

# Ontario Automated Speed Enforcement (ASE) System Program

Municipalities are responsible for all aspects of their ASE program administration, subject to the rules and procedures included in the Highway Traffic Act and its regulations. These guidelines are provided to support municipalities in developing responsible and safety-oriented ASE programs in their communities.

Municipalities are responsible for ensuring that their ASE systems are deployed transparently and for the express purpose of promoting road safety, while maintaining public trust.

# Provincial Guidelines

<p>General Operating Requirements</p>	<p>Municipalities that choose to deploy ASE system technology should ensure that:</p> <ul style="list-style-type: none"> <li>▶ Municipal ASE systems are deployed exclusively in school zones and community safety zones with speed limits under 80km/h;</li> <li>▶ They sign and remain in compliance with the Ministry of Transportation's data sharing agreement;</li> <li>▶ Municipal ASE charges and deployed camera technology comply with provincial legislation and regulations;</li> <li>▶ Municipal ASE systems are deployed where speed limits are clearly posted and not in areas where speed limits transition;</li> <li>▶ Municipal revenue, collected under any Municipal ASE program, that exceeds the costs of delivering the Municipal ASE program is used to support local public safety and educational initiatives.</li> <li>▶ Reasonable and consistent enforcement thresholds are established across all participating municipalities which are not inconsistent with current law enforcement practices.</li> </ul>
<p>Site and Zone Selection</p>	<p>Appropriate site selection is essential to achieving the highest level of safety benefit. Priority municipal enforcement sites should be located where the risk of speeding-related crashes, injuries, and fatalities is greatest.</p> <p>To support this objective, municipalities should consider the following factors when selecting school zones and community safety zones for ASE system deployment:</p> <ul style="list-style-type: none"> <li>▶ Speed related collisions, fatalities and injuries;</li> <li>▶ Population density;</li> <li>▶ Concentration of vulnerable road users, especially pedestrians and cyclists;</li> <li>▶ Proximity to sensitive community areas, such as schools, senior residences, hospitals, libraries, community centres, etc.;</li> <li>▶ Existing roadway design features and infrastructure (e.g. lack of sidewalks or crosswalks);</li> <li>▶ Adequate signage locations to inform drivers that they are approaching a municipal speed camera.</li> </ul>
<p>Education/ Warning Period</p>	<p>Municipalities should implement a communications/public education plan to inform the public about their ASE programs, including website and question and answer documents, both in advance of their launch and during their application. This should include information about the municipal ASE program, warning period and when enforcement will begin.</p> <p>Municipalities should establish a 90-day warning period in advance of an ASE system activation and each new municipal ASE camera deployment to educate the public and raise awareness of the upcoming implementation. This warning period should include:</p> <ul style="list-style-type: none"> <li>▶ Signage where ASE system is deployed</li> <li>▶ Issuing warning letters to drivers who exceed the speed limit in prospective zones</li> </ul>
<p>Mandatory Signage</p>	<p>Signage has been proven to maintain transparency and openness, which increases public acceptance of a municipal ASE regime by establishing a sense of fairness to drivers. The goal is to indicate where ASE is being used in the municipality and that drivers should not speed.</p> <p>Well-designed advanced warning signs of the presence of speed cameras have a great potential for early speed reduction in advance of the camera site.</p>
<p>Offences</p>	<p>Existing Highway Traffic Act speeding fines apply under section 128. ASE remains an owner liability offence for which no demerit points or licence suspensions are imposed. In addition, ASE offenders are subject to licence plate denials and other penalties for defaulting on fines.</p>
<p>Evaluation</p>	<p>As per the Provincial-Municipal (ASE) Agreement, municipalities are required to remit program data at required times, including:</p> <ul style="list-style-type: none"> <li>▶ Dates of mobile ASE placement/relocation, the dates of signage installation/modification, and the times of ASE activation;</li> <li>▶ Vehicle speed data;</li> <li>▶ Number of charges laid (via ASE);</li> <li>▶ Number and types of injuries, fatalities, and property damage only collisions that occurred on each road segment adjacent to an installed ASE device.</li> </ul>
<p>Program Review Period</p>	<p>The previously communicated 180-day preliminary review of ASE will be postponed until further notice as a result of the COVID-19 pandemic. A future review of the program will focus on operational aspects of the program and ensure that municipal ASE programs are meeting the objective of transparently improving road safety while retaining the public's trust.</p>