



Making a difference...together

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File: 0400-20

The Honourable Mike Farnworth
Minister of Transportation and Transit
Via email: TT.Minister@gov.bc.ca

Dear Minister Farnworth:

RE: AUTOMATED SPEED ENFORCEMENT

Through a recommendation made by the Capital Regional District (CRD) Traffic Safety Commission and on behalf of the CRD Board, I write to advocate for automated speed enforcement (ASE) and request the provincial government develop enabling legislation that would permit regional governments (through designation) the ability to decide, fund, and implement ASE using a principle-based approach; and, that the provincial government require designated regional governments to adopt the following five principles to guide regional implementation:

1. **Public Education:** That public education regarding the safety objectives of ASE be a central component and priority of ASE throughout implementation and ongoing deployment.
2. **Evidence Based Deployment:** That an evidence-based process guides the location of ASE cameras to ensure that deployment is implemented with a clear view to achieving road safety outcomes.
3. **Transparency:** Publicize location and safety rationale of ASE camera locations including location specific warning signs so there are no surprises for drivers. Report on the achievement of outcomes based on a clearly defined program baseline.
4. **Dedicate Revenue:** The overarching goal of ASE 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 2024 national report survey emphasized that a critical element of ongoing public support was that ASE programs are not perceived as a general revenue cash grab.
5. **Start Small and Build Support:** Implement with a view to build and maintain public acceptance. Engage community stakeholders to guide implementation and promote support. Adopt a graduated implementation approach beginning with a pilot deployment in high-risk areas including school and playground zones. Consider “soft” initial implementation where drivers are issued warning tickets during a predefined period.

Speeding remains one of the leading contributors to traffic collisions, injuries, and fatalities on our roads. While we commend the province's efforts to improve traffic safety through education, engineering, and enforcement, the CRD Board believes that greater local autonomy over ASE would allow regional governments to more effectively address safety concerns in high-risk areas such as school zones, high-volume pedestrian corridors, and areas where traditional enforcement resources are limited.

As you will be aware, ASE is a proven, data-driven tool that complements existing road safety strategies and deters dangerous driving behaviour without requiring significant police resources. It can be implemented in a transparent and accountable way, guided by clear policy, public communication, and privacy protections. Several other Canadian jurisdictions including Alberta, Ontario and Quebec have successfully implemented ASE programs resulting in measurable reduction in vehicle speeds and collisions.

I urge the province to prioritize this legislative change and would welcome the opportunity to discuss this important issue further at your earliest convenience.

Sincerely,



Cliff McNeil-Smith
Chair, Capital Regional District Board

cc: CRD Board
CRD Traffic Safety Commission
Ted Robbins, Chief Administrative Officer, CRD

