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October 7, 2025

The Honourable Doug Ford
 Premier of Ontario
 Legislative Building, Room 281
 Queen's Park Toronto, ON M7A 1A1
 Via email: premier@ontario.ca doug.ford@pc.ola.org

Subject: Automated Speed Enforcement for Road Safety

 Corporate Services Department Legislative Services Division	
Date & Time Received:	October 08, 2025 1:14 pm
Original To:	CIP
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Take Appropriate Action	<input type="checkbox"/> File <input type="checkbox"/>
Notes/Comments:	

Dear Premier Ford,

The Town of Whitby is committed to improving the safety of all road users—including pedestrians, cyclists, and drivers. To support this commitment, the Town is developing a Traffic Calming Policy and Guidelines that will provide a framework and toolbox for addressing speeding concerns in our community. As part of this policy, Automated Speed Enforcement (ASE) is one of the traffic calming measures within the toolbox. Currently, there are no ASE deployments on Town of Whitby roads; however, the Region of Durham has deployed ASE cameras on Regional Roads in some Whitby school zones and community safety zones to support its Vision Zero safety goal.

To address speeding concerns on major roads, enforcement-based approaches, either through ASE or police enforcement, are the most appropriate solutions. However, continuous police enforcement is not feasible due to resource and capacity constraints.

Physical vertical deflection traffic calming measures, such as speed humps, speed cushions, or raised intersections are not feasible or recommended on higher-order roads (i.e. arterial roads and major collector roads) due to their negative impacts on emergency vehicle response times, transit operations, winter road maintenance, and the potential for traffic diversion onto residential neighborhood streets.

Whitby's traffic calming measures to date have included lane narrowing, speed humps, centerline bollard treatments, and radar speed feedback signs. While these measures influence driver behaviours, ASE installations will complement this toolbox. Behavioural science shows that where a driver perceives a personal risk (i.e. fines) behaviour is more effectively changed.

In Whitby, ASE has been repeatedly requested by residents and there are many potential locations for deployment, particularly where schools on arterial or collector

roads may see higher speeds along their frontages, and where student populations would see lowered risk were traffic slowed.


The use of ASE throughout Whitby has slowed traffic speeds substantively, specifically on regional roads in the vicinity of schools. As an example, the Region of Durham has installed ASE on Anderson Street in front of Anderson Collegiate Vocational Institute, which has significantly calmed driver behaviour in the vicinity of the school. Similarly, Whitby intends to consider the installation of ASE on Garden Street in front of Julie Payette Public School to affect the same results. In addition, the Town has implemented flashing 40km/h signage during school arrival and dismissal to help address speeding, and our intent is to potentially use ASE as a combined approach to achieve maximum results.

The World Health Organization (WHO) recognizes excessive speed as a key contributing factor in traffic collision frequency, fatalities, and injury severity. The risk of a fatal collision increases by four to five per cent for every one km/h rise in vehicle speed, and ASE is recommended as a cost-effective tool to help manage speeding. The benefit-cost ratio of implementing ASE is estimated at 14.5, compared to 3.0 for other traffic calming measures such as speed humps.

Automated Speed Enforcement provides municipalities with an efficient, and effective tool to complement traditional traffic calming and enforcement efforts. The use of ASE is not about revenue generation but about encouraging compliance with posted speed limits.

The Town of Whitby fully supports the use of ASE as a tool for traffic calming measures for municipalities and respectfully requests reconsideration of the proposed ban. I look forward to the Ministry of Transportation continuing to collaborate with municipalities to ensure ASE remains an effective option for improving road safety. I would be pleased to discuss measures to refine the use of ASE such as focusing the location and time of day details, graduated enforcement, and improved signage. Please reach out anytime, mayor@whitby.ca.

Sincerely,



Elizabeth Roy
Mayor

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