



NORTH BAY POLICE SERVICE

2010 Annual Report Traffic Section

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A. Mandate of the Unit

Ensuring the safety of motorists and pedestrians is a necessary responsibility of the North Bay Police Service. The *Police Services Act* of Ontario mandates that police services establish procedures on traffic management and road safety.

The mandate of the Traffic Section includes, but is not limited to, the following:

- a. Oversee enforcement and prosecution of all Provincial Offences and Municipal By-Laws;
- b. Conduct and coordinate provincial and local road safety initiatives;
- c. Train and re-qualify personnel in RADAR and LIDAR operation;
- d. Coordinate administration of the 72 hour report program;
- e. Coordinate and report on the administration of the RIDE Program;
- f. Oversee administration and enforcement of the Taxi By-Law and the taxi licensing process;
- g. Advise staff of changes to Provincial and Municipal Legislation;
- h. Oversee investigations of traffic complaints and determine resolutions to those complaints;
- i. Review and approve all motor vehicle collision reports;
- j. Ensure statistical accuracy and reporting of motor vehicle collisions;
- k. Record and report on officer performance measures; and
- l. Coordinate the towing application process and ensure compliance with appropriate Service Standard Operating Procedures.

B. Executive Summary

The Traffic Section is responsible for the education and enforcement of provincial and municipal legislation, responding to the traffic concerns of the general public and the administration and enforcement of the Taxi by-law. As a result, the section compiles statistics relating to traffic collisions and the enforcement of offences under the Provincial Offences Act of Ontario. The office acts as a liaison with different organizations and community partners such as the Ministry of Community Safety and Correctional Services, the Ministry of Transportation, area schools, municipalities and other police agencies.

The Traffic Section must keep abreast of new provincial and municipal legislation to inform our members and, through the assistance of our Community Programs Section, educate the public of changes. Traffic Section members are responsible for the training and requalification of our members on speed detection devices as mandated by the Province of Ontario.

Business and strategic planning “town hall” meetings have consistently identified traffic and/or road safety as one of the top priorities of the citizens that we serve and, as a result, the North Bay Police Service has committed to participation in the Safer Communities - 1000 Officers Partnership Program through the hire of

four officers. This allows for one officer from each platoon to be assigned as a Platoon Traffic Officer (PTO). The PTO addresses issues related to road safety, general enforcement and targeted traffic initiatives. The PTO also partners with the Traffic Enforcement Officer (TEO) to conduct directed traffic enforcement through the implementation of timely road safety initiatives. The implementation of the PTO has been a great success and has greatly contributed to the overall increase in traffic enforcement.

The Police Service was involved in directed enforcement operations, including; the Spring Seatbelt Campaign and Fall Seatbelt Campaign, School Bus Campaign, Operation Impact, the Winter Driving Initiative, Project Klunker, Project Scrap, Project Suspended Driver Parts 1 and 2 and the RIDE Program.

C. Activities

Activity Directly Related to Mandate

The Traffic Section continues to deal with public education and enforcement of provincial and municipal legislation, traffic concerns and complaints from the public as well as compiling statistics of enforcement and motor vehicle collisions.

The Police Service used directed enforcement operations and the media to educate the public on legislation regarding seat belts, school buses and safe driving measures. The Service used the following campaigns to educate the public:

- a. Seat Belt Campaign;
- b. Operation Impact, safe driving measures;
- c. September Traffic Project: School Buses;
- d. Winter Driving Safety Initiative;
- e. Road Safety Week;
- f. Project Klunker for the General Public;
- g. Project Klunker for Taxis;
- h. Project Scrap;
- i. Project Suspended Driver Parts 1 and 2;
- j. Bicycle Helmet Participation;
- k. Festive RIDE Program – 6 week duration Nov/Dec 2010/Jan2011; and
- l. Safety Lanes – 4 week inspection notice issuance, one day inspections at Headquarters.

The Section continued to keep abreast of new provincial and municipal legislations that effected policing and relayed this information to the members of the police service through memorandums and/or in-service training. The front line officers are re-qualified by the Section on the RADAR and LIDAR speed detection devices on a continual basis as mandated by provincial regulations.

The Traffic Section continued to review and approve all motor vehicle collision reports and collected information to determine areas of concern in the city for motor vehicle collisions. The Collision Reporting Centre assisted the Service by completing the reporting procedure for the majority of motor vehicle collisions that are solely vehicle damage related. The Centre collected data and provided reports to the Service in relation to those areas in the city with the most collisions in order to assist in targeted enforcement for safe driving measures.

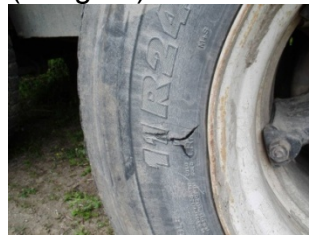
Project Klunker for the general public required 35 vehicles attend for mechanical inspection and resulted in 27 of those vehicles being removed from the road.

Project Scrap saw every vehicle stopped receiving Provincial Offence Notice(s) and in some cases they were removed from the road. Mechanical defects found were for wheel fasteners, tractor protection valve not working properly, steering freeplay, exhaust, power steering, brake fluid level, ball & socket, suspension tracking components, insufficient oil in hub, brake components (out-of adjustment, broken springs) to name a few (Image 1, Image 2, Image 3).

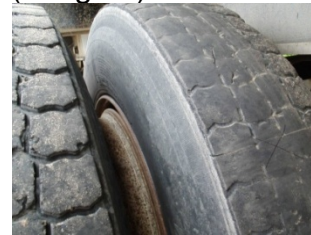
(Image 1)



(Image 2)



(Image 3)



This office received traffic complaints and concerns from citizens and officials from the administrations of the municipalities of North Bay and Callander. The Traffic Enforcement Officer investigated the complaints and sought resolutions through education or directed enforcement of the applicable laws. Complaints were forwarded to uniform patrol to keep officers updated and zone cars aware of existing problems.

In 2010 the Traffic Office continued to administer the Taxi By-law on behalf of the North Bay Police Services Board, processing 214 taxi driver applications, conducting 87 vehicle inspections, investigating and completing appropriate documentation in support of 9 licence refusals and 1 suspension for 2010.

Project Klunker for Taxis was an enforcement initiative calling for a surprise mechanical inspection of randomly selected taxis resulting in two taxi vehicles being pulled off the road and two taxis sent for minor repairs. Several complaints of out of town taxi companies were received in 2010 and were dealt with as they were received. A Project will be planned in 2011 if the complaints persist.

The Police Service participated in the Safer Communities - 1000 Officers Partnership Program and received a grant to hire four additional officers. The goal was to add one traffic enforcement officer to each platoon in order to address specific issues related to road safety and directed traffic enforcement. The Platoon Traffic Officer was established and was utilized for general traffic enforcement and targeted traffic initiatives. In 2009 the section added the new Stealth Traffic cruiser which has proved very effective in enforcement duties generally; public support for this tool has been strong.

Activity in Addition to Mandate:

The Traffic Office also had assumed the following added responsibilities:

- Alarm Coordinator;
- Bicycle Patrol Implementation and Coordination;
- Paid Duty Coordinator;
- Snowmobile Patrol;
- Assisted with coordination of Annual Provincial CISO Conference,
- Conducted VCARS Training;
- Delivery of Training to Nipissing Transition House;
- Various Committee membership including MADD, Strategic Planning, Communications...etc; and
- OACP Traffic Committee.

Training Received:

Members of the Traffic Section, in the calendar year, received the following training courses:

- Intoxilyzer 8000c training.
- ERT containment/tactical refresher training spring/fall.
- Crisis negotiator refresher training.

Training Given:

Members of the Traffic Section, in the calendar year, delivered the following training:

- Radar/Lidar training and recertification,
- In-service lectures.

D Performance Indicators

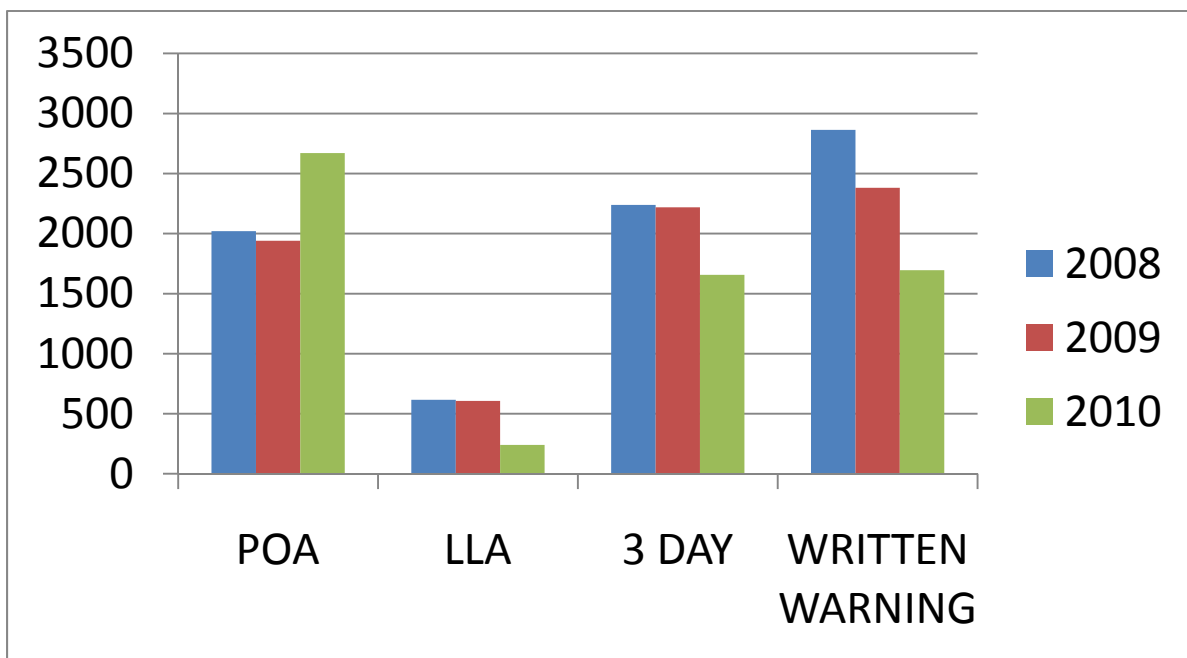
The North Bay Police Service 2007 – 2009 Business Plan identified that our goal in addressing concerns for road safety, was to fully implement the Platoon Traffic Officer Program and has recognized the following as performance measures:

- a. Number of traffic collisions reported;
- b. Number of Provincial and local road safety initiatives in which the Service actively participates;
- c. Number of officers trained in specific traffic enforcement disciplines;
- d. Number of charges/warnings/equipment notices issued;
- e. Number of drinking and driving arrests;
- f. Person hours of dedicated traffic enforcement by patrol personnel; and
- g. Person hours of directed traffic enforcement by patrol personnel.

There were 1355 calls for service regarding traffic complaints in 2010 compared to 1251 in 2009, 1182 in 2008 and 1029 in 2007 which would indicate a continued, and increasing, concern of the public in regard to the habits and actions of motorists.

In 2010, our members documented 7035 violations under the *Provincial Offences Act (POA)* compared to 8264 violations in 2009, 8463 in 2008 and 7412 in 2007. This translates in a 14.9% decrease in *POA* notices issued from 2009 to 2010. Note, that although there was an overall decrease in *POA* notices issued in 2010, this is a reflection in a decrease in the 72 hour notices and written warnings. The number of actual offences issued in 2010 was up from the previous two years (see Graph 1). The elimination of the written warning had a direct causal affect on this statistic. Also, the secondment of North Bay Police personnel to other agencies resulted in a number of personnel transfers, translating into an increase in administrative responsibility on the Traffic Enforcement Officer (TEO). This had a noticeable negative impact on this statistic as well.

Provincial Offences Act Enforcement (Graph 1)

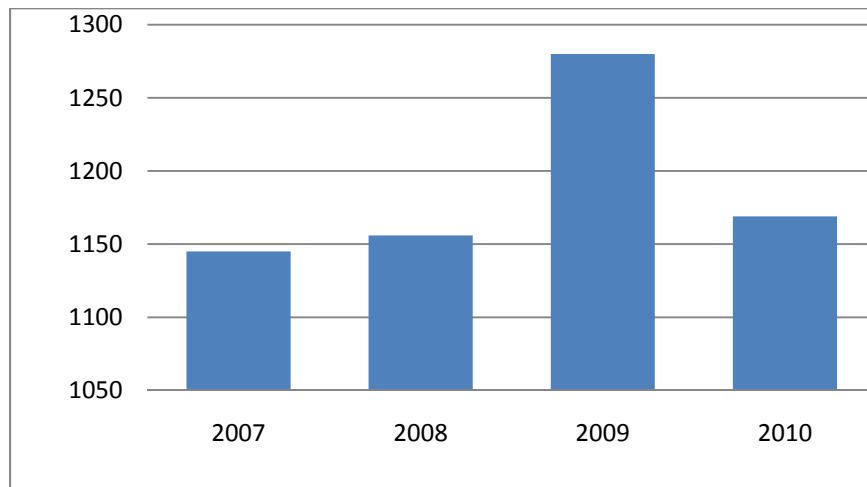


The Service has reached its objectives outlined in the application grant for the Safer Communities – 1000 Officers Partnership Program in a very positive fashion. With the continued deployment of the Platoon Traffic Officer Program, there was a significant increase in total provincial offence notices issued. Statistics collected identify 1875 hours where a PTO was dedicated by the four platoons of the Patrol Section and the position was responsible for 22% of all documented traffic enforcement.

The Police Service enforced several provincially legislated Acts, such as the *Ontario Highway Traffic Act*, *Motorized Snow Vehicle Act*, *Trespass to Property and the Liquor Licence Act*, as well as a number of By-Law offences.

The Police Service investigates motor vehicle collisions and shares the reporting responsibility with the Collision Reporting Centre (North Bay Accident Support Services Ltd). The Police Service received reports of 1169 incidents of motor vehicle collision in 2010, in comparison to 1280 in 2009, 1156 in 2008 and 1145 in 2007.

Number of Reported Motor Vehicle Collisions (Graph 2)

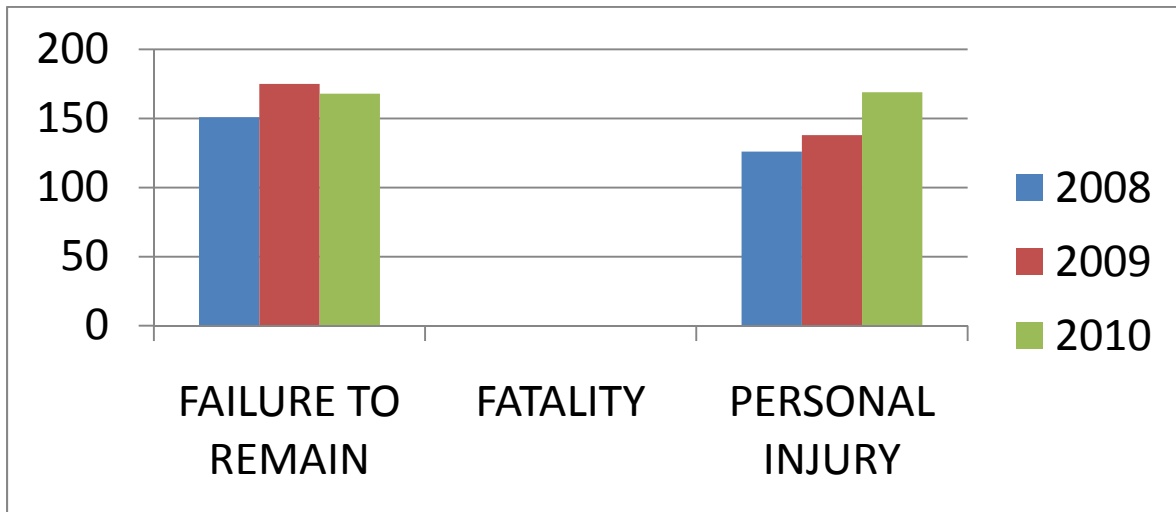


The collision information that is received by this Service is not always investigated or reviewed due to the dollar amount of damage. If there are no injuries, and the amount of the damage is less than \$1000.00, there is no legislated requirement for a motorist to make a report.

There were 735 collisions that were documented and/or investigated by the Collision Reporting Centre (CRC) in 2010 compared to 844 in 2009. The number of collisions experienced a decrease of approximately 8.7% in 2010 as compared to the previous year. Sworn officers responded to 434 of the 2010 collisions, requiring full accident reports.

The significant measure of the accidents which occurred in 2010 is in those that resulted in personal injury and/or death. There were 169 personal injury accidents and no fatalities reported in 2010, in comparison to 138 personal injury accidents in 2009, which translates into a substantial increase of 22.5% in 2010.(see Graph 2)

Collisions (Graph 3)



Of the 434 accidents investigated by police in 2010, alcohol was identified as being involved on 21 occasions (4.8%). This would indicate an increase over 2009 in which alcohol was involved in 19 of the 436 collisions investigated, and 14 alcohol related collisions of 369 total in 2008.

The NBPS continues to actively participate in the RIDE program, operating 29 RIDE programs in 2010 in effort to address those who operate motor vehicles while their ability is impaired by drugs and/or alcohol. In cooperation with the Community Programs section, MADD, Operation Rednose, North Bay Focus and other community partners, the Traffic Office continued to attempt to ensure the appropriate message was delivered to the motoring public.

There were 77 impaired driving charges laid in 2010 resulting in 10 Vehicle Impoundments (VIP) for 45 days. The 45 Day VIP is reserved for those operating a motor vehicle while prohibited to do so as a result of Criminal Code conviction. With changes to provincial legislation in 2010 causing all vehicles involved in impaired driving occurrences to be impounded for 7 days (7 Day VIP), the number of impounded vehicles is expected to increase.

In 2010 the North Bay Police Service conducted the Festive Ride initiative; just over six weeks of sobriety checks were conducted each day from the 3rd December to the 31st of December, 2010. The program was conducted at various

times during the day and night. Comments from the public in general with regard to the irregular time frames were very favourable, as they were also of the opinion that impaired operation occurs at times other than just before and after bar closings.

The North Bay Police Service is responsible for delivery of policing services to the Municipality of Callander and the following traffic issues were noted. The Police Service issued 193 total Provincial Offence Notices in 2010, a decrease from 260 violations in 2009 or a 26% decrease.

E. Anticipated Issues for the Future

The continued dedication to providing training to our members will be essential in 2010. The ability to follow up enforcement with the capacity to deliver technical evidence in court is becoming increasingly important. A growing volume of case law from the Provincial Traffic Courts has emphasized the necessity for officers to be able to articulate the methodological basis of their enforcement.

An increase in the partnerships between the TEO and the PTO, thereby providing greater targeted enforcement opportunities, will allow for appropriate response to the priorities identified through analysis of motor vehicle collisions or complaints from the public regarding traffic concerns. This would rely on the provisions of adequate staffing of the PTO position, by uniform patrol. Regular staffing of the TEO position will result in increased and consistent enforcement.

The elimination of the written warning as an option for officers in the execution of traffic enforcement will be seen in a decrease in the Provincial Offences statistics, as they are compared to previous years. This should not be seen as a decrease in enforcement rather, as the Provincial Speed Management Advisory Committee (an advisory committee to the Ontario Association of Chiefs of Police) has identified that the full enforcement of moving violations allows for the demerit point system to identify and eliminate drivers who are consistently operating in an unsafe manner.

F. Performance Objectives for the Next Year

The continued development and staffing of the Platoon Traffic Officer (PTO) position, in accordance with the goal as identified in the NBPS Business Plan, would ensure appropriate response to traffic enforcement priorities as identified by the citizens of North Bay and Callander. This would easily be measured through the deployment hours of the PTO and the Provincial Offences Notices completed.

A continued focus on special projects, namely regarding school buses, speed, cell phone use, unsafe vehicles, unsafe loads and the taxi industry will not only increase awareness but will, at the same time, increase compliance. This will be measured by indicators unique to each of the above mentioned projects and will result in fewer collisions, less property damage and most importantly less personal injuries.

Continuation of public education through the media and directed enforcement is required to ensure the safety of motorists, cyclists and pedestrians. An increase in the amount of traffic campaigns for educating the public, targeted enforcements and RIDE programs will assist with delivering the appropriate message to the motoring public.

A continued focus on traffic enforcement, pursuant to the NBPS Business Plan, will guide the Traffic Section in 2011 in efforts to ensure the safe and efficient movement of traffic within the City of North Bay and Callander.