

Convenience Copy - Original report missing, printout copy from Civic Web on Sep 22, 2015

SAFETY AND SECURITY ON AND AROUND MILLENNIUM LINE SKYTRAIN STATIONS

REPORT
2001 June 18

CITY OF BURNABY

COMMUNITY POLICING COMMITTEE

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

RE: SAFETY AND SECURITY ON AND AROUND MILLENNIUM LINE SKYTRAIN STATIONS

RECOMMENDATIONS:

1. **THAT** Council request a commitment by the Attorney General of British Columbia, all local MLA's and the TransLink Board for the implementation of the new SkyTrain Policing Unit to be composed of officers seconded from jurisdictional police forces along the various SkyTrain Corridors with funding to be provided by TransLink and/or the Provincial Government.
2. **THAT** Council request the TransLink Board to ensure that station managers are present at all SkyTrain Stations during operating hours.

REPORT

The Community Policing Committee, at its meeting held on 2001 June 14, received the attached report advising on the processes being used to address safety and security design and operating issues at the Millennium SkyTrain Line SkyTrain Stations currently being constructed.

The Committee is reviewing the report amended the second recommendation to reflect that the security procedure should be implemented at all SkyTrain stations during operating hours, not just the new Millennium Line SkyTrain stations at the time they are opened for service.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor G. Begin
Vice Chair

TO: CHAIR AND MEMBERS

2001 June 8

COMMUNITY POLICING COMMITTEE MEETING

FROM: DIRECTOR OF PLANNING AND BUILDING OUR FILE: 08.211

**SUBJECT: SAFETY AND SECURITY ON AND AROUND MILLENNIUM LINE
SKYTRAIN STATIONS**

PURPOSE: To advise the Community Policing Committee on the processes being used to address safety and security design and operating issues at the Millennium SkyTrain Line SkyTrain Stations currently being constructed.

RECOMMENDATION:

1. **THAT** the Community Policing Committee request Council to:

a) Request a commitment by the Attorney General of British Columbia, all local MLA's and the TransLink Board for the implementation of the New SkyTrain Policing Unit to be composed of officers seconded from jurisdictional police forces along the various SkyTrain Corridors with funding to be provided by TransLink and/or the Provincial Government.

b) Request the TransLink Board to ensure that station managers are present in all of the new Millennium Line SkyTrain stations at the time they are opened for service.

REPORT

1.0 INTRODUCTION

At its regular meeting held on 2001 April 12, the Community Policing Committee requested that staff investigate and report on a number of safety and security concerns related to the Millennium SkyTrain stations now under construction. The purpose of this report is to advise on the processes being used to address safety and security design and operating issues at the SkyTrain Stations currently being constructed on the Millennium SkyTrain Line.

2.0 DESIGN ISSUES

There is no doubt that the physical layout of each new SkyTrain station will influence safety and security at each station. RTP 2000 Limited have adopted a policy of implementing Crime Prevention Through Environmental Design (CPTED) for the new Millennium Line stations.

The basic principles of this design approach are:

- *Territoriality and hierarchy of space* - Clearly define the edges of the different spaces or delineate public areas (streets & plazas) from semi-public (building entrances) and semi-private (fare paid zones).
- *Access and security control* - Determine who can use each space.
- *Surveillance and sightlines* - Encourage passive surveillance (visibility) of each space

by others.

- *Pathways and movement predictors* - Increase the users' awareness and control within each space.

Each of the SkyTrain Stations now under construction have undergone a series of safety and security reviews in an effort to ensure that these CPTED principles are being implemented.

3.0 OPERATIONAL ISSUES

Once the station is in place, a series of operating policies and jurisdictions take effect to help provide a safe environment for both the travelling public and the neighbourhoods which are adjacent to each station. This section provides a brief response to some of the issues raised by the Committee Policing Committee related to these roles and responsibilities. In preparing this section of the report, staff contacted representatives from the RCMP, TransLink, SkyTrain Operations, SkyTrain Safety and Security, and RTP 2000 Limited.

3.1 *Who Provides Security ?*

Currently, Special Provincial Constables are responsible for security on the trains, in the stations and on Transits property (including SkyTrain station bus loops), while the local municipal police forces are responsible for the area beyond the station property. However, municipal police will enter the jurisdiction of the Special Provincial Constables when answering a call for assistance.

In 1999 November, the Attorney General for British Columbia released the *Audit/Review of Law Enforcement Services Provided on SkyTrain/SeaBus*. The audit assessed the role of TransLink's existing Special Provincial Constables, the level and nature of criminal activities on SkyTrain property, and the need for an expanded police presence on SkyTrain/SeaBus. It outlined a number of options for providing law enforcement services on SkyTrain/SeaBus, and recommended one option - replacement of the existing system of Special Provincial Constables with a designated police unit composed of officers seconded from jurisdictional police forces along the SkyTrain corridor. These officers would have the normal enforcement and arresting powers as the Burnaby RCMP constables and as such would be able to better deal with crime issues on and in the vicinity of the station areas.

On 2000 July 10, the Province announced its intention to proceed with the establishment of a designated policing unit for SkyTrain as recommended in the November 1999 audit. Subsequent to this announcement, an Implementation Task Force was struck with representation from both the local police forces as well as the Ministry of the Attorney General and TransLink. Both a Steering Committee and Working Group have been established to support the Task Force. Both groups have held several meetings to date and funding of the new SkyTrain Policing Unit remains a significant issue.

The benefits of the New SkyTrain Policing Unit would include elimination of the jurisdictional boundary that now exists between Special Constables and local police forces, as well as increased coordination with the local police forces. However, it should be noted that this direction was set prior to the recent change in Provincial government and this change has the potential to induce increased uncertainty to the process now

underway.

3.2 *What is the status of turnstiles within the new stations?*

The installation of turnstiles in the Millennium Line Stations is being protected for in all of the station designs. The “footprints” of the station entrances are being designed so that turnstiles can easily be installed within the new layouts. Conduits are also being put in place now which will streamline the future installation of the power and communication links required for the turnstiles themselves. However, RTP 2000 Limited will not be providing the turnstiles. To our understanding, the TransLink Board has approved the purchase of ticket vending machines for the opening of the initial operating segment of the Millennium Line (Columbia Station to Braid Station) that are not tied into a turnstile system.

3.3 *Are Station Managers going to be used in the new stations?*

The concept of a station manager involves introducing a full-time staff presence into every station. RTPO has confirmed that the intent of the station manager’s office is a glazed store front office presence that would be within sight of the main entrance. This would result in people with questions being able to see the manager’s office as soon as they enter the station and the manager having excellent visibility over the main station entrance. RTPO staff noted that negotiations are ongoing with TransLink regarding the presence of station managers and it is still RTP 2000's desire to have them present on opening day. Staff support the inclusion of the station managers.

3.4 *Are CCTV cameras used for security or train operation?*

Within existing SkyTrain stations there are typically 12 to 14 Closed Circuit Television (CCTV) cameras in small stations and 28 to 30 cameras in the larger stations. Regardless of the station size, there are between four to six of these used to monitor the station platform. The remaining cameras monitor the stairs, escalators, elevator landings, and entrance buildings. This results in the majority of the camera coverage being concentrated in the public use areas. SkyTrain Operations staff stated that this approach to CCTV coverage is used in an effort to increase safety and security. The use of the CCTV coverage is coupled with the integrated alarm notification system. Whenever an alarm is received at SkyTrain Control, staff can view live images from the closest CCTV camera. All of the cameras in the existing system are on 24 hours a day and the images are recorded. These records are available to local police if a request for the records is received within two hours of an incident. However, if no request is received the current system reuses the tapes every two hours.

Although staff were not able to confirm the details of the system proposed for the Millennium Line prior to this report being issued, SkyTrain Operations did confirm that Bombardier is required to provide a system that is equivalent or better than the existing CCTV system.

4.0 CONCLUSION

Significant effort has been made on the part of the City and the Burnaby RCMP to ensure that

RTP 2000 Limited are continually encouraged to implement CPTED principals throughout the design process for the new Millennium Line SkyTrain stations. Now that these stations are under construction, it is hoped that this process will result in a physical environment that enhances personal safety and security. However, there remain a number of open ended ———operational issues which could have a significant bearing on the ability to monitor and enforce safety and security at these new stations, including the establishment of the new SkyTrain policing unit by the Province's Attorney General and the implementation of station managers by TransLink. Therefore a series of recommendations have been included for the consideration of the Community Policing Committee which advance these two issues.

J.S. Belhouse, Director
PLANNING & BUILDING

DAC\ma

cc: City Manager
Director Engineering
Director Finance
OIC, RCMP