



AUTOMATED TRAFFIC ENFORCEMENT (ATE)

2025 Annual Report

Prepared by: ATE Coordinators

Purpose

This report is required by the Alberta Automated Traffic Enforcement (ATE) Guidelines to increase public awareness and transparency of the program and to assist in the evaluation of the overall effectiveness of the program. ATE Technology is an enforcement tool that is used in conjunction with conventional enforcement to achieve the transportation safety outcomes set out in the Lethbridge Police Service's Traffic Safety Plan.

Program Information

The ATE Program is operated by the Lethbridge Police Service (LPS) on behalf of the City of Lethbridge. This program includes 3 marked mobile photo radar units and 2 intersection safety devices. The mobile units operate in 2 trucks and 1 van, which are used 7 days of the week excluding holidays. Intersection Safety Devices operate 365 days of the year. The Corp. of Commissionaires is contracted to operate the mobile photo radar units.

Transportation Safety Outcomes

In Alberta, nearly one in four fatal collisions involve drivers traveling at excessive speeds. The Lethbridge Police Service ATE Program strives to achieve the long-term goal of improved traffic safety, which includes reducing collisions. The Safe System Approach outlined in our Traffic Safety Plan outlines the Service's commitment to Traffic Safety using the 5 E's: education, engineering, enforcement; engagement, and evaluation.

Site Locations

Between January 1, 2025 – December 31, 2025 the Lethbridge Police Service had 83 approved ATE locations throughout the City of Lethbridge, including ISD and mobile photo radar. Under the provincial 2025 Automated Traffic Enforcement Technology Guideline, mobile photo radar is restricted to school zones, playground zones and constructions zones. The province banned the use of ATE on provincial highways and restricted the use of intersection safety device cameras to only enforce red light infractions. Assessment Forms are reviewed and submitted to the province every 2 years to ensure that our program aligns with the criteria set out in Alberta's current [ATE Technology Guideline](#). ATE location Assessment Forms can be found on the [Lethbridge Police website](#).

Public Awareness and Transparency

Permanent signs are posted on all primary access highways entering the City of Lethbridge to advise travelers that ATE is used in the City of Lethbridge. Additional signage is posted at all intersections and roadways where specific ATE locations exist.

To increase public awareness, the Lethbridge Police Service posts monthly ATE deployment schedules on the Lethbridge Police Service's website and social media pages.

In April 2024, in support of the #SlowYourRoll Campaign and to remind drivers to slow down, LPS Photo Radar Operators displayed high visibility lawn signs when monitoring playground zones in addition to all other required signage. These signs continue to be displayed in combination with photo radar as weather permits.

2025 Data Summary

- Total ATE deployment hours: 17091 hours
- Total Number of vehicles monitored: 4,153,083

Violations Issued by Type

The following table shows the number of contraventions and notices by type. Conventional enforcement is the use of police and peace officers to conduct enforcement of transportation laws by means of in-person issuance of traffic notices at roadside.

Enforcement	2023	2024	2025
Photo Radar	20,268	20,189	14,686
ISD – Red	313	383	428
ISD – Speed	7,133	6,219	0
Conventional Enforcement	4,619*	5,098*	6,522
Total Enforcement	30,390	30,093	21,636

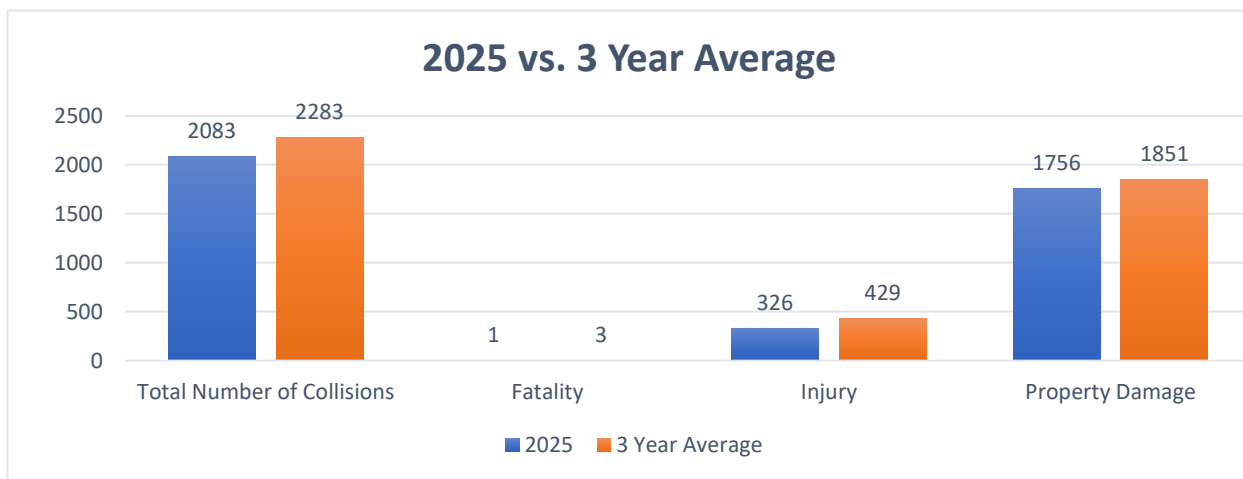
*Conventional ticket numbers for 2023 and 2024 have been updated to reflect all TSA charges.

Overall, this represents a 36.7% increase in red light violations from 2023 to 2025

Two (2) vehicles were captured by photo radar going more than 50 km/h over the speed limit – these violations were forwarded to a Police Officer for issuance of a violation ticket.

Collision Data

Collisions	2023	2024	2025
Fatal	1	6	1
Injury	470	492	326
Property Damage	2,188	1,608	1,756
Total Collisions	2,659	2,106	2,083



In 2025, the number of fatality and injury collisions decreased however property damage collisions were on the rise. Careless driving and speeding continue to be the focus for conventional enforcement as complaints from the residents are increasing on major thoroughfares where photo radar and ISD speed were successful tools in curbing these behaviors prior to the changes from 2025.

ATE Program Revenue

Automated Traffic Enforcement revenues are shared between the Province of Alberta (40%) and the City of Lethbridge (60%). The 2025 Automated enforcement program in Lethbridge generated a surplus of \$745,000 after direct expenses. The remaining funds were reinvested as a partial funding source for enforcing traffic safety in the community. Reduction in revenues due to provincial program changes resulted in the inability to fully support traffic enforcement, or other traffic safety initiatives that improve the design and use of roads, paint lines, upgrade sidewalks and wheelchair access points, repair traffic signal devices or replacing traffic signs as it has historically. The significant loss in revenues creates a new pressure on our tax supported budget and will result in fewer traffic safety initiatives occurring.

Conclusion

The Lethbridge Police Service (LPS) is committed to ensuring road safety for all residents and visitors in our community. Automated Traffic Enforcement (ATE) has been a valuable tool in reducing speeding, preventing red-light violations, and improving compliance in high-risk areas such as playground zones, construction sites, and major intersections.

The upward trend in red light infractions indicates ongoing non-compliance at signalized intersections and highlights the continued need for enforcement and public education initiatives aimed at reducing dangerous intersection behaviour and preventing serious injury collisions.

Provincial changes to ATE guidelines now limit our ability to deploy enforcement resources in areas where we know violations occur most frequently. These restrictions could impact the effectiveness of our traffic safety strategy, as ATE allows us to address speeding and intersection-related violations without diverting frontline officers from other important policing duties. The reality is that traditional enforcement alone cannot cover every high-risk location, and ATE has played a key role in supplementing our traffic safety efforts.

We acknowledge the importance of accountability and transparency in traffic enforcement. LPS has always approached ATE as a safety tool, not a revenue source, and funds from violations have been reinvested into road safety initiatives such as pedestrian crossings, traffic calming measures, and public awareness campaigns.

We encourage ongoing dialogue between law enforcement, provincial officials, and the community to ensure that public safety remains the priority in any future discussions about ATE. Our goal is to work collaboratively to find solutions that balance enforcement, education, and community expectations while maintaining the safest possible roadways for everyone.

For more information on how ATE supports traffic safety in Lethbridge, please visit: [Lethbridge Police Service - Traffic Safety](#)