

CRD Traffic Safety Commission Report

Automated Speed Enforcement

June 25, 2025



The Problem

In 2023 the Commission undertook an evidence-based review of road safety problems



Top 3 Contributing Factors to Crashes in the CRD

1. Distracted Driving (All Distractions)
2. **Speeding**
3. Impaired Driving (Drugs & Alcohol)



Why ASE

Speed accounts for a significant portion of crashes and injuries in the CRD



Speed was the leading factor in 953 crashes (556 injuries) in the most recent 5-year period with a crash injury rate of 46%

Types of ASE



Fixed cameras at roadside or intersections*

Mobile or fixed roadside cameras



Point-to-Point Cameras that record time over distance

* Note: some intersections in the Lower Mainland are currently enabled with speed cameras

Public Support

Polls between 2018 – 2023 consistently demonstrate that the majority of British Columbians support ASE



Automated Speed Enforcement Still Favoured in
British Columbia

Traditional Enforcement Limitations

Traditional speed enforcement, while effective, has limitations...

- Other competing demands on officer time – e.g. crash response and investigation, impaired driving etc.
- Human resource limitations (ability to fill vacancies)
- Police budget limitations



Complimentary Benefit of ASE


ASE compliments traditional speed enforcement



- **Improved Safety** – proven reduction of crashes, injuries and fatalities through:
 - ❖ deterrence (perceived risk of apprehension); and,
 - ❖ reduction of severity and frequency of crashes (lower speeds reduce the kinetic energy and stopping distance of vehicles)
- **Speed Monitoring** - provides continuous speed monitoring 24/7
- **Crash Congestion** - reduces congestion caused by crashes
- **Occupational Safety** – allows for speed monitoring on roadside areas less safe for roadside enforcement

ASE Lessons Learned

ASE is used in many jurisdictions in Canada and globally. Lessons learned from these jurisdictions generally fall into the following 3 categories



1. Public Education / Awareness / Community Engagement
2. Evidence-Based Deployment of ASE Cameras
3. Use of Revenue

Regional Approach to ASE

Many jurisdictions in Canada have taken a regional approach to ASE

Benefits of a Regional Approach to ASE

- **FLEXIBILITY** – only interested regions apply for an ASE designation and ability to implement ASE under a predefined set of guidelines or principles
- **MAXIMIZES COMMUNITY SUPPORT FOR ASE** – regional governments are in a better position to work with their communities to ensure support for ASE
- **REMOVES HISTORICAL BAGGAGE** – regional implementation would be removed from the poorly implemented and unpopular 1990s photo radar program

Continued ...

Regional Approach to ASE (continued)

Benefits of a Regional Approach to ASE

- **DIFFUSES POLITICAL SENSITIVITIES** – anti-ASE lobby group(s) could jeopardize a provincial centric approach whereas a regional approach diffuses this risk
- **REGIONAL APPROACHES IN CANADA ARE A PROVEN MODEL** – regional implementations across Canada have been successfully implemented for over a decade

Principled Approach to ASE Implementation

Learnings from other jurisdictions provide guidance for successful ASE implementation. The following 5 principles derived from these learnings will facilitate successful implementation.

- 1. Public Education:** Public education regarding the safety objectives of ASE be a central component and priority in implementation and ongoing deployment
- 2. Evidence-Based Deployment:** An evidence-based process guide location of cameras to ensure that deployment is implemented with a clear view to achieving road safety outcomes
- 3. Transparency:** Publicize location and safety rationale of camera locations including warning signs so there are no surprises for drivers, and report on the achievement of outcomes

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Principled Approach to ASE Implementation

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4. **Dedicate Revenue:** The overarching goal is to reduce unsafe speed and lower speed related injuries and fatalities. ASE revenues should be dedicated to ASE cost recovery and road safety programs. A 2025 ASE national survey report emphasized a critical element of ongoing public support was that ASE not be perceived as a revenue cash grab.
5. **Start Small & Build Support:** Implement with a view to build and maintain public acceptance. Engage community stakeholders to guide implementation. Adopt a graduated approach beginning with a pilot deployment in highest-risk areas. Consider soft implementation where drivers are issued warning tickets during a predefined period.

Commission Recommendations

The Traffic Safety Commission Recommends:

➡ That the Transportation Committee and CRD advocate for ASE and request that the Provincial Government develop enabling legislation that would permit regional governments the ability to decide, fund and implement ASE*.

➡ That the Transportation Committee and CRD adopt the following 5 Principles to guide implementation within the Capital Region:

1. Public Education
2. Evidenced Based Deployment
3. Transparency
4. Dedicated Revenue
5. Start Small & Build Support

* According to a September 2024 report by the Traffic Injury Research Foundation eight other jurisdictions in Canada have designated cities or regional government as lead agencies to operate ASE programs.

Questions