



300 Dufferin Avenue
P.O. Box 5035
London, ON
N6A 4L9

London
CANADA

April 16, 2018

Chair and Members
Civic Works Committee

Re: Automated Speed Enforcement

Dear Colleagues,

[Bill 65 \(Safer Schools Act, 2017\)](#), empowers municipalities in Ontario to set speed limits below 50 km/hr (through a designating bylaw) and to use automated speed enforcement in community safety zones and in school zones. Bill 65 received Royal Assent on 30 May 2017.

Automated speed enforcement has been shown to reduce average speeds of drivers, reduce the incidence of speeding and reduce the number and severity of crashes. The [main results of a 2010 Cochrane Review](#),¹ which examined 35 studies of automated speed enforcement in multiple jurisdictions found that:

“Compared with controls, the relative reduction in average speed ranged from 1% to 15% and the reduction in proportion of vehicles speeding ranged from 14% to 65%. In the vicinity of camera sites, the pre/post reductions ranged from 8% to 49% for all crashes and 11% to 44% for fatal and serious injury crashes. Compared with controls, the relative improvement in pre/post injury crash proportions ranged from 8% to 50%.”

Our [Road Safety Strategy \(2014-2019\)](#) did not anticipate that municipalities would be able to set lower speed limits by area and use automated speed enforcement within those areas. As you know, on 16 May 2017, we unanimously adopted the Vision Zero principles, which include “no loss of life is acceptable” and “traffic fatalities and serious injuries are preventable.”

Recognizing that automated speed enforcement is not included in our road safety strategy, we believe we should move forward on this front immediately, given the anticipated positive impact of automated speed enforcement, by implementing automated speed enforcement in community safety zones and school zones, along with speed limits at 40 km/hr or lower.

We are seeking support from Municipal Council for the following resolution:

Civic Administration BE DIRECTED to:

- a. Consult with the members of the London Road Safety Coalition, appropriate advisory committees, local school boards and other stakeholders on potential implementation of automated speed enforcement in community safety zones and school zones;
- b. Consult with staff in Canmore, Alberta about their experience implementing the municipality’s “I Drive Safely” program, which uses automated speed enforcement.
- c. Report back to the appropriate standing committee on:
 - i. a proposed approach to automated speed enforcement in community safety zones and school zones;
 - ii. speed limits at or below 40 km/hr for community safety zones and school zones;
 - iii. a proposed budget for the overall automated speed enforcement program; and

¹Wilson C, Willis C, Hendrikz JK, Le Brocq R, Bellamy N. “Speed cameras for the prevention of road traffic injuries and deaths.” *Cochrane Database of Systematic Reviews* 2010, Issue 11. Art. No.: CD004607. [Abstract](#) (PDF).



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- iv. a proposed allocation for any revenues collected via automated speed enforcement in excess of the costs of the program — for example, for any excess revenues to fund other vision zero road safety initiatives.
- v. any preliminary data gathered about the effectiveness of existing measures deployed in school zones (pedestrian crossovers, road markings, lower speed limits, etc.).

Sincerely,

Jared Zaifman
Councillor, Ward 14

Virginia Ridley
Councillor, Ward 10

Josh Morgan
Councillor, Ward 7

Mohamed Salih
Councillor, Ward 3

Jesse Helmer
Councillor, Ward 4