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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 5, 2016
FROM:	JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	RED LIGHT CAMERA PROGRAM IMPLEMENTATION

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the Red Light Camera Program:

- a) That Trafficpax LLC, **BE AWARDED** the contract for the provision of red light cameras, associated equipment, maintenance and data transfer services for the period 2017-2021, in accordance with the terms and conditions of the Request for Approvals executed by the City of Toronto on behalf of the City of London and other participating Red Light Camera municipalities in accordance with Section 14.4 (g) of the Procurement of Goods and Services Policy, noting that there is an option to extend the contact at the discretion of the City of London for an additional five years (January 1, 2022 to December 31, 2026);
- b) That Civic Administration **BE AUTHORIZED** to enter into an agreement with the City of Toronto to undertake centralized municipal processing of Red Light Camera offence notices;
- c) That Civic Administration **BE AUTHORIZED** to enter into agreements with the Ministry of Attorney General and Ministry of Transportation related to the operation of a Red Light Camera Program;
- d) That Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- e) That approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work;
- f) That the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations; and
- g) That Civic Administration **BE DIRECTED** to create a reserve fund from the net revenue from the Red Light Camera Program to be used for future road safety initiatives and to fund future Red Light Camera Program revenue shortfalls, if necessary.

It being noted that potential changes to the Provincial Offences Act court system may result in decreased violation revenue which is not included in the 2016 – 2019 budget.

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PREVIOUS REPORTS PERTINENT TO THIS MATTER

For additional information, please refer to the following committee reports:

1. September 27th, 2009: Environment and Transportation Committee “Red-Light Cameras”;
2. March 31st, 2014: Civic Works Committee “Red Light Camera Program”;
3. April 21st, 2015: Corporate Services Committee “Ministry of the Attorney General Provincial Offences Act, P.S.O. 1990, C.P. 33, Modernization Consultation, Online Administrative Monetary Penalties”; and
4. December 1st, 2015: Civic Works Committee “Red Light Camera Program Update”.

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus areas of *Strengthening Our Community* and *Building a Sustainable City* by improving safety for all road users in the city.

BACKGROUND

The London Road Safety Strategy (LRSS) study defines a system and a process for setting out the targets, policies, and action plans that will guide the City and its partners in creating safer roads by reducing the number and the severity of motor vehicle collisions. The following six target areas were identified as focus areas:

1. Intersections
2. Distracted and Aggressive Driving
3. Young Drivers [16-25 Age Group]
4. Pedestrians
5. Cyclists
6. Red Light Running

The LRSS identified the need for a combination of Engineering, Enforcement and Education (3Es) to address the six target areas.

Engineering countermeasures to mitigate red light running include intersection design, traffic signal design and traffic signal clearance times (amber and all-red). Traditional enforcement in London requires the police to monitor intersections; however, red light camera enforcement has been successfully used in six Ontario municipalities since 2000. An education campaign geared towards changing driver behaviour is the final key to successfully reduce red light running. All three types of countermeasures are required for a successful program.

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DISCUSSION

What is red light running?

"Red-light running" refers to driving through an intersection after the light has turned red. It is an aggressive driving behaviour that can seriously injure or kill other drivers and pedestrians. The fine for red light running is \$325 which includes a \$60 victim surcharge. Demerit points are also applied to violations issued by police officers. Demerit points are not assigned to RLC violations since the violation is sent to the owner of the vehicle who was not necessarily the driver at the time of the violation.

What is Red Light Camera Enforcement?

RLCs capture images of vehicles that enter the intersection during a red signal display and the images are reviewed by a Provincial Offences Officer to ensure that red light running violation occurred. A violation notice is then sent to the registered owner of the vehicle.

Do Red Light Cameras improve intersection safety?

Studies show that angle collisions, which are usually the most severe type of collision, are reduced by 25% when RLCs are used. The number of rear-end collisions may increase up to 15% as more drivers are stopping at the red signal. Overall there is a net safety improvement and a positive overall safety cost benefit. As driver behaviour is altered using the 3Es the number of red light running violations will decrease and the number of rear-end collisions will decrease. It should be noted that RLCs also have a safety effect at adjacent intersections. Studies have shown that safety is improved at more intersections than just those with RLCs installed.

Who are the other users of Red Light Cameras in Ontario?

RLCs were first introduced in Ontario in 2000. Over 170 RLC sites can be found in Toronto, Hamilton, Ottawa, Region of Peel, Region of Waterloo and Region of Halton. Recently the Region of York joined the program with 20 RLC sites and the City of Kingston is planning on implementing RLCs in 2017.

Status of Ontario's Red Light Camera Program

The current RLC contract expires at the end of 2016 and London is one of nine municipalities represented in the Red Light Camera Working Committee (RLCWC) that developed the Red Light Camera Request for Proposal so that a new contract would be in place by January 1st, 2017. The new contract period is from January 1st, 2017 to December 31st, 2021 with a potential to extend the contact to December 31st, 2026.

Red Light Camera Program Costs

The cost of operating RLCs at 10 intersections throughout the City was reported previously and the following table summarizes the five year cost of the RLC program:

Description		2017 to 2021 Cost
RLC Contract	The RLC vendor is responsible for the purchase, installation and maintenance of the RLC	\$1,250,000

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	<p>components including a central processing centre operated by the City of Toronto.</p> <p>The RLC vendor is responsible for the secure delivery of the digital images from the camera to the City of Toronto processing centre. It should be noted that other technologies, such as video, are not permitted within Ontario's legislated system.</p> <p>At the end of the contract period the RLC vendor is responsible to remove their equipment from the intersection.</p>	<p>(cost is related to the number of RLC sites and is independent of the number of violations)</p>
<p>RLC Processing</p>	<p>The processing of all RLC violations is done by the City of Toronto on behalf of the member municipalities. Toronto's Provincial Offences Officers review each RLC image and make the determination if a red light running violation occurred. If it is determined that a violation occurred then the processing centre mails the violation notice with two images to the registered owner of the vehicle.</p> <p>It should be noted that a central processing centre the most cost effective method to process RLC violations. Individual municipalities could process their own violations; however, this would be cost prohibitive.</p>	<p>\$1,100,000</p> <p>(cost is variable based on the number of violations)</p>
<p>Vehicle License Information</p>	<p>The vehicle's registered owner's name and address are required which is obtained from the Ontario Ministry of Transportation.</p>	<p>\$50,000</p> <p>(cost is variable based on the number of violations)</p>
<p>Provincial Court Administration</p>	<p>These cost are incurred by London for processing of the violation payments and the dispute resolution process.</p> <p>Based on the experience of other Ontario municipalities, the number of RLC violation trials is low largely due to the steps taken before a violation is issued.</p>	<p>\$600,000</p> <p>(cost is variable based on the number of violations and number of trials)</p>
<p>Additional City Resources</p>	<p>It is anticipated that an additional staff person will be required in the Roadway Lighting and Traffic Control Division to manage the RLC program including mandatory reports to the Province, evaluating the performance of the program, implementation of the education/awareness component and to develop other intersection safety initiatives.</p>	<p>\$620,000</p>

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Education & Awareness	<p>The program will include a variety of measures to modify driver’s behaviour.</p> <p>It should be noted that the draft multi-year budget includes a Strategic Investment business case requesting funds to be allocated towards road safety. Some of these funds can be used to start the red light running education campaign in 2016.</p>	\$180,000
Total Cost 5-Year Cost		\$3,800,000

Red Light Camera Enforcement Revenue

RLC Programs are a safety initiative and their implementation should be made independent of any revenue which may be received as a result of the program. That being said, there will be violation revenue from a RLC program. The number of violations will decrease as driver’s behaviour is modified and ideally red light running would cease.

Currently RLC violation revenue, except for the victim surcharge, is retained by the municipality. It is estimated that RLC violations of \$4,500,000 would be collected over the 5-year term of the contract. Any revenue in excess of the RLC program costs could be used to finance other road safety initiatives and to fund to RLC program when the number of violations decreases.

The Province is investigating ways to improve Ontario’s court system. Based on information provided to date the first change may involve the implementation of an Online Dispute Resolution Process for some offences. The transfer of some Highway Traffic Act offences from the Provincial Offences Act Court System to an Administrative Monetary Penalty System (AMPS) is not anticipated at this time; however, the Province may move towards this new system in the future. It is unclear if this will impact the allocation of violation revenue; therefore, the creation of a reserve fund from net RLC revenue would help mitigate changes that may occur during the 5-year contract period.

SUMMARY

Red light running was identified as the 6th highest target area causing injury or fatal collisions and it was identified for targeted safety programs in the LRSS. RLCs have been proven effective in other Ontario municipalities at reducing the number of red light running and thereby the number of associated collisions.

The current contract for the provision of RLC equipment expires at the end of 2016. In order to participate in the next RLC program London should enter into a contract with Trafficpax LLC in early 2016 so that the installation and testing of the equipment is completed by the end of 2016. It should be noted that the contract with Trafficpax LLC will be in accordance with the Request for Proposals issued by the City of Toronto and that the award meets Section 14.4 (g) of the London’s Procurement of Goods and Services Policy. Contracts are also required with the City of Toronto, the Ministry of Attorney General and the Ministry of Transportation.

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It is recommended that a reserve fund be created from the RLC program net revenue to be used for other road safety initiatives and to finance the continuation of the RLC program as safety improves and the number of infractions are reduced.

ACKNOWLEDGEMENTS:

This report was prepared by Shane Maguire of the Roadway Lighting & Traffic Control Division with the assistance of Michael Schulthess, Manager of the Provincial Offences Courts Administration.

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December 3, 2015

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cc: Transportation Advisory Committee c/o Heather Lysynski
 London Police Services