

Town of Pelham Council Report

Wednesday, April 22, 2026

Subject: Niagara Regional Courts Intermunicipal Agreement – Red Light Camera Project Extension

Prepared By: Jason Marr, P. Eng., Director of Public Works

Department: Public Works

Recommendation:

BE IT RESOLVED THAT Council receive report 2026-0089 “Niagara Regional Courts Intermunicipal Agreement – Red Light Camera Project Extension,” for information;

AND THAT Council authorize the Mayor and Clerk to execute the Amending Agreement (Amendment 3) to the Niagara Region Courts Inter-Municipal Agreement to continue the Red Light Camera (RLC) program.

Background:

The Niagara Regional Court Intermunicipal Agreement (NRCIMA) was first approved in 2000, as a result of the transfer of the Provincial Offences Court from the Province to the Region, reflecting that the Region would undertake the court administration, support and prosecution programs, and operation of Provincial Offences Court on behalf of all municipalities in Niagara.

In 2022, an amendment to the NRCIMA (Amendment 2) was approved to reflect the introduction of RLC and ASE charges (see attached). This amendment recognized that the resources and costs to implement and operate these two programs are unique and are to be tracked and reported separately from those for base Courts Services charges to support reinvestment of program revenues into road safety initiatives. The amendment also provided a financial framework that recognized the significant upfront investment by the Region in launching the program, while allowing for net revenue sharing with local area municipalities.

This Amendment (Amendment 2) is currently in effect, covering a three-year term from September 2023 to September 2026. This term began with the issuance of the first ASE tickets in September 2023.

With the upcoming conclusion of the current amendment term (Amendment 2) in September 2026, an extension is required to support the ongoing operation of the RLC program on the existing terms as previously approved by the 12 local area municipalities and the Region.

Analysis:

Regional Council, at its meeting held on March 26, 2026, passed the following recommendations of its Public Works Committee:

That Report PW 10-2026, dated March 10, 2026, respecting Extension of the Niagara Regional Courts Inter-Municipal Agreement (Amendment 3), **BE RECEIVED** and the following recommendations **BE APPROVED**:

1. That an extension to the term of the existing Amending Agreement to the Niagara Region Courts Inter-Municipal Agreement (NRCIMA) (being Amendment 2 dated October 13, 2022) of 3 years **BE APPROVED** for purposes of continuing the Red Light Camera (RLC) Program as described in Report PW 10-2026;
2. That the extension agreement (being Amendment 3 to the NRCIMA) **BE PREPARED** in a form satisfactory to the Director of Legal and Court Services, including amendments necessary to reflect the conclusion of the Automated Speed Enforcement program in accordance with legislative changes as described in Report PW 10-2026;
3. That the Regional Chair and Regional Clerk **BE AUTHORIZED** to execute the Amending Agreement (Amendment 3) to the NRCIMA once finalized, subject to approval by all 12 local area municipalities; and
4. That this report **BE CIRCULATED** to the 12 local area municipalities and that the 12 local area municipalities **BE REQUESTED** to approve the execution of the Amending Agreement (Amendment 3) to the NRCIMA to continue the Red Light Camera (RLC) program.

The Region's correspondence regarding this initiative was received by Council at its regularly scheduled meeting of April 8th, 2026 (see attached for reference).

Red Light Camera Program

RLCs detect and capture images of vehicles entering an intersection when the traffic signal is red. They help reduce severe collision types, such as angle and head-on collisions, at signalized intersections, as part of the Region's broader Vision Zero

Road Safety initiative. 10 RLCs are currently in operation at signalized intersections across the region.

The Region currently has an RLC installed at the intersection of Hwy 20 and RR 24 (Vineland Road), in the Town of Pelham.

Regional Report PW 9-2026 provides details on the safety benefits of the program to date, including a moderate decrease in the serious head-on and angle collision types RLCs are intended to prevent, and a 29.4% reduction in the number of tickets issued monthly (329 in 2024 to 232 in 2025). This indicates a reduction in red-light running at RLC-equipped intersections.

Town staff recommend continuing the program based on the Region's results. The extension of the program will allow for the collection of additional data to support future consideration of expansion of the program in collaboration with the LAMS.

NRCIMA Amendment 3

The proposed amendment (NRCIMA Amendment 3) will:

1. Extend the term of the existing amendment by 3 years to September 2029; and
2. Add references to recognize the conclusion of the ASE program in November 2025 as a result of legislative changes. In accordance with Bill 56, the "Building a More Competitive Economy Act", which eliminated the authority of municipalities to operate ASE effective November 14, 2025, the amendment will recognize that no new ASE charges will be issued as of that date; any ASE charges issued prior to that date will continue to be processed in accordance with the agreement.

All other terms of the agreement remain unchanged, including the apportionment of costs and revenues. Collected fines will be used first to cover program costs as defined in Amendment 2. If collected fines are more than program costs, net fines will be distributed "50/50" between the Region and local area municipalities for re-investment in road safety initiatives.

As the NRCIMA is a joint agreement between the Region and the 12 local area municipalities regarding the operation of Niagara Courts, all 13 parties must approve the proposed Amendment 3.

Financial Considerations:

The proposed extension agreement (Amendment 3 to the NRCIMA) remains unchanged with respect to the apportionment of revenues and costs, known as net revenues. Net revenues are shared equally, with 50% allocated to the local area municipalities and 50% allocated to the Region. In the event that net revenues result in a deficit position, meaning revenues do not cover the costs to administer the programs, the Region will cover these costs until such time that net revenues are realized. At that time, any deficits from prior years will be deducted from the net distribution. Any net revenues resulting from the RLC program must continue to be reinvested into road safety programs.

Alternatives Reviewed:

Council can choose not to approve the Amending Agreement.

This is not recommended, as the program's financial viability depends on the Region's ability to recover program costs from collected fines, as authorized by the proposed Amendment.

Strategic Plan Relationship: Community Development and Growth

The overall Vision Zero Road Safety initiative is an identified action under the 'Equitable Region' strategic focus area. The Equitable Region focus is to "provide opportunities for a safe and inclusive Niagara by listening and responding to our community needs and planning for future growth". The proposed RLC program is a critical part in building a safe and inclusive community. It is an important mechanism for removing barriers faced by equity-seeking groups by prioritizing vulnerable road users.

Consultation:

Consultation was undertaken with the Town's Solicitor, the Treasurer and Director of Corporate Services, and the Region of Niagara in the preparation of this report.

Other Pertinent Reports/Attachments:

CLK-C 2026-030 Regional Correspondence and Regional Report PW 10-2026, dated March 10, 2026, Extension of the Niagara Regional Courts Inter-Municipal Agreement (Amendment 3).

Proposed Niagara Region Courts Intermunicipal Agreement – Amendment 3

2022-0004 – Vision Zero Road Safety Program, January 10, 2022.

2022 Amending Agreement 2 to Niagara Region Court Intermunicipal Agreement, dated October 13, 2022.

Approved and Submitted by:

David Cribbs, BA, MA, JD, MPA, MA (Lead), CMM III
Chief Administrative Officer