Halton Police Board Public Agenda

SEPTEMBER 24, 2026 - 9:00 a.m.

Community Room, Halton Police Headquarters

2485 North Service Road West

Oakville, Ontario

Halton Police Board Meeting - SEPTEMBER 24, 2026

SEPTEMBER 24, 2026 - 9:00 A.M.

1. General

1.1 Indigenous Land Acknowledgement

1.2 Regrets

1.3 Disclosure of Conflicts of Interest

1.4 Confirmation of Minutes of Meeting P26-08 held Thursday, August 27, 2026

2. Presentations/Delegations (NONE)

3. Information Reports (NONE)

4. Adequate and Effective Policing

4.1 - Electric Kick Scooters and Powered Personal Transportation Devices

5. Recommendation Reports

5.1 - Mid-Year Performance Report

5.2 - Bronte Harbour - Lease

6. Operational Verbal Updates

7. Action Registry

7.1 Public Information Action Registry

8. Receipt of Public Correspondence

9. New Business

10. Move Into Closed Session

11. Closed Session Report

12. Adjournment

HALTON POLICE BOARD
EXCELLENCE IN GOVERNANCE

Public Minutes

1. GENERAL

MEETING NO. P26-08

DATE OF MEETING:	Thursday, August 27, 2026 9:16 a.m.
LOCATION:	James Harding Community Room, HRPS Headquarters
MEMBERS PRESENT (in person):	Jeff Knoll (Chair) Nav Dhaliwal, Councillor Lisa Kearns, Ingrid Hann, Rod Dobson, Councillor Sameera Ali, Dean Wood
STAFF PRESENT:	Chief Stephen Tanner Deputy Chief, Roger Wilkie Deputy Jeff Hill Kari Buzzelli, Chief Financial Officer Adam Woods, Acting Director of Information Technology Paul Foley, Inspector Ken Kelartas, Director of Legal Services Jasvinder Sandhu, Chief Governance Officer Jessica Warren, Manager of Board Operations/ Board Secretary
ALSO PRESENT:	David Tilley, Inspectorate of Policing

1.1 Indigenous Land Acknowledgement

1.2 Regrets

N/A

1.3 Disclosure of Conflict of Interest

N/A

Subject to Confirmation

HALTON POLICE BOARD
EXCELLENCE IN GOVERNANCE

1.4 Confirmation of Minutes of Meeting P26-06 held Thursday, June 25, 2026

Moved by: S. Ali
Seconded by: L. Kearns

"THAT the Minutes of Meeting P26-06 held Thursday, June 25, 2026, be adopted as presented."

Carried.

2. PRESENTATIONS/DELEGATIONS

N/A

3. INFORMATION REPORTS

3.1 Quarterly Human Resources Summary

3.2 Financial Report and Forecast – Second Quarter 2026

3.3 Purchasing Activity Report – January – June 2026

3.4 Board Community Fund as at June 30, 2026

3.5 FOI/Summary/ IPC Annual Report

3.6 Semi-Annual Board Governance Expenditure Report

3.7 Reserves Status Report – June 30, 2026

Moved by: R. Dobson
Seconded by: N. Dhaliwal

"THAT Items 3.1, 3.2, 3.3, 3.4, 3.5, 3.6 and 3.7 on the Information Reports agenda be received for information."

Carried.

Subject to Confirmation

HALTON POLICE BOARD
EXCELLENCE IN GOVERNANCE

4. ADEQUATE AND EFFECTIVE POLICING

4.1 Accountability Mechanisms for the Police Response to Survivors of Sexual Assault

Moved by: L. Kearns
Seconded by: D. Wood

""THAT the Halton Police Board receive and review this annual report and update on the activities of the Sexual Assault Advisory Committee in their ongoing mandate of ensuring a mechanism of accountability for survivors of sexual assault."

Carried

5. RECOMMENDATION REPORTS

5.1 Total Power Contract – Facilities

Moved by: L. Kearns
Seconded by: N. Dhaliwal

"THAT the Halton Police Board authorize the award of a five (5) year Limited Tendering contract to Total Power Limited to provide scheduled maintenance and as needed repairs to the Service's building and radio tower site emergency electrical generators in the upset amount of $1,209,484.20 (inclusive of HST)."

Carried.

5.2 Secondment – Area Firearms Officer

Moved by: S. Ali
Seconded by: I. Hann

Subject to Confirmation

"THAT the Halton Police Board authorize the Chair to sign an agreement with the Ministry of the Solicitor General, operating as the Chief Firearms Office for Ontario, for the continued secondment of an Area Firearms Officer on a full cost recovery basis."

Carried.

5.3 2027 Board Schedule

Moved by: N. Dhaliwal
Seconded by: D. Wood

"THAT the 2027 Board meeting schedule be approved; and

THAT Board staff liaison with Service Staff to amend the schedule to include Budget workshops."

Carried.

5.4 Community Fund Applications – August 27, 2026

Moved by: R. Dobson
Seconded by: N. Dhaliwal

"THAT the application from Kerr Street Mission be approved; and

THAT the application from Lions Club (LCUBC) be approved; and

THAT the application from Drives for Backs be approved; and

THAT the applications from Canadian Caribbean Association of Halton (CCAH), CPWF Group Inc., Halton Equity Diversity Roundtable (HEDR), Mind and Soul Community Connection, Fareshare Oakville Food Bank and Wellspring Cancer Support Foundation be denied due to incomplete applications."

Carried.

Subject to Confirmation

HALTON POLICE BOARD
EXCELLENCE IN GOVERNANCE

Subject to Confirmation

5.5 Capital Projects/ Program Status

Moved by: L. Kearns
Seconded by: N. Dhaliwal

"That the Halton Police Board approve the closure of the following projects, and that the resulting surplus funds of $549,733 be returned to the Police Capital Reserves and the Development Charge Reserves, as appropriate,

- *T6853A – HRIS System*
- *T6879B – Body-Worn Cameras*
- *T6917A – Data Evidence Storage*
- *T6922A – Video Data Storage*
- *T6908A – New Centralized Computer Crime*
- *T6927A – Mental Health Crisis Response*
- *T6921A – Interview Room Equipment Replacement*
- *T6879A - Vehicle & Body-worn Cameras*
- *T6901A - In-Car System and Video Management*
- *T6814G - Mobile Workstation Replacement*
- *T6892A - Operational Support Program*

And further, approve the establishment of a new capital project for the previously approved ICCS Replacement project in the amount of $2,224,748, funded from the Police Capital Reserve."

Carried.

6. OPERATIONAL VERBAL UPDATES

- The Service advised there are several new Sargent promotions.
- The cost of Canada Day events across the Region included 169 resources, 1300 hours to manage, $44,000 was paid by the events and $40,000 was gifted in kind by HRPS.

7. ACTION REGISTRY

7.1 Public Information Action Registry

Moved by: I. Hann
Seconded by: S. Ali

"THAT the updated Public Information Action Registry be received and updated."

Carried.

8. RECEIPT OF PUBLIC CORRESPONDENCE

Moved by: I. Hann
Seconded by: S. Ali

"THAT the Public Correspondence be received."

Carried.

9. NEW BUSINESS

The Chair transferred the Chair to the Vice-chair.

9.1 Electric Kick Scooters and Powered Personal Transportation Devices

Moved by: R. Dobson

Subject to Confirmation

Seconded by: L. Kearns

"THAT the following motion be considered at the September 24, 2026 Board meeting:

WHEREAS the use of electric kick scooters, power assisted bicycles and other powered personal transportation devices has increased significantly, including their use by children and youth;

AND WHEREAS powered devices capable of travelling at significant speeds present potential road safety, community safety and injury prevention concerns for riders, pedestrians, cyclists and motorists;

AND WHEREAS the commercial availability or purchase of a powered personal transportation device does not mean that the device may lawfully be operated on a public road, sidewalk, trail, pathway, park or other public property;

AND WHEREAS Ontario Regulation 389/19 establishes a provincial pilot governing electric kick scooters and provides that an electric kick scooter may not be operated on a highway, sidewalk, trail, path, walkway, public park or exhibition ground under municipal jurisdiction unless such operation is permitted by the Regulation and specifically permitted by municipal bylaw;

AND WHEREAS Ontario Regulation 389/19 prohibits any person under the age of 16 from operating an electric kick scooter;

AND WHEREAS an electric kick scooter permitted under the Ontario pilot must meet prescribed requirements, including a motor not exceeding 500 watts and a maximum speed of 24 kilometres per hour;

AND WHEREAS the Ontario electric kick scooter pilot continues until November 27, 2029, after which the Province will determine whether and under what conditions electric kick scooters should be permanently permitted in Ontario;

AND WHEREAS electric kick scooters are presently prohibited from public operation in the Town of Oakville, Town of Milton and Town of Halton Hills, unless operated entirely on private property, and

Subject to Confirmation

are permitted within the City of Burlington only within locations specifically authorized through Burlington's participation in the provincial pilot;

AND WHEREAS Ontario law separately regulates power assisted bicycles, commonly referred to as electric bicycles, and currently prohibits a person under 16 from operating a power assisted bicycle on a highway and prohibits an owner or person in possession or control of such a bicycle from permitting a person under 16 to do so;

AND WHEREAS compliant power assisted bicycles may otherwise be lawfully operated by eligible riders in accordance with provincial law and applicable municipal restrictions, and the purpose of this resolution is not to discourage lawful forms of active transportation but to address unlawful operation, underage operation, noncompliant devices and preventable injury;

AND WHEREAS powered devices that do not meet the legal requirements of an electric kick scooter, power assisted bicycle or another vehicle classification authorized under Ontario law cannot lawfully be operated on public roads or sidewalks merely because they are commercially available;

AND WHEREAS parental or guardian permission does not override provincial legislation or municipal bylaws and cannot make otherwise unlawful operation lawful;

AND WHEREAS pediatric hospitals, trauma centres, emergency physicians and injury prevention specialists across Canada have reported increasing numbers of serious injuries associated with electric scooters and other powered personal mobility devices and have called for stronger prevention, regulation, public awareness and enforcement;

AND WHEREAS a 2025 one-time national survey conducted through the Canadian Paediatric Surveillance Program reported 57 cases of severe injury or death associated with powered personal mobility devices, including electric scooters and electric bicycles, among children and youth, including 10 deaths, 12 intensive care admissions and 26 prolonged hospitalizations;

AND WHEREAS the same survey reported that head injuries accounted for 47 per cent of severe cases, with neurosurgery being the most common surgical intervention, and that most reported cases involved recreational electric scooter use on public roads, sidewalks or pathways;

Subject to Confirmation

AND WHEREAS the Canadian Paediatric Society has stated that these findings demonstrate significant morbidity and fatalities associated with powered personal mobility devices and has called for coordinated injury prevention, surveillance, policy and public awareness measures;

AND WHEREAS The Hospital for Sick Children reported that electric scooter injuries presenting to its Emergency Department increased from five cases during June and July 2023 to 16 cases during the same period in 2024;

AND WHEREAS SickKids further reported a significant increase since 2020 in serious injuries involving battery powered devices, with electric scooters accounting for 85 per cent of battery powered device related injuries recorded in its Trauma Registry from 2021 through 2024;

AND WHEREAS the Montreal Children's Hospital Trauma Centre reported approximately 80 children and adolescents treated for electric scooter related injuries during 2025 and more than 80 children and adolescents already treated as of August 2026;

AND WHEREAS injuries reported by the Montreal Children's Hospital have included traumatic brain injuries, abdominal trauma, facial and dental trauma, fractures, lacerations and sprains;

AND WHEREAS the Montreal Children's Hospital reported in June 2026 that almost 20 per cent of its electric scooter injury cases that year involved very severe injuries requiring hospitalization, critical care Management and the involvement of multiple trauma specialists, compared with approximately 9 per cent requiring hospital admission in previous years;

AND WHEREAS the Montreal Children's Hospital further reported that close to 60 per cent of electric scooter injuries treated during the first part of 2026 involved children under 14 and has characterized many such injuries as serious, potentially life altering and preventable;

AND WHEREAS BC Children's Hospital recorded 81 Emergency Department visits involving electric scooter injuries among children and youth between April 1, 2025 and March 31, 2026, compared with 37 during the preceding year;

Subject to Confirmation

AND WHEREAS 54 per cent of those BC Children's Hospital patients were between 13 and 15 years of age, 35 per cent sustained fractures and 17 per cent sustained concussion or mild brain injury;

AND WHEREAS the emerging medical evidence demonstrates that unlawful and underage operation of powered personal transportation devices is not merely a matter of regulatory compliance but represents a significant and preventable child and youth injury concern;

AND WHEREAS the Halton Police Board recognizes that enforcement is an important component of addressing unlawful use but that police enforcement alone cannot reasonably prevent the behaviour;

AND WHEREAS effective prevention requires coordinated action involving police, municipalities, Municipal Enforcement Services, schools, parents and guardians, Public Health, health professionals, retailers, manufacturers and the Province of Ontario;

AND WHEREAS public education must first and foremost clearly communicate what is lawful and what is prohibited and must not inadvertently suggest that helmets, reduced speeds, responsible riding or parental permission make otherwise unlawful operation lawful;

AND WHEREAS other Canadian and international jurisdictions have adopted measures including express parental responsibility, retailer obligations, device identification and certification, controls against unlawful modification, enhanced enforcement powers and technology-based controls for authorized shared electric scooter programs;

AND WHEREAS, for greater certainty, nothing in this resolution is intended to restrict the lawful use of wheelchairs, mobility scooters or other mobility aids or accessibility devices used by persons with disabilities;

THEREFORE BE IT RESOLVED THAT:

1. *Board Community Safety and Injury Prevention Priority*

Subject to Confirmation

The Halton Police Board identifies the unlawful and unsafe operation of electric kick scooters and other powered personal transportation devices, particularly by children and youth, as an emerging road safety, community safety and injury prevention priority.

2. *Police Prevention, Public Awareness and Enforcement Strategy*

   The Board requests that the Chief of Police develop or enhance, as the Chief determines operationally appropriate, a Region wide prevention, public awareness and enforcement strategy respecting the unlawful operation of electric kick scooters and other powered personal transportation devices.

The strategy should clearly communicate that:

a. *persons under 16 are prohibited from operating electric kick scooters;*
b. *electric kick scooters may only be operated where their use is authorized under provincial law and applicable municipal bylaw;*
c. *electric kick scooters are presently prohibited from public operation in Oakville, Milton and Halton Hills;*
d. *Burlington presently permits electric kick scooters only within locations specifically authorized through its municipal pilot;*
e. *persons under 16 may not operate a power assisted bicycle on a highway;*
f. *devices that do not meet the legal requirements of an authorized vehicle classification cannot lawfully be treated as electric bicycles, electric kick scooters or other permitted vehicles merely because they are marketed or sold as such; and*
g. *parental or guardian permission does not override provincial legislation or municipal bylaws.*

3. *Clear Public Messaging*

   The Board requests that public messaging clearly distinguish between lawful safety education and education intended to prevent unlawful use.

Subject to Confirmation

Where a person's age, the classification of the device or the location in which the device is being operated makes operation unlawful, the primary message should be clear:

Do not operate the device there.

Public information should not create the impression that wearing a helmet, travelling more slowly, riding carefully or having parental permission makes otherwise unlawful operation permissible.

4. *Parents and Guardians*

The Board requests that particular emphasis be placed on communication with parents and guardians concerning:

a. *minimum legal operating ages;*

b. *locations in which particular devices may or may not lawfully be operated;*

c. *the distinction between being able to purchase a device and being legally entitled to operate it;*

d. *devices marketed to children that cannot lawfully be operated by them on public property;*

e. *the responsibility of parents and guardians to understand the legal status and operating restrictions of a device before purchasing or providing it for use by a child.*

5. *School Board Action*

The Board requests that the Halton District School Board and Halton Catholic District School Board review and strengthen their policies concerning electric kick scooters and other powered personal transportation devices.

The Board specifically requests clear, Board wide and consistently enforced policies that:

a. *prohibit students from operating on school property any powered personal transportation device that they cannot lawfully operate because of their age or the legal classification of the device;*

Subject to Confirmation

b. *prohibit students from bringing onto, parking or storing on school property an electric kick scooter or other powered device that the student cannot lawfully operate in the circumstances;*

c. *establish clear rules regarding electric kick scooters and other powered personal transportation devices on school property, including consideration of a general prohibition on electric kick scooters on school property regardless of rider age where the school board considers such a prohibition appropriate for student safety;*

d. *distinguish lawful power assisted bicycles operated by eligible riders from electric kick scooters and other devices that are unlawful for public operation;*

e. *clearly communicate applicable rules to students and parents;*

f. *provide for parent or guardian notification where a student brings a prohibited device onto school property;*

g. *establish appropriate procedures for removal of prohibited devices from school property;*

h. *provide for appropriate consequences in accordance with provincial requirements and applicable progressive discipline policies; and*

i. *provide appropriate exemptions for mobility aids, accessibility devices and devices required as an accommodation under applicable law.*

6. *Province Wide School Standard*

The Board calls upon the Minister of Education to establish a clear and consistent province wide standard concerning electric kick scooters and powered personal transportation devices on school property.

The Board requests that the Minister consider amendments to the Provincial Code of Conduct, Ministry policies, regulations or legislation as necessary to:

a. *require school boards to establish policies addressing electric kick scooters and powered personal transportation devices;*

Subject to Confirmation

b. *prohibit students from operating or bringing onto school property devices that they cannot lawfully operate because of their age or the legal classification of the device;*

c. *authorize and encourage school boards to establish broader restrictions on electric kick scooters and similar powered devices on school property where appropriate for student safety;*

d. *require parents and students to be clearly advised of applicable legal restrictions;*

e. *provide for appropriate parental notification and removal of prohibited devices; and*

f. *preserve appropriate exemptions for accessibility and accommodation purposes.*

7. *Municipal Bylaw and Enforcement Review*

The Board requests that the Chief of Police work collaboratively with Municipal Enforcement Services and other appropriate municipal officials within the City of Burlington, Town of Halton Hills, Town of Milton and Town of Oakville to identify opportunities, within existing legislative authority, to strengthen the local response to unlawful powered personal transportation device use.

This review should include:

a. *existing bylaws governing motorized vehicles, highways, sidewalks, trails, parks, pathways, public spaces and municipally owned property;*

b. *opportunities to amend or strengthen municipal bylaws within lawful municipal authority to provide clearer prohibitions and enforcement mechanisms;*

c. *opportunities for Municipal Enforcement Officers to enforce applicable municipal bylaws respecting municipal property, parks, trails, sidewalks and other matters where they presently have lawful authority to do so;*

d. *opportunities for Municipal Enforcement Officers to support education, observation, documentation and appropriate referrals to HRPS where direct enforcement authority does not presently exist;*

e. *appropriate coordination and referral protocols between HRPS and Municipal Enforcement Services;*

Subject to Confirmation

f. *municipal policies concerning operation, parking and storage of prohibited powered devices on municipally owned property;*

g. *improved regulatory and warning signage at parks, trails, pathways, community facilities, business districts and other appropriate public locations;*

h. *opportunities to achieve greater consistency among Halton's four municipalities concerning definitions, restrictions, signage and enforcement;*

i. *opportunities for coordinated police and municipal enforcement initiatives where legally authorized and as determined operationally appropriate by the Chief of Police and the respective municipal authorities; and*

j. *identification of gaps in existing municipal or provincial authority together with recommendations to address those gaps.*

8. *Coordinated Community and Public Health Response*

The Board requests that the Chief work with the four local municipalities, Halton Region, Halton Region Public Health, school boards, health care partners and other appropriate community organizations to promote clear and consistent information throughout Halton concerning:

a. *which devices may lawfully be operated;*

b. *who may lawfully operate them;*

c. *where they may lawfully be operated;*

d. *the consequences of unlawful operation; and*

e. *the incidence and potential severity of injuries associated with these devices.*

Where operation is unlawful because of age, device classification or location, injury prevention messaging should reinforce compliance with the law rather than imply that unlawful operation can be made acceptable through safer riding practices.

9. *Retailer and Distributor Responsibility*

Subject to Confirmation

The Board requests that the Chief and appropriate community partners engage retailers and distributors concerning responsible point of sale practices for electric kick scooters, power assisted bicycles and other powered personal transportation devices.

The Board further calls upon the Province of Ontario to consider requirements applicable to devices marketed or sold as suitable for lawful public operation in Ontario, including:

a. *prominent disclosure of minimum legal operating ages;*

b. *disclosure of restrictions concerning where a device may lawfully be operated;*

c. *clear distinction between devices that meet Ontario requirements for public operation and devices intended only for private property;*

d. *disclosure of applicable maximum speed, motor output and equipment requirements;*

e. *warnings that modification of a compliant device may result in the device no longer meeting the requirements for lawful public operation;*

f. *clear notice that commercial availability does not establish that a device may lawfully be operated by the purchaser or intended rider on public property;*

g. *prohibition against representing a non compliant device as lawful for public road, pathway or trail use; and*

h. *prohibition against commercial modification intended to defeat speed, power or other requirements necessary to maintain lawful vehicle classification.*

10. *Provincial Legislative and Regulatory Reform*

The Board calls upon the Government of Ontario to undertake a comprehensive review of the legislative and regulatory framework governing electric kick scooters and emerging powered personal transportation devices, taking into consideration pediatric injury evidence, municipal and police enforcement experience and regulatory practices adopted elsewhere.

The Board requests consideration of:

Subject to Confirmation

a. *clearer classifications for the expanding range of powered personal transportation devices available to consumers;*

b. *clearer distinctions between compliant power assisted bicycles, electric kick scooters and devices that do not qualify for lawful public operation;*

c. *an express prohibition against an owner or person in possession or control of an electric kick scooter, including a parent or guardian, knowingly authorizing or permitting a person under 16 to operate the device in circumstances where that operation is prohibited by law;*

d. *mandatory point of sale disclosure of minimum age, vehicle classification and operating restrictions;*

e. *regulatory requirements for retailers and distributors marketing devices as suitable for public road, pathway or trail use;*

f. *restrictions against advertising or representing noncompliant devices as lawful for public operation;*

g. *prohibitions against commercial modification of powered personal transportation devices where modification causes the device to exceed applicable legal speed, motor output or other technical limits;*

h. *stronger provisions addressing modification, circumvention or defeat of speed limiters, motor controllers or other equipment intended to maintain a device within its lawful classification;*

i. *requiring powered personal transportation devices offered for sale as suitable for lawful public operation in Ontario to bear a readily visible, durable and tamper resistant compliance label identifying relevant information including vehicle classification, manufacturer, model, maximum designed speed and maximum continuous motor output;*

j. *consideration of a provincial certification, registration or identification system for appropriate classes of powered personal transportation devices so consumers, police and other enforcement officers can more readily determine whether a device complies with applicable requirements;*

k. *consideration of initial or periodic compliance inspection requirements for appropriate classes of devices where justified by safety and enforcement needs;*

Subject to Confirmation

l. appropriate distribution, retail sale, marketing and consumer disclosure requirements intended to reduce the availability of devices falsely represented as lawful for public operation in Ontario;

m. clear statutory authority, subject to appropriate procedural safeguards, for police or other authorized enforcement officers to seize or impound a device where legislation determines that seizure or impoundment is warranted because of serious unlawful operation, material noncompliance or repeated offences;

n. appropriate enforcement mechanisms for repeated serious violations involving the same device;

o. whether additional statutory authority should be provided to appropriately trained Municipal Enforcement Officers or other Provincial Offences Officers to enforce prescribed electric kick scooter or powered device offences, including any stop and identification authority necessary for that purpose and subject to appropriate safeguards;

p. appropriate enforcement mechanisms for unlawful operation involving children and youth while recognizing protections applicable to young persons under provincial law;

q. clearer authority for municipalities to regulate powered personal transportation devices on municipal property and within areas of municipal jurisdiction;

r. review of whether approved helmets should be mandatory for all persons lawfully operating electric kick scooters;

s. consideration, should Ontario continue or permanently authorize electric kick scooters for public operation, of whether operators should be required to demonstrate basic knowledge of applicable operating rules;

t. standardized provincial requirements for identifying compliant devices;

u. standardized provincial collection and reporting of collision, injury, enforcement and usage data;

v. enhanced requirements for municipalities participating in the electric kick scooter pilot to report standardized data sufficient to assess compliance and safety outcomes; and

w. a province wide public awareness initiative clearly communicating legal restrictions, minimum ages, vehicle classifications and the consequences of unlawful use.

Subject to Confirmation

11. *Technology Requirements for Authorized Shared Electric Scooter Programs*

Without expressing support for the expansion of electric kick scooter use, the Board recommends that, where a municipality chooses to authorize a commercial or shared electric scooter program under provincial law, the Province and participating municipality consider appropriate technology and operating requirements, including:

a. *geofencing to prevent operation outside authorized areas;*

b. *automatic speed reduction within designated slow zones;*

c. *automatic prevention of operation within designated no ride zones;*

d. *designated parking locations where required to prevent obstruction of sidewalks and accessibility routes;*

e. *unique and readily visible identification of each commercial device;*

f. *technology capable of assisting operators and enforcement authorities in identifying devices associated with reported incidents, subject to applicable privacy law;*

g. *meaningful age verification measures;*

h. *appropriate insurance requirements;*

i. *collection and reporting of collision and injury data;*

j. *prompt removal of improperly parked, abandoned or damaged devices; and*

k. *appropriate road safety assessments before new operating areas are authorized.*

12. *Provincial Review of the Electric Kick Scooter Pilot*

Given that Ontario's electric kick scooter pilot remains in effect until November 27, 2029, the Board calls upon the Minister of Transportation to use the remaining pilot period to comprehensively assess:

a. *pediatric and adult injury data;*

b. *compliance with minimum age requirements;*

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c. *helmet use;*

d. *unlawful sidewalk operation;*

e. *operation of privately owned electric kick scooters in municipalities that have not authorized their use;*

f. *prevalence of devices that do not meet provincial speed, power or equipment specifications;*

g. *modification and tampering;*

h. *effectiveness of existing police enforcement tools;*

i. *municipal enforcement challenges;*

j. *retailer practices and consumer understanding;*

k. *experience in other Canadian and international jurisdictions; and*

l. *additional safeguards that should be implemented before consideration is given to a permanent provincial framework.*

13. *Report Back to the Board*

The Board requests that the Chief report back to the Board within a reasonable period determined by the Chief with:

a. *available data concerning collisions and injuries involving electric kick scooters and other powered personal transportation devices in Halton;*

b. *available information concerning complaints and calls for service;*

c. *available aggregate information concerning warnings, charges and other enforcement activity;*

d. *recurring enforcement challenges;*

e. *the results of discussions with Municipal Enforcement Services and municipal partners;*

f. *identified gaps in municipal or provincial legislation;*

Subject to Confirmation

g. recommendations arising from discussions with school boards, Public Health and community partners;

h. opportunities for coordinated municipal and police action;

i. identified difficulties in determining whether devices encountered by police comply with applicable legal requirements; and

j. any further recommendations the Chief considers appropriate to improve prevention, compliance and enforcement.

14. Distribution and Advocacy

The Board Chair is authorized to forward this resolution to:

1. *the Premier of Ontario;*
2. *the Minister of Transportation;*
3. *the Solicitor General of Ontario;*
4. *the Minister of Education;*
5. *the Minister of Health;*
6. *Halton Region;*
7. *Halton Region Public Health;*
8. *the City of Burlington;*
9. *the Town of Halton Hills;*
10. *the Town of Milton;*
11. *the Town of Oakville;*
12. *the Halton District School Board;*
13. *the Halton Catholic District School Board;*
14. *the Association of Municipalities of Ontario;*

Subject to Confirmation

15. *the Ontario Association of Police Service Boards;*

16. *the Ontario Association of Chiefs of Police;*

17. *the Canadian Paediatric Society;*

18. *The Hospital for Sick Children; and*

19. *such other organizations as the Board considers appropriate;*

and to request their consideration and support for a coordinated approach to preventing unlawful powered personal transportation device use."

Carried.

The Chair reassumed the Chair.

10. MOVE INTO CLOSED SESSION

Moved by: N. Dhaliwal
Seconded by: R. Dobson

"THAT the Board do now convene into closed session."

Carried.

The Chair reported that during the closed session, the Board considered matters pertaining to identifiable individuals.

11. ADJOURNMENT

Moved by: L. Kearns
Seconded by: R. Dobson

"THAT the Halton Police Board do now adjourn this meeting."

Carried.

The meeting adjourned at 2:02 p.m.

Subject to Confirmation

HALTON POLICE BOARD
EXCELLENCE IN GOVERNANCE

Jeff Knoll
Chair

Jessica Warren
Board Secretary

Subject to Confirmation

Electric Kick Scooters and Powered Personal Transportation Devices

"WHEREAS the use of electric kick scooters, power assisted bicycles and other powered personal transportation devices has increased significantly, including their use by children and youth;

AND WHEREAS powered devices capable of travelling at significant speeds present potential road safety, community safety and injury prevention concerns for riders, pedestrians, cyclists and motorists;

AND WHEREAS the commercial availability or purchase of a powered personal transportation device does not mean that the device may lawfully be operated on a public road, sidewalk, trail, pathway, park or other public property;

AND WHEREAS Ontario Regulation 389/19 establishes a provincial pilot governing electric kick scooters and provides that an electric kick scooter may not be operated on a highway, sidewalk, trail, path, walkway, public park or exhibition ground under municipal jurisdiction unless such operation is permitted by the Regulation and specifically permitted by municipal bylaw;

AND WHEREAS Ontario Regulation 389/19 prohibits any person under the age of 16 from operating an electric kick scooter;

AND WHEREAS an electric kick scooter permitted under the Ontario pilot must meet prescribed requirements, including a motor not exceeding 500 watts and a maximum speed of 24 kilometres per hour;

AND WHEREAS the Ontario electric kick scooter pilot continues until November 27, 2029, after which the Province will determine whether and under what conditions electric kick scooters should be permanently permitted in Ontario;

AND WHEREAS electric kick scooters are presently prohibited from public operation in the Town of Oakville, Town of Milton and Town of Halton Hills, unless operated entirely on private property, and are permitted within the City of Burlington only within locations specifically authorized through Burlington's participation in the provincial pilot;

AND WHEREAS Ontario law separately regulates power assisted bicycles, commonly referred to as electric bicycles, and currently prohibits a person under 16 from operating a power assisted bicycle on a highway and prohibits an owner or person in possession or control of such a bicycle from permitting a person under 16 to do so;

AND WHEREAS compliant power assisted bicycles may otherwise be lawfully operated by eligible riders in accordance with provincial law and applicable municipal restrictions, and the purpose of this resolution is not to discourage lawful forms of active transportation but to address unlawful operation, underage operation, noncompliant devices and preventable injury;

AND WHEREAS powered devices that do not meet the legal requirements of an electric kick scooter, power assisted bicycle or another vehicle classification authorized under Ontario law cannot lawfully be operated on public roads or sidewalks merely because they are commercially available;

AND WHEREAS parental or guardian permission does not override provincial legislation or municipal bylaws and cannot make otherwise unlawful operation lawful;

AND WHEREAS pediatric hospitals, trauma centres, emergency physicians and injury prevention specialists across Canada have reported increasing numbers of serious injuries associated with electric scooters and other powered personal mobility devices and have called for stronger prevention, regulation, public awareness and enforcement;

AND WHEREAS a 2025 one-time national survey conducted through the Canadian Paediatric Surveillance Program reported 57 cases of severe injury or death associated with powered personal mobility devices, including electric scooters and electric bicycles, among children and youth, including 10 deaths, 12 intensive care admissions and 26 prolonged hospitalizations;

AND WHEREAS the same survey reported that head injuries accounted for 47 per cent of severe cases, with neurosurgery being the most common surgical intervention, and that most reported cases involved recreational electric scooter use on public roads, sidewalks or pathways;

AND WHEREAS the Canadian Paediatric Society has stated that these findings demonstrate significant morbidity and fatalities associated with powered personal mobility devices and has called for coordinated injury prevention, surveillance, policy and public awareness measures;

AND WHEREAS The Hospital for Sick Children reported that electric scooter injuries presenting to its Emergency Department increased from five cases during June and July 2023 to 16 cases during the same period in 2024;

AND WHEREAS SickKids further reported a significant increase since 2020 in serious injuries involving battery powered devices, with electric scooters accounting for 85 per cent of battery powered device related injuries recorded in its Trauma Registry from 2021 through 2024;

AND WHEREAS the Montreal Children's Hospital Trauma Centre reported approximately 80 children and adolescents treated for electric scooter related injuries during 2025 and more than 80 children and adolescents already treated as of August 2026;

AND WHEREAS injuries reported by the Montreal Children's Hospital have included traumatic brain injuries, abdominal trauma, facial and dental trauma, fractures, lacerations and sprains;

AND WHEREAS the Montreal Children's Hospital reported in June 2026 that almost 20 per cent of its electric scooter injury cases that year involved very severe injuries requiring hospitalization, critical care Management and the involvement of multiple trauma specialists, compared with approximately 9 per cent requiring hospital admission in previous years;

AND WHEREAS the Montreal Children's Hospital further reported that close to 60 per cent of electric scooter injuries treated during the first part of 2026 involved children under 14 and has characterized many such injuries as serious, potentially life altering and preventable;

AND WHEREAS BC Children's Hospital recorded 81 Emergency Department visits involving electric scooter injuries among children and youth between April 1, 2025 and March 31, 2026, compared with 37 during the preceding year;

AND WHEREAS 54 per cent of those BC Children's Hospital patients were between 13 and 15 years of age, 35 per cent sustained fractures and 17 per cent sustained concussion or mild brain injury;

AND WHEREAS the emerging medical evidence demonstrates that unlawful and underage operation of powered personal transportation devices is not merely a matter of regulatory compliance but represents a significant and preventable child and youth injury concern;

AND WHEREAS the Halton Police Board recognizes that enforcement is an important component of addressing unlawful use but that police enforcement alone cannot reasonably prevent the behaviour;

AND WHEREAS effective prevention requires coordinated action involving police, municipalities, Municipal Enforcement Services, schools, parents and guardians, Public Health, health professionals, retailers, manufacturers and the Province of Ontario;

AND WHEREAS public education must first and foremost clearly communicate what is lawful and what is prohibited and must not inadvertently suggest that helmets, reduced speeds, responsible riding or parental permission make otherwise unlawful operation lawful;

AND WHEREAS other Canadian and international jurisdictions have adopted measures including express parental responsibility, retailer obligations, device identification and certification, controls against unlawful modification, enhanced enforcement powers and technology-based controls for authorized shared electric scooter programs;

AND WHEREAS, for greater certainty, nothing in this resolution is intended to restrict the lawful use of wheelchairs, mobility scooters or other mobility aids or accessibility devices used by persons with disabilities;

THEREFORE BE IT RESOLVED THAT:

1. *Board Community Safety and Injury Prevention Priority*

The Halton Police Board identifies the unlawful and unsafe operation of electric kick scooters and other powered personal transportation devices, particularly by children and youth, as an emerging road safety, community safety and injury prevention priority.

2. *Police Prevention, Public Awareness and Enforcement Strategy*

The Board requests that the Chief of Police develop or enhance, as the Chief determines operationally appropriate, a Region wide prevention, public awareness and enforcement strategy respecting the unlawful operation of electric kick scooters and other powered personal transportation devices.

The strategy should clearly communicate that:

a. persons under 16 are prohibited from operating electric kick scooters;
b. electric kick scooters may only be operated where their use is authorized under provincial law and applicable municipal bylaw;

c. *electric kick scooters are presently prohibited from public operation in Oakville, Milton and Halton Hills;*
d. *Burlington presently permits electric kick scooters only within locations specifically authorized through its municipal pilot;*
e. *persons under 16 may not operate a power assisted bicycle on a highway;*
f. *devices that do not meet the legal requirements of an authorized vehicle classification cannot lawfully be treated as electric bicycles, electric kick scooters or other permitted vehicles merely because they are marketed or sold as such; and*
g. *parental or guardian permission does not override provincial legislation or municipal bylaws.*

3. *Clear Public Messaging*

The Board requests that public messaging clearly distinguish between lawful safety education and education intended to prevent unlawful use.

Where a person's age, the classification of the device or the location in which the device is being operated makes operation unlawful, the primary message should be clear:

Do not operate the device there.

Public information should not create the impression that wearing a helmet, travelling more slowly, riding carefully or having parental permission makes otherwise unlawful operation permissible.

4. *Parents and Guardians*

The Board requests that particular emphasis be placed on communication with parents and guardians concerning:

a. *minimum legal operating ages;*
b. *locations in which particular devices may or may not lawfully be operated;*
c. *the distinction between being able to purchase a device and being legally entitled to operate it;*
d. *devices marketed to children that cannot lawfully be operated by them on public property;*
e. *the responsibility of parents and guardians to understand the legal status and operating*

restrictions of a device before purchasing or providing it for use by a child.

5. *School Board Action*

The Board requests that the Halton District School Board and Halton Catholic District School Board review and strengthen their policies concerning electric kick scooters and other powered personal transportation devices.

The Board specifically requests clear, Board wide and consistently enforced policies that:

a. *prohibit students from operating on school property any powered personal transportation device that they cannot lawfully operate because of their age or the legal classification of the device;*

b. *prohibit students from bringing onto, parking or storing on school property an electric kick scooter or other powered device that the student cannot lawfully operate in the circumstances;*

c. *establish clear rules regarding electric kick scooters and other powered personal transportation devices on school property, including consideration of a general prohibition on electric kick scooters on school property regardless of rider age where the school board considers such a prohibition appropriate for student safety;*

d. *distinguish lawful power assisted bicycles operated by eligible riders from electric kick scooters and other devices that are unlawful for public operation;*

e. *clearly communicate applicable rules to students and parents;*

f. *provide for parent or guardian notification where a student brings a prohibited device onto school property;*

g. *establish appropriate procedures for removal of prohibited devices from school property;*

h. *provide for appropriate consequences in accordance with provincial requirements and applicable progressive discipline policies; and*

i. *provide appropriate exemptions for mobility aids, accessibility devices and devices required as an accommodation under applicable law.*

6. *Province Wide School Standard*

The Board calls upon the Minister of Education to establish a clear and consistent province wide standard concerning electric kick scooters and powered personal transportation devices on school property.

The Board requests that the Minister consider amendments to the Provincial Code of Conduct, Ministry policies, regulations or legislation as necessary to:

a. *require school boards to establish policies addressing electric kick scooters and powered personal transportation devices;*

b. *prohibit students from operating or bringing onto school property devices that they cannot lawfully operate because of their age or the legal classification of the device;*

c. *authorize and encourage school boards to establish broader restrictions on electric kick scooters and similar powered devices on school property where appropriate for student safety;*

d. *require parents and students to be clearly advised of applicable legal restrictions;*

e. *provide for appropriate parental notification and removal of prohibited devices; and*

f. *preserve appropriate exemptions for accessibility and accommodation purposes.*

7. *Municipal Bylaw and Enforcement Review*

The Board requests that the Chief of Police work collaboratively with Municipal Enforcement Services and other appropriate municipal officials within the City of Burlington, Town of Halton Hills, Town of Milton and Town of Oakville to identify opportunities, within existing legislative authority, to strengthen the local response to unlawful powered personal transportation device use.

This review should include:

a. *existing bylaws governing motorized vehicles, highways, sidewalks, trails, parks, pathways, public spaces and municipally owned property;*

b. *opportunities to amend or strengthen municipal bylaws within lawful municipal authority to provide clearer prohibitions and enforcement mechanisms;*

c. *opportunities for Municipal Enforcement Officers to enforce applicable municipal bylaws respecting municipal property, parks, trails, sidewalks and other matters where they presently have lawful authority to do so;*

d. *opportunities for Municipal Enforcement Officers to support education, observation, documentation and appropriate referrals to HRPS where direct enforcement authority does not presently exist;*

e. *appropriate coordination and referral protocols between HRPS and Municipal Enforcement Services;*

f. *municipal policies concerning operation, parking and storage of prohibited powered devices on municipally owned property;*

g. *improved regulatory and warning signage at parks, trails, pathways, community facilities, business districts and other appropriate public locations;*

h. *opportunities to achieve greater consistency among Halton's four municipalities concerning definitions, restrictions, signage and enforcement;*

i. *opportunities for coordinated police and municipal enforcement initiatives where legally authorized and as determined operationally appropriate by the Chief of Police and the respective municipal authorities; and*

j. *identification of gaps in existing municipal or provincial authority together with recommendations to address those gaps.*

8. *Coordinated Community and Public Health Response*

The Board requests that the Chief work with the four local municipalities, Halton Region, Halton Region Public Health, school boards, health care partners and other appropriate community organizations to promote clear and consistent information throughout Halton concerning:

a. *which devices may lawfully be operated;*

b. *who may lawfully operate them;*

c. *where they may lawfully be operated;*

d. *the consequences of unlawful operation; and*

e. *the incidence and potential severity of injuries associated with these devices.*

Where operation is unlawful because of age, device classification or location, injury prevention messaging should reinforce compliance with the law rather than imply that unlawful operation can be made acceptable through safer riding practices.

9. *Retailer and Distributor Responsibility*

The Board requests that the Chief and appropriate community partners engage retailers and distributors concerning responsible point of sale practices for electric kick scooters, power assisted bicycles and other powered personal transportation devices.

The Board further calls upon the Province of Ontario to consider requirements applicable to devices marketed or sold as suitable for lawful public operation in Ontario, including:

a. *prominent disclosure of minimum legal operating ages;*

b. *disclosure of restrictions concerning where a device may lawfully be operated;*

c. *clear distinction between devices that meet Ontario requirements for public operation and devices intended only for private property;*

d. *disclosure of applicable maximum speed, motor output and equipment requirements;*

e. *warnings that modification of a compliant device may result in the device no longer meeting the requirements for lawful public operation;*

f. *clear notice that commercial availability does not establish that a device may lawfully be operated by the purchaser or intended rider on public property;*

g. *prohibition against representing a non compliant device as lawful for public road, pathway or trail use; and*

h. *prohibition against commercial modification intended to defeat speed, power or other requirements necessary to maintain lawful vehicle classification.*

10. *Provincial Legislative and Regulatory Reform*

The Board calls upon the Government of Ontario to undertake a comprehensive review of the legislative and regulatory framework governing electric kick scooters and emerging powered personal transportation devices, taking into consideration pediatric injury evidence, municipal and police enforcement experience and regulatory practices adopted elsewhere.

The Board requests consideration of:

a. *clearer classifications for the expanding range of powered personal transportation devices available to consumers;*

b. *clearer distinctions between compliant power assisted bicycles, electric kick scooters and devices that do not qualify for lawful public operation;*

c. *an express prohibition against an owner or person in possession or control of an electric kick scooter, including a parent or guardian, knowingly authorizing or permitting a person under 16 to operate the device in circumstances where that operation is prohibited by law;*

d. *mandatory point of sale disclosure of minimum age, vehicle classification and operating restrictions;*

e. *regulatory requirements for retailers and distributors marketing devices as suitable for public road, pathway or trail use;*

f. *restrictions against advertising or representing noncompliant devices as lawful for public operation;*

g. *prohibitions against commercial modification of powered personal transportation devices where modification causes the device to exceed applicable legal speed, motor output or other technical limits;*

h. *stronger provisions addressing modification, circumvention or defeat of speed limiters, motor controllers or other equipment intended to maintain a device within its lawful classification;*

i. *requiring powered personal transportation devices offered for sale as suitable for lawful public operation in Ontario to bear a readily visible, durable and tamper resistant compliance label identifying relevant information including vehicle classification, manufacturer, model, maximum designed speed and maximum continuous motor output;*

j. *consideration of a provincial certification, registration or identification system for appropriate classes of powered personal transportation devices so consumers, police and other enforcement officers can more readily determine whether a device complies with applicable requirements;*

k. *consideration of initial or periodic compliance inspection requirements for appropriate classes of devices where justified by safety and enforcement needs;*

l. *appropriate distribution, retail sale, marketing and consumer disclosure requirements intended to reduce the availability of devices falsely represented as lawful for public operation in Ontario;*

m. *clear statutory authority, subject to appropriate procedural safeguards, for police or other authorized enforcement officers to seize or impound a device where legislation determines that seizure or impoundment is warranted because of serious unlawful operation, material noncompliance or repeated offences;*

n. *appropriate enforcement mechanisms for repeated serious violations involving the same device;*

o. *whether additional statutory authority should be provided to appropriately trained Municipal Enforcement Officers or other Provincial Offences Officers to enforce prescribed electric kick scooter or powered device offences, including any stop and identification authority necessary for that purpose and subject to appropriate safeguards;*

p. *appropriate enforcement mechanisms for unlawful operation involving children and youth while recognizing protections applicable to young persons under provincial law;*

q. *clearer authority for municipalities to regulate powered personal transportation devices on municipal property and within areas of municipal jurisdiction;*

r. *review of whether approved helmets should be mandatory for all persons lawfully operating electric kick scooters;*

s. *consideration, should Ontario continue or permanently authorize electric kick scooters for public operation, of whether operators should be required to demonstrate basic knowledge of applicable operating rules;*

t. *standardized provincial requirements for identifying compliant devices;*

u. *standardized provincial collection and reporting of collision, injury, enforcement and usage data;*

v. *enhanced requirements for municipalities participating in the electric kick scooter pilot to report standardized data sufficient to assess compliance and safety outcomes; and*

w. *a province wide public awareness initiative clearly communicating legal restrictions, minimum ages, vehicle classifications and the consequences of unlawful use.*

11. *Technology Requirements for Authorized Shared Electric Scooter Programs*

Without expressing support for the expansion of electric kick scooter use, the Board recommends that, where a municipality chooses to authorize a commercial or shared electric scooter program under provincial law, the Province and participating municipality consider appropriate technology and operating requirements, including:

a. *geofencing to prevent operation outside authorized areas;*

b. *automatic speed reduction within designated slow zones;*

c. *automatic prevention of operation within designated no ride zones;*

d. *designated parking locations where required to prevent obstruction of sidewalks and accessibility routes;*

e. *unique and readily visible identification of each commercial device;*

f. *technology capable of assisting operators and enforcement authorities in identifying devices associated with reported incidents, subject to applicable privacy law;*

g. *meaningful age verification measures;*

h. *appropriate insurance requirements;*

i. *collection and reporting of collision and injury data;*

j. *prompt removal of improperly parked, abandoned or damaged devices; and*

k. *appropriate road safety assessments before new operating areas are authorized.*

12. *Provincial Review of the Electric Kick Scooter Pilot*

Given that Ontario's electric kick scooter pilot remains in effect until November 27, 2029, the Board calls upon the Minister of Transportation to use the remaining pilot period to comprehensively assess:

a. *pediatric and adult injury data;*

b. *compliance with minimum age requirements;*

c. *helmet use;*

d. *unlawful sidewalk operation;*

e. *operation of privately owned electric kick scooters in municipalities that have not authorized their use;*

f. *prevalence of devices that do not meet provincial speed, power or equipment specifications;*

g. *modification and tampering;*

h. *effectiveness of existing police enforcement tools;*

i. *municipal enforcement challenges;*

j. *retailer practices and consumer understanding;*

k. *experience in other Canadian and international jurisdictions; and*

l. *additional safeguards that should be implemented before consideration is given to a permanent provincial framework.*

13. *Report Back to the Board*

The Board requests that the Chief report back to the Board within a reasonable period determined by the Chief with:

a. *available data concerning collisions and injuries involving electric kick scooters and other powered personal transportation devices in Halton;*

b. *available information concerning complaints and calls for service;*

c. *available aggregate information concerning warnings, charges and other enforcement activity;*

d. *recurring enforcement challenges;*

e. *the results of discussions with Municipal Enforcement Services and municipal partners;*

f. *identified gaps in municipal or provincial legislation;*

g. *recommendations arising from discussions with school boards, Public Health and community partners;*

h. *opportunities for coordinated municipal and police action;*

i. *identified difficulties in determining whether devices encountered by police comply with applicable legal requirements; and*

j. *any further recommendations the Chief considers appropriate to improve prevention, compliance and enforcement.*

14. *Distribution and Advocacy*

The Board Chair is authorized to forward this resolution to:

1. *the Premier of Ontario;*
2. *the Minister of Transportation;*
3. *the Solicitor General of Ontario;*
4. *the Minister of Education;*
5. *the Minister of Health;*
6. *Halton Region;*
7. *Halton Region Public Health;*

8. *the City of Burlington;*

9. *the Town of Halton Hills;*

10. *the Town of Milton;*

11. *the Town of Oakville;*

12. *the Halton District School Board;*

13. *the Halton Catholic District School Board;*

14. *the Association of Municipalities of Ontario;*

15. *the Ontario Association of Police Service Boards;*

16. *the Ontario Association of Chiefs of Police;*

17. *the Canadian Paediatric Society;*

18. *The Hospital for Sick Children; and*

19. *such other organizations as the Board considers appropriate;*

and to request their consideration and support for a coordinated approach to preventing unlawful powered personal transportation device use."

Electric Kick Scooters and Powered Personal Transportation Devices

Moved by: Chair Knoll

Seconded by: Lisa Kearns

Subject: Electric Kick Scooters and Powered Personal Transportation Devices – Prevention, Enforcement, Injury Reduction, and Legislative Action

*"**WHEREAS** the significant increase in electric kick scooters and powered personal transportation devices—especially among children and youth—presents serious road safety, community safety, and injury prevention concerns;*

***AND WHEREAS** commercial availability does not equal legal right-of-way under provincial law (Ontario Regulation 389/19) or municipal bylaws, which prohibit underage riders (under 16) and restrict operation to specific authorized areas (currently banned in Oakville, Milton, and Halton Hills, and strictly restricted in Burlington);*

***AND WHEREAS** pediatric hospitals and trauma centres across Canada report a sharp rise in severe, preventable pediatric injuries and brain trauma linked to powered personal mobility devices;*

***AND WHEREAS** parental permission does not override statutory restrictions, and police enforcement alone cannot resolve unlawful use without multi-sector collaboration;*

***THEREFORE BE IT RESOLVED THAT:** The Halton Police Board designates device safety and injury prevention as a key regional priority. The Chief of Police is requested to enhance a region-wide prevention, public awareness, and enforcement strategy that balances legal clarity (age/location limits) with core safety practices (helmets and safe operating habits), and to report back with local injury data, enforcement metrics, and identified legislative gaps. Specifically, The Board requests that the Chief report back to the Board within a reasonable period determined by the Chief with:*

1. *available data concerning collisions and injuries involving electric kick scooters and other powered personal transportation devices in Halton;*
2. *available information concerning complaints and calls for service;*
3. *available aggregate information concerning warnings, charges and other enforcement activity;*
4. *recurring enforcement challenges;*
5. *the results of discussions with Municipal Enforcement Services and municipal partners;*
6. *identified gaps in municipal or provincial legislation;*
7. *recommendations arising from discussions with school boards, Public Health and community partners;*
8. *opportunities for coordinated municipal and police action;*

9. *identified difficulties in determining whether devices encountered by police comply with applicable legal requirements; and*
10. *any further recommendations the Chief considers appropriate to improve prevention, compliance and enforcement.*

Further, the Board calls upon the following organizations and governmental entities to ensure the support and adoption of this Motion along with delineation of resource allocation to ensure public and youth safety:

School Boards (Halton District School Board & Halton Catholic District School Board)
Review and strengthen board policies to:

- *Prohibit students from operating, parking, or storing unlawful or age-prohibited devices on school grounds;*
- *Consider a general e-scooter prohibition on school property if deemed appropriate for overall student safety;*
- *Distinguish lawful e-bikes from prohibited devices, clearly communicate rules to families, notify parents of violations, establish removal procedures, apply progressive discipline, and maintain accessibility exemptions.*

Minister of Education
Establish a clear and consistent province-wide standard via the Provincial Code of Conduct, Ministry policies, or legislation requiring school boards to restrict age-prohibited devices, inform families, enforce removal/parental notification, and preserve accessibility accommodations.

Municipalities (City of Burlington, Town of Halton Hills, Town of Milton, Town of Oakville)
Collaborate with Police to review local response capabilities, including:

- *Updating municipal bylaws, public signage, and municipally owned property policies for clearer restrictions and enforcement mechanisms;*
- *Authorizing Municipal Enforcement Officers to enforce local rules, document violations, and coordinate referral protocols with police;*
- *Harmonizing definitions, restrictions, and joint enforcement initiatives across Halton while identifying municipal/provincial authority gaps.*

Public Health & Community Partners
Execute a coordinated regional campaign educating the public on device classifications, minimum operating ages, lawful locations, legal consequences, proper helmet fit, and pediatric injury risks.

Province of Ontario — Retailer & Point-of-Sale Regulation
Require retailers and distributors to prominently disclose minimum age limits, legal operating locations, maximum speed/power specifications, and private-vs-public property rules. Prohibit misrepresenting non-compliant devices as street-legal or selling commercial modifications that defeat speed or power limiters.

Government of Ontario — Legislative & Regulatory Reform

Execute a comprehensive legislative and regulatory review to address:

- *Clearer device classifications and express statutory prohibitions against parents/owners knowingly permitting underage operation;*
- *Mandatory point-of-sale disclosures, durable tamper-resistant compliance labels, and potential provincial registration, certification, or inspection frameworks;*
- *Statutory authority for police to seize/impound non-compliant or repeat-offense devices, expanded stop-and-identify powers for Municipal Enforcement Officers, and clearer municipal regulatory authority;*
- *Mandatory helmet regulation reviews, basic knowledge requirements for operators, standardized provincial collision/injury data reporting, and a province-wide public awareness initiative.*

Commercial / Shared E-Scooter Programs

For municipalities choosing to operate shared or commercial e-scooter programs, mandate technology safeguards including geofencing, automatic speed reductions in slow zones, no-ride zone enforcement, designated parking, unique device ID labels, age verification, mandatory insurance, prompt removal of improperly parked devices, and safety assessments.

Minister of Transportation — Pilot Program Review

Utilize the remaining provincial pilot period (through November 27, 2029) to comprehensively evaluate pediatric/adult injury data, age/helmet compliance, sidewalk riding, illegal private device usage, speed tampering, and municipal enforcement challenges prior to making any regulatory framework permanent.

Chair to Forward Motion

Last, The Board Chair is authorized to forward this resolution for support to the Premier of Ontario, Ministers of Transportation, Solicitor General, Education, and Health, Halton Region, local Municipalities and School Boards, Association of Municipalities of Ontario (AMO), Ontario Association of Police Service Boards (OAPSB), Ontario Association of Chiefs of Police (OACP), Canadian Paediatric Society, and The Hospital for Sick Children."

Halton Regional Police Service
Public Agenda Recommendation Report

To: Chair and Police Board Members **From:** Chief Stephen J. Tanner

Subject: **MID-YEAR PERFORMANCE REPORT**

Report #: **P26-09-R-02** **Date:** September 24, 2026

RECOMMENDATION:

"That the Halton Police Board receives Report P26-09-R-02 for information and discussion."

Stephen J. Tanner
Chief of Police

:KM

INTRODUCTION AND BACKGROUND:

This report presents an overview of the Service's January-to-June 2026 performance in a number of key statistical measures compared to previous years, along with a discussion about noted trends. It also provides an overview of the Service's 2025 full-year performance in comparison to other large police agencies in Ontario, based on data released by Statistics Canada in July.

DISCUSSION / ANALYSIS:

2026 Mid-Year Statistical Summary

This section of the report provides a statistical summary for the January–June 2025 and 2026 timeframes, in addition to presenting a summary of five-year trends. Data was obtained from the in-house Niche Records Management System (RMS) and was prepared and analysed by the Police Analytics Unit. The crime categories are slightly different to those reported by Statistics Canada at each year's end due to the reporting requirements and data processes utilized by Statistics Canada. The Niche RMS statistics are valid for internal comparison purposes.

Analysis indicates that 900 less criminal offences were reported in the first six months of 2026 (6,623) than were recorded in the same period in 2025 (7,523). This is a raw number decrease of 12.0% but represents a decrease in the crime rate[i] of 14.6% when regional population growth is considered.

Violent crime[ii] offences decreased by 18.4% from 1,292 in 2025, to 1,054 in 2026. This, however, represents a violent crime rate decrease of 20.9% due to population increase. These crimes accounted for 15.9% of all criminal offences, down from 17.2% in 2025.

Property crime[iii] fell by 11.4% from 5,561 in 2025 to 4,929 in 2026. This represents a property crime rate decrease of 14.0% due to population increase.

The "Other Crimes"[iv] category of offences was down by 4.5% in 2026 (from 670 to 640 offences). This represents a crime rate decrease of 7.4% in this category of crimes due to population increase.

The 2026 clearance rate[v] (36.2%) was slightly lower than the 2025 value (37.8%).

Other Trends:

Motor vehicle collision totals were 4.4% higher during 2026 (up from 4,958 to 5,177). Property damage collisions[vii] were up from 4,486 to 4,708 (+4.9%). Injury collision[viii] totals were down from 470 to 467 (-0.6%). Fatal collisions were unchanged at 2.

Impaired driving apprehensions were up 14.0% in 2026 (from 214 to 244).

Warning notices (Warns) provide officers with an opportunity to document an offence and educate the public but proceed by way of a warning option instead of a charge. Total enforcement (Provincial Offence Notices issued, plus Warns) was down by 3,091, or 11.1%, to 24,750 (from 27,841 in 2025).

Total CAD events[vi] increased by 448, or 0.6%, to 75,304 (from 74,856 in 2025).

Statistical Trend Discussion

Drilling down into the data for the first six months of the year, the following key trends have been identified:

- Violent crime is significantly down (about 18% - 238 occurrences), and with population growth taken into account this represents a drop in the violent crime rate of approximately 21%. The decrease of 238 occurrences is statistically significant, and in raw occurrence count terms, the following were the most impactful:
    - Assault (down 115, from 725 to 610, -16%) – this marks the lowest 6-month count in the category since the COVID-impacted years of 2020 and 2021.

- Other Violent Crime (down 82, from 339 to 257, -24%) – this catch-all category covers about 25% of all violent crime.

- Property crime is significantly down (this being for the second year running - having risen for five consecutive years before that) – decreasing by 11.4% (632 occurrences per 100,000 population) - this represents a drop in the property crime rate of about 14% when population is taken into account. The first six-months total of 4,929 is the lowest in a non-COVID year since 2022 and is 22% below the 2024 peak of 6,354 property crime occurrences. This 2026 decrease is due to declines in almost every property crime category (except Arson which was up 1 occurrence), including:

  - Theft – down 294 (-10%)
  - Break & Enter - down 87 (-22%)
  - Fraud – down 112 (-10%)
  - Mischief – down 70 (-17%)

  Of note: the massive growth of theft of motor vehicle offences between 2020 and 2024 continued its 2025 reversal into the first six months of 2026 (down 33, from 542 to 509, -6%) – and taking population growth into account, this actually represents a 9% decline in the theft of auto crime rate. In the first six months of 2019 there were 215 auto theft occurrences, and this number peaked in 2024 at 796. The 2025-2026 decline is both statistically significant and very welcome news (with the rate per 100,000 falling 40%). This positions the Service well with the 2024-2027 Strategic Plan objective of reducing auto theft by 50%.

- The overall clearance rate is down from 37.8% to 36.2%. The major factor related to this slight decline is:

  - Crime continued to decline significantly, particularly violent crime. Because violent crime traditionally achieves higher clearance rates than property crime, the larger reduction in violent crime slightly altered the offence mix and may have contributed to a modest reduction in the overall clearance rate. The 1.6% clearance rate change does not necessarily reflect a reduction in investigative effectiveness but should be interpreted in the context of changing crime volumes and offence composition.

- These very positive results from the first half of 2026 will be expanded upon in the year-end report that will be presented to the Board in early 2027. That report will provide important updates on the status of the performance trends in the 2024 – 2027 Strategic Plan Priorities.

Five Year Statistical Trends

The following four tables provide a summary of crime and workload trends over the past five years for a selection of key crime types and measures. The statistics presented below, excluding the clearance rate, are ***expressed as a rate*** (per 100,000 population) to remove the impact of population growth:

Halton Region:

	2022	2023	2024	2025	2026	**5-Year Average**
Robbery	13	7	10	11	9	**10**
Assault	115	101	104	101	82	**101**
Sexual Assault	22	16	13	12	9	**14**
Violent Crime	213	194	184	181	142	**183**
Break and Enter	53	64	78	56	42	**59**
Auto Theft	84	117	116	76	69	**92**
Theft	403	453	457	421	365	**420**
Fraud	108	98	186	155	134	**136**
Property Crime	750	817	926	778	664	**787**
Other Criminal Code	160	146	83	94	86	**114**
Total Crime	**1,124**	**1,157**	**1,193**	**1,053**	**892**	**1,084**
Impaired Driving	32	36	27	30	30	**31**
Property Damage Collisions	332	660	663	628	634	**584**
Personal Injury Collisions	65	68	66	66	63	**66**
PONs and Warns Issued	3,357	2,917	3,176	3,897	3,334	**3,336**
CAD Events	10,674	10,545	9,795	10,479	10,143	**10,327**
Crime Clearance Rate	43.1%	41.3%	34.5%	37.8%	36.2%	**38.6%**

District 1:

	2022	2023	2024	2025	**2026**	**5-Year Average**
Robbery	10	11	8	12	**8**	**10**
Assault	120	96	100	105	**80**	**100**
Sexual Assault	21	12	10	14	**8**	**13**
Violent Crime	203	188	178	176	**137**	**176**
Break and Enter	39	42	48	35	**27**	**38**
Auto Theft	96	104	90	56	**53**	**80**
Theft	311	338	367	347	**288**	**330**
Fraud	80	71	124	118	**96**	**98**
Property Crime	618	634	708	612	**516**	**618**
Other Criminal Code	247	276	97	120	**100**	**168**
Total Crime	**1,068**	**1,098**	**983**	**909**	**753**	**962**
Impaired Driving	37	32	24	31	**24**	**30**
Property Damage Collisions	607	394	472	215	**418**	**421**
Personal Injury Collisions	84	34	54	65	**46**	**57**
PONs and Warns Issued	2,916	2,936	2,932	3,592	**2,774**	**3,030**
CAD Events	9,641	10,029	8,890	9,365	**8,388**	**9,263**
Crime Clearance Rate	48.4%	55.9%	39.4%	40.3%	**43.9%**	**45.6%**

District 2:

	2022	2023	2024	2025	**2026**	**5-Year Average**
Robbery	17	6	11	11	**8**	**11**
Assault	103	99	102	99	**78**	**96**
Sexual Assault	24	16	12	10	**6**	**13**
Violent Crime	210	178	183	183	**132**	**177**
Break and Enter	62	66	92	73	**50**	**69**
Auto Theft	87	152	142	101	**84**	**113**
Theft	382	472	451	441	**360**	**421**
Fraud	114	101	218	169	**159**	**152**
Property Crime	738	859	990	854	**704**	**829**
Other Criminal Code	79	67	64	71	**70**	**70**
Total Crime	**1,027**	**1,104**	**1,237**	**1,108**	**906**	**1,076**
Impaired Driving	21	28	18	25	**28**	**24**
Property Damage Collisions	525	347	462	205	**430**	**394**
Personal Injury Collisions	49	29	35	35	**27**	**35**
PONs and Warns Issued	3,440	3,115	3,172	4,133	**3,766**	**3,525**
CAD Events	10,002	10,072	9,713	10,951	**11,585**	**10,464**
Crime Clearance Rate	37.2%	31.3%	30.5%	34.7%	**34.1%**	**33.6%**

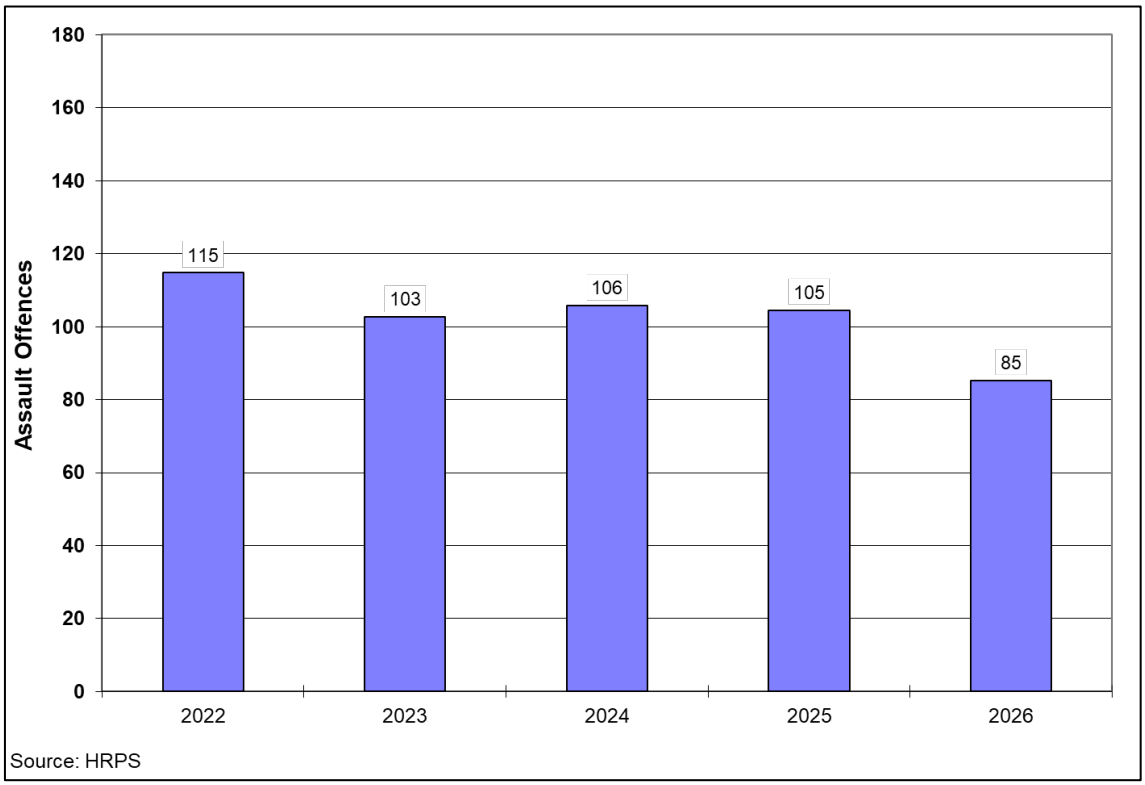
District 3:

	2022	2023	2024	2025	**2026**	**5-Year Average**
Robbery	11	4	11	11	**10**	**9**
Assault	120	110	108	99	**89**	**105**
Sexual Assault	21	19	19	12	**14**	**17**
Violent Crime	224	218	190	180	**158**	**194**
Break and Enter	60	83	96	60	**50**	**70**
Auto Theft	67	91	116	68	**70**	**82**
Theft	485	552	552	472	**455**	**503**
Fraud	127	125	210	178	**150**	**158**
Property Crime	856	958	1,073	868	**783**	**908**
Other Criminal Code	158	89	85	87	**85**	**101**
Total Crime	**1,238**	**1,264**	**1,348**	**1,136**	**1,025**	**1,202**
Impaired Driving	39	41	32	32	**35**	**36**
Property Damage Collisions	598	445	549	240	**425**	**451**
Personal Injury Collisions	63	33	40	49	**35**	**44**
PONs and Warns Issued	3,304	2,100	2,848	3,258	**2,850**	**2,872**
CAD Events	11,328	10,117	9,983	9,988	**9,582**	**10,200**
Crime Clearance Rate	45.1%	37.5%	34.8%	39.1%	**31.6%**	**37.6%**

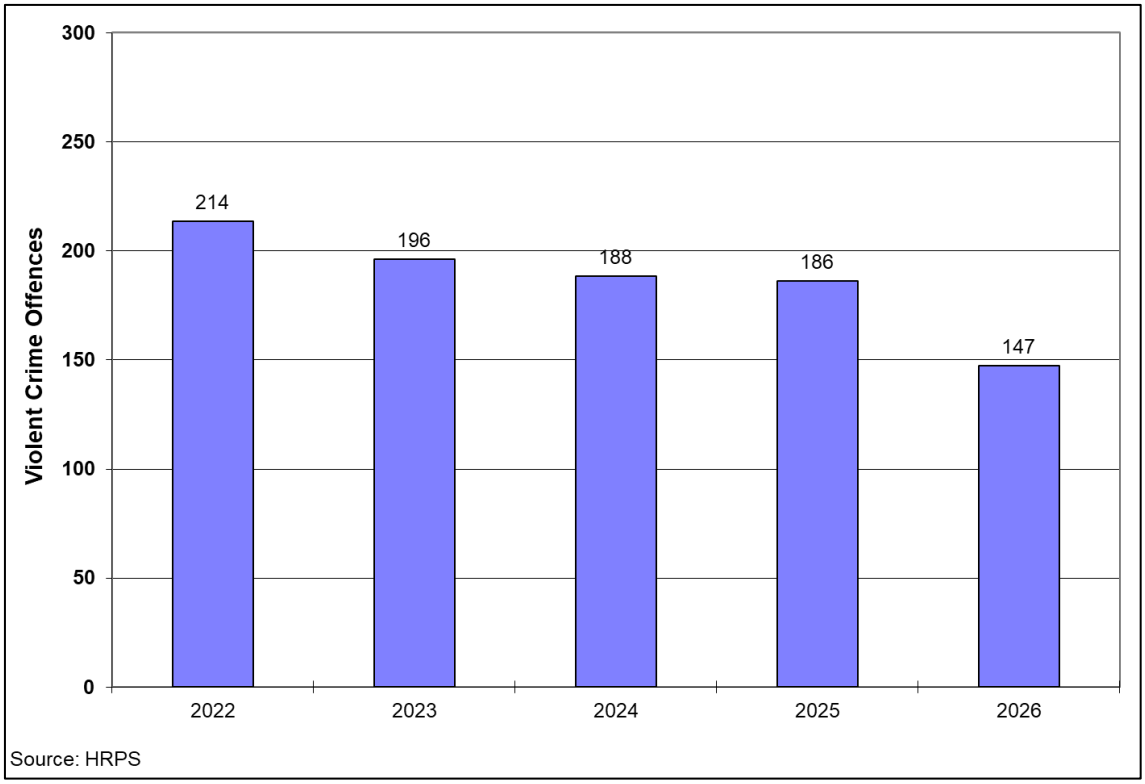
Key Trends

The following graphs give a quick visual update of the five-year trends in key measures tracked by the Service. The statistics presented below, excluding the clearance rate, are ***expressed as a rate*** (per 100,000 population) to remove the impact of population growth. The following data is for the Halton Region as a whole (January – June) for each year:

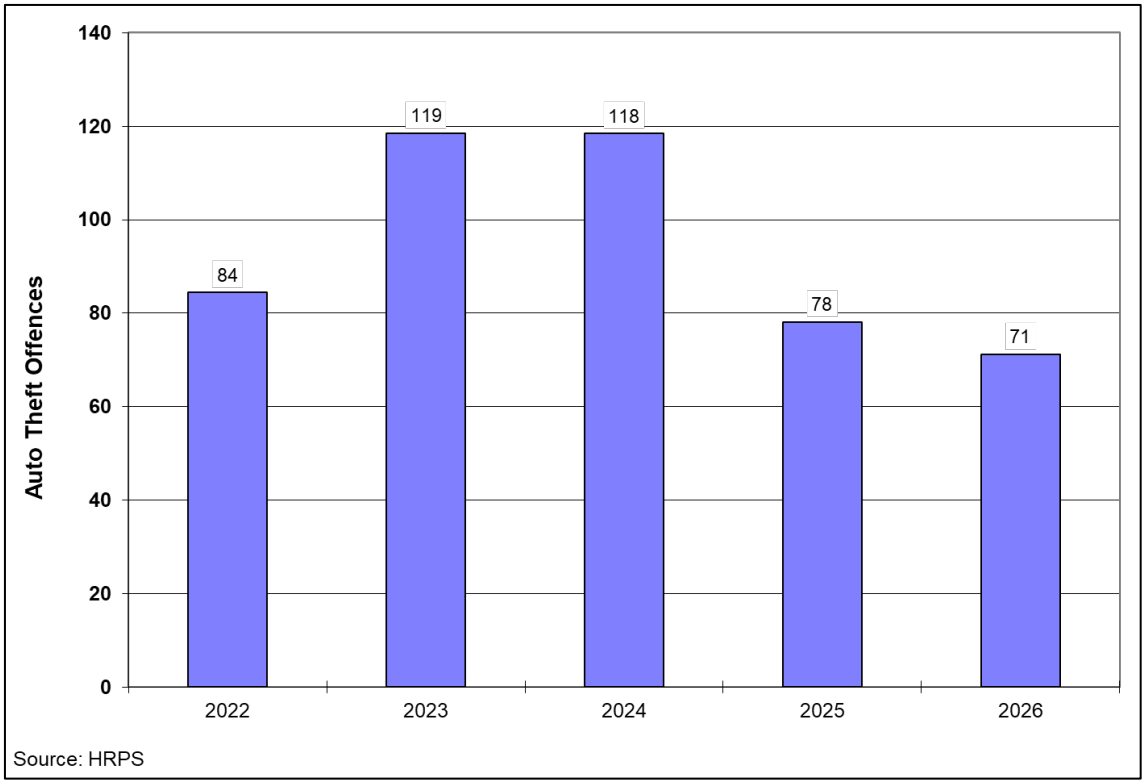
Assault Rate



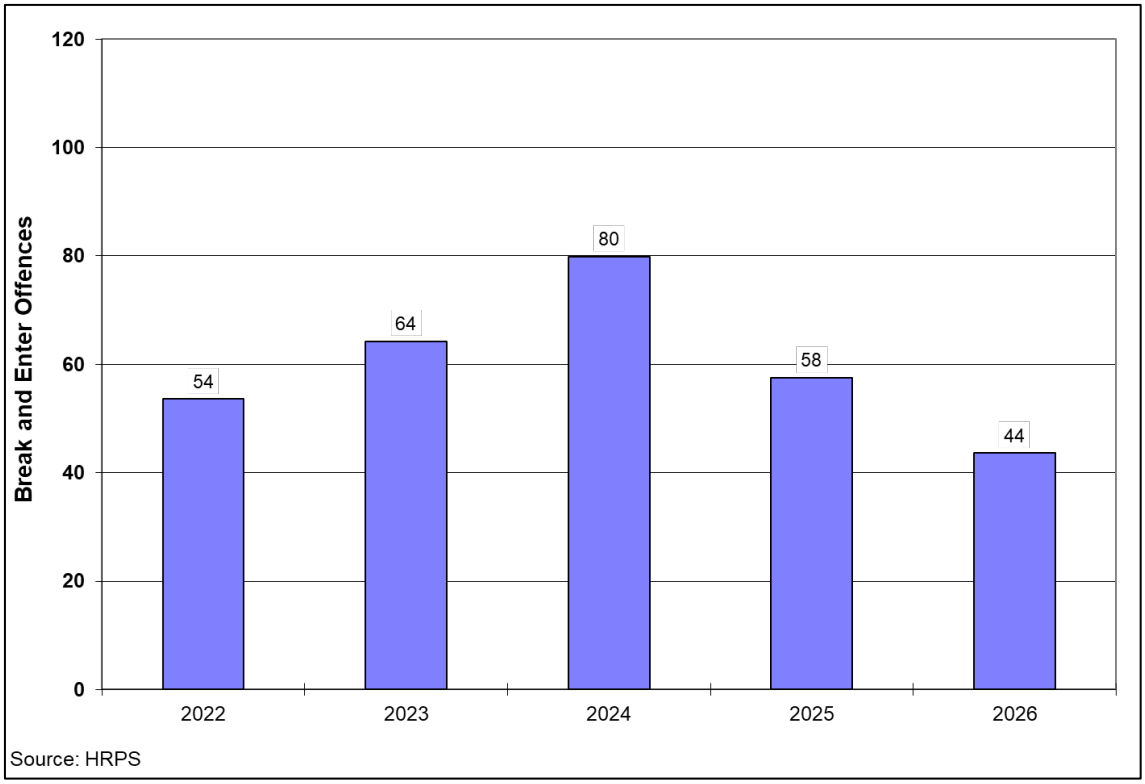
Violent Crime Rate



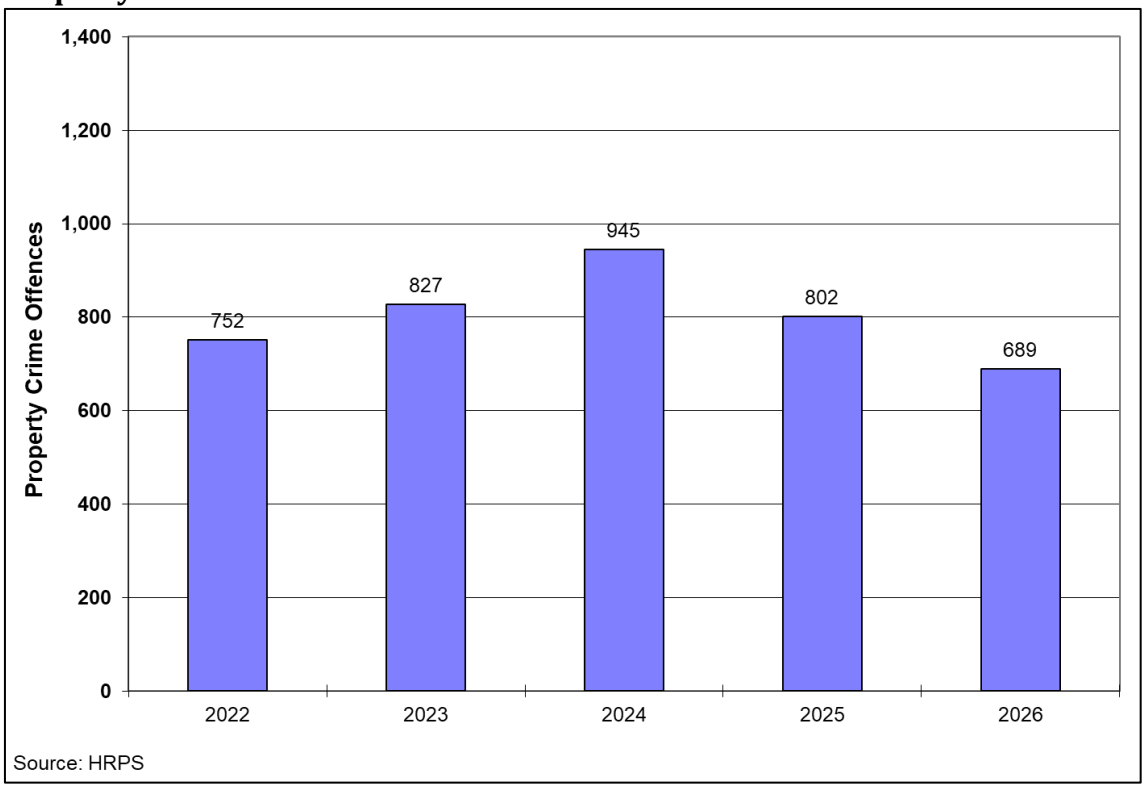
Auto Theft Rate



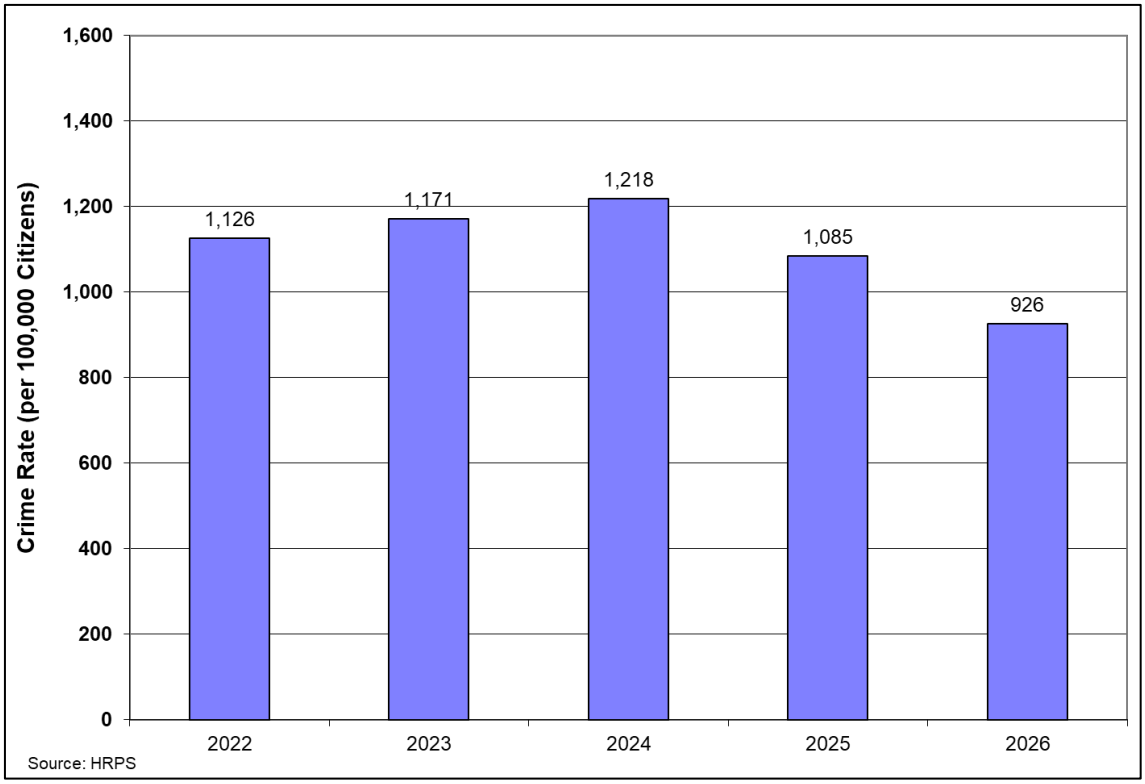
Break and Enter Rate



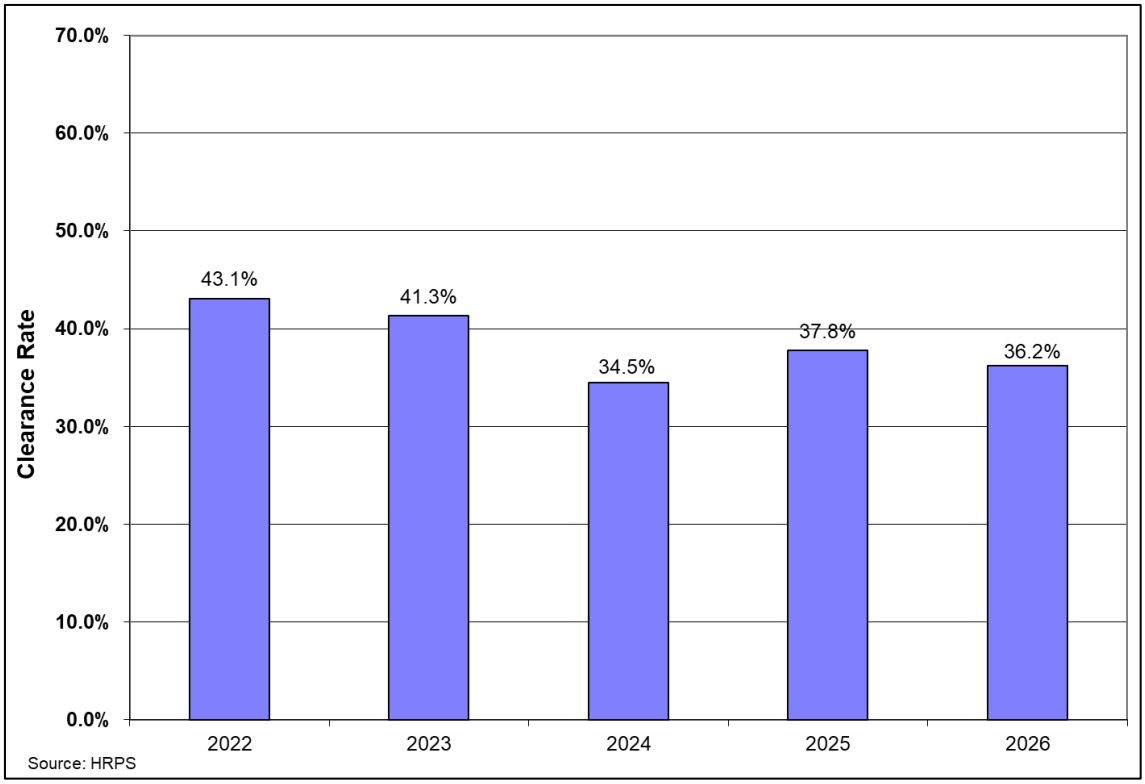
Property Crime Rate



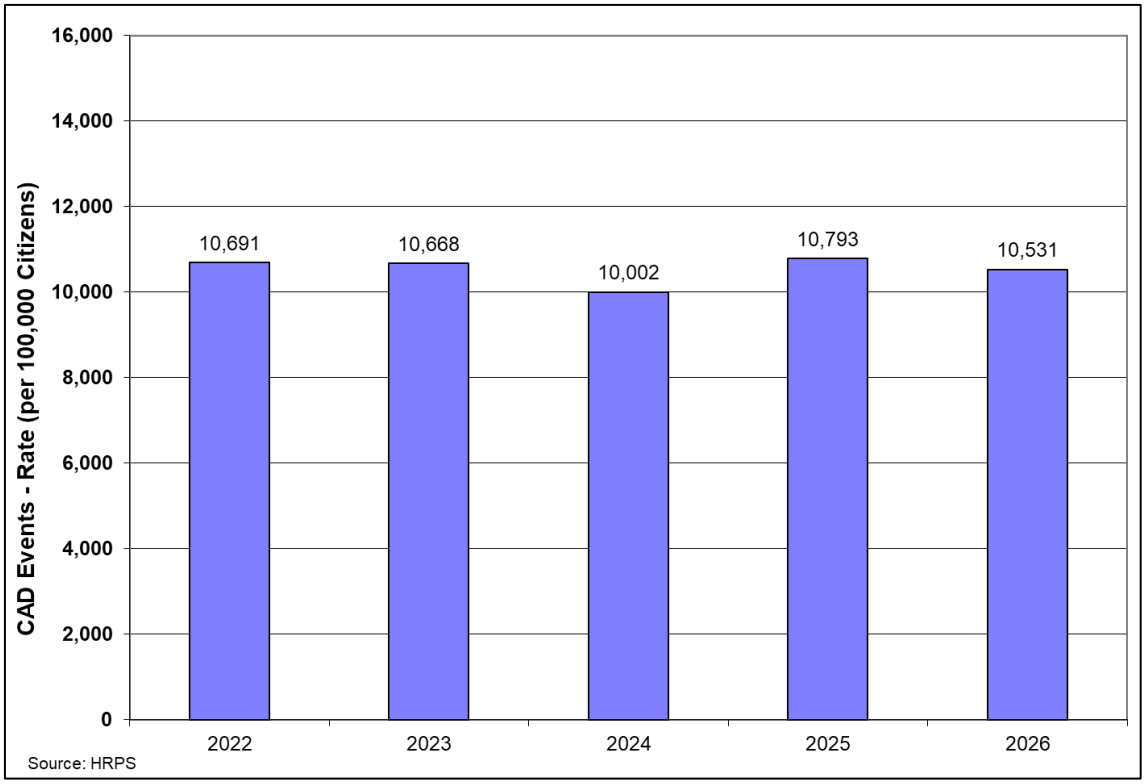
Overall Crime Rate



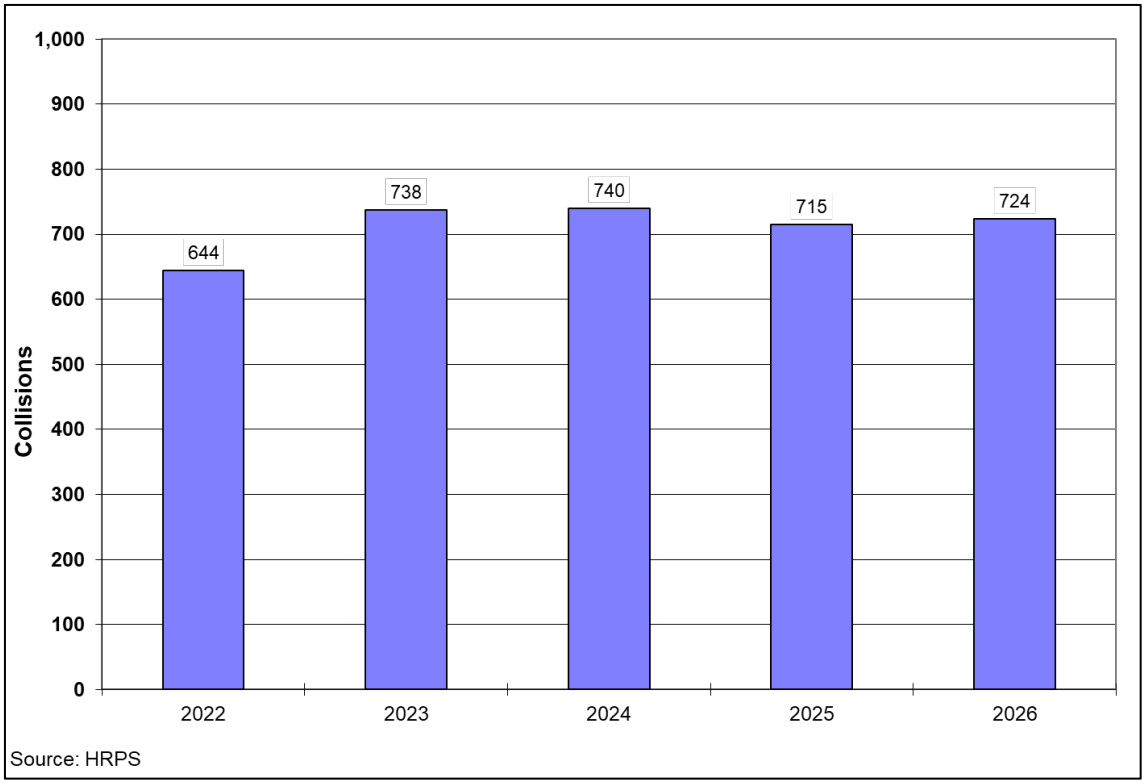
Crime Clearance Rate



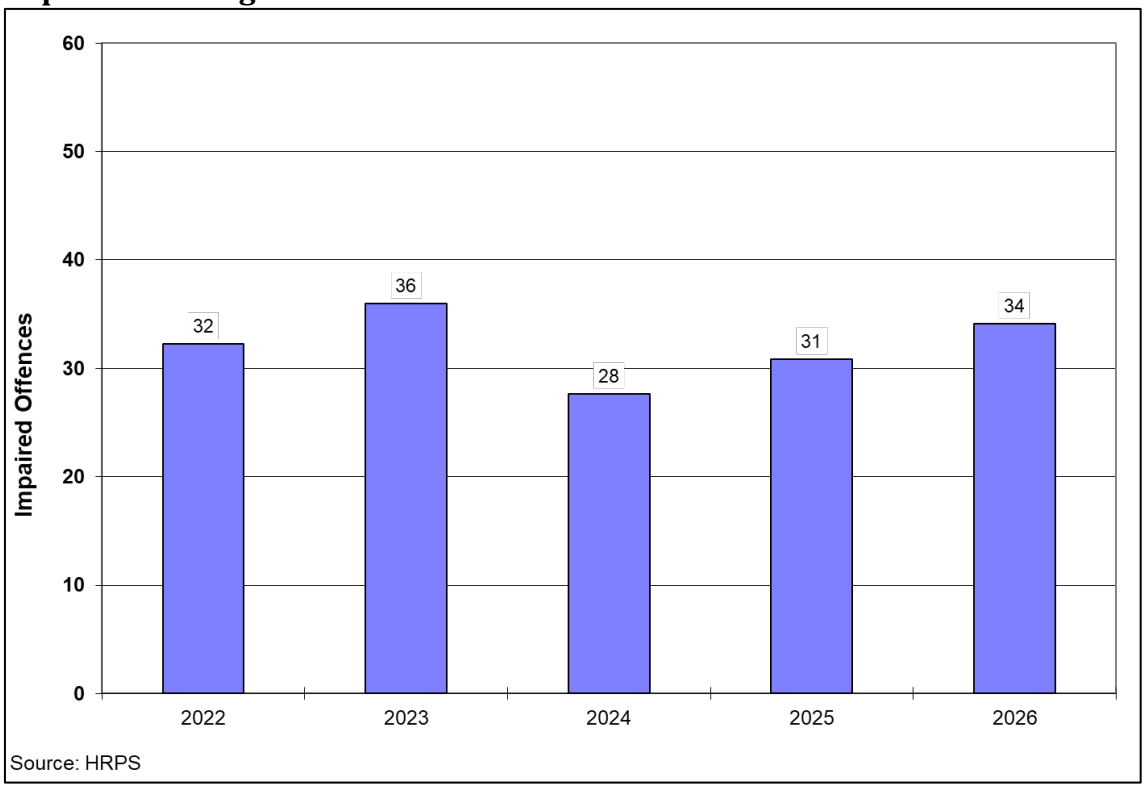
CAD Events



Total Collision Rate



Impaired Driving



Halton Data in Context and 2025 Statistics Canada Data

This section provides additional data to provide some context for the mid-year data presented above. Also, staff recently obtained year-end 2025 data for the largest police services in Ontario (from Statistics Canada) and graphs showing this data are provided below.

All crime rates have been recalculated back to 2021 using the population forecasts endorsed by the Police Services Board at its January 29, 2026, meeting, ensuring consistent year-over-year comparisons. Figure 1 below highlights the overall change within Halton.

Figure 1 – Population Change (Source: Regional Municipalities)

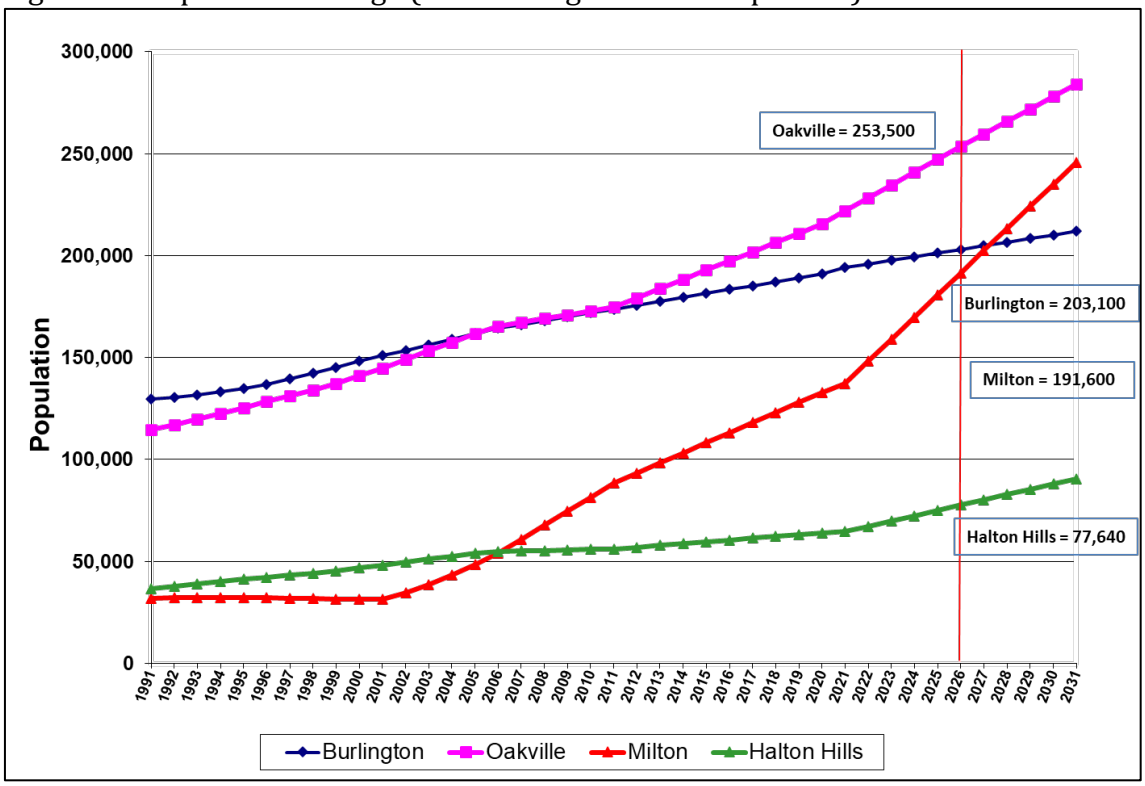
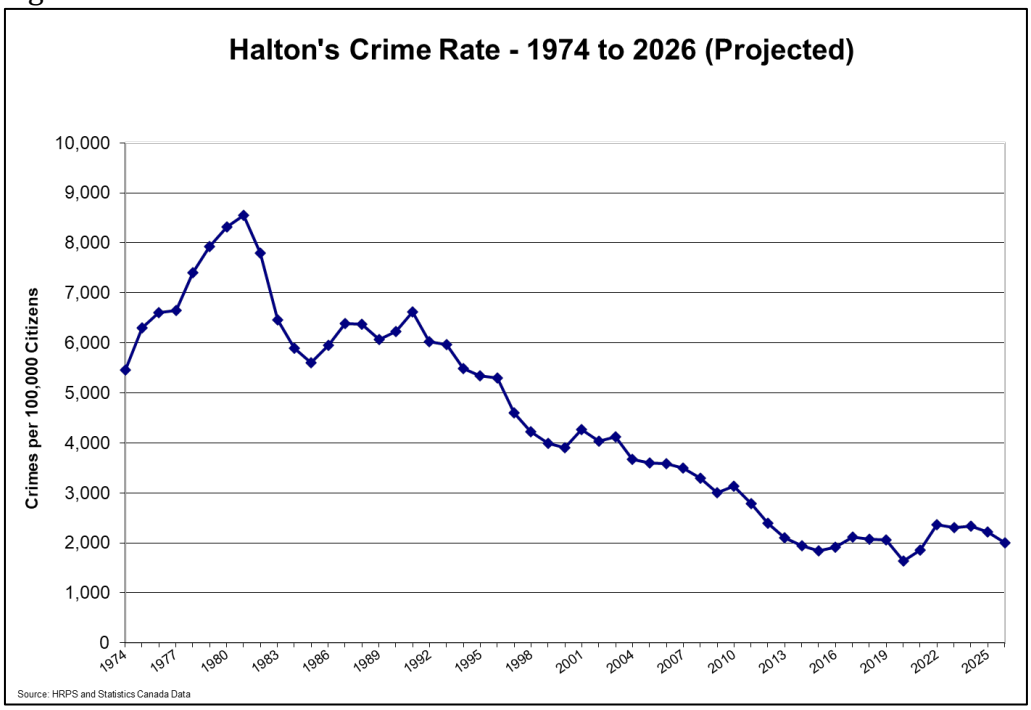


Figure 2 illustrates the changes in overall crime rate in Halton since regionalization in 1974. Similar to trends observed in much of the western world, crime rates have generally declined since the early 1990s and have remained near historical lows. However, there was an increase in 2021 and 2022 following the pandemic, returning to levels last seen from 2017 to 2019.

Figure 2 – Halton's Crime Rate



Recently released data (July 2026) from Statistics Canada indicates that Halton's 2025 crime rate was lower than every major police service in Ontario. Figures 3, 4 and 5 below show the rankings for various crime rate categories:

Figure 3 - Overall Crime Rate (2025 – crimes per 100,000 population)

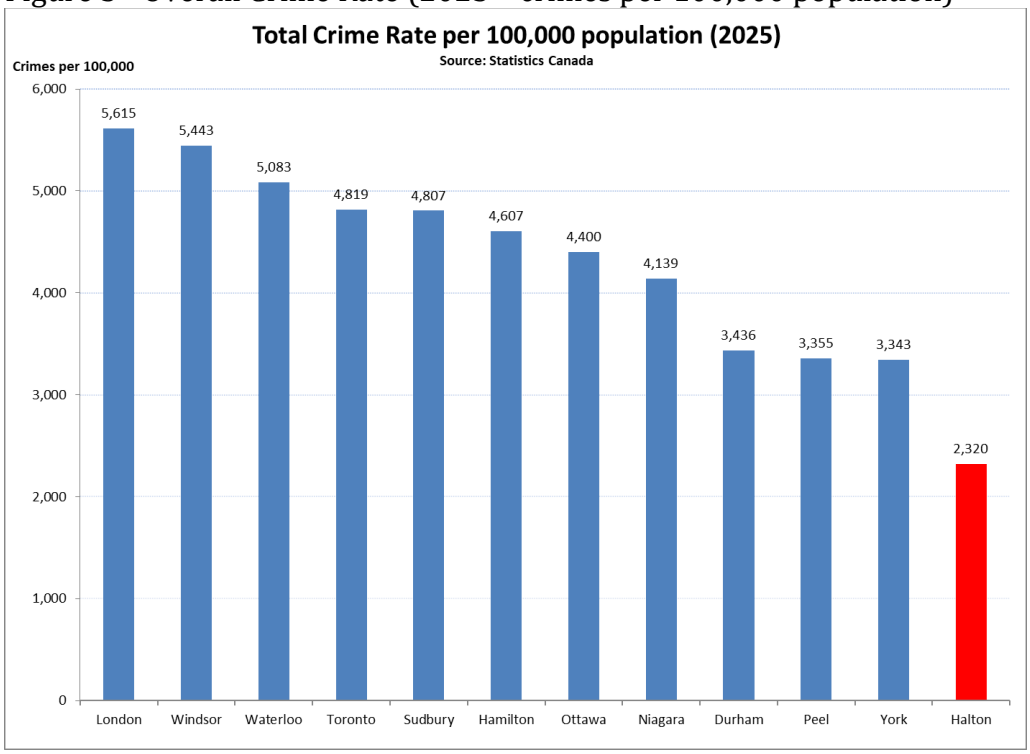


Figure 4 - Violent Crime Rate (2025 – crimes per 100,000 population)

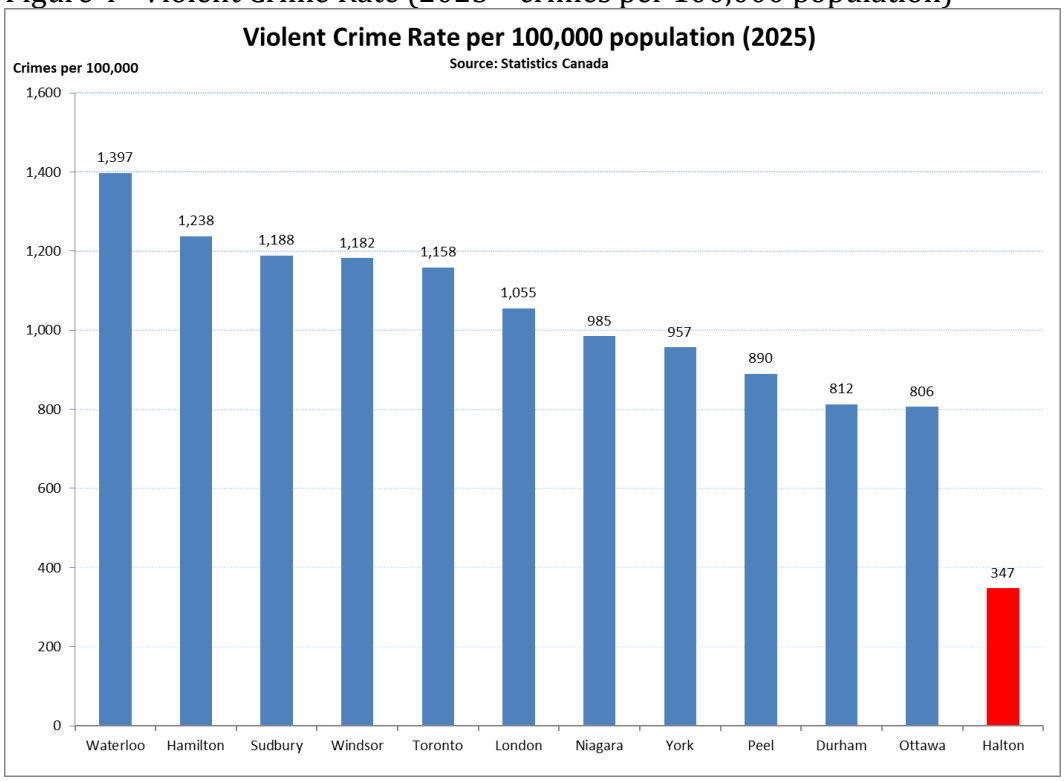
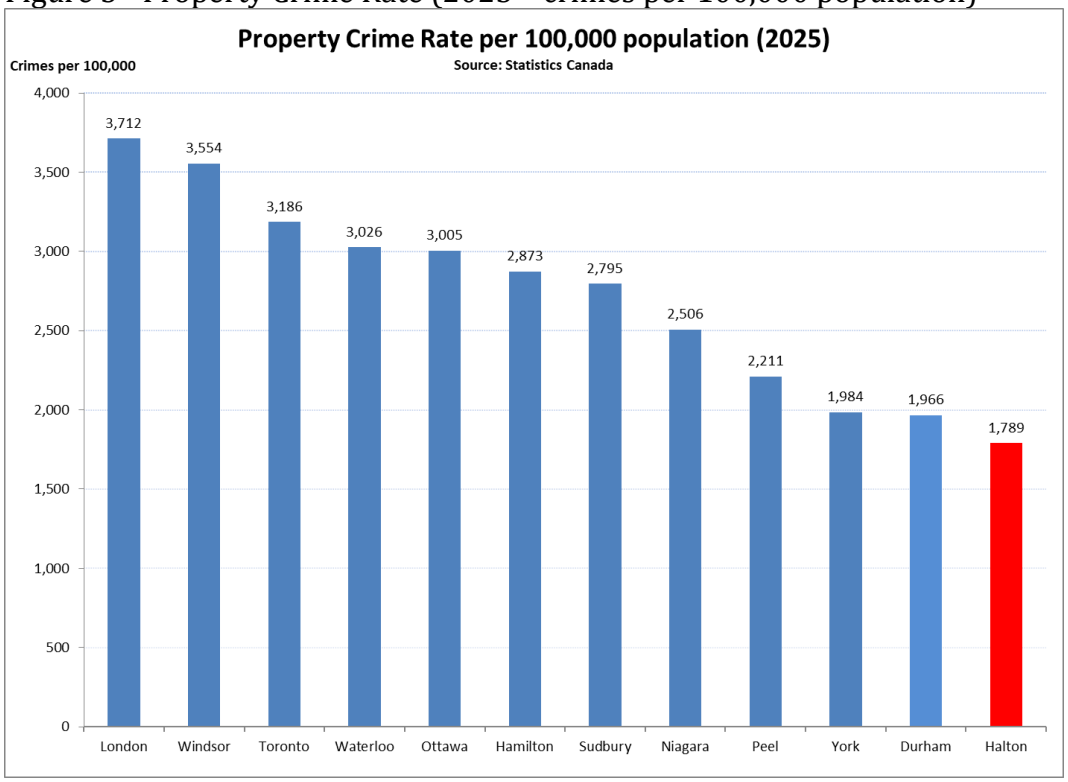


Figure 5 - Property Crime Rate (2025 – crimes per 100,000 population)



Figures 6 and 7 show the clearance rates for overall crime and violent crime respectively. Halton's crime clearance rates exceed the majority of the Big 12 in both categories.

Figure 6 - Overall Crime Clearance Rate (2025)

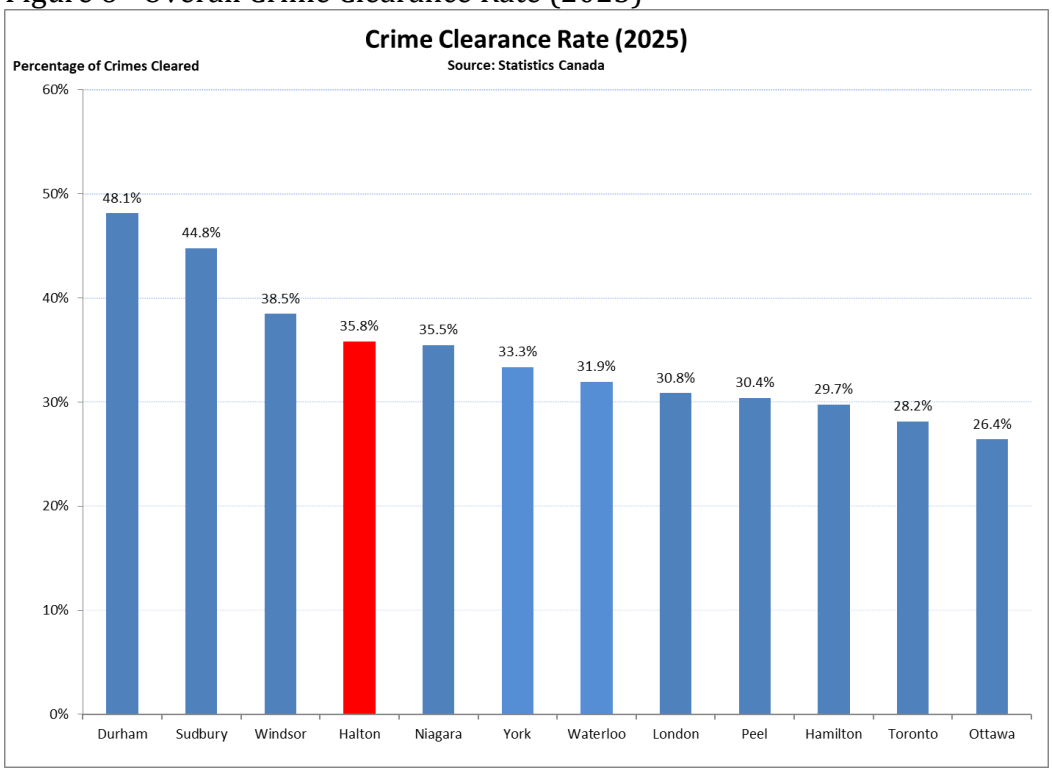


Figure 7 - Violent Crime Clearance Rate (2025)

Data from July shows that Halton ranked highest among Ontario's large police services in all measures of the national Crime Severity Index for 2025 (Overall, Violent, and Non-Violent), and placed fourth in the Weighted Clearance Rate, as illustrated in Figures 8–11.

Figure 8 - Overall Crime Severity Index (2025)

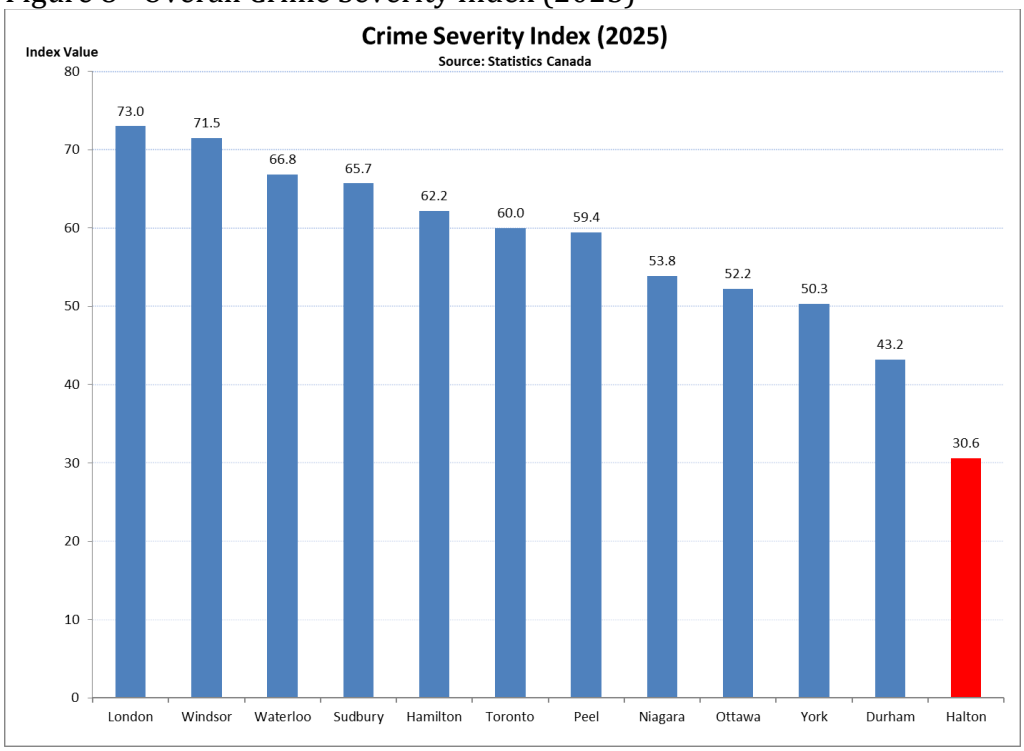


Figure 9 – Violent Crime Severity Index (2025)

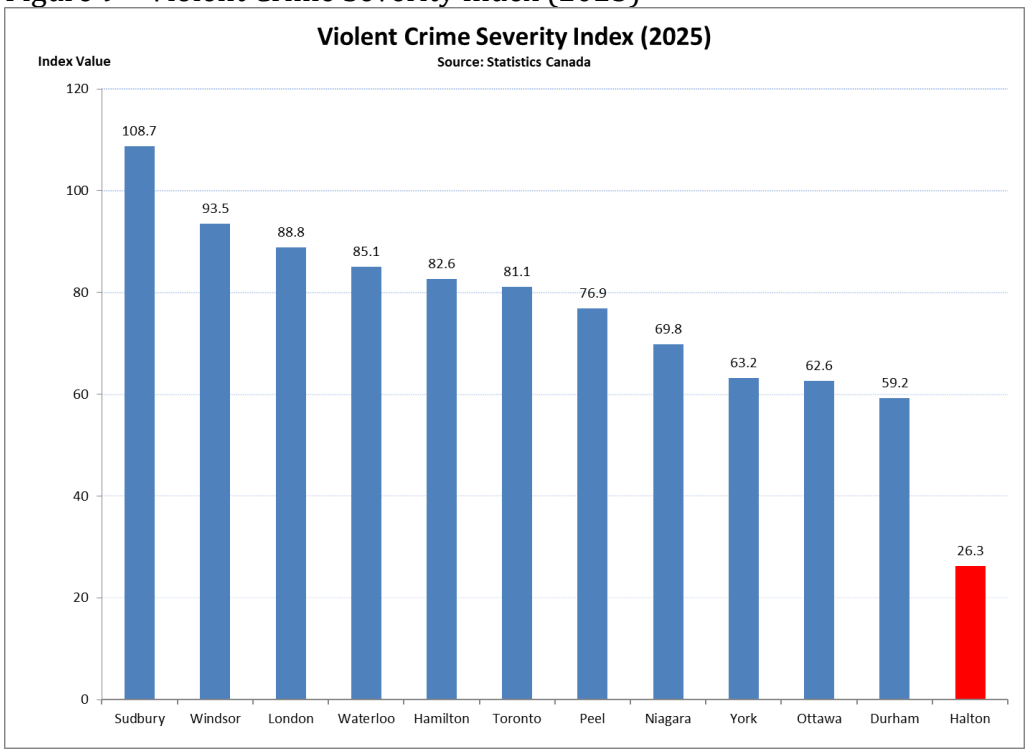


Figure 10 – Non-Violent Crime Severity Index (2025)

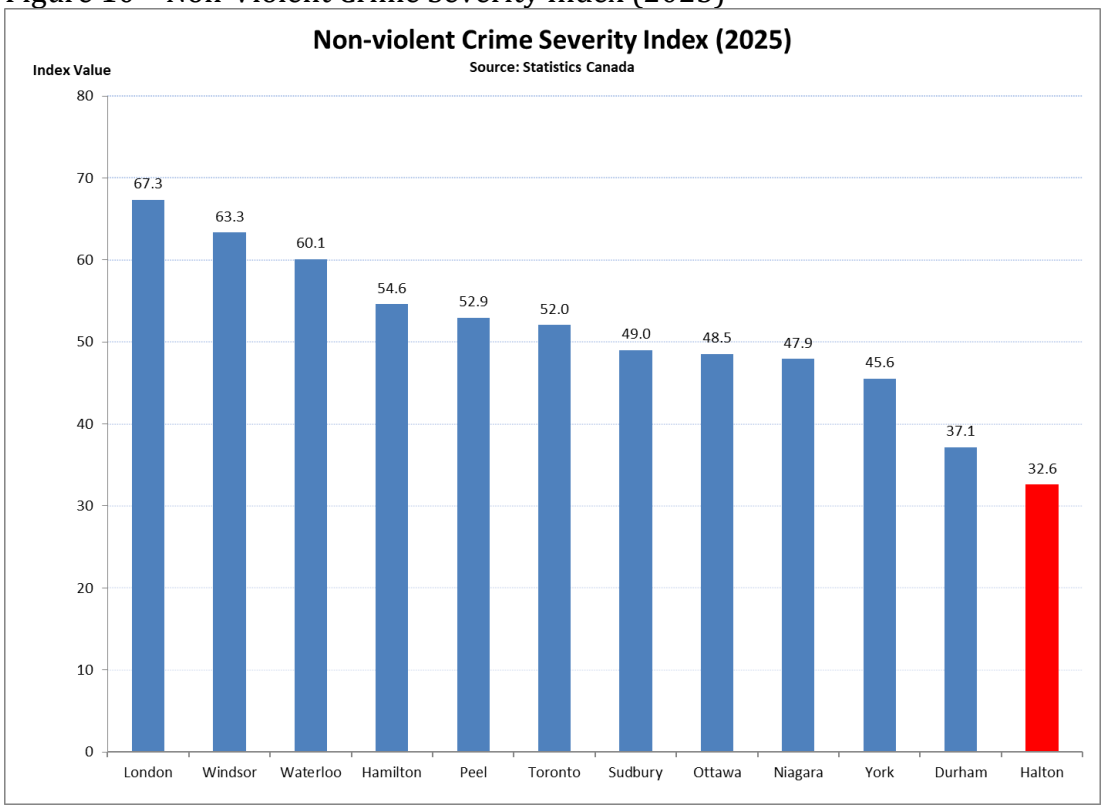
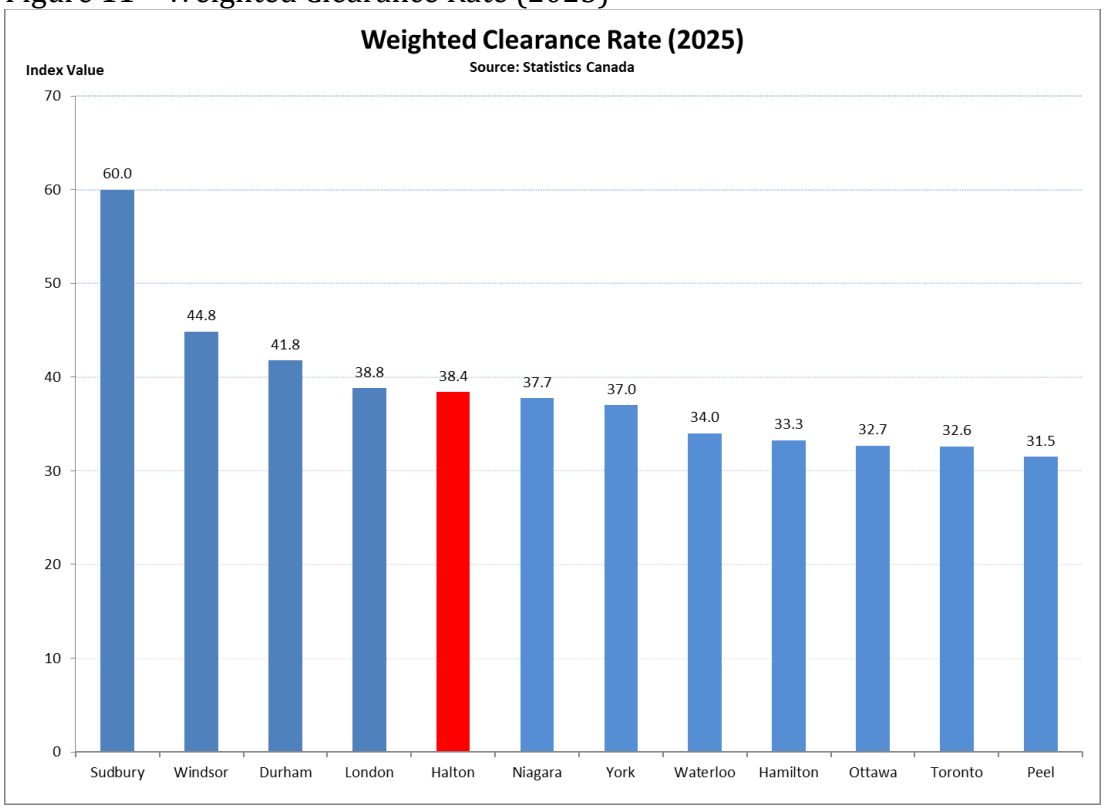


Figure 11 – Weighted Clearance Rate (2025)



ALTERNATIVES:

N/A

CONSULTATION:

Senior Management
Police Analytics Unit

FINANCIAL / HUMAN RESOURCE / LEGAL ISSUES:

N/A

STRATEGIC MANAGEMENT ISSUES:

HRPS 2024-2027 Strategic Plan – Strategic Objectives 1,2,4 & 5

Definitions

[i] The **crime rate** is the number of crimes that occurred for a set number of residents. The Service and Statistics Canada report the number of crimes per 100,000 people. Using a rate of crime measurement allows us to compare crime statistics between communities with different populations, and within communities over different time periods.

[ii] **Violent crime** incidents involve offences that deal with the application, or threat of application, of force to a person. These include homicide, attempted murder, and various forms of assault, robbery and abduction/confinement.

[iii] **Property crime** incidents involve unlawful acts with the intent of gaining property but do not involve the use or threat of violence against an individual. Theft, breaking and entering, mischief, fraud and possession of stolen goods are examples of property crimes.

[iv] **Other Crimes** incidents involve the remaining Criminal Code offences that are not classified as violent or property incidents (excluding traffic). Examples include bail violations, counterfeit currency, disturbing the peace, prostitution and offensive weapons.

[v] The **clearance rate** is the percentage of the total number of crimes that occur which are solved (cleared). Criminal incidents can either be cleared "by charge" or "cleared otherwise". When a police investigation leads to the identification of a suspect, an "information" is laid against that person (i.e., the person is formally charged). From a statistical point of view, the laying of an information means that at least one actual incident can be "cleared by charge".

Incidents can also be "cleared otherwise." In some cases, police cannot lay an information even if they have identified a suspect and have enough evidence to support the laying of an information. Examples include cases of diplomatic immunity, instances where the complainant declines to proceed with charges against the accused, or cases where the alleged offender dies before he or she can be formally charged. Such incidents are considered to be "cleared otherwise," that is, other than by the laying of a charge.

[vi] **CAD Events** is a measure of service delivery and represents a self-contained unit of police activity as captured in the Computer Aided Dispatch system. The number quantifies work for both uniformed police officer and civilian members. Please note that to best capture response and service delivered to the public as opposed to internal administrative work, certain CAD event types are excluded in the calculation such as OUTS, BUSY, Abandoned 911 calls and non-police calls received through communications.

[vii] **A Property Damage Collision** is a motor vehicle collision where property damage has occurred but in which no parties are injured.

[viii] **An Injury Collision** is a motor vehicle collision where one or more parties involved are injured.

Halton Regional Police Service
Public Agenda Recommendation Report

To: Chair and Police Board Members **From:** Chief Stephen J. Tanner

Subject: **BRONTE HARBOUR - LEASE**

Report #: **P26-09-R-03** **Date:** September 24, 2026

RECOMMENDATION:

"That the Halton Police Board approve the execution of a lease of property located at 2340 Ontario Street, Oakville, from the Town of Oakville, at an annual lease cost of approximately $20,288 (plus taxes and additional rent), that will serve as the Marine Unit base office and the Bronte Village Community Office; and further,

That the Board Chair be authorized to execute an extension to the Lease effective November 1, 2026 to October 31, 2027 in a form acceptable to the Service and the Director of Legal Services."

Stephen J. Tanner
Chief of Police

KK:rm

INTRODUCTION AND BACKGROUND:

Since September 2008, the Service has leased office space in the Bronte Harbour building located at 2340 Ontario Street, Oakville to accommodate the Marine Unit. Originally, the Lease for the space was with The Marina Group, a company that itself leased the Bronte Harbour property from Halton Region from September, 2008 until April 14, 2018. At that time, the Region transferred its interest in the Bronte Harbour lands (which are owned by the Government of Canada) to the Town of Oakville (the "Town").

On March 29, 2018, the Service brought a recommendation to the Board [Report No.: P18-3-R-10] to enter into a Lease with the Town for the same rent that had previously been approved by the Board with The Marina Group. The Lease was effective April 15, 2018 until October 31, 2020. That Lease was renewed at the end of the term when the Service brought a recommendation to

the Board [Report No.: P20-09-R-01] for a renewal and an amendment to the Lease effective November 1, 2020 to October 31, 2022.

Further, in November, 2021, the Service brought a recommendation to the Board [Report No.: P21-11-R-04] to enter into an Amending Agreement with the Town to add an additional 368 sq. feet to the leased area and the option to store the vessels at the Marina year-round. The leased premises now consist of approximately 1068 square feet of office space, storage space, three docking slips in the Bronte Marina, and two reserved parking spaces.

The current Lease expires October 31, 2026. The Town has advised that they are still in the process of trying to acquire the underlying lands from the Federal Government and that until that occurs, they are unable to enter into any long-term Agreement. As such, the Town has proposed a further one-year extension to the Lease on the same terms and conditions. The Town has not increased the base rent on the renewal, and the annual lease cost of approximately $20,288 (plus taxes and additional rent).

DISCUSSION / ANALYSIS:

The Bronte Marine Office is an ideal location given its proximity to the Oakville and Burlington Harbours and ready access to Lake Ontario. The Bronte Outer Harbour location provides sufficient office space for our Marine Officers and a small boardroom for meetings. The location offers excellent road and water exposure and easy access for members of the public. The office and water berths in the Bronte Outer Harbour provide the Marine Unit with an optimal location in terms of visibility and response times for search and rescue operations.

ALTERNATIVES:

The alternative to not leasing the space would be to minimize the level of marine service in the Bronte/Oakville area. There are no other available leased space options currently on the water in the Bronte or Oakville Harbour areas and properties for sale are not within the parameters of the current capital budget for marine facilities.

CONSULTATION:

Insp. Trevor Bradley, Emergency Services
Insp. Chris Newcombe, Training
Sgt. William Clayton, Marine Unit

FINANCIAL / HUMAN RESOURCE / LEGAL ISSUES:

There will be no increases to the minimum rent or the additional rent over the proposed one-year term.

STRATEGIC MANAGEMENT ISSUES:

Maintaining facilities to support our Marine Unit supports Strategic Objective1 – Achievement of the highest weighted clearance rate among comparator police services; and Strategic Objective 5 – Increased enforcement and intervention in community-responsive policing priorities.

HALTON POLICE BOARD
EXCELLENCE IN GOVERNANCE

Action Registry – Public Section

Motion Date	Motion ID	Motion	Task Assigned To	Scheduled Completion	Status/Comments
26 Jun 25	2.2	*THAT the Annual Report policy be updated.*	CGO	Oct 2026	
28 May 2026		*"THAT the Community Fund Committee be paused pending Policy revisions approved by the Board; and* *THAT all current and future Community Fund applications be referred directly to the Board for review and decision; and* *THAT Community Fund applications be placed on the Board's agenda for review on a monthly basis, when applications have been received; and* *AND THAT staff be directed to update any related procedures, forms, or public-facing materials as necessary to reflect this revised process."*	Manager Board Ops	Q4 2026	
24 Aug 2026	5.3	*THAT the 2027 Board meeting schedule be approved; and*	Manager Board Ops	Oct 2026	

September 2026

Motion Date	Motion ID	Motion	Task Assigned To	Scheduled Completion	Status/Comments
		THAT Board staff liaison with Service Staff to amend the schedule to include Budget workshops."			

Monthly Correspondence List – SEPTEMBER 2026

Below is the list of Correspondence to the Halton Police Board received during the past month. Copies of the documents are available through the Board's online portal. Please contact the Board Secretary for further information.

No.	Title	Date Received
1	**Letter – J. Challinor II – Electronic Scooters**	**September 4, 2026**