



**City of Kingston
Information Report to Council
Report Number 25-233**

To: Mayor and Members of Council
From: Ian Semple, Commissioner, Transportation & Infrastructure Services
Resource Staff: Mark Dickson, Manager, Transportation Systems
Date of Meeting: November 18, 2025
Subject: Red Light Camera Program Update

Council Strategic Plan Alignment:

Theme: 3. Build and Active and Connected Community

Goal: 3.4 Improve road condition, performance, and safety.

Executive Summary:

The City of Kingston's Red Light Camera (RLC) Program was launched in March 2022 under the Road Safety Plan to reduce red light running and serious intersection collisions through automated enforcement. Seven intersections were selected based on safety performance, engineering suitability, and geographic distribution to maximize safety benefits and city-wide driver awareness.

Since implementation, the program has produced significant safety improvements. Total collisions at RLC intersections have dropped by 19%, right-angle collisions by 75%, and injury collisions by 80%, with no fatal injuries reported. A small increase in rear-end collisions, typically minor in nature, aligns with early trends seen in other jurisdictions and reflects heightened driver caution.

The number of RLC charges issued has steadily declined—about 30% lower in 2025 than in the program's first year—indicating growing driver compliance and behavioural change. Financially, the program has remained self-sustaining, with revenues exceeding operating costs each year and surplus funds directed to other city-wide road safety initiatives.

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The current RLC contract runs until May 2027, with potential changes expected following a provincial vendor update in 2025–2026. City staff will continue to monitor performance and costs and will report back in 2026 with recommendations for the program’s long-term direction. Overall, the RLC program has proven to be an effective tool in improving intersection safety and supporting Kingston’s Vision Zero goals.

Recommendation:

This report is for information only.

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Authorizing Signatures:

p.p.

ORIGINAL SIGNED BY COMMISSIONER

**Ian Semple, Commissioner,
Transportation & Infrastructure
Services**

ORIGINAL SIGNED BY CHIEF

ADMINISTRATIVE OFFICER

**Lanie Hurdle, Chief
Administrative Officer**

Consultation with the following Members of the Corporate Management Team:

Paige Agnew, Commissioner, Growth & Development Services	Not required
Jennifer Campbell, Commissioner, Community Services	Not required
Neil Carbone, Commissioner, Corporate & Emergency Services	Not required
David Fell, President & CEO, Utilities Kingston	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required
Jenna Morley, City Solicitor	Not required

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Options/Discussion:**Red Light Camera Background:**

In September 2019, Council endorsed the Road Safety Plan (RSP), which directed the City to reduce aggressive driving and intersection-related collisions through a combination of engineering, education, engagement, and enforcement. One of the enforcement tools identified in the RSP was the installation of Red Light Cameras (RLC).

Red light running, when a vehicle enters an intersection after the signal has turned red, was identified as a large contributor to right-angle (T-bone) collisions, which are among the most severe types of crashes. A review of Kingston's 2014 to 2018 collision data had shown that an average of 72 right-angle collisions occurred each year at signalized intersections, with about 23 of those resulting in injuries. The RLC program was introduced to reduce this risk through consistent and automated enforcement that deters red light running and improves intersection safety. Staff received direction in Council Report Numbers 20-009 and 21-113 to implement the RLC program and began operation at these seven intersections in March 2022:

- Division Street & Stephen/Concession Street
- Johnson Street & Barrie Street
- County Road 2 & Princess Mary/Craftsman Boulevard
- Perth Road & Unity Road
- Princess Street & Bayridge Drive
- Princess Street & Centennial Drive
- John Counter Boulevard & Sir John A. Macdonald Boulevard

The selection of intersections for red light camera (RLC) installation was based on a multi-step assessment process, described in Council Report 21-133, using the following five criteria:

1. Safety Analysis - A safety analysis was conducted to review locations with combinations of angle collisions and lower numbers of rear-end collisions, which would provide the highest likelihood of positive change associated with the installation of red light cameras.
2. Engineering Studies - Engineering studies were conducted on candidate intersections to confirm that an RLC system is technically feasible and suitable at these locations, based on geometric reviews and existing equipment and signal timings.
3. Geographic Distribution - Sites were reviewed for geographic distribution. RLC programs typically target to achieve a widespread change in driver behaviour at signalized intersections across the municipality, known as a "halo" effect. This is typically sought through balancing the quantity and location of cameras across a geographical area, spread of information/awareness of the program throughout the community, and time for the effect to take hold. Distribution of the cameras throughout the jurisdiction is desired to seek improved driver behaviour throughout the jurisdiction, and not solely in concentrated areas.

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4. Violation Studies - Violation studies were conducted to consider the frequency of red light running violations at select locations. Studies were conducted in the fall of 2020 during a period that schools, facilities, and businesses had resumed some in-person operations; however, traffic patterns may have been impacted by COVID-19.

5. Site Suitability Review - Candidate intersections were reviewed relative to recently completed and upcoming capital improvement projects, utility, and property constraints. Capital improvements were considered on a case-by-case basis as construction at these locations may have potential impacts on the placement of the RLC and/or the safety benefits anticipated to be achieved from an RLC.

How it works:

Under a standardized red light camera program in Ontario, the cameras are configured to activate only when a vehicle crossed the stop bar after the traffic signal turns red. Each violation is recorded using two photographs: one as the vehicle approaches the stop bar and another mid-way through the intersection. No violations are issued to vehicles that entered on a green or amber light, stopped slightly beyond the stop bar without continuing through the intersection, completed left turns after entering on a green or amber light, or turned right on red after a full stop. Cameras also do not issue tickets when the stop bar was obscured by snow or when intersections were under police direction.

Captured violations are processed through a centralized provincial processing centre operated by the City of Toronto. Trained Provincial Offences Officers review each image set to confirm whether a violation had occurred. When a violation was confirmed, an offence notice is mailed to the registered vehicle owner within 30 days of the incident. The fine for a red light running offence is \$325, with no demerit points applied because the charge is issued to the registered owner of the vehicle, not necessarily the driver. Violations issued roadside by police officers continue to include demerit points. Offence notices are issued through the Provincial Offences framework and provide recipients the option to pay the fine or request a trial through the Provincial Offences Court.

Operational Observations:**Collision Studies:**

Collision studies typically look at 5-year terms to help account for annual and seasonal variance. The "pre-RLC" study, used for site selection and referenced as the baseline for the RLC intersections in previous reports, is from January 2014 through December 2018 (5 years/60 months). Staff have not changed this study term or evaluated 2020 and 2021 due to the impacts of COVID-19 on traffic patterns and volumes; these two years are typically not used in traffic studies for this reason.

The "during" RLC data consists of March 2022 (program launch) through to July 2025 (most recent month of data) (41 months). Because the terms are not the same length, both studies have been converted to a monthly or annual average to be able to accurately compare violations and collisions.

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Tables 1 and 2 show the collision types and severity at the intersections with red light cameras, both before and during the implementation of the systems.

Table 1 - Collisions, by type, at all Red Light Camera intersections

	Total Collisions	Angle	Rear-End	Sideswipe	Turning Movements	Other
Pre RLC Total (60 months) (Collisions)	349	42	141	43	83	40
During RLC Total (41 months) (Collisions)	193	7	100	23	40	23
Pre RLC Annual Avg (Collisions/Year)	69.8	8.4	28.2	8.6	16.6	8.0
During RLC Annual Avg (Collisions/Year)	56.5	2.0	29.3	6.7	11.7	6.7
Annual Reduction (Collisions/Year)	13.3	6.4	-1.1	1.9	4.9	1.3
Annual Reduction (Percentage)	19.1%	75.6%	-3.8%	21.7%	29.5%	15.9%

As noted in previous studies and in Report Numbers 20-009 and 21-113, the main type of collisions RLCs are geared to prevent are angled collisions, which are typically more serious. At these 7 intersections, the studies show a 75% reduction in angled collisions after adding the cameras, as well as a total reduction in collisions by 19%. There has been a 4% increase in rear end collisions at these intersections, which is not unexpected in the first couple of years with RLC deployments as drivers are more likely to brake abruptly until better understanding how the program works. These rear end collisions are typically property damage only and have a much lower risk of injury than angled collisions.

Table 2 looks at the severity of collisions at RLC intersections pre and during RLC operation:

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Table 2 - Collisions at Red Light Camera Intersections Resulting in Injury

	Non-Fatal Injuries	Fatal Injuries	Angled Collision with Injury
Pre RLC Total (60 months) (Collisions)	73	0	15
During RLC Total (41 months) (Collisions)	10	0	2
Pre RLC Annual average (Collisions/Year)	14.6	0	3
During RLC Annual average (Collisions/Year)	2.9	0	.59
Annual Average Reduction (Collisions/Year)	11.7	0	2.41
Annual Reduction (Percentage)	80.1%	0%	80.3%

Intersections equipped with a RLC have seen an 80% reduction in angled collisions that result in injury, as well as an overall 80% reduction in collisions that result in injury since the program began.

Charge Volumes:

Tables 3 and 4 show the monthly charges for the program operation in Kingston since the start in March 2022.

Table 3: Red Light Camera Monthly Charges

Year	Monthly Average Charges
2022	203 ⁱ
2023	168 ⁱⁱ
2024	167 ⁱⁱⁱ
2025	139 ^{iv}

Notes:

- i. Program begun operation in March 2022, 2022 monthly average is for March-December
- ii. One site was offline (Princess/Bayridge) for 5 months in 2023 for intersection reconstruction
- iii. November 2024 Canada post strike resulted in discarded charges
- iv. 2025 monthly average is for January-September (all available data at the time of this report)

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Table 4: Red Light Camera Monthly Charges

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022			173	161	218	251	239	214	263	174	174	162
2023	160	151	172	185	229	201	191	136 ⁱ	176 ⁱ	152 ⁱ	136 ⁱ	122 ⁱ
2024	150	153	144	148	182	167	203	209	197	210	99 ⁱⁱ	145 ⁱⁱ
2025	105	82	134	146	147	142	166	155	176			

Notes:

- i. One site was offline (Princess/Bayridge) for 5 months in 2023 for intersection reconstruction
- ii. November 2024 Canada post strike resulted in discarded charges

Charges are expected to fluctuate across sites and across months or years for various reasons, such as weather (snow/rain) or road closures/volume changes. Overall, the data is showing a decrease in violations and charges across all sites since the start of the program; about a 30-35% reduction in charges across all the 7 sites in 2025 compared to early operation in 2022 and 2023.

Financial Observations:

External costs primarily consist of payments to the JPC for reviewing, processing, and mailing the charges; to the MTO for license plate lookup fees; and to the vendor for camera equipment. Other fees include signage, paint, and payment collection software development (one time development cost in 2022.)

Charges are paid and collected through the Provincial Offences Court, of which a portion of the total fine goes to the province through the Victim Fine Surcharge, a portion goes to the Courts, and a portion is collected by the City.

Table 5 below looks at the total external costs, and total payments collected by the City for the RLC program since it began in March 2022.

Table 5: Red Light Camera Costs and Revenues

	2022 (Mar-Dec)	2023	2024	2025 (Jan-Sep)
External Costs	\$192,422	\$202,343	\$202,101	\$166,538
Payments Collected by the City	\$340,631	\$438,421	\$429,107	\$298,125
Yearly Net	\$148,209	\$236,078	\$227,006	\$131,587

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It is expected that payments collected will continue to drop with the pattern in reduction in charges. Some external costs are decreasing now as the City has gotten a lower daily rate with the vendor, as expected at this time from the original contract.

Revenue collected by the City is used to offset the costs of operating the program. Any excess revenue collected is allocated to other road safety initiatives across the city.

Red Light Camera Next Steps:

The RLC program (under current contract) runs until May 2027. Currently, the City of Toronto is working through a new vendor procurement, expected in late 2025 to early 2026, which may change the structure, operations, and pricing of the program. This may be a new vendor and will likely involve, at least a temporary, removal of existing system depending on the changes.

In the next year, staff will continue to monitor the effectiveness of the program as well as the progress of the new vendor, costs, and program structure to report back in late 2026 with long term options for the program. Along with this, a city-wide RLC analysis will be done, similar to the previous "pre-RLC" study, to assess and recommend the number and locations of cameras throughout the city.

Financial Considerations:

There are no new financial considerations. Updated financial information will be brought forward in 2026.

Contacts:

Mark Dickson, Manager, Transportation Systems, 613-546-4291 extension 3254

Other City of Kingston Staff Consulted:

Matt Wood, Transportation Project Manager, Transportation Systems

Exhibits Attached:

None