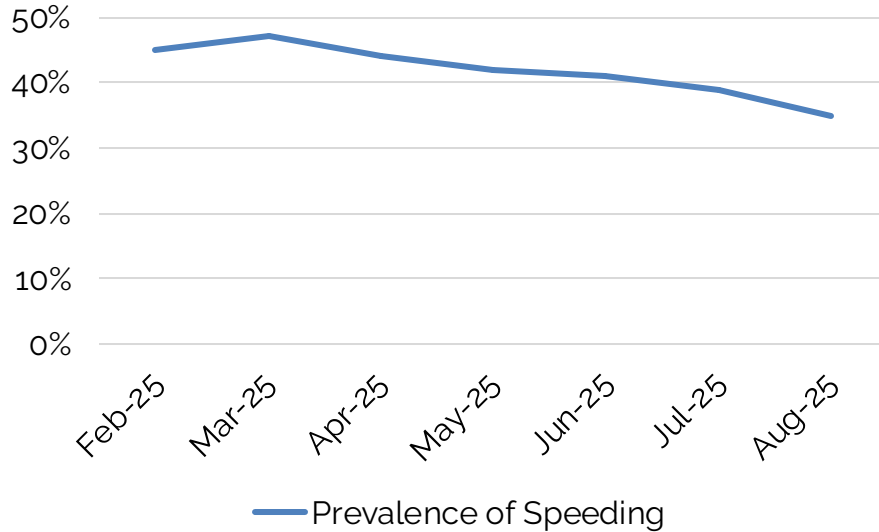
- **It's a tax grab** – The primary goal of ASE is to improve road safety and not to generate money. Changing driver behaviour progressively over time is at the heart of the ASE program.
- **Speeding isn't a serious problem** – Even small increases in speeding above the posted limit can have serious consequences. Slowing down, even a few km per hour, can mean the difference between a close call and a fatal collision.
- **Drivers won't change their behaviour** – Awareness of ASE has been proven to lead to behavioural change. The data overwhelmingly supports the effectiveness and impact of ASE.
- **Tickets will be issued for 1 km over** – The County of Brant sets a reasonable confidential threshold for violations. Tickets are not being issued for 1 km over.
- **ASE violates Due Process** – Penalty Orders provide clear instructions on how to commence an appeal.

Impacts of ASE

For comparison purposes, the County evaluated speeding violations prior to and post implementation of the ASE camera on Silver Street in North Ward Public School. The table below shows how the prevalence of speeding has declined during school hours.

Month	September	October	November	February	March	April	May ¹	June	July	August
Status	Speed Board	Speed Board and Coming Soon Signage		ASE Device Operational						
Number of Vehicles Recorded Passing	20,196	21,014	17,439	15,767	16,179	17,429	16,153	15,747	15,428	15,184
Number of Speeding Incidents	12,908	11,986	9,791	6,208	6,542	6,351	5,377	5,275	5,930	5,242
Average Speed (km/h)	43.5	42.7	42.3	38.8	39.3	38.2	37.8	37.8	39.1	38.6
Max Speed (km/h)	100	100	87	75	74	70	70	73	72	67
Percentage of Vehicles Speeding	64%	57%	56%	39%	40%	36%	33%	33%	39%	34%

Prevalence of Speeding Since ASE Implementation



Since implementation, the prevalence of speeding (recorded across all timeframes) shows a gradual decrease from 45% to 35% in August.

If the program were to continue, a continual decline over time is anticipated.

Screening Reviews – February 3 to August 31, 2025

- Number of Screening Reviews conducted – **242**
- Number of Penalty Orders Cancelled after Screening – 35
- Number of Penalty Orders confirmed with extended time to pay – 15

Hearing Reviews – February 3 to August 31, 2025

- Number of Hearings – **19**
- Number of Penalty Orders reduced and extended time to pay – 7
- Number of Penalty Order confirmed with extended time to pay – 10
- Number of Penalty Orders Cancelled – 1
- Number of Penalty Orders Confirmed – 1

Recognizing financial hardship – As per the County's Guidelines for Reviews, if a penalty order will result in undue financial hardship, individuals may submit an appeal with supporting documentation to extend the timeline to pay or set up a payment plan.

Financial Impacts of ASE

Total Fines Collected	\$595,174.00
Less Staffing Costs	\$82,000.00
Less Software Costs	\$83,030.00
Less Victim Surcharge (Paid Tickets)	\$117,141.00
Less MTO Search Fee	\$66,330.00
Less Administration Costs	\$16,606.00
Total Program Surplus Expected as of August 31, 2025	\$230,067.00

The table shows a snapshot of program costs and expenses from implementation until August 31, 2025.

Through the *Road Safety Reserve Fund Policy*, this surplus will be reinvested into the ASE program and other road safety initiatives through the Brant Safe Streets Program (like the Burtch Street Roundabout planned for 2027).

Breakdown of a Ticket

The tables below shows an example of how fines are calculated for a vehicle travelling **14 km/h** over the speed limit.

Total Fine	\$93.25
Set Fine Amount (\$ 5.00 per km over limit)	\$70.00
Victim Surcharge	\$15.00
MTO Search Fee	\$8.25



Set by the Province. Used to cover operating costs of the program including, staffing, software, equipment, administration.



These amounts are collected and remitted to the Province.

Beyond the ongoing program expenses and revenue, the program cost approximately **\$141,000+** to implement.

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+**.

ASE Devices	\$105,000.00
Installation	\$30,000.00
Signage	\$6,000.00
Approximate Cost to Implement	\$141,000.00

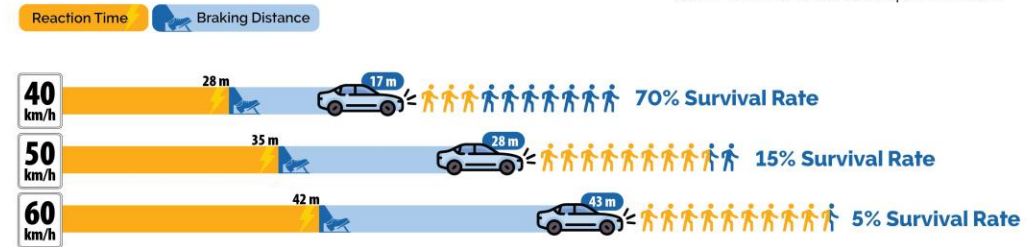
Reducing Speed Limits

The County is adopting a phased approach to decrease speed limits in neighbourhoods:

- **Phase 1 for 2025 – 11 areas – complete and monitoring impact.**
- Phase 2 for 2026 – 19 areas
- Phase 3 for 2027 – 27 areas

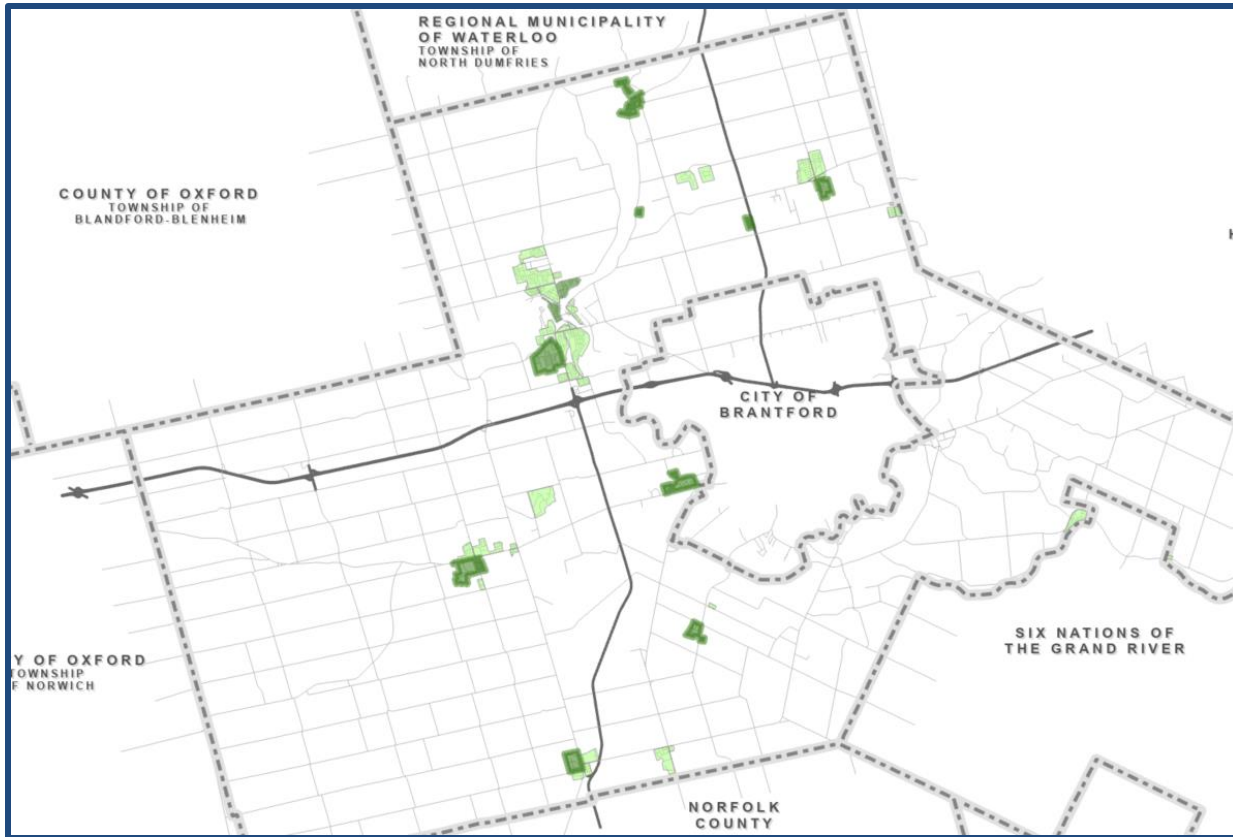
Upon completion, 57 neighbourhood zones will be adjusted to 40 km/h.

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.

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>



Dark green signifies areas that have transitioned to 40 km/h zones.

Light green are areas to be completed in 2026 and 2027.

For a list of all neighbourhood zones, visit [RPT-0344-24](#).

Phasing in 40 km/h Neighbourhood Zones

Next Steps

- Pending Council direction, share RPT-0365-25 and Letter with the Office of the Premier, Ministry of Transportation, Local MPPS, and AMO.
- Continue to monitor provincial announcements and legislative changes to determine how they impact the County's ASE program and road safety initiatives.