



# **NIAGARA REGIONAL POLICE SERVICE**

## **Police Service Board Report**

### **PUBLIC AGENDA**

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**Subject:** Annual Report – Speed Detection Devices  
January 1 to December 31, 2024

**Report To:** Chair and Members, Niagara Police Service Board

**Report Date:** 2025-07-02

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### **Recommendation(s)**

**That the Niagara Police Service Board (Board) receive this report for information.**

### **Key Facts**

- The purpose of this report is to advise the Board that the Niagara Regional Police Service (Service) is in compliance with By-Law 500-2024 as it relates to speed detection devices.
- The Chief is required to make a written annual report to the Board with respect to speed detection devices.
- This report will set out the particulars with respect to the procedures required under the By-Law and compliance with those procedures.

### **Financial Considerations**

There are no financial implications relating to the recommendations contained within this report.

### **Analysis**

In accordance with By-Law 500-2024 – Speed Detection Devices, the Chief shall make a written report to the Board on or before August 30 of each year with respect to speed detection devices. The report shall include:

- a) a summary of the procedures as required by this By-Law;
- b) the status of Service compliance with the said procedures; and
- c) a summary of the training given to members with respect to speed detection devices and confirmation that members have been trained in accordance with section 4.2.

The following is a detailed response to the above-noted requirements:

a) *“...a summary of the procedures as required by this By-Law...”*

The Service is required by the *Community Safety and Policing Act, 2019*, (CSPA) to establish policies and procedures on the use, maintenance, and training with respect to speed measuring devices. Speed measuring devices are governed by the written procedures as set out in General Order (GO) 124 – Speed Measuring Devices. These written procedures are in accordance with the Ministry of the Solicitor General Policing Standards Manual and Adequacy and Effective Policing AI-013. GO 124 defines the procedures in relation to operators, equipment specifications, maintenance, records, training enforcement, and safety requirements.

b) *“...the status of Service compliance with the said procedures...”*

The Service assigns an officer as the Speed Management Coordinator (SMC). The SMC oversees the Service’s inventory of speed detection devices, repairs, and the training of all personnel pertaining to speed measuring devices. Reporting to the Traffic Services Staff Sergeant, the SMC is a subject matter expert in the field of speed management and possesses the knowledge, skills, and abilities to perform the required duties. The SMC is a member of the Ontario Speed Management Advisory Group, which is made up of subject matter experts from around the province in the area of speed management that are responsible for making recommendations to the Ontario Association of Chiefs of Police Traffic Committee.

The Service also has two certified Master Radar and Lidar instructors who assist the SMC when it comes to developing and administering speed measuring device courses for the Service.

Radar devices acquired and used by Service members are tested and certified initially by the manufacturer to be in accordance with the National Highway Safety Administration current radar device performance standards adopted by the International Association of Chiefs of Police. The speed measuring devices listed below are currently in use by the Service. All of these devices fall within the safety guidelines of Health Canada's Safety Code 6 as adopted by the Ontario Ministry of Labour. These devices are purchased, repaired, and certified by an approved Canadian distributor:

- Genesis VPD Handheld Radar;
- Genesis Scout Handheld Radar;
- Genesis II Mobile Radar;
- Genesis II Select-Directional Mobile Radar;
- Genesis III Mobile Radar;
- MPH BEE III Mobile Radar; and
- LTI Ultralyte LRB Handheld Lidar.

- c) *“... a summary of the training given to members with respect to speed detection devices and confirmation that members have been trained in accordance with section 4.2...”*

A Provincial Course Training Standard was introduced to the Province through the Ontario Police College in the spring of 2013. The Service is in compliance with Adequacy and Effective Policing. All recruits are given a 10-hour lidar certification training course. Every officer that is certified on lidar is required to take a 4-hour re-certification course in a thirty-six-month period, to remain qualified as a lidar operator. Officers that have shown an interest in traffic enforcement and speed measuring devices can then request to take the sixteen-hour radar operator certification course. The following are the prescribed training guidelines that are met by the Service:

- Radar Operator Certification Course – 16 hours;
- Lidar (laser) Operator Certification Course – 10 hours;
- Radar Operator Re-Certification Course – 4 hours;
- Lidar (laser) Operator Re-Certification Course – 4 hours;
- Radar Instructor Certification Course – 45 hours; and
- Radar Instructor Re-Certification Course – 8 hours.

The SMC is responsible for the co-ordination of radar/lidar training and ensures that all radar/lidar instructors are provided with the current course training standard and teaching material to ensure compliance with Adequacy and Effective Policing. The Service has the following number of speed measuring device instructors:

- 16 Lidar Instructors – qualified to teach and certify Lidar Operators
- 21 Radar Instructors – qualified to teach and certify Radar Operators
- 2 Master Radar Instructor Trainers – qualified to teach the Radar Instructor Certification Course

#### 2021-2023 Speed Measuring Device Instructors

Lidar and Radar Speed Measuring Device Instructors	2021	2022	2023	2024
Lidar Instructors	12	17	12	16
Radar Instructors	23	23	36	21
Master Radar Instructor Trainers	2	2	2	2

The SMC advises that frontline officers have been receiving the required mandated lidar training. Uniform Districts, along with the Traffic Enforcement Unit, have demonstrated a commitment to traffic enforcement. The majority of frontline uniform personnel have received the prescribed training and for this reporting period there were approximately 225 members that were qualified to operate speed detection devices.

The Service continues to make traffic enforcement and road safety a priority. The membership continues to receive the necessary training required to operate speed detection devices and the inventory of speed management devices has been maintained to ensure equipment is available for operational use. The Service is in compliance with By-Law 500-2024 regarding speed detection devices, as well as all aspects of Adequacy and Effective Policing in relation to speed measuring devices.

### **Alternatives Reviewed**

Not applicable.

### **Relationship to Police Service/Board Strategic Priorities**

To comply with the provisions of the Board By-Laws and to maintain compliance with Adequacy and Effective Policing requirements.

### **Relevant Policy Considerations**

Board By-Law 500-2024 – Speed Detection Devices

GO 124 – Speed Measuring Devices

Adequacy and Effective Policing, AI-013 – Speed Measuring Devices

### **Other Pertinent Reports**

8.16 - 2024.07.25 – Annual Report – Speed Detection Devices – January 1 to December 31, 2023.

*This report was prepared by Todd Lantz, Staff Sergeant, Traffic Management and Road Safety, Traffic Services Administration, and reviewed by Shaun Parrent, Superintendent, Community Services. Recommended by Mario Lagrotteria, Deputy Chief, Community Services.*



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#### **Submitted by:**

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Chief of Police

### **Appendices**

Not applicable.