



NIAGARA REGIONAL POLICE SERVICE

Police Service Board Report

PUBLIC AGENDA

Subject: Annual Report – Traffic Management, Enforcement and Road Safety – January 1 to December 31, 2023

Report To: Chair and Members, Niagara Police Service Board

Report Date: 2024-06-20

Recommendation(s)

That the Niagara Police Service Board (Board) receive this report for information.

Key Facts

- The purpose of this report is to advise the Board that the Niagara Regional Police Service (Service) is in compliance with By-Law 504-2024 – Traffic Management, Enforcement and Road Safety.
- The Chief is required to make a written annual report to the Board with respect to Traffic Management, Enforcement and Road Safety.
- This report will set out the particulars with respect to the procedures required under the By-Law and compliance with those procedures.

Financial Considerations

There are no financial implications relating to the recommendations contained within this report.

Analysis

In accordance with By-Law 504-2024, Traffic Management, Enforcement and Road Safety, the Chief shall make a written report to the Board on or before August 30 of each year in respect of the Traffic Management Plan and Traffic Law Enforcement and the Road Safety Plan. This report will contain:

- a) a summary of the Traffic Management Plan;
- b) a summary of Traffic Law Enforcement and the Road Safety Plan; and
- c) the status of Service compliance with a) and b).

This Board Report will outline each of the above and confirm compliance with the By-Law.

a) *“...a summary of the Traffic Management Plan...”*

Traffic Management, Traffic Law, Enforcement and Road Safety Plan

The Service has made road safety and traffic enforcement the responsibility of every police officer in the Service. Adequacy and Effective Policing LE-017 also calls for the Service to have a Traffic Management, Traffic Law, Enforcement and Road Safety Plan. The Plan itself, which is supplemented by several General Orders (GOs) that relate directly to traffic enforcement, ensures that members understand and appreciate the importance of effective enforcement. Further, the Plan makes clear the objectives of traffic enforcement and provides information on effective enforcement strategies. The current Plan was updated during this reporting period in order to ensure that it addressed recent trends experienced in our communities.

The Traffic Management, Traffic Law, Enforcement and Road Safety Plan has evolved to include the following:

- The legislation and guidelines that call for the creation of such a Plan;
- References to Service policies that directly affect traffic enforcement and road safety (example: GO 058.09 entitled "Traffic - Collision Investigations," GO 060.06 entitled "Traffic Enforcement," GO 061.11 entitled "Impaired Driving Offences", GO 062.07 entitled "Traffic Management" and GO 124.07 entitled "Speed Measuring Devices");
- Identification of the 4 main causal factors of collisions (in general – by the Canadian Association of Chiefs of Police) as impaired driving, failure or improper use of seatbelts, distracted driving, and aggressive driving;
- The identification of key community partners within the community who also play a role in road safety and police interaction on related committees;
- A review of the trends identified by the Service;
- A further depiction of the most recent 5-year trend by members of the Collision Reconstruction Unit (CRU);
- The Plan speaks to the responsibilities of members assigned to frontline patrol duties, the Traffic Enforcement Unit (TEU) and the CRU. Also stressed is the fact that traffic enforcement is a core policing responsibility;
- The requirements to develop intelligence-led traffic enforcement initiatives, while providing examples of initiatives or projects that remain in effect;
- Equipment available to support traffic initiatives;
- The importance of working with community partners including the media and in particular, the Regional Niagara Road Safety Committee (RNRSC), which at the current time is targeting distracted driving through the "Think and Drive" program, with support from both the Service and the Ontario Provincial Police (OPP); and
- The creation of a Service Road Safety Twitter account. Each day, messages are sent through social media advising followers of road safety information, updates, and details on enforcement initiatives.

It is recognized that traffic-related issues are constantly evolving as our community changes through development, technological advancement, demographics, road design, and population. As we grow as a society our needs change. As a police service, we are responsible for adapting to these changes and must make certain that the Traffic Management, Traffic Law, Enforcement and Road Safety Plan evolves accordingly. Members of the TEU and the CRU will ensure that the traffic enforcement strategies outlined within the Plan remain relevant.

Collision Reconstruction Unit

The Community Safety and Policing Act (CSPA) regulations prescribes that a police service has a CRU. The Service is in compliance with this standard.

There are six detective constables and one detective sergeant assigned to the CRU who receive extensive specialized training in forensic surveying as well as the collection and interpretation of collision scene evidence.

Collision reconstruction officers receive training at the Ontario Police College and, at minimum, must be trained to a Level IV Certification. Once this is achieved, detectives assigned to this unit continue to attend training courses to increase and enhance their expertise in the numerous areas of collision reconstruction.

A review of the 2023 year, reveals the CRU investigated 19 fatal collisions that resulted in 19 deaths as well as 12 life threatening/serious injury collisions. In addition, these officers assisted uniform patrol with 3 collisions, assisted at 2 major crime scenes, and assisted with 7 blood warrants for TEU.

2021-2023 Summary – Collisions Involving Fatalities or Life-Threatening Injuries

Classification of Serious Collisions	2021	2022	2023
Collisions resulting in fatalities	21	18	19
Collisions resulting in life-threatening injuries	11	5	12
Number of serious collisions	39	27	35

Traffic Enforcement Unit/Breath Analysis Support

As per CSPA regulations, a police service must be able to provide breath analysis support. The Service is in compliance with the Act and this directive falls under the mandate of the TEU.

TEU was formed in 2007 and had an authorized strength of 4 sergeants and 16 patrol officers. It was restructured in 2021, and now has an authorized strength of 2 sergeants and 19 patrol officers. Part of the mandate of this unit is to conduct enforcement through various traffic initiatives in problem areas throughout the Region. In 2023, officers from this unit were responsible for issuing 7233 Provincial Offence Notices (PONs) and summonses. Officers assigned to the TEU receive additional training in the areas of Breath Analysis, Drug Recognition, Level II Collision Investigation, Project Lifesaver, and Radar and Lidar speed detection equipment. Officers trained as qualified Breath

Analysis Technicians (BATs) and Drug Recognition Experts (DREs) are responsible for providing breath analysis across the Region and are available 24 hours a day.

During the reporting period of 2023, 21 officers were certified BATs, and 18 officers were certified DREs. The majority of TEU officers have completed the Level II Traffic Investigation Course, and all are Radar and Lidar certified including 2 members who are certified as Master Radar/Lidar Instructors. TEU members also conducted 486 breath analysis tests and performed 98 drug recognition evaluations.

2021-2023 Summary Tests for Impairment

Tests for Impairment	2021	2022	2023
Performed by BATs	400	461	486
Performed by DREs	138	91	98
Number of tests for impairment	538	552	584

b) *“...a summary of Traffic Law Enforcement and the Road Safety Plan...”*

The sections that follow provide additional detail regarding some of the law enforcement actions detailed within the Traffic Management, Traffic Law, Enforcement and Road Safety Plan.

Directed Enforcement Initiatives

Directed enforcement initiatives are meant to target specific Highway Traffic Act (HTA) matters, including locations associated to serious motor vehicle collisions. Using data from public complaints, calls from the traffic hotline and information about locations involving frequent motor vehicle collisions, officers assigned to the directed enforcement duties are better equipped to make the most of their time spent on enforcement. Many of these initiatives are generated at the district level and are supported by the TEU that address issues specific to the municipality. The Canada Road Safety Week Campaign was conducted from May 16 to May 22, 2023. During this national campaign, officers were encouraged to pay special attention to the "Big 4 Killers": impaired operation by alcohol or drug, failure or improper use of seatbelts, distracted driving, and aggressive driving. The following enforcement initiatives have been conducted by members of the TEU in 2023:

- Rural Road Speed Enforcement
- Back 2 School - Children and Road Safety Day
- Community Safety Zone Enforcement
- Commercial Motor Vehicle Inspection Blitz
- Project Loud & Clear

All of these enforcement initiatives are directed towards enhancing road safety and public education through enforcement. Members of the TEU have successfully formed partnerships with district uniform officers to address local safety concerns while demonstrating compliance with the By-Law.

Automated Licence Plate Recognition (ALPR)

In 2017, the TEU was successful in applying for a Civil Remedies Grant and received funding to purchase ALPR equipment to affix to a new vehicle. The ALPR is a series of 3 cameras affixed to the roof of a vehicle that takes photos of licence plates, capturing the date, time, and GPS coordinates of the detection, displaying an image of the plate and vehicle. Each plate image is then compared with a database (hot-list), which is updated and downloaded each morning. This list is provided by the Ministry of Transportation Ontario (MTO) and Canadian Police Information Centre. If the plate is recognized as being on this list (hit), an alert is given, indicating which camera captured the image and the potential violation. In 2018, the TEU added a second ALPR vehicle to its fleet and in 2021 a third ALPR was added.

This system became operational in July 2017. In 2023, the ALPR assisted officers in laying 339 PONs. Many of these offences were issued to suspended and unlicensed drivers. In 2023, 2 of the Service ALPRs were taken out of service and not repaired due to the Service wide transition to AXON ALPRs. As a result, issued PONs were reduced. Since the program's inception, a total of 7732 PONs have been issued.

Enhanced Reduced Impaired Drivers Everywhere (R.I.D.E.) Program

Impaired driving has been identified as 1 of the "Big 4 Killers" on our roadways. As part of our continuing commitment to road safety the R.I.D.E. Program is conducted during peak periods, including festival and holiday seasons. Every year the Service makes application for a R.I.D.E. grant that is administered by the Policing Division of the Ministry of the Solicitor General. The fiscal cycle for this grant runs for 1 year beginning in mid-March with statistical reporting submitted at the end of the fiscal year. For the 2023 R.I.D.E. season, which ran from March 18, 2023 to March 18, 2024, the Service was allocated \$42,100.00 in provincial grant money. As a result of the 2023 R.I.D.E. Program, 8581 vehicles were stopped and checked, 235 roadside tests were conducted, 20 people had their licences suspended for 3 days, 1 person had their licence suspended for 7 days (second offence), 16 people were charged criminally with impaired driving, 12 people were charged with other criminal code offences and 109 people were charged with Provincial Act Offences.

2021-2023 R.I.D.E. Program Statistics

R.I.D.E. Program	2021	2022	2023
Vehicles stopped	7785	6564	8581
Administered roadside tests	287	254	235
Issued 3-day suspensions	12	27	21
Impaired driving arrest	7	4	16
Liquor Licence Act charges	4	7	4
HTA charges	73	91	105
Other Criminal Code charges	0	0	12

Back 2 School – Children and Road Safety Day

On Tuesday September 5, 2023, the Service conducted its 23rd Annual Back 2 School – Children and Road Safety Day. The project coincides with the return to school for most of the Region's school children. In addition to the usual speed and distracted driving enforcement, this year officers focused on the 14 Community Safety Zones. A total of 45 officers, including Executive Staff, detectives, and officers from several specialty units, assisted with this initiative. Officers stopped 82 vehicles for various HTA offences of which 97 PONs and warnings were issued.

Educational Traffic Initiatives

Regional Niagara Road Safety Committee (RNRSC)

As the result of a symposium held with community partners in April 2003 regarding the serious collision problem in Niagara, the RNRSC was formed with a clear mandate of making the Region's roadways safer for Niagara's citizens and visitors.

The group has representation from:

- Regional Niagara Public Health Department
- Regional Niagara Public Works and Utilities Department
- Niagara Regional Police Service
- MTO
- Niagara Parks Police
- Niagara Emergency Medical Services
- Canadian Automobile Association (CAA) Niagara
- OPP

With considerable consultation and planning, RNRSC developed a strategic plan to address the main causes of the area's most serious collisions using a multi-disciplinary approach in the areas of road safety:

- Education (Public Health)
- Engineering (Public Works)
- Enforcement (Police)
- Advocacy and Communication (CAA)

The RNRSC continues to identify distracted driving as their primary road safety hazard and are developing educational strategies focusing on young drivers with a goal to reduce collisions caused by cell phone and use of other electronic devices while driving.

c) “...the status of Service compliance with a) and b)...”

The Service is in compliance with By-Law 504-2024 pertaining to Traffic Management, Enforcement and Road Safety.

Alternatives Reviewed

Not applicable.

Relationship to Police Service/Board Strategic Priorities

To comply with the provisions of Board By-Laws and to maintain compliance with the Adequacy and Effective Policing.

Relevant Policy Considerations

Board By-Law 504-2024 – Traffic Management, Enforcement and Road Safety
GO 058.09 – Traffic – Collision Investigations
GO 060.06 – Traffic Enforcement
GO 061.11 - Impaired Driving Offences
GO 062.07 – Traffic Management
GO 124.07 – Speed Measuring Devices
Adequacy and Effective Policing LE-017 – Traffic Management

Other Pertinent Reports

8.17 - 2023.07.27 – Annual Report – Traffic Management, Enforcement and Road Safety – January 1 to December 31, 2022.

This report was prepared by Todd Lantz, Staff Sergeant, Traffic Management and Road Safety, Emergency Services Unit, reviewed by Matthew Hodges, Inspector, Emergency Services Unit, and recommended by David Masotti, Acting Deputy Chief, Operational Services.

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Submitted by:

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Appendices

Not applicable.