

Methodology:

Results are based on an online survey conducted from January 11 to January 13, 2026, among 800 adults in British Columbia. The data has been statistically weighted according to census figures for age, gender and region in British Columbia. The margin of error—which measures sample variability—is +/- 3.5 percentage points, nineteen times out of twenty.

On the street where you reside, how often do you see a car that you perceive is circulating above the speed limit of 50 km/h?

At least once a day – 40% (=)
A few times a week – 32% (+2)
A few times a month – 15% (-1)
Never – 13% (-1)

Would you personally like to see the speed limit reduced to 30 km/h on all residential streets in your own municipality, while keeping the speed limit on arterial and collector roads at 50 km/h?

Would – 68% (+5)
Would not – 24% (-5)
Not sure – 8% (+1)

Support for Lower Speed Limits Increases in British Columbia

Just over two thirds of respondents would welcome a reduction on all residential streets in their municipality.

Vancouver, BC [January 22, 2026] – British Columbians are open to a major change in the way vehicles are allowed to circulate on specific areas of their municipality, a new Research Co. poll has found.

In the online survey of a representative provincial sample, 68% of British Columbians would personally like to see the speed limit reduced to 30 km/h on all residential streets, while keeping the speed limit on arterial and collector roads at 50 km/h, up five points since a similar Research Co. survey [conducted in November 2024](#).

Residents of the Fraser Valley (71%, +9) are definitely in favour of reducing the speed limit to 30 km/h on all residential streets. Support for the policy is also high in Northern BC (70%, +9), Metro Vancouver (69%, +4), Vancouver Island (64%, +5) and Southern BC (58%, =).

In 2019, Vancouver City Council unanimously passed a motion to establish a pilot project to reduce the speed limit to 30 km/h on select residential streets in the city. In June 2025, Vancouver City Council unanimously approved reducing speed limits on local streets to 30 km/h.

More than seven-in-ten British Columbians (71%, +4) believe Vancouver's course of action on residential speed limits is a "very good" or "good" idea.

"Three-in-five British Columbians aged 35-to-54 (60%) think it is a good idea to reduce speed limits on local streets," says Mario Canseco, President of Research Co. "Agreement is higher among those aged 55 and over (66%) and those aged 18-to-34 (77%)."

Compared to 2023, there is little change in the perceptions of British Columbians on speeding drivers. Two-in-five (40%, =) report seeing a car circulating above the speed limit of 50 km/h on the street where they live "at least once a day", while about a third (32%, +2) say this happens "a few times a week".

British Columbians are also supportive of automated speed enforcement, which works by using cameras or sensors to pick up a vehicle speeding. A ticket is then issued to the owner of the vehicle. Driver's license points are not issued as the driver of the vehicle cannot be identified.

Speed-on-green intersection cameras, or red light cameras that also capture vehicles that are speeding through intersections, are currently being used in 140 intersections across the province. More than seven-in-ten British Columbians (73%, +1) approve of this type of automated speed enforcement.

Majorities of British Columbians also approve of the use of three other types of automated speed enforcement: fixed speed cameras, which stay in one location and measure speed as a vehicle passes (76%, +5), mobile speed cameras, which can be moved from place to place (68%, +4), and point-to-point enforcement, which uses cameras at two or more distant points on a road to issue tickets to vehicles whose average speed over the distance was excessive (63%, -8).

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About Research Co.

Simply put, we are curious about what people think and the decisions they will make. Some call it public opinion, others call it polling or public affairs. We never compromise facts for profit. Our agenda is the truth.

We have a global network of partners in the qualitative, data collection and data visualization specialities.

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