Agenda - Council – May 19, 2010

Report – Standing Policy Committee on Protection and Community Services – May 3, 2010

Item No. 1 Police Cruiser Car Allocation
eFile GF-2

STANDING COMMITTEE RECOMMENDATION:

On May 12, 2010, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Protection and Community Services and submits the following to Council:

1. That a policy to maintain a minimum of one police cruiser car on duty in every one of Winnipeg's 15 Wards at all times not be established, as the management, administration and operation of the police service is the legislated responsibility of the Chief of Police.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Report – Standing Policy Committee on Protection and Community Services – May 3, 2010

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On May 12, 2010, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Protection and Community Services and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On May 3, 2010, the Standing Policy Committee on Protection and Community Services concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

COUNCIL DECISION:

On April 28, 2010, Council concurred in the recommendation of the Standing Policy Committee on Protection and Community Services and granted an extension of time of 30 days to enable the Winnipeg Public Service to report back as directed by the Standing Policy Committee on Protection and Community Services on February 8, 2010.

STANDING COMMITTEE RECOMMENDATION:

On April 8, 2010, the Standing Policy Committee on Protection and Community Services recommended to Council that an extension of time of 30 days be granted to enable the Winnipeg Public Service to report back as directed by the Standing Policy Committee on Protection and Community Services on February 8, 2010.

On February 8, 2010, the Standing Policy Committee on Protection and Community Services referred the Council Motion of January 27, 2010, to the Winnipeg Public Service for report back within 60 days.

Report – Standing Policy Committee on Protection and Community Services – May 3, 2010

DECISION MAKING HISTORY (continued):

COUNCIL DECISION:

On January 27, 2010, Council ruled automatic referral of the following motion to the Standing Policy Committee on Protection and Community Services:

Moved by Councillor Wyatt,
Seconded by Councillor Browaty,

WHEREAS the Winnipeg Police Service (WPS) complement has gone from approximately 1255 officers as of December, 2004, to nearly 1350 officers as of December, 2009;

AND WHEREAS this much needed increase equals an impressive average increase in the WPS of nearly 20 new additional police positions a year for the last five years;

AND WHEREAS, not withstanding this tremendous increase in the police complement, due to both high call volumes and the new challenges that face modern policing, very often and at times such as weekends, the Winnipeg Police Service cannot guarantee that a police cruiser car will always be present in every ward of the city at all times;

AND WHEREAS via the annual City budget and taxation system, all of Winnipeg's communities contribute to the cost of the WPS and therefore ratepayers, no matter where they reside, deserve a minimum level of police presence at all times;

AND WHEREAS prior to Unicity, independent municipalities such as Transcona, Charleswood, or North Kildonan, just to name a few examples, were always guaranteed a minimum level of police presence at all times;

THEREFORE BE IT RESOLVED THAT Council establish a policy that clearly states, without exception, that the WPS will be required to maintain a minimum of one police cruiser car on duty in every one of Winnipeg's 15 Wards at all times;

AND BE IT FURTHER RESOLVED THAT the Winnipeg Public Service and the Winnipeg Police Service determine the resources that will be required to fulfill this new policy direction, with the goal of minimizing any new costs and maximizing the use of existing resources.

ADMINISTRATIVE REPORT

ISSUE: Standing Policy Committee asked the Winnipeg Police Service to examine maintaining a minimum of one police cruiser car on duty in every one of Winnipeg's 15 Wards at all times.

Critical Path: Standing Policy Committee on Protection and Community Services – Executive Policy Committee - Council

AUTHORIZATION

Author	Department Head	CFO	CAO
Patrol Sergeant T. Macyk Research Analyst J. Wyman	Chief K. McCaskill	M. Ruta	A Robinson Deputy CAO

RECOMMENDATIONS

The Winnipeg Police Service recommends that Council not establish a policy to maintain a minimum of one police cruiser car on duty in every one of Winnipeg's 15 Wards at all times as the management, administration and operation of the police service is the legislated responsibility of the Chief of Police.

IMPLICATIONS OF THE RECOMMENDATIONS

The addition of Patrol Units to respond to Calls For Service, specific to the request from Council, would require the recruiting, hiring and training of 190 additional officers, along with the purchase of additional equipment and other associated costs totaling $17,691,500.00 in 2011 and increasing to 19,149,849.00 by 2015.

The dispatching of these additional officers requires WPS policy revision. There also may be environmental impacts in the creation or allocation of building space to house the additional officers.

HISTORY

Excerpts of the minutes from the Council Motion of January 27, 2010 are as follows:

> *THEREFORE BE IT RESOLVED THAT Council establish a policy that clearly states, without exception, that the WPS will be required to maintain a minimum of one police cruiser car on duty in every one of Winnipeg's 15 Wards at all times;*

AND BE IT FURTHER RESOLVED THAT the Winnipeg Public Service and the Winnipeg Police Service determine the resources that will be required to fulfill this new policy direction, with the goal of minimizing any new costs and maximizing the use of existing resources.

On February 8, 2010 Deputy Chief Webster was called to comment on the above motion and answer questions from the Committee.

Deputy Chief Webster responded with the following key points:

- The WPS is continually reviewing and adjusting our deployment of resources based on operational needs and public safety.
- This often occurs by the hour or by the minute within our Communications Centre.
- The WPS has response cars that are designated and assigned to patrol geographical areas within every district of the City of Winnipeg.
- Whenever possible, these response cars are assigned to attend calls for service within their assigned areas and/or districts.
- However, the dispatch of our police units is based on the priority of the call in terms of immediate danger to life and safety of citizens.
- Complete flexibility is required on an operational level.

The management and control of the WPS including decisions on deployment of police resources, is the responsibility of the Chief of Police under The Police Services Act (Manitoba) and the Winnipeg Police Service By-Law:

"2. There is hereby established a Department called "The Winnipeg Police Service", which shall be under the management and control of the Chief of the Winnipeg Police Department, which shall obey all lawful directions and be subject to the orders of the Chief of Police."
City of Winnipeg – Winnipeg Police Service By-Law No. 783/74.

"Responsibilities of police chief
22(1) The chief of a municipal police service is responsible for the following:
(b) the management, administration and operation of the police service;"
The Police Services Act S.M. 2009, c. 32

1. WPS Calls for Service Policy:

The Winnipeg Police Service Calls for Service Policy may be summed up as follows:

The Priority System is based on

1) The level of danger and urgency associated to the Complainant/public

2) Person-related calls within the same level of danger and urgency being assigned a priority level higher than property-related calls.

2. Statistical analysis re: Areas of Dispatch:

The WPS dispatch system for calls for service is based on a geographical model that defines the entire City Of Winnipeg in three levels. When calls are received, if possible, they are identified to a street address. Some calls cannot be assigned to a specific location as many events take place on the street and do not have a proper "address" per se.

Most events, though, can be identified as originating in an "atom" which is a small area, generally a few square blocks in the downtown region, but becoming larger towards the outskirts of the city. There are 800 atoms in the city.

The formal "dispatch area" for police units is called the cruiser car area. There are 27 cruiser car areas and all parts of the city fall in one of these areas. Each cruiser car area contains a large number of atoms and, geographically, the contained atoms fall perfectly within the cruiser car area so there is no overlap. Each cruiser car area is assigned a patrol unit and the unit's call sign matches its dispatch area. In theory, patrol units are expected to respond to calls for service in their patrol area. However, if a single cruiser car area has two or more calls for service simultaneously, patrol units may be moved from one cruiser car area to another based on the urgency of the call and the availability of a unit.

Cruiser car areas are all contained within Police Districts. There are five districts and all parts of the city fall in one of these regions. Each district contains three to seven cruiser car areas and, geographically, the contained areas fall perfectly within the district boundaries so there is no overlap. Each district has a police station and patrol units from cruiser car areas contained in the district generally start and end their patrol shifts at their local station. In theory, patrol units are expected to respond to calls for service in their cruiser car area and therefore stay in their district of origin. However, patrol units may be moved from one cruiser car area to another, even to a separate district, based on the urgency of the call and the availability of a unit.[1]

Last year approximately 91% of dispatched calls were answered by patrol units from their District of origin. The remainder of the time the patrol units responded to calls outside of their District.

3. Resource requirements for continuous geographic zone coverage:

A statistical analysis has revealed that each patrol unit averages responding to 3.675 calls per shift. Therefore, given the 3 shifts per 24 hour period (Days, Evenings and Nights) each cruiser car area has the ability to respond to 11.025 calls per day on average. (11.025 calls X 365 days = 4024 calls/year) This means that 4024 calls for service can be answered by the designated patrol units of that area each year.

Calculations reveal that 38.28 patrol units are required (per shift), to answer all of the calls each year, if each patrol unit were to respond only to calls for service in their cruiser car area. Currently the Winnipeg Police Service fields a minimum of 27 two officer patrol units per shift, 365 days/year per Article XIII paragraph 5, of the WPA Collective Agreement. Statistical analysis reveals the WPS field on average, 27.1 patrol units per shift. Therefore the patrol unit shortfall is 11.17 patrol units per shift given the required number of 38.28 as noted above.

[1] A copy of the Winnipeg Police Service Patrol Unit Areas map is attached

If the WPS were able to field an additional 11.17 cars per shift in addition to the 27 assigned to their patrol areas, these additional cars would allow for each of the current 27 cars to respond primarily to calls for service in their own cruiser car area, regardless of how busy every other cruiser car area was. These additional "city wide" cars would not be bound by any geographical zone.

When no calls for service are pending in a particular patrol unit area, the patrol unit assigned specifically to that area would be available to patrol. This would increase their ability to do proactive policing as opposed to simply reactive policing. This idea would require an update of the Calls for Service policy of the WPS.

The reality of policing, and one of the primary expectations of the community requires police resources to be dispatched where they are needed most. For example, cars go to where there is a threat to life or grievous bodily harm. It is reasonable to expect the WPS to dispatch any available General Patrol members to a person whose life is being threatened with death or grievous bodily harm. This should be, and is, regardless of the "geographical zone" in which the incident occurs.

The geographical zones of the cruiser car areas do not match with the geographical zones of each Ward in the City of Winnipeg. However if an even allocation of patrol resources were assigned to each Ward, the current minimum of 27 patrol units would see 1.8 patrol units available for dispatch in each Ward.

When the system was designed in the 1980's, each cruiser car area had a corresponding patrol car. It was expected that Patrol Unit 101 would respond to calls for service in cruiser car area 1101. The current dispatch system assigns patrol units within their district of origin, as much as possible, although not specifically by cruiser car area.

4. Resource Costs:

The cost of providing 11.17 patrol units that are staffed and fully equipped to be operational is **$17,691,500** dollars the first year, which does not factor in inflation, overtime or court costs.

FINANCIAL IMPACT

Financial Impact Statement **Date:** March 17, 2010

Project Name: Crusier cars in all Wards **First Year of Program 2011**

	2011	2012	2013	2014	2015
Capital					
Capital Expenditures Required	$ -	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs		$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ -	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	-	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: As the recommendation states that the City should not adopt a cruiser car available for duty in all patrol units there should be no finanical impact associated with the recommendation.

original signed by Ron Smolik April 8/10
Controller/Manager of Finance

5. Conclusion:

It is of paramount importance that the Standing Policy Committee be fully aware that no matter what police resources are in place the WPS can never guarantee that "*without exception, that the WPS will be required to maintain a minimum of one police cruiser car on duty in every one of Winnipeg's 15 Wards at all times;"*. There are simply too many unknown variables to account for.

The safety and security of the citizens of Winnipeg, along with their property remains to be the priority of the Winnipeg Police Service. Regardless of how many resources are designated for patrol, the WPS must dispatch available resources whenever there is an immediate threat of death or grievous bodily harm to any citizen.

CONSULTATION

In preparing this Report there was consultation with:

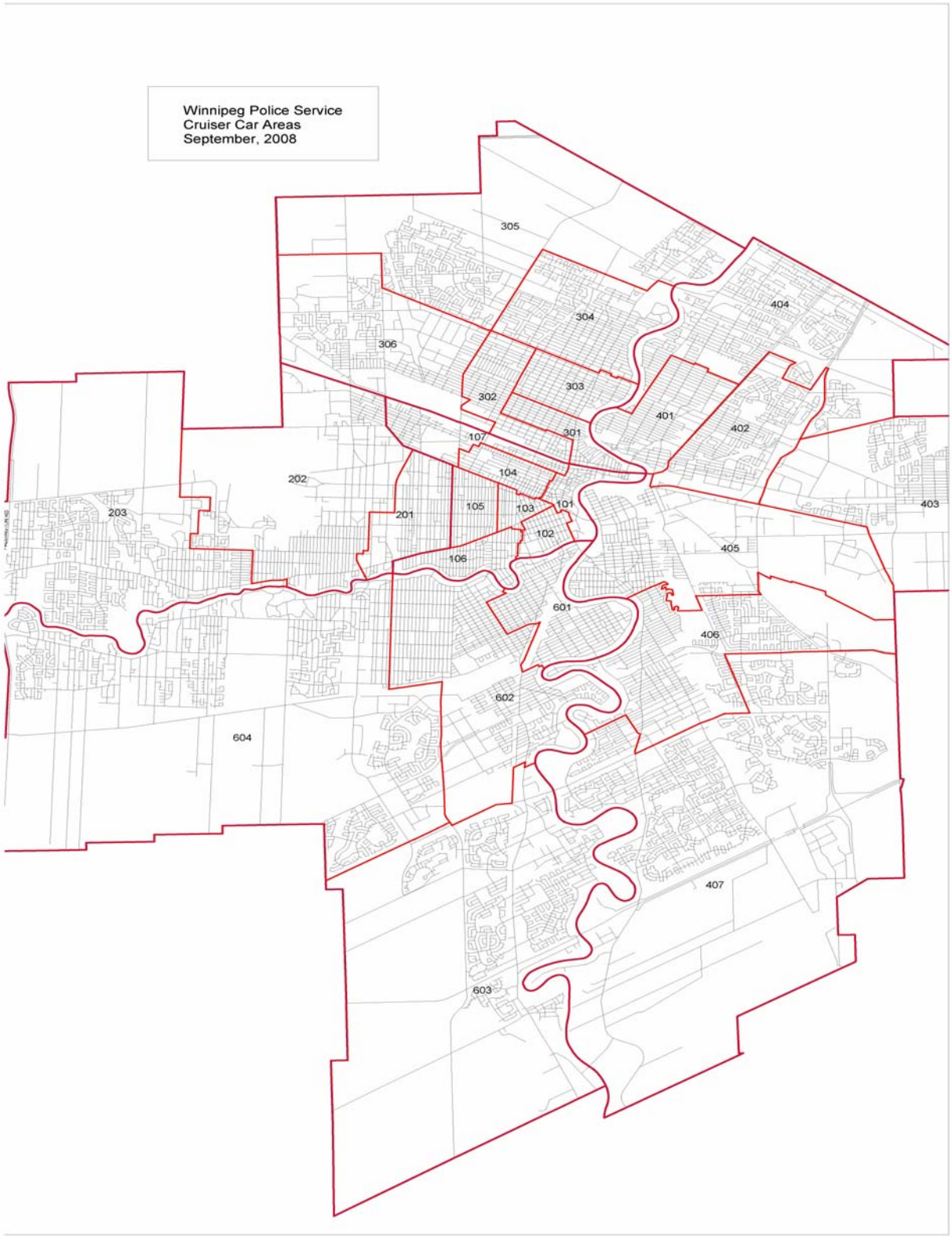
Councillor Russ Wyatt

SUBMITTED BY

Department: Winnipeg Police Service
Division:
Prepared by: P/Sgt. Terry Macyk and Research Analyst Jeff Wyman
Date: April 27, 2010
File No.



Adobe Acrobat Document


Winnipeg Police Service
Cruiser Car Areas
September, 2008
305
304
306
303
302
404
401
402
301
107
104
202
203
201
105
103
101
102
403
405
106
601
406
602
604
407
603