



October 2, 2019

Feedback on Enhancing Municipal Road Safety through Automated Speed Enforcement Proposal number 19-MTO027

The Southwest Injury Prevention Network (SWIPN) is a group of professionals with representation including public health and trauma-centre hospitals with a common goal of reducing both traffic and non-traffic-related injury. This response was developed and supported by SWIPN through the following organizations:

Southwestern Public Health; London Health Sciences Centre, Trauma Program; Windsor Regional Hospital, Trauma Program; Middlesex-London Health Unit; Windsor-Essex County Health Unit; Perth District Health Unit; Chatham-Kent Public Health; Lambton Public Health; Grey Bruce Health Unit; Huron County Health Unit.

We understand that this proposal includes two amendments:

- a. Legislative amendments to the Highway Traffic Act (HTA) to allow municipalities to introduce automated speed enforcement (ASE) systems in community safety zones, including school zones.
- b. Streamline the regulatory approval process for Ontario's Red Light Camera (RLC) program to allow all municipalities to participate.

Automated Speed Enforcement

SWIPN supports the amendment of the HTA to allow municipalities to introduce ASE.

A large body of evidence supports a correlation between an increase in road speed with an increase in incidence of fatalities and severe injuries with vulnerable road users, like pedestrians and cyclists, being the most impacted. The World Health Organization estimates that an increase in average speed of 1 km/hr results in a 3% higher risk of injury from crashes, and a 4-5% increase in road fatalities. Setting and enforcing speed limits are effective measures to reduce road injuries and fatalities. Speed cameras have been shown to be a cost-effective option for enforcement.

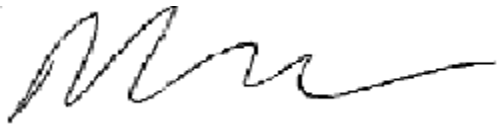
ASE has enhanced road safety in jurisdictions outside of Ontario. Saskatchewan's ASE initiative was introduced in 2014 and has since successfully reduced speed violations in both school zones and high-speed areas, achieving its target at almost all camera locations. (1) A meta-analysis completed in 2014 included several studies that showed speed cameras do result in speed reductions. The results from this analysis indicated that total crash numbers were reduced by 20% with fatal crashes being reduced by 51%. The locations of the cameras can have an impact and should be considered by municipalities when implementing ASE systems. (2)

Red Light Camera Program

SWIPN supports the amendment of the HTA to allow municipalities to introduce RLC programs.

Current research demonstrates that RLCs reduce total crashes by 12%, with a 29% reduction of right-angle injury causing crashes but resulted in a 3% increase in rear-end crashes. (3) In order to reduce the risk of rear end collisions where red light cameras are used, the following factors are required: reduced intersection approach speed, making cameras highly conspicuous, posting advanced warning signs and/or optimizing signal phasing. (3) Recent data from London's RLC program, implemented in 2017, is showing promising results after the first year with a reduction in total crashes as well as 48% reduction in the average monthly injury rate. (4)

Through SWIPN and numerous local municipal partnerships, we support the work required to take a Safe Systems Approach to road safety. No one intervention can fix every road safety problem, therefore various options need to be available for decision makers to solve the issues that are putting citizens at increased risk on our roadways. We believe it is important for municipalities to have the ability to implement ASE and RLC programs.



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References

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2. Hoye A. Speed cameras, section control, and kangaroo jumps-a meta-analysis. Accident Analysis and Prevention. 2014 May; 73.
3. Goldenbeld C, Daniels S, Schermers G. Red light cameras revisited. Recent evidence on red light camera safety effects. Accident Analysis and Prevention. 2019 April; 129.
4. Civic Work Committee. Red light camera program 2018 annual report. Council Report. London;; 2019.