



City of Richmond

Report to Committee

To: Community Safety Committee
From: Rendall Nasset
 Officer In Charge,
 Richmond RCMP Detachment

Date: May 27, 2009
File: 09-5350-00/Vol 01

John McGowan
 Chief, Richmond Fire-Rescue

Re: Safety & Security for the Canada Line

Staff Recommendation

That the report from the OIC Richmond RCMP Detachment and Richmond's Fire Chief regarding safety and security for the Canada Line be received for information.

Rendall Nasset
 Officer In Charge,
 Richmond RCMP Detachment
 (604-278-1212)

John McGowan
 Chief,
 Richmond Fire-Rescue
 (604-303-2734)

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ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> J.T. NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>

Staff Report

Origin

The purpose of this report is to:

1. Outline the Richmond RCMP Detachment's strategy for the safety and security for the Canada Line in Richmond; and
2. Provide information on the activities that Richmond Fire-Rescue has undertaken in preparation for the delivery of emergency fire and medical response services for the Canada Line.

Background

The Canada Line is a rapid transit system that will connect Vancouver with Central Richmond and the Vancouver International Airport. With a transit capacity equivalent to 10 road lanes, it will serve to link the growing residential, commercial, health, educational and other centres in the region. Trains will depart every 6 minutes from Vancouver's Waterfront Station, destined for either Richmond or the airport. The annual riders for the Canada Line are estimated in 2012 at between 26.4 – 32.1 million and growing in 2021 to between 30.9 – 44.8 million.

Analysis

Security

For years, discussions have been ongoing concerning security issues on SkyTrain. In the summer of 2008, the SCBCTAPS undertook an analysis of existing statistics on crime in Metro Vancouver, gathering information from data supplied by the jurisdictional police departments to develop a clearer picture of reported incidents at or around existing SkyTrain stations. Data was collected from the Vancouver Police, New Westminster Police Service, Burnaby, Surrey and Richmond RCMP Detachments as well as the North Vancouver RCMP (for SeaBus terminal data). The study looked at a 28-day period: July 15 – August 11, 2007 and plotted offences that occurred within 250 metres of a SkyTrain station.

During the 28-day period, there were 24,328 incidents reported in "SkyTrain" communities. Of that total, 11% occurred within 250 metres of the SkyTrain station.

Focusing on the incident types reported within the 250-metre radius, they represented the following percentage of the overall total:

- Crimes against the person – 10%
- Property crimes – 8%
- Controlled Drug and Substances Act offences – 16%

Based on these findings, it appears that only drug-related offences are over-represented in areas within 250 metres of a station (16% vs. 11% of crime overall). There is evidence that this has been a stubborn issue that existed in some locations prior to the arrival of the SkyTrain line.

The 28-day pilot project looked at statistics within 250 metres of the sites of future Canada Line stations in Richmond. It found that 6% of the incidents in Richmond occurred within that zone.

Fire and Emergency Medical Response

Statistical information relating to actual fire and emergency responses to the SkyTrain were unavailable. To determine the likely impact that the new Canada Line would have, Richmond Fire-Rescue relied on its discussions with Vancouver and Burnaby Fire Departments who were familiar with this mode of transit service.

Discussions revealed minimal demand for emergency response to address electrical fires or those intentionally set in the train car. However, the majority of calls are First Responder medical, including electrocution. There is no reason to believe that Richmond's fire and medical emergency response demand would dramatically differ from that experienced by other local Fire Departments with the slight exception that YVR line may increase the number of hazmat calls.

Initially for Richmond Fire it is anticipated that the Canada Line will see a manageable increase in the number of calls from the three primary responding fire halls: Sea Island, Bridgeport/Cambie, and City Centre. In the long term, as the community grows and development occurs around the Canada Line, ridership will increase and the service call volume would grow proportionately.

Actions

Richmond RCMP

With the Richmond Canada Line Rapid Transit project to be completed in August 2009, partnerships between the Richmond Detachment of the Royal Canadian Mounted Police (RCMP) and South Coast British Columbia Transportation Authority Police Service (SCBCTAPS) have been developed. Memorandums of Understanding (MOU's) between the two police agencies are in place to establish operational and procedural protocols between the RCMP and SCBCTAPS. The MOU's reflect a co-ordination of efforts, full support of, and co-operation between the RCMP and SCBCTAPS.

It is important that the SkyTrain system be safe, and also is *seen* to be safe, and the employment of tactics to provide visible coverage is intended to reassure the public at key times and places. The presence of uniformed police officers, made up of the Richmond RCMP Detachment's Station Targeted Area Response (STAR) Team working in partnership with SCBCTAPS is an initiative that will most certainly assist to minimize the crime profile near the Richmond stations.

The STAR Team will be composed of 3 constables, led by 1 senior constable who will report to the General Investigation Sergeant who is also responsible for the Property Crime and Bike Units.

The mandate of the STAR Team is to respond to calls for services within 250 metres of the Canada Line resulting from criminal activity occurring on the train or within 250 metres of the line. The team will also be responsible to monitor and review crime trends provided by the Richmond RCMP Detachment's Crime Analysts as they relate to the Canada Line and, if there is an identified trend, to target enforcement with potential assistance from SCBCTAPS or other Richmond RCMP units such as General Duty, Bikes, Plain Clothes, Serious Crimes etc.

The STAR team will also foster partnerships with volunteer groups such as the Richmond RCMP's Auxiliaries and the RCMP information kiosks/store front volunteers in order to identify areas of mutual interest for a co-ordinated response.

Richmond Fire-Rescue

In preparing for the new Canada Line, Fire-Rescue has been involved in a number of activities designed to ensure for the safe operation of the new Canada Line in Richmond.

The early involvement of the Fire Prevention Office in reviewing and/or inspecting the Richmond-based train stations, train maintenance facility, and road design elements were important in ensuring the safety of riders, and emergency responders, and the addressing of mobility impediments to the expedient delivery of emergency fire and medical services. Outcomes of Fire's involvement were:

- ▶ Positive Station Design was achieved including the effective placement and operation of sprinkler protection devices, enunciator panels, fire hydrant locations and accessibility, positive means of public egress, and the need for continuous elevator operation in emergency circumstances.
- ▶ Canada Line Train Maintenance Yard facility and operations were reviewed including its fire and life safety features and special fire suppression system.
- ▶ Road design elements adjustments were made including: fire hydrants along No. 3 Road relocated out beyond the Guideway; and emergency vehicle crossovers incorporated where continuous medians were present.

Fire training is well underway for the orientation of emergency responders to the Canada line. Activities include:

- ▶ Examples of station and train car training include:
 - i. May 25, 2009 three-hour participatory session "Live Fire – Train Car" and smoke training scenario at Lansdowne Station.
 - ii. May 19 through June 19, 2009 two-hour orientation session providing fire staff with a solid understanding of the train cars and Canada Line Station safety features; informing them how to operate safely on a platform and the required

steps to ensure safety precautions are undertaken before going onto the Guideway (tracks).

- ▶ Development of Standard Operating Procedures for emergency services including partner agency communication and incident command protocols.

Financial Impact

Upon finalization of candidate selection for the four STAR Team positions, operating costs will be taken from currently approved funding from the City's RCMP budget at an estimated cost of \$500,000 per annum.

Conclusion

In August 2009 the Canada Line rapid transit system will be operating, connecting Vancouver with Central Richmond and the Vancouver International Airport.

The presence of uniformed police officers, made up of the Richmond RCMP Detachment's Station Targeted Area Response (STAR) Team working in partnership with SCBCTAPS is an initiative that will most certainly assist to minimize the crime profile near the Richmond stations.

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Both Police and Fire have developed operational partnerships with Canada Line agencies SCBCTAPS and ProTrans. It is the intent of both the Richmond's RCMP Detachment and Fire-Rescue to work seamlessly with these Canada Line agencies for the benefit and safety of its Canada Line users and neighbours.



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