

HALIFAX

Photo Enforcement Feasibility Study

Halifax Regional Council

March 1, 2022

Recommendation

It is recommended that Halifax Regional Council:

1. Suspend the rules of procedure under Schedule 7, the Transportation Standing Committee Terms of Reference, of Administrative Order One, the Procedures of the Council Administrative Order, requiring the Standing Committee to provide policy direction related to neighbourhood transportation initiatives for traffic calming and mitigation; and
2. Direct the Chief Administrative Officer to develop a program of photo enforcement in anticipation of the eventual proclamation of the *Traffic Safety Act* and in accordance with the recommendations set out in the January 2022 consulting report prepared by Stewart Solutions Inc.

Background

- Photo Enforcement Feasibility Study included as a TPW 2021/22 Business Unit Deliverable
- Stewart Solutions contracted in Fall 2021
- Final report received January 2022

Project Framework

- Complete legislation review
- Conduct interviews with HRM, HRP, RCMP, NSPW, NS Department of Justice, Service NS
- Complete jurisdictional scans
- Conduct data review
- Identify operational requirements
- Propose implementation timeline
- Prepare cost estimates

Legislation Constraints

- Currently there is no existing legislation that is proclaimed to enable a successful photo enforcement program.
- Three (3) options have been identified throughout the study.

Legislation Constraints

1. Motor Vehicle Act – Bill 7 was introduced on November 23, 2007 to amend the MVA to allow for the use of image-capturing enforcement systems however such provisions have not been proclaimed.

Legislation Constraints

2. Motor Vehicle Act - Section 307 provides opportunity to develop a **pilot project** for highway related items such as photo enforcement.
 - Pilot project would be repealed five years after the date it comes into effect.
 - All efforts and costs associated with the pilot project would be similar to a permanent program.

Legislation Constraints

3. Traffic Safety Act – Bill 80 includes provisions related to electronic photo enforcement systems however it is not yet proclaimed.
 - On October 22, 2021 it was announced that it would be 3-4 years before the new legislation would come into effect, in part due to a need to develop the supporting information technology system.

Study Conclusion

- “The use by HRM of photo enforcement would appear to be feasible, including financially, to detect and enforce the offence of speeding.”
- Activities were plotted on a 4-year timeline to reflect the announcement regarding the 3 to 4-year timeline for proclamation of the TSA and the time required to develop a supporting information technology system. Should the Province’s timeline change, HRM could condense the required activities to achieve a shorter implementation.

Key Recommendations

- Develop a photo enforcement program for the offence of speeding only at this time.
- Do not proceed with red light cameras until sufficient data is available to support the need.
- Use a hybrid internal and external contract program model.
- Identify a champion to advocate for the development and implementation of the program.

Key Recommendations

- Pursue photo enforcement based on the provisions in the proposed TSA, not options within the MVA.
- Engage with the Province to establish the necessary framework, including legislation, to enable a successful photo enforcement program.
- Create a steering committee comprised of representatives from various departments directly or indirectly involved in the program delivery, including Police.

Key Recommendations

- Engage the public and road safety partners in both program development and implementation.
- Develop a comprehensive communication strategy.
- Provide publicly accessible information for increased transparency.

Program Costing

	Year 1	Year 2	Year 3	Year 4	Year 5
Estimated Capital Costs	\$1,099,900				
Estimated Expenditures	\$2,385,400	\$2,433,100	\$2,481,800	\$2,531,400	\$2,582,000
Estimated Revenues	\$3,007,900	\$3,007,900	\$3,007,900	\$3,007,900	\$3,007,900
Estimated Net	(\$477,400)	\$574,800	\$526,100	\$476,500	\$425,900

Next Steps

- TPW staff to review and confirm implementation plan in 2022
- Discussions with Provincial staff
- 2022/23 TPW Operating Budget included an over budget option for 1 FTE – Project Lead



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