

Calgary



Calgary Police Service Automated Traffic Enforcement (ATE)

Report Number C2024-0947

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For Public Release

Date: 2026-07-02
Dept: Community Services

ISC: Protected A



Ongoing Advocacy

C2024-0947
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Advocacy Strategy

- Ensure Cabinet members and public have current safety data
- Explain how locations are selected

Meetings to Date

- Public Safety and Emergency Services Minister (Minister Ellis)
- Transportation and Economic Corridors Minister (Minister Dreeshen)
- Justice Minister (Mickey Amery)
- Municipal Affairs Minister (Ric McIver)
- Other elected officials
- Alberta Association of Chiefs of Police



ATE Background

Briefing Notes to Council July 4, 2024

- Calgary Police Commission
- Calgary Police Service
- Proposed provincial changes to automated traffic enforcement
- Potential impacts
- CPC and CPS key messages

City of Calgary

Safety In Motion

Calgary Safer Mobility Plan 2024 - 2028





ATE Provincial Restrictions Past/Future

Historical decisions

- Freeze on new ATE sites (2019)
- Mandated use of fluorescent marked photo enforcement vehicles
- Ban of ATE on major highways (Stoney Trail, Anthony Henday)

Preliminary proposed legislative changes (engagement June 12, 2024)

- Remove Photo Radar from all Provincial Highways
- Eliminate Speed on Green from intersections
- Allow mobile cameras only in Playground and Construction Zones
- Expected to greatly reduce overall enforcement



Photo Radar Effect on Collision Rates

Automated Enforcement in Calgary accounts for **68%** of all summonses issued by the Calgary Police Service. Busy patrol members do not have the capacity to replace this enforcement against unsafe driving with in-person traffic stops.

2023 Collision Statistics at the Top 20 Photo Radar Locations:

- 531 collisions
- 34 (6.4%) resulted in injuries
- No fatalities

Collision Data

(Jan. 2001 – Dec. 2023):

- Total collisions: 15,377
- Injury collisions: 1,473 (9.6%)
- Fatal collisions: 20 (0.13%)

2001 TO 2023 Collision Trends:

- Total collisions ↓ by 23%
- Injury collisions at Top 20 locations ↓ by 67.9%

Broader Pattern:

- Declining collision rate per 100,000 people in Calgary over the past decade
- Collision rate per 100,000 people ↓ from **84.8%** in 2008 to **38.2%** in 2023



Intersection Safety Devices (ISDs) and Collision Rates

Total Collisions:	• Decreased by 33.4%
Injury Collisions:	• Decreased by 55.7%
Fatal Collisions:	• Decreased by 75%
Pedestrian Collisions:	• Decreased by 35.3%
Right Angle Collisions:	• Decreased by 57.9%
Right Angle Injury Collisions:	• Decreased by 67.6%
Right Angle Fatal Collisions:	• Decreased by 100%
Rear End Collisions:	• Decreased by 22.3%
Rear End Injury Collisions:	• Decreased by 51.5%



Speed Reduction (2009-2023)

- Avg. speed of vehicles ↓ 6 km/h

Speed on Green Intersections

- Average speed of all vehicles is below the posted speed limit
- Only a small number of drivers (0.10%) commit speed offences at these sites

Pedestrian Safety



Questions