

Community Safety and Crime Prevention Advisory Committee

Report

The 1st Meeting of the Community Safety and Crime Prevention Advisory Committee
January 23, 2020
Committee Room #3

Attendance PRESENT: B. Gibson (Chair), J. Campbell, D. Luthra, B. Fragis, M. Hackett, T. Khan, B. Madigan, B. Rankin and J. Slavin and H. Lysynski (Clerk)

ALSO PRESENT: R. Brittan, J. Kostyniuk and M. Morris

ABSENT: I. Bielaska-Hornblower, L. Fay, L. Krobisch and D. MacRae

The meeting was called to order at 12:23 PM

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

1.2 Election of Chair and Vice Chair for term ending November 30, 2020

That B. Gibson and B. Rankin BE ELECTED Chair and Vice Chair, respectively, for the term ending November 30, 2020.

2. Scheduled Items

2.1 Accessibility for Ontarians with Disabilities Act Training

That consideration of the presentation from M. Stone, Accessibility Specialist, with respect to the *Accessibility for Ontarians Disabilities Act* training BE POSTPONED to the next Community Safety and Crime Prevention Advisory Committee.

2.2 Connected and Automated Vehicle Strategic Plan

That it BE NOTED that the Community Safety and Crime Prevention Advisory Committee received the attached presentation from M. Morris, Transportation Design Engineer and J. Kostyniuk, Traffic and Transportation Engineer, with respect to the Connected and Automated Vehicle Strategic Plan.

2.3 London Police Services Orientation

That it BE NOTED that the Environmental and Ecological Planning Advisory Committee heard a verbal presentation from C. Carne, London Police Services, with respect to the activities and initiatives undertaken by the London Police Services with respect to community safety and crime prevention.

3. Consent

3.1 7th Report of the Community Safety and Crime Prevention Advisory Committee

That it BE NOTED that the 7th Report of the Community Safety and Crime Prevention Advisory Committee, from its meeting held on November 23, 2019, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Proposed Crime Prevention Program

That the following actions be taken with respect to a proposed Crime Prevention Program:

a) the London Police Services Board BE REQUESTED to ask the London Police Services to provide statistics, including the date and time of the incident, the location of the incident and any cause known for the incident to occur and to include the outcome of the incident with respect to incidents of violence or potential violence that were reported within parks, parking lots and facilities that are owned by the City of London in 2019, in the following categories to a future meeting of the Community Safety and Crime Prevention Advisory Committee:

- i) homicide;
- ii) attempted murder;
- iii) assaults;
- iv) sexual assault;
- v) disturbances; and,
- vi) robbery;

b) Corporate Security BE REQUESTED to provide statistics, including the date and time of the incident, the location of the incident and any cause known for the incident to occur and to include the outcome of the incident with respect to incidents of violence or potential violence that were reported within parks, parking lots and facilities that are owned by the City of London in 2019, in the following categories to a future meeting of the Community Safety and Crime Prevention Advisory Committee:

- i) homicide;
- ii) attempted murder;
- iii) assaults;
- iv) sexual assault;
- v) disturbances; and,
- vi) robbery;

c) the attached communication from J. Slavin BE FORWARDED to the London Police Services and Corporate Security for their consideration.

5.2 (ADDED) CSCP Work Plan

That consideration of the Community Safety and Crime Prevention Advisory Committee 2020 Work Plan BE POSTPONED to a special meeting to be held in February, 2020.

6. Adjournment

The meeting adjourned at 2:20 PM.



Connected and Automated Vehicles

Preparing a Strategic Plan for London



CAVs in the Province of Ontario

- **Pilot Project – Automated Vehicles** ([Ontario Regulation 306/15](#))
 - Originally took effect January 1, 2016
 - Last consolidation January 1, 2019 (O.Reg. 517/18)
 - Pilot regulation is due to be revoked on January 1, 2026
- Ontario was **first province in Canada** to establish on-road pilot test program for CAVs.
- Ontario Pilot Project applies to **SAE Automation Levels 3, 4, and 5**.



Other Key Initiatives and Resources

- [Autonomous Vehicle innovation Network \(AVIN\) in Ontario](#)
- City of Toronto [Automated Vehicle Tactical Plan](#)
- SAE International [J3016 Levels of Driving Automation](#)
- Transportation Association of Canada (TAC) [Lexicon of Terms for CAVs](#)

SAE INTERNATIONAL SAE J3016™ LEVELS OF DRIVING AUTOMATION

	SAE LEVEL 0	SAE LEVEL 1	SAE LEVEL 2	SAE LEVEL 3	SAE LEVEL 4	SAE LEVEL 5
What does the human in the driver's seat have to do?	You are driving whenever these driver support features are engaged – even if your feet are off the pedals and you are not steering.			You are not driving when these automated driving features are engaged – even if you are seated in "the driver's seat".		
What do these features do?	These features are limited to providing warnings and momentary assistance.			These features can drive the vehicle under limited conditions and will not operate unless all required conditions are met.		
Example Features	<ul style="list-style-type: none"> • automatic emergency braking • blind spot warning • lane departure warning 	<ul style="list-style-type: none"> • lane centering OR • adaptive cruise control 	<ul style="list-style-type: none"> • lane centering AND • adaptive cruise control at the same time 	<ul style="list-style-type: none"> • traffic jam chauffeur 	<ul style="list-style-type: none"> • local driverless taxi • pedals/steering wheel may or may not be installed 	<ul style="list-style-type: none"> • same as level 4, but feature can drive everywhere in all conditions



City of London's CAV Progress

- Staff began **monitoring and researching CAV developments** in 2016 in response to the Ontario Pilot Project.
- Developed a **CAV Staff Report and Technical Background** (CWC, May 28, 2018)
- Received **Municipal Council resolutions and direction** on June 12, 2018
- RTIWG **CAV Expert Panel** on February 21, 2019

Appendix A
Connected and Autonomous Vehicles:
Technical Background

Prepared for the Corporation of the City of London
Civic Works Committee Meeting
May 28, 2018



Council's Strategic Plan 2019-2023

BUILDING a Sustainable City

Londoners can move around the city safely and easily in a manner that meets their needs.

EXPECTED RESULT

Increase access to transportation options.

STRATEGY

- Build more infrastructure for walking and bicycling.
- Continue to expand options and programs to increase mobility.
- **Develop a strategic plan for a future with connected and autonomous vehicles.**
- Support Londoners to access affordable public transit where they live and work.
- Implement the London Transit Commission (LTC) 5 Year Specialized Service Plan.
- Implement the LTC Ridership Growth Strategy.
- Implement a rapid transit system to improve the reliability and capacity of existing transit service and support London Plan city building.
- Implement the LTC 5 Year Conventional Service Plan.



Automated Vehicles

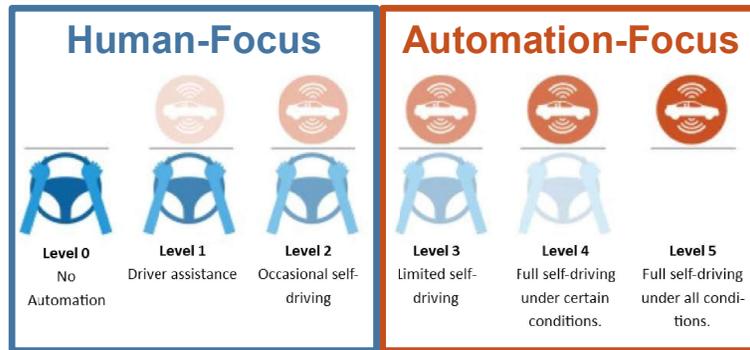
- Ideally, **Automated Vehicles (AVs)**:
 - Are capable of “**sensing**” the **surrounding environment**;
 - Use AI, sensors, and GPS to **successfully and safely navigate a transportation system**;
 - Provide **major improvements to road safety** by eliminating human driver error and distraction; and
 - Will likely be widely available and market-ready between **now and 2040 (i.e. 10-20 years)**.





Automation Levels Defined

- The **Society of Automotive Engineers (SAE)** international standard that classifies vehicles automated driving systems from:
 - **Level 0 = No Automation** to **Level 5 = Full Automation**



Connected Vehicles

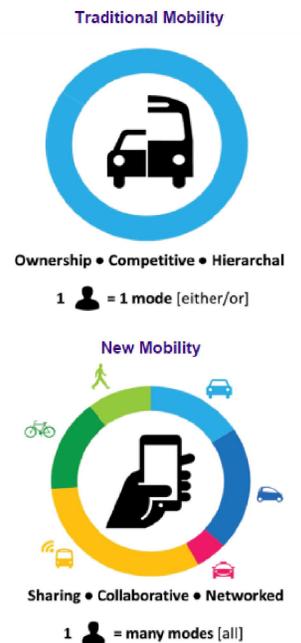
- Interrelated with AVs, **Connected Vehicle (CV)** technology provides up-to-date information to vehicles through a **variety of communications channels**.
- Types of CV technology include:
 - **Vehicle-to-Vehicle (V2V)**
 - **Vehicle-to-Infrastructure (V2I)**
 - **Vehicle-to-Everything (V2X)**





New Mobility and Potential

- AVs have the potential to **benefit the environment, society, and safety**.
- Two primary **ownership models** are anticipated:
 - **Individual Ownership** of widespread vehicles, similar to today; or
 - **Shared Ownership** similar to car-sharing, ride-sharing, or Mobility-as-a-Service (MaaS).



CAV Strategic Plan – Purpose

To better understand and prepare for the introduction of connected and automated vehicles in our community in order to improve the lives of our citizens and minimize the environmental impact of this impactful technology as it becomes more commonplace.



CAV Strategic Plan – Vision

A sustainable community that integrates connected and automated vehicles into city-building and daily activities by pursuing improved safety, environmental stewardship, and travel mobility options.



CAV Strategic Plan – Mission

To engage internal and external stakeholders, identify potential implications of connected and automated vehicles, and provide a strategic plan and actions that will proactively prepare for the introduction of connected and automated vehicles.



CAV Strategic Plan – Values

- Alignment with the London Plan
- Driven by community
- Environmental and climate sustainability
- Responsible governance
- Human health and community safety
- Information security and privacy
- Integrated mobility
- Supporting innovation
- Proactive leadership
- Stakeholder collaboration



Strategic Areas of Focus

1. Social Equity and Health
2. Environmental Sustainability
3. Economic Sustainability
4. Data Privacy, Security, and Governance
5. Urban Form
6. Road Safety and Security
7. Integrated Mobility
8. Transportation System Efficiency
9. City Fleet and Services



CAV Strategic Plan Timeline



Initial Engagement

Gather initial public feedback for development of the upcoming Connected and Automated Vehicles Strategic Plan for London until **February 21**.

<https://getinvolved.london.ca/automated-vehicles>

Advisory committee initial feedback/resolutions provide by **April 28**.

Community Safety and Crime Prevention Advisory Committee

Report

The 7th Meeting of the Community Safety and Crime Prevention Advisory Committee
November 28, 2019
Committee Room #3

Attendance PRESENT: B. Gibson (Chair), J. Campbell, M. Hackett, T. Khan, L. Krosbisch, D. MacRae, B. Madigan, B. Rankin and J. Slavin and H. Lysynski (Clerk)

ALSO PRESENT: D. Lebold and K. Oldham

ABSENT: I. Bielaska-Hornblower, L. Fay, B. Fragis and D. Luthra

The meeting was called to order at 12:15 PM

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Fire Prevention Office Roles and Responsibilities

That it BE NOTED that the Community Safety and Crime Prevention Advisory Committee heard the ~~attached~~ presentation from D. Lebold, Chief Fire Prevention Officer, London Fire Services, with respect to the Fire Prevention Office roles and responsibilities.

2.2 Safety Audits

That B. Madigan BE APPOINTED as the Community Safety and Crime Prevention Advisory Committee representative to the Safety Audit; it being noted that the Community Safety and Crime Prevention Advisory Committee heard the ~~attached~~ presentation from K. Oldham, Manager, Neighbourhood Development and Support, with respect to this matter.

3. Consent

3.1 6th Report of the Community Safety and Crime Prevention Advisory Committee

That the 6th Report of the Community Safety and Crime Prevention Advisory Committee from its meeting held on September 26, 2019, BE AMENDED in clause 5.1 by deleting the words "Advisory Committee on the Environment" and replace them with "Community Safety and Crime Prevention Advisory Committee".

3.2 Municipal Council Resolution - Automated Speed Enforcement Program

That it BE NOTED that the Community Safety and Crime Prevention Advisory Committee reviewed and received a Municipal Council resolution adopted at its meeting held on October 1, 2019, with respect to the Automated Speed Enforcement Program.

3.3 Municipal Council Resolution - Area Speed Limit Program

That it BE NOTED that the Community Safety and Crime Prevention Advisory Committee reviewed and received a Municipal Council resolution adopted at its meeting held on October 1, 2019, with respect to the Area Speed Limit program.

3.4 Municipal Council Resolution - 6th Report of the Community Safety and Crime Prevention Advisory Committee

That a Working Group BE ESTABLISHED to review statistics and crime patterns in city parks and city-owned facilities and to report back at the January 23, 2020 Community Safety and Crime Prevention Advisory Committee (CSCP) meeting; it being noted that the CSCP reviewed and received a Municipal Council resolution adopted at its meeting held on October 15, 2019, with respect to the 6th Report of the Community Safety and Crime Prevention Advisory Committee.

3.5 (ADDED) Notice of Withdrawal from Appointments to City of London Advisory Committees - Z. Gorski

That it BE NOTED that the resignation for Z. Gorski from the Community Safety and Crime Prevention Advisory Committee was received with regret.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

None.

6. Adjournment

The meeting adjourned at 1:20 PM.

November 30, 2019

Community Safety and Crime Prevention Advisory Committee

Response to Request received at the 7th Meeting of the Community Safety and Crime Prevention Advisory Committee, November 28, 2019, 12:15 PM for more information on the Crime Prevention Program to reduce the causes of violence and possible violence at Facilities owned by the City of London such as facilities, parks and parking lots.

Mission Statement

A Crime Prevention Program is developed that ensures the City of London Facilities are maintained at a safe level for all the employees and everyone that works at and attend those facilities.

Overall Goal of the Program

The overall goal is through crime analyses to identify the most vulnerable facilities that are susceptible to violent crimes in the City of London and develop a pro-active program(s) to eradicate the causes of that violence or possible violence.

Objectives of the Program

1. Gather information (complaints investigated and outcome of the investigations) and data from London City Police and Corporate Security about crimes that were committed in 2019 in the categories of homicide, attempted murder, assaults, sexual assault, disturbances and robbery.
2. Identify the facilities most susceptible to violent crime in the City of London and the causes of those crimes.
3. Develop a Crime Prevention Program that eliminates the causes of violent crimes in the most susceptible facilities in the City of London.

Tasks of the Program

- 1. Obtain information from the London City Police and Corporate Security on incidents of violence or potential violence that were reported within parks, parking lots, and facilities that are owned by the City of London. Also, the outcome of those incidents that occurred in 2019.**

The information needed is in the categories:

- **Homicide**
- **attempted murder**
- **assaults**

- **sexual assault**
- **disturbances**
- **robbery.**

Information required about the incidents reported is the following:

- **date and time of all incidents**
- **locations of all incidents i.e. name of facilities, parks and parking lots**
- **any cause known for the incident to occur**

Outcome of the investigations for all of the above incidents:

- **charges laid, convictions received, penalty received, warnings given, determined unfounded.**

2. Identify the most susceptible facilities to violent crimes and the causes of those crimes
3. Establish the number of unreported crimes in the identified area and the fear factor in that area.
4. Develop a program to eliminate the causes of violent crimes in the identified area.

Report of John Slavin, Member of the Community Safety and Crime Prevention Advisory Committee in response to a request for information from Corporate Security and London City Police at the November 28th Meeting of the CSCP Advisory Committee.

Advisory Committee Work Plan – 2018

Activity	Background	Responsibility	Timeline	Strategic Plan Alignment
Public Consultation	<ul style="list-style-type: none"> Connect with existing community groups and meetings ie: Neighbourhood Associations, BIA's, Home & School Council's, Youth groups etc. to have conversations with residents about their concerns with respect to safety and crime prevention Collate conversation responses to determine themes Make recommendations based on findings Survey Community and Neighbourhood associations to find out what types of safety initiatives may be in place, what's working well and what could be replicated (ie: Neighbourhood Safety Plans, Survey Tools already in place, completed Safety Audit results) Promote Safety Audits 	CSCP	Ongoing	Strengthening Our Community/Leading in Public Service
Work collaboratively with existing initiatives	<ul style="list-style-type: none"> Identify current local initiatives that align with this committee and determine synergies for working together ie: London Strengthening Neighbourhoods – Neighbourgoodlondon.ca, (Safety Audits), Age Friendly London (AFL), Neighbourhood Watch London, Children's Safety Village, Active and Safe Routes to School, City of London Neighbourhood Children and Fire Services, etc. Include Youth Advisory Council representation as a voting member on CSCP 	CSCP	Ongoing	Strengthening Our Community
Enhance walking routes for all ages	<ul style="list-style-type: none"> Using results from Neighbourhood Safety Audits, CSCP public consultation conversations, and work from ASRTS and AFL provide recommendations for reducing speed limits in school zones. Neighbourhood Safety Audits, Active and Safe Routes to School and Age Friendly London (Outdoor Spaces and Transportation Working Groups) survey results and results of public consultation will be used for input on the reduction of speed limits in school zones, speed limits in school zones Review intersection and road crossing times to ensure they reflect the demographics of the area; Implementation of the 3 "E's" – Engineering; enforcement and education 	CSCP/NW/ASRTS/AFL/ City of London (Neighbourhood Watch/ Active & Safe Routes to School/ Age Friendly London)	Ongoing	Leading in Public Service
Bicycle Safety	<ul style="list-style-type: none"> Collaborate with the Cycling Advisory Committee to promote public awareness of legal bicycle and rider feature requirements Contact local business owners to assist with this initiative 	CSCP/CAC	Ongoing	Strengthening Our Community

Community Outreach	<ul style="list-style-type: none"> • Work with local media to profile Community Safety and Crime Prevention Issues which may include: London Fire Services, London Police Services, Neighbourhood Watch London, Thames Valley Children's Centre and the Middlesex-London Health Unit on their initiatives and activities to increase public awareness • Connect with Family Centres and Community Hubs to develop a communications relationship • Invite Emergency Medical Services, the London Youth Advisory Council and student representatives to participate on the CSCP Committee • Re-issue invitations to participate on CSCP 	CSCP	Ongoing	Strengthening Our Community
Mental Health	<ul style="list-style-type: none"> • Obtain information from community mental health agency representatives regarding local mental health initiatives • Contact Canadian Mental Health Association for information • Request results from October 2017 Strategic and Visioning Action Strategy • Identify supports for vulnerable people and gaps in services 	CSCP	Ongoing	Strengthening Our Community/Leading in Public Service
Implement Community Safety Week	<ul style="list-style-type: none"> • Organize City of London Community Safety and Crime Prevention Week again in 2019 • Partner with Emergency Preparedness Week 	CSCP/City of London	May 2019	Leading in Public Service
Children's Safety Village	<ul style="list-style-type: none"> • Request that the City, including Police and Fire Services and Emergency Medical Services support the Children's Safety Village to provide full programming to serve all children and ensure continued viability 	CSCP/CSV/TVDSB/LDC SB/CAPS/LFD/LPS/EMS	Over one year	Strengthening Our Community/Leading in Public Service
Booster Seats/Child Restraints	<ul style="list-style-type: none"> • Support and promote public awareness and education campaigns and programs about the need for booster seats for safe travel • Use and promote messaging that supports "safety first" over all other factors • Explore other partnerships to educate and promote awareness and increase proper usage ie: car dealerships, Ministry of Transportation, and Canadian Tire • Actively Support child restraint initiatives promoting proper use of booster and car seats 	Child Safety Middlesex London/Family Centres/CSCP	Over one year/ongoing	Leading in Public Service
CSCP Budget Review	<ul style="list-style-type: none"> • Review the CSCP budget and related process for expenditures 	CSCP	Annually	Strengthening Our Community/Leading in Public Service