

## **Review of Automated Speed Enforcement Ticket Appeals Process**

**Date:** October 15, 2025  
**To:** Infrastructure and Environment Committee  
**From:** Executive Director, Court Services

**Wards:** All

### **SUMMARY**

---

This report responds to City Council direction through IE24.4 for the Executive Director, Court Services, in consultation with relevant City agencies, to conduct a thorough review of the appeals process for disputing Automated Speed Enforcement tickets, to ensure the process is straightforward, fair, and simple to navigate. It also responds to subsequent direction for the Executive Director, Court Services to report back to the October 29, 2025 meeting of the Infrastructure and Environment Committee with the findings of the review and recommendations for improvement.

It is important to note that there is no distinct appeals process for Automated Speed Enforcement under either the Provincial Offences Act or the City's Administrative Penalty System. The appeal processes available depends on the prevailing legislation that applies.

- For Automated Speed Enforcement tickets issued for offences occurring prior to January 20, 2025, the Provincial Offences Act applies and they proceed through the provincial courts.
- For Automated Speed Enforcement violations issued for offences occurring on or after January 20, 2025, the Administrative Penalty System established by Ontario Regulation 355/22: Administrative Penalties for Contraventions Detected Using Camera Systems and Municipal Code Chapter 610, Administrative Penalties, governs that process.

The request for this report arose from one specific complaint about two Automated Speed Enforcement tickets issued under the Provincial Offences Act back in July 2024. These tickets were brought to the attention of Councillor Pasternak's office eight months prior to the Member Motion. The constituent advised that they were having difficulty navigating the processes for disputing a ticket, as well as other processes such as payment and re-opening requests that are outlined on the Court Services website. The Executive Director investigated the matter, spoke to the constituent directly, and relayed the status of the file to the Councillor's office in September.

The individual complaint that led to Councillor Pasternak's Member Motion was promptly addressed by the Executive Director immediately after Court Services was notified. The division is committed to addressing any inquiries or complaints and encourage Councillors to bring those complaints to the Executive Director in a timely manner.

City staff are developing a performance measurement framework for the Administrative Penalty System to measure program operations against service standards. Data on Automated Speed Enforcement matters will be provided through the annual Administrative Penalty System Activity Report and Administrative Penalty Tribunal Chair's report in 2026.

This report was prepared in consultation with Legal Services and includes a description of the dispute resolution mechanisms available to the public for Automated Speed Enforcement tickets issued prior to January 20, 2025 and penalty orders issued on or after January 20, 2025. The dispute process under the City's Administrative Penalty System was approved by Council on February 6, 2024, and is outlined on the City's website.

## **RECOMMENDATIONS**

---

The Executive Director, Court Services recommends that the Infrastructure and Environment Committee:

1. Direct the Executive Director, Court Services, to continue to ensure that the City's website provides complete information about the dispute resolution processes related to Automated Speed Enforcement tickets issued under the Provincial Offences Act and penalty orders under the City's Administrative Penalty System.

## **FINANCIAL IMPACT**

---

There are no financial implications arising from the recommendations included in this report in the current budget year or in future years.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

## **DECISION HISTORY**

---

At its meeting on July 23 and 24, 2025, City Council referred Member Motion MM32.17 to the Infrastructure and Environment Committee for consideration. The decision is available at <https://secure.toronto.ca/council/agenda-item.do?item=2025.MM32.17>.

At its meeting on October 8, 9, and 10, 2025, City Council adopted item <https://secure.toronto.ca/council/agenda-item.do?item=2025.IE24.4> and in so doing

directed the Executive Director, Court Services, in consultation with relevant City agencies, to conduct a thorough review of the appeals process for disputing Automated Speed Enforcement tickets, to ensure the process is straightforward, fair, and simple to navigate, and report back to the October 29, 2025, meeting of the Infrastructure and Environment Committee with the findings of the review and recommendations for improvement.

## **COMMENTS**

---

### **Provincial Offences Act Dispute Resolution Process for Part 1 Tickets**

Part 1 tickets issued under the Provincial Offences Act are eligible for dispute resolution through the provincial court system. This process is consistent across the Province as governed by the Ministry of the Attorney General and the Ontario Court of Justice. Automated Speed Enforcement tickets for offences which occurred prior to January 20, 2025, fall into this category along with over 10,000 other charge types.

Upon receiving a Part 1 ticket under the Provincial Offences Act, a recipient may:

1. Pay the fine.
2. Request a trial and have the case heard by a Justice of the Peace as appointed by the Ontario Court of Justice.

Note: If a recipient fails to respond, a conviction is automatically entered against the recipient.

If the recipient remains unsatisfied with the decision of the Justice of the Peace, an appeal can be made to the Provincial Appeals Court. Court Services Division provides administrative support to the provincial court system and provides customer service related to the administration of the program including fine collection.

Prior to Automated Speed Enforcement moving over to the Administrative Penalty System, the courts processed on average over 500,000 Automated Speed Enforcement matters per year. Approximately 1% of these matters still remain under the court system given they were issued for offences prior to January 20, 2025. Court Services call centers / channels receive hundreds of calls a day, some of which are constituents trying to understand the process and determine next steps.

### **Administrative Penalty System Dispute Resolution Process for Penalty Orders**

Administrative penalties are issued for violations of by-laws or statutes where it has been determined that the dispute mechanism will be governed by the administrative law process rather than through the Courts under the Provincial Offences Act. A robust communication plan was developed and a public education campaign was launched in the weeks prior to the launch of the program.

Automated Speed Enforcement violations were moved to the City's Administrative Penalty System to allow disputes to be heard and resolved in less time, improve the

customer experience, and contribute to public safety by building capacity within the court system for the processing of other offences. Council approved the expansion of the Administrative Penalty System to include Automated Speed Enforcement and Red Light Camera violations at its meeting on February 6, 2024. The dispute resolution process is outlined on the City's Administrative Penalty System website. Automated Speed Enforcement penalty orders issued on or after January 20, 2025, fall into this category along with the other violation types that are processed through the City's Administrative Penalty System.

Upon receiving a penalty order the recipient may:

1. Pay the penalty.
2. Request a screening review and have the matter reviewed by a screening officer from Legal Services division.

Screening officers review the evidence available to determine whether to affirm, vary, or cancel the penalty, give time to pay, approve payment plans, or make decisions to relieve undue hardship. If requested, the screening decision can be reviewed through a hearing at the Administrative Penalty Tribunal, a quasi-judicial independent adjudicative body. Hearing officers review the screening decision and determine whether to affirm, vary, or cancel the decision of the screening officer, give time to pay, approve payment plans, or make decisions to relieve undue hardship. Decisions made at the Administrative Penalty Tribunal are final.

For Automated Speed Enforcement violations issued for offences between January 20, 2025 and September 29, 2025:

- 38,873 screening requests have been received
- 24,973 screening decisions have been completed
- 4,259 hearing requests have been received
- 1,059 hearing decisions have been completed

The program has already proven to be more efficient than the court-based system for Automated Speed Enforcement dispute resolution. As of October 9, 2025 Automated Speed Enforcement screening requests are being reviewed in 33 days. Requests for review of the screening decision at the Administrative Penalty Tribunal are being heard within 60-120 days. This is a significant improvement compared to 18 month processing timelines in the courts.

## **CONTACT**

---

Dianne Kasias, Executive Director, Court Services, 416-392-3835,  
dianne.kasias@toronto.ca

## **SIGNATURE**

---

Dianne Kasias  
Executive Director, Court Services