



Report
Staff Report
 The Corporation of the City of Brampton
 11/26/2025

Date: 2025-11-21

Subject: **Automated Speed Enforcement Program Update and Impacts of Bill 56**

Contact: Michael Kralt, Director, Automated Enforcement and Court Administration

Report number: Legislative Services-2025-867

RECOMMENDATIONS:

1. That the report from Michael Kralt, Director, Automated Enforcement and Court Administration to the Committee of Council Meeting of November 26, 2025, re: **Automated Speed Enforcement Program Update and Impacts of Bill 56**, be received.

OVERVIEW:

- While recent provincial legislation requires the City to discontinue the Automated Speed Enforcement (ASE) Program, the City's commitment to community and road safety remains unchanged.
- The City is actively evaluating alternative technology-enabled initiatives that continue to deliver on this commitment, including partnering with Peel Regional Police to advance modern public-safety approaches that support safer roads and reinforce shared safety objectives.
- In addition to assessing options for technology repurposing, staff are evaluating how existing processing system capacity can streamline other municipal operations and support the development of future initiatives. During this transition period, cameras will continue to collect traffic data.
- These efforts are being coordinated with a 2025 review of the Administrative Penalty System (APS), which identified opportunities to streamline and modernize service delivery through process improvements and program diversification, including Red-Light Camera enforcement and related offence streams.
- As the work develops, staff will report back to Council as required and ensure any future budget recommendations are presented during the annual budget process. A comprehensive public communications plan will be developed prior to the activation of any new services or functions.

BACKGROUND:

In September 2023, Council approved the establishment of a municipal Automated Speed Enforcement (ASE) Processing Program to improve road safety, reduce collisions and protect vulnerable road users. Initial resources were approved through the 2024 budget, with additional staffing and capital investments approved in May 2024 ([Legislative Services-2024-443](#)). The program operated on a self-sustaining model through speeding fines, with surplus funds directed to support road safety initiatives.

Across Brampton, ASE delivered measurable road safety improvements. Average operating speeds decreased by 9.3 km/h across all camera locations, while compliance levels increased by an average of 38 per cent. Several sites reported reductions exceeding 20 km/h and sustained compliance above 90 per cent, indicating meaningful behavioural change and improved safety conditions within community safety zones ([Legislative Services-2025-686](#)).

On November 3, 2025, the Province enacted *Bill 56*, which removed municipal authority to deploy ASE under the *Highway Traffic Act*. The legislation took effect on November 14, 2025, requiring the immediate decommissioning of municipal ASE operations and the replacement of related signage as directed by the Ministry of Transportation. The City has complied with these requirements and has ceased issuing ASE penalties. Despite the loss of provincial authorization, the City remains committed to community safety, innovation.

CURRENT SITUATION:

As of November 14, 2025, all ASE image processing and ticket issuance has stopped and the dedicated staffing complement previously assigned to ASE processing is being redeployed to budgeted vacancies.

Although the City continues to collect unpaid penalties issued prior to November 14, the loss of ASE as an automated deterrent is expected to result in a return to increased speeds within community safety zones, reversing several of the safety gains achieved through the program. Broader road safety impacts are addressed in a complementary report from Public Works and Engineering ([Public Works & Engineering-2025-897](#)).

Technology and Resource Review

The existing camera network and back-office systems, while no longer authorized for speed enforcement, continue to capture traffic data including vehicle counts and speeds. Additionally, the cameras are capable of performing a range of automated functions. Staff are undertaking a comprehensive review of potential pathways to repurpose ASE technology, systems, and operational capacity. This review includes evaluating the technical and legislative feasibility of alternative applications such as red-light camera enforcement, vehicle-related noise and nuisance detection, and potential integration of Automated Licence Plate Recognition (ALPR) capabilities. It also includes evaluating opportunities to leverage existing processing systems to support other municipal operations and priorities.

The City recognizes Peel Regional Police (PRP), as a key technology and public-safety partner and is engaging in discussions to explore opportunities for concurrent data-sharing and technology integration that support safer roads and neighbourhoods while strengthening our shared safety objectives. Potential applications of ALPR-enabled cameras include flagging licence plates appearing on police hotlists for stolen or cloned plates and vehicles, missing or wanted persons, Amber Alerts, and other authorized law-enforcement notifications. These opportunities remain exploratory, and staff will continue consultations with to assess technical, legislative, funding, and privacy considerations.

In parallel, staff are reviewing the findings of the 2025 Administrative Penalty System Review conducted by KPMG to identify modernization opportunities that may support future program diversification and streamlined processes to enhance service delivery. This review also identified opportunities to diversify the City's technology-enabled enforcement portfolio, including potential integration of Red-Light Camera enforcement.

Next Steps

Staff will consolidate the above work into a comprehensive options analysis and will report back to Council in 2026 with feasibility assessments, legislative considerations, operational and resource implications, and associated financial impacts to support Council's future decision-making regarding technology redeployment and modernization initiatives. Until the cameras are removed, relocated, or re-used, they will remain temporarily operational to continue traffic-data collection and analytics. This data will be shared with Peel Regional Police and brought back to City Council to evaluate the program's impact and compare before-during-after trends.

CORPORATE IMPLICATIONS:

Financial Implications: The approved gross 2025 Budget contains \$37 million in funding to operate the ASE program and repay a loan to Strategic Reserves for startup investment costs. After accounting for flow through payments to the Ministry of the Attorney General (MAG), the net expenditure budget for the ASE program is \$26 million. The \$26 million budget is fully offset by speed enforcement revenues, for a net zero impact on the property tax bill.

As per the 2025 Q3 Operating Budget Forecast included on the November 26 Committee of Council agenda, the ASE program is projected to maintain sufficient revenues to offset costs for the 2025 fiscal year, including a projected loan repayment of \$14.2 million to Strategic Reserves. As per Attachment 2 of the 2025 Q3 Reserve and Reserve Fund Report, also on the November 26 Committee of Council agenda, the ASE loan to Strategic Reserves is projected to maintain a year-end balance of \$33.9 million, after accounting for the \$14.2 million payment forecasted in 2025.

Staff are currently developing a multi-year plan to transition the ASE program, which will include continued collection of unpaid penalties issued prior to November 14, exploration of alternative approaches to maintain community and road safety, and options to address the outstanding loan balance. As this plan progresses, staff will report back to Council as required and ensure any future budget recommendations are presented to the Mayor for consideration during the annual budget process.

Purchasing Implications: Implementation of alternative uses may require either an authorized extension of existing contractual arrangements or the initiation of a procurement process conducted in accordance with the City's Purchasing By-law and applicable policies.

Communications Implications: A comprehensive communications strategy has been developed in collaboration with Strategic Communications to effectively ensure residents understand the legislative changes, the City's transition plan, and its continued commitment to safety.

STRATEGIC FOCUS AREA:

This report aligns with the Corporate Strategic Plan 2024, advancing the focus areas of Health and Well-Being by supporting safer communities through technology-enabled enforcement, and Government and Leadership by promoting innovation, efficiency, accountability and the responsible management of municipal assets.

CONCLUSION:

Bill 56 requires the City to end its ASE program. Staff will continue to assess the full range of technological, operational and legislative considerations associated with the potential redeployment of ASE assets, including opportunities for integration with the APS modernization work and potential partnerships with Peel Regional Police. As this analysis progresses, staff will refine the feasibility and resource implications of each option and identify any required provincial amendments to enable implementation.

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