

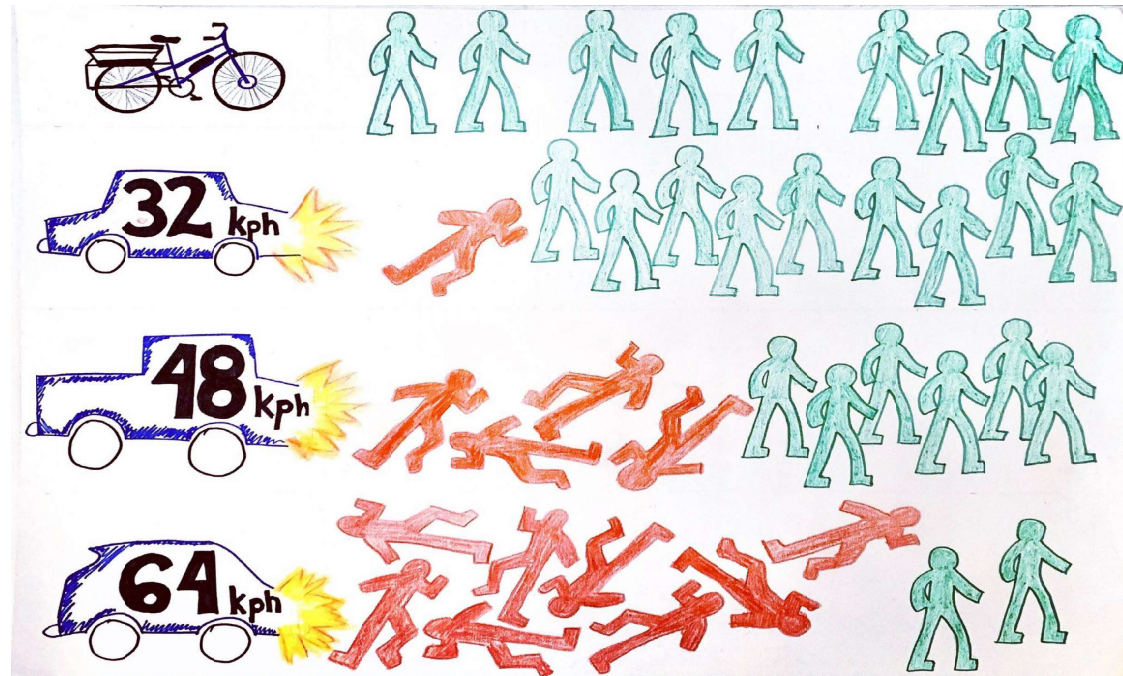
2025.IE24.4 & 2025.IE24.13 - Automated Speed Enforcement



It's not a big deal. Or is it?

It's easy to trivialise speeding because the consequences of speeding aren't intuitive.

$$KE = \frac{1}{2} mv^2$$

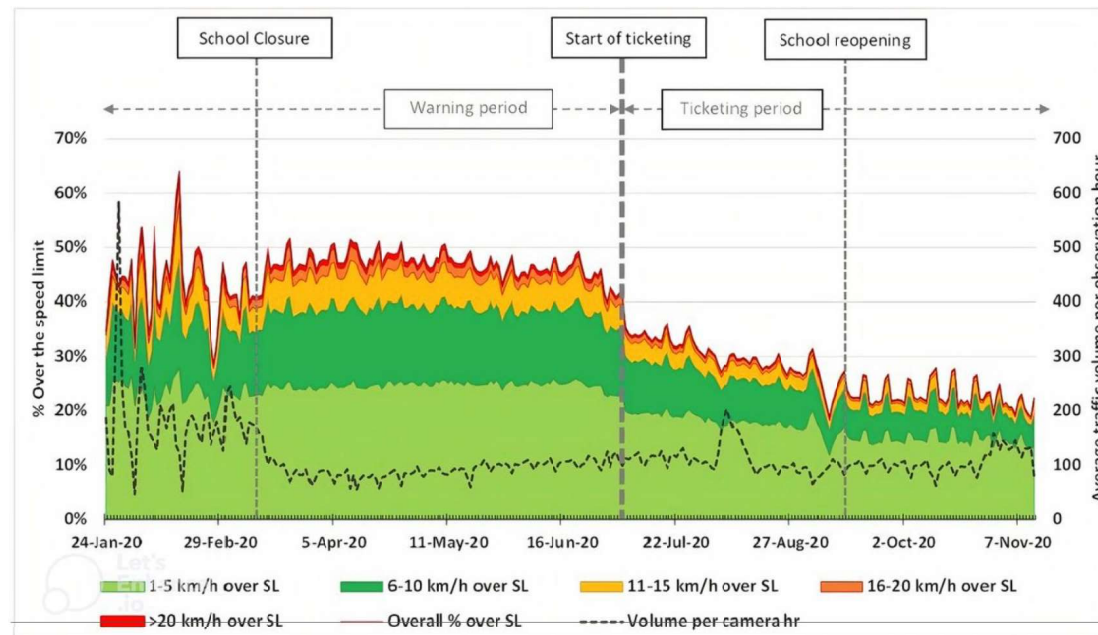


As speed increases, **the risk of death or serious injury isn't linear. It's quadratic.**

Under 30km/h you'll probably live. At 50km/h it's a coin flip. Over 60km/h odds are you won't.



SickKids and TMU study:



“A graphical display of the proportions of vehicles speeding recorded by 50 automated speed enforcement cameras. The speed enforcement cameras were present, visible and recording during the warning period from January 2020 to June 2020, but were not issuing tickets during that time. During the warning period, almost 50% of vehicles were speeding. This proportion dropped rapidly and steadily with the start of ticketing in July 2020. When ticketing continued during the school year from September, a further drop in speeding was observed, as well as a clear pattern of more speeding on weekends and less on weekdays.”



SickKids and TMU study:



Automated speed enforcement significantly reduces speeding in Toronto school zones

WHAT THIS STUDY ADDS ⇒

Automated speed enforcement **substantially reduced the proportion of speeding cars** by 45% and reduced the 85th percentile traffic speed by 10.7 km/hour when used in urban school zones with child pedestrians.

HOW THIS STUDY MIGHT AFFECT RESEARCH, PRACTICE OR POLICY ⇒

Automated speed enforcement should be considered **alongside other interventions in reducing the risk of exposure to high-speed traffic for vulnerable road users** in the urban setting.



Doug Ford is playing politics with our safety. Again.



Toronto

Ontario eyes barring new bike lanes where car lanes would be cut

Government exploring 'multitude of proposals' for congestion management: transportation minister



Geoff Nixon, Travis Dhanraj, Lorenda Reddekopp · CBC News ·

Posted: Sep 19, 2024 9:41 PM EDT | Last Updated: September 20, 2024



Last fall Doug Ford was disregarding the facts and undermining local democracy.

He expertly softened his message by claiming he wasn't against bike lanes, just where they "made sense". (They just happened to be the exact 19 km of bike lanes along his Etobicoke to Queen's Park commute.)



Facts don't care about Doug Ford's feelings.



Despite the premier's bluster, internal government documents released as a result of Cycle Toronto's legal challenge revealed that their own experts knew Bill 212 was arbitrary and dangerous:

- *Cycling has been shown to have a **positive impact on congestion** in North American cities.*
- *....the net result of bike lane removals could simply be **more vehicles queued along already congested streets** without significant reductions in travel times.*
- *[removing protected bike lanes]...suggests **more than 54% increase in the total number of collisions** (i.e., for all road users, not just those involving cyclists).*

Today the premier is offering municipalities bribes for road safety improvements while threatening to use the notwithstanding clause if the courts won't overturn his defeat on bike lanes. It doesn't add up.

Don't fall for it.



Cycle Toronto et al. v. Ontario (Attorney General)



The Applicants have established that removal of the target bike lanes **will put people at increased risk of harm and death** which engages the right to life and security of the person....

The advice provided to the government, both before and after Bill 212 was passed, was that the removal of the target bike lanes to restore a lane of motor vehicle traffic will not achieve the asserted goal of the legislation, as it **will not reduce congestion**. The extensive evidence presented by the Applicants confirms this advice....

Accordingly, I find that s. 195.6 of the HTA, in the form passed in 2024, is inconsistent with s. 7 of the Charter and not saved by s. 1 of the Charter. As to the new version of s. 195.6 passed on June 5, 2025, I find that **any “reconfiguring” which has the effect of removing the physical separation of the target bike lanes from motor vehicle traffic for the purpose of reducing congestion is also a breach of the Charter**. It follows, as well, that any 6 regulation permitting the removal of the target bike lanes for that purpose would also breach the Charter.

