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Communication

Sp. CW – September 15, 2025

Item No. 1

DATE: September 12, 2025

TO: Mayor and Members of Council

FROM: Emilie Alderman, Deputy City Manager, Public Works

RE: **COMMUNICATION – September 15, 2025**
Special Committee of the Whole
The City's Automated Speed Enforcement Program

1. Purpose

The purpose of this Communication is to provide Mayor and Council information regarding the current state of the City's Automated Speed Enforcement program following recent statements from Premier Doug Ford calling for municipalities to remove automated speed enforcement cameras.

2. Analysis

On June 4, 2025, Council approved a motion to pause the City's Automated Speed Enforcement program.

The Automated Speed Enforcement program is a key initiative under the MoveSmart Mobility Management Strategy, which focuses on improving the municipal road network and road safety while supporting the development of more cycling and pedestrian infrastructure to create fully connected and integrated communities. MoveSmart was approved by Vaughan Council on March 10, 2021. The implementation of the Automated Speed Enforcement program was approved on December 12, 2023 and came into effect on April 23, 2025 following a 176-day notice period, prior to being paused on June 4, 2025.

The City's Automated Speed Enforcement program has been planned and implemented to meet or exceed all regulatory and legislative requirements to achieve consistency, fairness and transparency while complementing other road safety measures, including physical traffic calming and traditional police enforcement. In Ontario, over 500 Automated Speed Enforcement cameras are active across seven regions, 13 municipalities, and nine townships. An additional seven municipalities received Council approval to implement Automated Speed Enforcement programs in the near future which will result in over 700 Automated Speed Enforcement cameras being in place across Ontario by 2026.

The City's 10 Automated Speed Enforcement locations that were in effect at the time of the program pause were selected based on data-driven criteria and deployed with signage in advance to ensure public awareness. The program adhered to all applicable operational, signage and enforcement protocols as outlined in agreements with provincial partners and applicable legislation.

Data collected during the original launch of the program and following the program pause show that Automated Speed Enforcement is effective in reducing vehicle speeds on community roads.

Prior to the program's launch on April 23, 2025, the number of speeding vehicles each day remained consistently high, averaging over 5,000 speeding vehicles per day with a slight upward trend. This figure dropped by 56 per cent to 2,207 per day on average across all 10 Automated Speed Enforcement locations following the activation of the City's Automated Speed Enforcement cameras. There was also an immediate and sustained decrease in speeds over the six-week enforcement period. Specifically, the average speed dropped by 23 per cent across all 10 locations from 48 kilometres/hour before the enforcement period to 37 kilometres/hour during the last week of the enforcement period. The posted speed at all 10 locations is 40 kilometres/hour.

Following the announcement of the Automated Speed Enforcement program pause on June 4, 2025, there was a noticeable rise in the number of speeding incidents. The average daily number increased by 59 per cent from 1,657 per day during the last week of the enforcement period to 2,635 per day in the last week of July. Average speed increases have also been observed across the Automated Speed Enforcement locations since the program pause (June 4, 2025 to July 31, 2025) compared to when the program was in effect (April 24, 2025 to June 4, 2025).

Council approved the Neighbourhood Traffic Calming Policy in October 2024 to identify a consistent, evidence-based framework for identifying and implementing traffic calming measures.

The policy sets out measurable criteria, including traffic volumes, operating speeds and collision history to ensure that locations are assessed fairly and objectively, aligned with national and industry best practices.

The City's approach to traffic calming aligns with the Transport Association of Canada/Institute of Transportation Canada engineering and design guidelines and includes:

- **Level 1 Measures:** These measures are passive, use interim materials, and/or allow for quicker implementation and include flexible signs (seasonal), temporary speed cushions (seasonal), planters (seasonal), and specialized pavement markings.
- **Level 2 Measures:** Physical measures resulting in changes to streets that typically have a higher cost compared to Level 1 measures and a faster timeframe for planning, design, and installation compared to Level 3 measures. These include asphalt speed cushions.

- **Level 3 Measures:** Physical measures resulting in permanent physical changes to streets that typically have higher costs compared to Level 2 measures and require a longer timeframe to plan, design, and construct compared to Level 2 measures. These include curb extensions and roundabouts.
- **Education:** This includes supportive education tools and programs that reinforce desired driver behaviour. These measures can be applied as standalone or combined with Level 1 to 3 measures. Measures include radar message boards, boulevard signage including silhouettes and education campaigns.

The Province of Ontario proposed legislative amendments to Automated Speed Enforcement under Schedule 9 of Bill 24 – Plan to Protect Ontario (Budget Measures) Act, 2025 which received Royal Assent on June 5, 2025.

The amendments introduced new requirements related to Automated Speed Enforcement camera vendor compensation, expanded oversight authority for the Minister of Transportation, increased transparency obligations, and enhanced provincial regulatory powers. These changes were intended to strengthen enforcement integrity, promote consistency across municipalities, and increase public confidence in camera-based traffic enforcement. Although Bill 24 received Royal Assent, some of the Automated Speed Enforcement amendments have not yet come into effect.

Key impacts include restrictions on vendor payment structures, mandatory public disclosure of camera locations, and the potential for the Province to establish uniform criteria for Community Safety Zone designations and signage standards. The City's existing agreements and public-facing disclosure practices are already aligned with the new requirements that have been set out in the legislation.

On Sept. 9, 2025, Premier Doug Ford is quoted following a breakfast speech to the Toronto Region Board of Trade as telling reporters "Get rid of the speed cameras or I'm going to do it."

The [Canadian Press reported](#): Ford called the cameras nothing more than a cash grab for the city (of Toronto) and suggested there are better ways to deter speeding, particularly in school zones. "If you want to slow down traffic at school, you put the big huge signs, big flashing lights, 'Crossing Area,'" he said. "People will slow down." "Hopefully the cities will get rid of them like Mayor (Steven) Del Duca did in Vaughan, or I'm going to help them get rid of them very shortly," the Premier said.

The [CBC reported](#): In an email on Tuesday, Dakota Brasier, spokesperson for Ontario Transportation Minister Prabmeet Sarkaria, said the province will take steps later this year to get rid of speed cameras. "We are exploring alternative tools to enhance traffic safety without the use of automatic speed cameras that are nothing but a cash grab. **We want to see cities take steps to remove them, otherwise we are prepared to help get rid of them when the House returns in the Fall.**"

The legislative authority for Automated Speed Enforcement came into effect in 2019 and, in 2022, the Province of Ontario amended the Highway Traffic Act to allow Automated Speed Enforcement to become enforceable under Administrative Penalties.

The City's Automated Speed Enforcement program is currently paused and the above-mentioned legislative authorities remain in effect.

For more information, contact Emilie Alderman, Deputy City Manager, Public Works, ext. 6116.

Approved by

A handwritten signature in cursive script, appearing to read "E. Alderman".

Emilie Alderman, Deputy City Manager, Public Works