



## **NIAGARA REGIONAL POLICE SERVICE Police Service Board Report**

### **PUBLIC AGENDA**

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**Subject:** Annual Report – Traffic Management, Enforcement and Road Safety – January 1 to December 31, 2024

**Report To:** Chair and Members, Niagara Police Service Board

**Report Date:** 2025-07-02

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### **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.

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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 (Plan). The Plan itself, 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, to ensure that it addressed recent trends experienced in our communities.

The 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 focusing on distracted driving through the "Think and Drive" program, with support from both the Service and the Ontario Provincial Police; 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 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, 2019*, (CSPA) regulations prescribe that a police service has a CRU. The Service is in compliance with this standard.

The CRU is comprised of six Detective Constables and one Detective Sergeant and is mandated to investigate all fatal and serious life-threatening motor vehicle collisions that occur within the Niagara Region.

A review of the 2024 year, reveals the CRU investigated 35 incidents involving 22 fatal collisions (24 fatalities), 8 life threatening injury collisions, and 5 investigative assistance incidents. Additionally, they authored 9 blood warrants for uniform investigators.

### 2020-2024 Summary – Collisions Involving Fatalities or Life-Threatening Injuries

Collision Type	2020	2021	2022	2023	2024
Fatal Collisions	19	21	19	19	22
MTO Reportable Deaths	16	21	18	18	24
Non-Reportable Deaths	3	0	1	0	0
Life Threatening Injuries	8	11	4	4	8
Assist other Investigative Units	7	5	4	3	5
Blood Warrants for other Units	11	10	6	7	9

### 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.

Members of the TEU conduct proactive enforcement throughout the Niagara Region, while also addressing specific traffic-related complaints received from members of the public through the NRPS website, Crime Stoppers, and the dedicated traffic hotline. In 2024, officers from this unit were responsible for issuing 7185 Provincial Offence Notices (PONs) and Summonses, comprising approximately 29% of the Service's total enforcement efforts. Members also arrested several drivers for driving while disqualified, impaired driving (alcohol and drugs), and other criminal offences.

## 2021-2024 Summary Tests for Impairment

Tests for Impairment	2021	2022	2023	2024
Performed by BATs	400	461	486	472
Performed by DREs	138	91	98	68
Number of tests for impairment	538	552	584	540

### 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 Plan.

#### Directed Enforcement Initiatives

Directed enforcement initiatives are meant to be directed on specific Ontario Highway Traffic Act (HTA) matters, including locations associated to serious motor vehicle collisions. Using data from public complaints, calls from the traffic hotline and data compiled regarding locations involving frequent motor vehicle collisions, officers assigned to 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, addressing issues specific to the municipality. The following enforcement initiatives have been conducted by members of the TEU in 2024:

- Rural Road Speed Enforcement
- Commercial Motor Vehicle Inspection Blitz
- Back 2 School - Children and Road Safety Day
- Seatbelt Enforcement
- 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.

#### Enhanced Reduced Impaired Drivers Everywhere (RIDE) Program

Once again, the Service received grant funding for 2023/24 from the Ministry of the Solicitor General as part of the RIDE program. A total of 15 scheduled RIDE spot checks were conducted throughout the year with a significant number of the dates scheduled during the holiday season. In 2024, approximately 7,817 vehicles were stopped and checked, 265 roadside tests were conducted, 16 people had their licenses suspended for 3 days or more, 11 people were charged criminally with impaired driving, and 79 HTA charges were issued.

## 2021-2024 R.I.D.E. Program Statistics

R.I.D.E. Program	2021	2022	2023	2024
Vehicles stopped	7785	6564	8581	7817
Administered roadside tests	287	254	235	265
Issued 3-day suspensions	12	27	21	16
Impaired driving arrest	7	4	16	11
Liquor Licence Act charges	4	7	4	8
HTA charges	73	91	105	79
Other Criminal Code charges	0	0	12	7

### Back 2 School – Children and Road Safety Day

On Tuesday September 3, 2024, the Service conducted its 24th 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 60 officers, including Executive Staff, detectives, and officers from several specialty units, assisted with this initiative. Officers issued 142 PONs and warnings for HTA offences.

### Educational Traffic Initiatives

Niagara Traffic Operations and Safety Committee (NTOSC).

Communication with community partners regarding the serious collisions in Niagara, led to the forming of NTOSC. NTOSC has 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
- Ministry of Transportation

With considerable consultation and planning, NTOSC 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)

The NTOSC 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 the 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 Adequacy and Effective Policing requirements.

### **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 – 2024.07.25 – Annual Report – Traffic Management, Enforcement and Road Safety – January 1 to December 31, 2023.

*This report was prepared by Todd Lantz, Staff Sergeant, Traffic Management and Road Safety, Traffic Services Administration, reviewed by Shaun Parrent, Superintendent, Community Services. Recommended by Mario Lagrotteria, Deputy Chief, Community Services.*



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#### **Submitted by:**

Bill Fordy, O.O.M. #9615  
Chief of Police

### **Appendices**

Not applicable.