



December 5, 2025

Send via email

See Distribution List on Page 4

Re: Provincial Decision on Automated Speed Enforcement

On November 25, 2025, the County of Brant Council directed staff to prepare a letter in alignment with the City of Brampton's Council Resolution C230-2025 outlining the County's concerns with the provincial decision to ban ASE. The original text was amended to align with the County of Brant's program and experiences and to reflect that the ban has been approved.

Whereas on May 30, 2017, the Province of Ontario passed the *Safer School Zones Act, 2017* (Bill 65), amending the *Highway Traffic Act* (HTA) to permit municipalities to adopt Automated Speed Enforcement (ASE) technology on roads with speed limits under 80 km/h in school and community safety zones; and

Whereas enabling regulations came into effect on December 1, 2019, granting municipalities the authority to implement ASE and other tools to enhance safety in these areas and since this time municipalities across Ontario have adopted these programs; and

Whereas the Province's ASE legislative framework, together with provincial encouragement in 2019, has led municipalities such as the County of Brant to implement ASE technology to improve safety, reduce speeding, and prevent serious collisions and fatalities; and

Whereas the Provincial government, through the Ministry of Transportation, is responsible for the legislation, regulations and program standards governing municipal ASE programs; and

Whereas some municipalities have implemented ASE inconsistently and in contrast to recommended guidelines, the County of Brant is part of the vast majority of municipalities who have implemented best practices endorsed by the Ministry of Transportation and the Ontario Traffic Council - including speed thresholds - that prioritize public safety, resulting in safer roads; and

Whereas the County of Brant proactively developed a Road Safety Reserve Fund to ensure any revenue collected from the program is reinvested into traffic calming and safety initiatives; and

Whereas consistent with local, regional, national and international research by third parties including [Sick Kids & Toronto Metropolitan University](#), the [Canadian Automobile Association](#), the [Ontario Association of Chiefs of Police](#), the [Traffic Injury Research Foundation](#), and the [Ontario Traffic Council](#); and



Whereas the County of Brant's ASE program has resulted in significant reductions in speed, increased speed compliance in community safety zones, and changes in driver behaviour as outlined in the September 29, 2025, [RPT-0365-25 - Concern with Proposed Ban of Automated Speed Enforcement and associated presentation](#); and

Whereas between February and August 2025, only three percent of vehicles passing the device received a ticket, demonstrating how the program prioritizes enforcing significant offences and illustrates that County of Brant's existing threshold is both reasonable and aligned with best practices; and

Whereas, in the first eight months of implementation, the County observed significant positive impacts associated with ASE, including measurable speed reductions, with the prevalence of speeding dropping from 45% to 35% from February to August; and

Whereas between 20% and 30% of ASE ticket revenue is collected by the Province of Ontario; and

Whereas the County of Brant engaged with the community and introduced the Brant Safe Streets Strategy in 2019, focusing on improving road safety through enforcement, education, engineering, and other innovative solutions; and

Whereas the County of Brant is working to improve road safety and uphold its commitment to the [Brant Safe Streets Strategy](#) through the ASE program and complementary traffic-calming measures such as speedbumps/humps, roundabouts, and improved signage, in order to reduce speeds, prevent collisions, and promote lawful driving behaviour; and

Whereas despite clear evidence and proven results from municipalities, such as the County of Brant, the County was caught off guard by the Premier's sudden announcement to cancel ASE programs across the province, made without adequate notice and consultation; and

Whereas a preliminary estimate of private sector investment by companies delivering ASE solutions indicates the creation of 62 jobs and \$14 million of investment in the province; and

Whereas the Premier believes some municipalities have misused ASE; but that is no reason to shut down municipal ASE programs that have proven successful at changing driver behaviour and improving public safety; and

Whereas the Premier's concerns regarding ASE can be addressed through amendments to provincial legislation, regulations and program standards that enable municipalities to consistently use ASE, without an outright ban on the technology; and

Whereas the County of Brant's ASE program was considered best-practice and that the Premier should consider reversing the ban and meeting with Mayor David Bailey and other municipal leaders to develop improved provincial legislation, regulations and program standards related to the ASE program; and



Whereas it is reckless to abandon what works, and essential to maintain a program that preserves public safety, and, especially, at a very minimum, safety in school locations; and

Whereas, with the implementation of the ban, municipalities should receive funding from the province to reimburse the costs of the program and employ alternate traffic calming measures through the Road Safety Initiatives Fund.

Therefore, be it resolved that:

That the County of Brant Council formally opposes the Province's decision to abruptly cancel ASE, a public safety tool enabled through provincial regulations in December 2019; and,

That this resolution be sent as a letter from Council to the Premier of Ontario, the Minister of Transportation, local MPPs, all Ontario municipalities, the Association of Municipalities of Ontario (AMO), the Ontario Association of Chiefs of Police (OACP), and the Ontario Traffic Council, to convey the County's concerns with the ban and encourage the Province to reconsider the direction; and

That the County of Brant encourages that the Premier meet with municipal leaders and industry experts to determine a consistent and effective approach to ASE across municipalities that utilizes best practices to uphold the public safety benefits; and,

That the County of Brant encourages the province to use the Road Safety Initiatives Fund to reimburse municipalities for all costs incurred to implement the ASE program and implement additional traffic calming measures; and,

That staff be directed to continue monitoring speeding and traffic data in zones where ASE was previously employed to evaluate the impacts of the ASE program; and,

That staff be directed to prepare a report to Council in the future outlining the impacts of the ASE program and how the ban of these devices has influenced the prevalence of speeding in the zones; and

That staff be directed to continue monitoring developments and announcements surrounding ASE and advance advocacy efforts consistent with this letter.

Sincerely,

Mayor David Bailey on behalf of County of Brant Council



Distribution List

The Honourable Doug Ford
Premier of Ontario and Minister of Intergovernmental Affairs
premier@ontario.ca

The Honourable Prabmeet Sarkaria
Minister of Transportation
minister.mto@ontario.ca

The Honourable Will Bouma, MPP (Brantford-Brant)
will.bouma@pc.ola.org

The Honourable Brian Riddell, MPP (Cambridge)
brian.riddell@pc.ola.org

The Honourable Ernie Hardeman, MPP (Oxford)
ernie.hardemanco@pc.ola.org

Ontario Association of Chiefs of Police (OACP)
contact@oacp.ca

Ontario Traffic Council
traffic@otc.org

Association of Municipalities of Ontario
amo@amo.on.ca

All Ontario Municipalities