

TO: Chair and Members of the Board of Health

FROM: Christopher Mackie, Medical Officer of Health / CEO

DATE: 2019 October 17

SUMMARY INFORMATION REPORT FOR OCTOBER

Recommendation

It is recommended that Report No. 065-19re: “Summary Information Report for October 17, 2019” be received for information.

Key Points

- Via the South West Injury Prevention Network (SWIPN), Health Unit staff provided a response to the Ministry of Transportation’s Regulatory Registry posting titled “Enhancing Municipal Road Safety through Automated Speed Enforcement” (proposal number 19-MTO027).

Support for Proposed Regulatory Amendments to the *Highway Traffic Act* to Enhance Municipal Road Safety

The Ministry of Transportation (MTO) has proposed the development of a regulatory framework in support of legislative amendments to the *Highway Traffic Act* (HTA) that would allow municipalities to improve municipal road safety in high-risk areas through the introduction of automated speed enforcement (ASE) systems. The MTO is also proposing supporting amendments to Ontario Regulation 277/99 to streamline the regulatory approval process for accepting municipalities into Ontario’s Red Light Camera (RLC) program. Public feedback is being sought via [Ontario’s Regulatory Registry](#) for the MTO’s “Enhancing Municipal Road Safety through Automated Speed Enforcement” proposal. The South West Injury Prevention Network (SWIPN), of which MLHU is a member, has submitted a letter in support of these amendments (see [Appendix A](#)). SWIPN is a partnership among injury prevention professionals who are working to raise awareness and influence policy to reduce preventable injuries. SWIPN’s support for these legislated amendments aligns with best practices for road safety. In the Health Unit’s 2016 report “[Improving Safety of Active School Travel Through Decreasing Traffic Speeds](#)” (Board of Health [Summary Information Report](#), November 17, 2016), physical traffic-calming measures and speed-enforcement cameras were identified as successful strategies to decrease vehicle speeds, and were more successful when combined with other interventions to include the “3 E’s”: engineering, enforcement, and education.



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