

Automated Speed Enforcement Program Update

Date: October 15, 2025

To: Infrastructure and Environment Committee

From: Acting General Manager, Transportation Services

Wards: All

SUMMARY

Speed continues to be a leading cause of fatal and serious collisions in Ontario, contributing to approximately 21 percent of traffic-related fatalities. Automated Speed Enforcement (ASE) is a key component of the City's Vision Zero Road Safety Plan and a proven tool for reducing speeding and improving safety, particularly in School and Community Safety Zones.

Toronto's ASE program launched in January 2020 with 50 mobile ASE cameras enforcing posted speed limits in Community Safety Zones across the City. As directed by City Council, the program was expanded to 75 cameras in 2023 and further expanded to 150 in early 2025.

Recently, City Council has made several requests to adapt the current operation of the ASE program including considering modifying the hours of operation, limiting the number of tickets a driver receives within a specific time period, and enhancing signage that alerts drivers to the presence of speed cameras. The purpose of this report is to provide an update on the changes that will be made to the Automated Speed Enforcement program, subject to legislation being in effect that permits municipalities in Ontario to operate ASE.

RECOMMENDATIONS

The Acting General Manager, Transportation Services recommends that:

1. City Council receive this report for information.

FINANCIAL IMPACT

Implementing a limit on the number of Automated Speed Enforcement infractions an individual vehicle owner could receive from a single camera location prior to receiving

their first infraction notice by mail will require a system update resulting in a one-time operating cost of \$36,000.

Installation of additional and larger signs near ASE cameras is estimated to cost \$60,000.

The enforcement of regulatory offences, including those for Red Light Camera and Automated Speed Enforcement, are not designed to be revenue generating tools for municipalities. The fines and penalties associated with those offences are for the purpose of modifying behaviour which has been determined to be a risk to public safety.

Changes to prevent a driver from receiving a second ticket from a given ASE camera until at least seven days will result in a lower number of ASE penalties that would have otherwise been issued annually which would have had associated fines of \$495,000 (including the provincial victim fine surcharge). The estimated fine loss for the remainder of 2025 for change is \$62,000.

Changes for only operating all ASE cameras during school usage hours of 7 a.m. to 9 p.m., Monday to Friday, will result in a lower number of ASE penalties that would have otherwise been issued annually which would have had associated fines of \$24.3 million (including the provincial victim fine surcharge). The estimated fine loss for the remainder of 2025 for this change is \$2.3 million.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information as presented in the Financial Impact Section.

DECISION HISTORY

At its meeting on October 8 and 9, 2025, City Council requested the General Manager, Transportation Services to consider making operational adjustments to the Automated Speed Enforcement program to prevent a driver from receiving a second ticket from a given Automated Speed Enforcement camera until at least seven days after their first ticket to provide an opportunity for the driver to be notified of their first ticket prior to receiving additional tickets. The Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2025.IE24.13>

At its meeting on October 8 and 9, 2025, City Council directed the General Manager, Transportation Services to install additional and larger signs near Automated Speed Enforcement cameras, as requested in 2025.IE22.4, by October 31, 2025 to better inform drivers of Automated Speed Enforcement. The Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2025.IE24.13>

At its meeting on October 8 and 9, 2025, City Council requested the General Manager, Transportation Services, in consultation with the Executive Director, Court Services, to report to the Infrastructure and Environment Committee in the fourth quarter of 2025 on the Automated Speed Enforcement Program Cameras, including:

- a. data on the impact of Automated Speed Enforcement Program cameras on road safety, including the reduction of pedestrian fatalities, severe injuries and collisions;
- b. practices related to the issuance of Automated Speed Enforcement infractions;
- c. measures to ensure more clear signage around speed cameras;
- d. data on the number of tickets issued and the average speeds at which the vehicles were observed exceeding the posted speed limit, broken down by speed camera location; and
- e. a breakdown of the City of Toronto's annual spending on Traffic Calming measures city-wide, for the years 2023, 2024, and 2025.

The Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2025.MM33.2>

At its meeting on June 25 and 26, City Council requested the General Manager, Transportation Services, to report to the Infrastructure and Environment Committee by the end of 2025 on potential options under the Automated Speed Enforcement Program to activate the technology at certain times or days, or for limited or random time intervals over the course of the day. The Council decision can be found at:

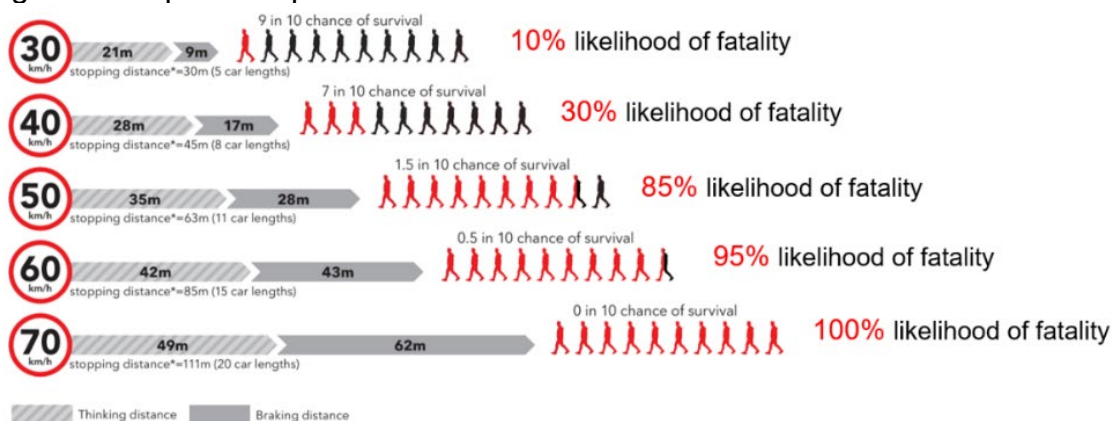
<https://secure.toronto.ca/council/agenda-item.do?item=2025.IE22.4>

COMMENTS

Background

Speeding is one of the leading causes of fatal motor vehicle collisions in Ontario. The Ontario Road Safety Annual Report, 2023, estimates that speeding contributes to approximately 21% of traffic related fatalities. Higher speeds increase the risk of serious injuries and fatalities in compounding ways; they reduce reaction time for people driving and increase vehicle stopping distance, making it less likely to be able to avoid a collision. Furthermore, when collisions occur at higher speeds, the impact force has a high likelihood of causing a serious injury and fatality. Figure 1 illustrates the relationship between speed, the ability to avoid a collision and the likelihood of a fatality in the event of a collision.

Figure 1: Impact of Speed on Collision Outcome



source: Adapted from World Health Organization, 2008. Speed management: a road safety manual for decision-makers and practitioners.
Transportation Association of Canada, 2011. Geometric Design Guide for Canadian Roads Part 1. 1.2.5.2 - 1.2.5.4.

On May 30, 2017, the Province of Ontario passed the Safer School Zones Act, 2017, which amended the Highway Traffic Act to provide municipalities with more tools to improve road safety, particularly for pedestrians and cyclists. One of the key provisions allows municipalities to use Automated Speed Enforcement (ASE) in designated School Zones and Community Safety Zones.

ASE is an important safety measure in the City's Vision Zero Road Safety Plan focused on improving aggressive driving behaviours to decrease speeding and increase safety. ASE is designed to work in tandem with other measures under the speed management strategy including engineering measures and education initiatives. ASE is a proven speed management tool used in many jurisdictions around the world, including Toronto, where a recent evaluation conducted by the Hospital for Sick Children concluded that ASE resulted in a substantial 45% reduction in the proportion of speeding vehicles.

Toronto's ASE program launched in January 2020 with the deployment of 50 mobile ASE cameras to enforce posted speed limits in Community Safety Zones across the City. In 2023, in response to City Council direction, 25 additional ASE cameras were added, bringing the program total to 75 cameras in the City of Toronto. In January 2025, City Council directed a further expansion of 75 additional ASE cameras. These were implemented throughout the first quarter of 2025 bringing the total to 150 cameras currently in operation.

Approximately 95 per cent of the City's Community Safety Zones are located in close proximity to schools. The remaining Community Safety Zones were designated in areas near senior residences, parks, and other sensitive areas with high pedestrian traffic.

A recent survey conducted by the Canadian Automobile Association (CAA) found strong support for ASE cameras in Ontario. The findings show that 73 per cent of respondents support the use of ASE in targeted zones. The survey also concluded that 76 per cent of those surveyed believe the cameras are effective at deterring speeding, while 73 per cent of drivers reported slowing down when approaching an ASE camera.

The goal of the ASE program is to change driver behavior. Although the program has been successful in this regard, the City wants to ensure its continued operation aligns with school safety, while providing motorists time to adjust their driving habits. With these goals in mind, the ASE program will be implementing several operational changes as follows.

Installation of Larger, More Visible and Clearer Warning Signs

As directed by City Council at its meeting on June 25 and 26, 2025, and on October 8 and 9, 2025, staff will begin installing new supplementary warning signs in advance of all ASE camera sites and in accordance with the Ontario Traffic Manual Book 7.

Installation of the new signs will begin by November 15, 2025, subject to legislation being in effect that permits municipalities in Ontario to operate ASE..

The new signs will serve as an additional reminder for drivers to be more aware of the ASE cameras. They will also remind drivers that they are travelling through a sensitive area and may need to adjust their driving behaviour accordingly. Figure 2 shows an illustration of the new ASE warning sign.

Figure 2: New ASE Warning Sign



Pilot Automated Speed Enforcement During School Usage Hours

Currently, the ASE camera systems capture incidents of speeding motorists 24 hours per day, 7 days per week. The camera systems include the capability to program a schedule to enforce at certain times or during certain days.

Going forward, the City's ASE program will focus its efforts on improving compliance with the posted speed limits during times when schools are active, when children are travelling to and from school, and when playgrounds, daycare centres, sports fields and parks are in use.

Starting November 15, 2025, staff will pilot limiting the operating hours of ASE from 7:00 a.m. to 9:00 p.m., Monday to Friday, subject to legislation being in effect that permits municipalities in Ontario to operate ASE..

Limit the Number of Automated Speed Enforcement Infractions an Individual Vehicle Owner Can Receive at a Single Camera Location Prior to Receiving their First Notice

The ASE program was designed to ensure reasonable and consistent enforcement to support road safety and encourage compliance with the posted speed limits. The Province requires an ASE infraction to be issued within twenty-three days from the date of the violation, and as a result, an individual may not realize they have exceeded the posted speed limit while travelling through a Community Safety Zone until after receiving their first infraction notice in the mail.

As requested by City Council (IE24.13), staff have reviewed this issue and , as a result, will implement changes to the ASE program by November 15, 2025 so that an individual

will not receive a second infraction from the same camera until at least seven (7) days after their first infraction was issued. Allowing motorists this period of time after their first infraction will give them sufficient time to adjust their driving behavior and reduce the likelihood of them incurring additional penalties.

The system used to review incidents captured by the ASE cameras and issue violation notices is owned and maintained by the ASE vendor. Changes to the processing system will be required to accommodate a solution that will limit the number of infractions an individual can receive. The cost to develop, test and implement the changes is estimated at \$36,000 (including HST).

Automated Speed Enforcement Site Selection

ASE sites are selected by Transportation Services based on a data-driven approach. The selection of sites consists of the following two-staged process:

Stage 1: An initial screening which identifies and prioritizes all CSZ locations based on the following data:

- Collisions involving children;
- Collisions where a vulnerable road user (pedestrian, senior, cyclist etc.) was killed or seriously injured;
- Vehicle speed data;
- 24-hour traffic volume;
- Percent of students within walking distance; and
- Requests from Police and the public.

Stage 2: Once the sites are prioritized, a manual review of the site is conducted to ensure that the site conditions support accurate data collection. A site review includes the following considerations:

- No obstructions or impediments to the equipment;
- Adequate boulevard space to accommodate the equipment;
- No planned road work, as construction can impact the ASE system due to reduced space to accommodate the camera unit and potential lane reductions or realignments that will affect the system's operation;
- No sharp curves or extreme grading changes that may reduce the range of operation for the speed measurement device;
- No planned speed limit reductions in order to give motorists enough time to adjust to the change;
- Adequate distance from speed limit transitions in order to give motorists enough time to adjust to the change; and
- Cannot have the presence of a flashing speed limit reduction sign, as the speed limit change is in effect only when the sign is flashing and the system is unable to see or detect whether the sign is flashing.

Once the sites are assessed, operational considerations may result in minor adjustments to the Stage 1 prioritization.

Warning signs are installed for a minimum of 90 days prior to enforcement to advise motorists that the cameras will be coming soon. Once enforcement begins, the warning signs are removed and regulatory signs are installed to advise motorists that the cameras are in use.

If a vehicle is detected by the ASE system travelling in excess of the posted speed limit, the registered owner of the vehicle will receive a penalty notice regardless of who was driving. The total payable amount is determined by Ontario Regulation 355/22 under the Highway Traffic Act and includes a Set Fine, victim fund component and a provincial licence plate search fee.

Images are reviewed by Provincial Offences Officers, who have been designated by the Province to issue ASE penalties. Upon conviction, a fine is issued under the administrative penalty system, which does not impact driving records or demerit points.

Data on the Impact of Automated Speed Enforcement

Researchers from the Hospital for Sick Children, in collaboration with the Toronto Metropolitan University, conducted an evaluation of Toronto's ASE program. The comprehensive analysis showed that there was a significant 45% reduction in the proportion of vehicles exceeding the speed limit during ASE compared to the period before ASE. The evaluation also found that excessive speeding - exceeding the speed limit by 20 km/h or more - was also reduced by 87% after the deployment of an ASE device. Furthermore, the study showed a rapid decrease in vehicle speed, as well as sustained reductions in speeding over time.

The reduction in vehicle speeds and in the percentage of vehicles exceeding the speed limit was substantial and occurred uniformly across the city. The design of the evaluation ensured confidence that the speed reductions observed were directly attributable to the ASE program. The full report is available on the City's website at www.toronto.ca/ase.

The World Health Organization's publication, Speed Management: A Road Safety Manual for Decision-Makers and Practitioners, emphasizes that speed is a key risk factor influencing both collision occurrence and injury severity. The data unequivocally shows that reducing travel speeds is one of the most effective measures to save lives and prevent serious injuries, particularly among vulnerable road users such as children, seniors and cyclists. By reducing vehicle speeds, ASE drastically lowers the likelihood of death or serious injury if a collision occurs.

Additional data related to ASE infractions issued since the program began in 2020, including the number of tickets issued and the average recorded speeds at which vehicles exceeded the posted speed limits, will be made available on www.toronto.ca/ase.

City of Toronto's Annual Spending on Speed Management Measures

ASE is one of the components of the speed management strategy under the City's Vision Zero Road Safety Plan. While physical measures, like speed humps, force a

driver to slow down to avoid discomfort, speed cameras encourage a driver to slow down to avoid a ticket. With the right road conditions and environment, both are effective methods for reducing vehicle speeds and achieving safer streets.

Below is a summary of the City's annual spending on Vision Zero speed management measures other than ASE from 2023 to 2025:

Safety Measures	2023	2024	2025
	Actual	Actual	Projected
Geometric Improvements, Community/School/Senior Safety Zones, Mobile Watch Your Speed Program and Other Related Projects	\$22.3M	\$24.5M	\$27.1M
Traffic Calming (Speed humps, Speed Humps, Cushions and in-road flex signs)	\$1.2M	\$1.1M	\$2.0M
Overall Speed Management Measures (not including ASE)	\$23.5M	\$25.6M	\$29.1M

Conclusion

The primary goal of the ASE is to change driver behaviour and proactively improve road safety. While the program has been very successful in achieving its goal, the changes outlined in this report are designed to maintain and enhance public trust and support for the ASE program.

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SIGNATURE

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