



Report
Staff Report
The Corporation of the City of Brampton
4/2/2025

Date: 2025-04-02

Subject: **Safer Drivers equal Safer Roads Information Report (RM 05/2025)**

Contact: Rob Higgs, Director, Enforcement and Bylaw Services
Kevin Minaker, Manager, Traffic Operations and Parking

Report number: Legislative Services-2025-253

RECOMMENDATIONS:

1. That the information report from Rob Higgs, Director, Enforcement and Bylaw Services to the Committee of Council Meeting of April 2, 2025, re: **Safer Drivers equal Safer Roads Information Report (RM 05/2025)**, be received.

OVERVIEW:

- **Staff use the Neighbourhood Traffic Management Guide (NTMG) to determine hotspots in the City where traffic calming efforts are required.**
- **Staff work closely with Peel Regional Police to share data to validate concerns raised so enforcement efforts are conducted where they are most needed. This occurs in an ongoing manner.**
- **Staff proposed a two-pronged approach that first restricted driver trainers from utilizing the area for training purposes and the second was to collaborate with the MTO to encourage their adoption of a more dynamic selection of testing routes.**
- **The MTO has subsequently chosen alternative test routes and, while these test routes have been identified via YouTube, and other social media platforms, the more dynamic utilization of alternative routes has not resulted in increased traffic on any singular route within the City of Brampton.**
- **It can be concluded, anecdotally, that driving instructors have adapted by training to the test requirements as opposed to the test route. In this, the goals of the foundational bylaw have been achieved.**
- **There is no financial impact resulting from the adoption of the recommendations in this report.**

BACKGROUND:

Referred Matter 05/2025 was created at the Committee of Council on January 13, 2025. This information report addresses the two items that required a staff response, namely:

1. Staff report back with data to identify road safety hotspots with the intention to use the data strategically with Peel Police to improve Brampton's status as a safe city to drive.
2. Staff report back on bylaw enforcement tactics regarding driving instructors as referenced on page 22 of the AG Report: "In some municipalities, such as Brampton, municipal bylaw officers patrolled test routes and issued fines to driving instructors who lingered around exam routes".

CURRENT SITUATION:

Item #6 Response - Staff report back with data to identify road safety hotspots with the intention to use the data strategically with Peel Police to improve Brampton's status as a safe city to drive.

Identifying road safety hotspots, and working collaboratively with Peel Regional Police, is a continuously ongoing endeavour.

Staff use the Neighbourhood Traffic Management Guide (NTMG) to determine hotspots in the city where traffic calming efforts are required. The purpose of this guide is to provide the City of Brampton with a consolidated strategy to respond to a wide range of public concerns related to traffic in residential neighbourhoods. It outlines the process for reviewing and implementing Neighbourhood Traffic Management measures customized to the needs of the City of Brampton. Neighbourhood Traffic Management involves the implementation of a broad range of measures, devices and techniques based on a combination of parallel strategies, known collectively as the "four Es" (education, enforcement, engineering and empathy). It is intended to improve the safety and the liveability of neighbourhoods and seeks to improve safety of all road users by implementing a wide range of measures, including physical road modifications, generally referred to as traffic calming. The guide provides criteria to allow staff to prioritize roadways that require traffic calming the most.

The NTMG priority list is determined by considering a number of factors that produce an overall score for the roadway. The higher the score the higher the priority. The factors used are as follows:

- Speed of traffic
- Volume of traffic
- Percentage of cut-through traffic

- Collisions
- Presence of sidewalks
- Presence of adjacent schools
- Presence of adjacent parks/playgrounds
- Presence of pedestrian generators

However, with the additional funding now available for traffic calming, and with the expansion of the Automated Speed Enforcement program, all locations on the list are now either traffic calmed or pending traffic calming in 2025. Staff have completed 100 traffic calming projects since 2023 and have installed 125 ASE cameras, which will grow to 185 by summer 2025. Staff are currently working on assessing additional roadways throughout the city and updating the NTMG priority list.

Since the traffic calming for the NTMG primarily addresses concerns on local and collectors roads and may be limited with addressing some local concerns (like stop compliance), staff work closely with Peel Regional Police to share data to validate concerns raised so enforcement efforts are conducted where they are most needed. Some of the data that staff share with Peel Regional Police include studies related to speed, volume, U-turns and stop compliance.

Staff are also working on a networking screening exercise that will assess the entire city's network of intersections and mid-blocks, including arterial roadways that should be available in later this year.

Item #7 Response - Staff report back on bylaw enforcement tactics regarding driving instructors as referenced on page 22 of the AG Report: "In some municipalities, such as Brampton, municipal bylaw officers patrolled test routes and issued fines to driving instructors who lingered around exam routes".

The area referred to in the AG Report is identified in Appendix F of the Mobile Licensing By-Law 67-2014
<https://www.brampton.ca/EN/City-Hall/Bylaws/All%20Bylaws/Mobile%20Licensing.pdf>

On May 3, 2006 Traffic Engineering Services submitted a report entitled, "RESTRICTING DRIVING SCHOOL FROM OPERATING IN DESIGNATED AREAS OF THE CITY (WARD 3).

This report identified community concerns about the increased traffic in the area of Peel Village and Hartford Trail. The two main contributors that were identified were both linked to an excessive number of driver education vehicles utilizing the area. The first cohort were vehicles engaged in the MTO testing process and the second cohort were vehicles engaged in training for the MTO testing process.

The two-pronged approach proposed, and subsequently implemented, by the report was to first restrict driver trainers from utilizing the area for training purposes and the

second was to collaborate with the MTO to encourage their adoption of a more dynamic selection of testing routes.

The multifaceted approach successfully modified the environment to where enforcement measures have not been required in a significant period of time. The MTO has subsequently chosen alternative test routes and, while these test routes have been identified via YouTube, and other social media platforms, the more dynamic utilization of alternative routes has not resulted in increased traffic on one any singular route within the City of Brampton. In this, the goals of the foundational bylaw have been achieved.

It can be concluded, anecdotally, that driving instructors have adapted by training to the test requirements as opposed to the test route.

CORPORATE IMPLICATIONS:

Financial Implications:

There is no financial impact resulting from the adoption of the recommendations in this report.

STRATEGIC FOCUS AREA:

Government & Leadership: Focusing on service excellence with equity, innovation, efficiency, effectiveness, accountability, and transparency.

Transit & Connectivity: Focusing on the incorporation of the Vision Zero framework into transportation planning, design, and operations to prevent fatal and serious injury from motor vehicle collisions within the City right-of-way.

CONCLUSION:

Traffic Operations and Parking are continually monitoring traffic data to ensure that safety issues are identified and addressed. This is a collaborative effort that combines both an infrastructure modification approach and an enforcement approach in partnership with the Road Safety Services unit within Peel Regional Police.

The community concerns that initiated the creation of the restricted zone that was referenced on page 22 of the AG Report have been appropriately addressed and the root causes no longer exist.

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