

Supplemental Report on the Safety Impacts of the Cancellation of the Automated Speed Enforcement Program

Date: June 23, 2026

To: City Council

From: General Manager, Transportation Services

Wards: All

SUMMARY

This report responds to a request from the Infrastructure and Environment Committee on June 10, 2026, to report directly to the June 24, 25 and 26, 2026 meeting of City Council on observed changes in motor vehicle speeds and an update on fatal collisions following the removal of Automated Speed Enforcement (ASE) cameras.

Vehicle speed is a key factor influencing both the likelihood and severity of collisions, particularly those involving vulnerable road users. As part of the Vision Zero Road Safety Plan, the City of Toronto implemented the ASE program in 2020 to reduce speeding and improve road safety. Program evaluations demonstrated that ASE was an effective intervention, resulting in a 45 per cent reduction in speeding at monitored locations. Amendments to the *Highway Traffic Act* enacted by the Province of Ontario repealed municipal authority to operate ASE programs, effective November 14, 2025, resulting in the discontinuation of the City's ASE program.

This report examines observed changes in vehicle speeds and roadway fatalities following the end of ASE operations. Following the removal of ASE cameras, preliminary analysis shows an increase in vehicle operating speeds at monitored locations. Across 104 locations with comparable before-and-after data, the average 85th percentile operating speed increased by 4.8 km/h. The proportion of vehicles traveling 11 km/h or more over the posted speed limit also increased from 2.0 per cent to 8.1 per cent. These findings summarize early trends based on available data, highlight key observations and limitations, and provide context for interpreting these findings alongside other factors that influence road safety outcomes.

Staff will continue to monitor speed, collision and injury data to assess longer-term impacts and support data-driven road safety strategies and decision-making.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council receive this report for information.

FINANCIAL IMPACT

There are no immediate financial impacts resulting from the findings of this report.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial implications as contained in the Financial Impact Section.

DECISION HISTORY

At its meeting on June 10, 2026, the Infrastructure and Environment Committee adopted a motion on item IE30.2- Updates on Vision Zero Road Safety Initiatives: Enhancing Safety in School Zones, Permanent Roadside Memorials, Changes to Parking Regulations for Intersection Pedestrian Signals, and Road Safety Improvement Projects, requesting the General Manager, Transportation Services, to report directly to the June 24, 25 and 26, 2026 meeting of City Council on observed changes in motor vehicle speeds and an update on fatal collisions data following the removal of Automated Speed Enforcement camera operations.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.IE30.2>

At its meeting on March 25 and 26, 2026, City Council adopted item IE27.9 - Updates on Vision Zero Road Safety Initiatives: Follow-Up from June and October 2025 City Council Directives, Missing Sidewalk Installations, and Road Safety Improvement Projects, which included a request from City Council for the Toronto Police Service Board to provide an update on what plans the Toronto Police Service has to deploy additional police resources near schools to enforce speed limits in school zones now that the Province of Ontario has prohibited the use of Automated Speed Enforcement cameras.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.IE27.9>

At its meeting on March 25 and 26, 2026, City Council adopted item MM39.73 - School Safety Enhancements through "SCHOOL" Pavement Markings, requesting the General Manager, Transportation Services to build into the next contract(s) for School Safety Zone pavement markings an enhancement such that the "SCHOOL" marking is painted on all lanes of multi-lane roadways and retrofit all applicable existing School Safety Zones accordingly within a reasonable timeframe.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.MM39.73>

At its meeting on November 12 and 13, 2025, City Council adopted item IE25.8 - Automated Speed Enforcement Program Update, which responded to multiple requests from City Council regarding potential updates and enhancements to the Automated Speed Enforcement program. As part of this item, City Council also adopted two

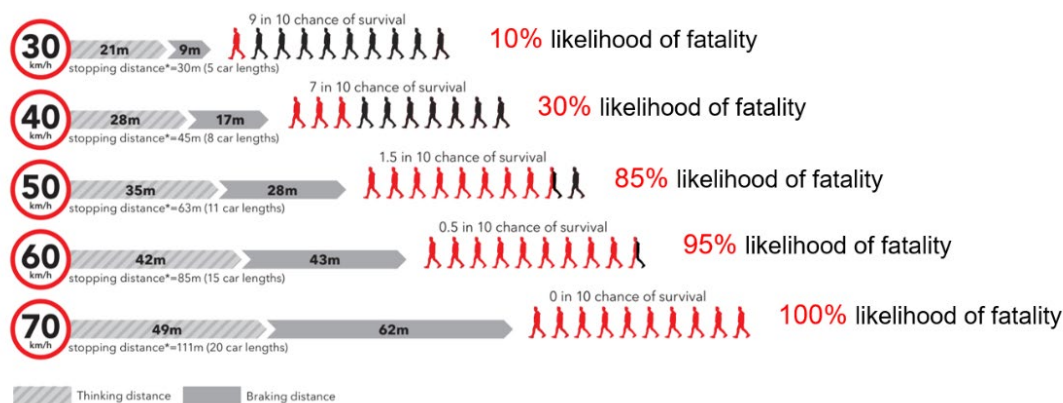
requests for the Province of Ontario to reimburse the City for: 1) the full operating cost of the 911 crossing guards program at \$31.2 million and 18 traffic safety police officers at \$3.9 million which are currently funded through the Automatic Speed Enforcement program to ensure these vital safety programs are not discontinued; and 2) the accelerated road safety initiatives capital budget to mitigate the loss of the Automatic Speed Enforcement program in Community Safety Zones including: \$95.8 million for local safety improvements, \$13.92 million for traffic calming, \$40.60 million for traffic lights and other safety measures, to the total of \$210 million.
<https://secure.toronto.ca/council/agenda-item.do?item=2025.IE25.8>

COMMENTS

Automated Speed Enforcement Program Background

Higher speeds contribute to higher risk of serious injuries and fatalities in compounding ways; they reduce reaction time for people driving and increase the 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 Outcomes



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.

Lower vehicle speeds improve safety for all road users. They specifically have the greatest impact on reducing the frequency and/or severity of:

- Rear-end, head-on, and t-bone collisions between motor vehicles, which make up 47% of serious injuries and fatalities for motor vehicle occupants;
- Pedestrians hit at midblock locations and by motor vehicles driving straight at intersections which make up 52% of serious injuries and fatalities for pedestrians; and
- Sideswipe, rear end, and left turning bicycles hit by through vehicles which make up 32% of serious injuries and fatalities for people cycling.

On May 30, 2017, the Province of Ontario enacted the *Safer School Zones Act, 2017*, which amended the Highway Traffic Act to provide municipalities with more tools to improve road safety, particularly for children and other vulnerable road users including seniors and cyclists. A key provision of the legislation authorized municipalities to implement ASE within designated School Zones and Community Safety Zones.

ASE was an important component of the City's Vision Zero Road Safety Plan, aimed at addressing aggressive driving behaviours by reducing speeding and improving overall road safety. The program was intended to complement other elements of the Vision Zero Speed Management Strategy, including engineering measures and education initiatives. ASE is a well-established speed management tool used in many jurisdictions around the world. For the City of Toronto's program, an evaluation conducted by the Hospital for Sick Children and Toronto Metropolitan University concluded that ASE resulted in a substantial 45% reduction in the proportion of speeding vehicles.

The City of Toronto launched its ASE program in January 2020 with the deployment of 50 mobile cameras to enforce speed limits in Community Safety Zones, with over 90% of these sites located adjacent to schools. In February 2023, following City Council direction, the program was expanded by an additional 25 cameras, bringing the total to 75. In January 2025, City Council approved a further expansion of 75 cameras, which were implemented during the first quarter of 2025, increasing the total to 150 cameras. Of the 150 cameras, 24 were permanent (pole-mounted) cameras.

In 2025, the Province of Ontario enacted Bill 56, *Building a More Competitive Economy Act, 2025*, which amended the *Highway Traffic Act* to repeal municipal authority to operate Automated Speed Enforcement (ASE) programs, effective November 14, 2025. ASE cameras were subsequently deactivated and can no longer be used for speed enforcement. Penalties and proceedings associated with violations issued prior to the repeal remain valid.

Observed Changes in Vehicle Speeds following Cancellation of ASE Program

Lower vehicle speeds reduce the frequency and severity of motor vehicle collisions, lowering the risk of serious injuries and fatalities. Following the deactivation of all ASE cameras on November 14, 2025, a series of three-day speed studies were scheduled at 147 locations in either Fall 2025 or Spring 2026, 104 of which were completed and validated at the time of this report. Staff have completed an analysis to assess whether vehicle speeds have measurably increased at these locations.

To validate that speed data sourced from short-term speed studies and ASE cameras were comparable, staff reviewed a selection of studies conducted on days and at locations when and where ASE cameras were still operational. A high-level analysis suggests that the overall bias across multiple speed-related indicators is less than one kilometre per hour (km/h).

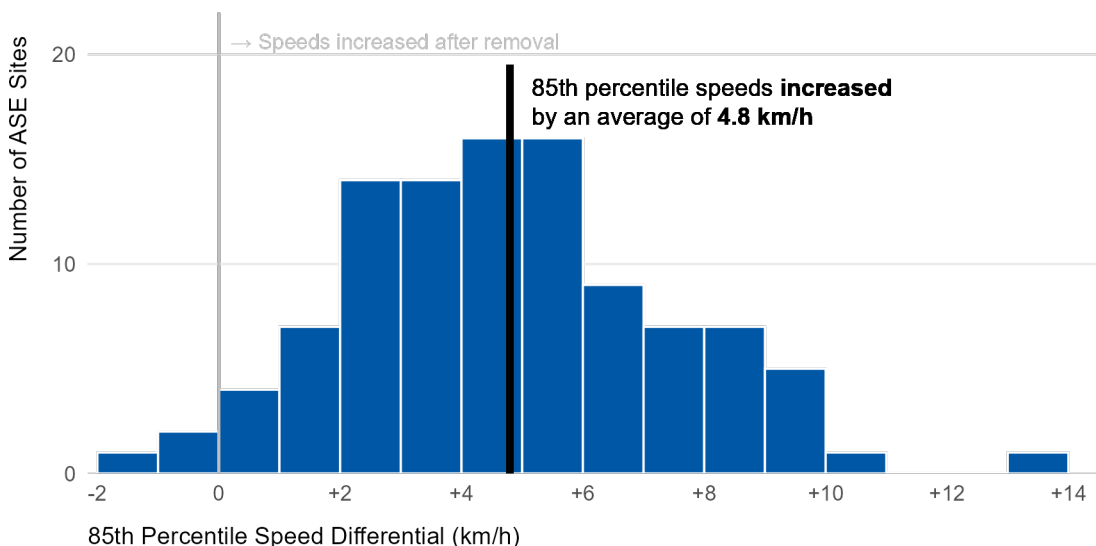
Figure 2 shows that 85th percentile operating speeds increased by an average of 4.8 km/h across 104 locations where data was available. This is consistent with conclusions on the impact on speed reductions attributable to ASE from other third-party expert

studies, [including an evaluation study](#) conducted by researchers from The Hospital for Sick Children in collaboration with Toronto Metropolitan University.

Figure 2: Change in 85th percentile vehicle speeds, during ASE operation vs. after removal

Vehicle speeds increased at 101 of 104 locations measured

Change in 85th Percentile Speed, During ASE Operation vs. After Removal



As expected, the observed effect varied widely across sites, reflecting differences in road width, posted speed limit, design speed, and surrounding land use. The increase in speeding after the cameras were removed was significant but also varied by location. The effect also differed by how far over the posted speed limit drivers were travelling. As shown in Table 1, the average percentage of vehicles travelling 11 km/h or more over the speed limit increased from 2.0% to 8.1%. This increase in speeding was generally more prominent on streets with a posted speed limit of 30 km/h, representative of local roads rather than arterials.

Table 1: Vehicle speeds relative to posted speed limit, during ASE operation vs. after removal

Posted Speed Limit	# of Locations	Total Percentage of Vehicles Across all Locations			
		Phase	1 - 10 km/h Over Speed Limit	11-15 km/h Over Posted Speed Limit	16+ km/h Over Posted Speed Limit
30 km/h	13	During ASE Operation	32.7%	3.4%	1.4%
		After ASE Removal	51.8%	12.1%	7.2%

Posted Speed Limit	# of Locations	Total Percentage of Vehicles Across all Locations			
		Phase	1 - 10 km/h Over Speed Limit	11-15 km/h Over Posted Speed Limit	16+ km/h Over Posted Speed Limit
		Change	+58%	+260%	+410%
40 km/h	53	During ASE Operation	17.7%	1.1%	0.4%
		After ASE Removal	33.1%	3.7%	1.8%
		Change	+87%	+240%	+350%
50+ km/h	38	During ASE Operation	14.3%	1.1%	0.5%
		After ASE Removal	33.7%	4.9%	2.9%
		Change	+140%	+350%	+480%
All	104	During ASE Operation	18.4%	1.4%	0.6%
		After ASE Removal	35.7%	5.2%	2.9%
		Change	+94%	+270%	+380%

In addition to the significant and measurable impact at sites where cameras were installed, it is likely that changes in driver behaviour influenced by the ASE program persisted beyond these locations. These "second order" effects are common in compliance and enforcement programs. While City staff do not have the requisite data to study this effect, it is possible that the closure of the ASE program has also increased overall speeds across the City.

Fatalities Since Loss of Automated Speed Enforcement

Since the loss of the ASE program, 25 fatal collisions have occurred on Toronto's roadways in the six-month period between December 1, 2025 and May 31, 2026. Two of those fatal collisions occurred within 100 metres of locations where ASE was previously in place, including:

- A fatal collision involving a person on a motorcycle on Nugget Avenue, West of Markham Road, in Ward 23 (Scarborough North)
- A fatal collision involving a pedestrian at the intersection of Parliament Street and Gerrard Street East, in Ward 13 (Toronto Centre)

Overall, the number of fatal collisions during the same December-to-May period over the previous four years ranged from 16 to 25. Table 2 provides a comparison of fatal collisions over the same six-month period across the past five years, alongside the presence or absence of ASE.

There is significant year-to-year fluctuation in traffic fatalities, as these types of collisions are relatively infrequent and can be influenced by a range of factors, including traffic volumes and traffic patterns, road user behaviour, weather conditions, infrastructure changes and normal statistical variation. As a result, longer time frames are required to measure and understand statistical trends and the impact of the removal of ASE.

As more data becomes available, further monitoring, research, and analysis will be needed to understand the direct and indirect impacts of the removal of the ASE program on traffic fatalities in the City of Toronto. Future analyses would also include the impact on serious injury collisions. These collisions are excluded here as complete records on most serious injury collisions are not available until approximately six months after the date of collision.

Table 2. Comparison of fatal collisions and ASE operation, 2021-2026 (December to May)

Time Period	December 2021 to May 2022	December 2022 to May 2023	December 2023 to May 2024	December 2024 to May 2025	December 2025 to May 2026
ASE Present	Yes	Yes	Yes	Yes	No
Total Number of Fatal Collisions	25	16	21	17	25
Total Number of Fatalities	27	16	21	20	25

This report has presented an early look at the impacts associated with the removal of ASE and how it has resulted in increases in vehicle speeds at affected locations. Staff will continue to monitor speed, collision, and injury data to evaluate longer-term impacts and inform evidence-based road safety strategies and decision-making. Staff will also share data and engage with the academic community to support further research that studies the broader impacts of the removal of ASE, including the effects on driver speed compliance and on fatal and serious injury collisions in the City of Toronto.

CONTACT

Elyse Parker
Director, Policy, Data, and Strategic Initiatives
Transportation Services
416-338-2432
Elyse.Parker@toronto.ca

SIGNATURE

Ashley Curtis
General Manager
Transportation Services