Happy New Year, January 4, 2026

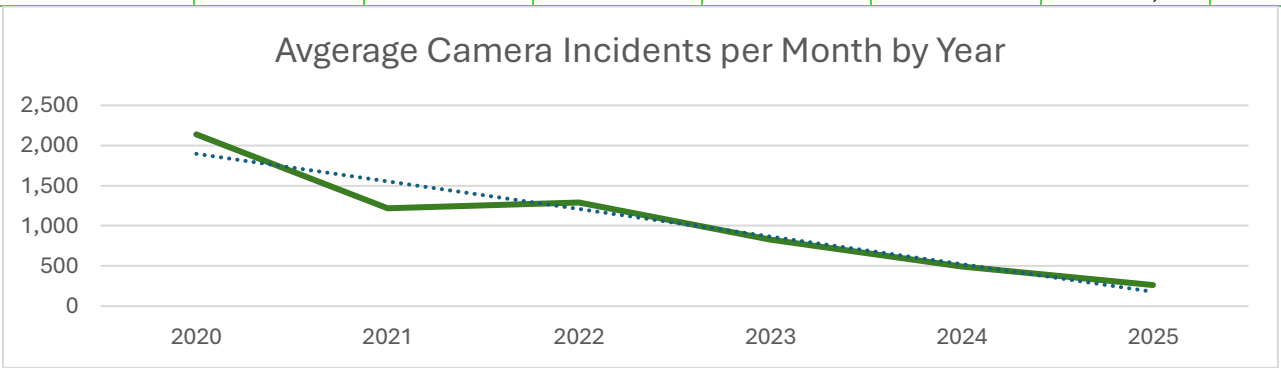
My name is Mark Miller. I am a retired, long time Durham resident. I am writing to share the results of a speed camera FOI request I submitted to the Region of Durham.

From the information provided, there is statistical evidence that speeding incidents in Durham Region were reduced by 87.7% where speed cameras were in operation during their last year of operation.

Durham speed cameras were introduced in September 2020 and were removed on November 15, 2025. The number of monthly cameras in service ranged from 4 to 15 in any given month. I used this information to calculate individual and combined camera stats.

The following are my calculations:

Year	2020	2021	2022	2023	2024	2025	Totals
# Months in Service	4	12	12	12	12	10.5	
Avg Cameras in Service	6	4.83	7.08	12.3	14.1	14.6	
Avg Ticket	$115.00	$109.77	$110.41	$97.72	$102.25	$108.46	
Avg Revenue/Camera/Month	$125,059	$67,661	$57,050	$40,180	$29,488	$13,400	
Avg Incidents/Camera/Month	2,139	1,219	1,291	825	493	263	
Incidents	51,332	70,635	109,707	121,814	83,368	40,312	477,168
Infractions Issued	26,099	35,750	43,921	60,441	48,740	21,603	236,554
Infractions Not Issued	25,233	34,885	65,786	61,373	34,628	18,709	240,614
Average Ticket	$115.00	$109.77	$110.41	$97.72	$102.25	$108.46	
Revenue	$3,001,405.66	$3,924,341.07	$4,849,210.97	$5,906,505.75	$4,983,461.46	$2,343,111.84	$25,008,037
Lost Revenue	$2,901,814.97	$3,829,388.48	$7,263,272.53	$5,997,584.05	$3,540,568.39	$2,029,221.84	$25,561,850
% Tickets Issued	50.8%	50.6%	40.0%	49.6%	58.5%	53.6%	49.57%
% Tickets Not Issued	49.2%	49.4%	60.0%	50.4%	41.5%	46.4%	50.43%
# of Police Issued Tickets	296	348	569	826	891	1,033	3,963



In 2021, the number of incidents per camera per month went down 43.02% compared to 2020.
2022 was up 5.96% compared to 2021.
2023 was down 36.09%.
2024 was down 40.30%.
2025 was down 46.63%.
2025 was down 87.7% compared to 2020.

On average, each camera identified 2.97 incidents/hour/camera when first introduced. This went down to 0.37 incidents/hour/camera by the time the program was cancelled. This demonstrates that speed cameras were effective in Durham.

Unfortunately, more drivers avoided consequences than received consequences. This resulted in the actual number of tickets issued dropping a further 50%.

Ontario's bubbling/peeling licence plate problem contributed to some drivers avoiding consequences. In 2025, I surveyed over 12,500 licence plates in various parking lots around Durham Region. I found that 17.5% of the plates were bubbling/peeling. This excluded vehicles with plate covers and missing front plates.

I also submitted a FOI request to Durham Regional Police (DRPS) to see how many tickets DRPS issued each year since 2019 for (bubbling/peeling/obstructed/missing front) plates.

The DRPS response shows they have not and will not be able to solve our region's plate problem by themselves. Bold new ideas are required. Many other provinces and states solved their plate problem using novel approaches. I have several ideas on how we can solve Ontario's problem.

Speed cameras are gone. Red light cameras are still in use. There are also other initiatives coming online like School Bus Stop-arm cameras that are being tested Ottawa and other areas. The TTC is piloting automatic camera enforcement technology for motorists who pass open streetcar doors. In 2025, the Federal Government issued a requirement starting in 2028 for new school busses to be equipped with perimeter visibility systems.

The Ontario Government has also invested heavily in Automated Licence Plate Reader systems for police services over the last several years. Police continually ask for CCTV footage when investigating crimes and collisions.

All these current (and future) systems rely on readable licence plates. To be clear, not all drivers who avoided speed camera consequences in Durham were due to bubbling/peeling licence plates. By solving Ontario's plate problem, we increase the efficiency of all road safety initiatives and hold all drivers accountable.

Thank you for your service.

Mark Miller