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 attained 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](#)

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

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	STRATEGY
Increase access to transportation options.	• 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)**.
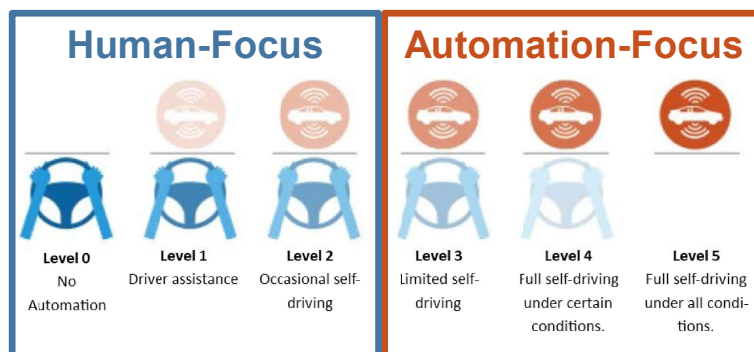
Automation Levels Defined

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

Human-Focus			Automation-Focus		
Level 0 No Automation	**Level 1** Driver assistance	**Level 2** Occasional self-driving	**Level 3** Limited self-driving	**Level 4** Full self-driving under certain conditions.	**Level 5** Full self-driving under all conditions.

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:
  - o **Individual Ownership** of widespread vehicles, similar to today; or
  - o **Shared Ownership** similar to car-sharing, ride-sharing, or Mobility-as-a-Service (MaaS).
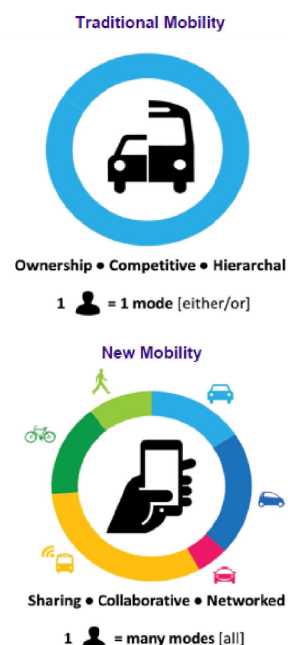
CAV Strategic Plan – Purpose

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

Item 2.2

CAV Strategic Plan Timeline

June 2018
CAV resolution and direction from Municipal Council

Summer/Fall 2019
Development of the Strategic Areas of Focus (SAF) and background research

Spring 2020
Broader stakeholder engagement for Draft CAV Strategic Plan

WE ARE HERE

January 2019
CAV Strategy and Working Group Kickoff

Winter 2020
Public engagement to gather initial feedback on Strategic Areas of Focus

Fall 2020
Finalize CAV Strategic Plan

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**.

Item 5.1

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.