



		Corporate Services Department Legislative Services Division	
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September 19, 2025

Mayor Marianne Meed Ward, Chair
Ontario's Big City Mayors
6-2400 Dundas St W
Mississauga ON L5K 2R8

Re: Automated Speed Enforcement (ASE) Programs in Ontario

Dear Mayor Meed Ward,

Over the past six weeks Ontario's Automated Speed Enforcement programs have been criticized by Premier Ford. The Ontario Traffic Council (OTC) would like to applaud those Mayors and Regional Chairs who have chosen to stand up in opposition to the Premier's comments and have defended Automated Speed Enforcement, citing data and research as evidence of its effectiveness in changing driver behaviour by slowing down motorists and reducing speeds within our community and school zones protecting the lives of those cycling, walking and rolling.

ASE is saving lives. Recent studies by the Hospital for Sick kids and CAA continue to provide evidence that ASE is working as part of an effective road safety strategy to reduce speeds and protect vulnerable road users. The same CAA study shows the public supports ASE.

The OTC has collected municipal data, which continues to point to ASE as an effective means to reduce speeding and in most cases the results are significant. We know from speed crash studies that reducing speeds results in less severe injuries and death for those walking, cycling, or rolling. Maintaining automated speed enforcement programs in Ontario municipalities is a responsible and informed road safety decision.

Unfortunately, critics of ASE have pointed to speed cameras outside of school zones as "speed traps" without investigating the information or background to the site selection process for cameras, which staff and councils have used to define and by-law community safety zones, such as the proximity to schools, libraries, parks, community centers, senior homes, etc. and using speed studies, data pertaining to near misses and collisions.

Critics also point to ASE as a "cash grab", which is simply not true. Unlike other HTA offences, ASE tickets do not carry demerit points, making them less punitive. The goal of ASE, as is with any fine associated with legislated offences, is to change behaviour – in this case to reduce motorist speeds within community and school zones thereby protecting the lives of vulnerable road users walking, riding or rolling in our communities. Speed enforcement, whether traditional or using automated speed enforcement, will always draw criticism from people who choose to speed. No one should be given a free pass to speed on any Ontario roadway. Speeding is a risky behaviour, which can have catastrophic consequences for all road users and their families.

Revenues from most municipalities with ASE programs are increasingly being reinvested into local road safety improvements. There is also the Victim Component Fee of ASE and other HTA fines allocated to the Province's Victim Component Fee, which fund programs supporting victims of crime. Where ASE revenues are not being directed to road safety programs, the OTC supports regulatory changes to mandate reinvestment of excess revenues, ensuring ASE remains about safety, not revenue.

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Now is the right time for the Province to strengthen ASE – not cancel or suspend it. With the passage of Bill 24, updates to regulations will give the Minister expanded authority over ASE. These new powers create a timely opportunity to establish stronger provincial framework that improves fairness, consistency, and public confidence.

The OTC is in support of requirements for ASE programs to conform to legislation, regulation and agreements and to prioritize safety over revenue. Although there are agreements in place to govern compliance, there are changes that can be made to update regulations and agreements to counter the perceived and real challenges that exist within the existing ASE program framework – especially for new, smaller municipalities that may lack the resources to build and maintain transparent, consistent provincial led programs. Stronger policies, oversight, and collaboration will ensure ASE continues to deliver on its purpose: safer communities, slower streets, and lives protected.

The OTC helped to develop Ontario’s municipal ASE program alongside the MTO and municipalities and is well positioned to partner with the Province and municipalities to improve programs. We are currently revising the ASE Guidelines for Ontario municipalities and updating the aseontario.ca website to enhance transparency for municipalities and the public. The OTC provides all training for Automated Enforcement Officers and Screening Officers employed by municipalities across Ontario. We are committed to ensuring that municipal staff have the skills, resources and oversight necessary to operate ASE programs following provincial legislations and best practices.

We respectfully request a meeting with Ontario’s Big City Mayors, as we have done with the Minister of Transportation, to discuss how municipalities and the Province can work together to sustain and strengthen ASE programs in Ontario. The OTC stands ready to be a trusted partner in continuing to improve Ontario’s consistent, transparent, and effective ASE program.

Sincerely,




Geoff Wilkinson
Executive Director

c.c. Ontario Regional Municipal Chairs
Honourable Prabmeet Singh Sarkaria, Minister of Transportation Ontario
Honourable Doug Ford, Premier Ontario