



To: Community Safety Committee
From: Ward Clapham
Officer in Charge RCMP
Re: Canada Line Update - RCMP

Date: December 13, 2007
File: 09-5350-01/2007-Vol 01

Staff Recommendation

That the RCMP Canada Line Update be received for information.

Ward Clapham
Officer in Charge RCMP
(604-207-4741)

Att. 1

FOR ORIGINATING DEPARTMENT USE ONLY					
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER GEOFF LAKE (ACTING)		
Major Projects	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
REVIEWED BY TAG	YES	NO	REVIEWED BY CAO	YES	NO
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Staff Report

Origin

Over the last seven years, the Richmond RCMP has developed and maintained a philosophy of a proactive policing approach in response to emerging issues and trends. The Richmond RCMP has for some time anticipated the changes that will emerge with the activation of the Canada Line.

The Canada Line is planned to be operational in November 2009. The 19 kilometer line is expected to attract a daily ridership of 100,000 people or approximately 38 million riders per year. Experience points to the facts that criminal activity generally increases in the geographic area immediately surrounding transit stations when new transit lines are established. The Richmond RCMP identified the geographic areas that will be most impacted by the Canada Line. They generally consist of those areas within roughly a one to two block-wide radius of each of the transit stations in Richmond.

Research undertaken by the Richmond RCMP studied the impact on crime and policing of the Millennium SkyTrain line in Burnaby. It indicates that the increase in crimes attributable to the new activity brought by the Canada Line, could generate increased workload requiring substantially more new resources if steps are not taken in advance to prevent and suppress criminal activity.

The recent transition of TransLink's security agency to a designated policing unit—GVTAPS— has brought with it new operational and procedural protocols. A draft Memorandum of Understanding between GVTAPS and the Jurisdictional Police forces in Greater Vancouver has been developed which identifies the responsibilities and obligations of the Richmond RCMP, many of which flow from statute, executive order, and/or contract for the delivery of services as the jurisdictional police in Richmond.

The Richmond RCMP has been planning for at least the past three years in a number of areas with the goal of developing a comprehensive plan for community security relating to the Canada Line automated rail-based rapid transit service. With its proactive policing philosophy that identifies future challenges and anticipates problems, the Richmond RCMP will be ready to implement a comprehensive security plan when the Canada Line is activated.

The purpose of this report is to present that plan and summarize its contents.

Analysis

The Richmond RCMP's *Canada Line Community Security Plan* (Attachment 1) is based on sustaining the momentum the Richmond RCMP has achieved over the last seven years in moving from a reactive policing approach. It strives to avoid a situation where substantial new resources are required to respond to new crime problems that manifest themselves as a result of the Canada Line activation.

The plan sets out to achieve this by providing a comprehensive policing response embracing prevention, intervention and suppression of crime related to the Canada Line in Richmond and at YVR. The actions required to successfully implement this proactive plan to ensure safety and security in Richmond on and around the new Canada Line transit service include:

- The formation of a new Station Targeted Area Response Team (START) to focus on policing those areas that have been identified as being potential centres of criminal activity.

- The establishment of two new Community Police Stations (CoPS) in key areas along the Canada Line.
- Education and crime prevention programming with existing business community partners.
- Ongoing planning and evaluation in collaboration with TransLink, GVTAPS, the City of Richmond and YVR to refine and enhance CPTED measures.
- Ongoing collaboration with GVTAPS to streamline procedures and identify new efficiencies.
- The coordination and constant fine-tuning in the way other units of the Richmond RCMP are deployed to assist with Canada Line security.

The staffing requirements arising from the formation of the new STAR Team have been forecasted in the Richmond RCMP's Five-Year Resource Plan (2008-2012). The other actions will be implemented using existing resources.


Financial Impact

The 4 additional RCMP Officers required for the new positions created with the formation of the STAR Team are budgeted within the costs of the Richmond RCMP's Five-Year Resource Plan (2008-2012). Those costs are as follows:

2009	2 RCMP Officers	\$	259,646
2010	2 RCMP Officers		270,032

Conclusion

The Richmond RCMP's *Canada Line Security Plan* will strategically position the Richmond RCMP to meet the new challenges associated with community safety and security that will arise with the activation of the Canada Line. It is based on committing minimal new resources to an action plan that relies heavily on leveraging and creatively deploying existing resources. The overall aim is to avoid issues from becoming problems and taxing more resources than those that are needed if the problems are anticipated and avoided in advance.



John Sessan OIC Richmond Det.
 Advisory NCO to the OIC \ NCO i/c Strategic Planning

Canada Line Community Security Plan

INTRODUCTION

This plan is a proactive initiative which addresses the community policing challenges that will accompany the activation of the Canada Line automated rail-based rapid transit service connecting Vancouver with Richmond and the Vancouver International Airport (YVR). The plan outlines a comprehensive policing response embracing prevention, intervention and suppression of crime aimed at minimizing the negative impacts on community safety and security arising from the activation of the Canada Line in Richmond and at YVR.

Planning for this initiative has been ongoing for some time, with the objective of anticipating and acting in advance of problems and organizing our approach so that it targets the root causes of crime—a philosophy that underlies the Richmond RCMP's unwavering commitment to proactive policing.

A primary goal in developing this comprehensive policing response is to avoid the need to apply new resources in reactionary way to a problem which effective planning could have anticipated and to also minimize the need for additional resources in implementation of this plan itself. We are meeting the second part of this goal by leveraging existing resources provided for in the Richmond RCMP's 2008 – 2012 Five-Year Resource Plan and by identifying innovative ways to leverage existing partnerships. As part of this plan, the Richmond RCMP has also developed initiatives to increase the public visibility of the police presence in the physical area around the Canada Line to deter crime and reinforce the perception of safety.

One of the important partnerships we will rely upon is with the Greater Vancouver Transit Authority Police Service (GVTAPS). This plan integrates the needs, obligations and responsibilities that flow from the protocols and working relationship we will have with GVTAPS. The plan also embraces continued working relationships with our existing community partners, such as businesses located in proximity to the Canada Line corridor. We will work with them to identify and establish the most efficient means of anticipating challenges or problems and undertaking new initiatives that respond to the new realities associated with the Canada Line.

SITUATION

Realities of the Canada Line

The Canada Line is planned to be operational in November 2009. By 2010, the 19 kilometer line is expected to attract a daily ridership of 100,000 people or approximately 38 million riders per year. Trains will run every 6 minutes on the Richmond/Airport portion of the Canada Line and every 3 minutes between Vancouver and the Bridgeport Station during peak hour and mid-day periods. Four stations, including the Bridgeport station with its 1,200 park-and-ride facility, will be located in Richmond's city centre and four stations at YVR on Sea Island.

Experience has told us that criminal activity definitely increases in the geographic area immediately surrounding transit stations when those stations are:

- located in an urban area,
- co-located with retail shopping; or,
- end-of-the-line stations

Since planning first commenced for this rapid transit project, the Richmond RCMP identified the geographic areas that will be most impacted by the Canada Line. They generally consist of those areas within roughly a one to two block-wide radius of each of the SkyTrain stations in Richmond, since almost

all of the stations embrace one or more of the foregoing characteristics. The entire Number 3 Road commercial corridor, the precinct in which the River Rock Casino and the Bridgeport park-and-ride facility are located, and the terminus station at the YVR passenger terminal all become target-rich environments for criminal activity as a result of the location of the Canada Line SkyTrain service.

History of Planning – the Burnaby Experience

The Richmond RCMP has been involved in planning for the eventual development and start-up of the line since the Canada Line project was first approved. We participated early in the physical design process, providing expertise in CPTED (Crime Prevention Through Environmental Design). Our role was one of providing input and advice during the development of design guidelines and during design reviews for station design, contributing expert knowledge developed through experience in the field while providing policing services in areas of the City of Burnaby where both the Expo Line and the Millennium Line.

We have also obtained and analyzed data collected in Burnaby since the start-up of the Millennium Line. Burnaby experienced a marked city-wide increase in crime during the measurement period following the launch of the Millennium Line service. This increase in crime far outpaced the increase in Burnaby's population during the same period. The increase in crime in the areas around the Millennium Line SkyTrain stations ranged from 10% to 44% over five Burnaby stations. Therefore, it can be concluded that the Millennium Line contributed to some extent to this increase in crime. It was also noted that increases in crime were pronounced in geographic areas surrounding Millennium Line stations in Burnaby.

Anticipating the Challenge

This Burnaby data was extrapolated using projections for Canada Line boardings impacting Richmond to arrive at estimated police workloads associated with various types of crimes. The result of these calculations was a projection of the incremental workload that might be expected to follow the activation of the Canada Line if no proactive steps were taken to focus on the root causes of such crimes and no plans were made to efficiently leverage existing resources.

These calculations show that during the first full year of Canada Line operation, the increase in crimes attributable to the new activity brought by the Canada Line could generate a workload equivalent to 14 full-time police positions. This clearly pointed us to the need to develop a sound strategy to avoid having to respond to in a reactionary way.

Partnership with GVTAPS

With the recent transition of TransLink's security agency to a designated policing unit—GVTAPS— new operational and procedural protocols have been established in a Memorandum of Understanding (MOU) to reflect a coordination of effort and to support the full cooperation between Greater Vancouver's individual jurisdictional police forces and GVTAPS in an attempt to create a seamless policing environment on TransLink properties and modes of transportation.

The Richmond RCMP's responsibilities and obligations under the MOU flow largely from statute, executive order and/or contract for the delivery of services as the jurisdictional police in Richmond, including the primary responsibility for police services in the area within Richmond where TransLink's transit services operate. GVTAPS has the power, duty and functional responsibility to carry out policing services within TransLink's property and on their vehicles in Richmond supplemental to the police services provided by the Richmond RCMP.

Under the MOU which is currently being negotiated between GVTAPS and the RCMP, Richmond RCMP will provide the following services for GVTAPS:

- Police dog service;
- Forensic Identification Section services;
- periodic handling of exhibits;
- explosives response service;
- incident command for incidents of hostages and barricaded persons;
- Emergency Response Team (ERT) services;
- Forensic Lab services;
- Hazmat response and incident command for incidents involving hazardous materials;
- investigation of missing persons;
- custody of unescorted minors or mentally disabled on the transit system;
- stolen vehicle report taking and stolen vehicle recovery;
- breath and blood testing for impaired driving investigations;
- civil disobedience on transit property;
- victims' services;
- media access control to a crime scene; and
- jail facilities to lodge prisoners.

As well, the MOU stipulates that when SkyTrain Attendants or other transit field staff require police attendance for emergency situations, SkyTrain's operations centre will first call 9-1-1 to request attendance of the jurisdictional police (Richmond RCMP). GVTAPS members will also be contacted.

Burnaby RCMP's experience indicates that an increase in workload related to the use of their cell block for prisoners arrested by GVTAPS. For the first nine months of 2006 Burnaby hosted over 200 persons arrested by GVTAPS. Richmond RCMP Members will also be expected to conduct Justice-of-the-Peace hearings for GVTAPS prisoners remanded in custody. These hearings can be up to 2 hours in length.

TASKS

This plan is focused on achieving the mission of providing a comprehensive policing response embracing prevention, intervention and suppression of crime to minimize the negative impacts on community safety and security arising from the activation of the Canada Line in Richmond and at YVR. We are committed to sustaining the momentum the Richmond RCMP has achieved over the last seven years in moving from a reactive policing approach, where police simply respond after a crime has occurred, to a much more proactive approach based on preventing crime and applying resources and skills to strategically solve problems.

This plan is integrated with our Five-Year Resource Plan (2008-2012), which is founded on the same approach to progressive, proactive policing. To be successful in addressing the situation, we our primary tasks and a number of actions to focus on these tasks—all aimed at leveraging existing resources and minimizing the demand for new resources.

The overriding task is to avoid an issue from becoming a problem and taxing more resources than might be needed if the problem is anticipated and avoided. We want to avoid the type of situation that the Burnaby experience foreshadows, where an additional 14 Members might be required to deal with the projected potential increase in crime. Our goal has been to plan in advance so that when the Canada Line is activated, the Richmond RCMP remains at the leading edge while also being firmly rooted in those areas where potential problems associated with the new transit service first manifest themselves.

Flowing from this primary task is the task of investing in those minimal new resources we require to implement this plan. These new resources total a commitment to two additional Regular Members in 2009 and two additional Regular Members in 2010, to allow for the formation of a Station Targeted Area Response Team (START). (Documented in the 5 Year Resource Plan)

ACTIONS

The actions required to successfully implement this proactive plan to ensure safety and security in Richmond on and around the new Canada Line transit service are as follows:

- The formation of a **new Station Targeted Area Response Team (START)** to focus on policing those areas that have been identified as being potential centres of criminal activity -- the geographic area is within roughly an area of 200-300 meters from the sky train stations. Members on this Team will be strategically deployed when potential problems are identified by our other units, by our GVTAPS partners or by our community partners. Their goal will be the suppression of crime before the criminal activity reaches a critical point. These staffing requirements have been forecasted in our Five-Year Resource Plan (2008-2012).
- Working towards the establishment of **two new Community Police Stations (CoPS)** in key areas along the Canada Line. Both will be located at the first two arrival points in Richmond—the River Rock Casino at the Bridgeport Station and at YVR. These two new Community Police Stations will serve to announce in a highly visible way the policing presence in the immediate vicinity of the Canada Line. They will also provide an opportunity for the Richmond RCMP to strengthen existing community partnerships and also leverage the vital resources of our Auxiliary Members and community volunteers.
- **Education and crime prevention programming** with our existing business community partners, focusing on those whose businesses are located in proximity to the Canada Line.
- Ongoing planning and evaluation in collaboration with TransLink, GVTAPS, the City of Richmond and YVR to **refine and enhance CPTED measures** in the physical environment around the Canada Line and periodic brain-storming to increase the perception of safety among those who ride the SkyTrain system.
- Ongoing collaboration with GVTAPS and other partners to **streamline procedures and identify new efficiencies** that will allow us to absorb the impacts of an increased workload.
- The coordination and constant **fine-tuning in the way that we deploy other units** of the Richmond RCMP. We will use our existing two crime analysts to monitor trends and analyze data related to the Canada Line to identify how we can best utilize our existing resources in a way that they assist with preventing and suppressing crime. For example, existing resources, such as our Bike Unit, Youth Section and Auxiliary Constables can be deployed to deal with crime hot-spots and to tackle specific problems that will allow us to minimize the negative impacts on community safety and security arising from the activation of the Canada Line in Richmond and at YVR.

RESPONSE

Proactive policing is not based on adhering to a static model. Adaptation is essential to remain at the leading edge recognizing that change is constant. Another essential element in the proactive policing model is the partnerships we rely upon. Responding in anticipation of problems and focusing on root causes of problems requires a comprehensive approach, at the heart of which is collaboration with those who have a common cause and can assist us.

Therefore, as we continue to implement this plan, we will be continually evaluating how we act and the results of our actions. We expect to be able to turn to our partners to provide feedback and input and

generally assist us in evaluating whether or not our actions are effective in meeting the tasks required to deal with the situation we have identified—a situation that will continually change, as well.

We are confident that this Canada Line Security Plan will strategically position the Richmond RCMP to meet the new challenges associated with community safety and security that will arise with the activation of the Canada Line.