



BRANDON POLICE SERVICE
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2010-02-24

Canadian Council of Motor Transport Administrators
2323 St. Laurent Blvd.
Ottawa, Ontario
K1G 4J8

Attention: Valerie Todd
Project Manager

Dear Ms. Todd:

In respect to the 2009 CCMTA-Police Partnership Award, on behalf of the Brandon Police Service, I am approving and endorsing the award submission as prepared by Staff Sgt. L.W.Yanick, which is being forwarded to you with this letter.

Should our Police Service be selected as the winning recipient, Staff Sgt. L.W.Yanick will be attending to represent the Brandon Police Service to accept the 2009 CCMTA-Police Partnership Award.

Thank you for your consideration.

Yours truly,

Inspector I.R. Grant

I.R. Grant, Inspector
Operational Services



CCMTA-Police Partnership Award 2009

Submission by:

**BRANDON POLICE SERVICE
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CCMTA-POLICE PARTNERSHIP AWARD **SUBMISSION**

2009 “RoadWatch” Program

Driving while impaired (DWI) is a serious crime in Manitoba. Each year, 37% of all road fatalities result from alcohol-related crashes. Research indicates that DWI is responsible for thousands of additional collisions resulting in injury and/or property damage. Each year an average of 37 people are killed and 140 people are injured due to alcohol-related collisions. (Statistics obtained from Manitoba Public Insurance)

To address this issue Manitoba Public Insurance in partnership with the Brandon Police Service has developed a proven initiative called "RoadWatch". This campaign targets DWI offenders with the most effective deterrent possible, additional police check stops at the roadside.

2009 was the 11th year that the Brandon Police Service has participated and partnered with Manitoba Public Insurance in the RoadWatch Program.

In 2009 Manitoba Public Insurance provided the funding for the wages of the Brandon Police Service members and civilian staff in the amount of \$96,012.33 to conduct the RoadWatch check stops which ran from May 1st to November 30th, 2009, within the City of Brandon and the immediate area.

While MPI provided the funding for wages, the Brandon Police Service was committed to provide the resources necessary to implement the program. Resources included all the staffing required and necessary equipment...ie: police vehicles and other related technical and investigative equipment. A minimum of five (5) police officers were required for each RoadWatch check stop with at least one being a qualified Data Master technician and one being a Supervisor. All clerical staff required to complete the related Police reports, data entry and MPI documentation were also provided by the Brandon Police Service.

The number of recorded Brandon Police Service employee (police & civilian) hours to staff the Roadwatch check stops and to complete the associated clerical duties totalled 1233.5 hours for which MPI funded the wages for. This time does not include any other duties associated with setting up of the program, scheduling staff to work, invoicing or other miscellaneous duties and tasks for which the Brandon Police Service covered the wages for.

OBJECTIVE

The objective of the 2009 RoadWatch Program was to reduce impaired driving by increasing perceived risk of apprehension for impaired driving by increasing high visibility police check stop activity, and increasing public awareness of road check activity. As part of the high visibility police Roadwatch check stops, other high risk driving behaviours, such as speeding and failure to wear seatbelts were

also targeted. By targeting those high risk driving behaviours, one of the goals of the Program was to reduce collisions and injuries. Targeting of impaired drivers remained the top priority of the RoadWatch Program.

CHECK STOP OBJECTIVES

RoadWatch check stop teams set up roadside check stops at various locations, checking vehicles for impaired drivers and other alcohol-related offences as well as high-risk driving behaviours such as: failure to wear a seatbelt, failure to have child secured in child seat restraint device or for speeding, for instance.

For the purpose of the RoadWatch Program, there was zero tolerance to any of the aforementioned offences. As part of the 2009 RoadWatch Program, approximately 25% of check stops held were directly targeted at two key high risk driving behaviours; speeders and failing to wear seatbelts. When targeting “fail to wear seatbelts”, a police spotter was placed at a strategic location ahead of the RoadWatch check stop looking for non-seatbelt compliance and radioing ahead when a seatbelt violation was spotted. When targeting speeders a laser point was employed, again this was located at a strategic location ahead of the Roadwatch check stop.

On occasion the NCO or senior police member in charge assigned a member to rove in the vicinity of the check stop to stop motorists trying to avoid the check stop.

The check stops held were highly visible, being carried out on major roadways throughout the City of Brandon and participating agency communities which account for the highest collision rates. These areas corresponded to the RoadWatch site location criteria with consideration of:

- a history of alcohol related collisions/violations,
- the safe flow of traffic,
- the posted speed limits, traffic volume and visibility,
- Compstat Analysis locations at risk as identified as having the highest number of collisions.

Police Officers selected to work the check stops would quickly assess whether or not an operator of a motor vehicle had been drinking. Persons going through these check stops showing no signs of having consumed alcohol or committing other offences were thanked for driving safely and, at the discretion of the Police Officer, may be given literature on drinking and driving. An effort was made to minimize any inconvenience to operators of motor vehicles by allowing them to continue on their way as soon as possible.

PARTNERSHIP

As in previous years, in 2009, the Brandon Police Service partnered with the MPI RoadWatch Program to deliver two (2) National Traffic Safety and Enforcement initiatives to the City of Brandon.

The 2009 RoadWatch Program dove-tailed with these two 2009 National Traffic Safety and Enforcement initiatives:

- **Canada Road Safety Week** which ran May 11th to 18th, and
- **Operation Impact** which was held over the Thanksgiving long week-end, October 09th to 12th.

The committed objective of the noted road safety initiatives included the education of motorists and the general public to respect safe driving policies and to increase the safety of all motorists and pedestrians. The combined efforts of these two national road safety initiatives with the RoadWatch program resulted in a total of 9 check stops held with 5124 vehicles screened/checked.

MEDIA

Formal media releases/kick-offs for the RoadWatch Program including the 2 national aforementioned Road Safety initiatives were held at the commencement of each road safety enforcement initiative. During the enforcement phase and at the conclusion of each road safety initiative, the media was updated with the enforcement results.

RESULTS OF 2009 ROADWATCH PROGRAM

The BPS – MPI Roadwatch program came to a successful end for 2009. Early in the year, during the planning stages of the 2009 Roadwatch Program, it was decided that a greater emphasis should be placed on more exposure of the program to increase the prevention of drinking and driving, rather than concentrating on the apprehension of impaired drivers. The hours of past check stops were discussed at a BPS-MPI partnership meeting and it was agreed that for 2009 the hours would be changed to schedule the check stops when there was a higher volume of motorists on the road.

As a result, the focus was to conduct the majority of the RoadWatch check stops during earlier hours commencing in the mid-evening hours to expose the check stops to more motorists in an effort to screen/check more vehicles. A few check stops were held during the daytime or very early evening hours.

The goal of greater exposure was successfully met with 4440 more vehicles screened/checked than in 2008. A total of 18,454 vehicles were screened/checked in 2009 compared to 14,014 vehicles in 2008.

As well, the number of check stops conducted in 2009 increased from 37 check stops conducted in 2008 to 41 check stops in 2009.

The 2009 RoadWatch Program resulted in 10 Impaired Drivers being apprehended, 401 Highway Traffic Act charges for various offences including; speeding, no seatbelts, driver's license infractions, no vehicle insurance/registration and other road safety violations and 21 charges under the Liquor Control Act. There were also 10 Criminal Code charges including 4 Drug related charges.

Of special note, there was also excellent inter-agency assistance with the 2009 RoadWatch Program. The RCMP had assisted with 7 BPS check stops in May and June, while Rivers Police Department assisted with 7 BPS check stops between July and November. As well, BPS police officers attended to assist Rivers PD with 5 of their check stops. BPS members also attended to CFB Shilo to assist the Shilo Military Police with a check stop in June.

The opportunity to work with other police agencies such as the Rivers PD and Shilo Military Police allowed for the sharing of information and some informal training for these smaller police agencies as they often don't deal with some road safety offences that are more common in a larger centre such as Brandon. The exchange of enforcement ideas, the ability to share police knowledge and experience, and the partnering between police agencies were some of the positive benefits to the Roadwatch Program being extended beyond the City of Brandon limits into the Westman area.

In conclusion, the 2009 RoadWatch Program was a successful road safety initiative, largely due to the excellent cooperation and partnership between the Brandon Police Service and Manitoba Public Insurance. This program clearly demonstrated the effective and continuous commitment to road safety in the City of Brandon and surrounding area in 2009.

Submitted by:

Staff Sgt. L.W.Yanick

Staff Sgt. L.W.Yanick
Patrol Support Unit
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