



MULMUR POLICE SERVICES BOARD AGENDA

October 11, 2023 - 9:00 am

MEETING DETAILS

In-Person Location: Mulmur Township Offices, located at 758070 2nd Line East

Phone Connection: 1 647 374 4685 Canada / 1 647 558 0588 Canada

Video Connection: <https://us02web.zoom.us/j/84602248258>

Meeting ID: 846 0224 8258

1. CALL TO ORDER

2. APPROVAL OF AGENDA

Recommendation: THAT the agenda be approved.

3. MINUTES OF THE PERVIOUS MEETING

Recommendation: THAT the minutes of the Mulmur Police Services Board dated April 26, 2023 be approved.

4. DISCLOSURE OF PECUNIARY INTEREST

5. ADMINISTRATION

5.1 MVC's in Mulmur

- **County Road 21/Airport Road**
- **Other**

5.2 Fall 2023 Traffic Monitoring

Recommendation: THAT the Mulmur Police Services Board identify the following areas of concerns and request OPP monitor for traffic violations throughout Q4 2023.

- 1.
- 2.
- 3.

5.3 Detachment Commander Reports

- **2023 2nd Quarter**

Recommendation: THAT the 2nd QTR 2023 Mulmur Detachment Report be received.

5.4 2024 Budget

- **River Road/Terra Nova: Traffic Measures**
- **Paid Duty Discussions**
- **Other**

Recommendation: THAT the Mulmur Police Services Board request Council consider the following items as part of the 2024 budget:

- 1.
- 2.
- 3.

6. INFORMATION ITEMS

- 6.1 April 2023 Illegal Dumping Media Release**
- 6.2 2024 Annual Billing Letter**
- 6.3 Town of Mono – AMO Delegation**
- 6.4 Dufferin Police Service Board Composition**
- 6.5 Police Record Check Revenue**

Recommendation: THAT the Mulmur Police Services Board receive the information items as copied and circulated.

7. ITEMS FOR FUTURE MEETINGS

8. ADJOURNMENT

Recommendation: THAT the meeting adjourn at ____am to meet again on November 17, 2023 at 9:00 am for the joint meeting of the Dufferin County Section 10 Police Services Boards and on _____ at 9:00 am for the Mulmur Police Services Board.



MINUTES
POLICE SERVICE BOARD
April 26, 2023 - 9:00AM

Present: Jeff Sedgwick – Chair, Provincial Appointee
Cheryl Russel – Chair, Mulmur Member
Andrew Cunningham – Council Representative
S/Sgt John Buligan – OPP
Roseann Knechtel – Secretary

1. Call to Order

The Secretary called the meeting to order at 9:00 a.m.

2. Oath of Office

Members Jeff Sedgwick, Cheryl Russel and Andrew Cunningham took the oath of office.

3. Appointment of a Chair

Moved by Russel Seconded by Cunningham

THAT Jeff Sedgwick be appointed Chair of the Mulmur Police Services Board for 2023.

CARRIED.

4. Approval of Agenda

Moved by Cunningham and Seconded by Russel

THAT the agenda be approved.

CARRIED.

5. MINUTES OF THE PREVIOUS MEETING

Moved by Russel and Seconded by Cunningham

THAT the Mulmur Police Services Board Minutes dated July 27, 2022 be approved.

CARRIED.

6. DISCLOSURE OF PECUNIARY INTEREST - NONE

7. ADMINISTRATION

7.1 Welcome and Introduction

Members provided introductions and welcomed S/Sgt John Buligan.

7.2 Dufferin County Telecommunications Reception – Municipal Project

Members discussed the proposed Dufferin telecommunications project and sought OPP input. S/Sgt Buligan confirmed OPP experience minor reception issues with cell phones and would benefit from greater cell phone coverage.

7.3 Illegal Dumping

Members discussed the uptick in illegal dumping. S/Sgt Buligan advised OPP would collaborate with by-law enforcement and suggested a media release be created.

OPP can enforce under the Highway Traffic Act, Environmental Protection Act, as well as mischief if caught in the act. If discovered after the fact, individuals are encouraged to contact by-law enforcement and the Township. OPP will patrol hot spot areas and can issue verbal warnings when there is not enough evidence to enforce.

7.4 Traffic Monitoring: Spring 2023

Members discussed traffic calming techniques and areas of concern identifying Mansfield / Airport Road (early morning), County Road 17/10 Sideroad, River Road, and 15 Sideroad temporarily, once new speed limits are installed.

Roseann Knechtel will advise S/Sgt Buligan when the new speed limits on 15 Sideroad come into effect.

The Mulmur Police Service Board requested OPP make the following areas a priority for traffic enforcement in Mulmur:

1. Airport Road and Mansfield
2. County Road 17 / 10 Sideroad
3. River Road

7.5 OPP Strategic Plan

S/Sgt Buligan advised the Board that the new OPP Strategic Plan is anticipated to be completed in May 2023.

7.6 Detachment Commander Reports

S/Sgt Buligan presented the 2022 4th Quarter and 2023 1st Quarter Detachment Reports noting an increase in violent crime. Buligan made note of a new pilot project that will allow administrative staff to assist with Part 3 paperwork as a way to encourage greater Part 3 enforcement.

Member discussed traffic enforcement and the benefits of Paid Duty. OPP confirmed greater enforcement is guaranteed through Paid Duty. OPP will produce comparable enforcement numbers for budget considerations at the next meeting.

Members received the 2022 4th Quarter and 2023 1st Quarter Mulmur Detachment Reports.

8.0 ITEMS FOR FUTURE MEETINGS

8.1 2024 Budget Requests

9.0 ADJOURNMENT

Moved by Russel and Seconded by Cunningham

THAT the meeting adjourn at 10:00 am to meet again on June 16, 2023 at 9:00 am for the Joint Police Services Board meeting and on September 27, 2023 at 9:00 am for the next regular Mulmur Police Services Board.

CARRIED.

Hello

I am addressing this letter to the Mulmur Council as well as the Mulmur police Services Board. This letter is in concern for the intersection of Airport Rd. (County Rd #18) and Sideroad #21 in the township of Mulmur, Dufferin County.

This particular intersection has been known for some time to be an accident hotspot. If you live in the area of Mansfield, Stanton, Avening, Cashtown, and also Stayner, you are very familiar with the traffic of these areas and even going as far South as Caledon East and North to Collingwood.

Our primary concern for this letter lies with the one aforementioned intersection of Airport & 21. I can speak with some knowledge of this intersection as I am the homeowner on the southeast corner.

The intersection has been a hotspot for some time for a number of reasons. Although I have not been recording occurrence numbers from the incidents until the last year, I can say this, something needs to be done.

This intersection lies in the middle of a valley with three forest areas on three sides and a quarter mile strip of road from the intersection heading toward Lisle, which is flat and straight. This section of road is frequently used as a dragstrip for speed trials. The road to the intersection from the west comes from the Honeywood area. The road here is very curving and hilly. Vision on this road can be limited because of the hilly terrain and forested roadsides. People reach higher speeds down these hills racing to get up to the tops of those hills. These are the roadways east and west. Now let's look at the north and south. With much heavier traffic now than in previous years, we have constant traffic until the later hours of the evening when it tends to reduce to generally lighter traffic except for weekends from Spring to Winter.

The intersection lies as mentioned previously, at the bottom of a hill to the north and south of #21 road. Though the speed on Airport Road is posted at a limit of 80 kph, it is extremely rare if at all, to see this speed. The majority of people travel this road at a rate of minimum 100 kph. This number is very conservative and as I say, a minimum. Travel from North and South crests a hill in both directions with no visibility east or west on either side until you reach Sideroad # 21. Speeds North and South from the tops of those hills easily run from 110 kph and upward toward this intersection. With a great number of transports, straight trucks, people hauling recreational vehicles and construction equipment, speeds are much higher.

Most residents of Mulmur and the larger surrounding areas are very familiar with this intersection, but if not, hopefully this has given an overview of our subject.

This intersection has always had its issues, but I would like to fast forward and isolate a timeline. October 2018 a helicopter had to land in my field to airlift a gentleman from the intersection due to an accident caused by a driver driving straight through the stop sign East to West which unfortunately ended sadly. Rumble strips were installed shortly after. The majority of accidents continued in a Southbound and Eastbound fashion with the majority ending up off the road and onto my property.

From the timepoint of 2019, I believe I have had eight or possibly nine vehicles on our property. For insurance purposes I have taken pictures of some of the accidents as they have taken out all of my fence line on Airport Road side as well as all the whole line on Road #21. Our cost for insurance to replace the fence line is in the thousands of dollars, which I am happy to submit. If I had gone ahead at that time (October 30th 2022), I would have had to replace it twice more from that time.

October 29th, 2022 at 9:00 am sharp on a Saturday morning, I heard the familiar sound of a collision. Running outside I found two vehicles on our property. One in our trees on Road #21 and one which

came down the embankment off of Airport Road (second time now) and rolled over through our trees next to our vegetable garden. So, at 9:00 am I now find myself extracting people from the accident vehicles. Luckily a group was driving by and saw the first vehicle on #21 and stopped to help, then saw me at the second vehicle and came to help. Of these gentlemen three were volunteer Fire Fighters. Without their help things may have certainly ended differently. Thankfully everyone survived.

More accidents ensued at this intersection, all leaving the road down into our tree line on Road #21. On August 30th, 2023 the intersection was closed once again and all the surrounding power lost due to an accident involving a car and a straight truck which took the vehicles off the road and a main hydro pole destroyed. Luckily everyone survived somehow. I believe the costs for this accident would probably have fallen in around the 75 - 85 thousand dollar mark, maybe more by the time the road reopened from a considerable amount of hydro services and time, towing costs and to bring a 70' tall pole in to name a few.

Prior to this accident I had, as I mentioned, started to record incident numbers and started to contact Mulmur town office where I was directed to Dufferin County Works and OPP. From my conversations with Dufferin County, I was told they would look into my concerns, but it would take some time to collect information. Vehicle strips were laid out shortly after for a short period of time. From the data collected, I am sure you will see speeds in excess of the posted limits.

After speaking with OPP and Dufferin County, I started to research the subject of guardrails on the road sides and corners. From the information that I found by Ontario regulations are guardrails are recommended when:

1. Higher speeds are involved
2. Hi risk of accident
3. Hi risk of roll over
4. Hi risk of fatality

This intersection checks all these boxes. This intersection should have guardrails at the very least. The vehicles at most of these accidents at this intersection, since I have lived here, have all had secondary impacts after leaving the road into the trees.

On September 25th, 2023 another accident occurred at this intersection, but unfortunately this one was once again fatal.

In closing, I would like to thank both councils for their time and review of this situation. Again, I believe I am not exaggerating this situation when I say that something needs to be done at this intersection.

What we have brewing is a perfect storm for more tragedies and the possibility for something even worse to occur when coupled with these commercial and recreational vehicles such as the tragic loss of the young lady on #124.

I am also submitting along with this letter, some of the screen shots from the Mulmur Facebook with regards to this intersection for your reading. Also 3 pictures of the tree line areas at the front and side of our property

Thank you for your time.

Regards,

Devlin McKinley



A photograph of a forest clearing. In the foreground, there is a dirt path leading into a wooded area. The path is surrounded by tall grass and some wildflowers, including white daisies and purple flowers. A fallen log lies on the ground in the lower center. The background is filled with dense evergreen trees, mostly pines, with some bare branches visible on the right. A handwritten note in the bottom right corner reads: "This is the Road #21 Frontage. This is where most end up."

This is the Road #21
Frontage. This is where
most end up.

Road #21





Airport Rd (Second Time)

Oct 29th 2023



Dufferin Ontario Provincial Police

Township of Mulmur Police Services Board Report 27 September 2023

Detachment Commander's Report

It is my pleasure to provide this report to the Township of Mulmur Police Services Board. The Detachment Personnel are committed to providing a professional policing service that addresses identified community needs and concerns.

THE PROMISE OF THE OPP

OPP Vision Safe Communities . . . A Secure Ontario.

OPP Mission

To serve our province by protecting its citizens, upholding the law and preserving public safety.

OPP Values

Serving with **PRIDE, PROFESSIONALISM, & HONOUR**

Interacting with **RESPECT, COMPASSION, & FAIRNESS**

Leading with **INTEGRITY, HONESTY, & COURAGE**

Always doing the right things for the right reasons.

Police Services Board Report for Mulmur
2023/Apr to 2023/Jun

| Public Complaints | |
|-------------------|---|
| Policy | 0 |
| Service | 0 |
| Conduct | 0 |

Date information collected from Professional Standards Bureau Commander Reports:

Data Source

Ontario Provincial Police, Professional Standards Bureau Commander Reports

- Includes all public policy, service and conduct complaints submitted to the Office of the Independent Police Review Director (OIPRD)

| Secondary Employment |
|----------------------|
|----------------------|

Detachment: 1N - DUFFERIN

Location code(s): 1N00 - DUFFERIN

Area code(s): 1007 - Mulmur (old association)

Report Generated by:

Girdler, Brad

Report Generated on:

14-Jul-23 10:39:40 AM

PP-CSC-Operational Planning-4300



Calls For Service (CFS) Billing Summary Report

Mulmur April to June - 2023

| Billing Categories (Billing categories below do not match traditional crime groupings) | | 2023 | | | | 2022 | | | |
|---|---|---------------|--------------|---------------|-----------------------------|---------------|--------------|---------------|-----------------------------|
| | | April to June | Year to Date | Time Standard | Year To Date Weighted Hours | April to June | Year to Date | Time Standard | Year To Date Weighted Hours |
| Violent Criminal Code | Sexual Assault | 1 | 1 | 15.8 | 15.8 | 1 | 2 | 15.8 | 31.6 |
| | Assault-Level 1 | 1 | 3 | 15.8 | 47.4 | 1 | 2 | 15.8 | 31.6 |
| | Assault Peace Officer | 0 | 1 | 15.8 | 15.8 | 0 | 0 | | 0.0 |
| | Utter Threats to Person | 1 | 4 | 15.8 | 63.2 | 1 | 1 | 15.8 | 15.8 |
| | Total | 3 | 9 | 15.8 | 142.2 | 3 | 5 | 15.8 | 79.0 |
| Property Crime Violations | Break & Enter | 0 | 0 | | 0.0 | 3 | 4 | 6.4 | 25.6 |
| | Theft Over - Trailers | 0 | 1 | 6.4 | 6.4 | 0 | 0 | | 0.0 |
| | Theft Over \$5,000 [SHOPLIFTING] | 0 | 1 | 6.4 | 6.4 | 0 | 0 | | 0.0 |
| | Theft of Motor Vehicle | 1 | 2 | 6.4 | 12.8 | 0 | 2 | 6.4 | 12.8 |
| | Theft of - Trucks | 1 | 1 | 6.4 | 6.4 | 0 | 0 | | 0.0 |
| | Theft of - All Terrain Vehicles | 1 | 1 | 6.4 | 6.4 | 1 | 1 | 6.4 | 6.4 |
| | Theft of - Other Motor Vehicles | 0 | 1 | 6.4 | 6.4 | 0 | 1 | 6.4 | 6.4 |
| | Theft Under -master code | 0 | 1 | 6.4 | 6.4 | 0 | 1 | 6.4 | 6.4 |
| | Theft Under - Gasoline Drive-off | 0 | 1 | 6.4 | 6.4 | 1 | 1 | 6.4 | 6.4 |
| | Theft FROM Motor Vehicle Under \$5,000 | 1 | 2 | 6.4 | 12.8 | 2 | 6 | 6.4 | 38.4 |
| | Theft Under \$5,000 [SHOPLIFTING] | 2 | 2 | 6.4 | 12.8 | 0 | 0 | | 0.0 |
| | Possession of Stolen Goods over \$5,000 | 0 | 1 | 6.4 | 6.4 | 0 | 0 | | 0.0 |
| | Fraud -Money/property/ security > \$5,000 | 0 | 1 | 6.4 | 6.4 | 1 | 1 | 6.4 | 6.4 |
| | Fraud -Money/property/ security <= \$5,000 | 3 | 3 | 6.4 | 19.2 | 2 | 2 | 6.4 | 12.8 |
| | Fraud - Other | 0 | 1 | 6.4 | 6.4 | 0 | 0 | | 0.0 |
| | Mischief - master code | 1 | 1 | 6.4 | 6.4 | 1 | 1 | 6.4 | 6.4 |
| | Property Damage | 1 | 2 | 6.4 | 12.8 | 1 | 1 | 6.4 | 6.4 |
| | Total | 11 | 22 | 6.4 | 140.8 | 12 | 21 | 6.4 | 134.4 |
| Other Criminal Code Violations (Excluding traffic) | Breach of Firearms regulation -unsafe storage | 0 | 0 | | 0.0 | 1 | 1 | 7.5 | 7.5 |
| | Bail Violations - Fail To Comply | 0 | 1 | 7.5 | 7.5 | 3 | 3 | 7.5 | 22.5 |
| | Total | 0 | 1 | 7.5 | 7.5 | 4 | 4 | 7.5 | 30.0 |
| Statutes & Acts | Landlord/Tenant | 1 | 4 | 3.4 | 13.6 | 4 | 4 | 3.4 | 13.6 |
| | Mental Health Act | 4 | 8 | 3.4 | 27.2 | 2 | 4 | 3.4 | 13.6 |
| | Mental Health Act - No contact with Police | 1 | 2 | 3.4 | 6.8 | 1 | 1 | 3.4 | 3.4 |
| | Mental Health Act - Attempt Suicide | 0 | 0 | | 0.0 | 3 | 3 | 3.4 | 10.2 |



Calls For Service (CFS) Billing Summary Report

Mulmur April to June - 2023

| Billing Categories <i>(Billing categories below do not match traditional crime groupings)</i> | | 2023 | | | | 2022 | | | |
|--|-------------------------------------|---------------|--------------|---------------|-----------------------------|---------------|--------------|---------------|-----------------------------|
| | | April to June | Year to Date | Time Standard | Year To Date Weighted Hours | April to June | Year to Date | Time Standard | Year To Date Weighted Hours |
| Statutes & Acts | Mental Health Act - Placed on Form | 0 | 0 | | 0.0 | 1 | 4 | 3.4 | 13.6 |
| | Mental Health Act - Apprehension | 1 | 3 | 3.4 | 10.2 | 0 | 1 | 3.4 | 3.4 |
| | Trespass To Property Act | 7 | 9 | 3.4 | 30.6 | 4 | 6 | 3.4 | 20.4 |
| | Total | 14 | 26 | 3.4 | 88.4 | 15 | 23 | 3.4 | 78.2 |
| Operational | Animal Stray | 3 | 3 | 3.8 | 11.4 | 3 | 4 | 3.8 | 15.2 |
| | Animal Injured | 0 | 1 | 3.8 | 3.8 | 1 | 2 | 3.8 | 7.6 |
| | Animal - Other | 0 | 0 | | 0.0 | 2 | 2 | 3.8 | 7.6 |
| | Animal - Dog Owners Liability Act | 0 | 0 | | 0.0 | 1 | 1 | 3.8 | 3.8 |
| | Domestic Disturbance | 4 | 6 | 3.8 | 22.8 | 2 | 3 | 3.8 | 11.4 |
| | Suspicious Person | 3 | 4 | 3.8 | 15.2 | 1 | 3 | 3.8 | 11.4 |
| | Fire - Building | 0 | 2 | 3.8 | 7.6 | 0 | 4 | 3.8 | 15.2 |
| | Fire - Vehicle | 1 | 2 | 3.8 | 7.6 | 0 | 0 | | 0.0 |
| | Fire - Other | 2 | 2 | 3.8 | 7.6 | 1 | 1 | 3.8 | 3.8 |
| | Missing Person 12 & older | 1 | 1 | 3.8 | 3.8 | 1 | 1 | 3.8 | 3.8 |
| | Missing Person Located Under 12 | 1 | 1 | 3.8 | 3.8 | 0 | 0 | | 0.0 |
| | Noise Complaint -Master code | 5 | 7 | 3.8 | 26.6 | 5 | 5 | 3.8 | 19.0 |
| | Noise Complaint - Residence | 0 | 0 | | 0.0 | 0 | 1 | 3.8 | 3.8 |
| | Noise Complaint - Others | 0 | 0 | | 0.0 | 4 | 4 | 3.8 | 15.2 |
| | Found Property -Master code | 1 | 1 | 3.8 | 3.8 | 2 | 2 | 3.8 | 7.6 |
| | Found - Gun | 1 | 1 | 3.8 | 3.8 | 0 | 0 | | 0.0 |
| | Lost Property -Master code | 0 | 2 | 3.8 | 7.6 | 1 | 1 | 3.8 | 3.8 |
| | Sudden Death - Natural Causes | 1 | 1 | 3.8 | 3.8 | 1 | 1 | 3.8 | 3.8 |
| | Sudden Death - Others | 1 | 2 | 3.8 | 7.6 | 0 | 0 | | 0.0 |
| | Suspicious Vehicle | 3 | 5 | 3.8 | 19.0 | 5 | 7 | 3.8 | 26.6 |
| | Trouble with Youth | 3 | 4 | 3.8 | 15.2 | 0 | 2 | 3.8 | 7.6 |
| | Medical Assistance -Other | 0 | 0 | | 0.0 | 1 | 1 | 3.8 | 3.8 |
| | Vehicle Recovered - Automobile | 0 | 1 | 3.8 | 3.8 | 0 | 0 | | 0.0 |
| | Vehicle Recovered - Trucks | 0 | 0 | | 0.0 | 0 | 1 | 3.8 | 3.8 |
| | Vehicle Recovered - Constr. Vehicle | 0 | 0 | | 0.0 | 0 | 1 | 3.8 | 3.8 |
| | Unwanted Persons | 1 | 3 | 3.8 | 11.4 | 3 | 3 | 3.8 | 11.4 |
| | Neighbour Dispute | 2 | 2 | 3.8 | 7.6 | 4 | 5 | 3.8 | 19.0 |
| | By-Law -Master code | 2 | 4 | 3.8 | 15.2 | 0 | 0 | | 0.0 |
| | Noise By-Law | 0 | 0 | | 0.0 | 1 | 1 | 3.8 | 3.8 |



Calls For Service (CFS) Billing Summary Report

Mulmur April to June - 2023

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|---|---|---------------|--------------|---------------|-----------------------------|---------------|--------------|---------------|-----------------------------|
| | | April to June | Year to Date | Time Standard | Year To Date Weighted Hours | April to June | Year to Date | Time Standard | Year To Date Weighted Hours |
| Operational | Other Municipal By-Laws | 1 | 2 | 3.8 | 7.6 | 0 | 3 | 3.8 | 11.4 |
| | Traffic By-Law | 0 | 0 | | 0.0 | 0 | 1 | 3.8 | 3.8 |
| | Assist Fire Department | 2 | 2 | 3.8 | 7.6 | 1 | 1 | 3.8 | 3.8 |
| | Assist Public | 15 | 28 | 3.8 | 106.4 | 16 | 27 | 3.8 | 102.6 |
| | Family Dispute | 0 | 4 | 3.8 | 15.2 | 2 | 5 | 3.8 | 19.0 |
| | Total | 53 | 91 | 3.8 | 345.8 | 58 | 93 | 3.8 | 353.4 |
| Operational2 | False Holdup Alarm-Accidental Trip | 0 | 0 | | 0.0 | 1 | 1 | 1.4 | 1.4 |
| | False Alarm -Others | 3 | 19 | 1.4 | 26.6 | 15 | 30 | 1.4 | 42.0 |
| | Keep the Peace | 3 | 9 | 1.4 | 12.6 | 5 | 5 | 1.4 | 7.0 |
| | 911 call / 911 hang up | 0 | 0 | | 0.0 | 3 | 3 | 1.4 | 4.2 |
| | 911 call - Dropped Cell | 2 | 2 | 1.4 | 2.8 | 2 | 6 | 1.4 | 8.4 |
| | Total | 8 | 30 | 1.4 | 42.0 | 26 | 45 | 1.4 | 63.0 |
| Traffic | MVC (MOTOR VEHICLE COLLISION) -Master code | 0 | 1 | 3.7 | 3.7 | 1 | 2 | 3.7 | 7.4 |
| | MVC - Personal Injury (MOTOR VEHICLE COLLISION) | 0 | 5 | 3.7 | 18.5 | 3 | 4 | 3.7 | 14.8 |
| | MVC - Prop. Dam. Non Reportable | 1 | 7 | 3.7 | 25.9 | 3 | 11 | 3.7 | 40.7 |
| | MVC - Prop. Dam. Reportable (MOTOR VEHICLE COLLISION) | 12 | 26 | 3.7 | 96.2 | 16 | 42 | 3.7 | 155.4 |
| | MVC - Prop. Dam. Failed to Remain (MOTOR VEHICLE COLLISION) | 0 | 1 | 3.7 | 3.7 | 0 | 0 | | 0.0 |
| | MVC - Pers. Inj. Failed To Remain (MOTOR VEHICLE COLLISION) | 1 | 1 | 3.7 | 3.7 | 0 | 0 | | 0.0 |
| | MVC - Others (MOTOR VEHICLE COLLISION) | 0 | 0 | | 0.0 | 0 | 1 | 3.7 | 3.7 |
| | Total | 14 | 41 | 3.7 | 151.7 | 23 | 60 | 3.7 | 222.0 |
| Total | | 103 | 220 | | 918.4 | 141 | 251 | | 960.0 |

Note to Detachment Commanders:

- The content of each report is to be shared by the Detachment Commander only with the municipality for which it was generated. The municipality may treat this as a public document and distribute it as they wish.
- All data is sourced from the Niche RMS application. Included are 'reported' occurrences (actuals and unfounded occurrences) for 'billable' occurrences ONLY. Data is refreshed on a weekly basis.
- The Traffic category includes motor vehicle collision (MVC) occurrences entered into Niche (UCR code 8521). MVCs are NOT sourced from the eCRS application for this report.
- Only the primary violation is counted within an occurrence.
- Time standards displayed are for the 2023 billing period.

Note to Municipalities:

Report Content Last Updated:
2023/07/01

Report generated by:
Girdler, Brad

Report generated on:
14-Jul-23 10:38:53 AM
Page 3 of 4



Calls For Service (CFS) Billing Summary Report

Mulmur April to June - 2023

- Data contained within this report is dynamic in nature and numbers will change over time as the Ontario Provincial Police continues to investigate and solve crime.
- This report is NOT to be used for crime trend analysis as not all occurrences are included.
- Data groupings within this report do not match traditional crime groupings seen in other public reports such as the OPP Police Services Board reports or Statistics Canada reporting.

Updated : Monday, July 17, 2023 - Current Period : 1999/12/31

1N00 - DUFFERIN 2023 Q 2 All Offence Hours of Day All Offence Days of Week All Offence Months All Coverage Types CC_Provincial Statutes All Offence Act Part Types All Courts All Badges All License Plate Location All Offender Gender All Offender Age Group All Date Added All Prior Offence Date MEASURES

| Offence Count as values | | HTA | CC-Non-Traffic (Revised) | LLA | Other | CC_Provincial Statutes |
|-------------------------|--------------------|-------|--------------------------|-----|-------|------------------------|
| 2023/Apr | April | 1,013 | 3 | 0 | 112 | 1,128 |
| | All Offence Months | 1,013 | 3 | 0 | 112 | 1,128 |
| 2023/May | May | 1,109 | 11 | 1 | 113 | 1,234 |
| | All Offence Months | 1,109 | 11 | 1 | 113 | 1,234 |
| 2023/Jun | June | 453 | 5 | 0 | 54 | 512 |
| | All Offence Months | 453 | 5 | 0 | 54 | 512 |
| 2023 Q 2 | | 2,575 | 19 | 1 | 279 | 2,874 |

Zero suppression rows and columns. Suppression options applied: zero values, division by zero, missing values, overflow values.

Part 1 Summary for Mulmur

| MULMUR | 2022 | 2023 |
|--------|------|------|
| Jan | 108 | 31 |
| Feb | 86 | 27 |
| Mar | 96 | 53 |
| Apr | 103 | 135 |
| May | 77 | 97 |
| June | 40 | 64 |
| July | 110 | |
| Aug | 138 | |
| Sept | 139 | |
| Oct | 113 | |
| Nov | 33 | |
| Dec | 14 | |
| | | |
| Total | 1057 | 407 |

Part 3 Summary for Mulmur

| MULMUR | 2022 | 2023 |
|--------|------|------|
| Jan | 0 | 0 |
| Feb | 10 | 1 |
| Mar | 2 | 16 |
| Apr | 3 | 4 |
| May | 1 | 9 |
| June | 5 | 3 |
| July | 16 | |
| Aug | 11 | |
| Sept | 17 | |
| Oct | 7 | |
| Nov | 5 | |
| Dec | 5 | |
| | | |
| Total | 82 | 33 |

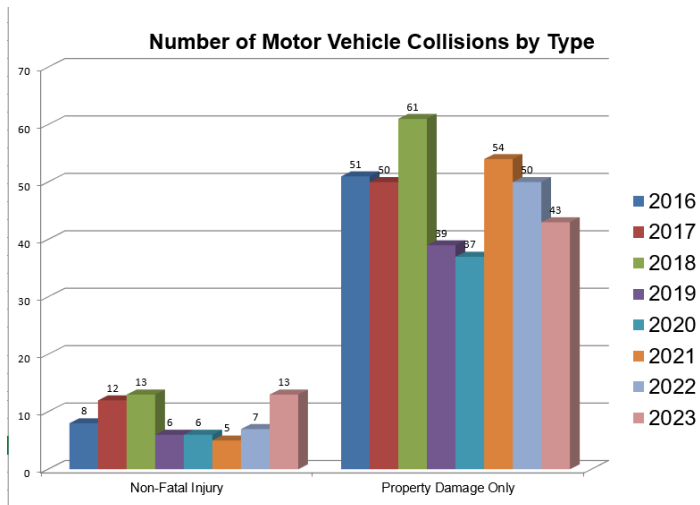
Friday, July 14, 2023

Traffic File Control Register

Report Period: 01-APR-2023 thru 30-JUN-2023

Report Criteria --> Detachment Code starting with {1N} Report Type equals {*} Incident Type equals {*}

| S t a t u s | Incident Date | Incident Time | Self- Report ed | Location | Jurisdiction | Rd/Hwy Intersection | Incident Type | Primary Cause | Report Type |
|----------------------------|------------------|------------------|-----------------------|------------------|--------------|---------------------|----------------------|------------------------------|---------------|
| C | 03-Apr-23 | 17:47 | No | COUNTY ROAD 21 | MULMUR TWP | COUNTY ROAD 18 | Property Damage Only | Inattentive driver | Motor Vehicle |
| C | 05-Apr-23 | 12:15 | No | 10 SIDEROAD | MULMUR TWP | | Property Damage Only | Lost control | Motor Vehicle |
| C | 10-Apr-23 | 5:55 | No | COUNTY ROAD 21 | MULMUR TWP | 4TH LINE | Property Damage Only | Animal - Wild or Domestic | Motor Vehicle |
| C | 13-Apr-23 | 5:10 | No | COUNTY ROAD 21 | MULMUR TWP | 3RD LINE | Property Damage Only | Animal - Wild or Domestic | Motor Vehicle |
| C | 12-Apr-23 | 6:13 | No | COUNTY ROAD 18 | MULMUR TWP | 9 SIDEROAD | Non-Fatal Injury | Improper passing | Motor Vehicle |
| C | 04-Apr-23 | 6:36 | No | COUNTY ROAD 18 | MULMUR TWP | COUNTY ROAD 21 | Property Damage Only | Animal - Wild or Domestic | Motor Vehicle |
| C | 13-Apr-23 | 13:25 | No | 89 10&89 | MULMUR TWP | 2ND LINE | Property Damage Only | Animal - Wild or Domestic | Motor Vehicle |
| C | 17-Apr-23 | 0:10 | No | 89 10&89 | MULMUR TWP | 2ND LINE | Property Damage Only | Animal - Wild or Domestic | Motor Vehicle |
| C | 14-Apr-23 | 11:46 | No | RIVER | MULMUR TWP | 15 SIDEROAD | Property Damage Only | Debris on roadway | Motor Vehicle |
| C | 23-Apr-23 | 9:33 | No | 89 89 | MULMUR TWP | 5TH LINE | Non-Fatal Injury | Animal - Wild or Domestic | Motor Vehicle |
| C | 26-Apr-23 | 6:49 | No | COUNTY ROAD 17 | MULMUR TWP | ADRIAN | Property Damage Only | Following too closely | Motor Vehicle |
| C | 11-Apr-23 | 20:28 | No | COUNTY ROAD 18 | MULMUR TWP | COUNTY ROAD 21 | Property Damage Only | Animal - Wild or Domestic | Motor Vehicle |
| C | 10-Apr-23 | 20:46 | No | COUNTY ROAD 21 | MULMUR TWP | MULMUR-MELANCHTHON | Property Damage Only | Mechanical failure | Motor Vehicle |
| C | 10-May-23 | 22:36 | No | MONO-ADJALA | MULMUR TWP | | Property Damage Only | Unknown | Motor Vehicle |
| C | 12-May-23 | 3:47 | No | COUNTY ROAD 18 | MULMUR TWP | 15 SIDEROAD | Property Damage Only | Animal - Wild or Domestic | Motor Vehicle |
| C | 05-May-23 | 4:40 | No | COUNTY ROAD 19 | MULMUR TWP | 5 sdrd | Property Damage Only | Animal - Wild or Domestic | Motor Vehicle |
| C | 21-May-23 | 13:41 | No | 4TH LINE | MULMUR TWP | | Property Damage Only | Fail to Share | Motor Vehicle |
| C | 21-May-23 | 18:47 | No | COUNTY ROAD 18 | MULMUR TWP | 5 SIDEROAD | Non-Fatal Injury | Lost control | Motor Vehicle |
| C | 09-Jun-23 | 13:50 | No | COUNTY ROAD 21 | MULMUR TWP | MULMUR-MELANCHTHON | Property Damage Only | Lost control | Motor Vehicle |
| C | 07-Jun-23 | 12:15 | No | COUNTY ROAD 18 | MULMUR TWP | 5 SIDEROAD | Property Damage Only | Improper passing | Motor Vehicle |
| C | 15-Jun-23 | 5:45 | No | COUNTY ROAD 17 | MULMUR TWP | 7TH LINE | Property Damage Only | Animal - Wild or Domestic | Motor Vehicle |
| C | 19-Jun-23 | 12:08 | No | COUNTY ROAD 18 | MULMUR TWP | 9 SIDEROAD | Property Damage Only | Following too closely | Motor Vehicle |
| C | 18-Jun-23 | 16:15 | No | MONO-ADJALA | MULMUR TWP | Hwy 9 | Non-Fatal Injury | Improper turn | Motor Vehicle |
| C | 10-Jun-23 | 21:30 | No | MULMUR-TOSORNTIO | MULMUR TWP | Dufferin Rd 24 | Non-Fatal Injury | Unknown | Motor Vehicle |
| C | 22-Jun-23 | 18:10 | No | COUNTY ROAD 18 | MULMUR TWP | 10 SIDEROAD | Property Damage Only | Inattentive driver | Motor Vehicle |
| C | 23-Jun-23 | 5:43 | No | COUNTY ROAD 18 | MULMUR TWP | COUNTY ROAD 17 | Property Damage Only | Improper passing | Motor Vehicle |
| C | 11-Jun-23 | 21:35 | No | 2ND LINE | MULMUR TWP | COUNTY ROAD 21 | Property Damage Only | Failed to yield right of way | Motor Vehicle |
| C | 24-Jun-23 | 10:28 | No | COUNTY ROAD 21 | MULMUR TWP | 2ND LINE | Property Damage Only | Animal - Wild or Domestic | Motor Vehicle |
| C | 27-Jun-23 | 8:10 | No | COUNTY ROAD 18 | MULMUR TWP | | Property Damage Only | Inattentive driver | Motor Vehicle |



Date

2016

2017

2018

Jurisdiction

MULMUR TWP

NEW TECUMSETH

ORANGEVILLE

SHELBURNE

SOUTHGATE TWP

WELLINGTON NOR...

(blank)

Quarter

Q1

Q2

Q3

Q4

Incident Type

Non-Fatal Injury

Property Damage Only

Fatal Injury

Other

(blank)

Jurisdiction

(Multiple Items)

Quarter

(Multiple Items)

Count of Incident Type

Column Labels

| Row Labels | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | Grand Total |
|----------------------|------|------|------|------|------|------|------|------|-------------|
| Non-Fatal Injury | 8 | 12 | 13 | 6 | 6 | 5 | 7 | 13 | 70 |
| Property Damage Only | 51 | 50 | 61 | 39 | 37 | 54 | 50 | 43 | 385 |
| Grand Total | 59 | 62 | 74 | 45 | 43 | 59 | 57 | 56 | 455 |

Alarms in Mulmur April – June 2023- Total: 3

| Call | Date | Location |
|-------------|------------------|-----------------------------------|
| Alarm | 2023/04/11 08:03 | 998266 Mulmur-Tosorontio Townline |
| Alarm | 2023/06/17 08:40 | 956196 7 th Line East |
| Alarm | 2023/06/28 23:29 | 636064 County Road 19 |

ACTION PLAN Township of Mulmur

R.I.D.E. Hours

| | |
|--------------------|--------------|
| 2023 – YTD: | 15.75 |
| April: | 1.25 |
| May: | 4.00 |
| June: | 1.25 |

Trouble with Youth Occurrences

| | |
|--------------------|----------|
| 2023 – YTD: | 1 |
| April: | 0 |
| May: | 1 |
| June: | 0 |

Mental Health Occurrences

| | |
|--------------------|----------|
| 2023 – YTD: | 6 |
| April: | 0 |
| May: | 1 |
| June: | 0 |

Arrests – Impaired by Alcohol

| | |
|--------------------|----------|
| 2023 – YTD: | 2 |
| April: | 0 |
| May: | 1 |
| June: | 0 |

TRAFFIC MANAGEMENT UNIT:

Ongoing traffic initiatives targeting problem areas such as speeding, seat belt use, and distracting driving.

Traffic Initiatives

- Easter Long Weekend
- Canada Road Safety Week
- Canada Day Week

County Road 18 - April 26th - July 25th, 2023:

| | |
|-----------|----|
| Part 3s: | 1 |
| PONs: | 30 |
| Warnings: | 6 |

COURTS:

April

60 New Cases

- 7 Warrants executed
- 6 Bails
- 5 WASH

May

67 New Cases

- 5 Warrants executed
- 12 Bails
- 0 WASH

June

92 New Cases

- 9 Warrants executed
- 18 bails
- 2 WASH

MAJOR CRIME UNIT:

April

- Major Crime investigated a Human Trafficking incident which resulted in 29-year-old female being charged with offences of Procuring, Material Benefits from Sexual Services as well as Advertising Sexual Services.
- The Major Crime Unit assisted with an investigation of an Aggravated Assault. Interviews were conducted with the Victim and surveillance video was gathered. A 37-year-old male was charged with Aggravated Assault and Uttering Threats.

May

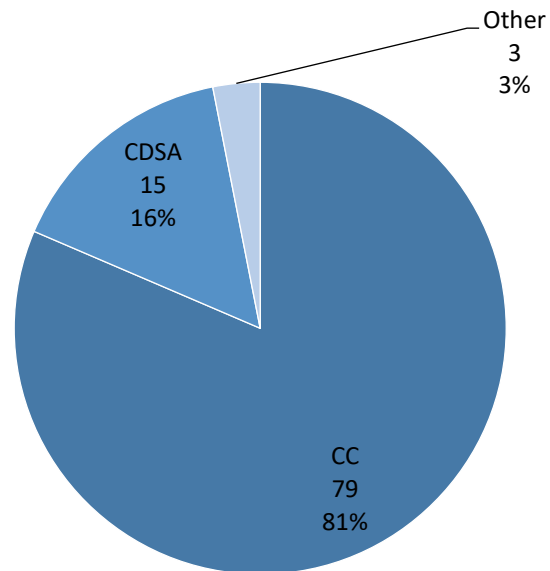
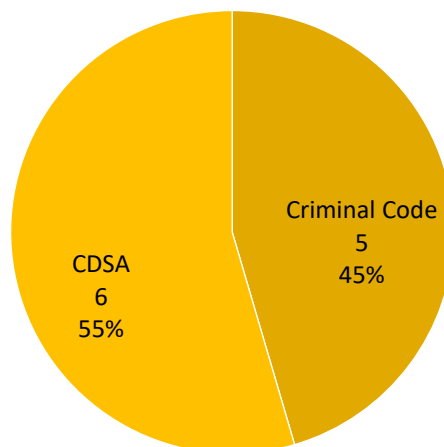
- The Major Crime Unit investigated several reports of a male in the Orangeville area approaching females and making them feel uncomfortable. Charges that were laid against a 23-year-old male being charged with Sexual Assault.
- Major Crime investigated a report of a historical sexual assault coupled with related Domestic Violence occurrences. Charges for Sexual Assault were laid against a 51-year-old male.

June

- Investigations in June still ongoing including Sexual Assaults and Robbery.
- The Major Crime Unit was responsible for attending several committee meetings on various Major Crime subjects throughout the month.

COMMUNITY STREET CRIME UNIT:

| | April | May | June | 2023 - YTD |
|-----------------|--------|--------|--------|------------|
| Seized Drugs | 34 | 34 | 19 | 128 |
| Seized Property | 42 | 24 | 52 | 300 |
| Seized Vehicles | 1 | 0 | 2 | 11 |
| Seized Money | \$3349 | \$2613 | \$1815 | \$8813 |

**Charge Types - Report Period****Warrant Breakdown - Report Period**

COMMUNITY RESPONSE UNIT:



OPP Central Region
@OPPCR

#DufferinOPP is listening to our @DufferinCounty #community. We heard your concerns regarding large commercial motor vehicles. The safety of other drivers sharing the road with these large trucks is paramount. 25 tickets issued during this #CMV inspection blitz.
#DriveSafe^tp



1:32 PM · Apr 17, 2023 · 2,223 Views



OPP Central Region
@OPPCR

#DufferinOPP Detachment Commander, Terry Ward attended the VTRA protocol signing. Thankful for our community partners who form this important committee. Together we collaborate and assess violent threats to our schools. The safety of our students is everything!
@DufferinCounty^tp



Upper Grand DSB and DCAFS

7:09 AM · Apr 21, 2023 · 1,982 Views



OPP Central Region
@OPPCR

#DufferinOPP Auxiliary officer Brad is a real life hero. Brad is a volunteer that suited up yesterday and jumped on his ATV to help locate an elderly female suffering from dementia. Minutes count in searches like this to ensure we get the missing person home safely. ^tp



12:19 PM · Jun 21, 2023 · 3,402 Views



OPP Central Region
@OPPCR

Project Lifesaver coming soon to @DufferinCounty.
#DufferinOPP is training this week, getting ready to launch this amazing tracking program. Our partners at @OrangevilleLion have graciously funded this program that will help return lost vulnerable people to their loved ones ^tp

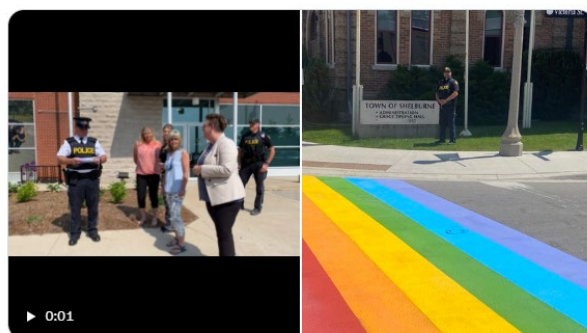


3:58 PM · Jun 26, 2023 · 6,245 Views



OPP Central Region
@OPPCR

#DufferinOPP proudly attended multiple Pride flag raising ceremonies throughout @DufferinCounty today including both of our OPP detachments. #PrideMonth #Pride #Pride2023 #PrideFlag #inclusion ^tp



4:45 PM · Jun 1, 2023 · 2,204 Views



OPP Central Region
@OPPCR

#DufferinOPP Community Response Officer Terri and Officer Andrew are always looking for ways to connect with our #communities. Getting out on foot patrol is a great way to learn the needs of businesses and residents in @DufferinCounty. Do you recognize the spots we visited?
^tp



3:41 PM · May 30, 2023 · 2,889 Views

AUXILIARY UNIT:

| <u>Unit Hours</u> | <u>April</u> | <u>May</u> | <u>June</u> |
|--------------------------|---------------------|-------------------|--------------------|
| Administration | 60.50 | 51.25 | 60.00 |
| Training | 164.50 | 25.00 | 10.00 |
| Special Detail | 12.50 | 0.00 | 2.00 |
| Cruiser Patrol | 69.50 | 45.50 | 5.00 |
| ATV Patrol | 0.00 | 0.00 | 4.00 |
| Bicycle Patrol | 0.00 | 0.00 | 18.50 |
| Community Policing | 66.00 | 43.75 | 112.00 |
| TOTAL | 373.00 | 165.50 | 211.50 |



2023-04-27

DUFFERIN OPP WARNING THAT IF YOU ARE FOUND DUMPING GARBAGE ILLEGALLY, YOU WILL BE CHARGED

FROM/DE: Dufferin Detachment

DATE: April 27, 2023

DUFFERIN OPP WARNING THAT IF YOU ARE FOUND DUMPING GARBAGE ILLEGALLY, YOU WILL BE CHARGED

(DUFFERIN COUNTY, ON) - Members of the Dufferin Detachment of the Ontario Provincial Police (OPP) reminds citizens that the illegal dumping of garbage is an offence and those found in violation will be charged.

The Township of Mulmur reports an increase in the unsightly illegal dumping of garbage. Items being dumped along roadways range from household garbage, tires, construction waste and even restaurant waste.

The clean-up efforts can be very costly for all Dufferin County taxpayers. The OPP are requesting citizens contact the police immediately when they observe suspicious vehicles dumping unknown materials and garbage.

Anyone caught illegally dumping may be charged with one of more of the following:

- Engage in Prohibited Activity - Trespass to Property Act
- Littering Highway Prohibited - Highway Traffic Act
- Deposit Waste without Environmental Approval - Environmental Protection Act
- Illegal Dumping - Town or Township By-Law

If you witness suspicious vehicles dumping unknown materials in the act, immediately report it to OPP at 1-888-310-1122. Please note vehicle description, licence plate number, occupant description and direction of travel.

To report illegal dumping after the fact, please contact the Town or Township found in.

For those looking for a place to legally dispose of waste visit Dufferin Transfer Station at:

[Orangeville - Dufferin Transfer Station Page | GFL Environmental](#)

Members of the Dufferin OPP are committed to public safety, delivering proactive and innovative

policing in partnership with our communities. Officers value your contribution to building safe communities. If you have information about suspected unlawful activity, please contact the OPP at 1-888-310-1122 or Crime Stoppers to remain anonymous at 1-800-822-8477 (TIPS) or www.crimestoppersdm.com.

(Photos attached)

- 30 -

Media Contact:

Sergeant Terri-Ann Pencarinha

Dufferin OPP Detachment

519-943-3838

Terri-Ann.Pencarinha@opp.ca

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Attachments:

- [Photo for reference](#)
- [Photo for reference](#)
- [Photo for reference](#)



Ontario Provincial Police
Police provinciale de l'Ontario

News Release/ Communiqué

FROM/DE: Dufferin Detachment

DATE: April 11, 2023

DUFFERIN OPP WRAP UP EASTER LONG WEEKEND SEATBELT CAMPAIGN

(DUFFERIN COUNTY) – The Dufferin Detachment of the Ontario Provincial Police (OPP) have concluded the Easter long weekend seatbelt campaign and the results are in. Officers conducted 245 traffic stops throughout Dufferin County and issued a total of 241 charges.

The Seatbelt campaign ran from April 7, 2023, until April 10, 2023. Officers across Dufferin County worked very hard to ensure everyone's safety this long weekend. During the campaign, officers were highly visible as they conducted seatbelt safety checks. Although properly worn seatbelts was the focus of this campaign, enforcement was not limited to just seatbelts.

Breakdown of charges:

- Seatbelt charges – 48
- Speeding charges – 134
- Distracted Driving charges – 5
- Impaired Operation charges – 2
- Stunt Driving – 1
- Other miscellaneous charges - 51

The results of the Seatbelt campaign show that there are still drivers and passengers who are not wearing their seatbelts. It only takes a few seconds to buckle up. A properly worn seat belt greatly increases your chances of surviving a motor vehicle collision.

Everyone travelling in a motor vehicle must properly wear a seatbelt and children must be properly secured in child car seat. Drivers are responsible for ensuring all passengers under the age of 16 are properly secured in either a seat belt or Child Car Seat.

Thank you to all the officers who worked tirelessly over the Easter long weekend, ensuring our roads were safe. Your efforts and are greatly appreciated.

Media Contact

Sergeant Terri-Ann Pencarinha
Dufferin OPP Detachment



Ontario Provincial Police
Police provinciale de l'Ontario

News Release/ Communiqué

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2023-05-24

DUFFERIN OPP LAID 615 CHARGES DURING CANADA ROAD SAFETY WEEK

FROM/DE: Dufferin Detachment

DATE: May 24, 2023

DUFFERIN OPP LAID 615 CHARGES DURING CANADA ROAD SAFETY WEEK

(DUFFERIN COUNTY, ON) - Twenty-one people have already lost their lives in 2023 on Ontario Provincial Police (OPP) patrolled roadways in Central Region. The safety of our roads in Dufferin County is a top priority.

During the Canada Road Safety Week campaign, officers in Dufferin County were highly visible as they completed 449 traffic stops. Dufferin OPP officers laid 615 traffic-related charges focused on driving behaviours that contribute to injury and death on our roads.

Canada Road Safety Week (May 16-22, 2023) aims to increase compliance with safe driving measures in order to save lives. Its focus is on behaviours that put drivers, passengers, pedestrians and other vulnerable road users at risk, including the "big four" contributing factors for injury and death on our roads: impaired driving, distracted driving, speed or aggressive driving and lack of seatbelt use.

During Canada Road Safety Week, the following charges were laid in Dufferin County:

- Speeding - 245
- Stunt/racing - 7
- Seatbelt - 9
- Distracted driving - 9
- Impaired - 6
- Careless driving - 3
- Drive while prohibited - 2
- Other charges - 285

Motorists are asked to prioritize safety on our roads by slowing down, driving safely and cautiously, wearing a seatbelt and never driving impaired.

A huge thank you to all the officers that worked tirelessly over the long weekend to ensure everyone's safety. We appreciate your efforts.

Media Contact

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Dufferin OPP Detachment

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2023-07-04

DUFFERIN OPP LAY MULTIPLE CHARGES OVER CANDADA DAY WEEK

FROM/DE: Dufferin Detachment

DATE: July 4, 2023

DUFFERIN OPP LAY MULTIPLE CHARGES OVER CANDADA DAY WEEK

(DUFFERIN COUNTY, ON) - Members of the Dufferin Detachment of the Ontario Provincial Police (OPP) worked tirelessly to ensure the safety of our residents and visitors in Dufferin County over Canada Day Week.

Between June 24 - July 3, 2023, members of the Dufferin OPP laid multiple charges. Officers conducted several R.I.D.E. spot checks as well as conducting traffic enforcement with a focus on the "Big Four" which include impaired driving, distracted driving, speeding, and lack of seatbelt use.

The statistics speak for themselves, some drivers are still not getting the message.

- Speeding charges - 202
- Stunt/Racing - 13
- Distracted driving charges - 12
- Impaired driving charges - 7
- Seatbelt charges - 36

Dufferin OPP officers removed several drivers from the road due to alcohol or drug impairment and stunt driving.

On July 3, 2023, at approximately 8:15 p.m., a Dufferin OPP officer was conducting speed enforcement on Highway 10 in the Town of Mono, when he stopped a driver traveling over double the speed limit. The officer was led into an impaired driving investigation.

As a result, Udhay SINGH, 25-year-old from London, has been charged with:

- Dangerous operation
- Operation while impaired - blood alcohol concentration (80 plus)
- Operation while impaired - alcohol and drugs

On July 1, 2023, at approximately 10:00 a.m., a Dufferin OPP officer was conducting speed enforcement on County Road 11 in the Township of Amaranth. The officer stopped a vehicle for traveling 170 km/h in an 80 km/h zone.

As a result, Kevin BASDEO, 35-year-old from Dundalk has been charged with:

- Drive motor vehicle - perform stunt - excessive speed
- Failure or refusal to comply with demand
- Operation while prohibited under the Criminal Code
- Speeding 50 km/h over posted limit
- Fail to surrender insurance card
- Fail to surrender suspended, revoked or cancelled licence

As the result of a R.I.D.E. spot check conducted on 15th Sideroad in the Town of Mono, Dawson CASEY, 22-year-old from Orangeville was charged with:

- Possession of a Schedule I substance for the purpose of Trafficking - Cocaine
- Possession of a Schedule III Substance
- Failure to comply wit undertaking

On June 30, 2023, shortly before 9:00 p.m., officers received a traffic complaint for a possible impaired driver in the area of Highway 89 and Highway 10 in the Town of Mono. Officers located the driver and were led into an impaired operation investigation.

As a result, Muhunthan NAVARATNAM, 61-year-old from Brampton was charged with:

- Operation while impaired - blood alcohol concentration (80 plus)

Dufferin OPP would like to thank the majority of road users that obey laws and assist in keeping our roads safe. Thank you as well to our hard-working officers last weekend for their efforts and dedication in keeping our communities safe.

If you suspect that someone is operating a motor vehicle, boat or off-road vehicle while under the influence of alcohol or drugs, do not hesitate to call 9-1-1. Highway, trail, and waterway safety is a shared responsibility. By working together, the OPP and members of the public can ensure everyone's safety.

-30-

Media Contact

Sergeant Terri-Ann Pencarinha

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2023-06-29

ELEVEN EXPERIENCED POLICE OFFICERS JOIN CENTRAL REGION

FROM: Central Region Headquarters

DATE: June 29, 2023

ELEVEN EXPERIENCED POLICE OFFICERS JOIN CENTRAL REGION

(ORILLIA, ON) - Ontario Provincial Police detachments in Central Region are welcoming 11 experienced police officers who successfully completed their training and celebrated their graduation during a ceremony at OPP General Headquarters in Orillia yesterday.

With close to 120 years of combined policing experience, the 11 experienced officers come from various police services in Ontario and have been deployed to the following OPP detachments:

- Bracebridge - 2 officers
- City of Kawartha Lakes - 1 officer
- Dufferin - 1 officer
- Haliburton Highlands - 2 officers
- Huntsville - 1 officer
- Peterborough County - 3 officers
- Southern Georgian Bay - 1 officer

"I'm honoured to welcome the 11 experienced police officers that have joined Central Region, bringing with them nearly 120 years of combined policing experience that will further enhance our ability to deliver exceptional frontline service and contribute to safer communities. Our detachments will greatly benefit from the skills, knowledge and experience of these officers who now proudly wear the OPP uniform. Thank you for your continued dedication and commitment to serve with pride, professionalism and honour." - Chief Superintendent Karl Thomas Commander, Central Region, Ontario Provincial Police

The OPP is actively hiring experienced police officers through the Experienced Police Officer program, which acknowledges the experience of qualified and professional police officers seeking employment with the OPP. Officers currently serving or having served within the past two years with another police agency in Canada may apply directly to the OPP. For more information, visit www.opp.ca/careers.

Media Contact

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STAFF REPORT

TO: Council
FROM: Roseann Knechtel, Deputy Clerk
Bruce Crawford, Roads Supervisor
MEETING DATE: September 6, 2023
SUBJECT: Traffic Calming Measures – Terra Nova & River Road

PURPOSE:

The purpose of this report is to present Council with options for addressing traffic concerns in Terra Nova.

BACKGROUND:

The Township received a request for the installation of speed bumps in Terra Nova on June 7, 2023 and passed the following motion:

Moved by Cunningham and Seconded by Lyon

THAT Council receives the information items as copied;

AND THAT Council direct staff to report back on the volume and speed at the intersection of 20 Sideroad and 2nd Line EHS.

CARRIED.

Additional complaints surrounding noise and speed on River Road have since been received.

SPEED ANALYSIS:

The Township's traffic counter was installed to monitor traffic and speed on 20 Sideroad from June 4-19, 2023. The data was then sent to the OPP for enforcement action.

OPP installed their Black Cat from July 28-August 2, 2023 as well as conducted patrols. Data collected from the Black Cat showed 8.2% of all traffic captured were travelling above the posted speed limit. OPP apply percentages at this level an enforcement rating of low. OPP did not find any violations during their physical enforcement. Additional information from OPP enforcement can be found in Schedule A.

In consultation with the OPP a phased approach to traffic/noise management is being recommended to address resident concerns. Each phase would be evaluated on its effectiveness annually. If upon evaluation of a phase, it is found that concerns are addressed, the Township would not need to move onto the next phase.

Phase One – Line Painting / Street Art

Line painting/street art can be considered as a viable low-cost alternative to physical traffic calming materials. Painting provides greater flexibility, has no adverse effects on draining, noise, public works maintenance or emergency services, and provides flexibility to meet future directions of the Township. Repainting/Touch ups would be required every 1-3 years depending on vandalism and physical deterioration.

Line Painting could be applied throughout River Road as well as within the village of Terra Nova. Possible options include areas of Bruce Trail crossings, the Township boundary line, Pine River Foundation school crossing, within the hamlets of Terra Nova and Kilgorie, and in advance of sharp bends or straight aways. This option also provides flexibility for community led initiatives, Township beautification and can contribute towards Mulmur's goal of developing into a Garden Township.



Phase Two – Stop Signs

The Ontario Traffic Manual (OTM) provides guidance and promote uniformity of treatment in design and application of operational traffic control devices consistent with the intent of the Highway Traffic Act, including the use of regulatory signs such as stop signs. OTM Book 5 states the purpose of stop signs are to clearly assign right-of-way between vehicles and are not to be used as speed control devices.

Stop signs would be located at the main intersection of Terra Nova (2nd Line East & 20 Sideroad) to create a 4-way stop. This measure would contribute additional noise to the neighbourhood as vehicles will be required to stop and accelerate in the middle of the village.



Phase Three – Installation of Physical Traffic Calming Materials

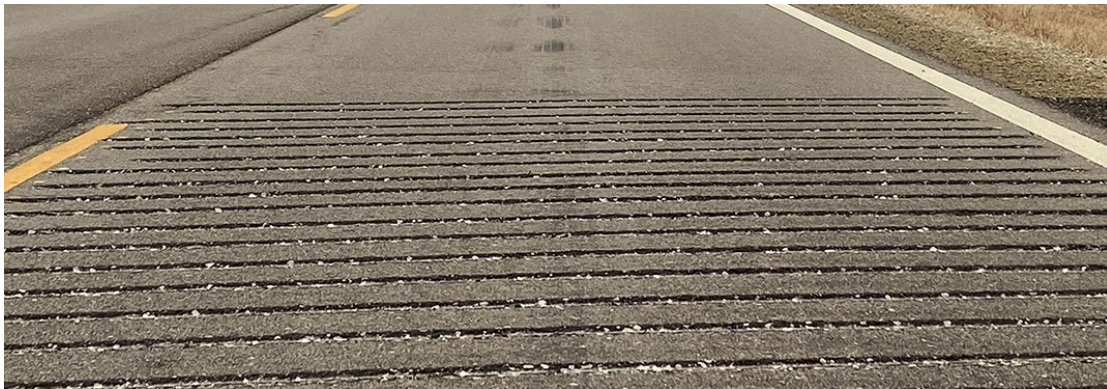
Speed Bump Option: Installation of speed bumps would be seasonal to accommodate snow removal. To avoid vehicles swerving between breaks in the speed bump, a single bump spanning should to shoulder would need to be installed in order to be successful. OPP recommend speed bumps only be installed in urban areas. The installation of speed bumps will contribute to the noise pollution in the village, as vehicles will be slowing down and speeding up at the speed bump locations.



Ped-Zone/Bollards Option: These are also seasonal and will be removed during winter months to accommodate snow removal. There are reports that show the bollards may lose their effect after time as drivers become more comfortable with them. Bollards may also have a visual impact on the community.



Rumble Strips Option: Rumble strips alert drivers of potential dangers by causing a tactile vibration and audible rumbling. Rumble strips are audible outside a vehicle as well as inside, which means they will contribute additional noise to the neighbourhood. Grooves cut or impressed into the pavement may also accelerate its deterioration.



Phase Four – Automated Speed Enforcement

Automated Speed Enforcement (ASE) is an automated system that uses a camera and a speed measurement device to detect and capture images of vehicles travelling in excess of the posted speed limit. Installation of ASE devices are currently restricted to community safety zones, being:

- 400 metres east and west of the property known as the Pine River Foundation
- 400 metres east and west of the intersection at the 2nd line east (Terra Nova) on 20 Sideroad
- River Road from Kilgorie to Prince of Wales

STRATEGIC PLAN ALIGNMENT:

3. Growing a Supportive Mulmur: Providing local services to support the needs of Mulmur residents and businesses.

FINANCIAL IMPACTS:

Line Painting: Approximately \$1,500 in hard costs for paint and supplies depending on the amount of painting desired. A gallon of paint typically covers 150 square feet (15 m²).

Stop Signs: Approximately \$550 in hard costs for posts and all required signage.

Speed Bumps: A single shoulder to shoulder speed bumps with legislated signage - \$3,466.30 (plus HST).

10 Ped-zone/20 Bollards: Approximately \$5,523.44 (based on Horning's Mills quote).

Rumble Strips: Approximately \$6,500 for two sets of rumble strips.

Automated Speed Enforcement: Starting at \$25,000 plus any annual fees as may be required.

ENVIRONMENTAL IMPACTS:

Council may wish to discuss the environmental impacts associated with this report and recommendation.

RECOMMENDATION:

THAT Council receive the report of Roseann Knechtel, Deputy Clerk, Traffic Calming Measures – Terra Nova;

AND THAT Council approve the phased approach to traffic/noise management in Terra Nova & River Road with Phase One being implemented as part of the 2024 budget.

Respectfully submitted,

Roseann Knechtel

Roseann Knechtel, Deputy Clerk

Bruce Crawford

Bruce Crawford, Roads Supervisor

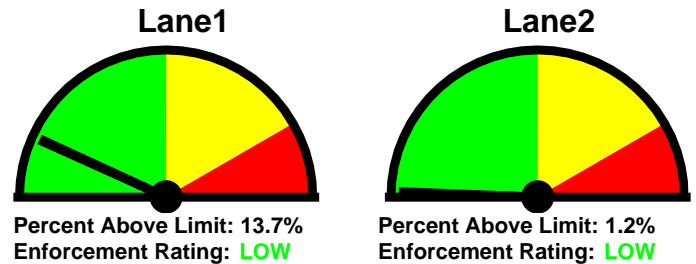
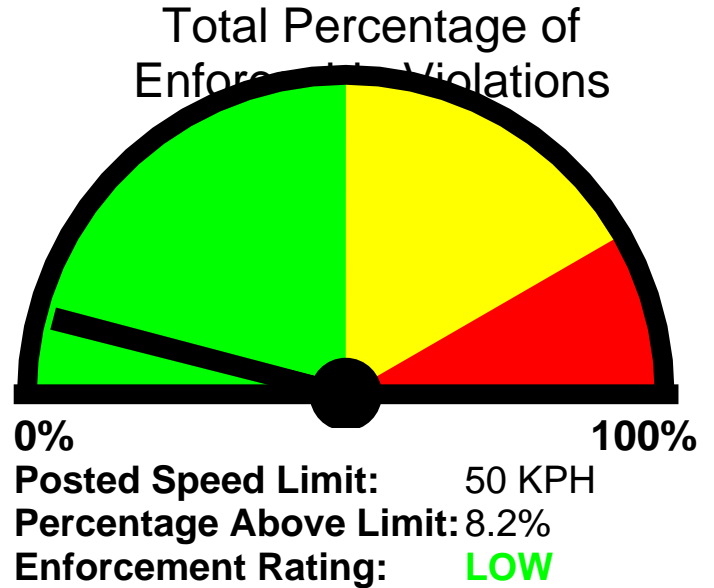
Schedule A – OPP Speed Evaluation Terra Nova

Speed Enforcement Evaluator

Location:
20 Sideroad

Closest Cross Street:
2nd Line EHS

Analysis Dates:
July 28, 2023
August 2, 2023



Combined

| 1-5 | 6-10 | 11-15 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | >65 |
|-----|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| 0 | 0 | 306 | 92 | 89 | 120 | 125 | 70 | 59 | 74 | 76 | 114 | 74 | 107 |

85 percentile = 59

Lane1

| 1-5 | 6-10 | 11-15 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | >65 |
|-----|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| 0 | 0 | 53 | 56 | 46 | 67 | 61 | 45 | 47 | 42 | 50 | 96 | 66 | 100 |

85 percentile = 63

Lane2

| 1-5 | 6-10 | 11-15 | 16-20 | 21-25 | 26-30 | 31-35 | 36-40 | 41-45 | 46-50 | 51-55 | 56-60 | 61-65 | >65 |
|-----|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| 0 | 0 | 253 | 36 | 43 | 53 | 64 | 25 | 12 | 32 | 26 | 18 | 8 | 7 |

85 percentile = 46

Mulmur Paid Duty Stats 2020

May 16

3 hours on 10 SDRD – 7 tickets

1 hour in Terra Nova – no charges laid

Multiple large groups of motor cycles observed. No one was speeding

2 motor cycles were charged

River Road – 1 ticket

Patrolled east bound on County 21. West bound on County 17. 2nd line.

12 speeding tickets were issued in totaled.

May 17

3 hours on 10 SDRD. 10 motor cycles observed. All compliant.

1.5 hours in Terra Nova. 2 motor cycles and 7 motor vehicles observed

2 hours on River Road. 6 motor cycles all compliant.

1 hour on 10 SDRD at the 1st line. 2 motor cycles and 8 motor vehicles.

5 speeding tickets were issued on the 10 SDRD between 1st and 2nd line.

No motor cycles were charged. Everyone was compliant.

June 6

4 speeding tickets on 10 SDRD

At 1516 hours, 20 – 30 performance cars were observed on River Road. All driving the speed limit.

3 speeding tickets given on River Road.

This day was reduced to 5 hours at the last minute instead of 8.

June 7

10 SDRD 2 hours of radar. 9 motor cycles observed, 1 charged. 4 other tickets given at same location.

Moving radar on 10 SDRD – 7 motor cycles observed. All compliant.

Flagged down by 2 separate Mulmur Residents and asked to do radar on County 18 in Mansfield.

1 hour stationary radar 7 motor cycles observed, all compliant, 1 ticket issued.

1 hour stationary radar 10 SDRD and 5th line. 3 motor cycles observed all compliant.

Stationary radar 10 SDRD and 2nd line, 6 motor cycles all compliant.

Stationary radar Prince of Wales Road, 8 motor vehicles observed, 5 motor cycles all compliant.

1 hour 20 SDRD. No motor cycles 1 ticket given

30 minutes 10 SDRD, no motor cycles.

1 hour Terra Nova, 1 motor vehicle

5 speeding charges, 4 other HTA, 1 – 3 day suspension

27 June

4 hours laser radar by CR 21 and Prince of Wales, on Prince of Wales

11 tickets issued. 7 speeding, 2 no proof of insurance, 1 seatbelt, 1 no plate

3 motorcycles seen, 150 vehicles seen

3 hours radar 10th SDRD @ 1st line

5 speeding tickets in speed zone change area 10 motorcycles,, 100 vehicles

1 hour Prince of Wales at Primrose School

16 tickets total

28 June 2020

6 hours radar / stationary enforcement 10 SDRD east of 1st line 50/60 zone

12 tickets issued

1 stunt drive motorcycle 110/50

7 speeding, 5 other HTA

300 – 400 vehicles observed

150 motorcycles

2 hours mobile patrol Prince of Wales and 20th sideroad

04 July 2020

2 speeding on County 17

3 MC for noise, 10 SDRD and 1st line

1 speeding, 10 SDRD and 1st line

1 speeding 1 insurance 10 SDRD and Prince of Wales

1 speeding 9 SDRD and Airport Road

05 July 2020

3 speeding 10 SDRD – all local drivers

1 speeding County Road 17

1 follow to close

1 fail to drive in marked lane

18 July 2020

3 speeding on Prince of Wales north of 5 SDRD 2 hours. All motor cycles were in compliance

10 SDRD just east of 1st line – 2 speeding 1 insurance

1 hour on River Road and 20 SDRD – all in compliance

2 speeding and 1 validation tag – Prince of Wales north of 5 SDRD 1.5 hours patrolled

150 + motorcycles observed – out of sight by the time the officer got turned around

1 hour 10 SDRD just east of 1st Line – all in compliance.

19 July 2020

1 speeding 10 SDRD and 3rd Line

1 speeding County 17 and Prince of Wales

2.5 hours patrol River Road from Prince of Wales to Airport Road. No infractions

1.5 hours heavy rain. Visible patrols in Terra Nova.

2 speeding Prince of Wales

01 Aug 2020

5 hours on 10th sideroad between CR 19 and CR 18

6 PON's issued. 5 for speeding in speed change zone. All over 30 Km.

1 PON for dark tint

3 hours spent mobile patrol River Road and 20th. No persons going over 15+ speed limit

Over 150 motor cycles seen

Came across motor cycle crash at CR 19 by river

2 August 2020

10 Sideroad stationary radar 1st line to 2nd line 3 hours 3 PON

River Road 1 hour 2 Vehicles no motor cycles seen

Terra Nova – stationary radar and moving radar 2 hours 5 vehicles in compliance no motor cycles

10 sideroad – stationary radar 1st line to 2nd line 1 hour no motor cycles

3 August 2020

4 hours patrol radar on 10th sideroad by 1st line 60 zone 4 tickets issued for speeding

Mobile patrol river road / 20th / CR 19 very heavy rain, only 20 cars seen on river in 2 hours 10 motor cycles seen all day

Rain 4 times in total

16 Aug 2020

Rain off and on. Limited motor cycle traffic due to weather.

2 PON's speeding 10 SR. Visible stationary radar Honeywood 2 hours Terra Nova 1st line 2 hours

10 SR patrols 3 hours Central Road CR 21 no infractions

6 Sept 2020

10 SR motor cycle spot check

Prince of Wales stunt driver 66 over limit

River Road limit to traffic. Visibility Terra Nova

4 tickets all over 40 Km

2 warnings speeding

1 warning passing

7 Sept 2020

10 SR from 3 tickets

Terra Nova stationary radar

River Road no bikes due to rain.

19 Sep 2020.

10 speeding tickets issued in various areas.

3 Oct 2020

12 speeding tickets all issued on 10 sideroad



Ontario Provincial Police
Police provinciale de l'Ontario

News Release/ Communiqué

FROM/DE: Dufferin Detachment

DATE: April 27, 2023

DUFFERIN OPP WARNING THAT IF YOU ARE FOUND DUMPING GARBAGE ILLEGALLY, YOU WILL BE CHARGED

(DUFFERIN COUNTY, ON) – Members of the Dufferin Detachment of the Ontario Provincial Police (OPP) reminds citizens that the illegal dumping of garbage is an offence and those found in violation will be charged.

The Township of Mulmur reports an increase in the unsightly illegal dumping of garbage. Items being dumped along roadways range from household garbage, tires, construction waste and even restaurant waste.

The clean-up efforts can be very costly for all Dufferin County taxpayers. The OPP are requesting citizens contact the police immediately when they observe suspicious vehicles dumping unknown materials and garbage.

Anyone caught illegally dumping may be charged with one of more of the following:

- Engage in Prohibited Activity - Trespass to Property Act
- Littering Highway Prohibited – Highway Traffic Act
- Deposit Waste without Environmental Approval - Environmental Protection Act
- Illegal Dumping - Town or Township By-Law

If you witness suspicious vehicles dumping unknown materials in the act, immediately report it to OPP at 1-888-310-1122. Please note vehicle description, licence plate number, occupant description and direction of travel.

To report illegal dumping after the fact, please contact the Town or Township found in.

For those looking for a place to legally dispose of waste visit Dufferin Transfer Station at:

[Orangeville - Dufferin Transfer Station Page | GFL Environmental](#)

Members of the Dufferin OPP are committed to public safety, delivering proactive and innovative policing in partnership with our communities. Officers value your contribution to building safe communities. If you have information about suspected unlawful activity, please contact the OPP at 1-888-310-1122 or Crime Stoppers to remain anonymous at 1-800-822-8477 (TIPS) or www.crimestoppersdm.com.

(Photos attached)



Ontario Provincial Police
Police provinciale de l'Ontario

News Release/ Communiqué

Media Contact:

Sergeant Terri-Ann Pencarinha
Dufferin OPP Detachment
519-943-3838
Terri-Ann.Pencarinha@opp.ca

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Facebook @OPPCentralRegion

Ontario
Provincial
Police

Police
provinciale
de l'Ontario



**Municipal Policing Bureau
Bureau des services policiers des municipalités**

777 Memorial Ave.
Orillia ON L3V 7V3

777, avenue Memorial
Orillia ON L3V 7V3

Tel: 705 329-6140
Fax: 705 330-4191

Tél. : 705 329-6140
Télec.: 705 330-4191

File Reference:

612-20

September 26, 2023

Dear Mayor/Reeve/CAO/Treasurer,

Please find attached the OPP municipal policing 2024 Annual Billing Statement package.

This year's billing package includes a statement for the 2022 year-end reconciliation. The final cost adjustment calculated as a result of the 2022 annual reconciliation has been included as an adjustment to the amount being billed to the municipality during the 2024 calendar year.

The most current OPPA uniform and civilian collective agreements expired on December 31, 2022. The estimated salary rates incorporated in the 2024 municipal policing annual statements are based on the 2022 rates, set in the last collective agreements, with a 2.01% overall general salary rate increase applied, representing a 1% general salary rate increase for each of calendar years 2023 and 2024. The reconciliation of both 2023 and 2024 costs will include a reconciliation of salary costs based on rates set in applicable collective agreement settlements.

The final reconciliation of the 2024 annual costs will be included in the 2026 Annual Billing Statement.

For more detailed information on the 2024 Annual Billing Statement package, please refer to the resource material available on opp.ca/billingmodel. Further, the Municipal Policing Bureau will be hosting a webinar information session in November. An email invitation will be forwarded to the municipality advising of the session date.

If you have questions about the Annual Billing Statement, please email OPP.MPB.Financial.Services.Unit@OPP.ca.

Yours truly,

Phil Whitton
Superintendent
Commander, Municipal Policing Bureau

OPP 2024 Annual Billing Statement

Mulmur Tp

Estimated costs for the period January 1 to December 31, 2024

Please refer to www.opp.ca for 2024 Municipal Policing Billing General Information summary for further details.

| | | | Cost per Property \$ | Total Cost \$ |
|---------------------------------|---------------------------|--------------|----------------------------|------------------|
| Base Service | Property Counts | | | |
| | Household | 1,778 | | |
| | Commercial and Industrial | 44 | | |
| | Total Properties | <u>1,822</u> | 165.59 | 301,699 |
| Calls for Service | (see summaries) | | | |
| | Total all municipalities | 183,003,471 | | |
| | Municipal portion | 0.1073% | 107.80 | 196,418 |
| Overtime | (see notes) | | 9.54 | 17,384 |
| Prisoner Transportation | (per property cost) | | 1.12 | 2,041 |
| Accommodation/Cleaning Services | (per property cost) | | <u>4.90</u> | <u>8,928</u> |
| Total 2024 Estimated Cost | | | <u>288.95</u> | <u>526,469</u> |
| 2022 Year-End Adjustment | (see summary) | | | 292 |
| Grand Total Billing for 2024 | | | | <u>526,761</u> |
| 2024 Monthly Billing Amount | | | | 43,897 |

OPP 2024 Annual Billing Statement

Mulmur Tp

Estimated costs for the period January 1 to December 31, 2024

Notes to Annual Billing Statement

- 1) **Municipal Base Services and Calls for Service Costs** - The costs allocated to municipalities are determined based on the costs assigned to detachment staff performing municipal policing activities across the province. A statistical analysis of activity in detachments is used to determine the municipal policing workload allocation of all detachment-based staff as well as the allocation of the municipal workload between base services and calls for service activity. For 2024 billing purposes the allocation of the municipal workload in detachments has been calculated to be 50.4 % Base Services and 49.6 % Calls for Service. The total 2024 Base Services and Calls for Service cost calculation is detailed on the Base Services and Calls for Service Cost Summary included in the municipal billing package.
- 2) **Base Services** - The cost to each municipality is determined by the number of properties in the municipality and the standard province-wide average cost per property of \$165.59 estimated for 2024. The number of municipal properties is determined based on MPAC data. The calculation of the standard province-wide base cost per property is detailed on Base Services and Calls for Service Cost Summary included in the municipal billing package.
- 3) **Calls for Service** - The municipality's Calls for Service cost is a proportionate share of the total cost of municipal calls for service costs calculated for the province. A municipality's proportionate share of the costs is based on weighted time standards applied to the historical billable calls for service. The municipality's total weighted time is calculated as a percentage of the total of all municipalities.
- 4) **Overtime** - Municipalities are billed for overtime resulting from occurrences in their geographic area and a portion of overtime that is not linked specifically to a municipality, such as training. Municipalities are not charged for overtime identified as a provincial responsibility. The overtime activity for the calendar years 2019, 2020, 2021 and 2022 has been analyzed and averaged to estimate the 2024 costs. The costs incorporate the estimated 2024 salary rates and a discount to reflect overtime paid as time in lieu. The overtime costs incurred in servicing detachments for shift shortages have been allocated on a per property basis based on straight time. Please be advised that these costs will be reconciled to actual 2024 hours and salary rates and included in the 2026 Annual Billing Statement.
- 5) **Court Security and Prisoner Transportation (CSPT)** - Municipalities with court security responsibilities in local courthouses are billed court security costs based on the cost of the staff required to provide designated court security activities. Prisoner transportation costs are charged to all municipalities based on the standard province-wide per property cost. The 2024 costs have been estimated based on the 2022 activity levels. These costs will be reconciled to the actual cost of service required in 2024.

There was no information available about the status of 2024 Court Security Prisoner Transportation Grant Program at the time of the Annual Billing Statement preparation.
- 6) **Year-end Adjustment** - The 2022 adjustment accounts for the difference between the amount billed based on the estimated cost in the Annual Billing Statement and the reconciled cost in the Year-end Summary. The most significant year-end adjustments are resulting from the cost of actual versus estimated municipal requirements for overtime, contract enhancements and court security.

OPP 2024 Estimated Base Services and Calls for Service Cost Summary

Estimated Costs for the period January 1, 2024 to December 31, 2024

| Salaries and Benefits | | Positions | Base | | Total Base Services and Calls for Service | Base Services | Calls for Service |
|--|---------------|-----------|-------|---------|--|-----------------------|-----------------------|
| | | FTE | % | \$/FTE | \$ | \$ | \$ |
| Uniform Members | Note 1 | | | | | | |
| Inspector | | 26.21 | 100.0 | 170,155 | 4,459,769 | 4,459,769 | - |
| Staff Sergeant-Detachment Commander. | | 9.14 | 100.0 | 152,475 | 1,393,620 | 1,393,620 | - |
| Staff Sergeant | | 36.76 | 100.0 | 142,419 | 5,235,312 | 5,235,312 | - |
| Sergeant | | 222.37 | 50.4 | 127,275 | 28,302,242 | 14,275,214 | 14,027,027 |
| Constable. | | 1,613.61 | 50.4 | 108,173 | 174,548,615 | 88,038,548 | 86,510,067 |
| Part-Time Constable | | 15.08 | 50.4 | 86,989 | 1,311,789 | 661,984 | 649,805 |
| Total Uniform Salaries | | 1,923.17 | | | 215,251,347 | 114,064,447 | 101,186,900 |
| Statutory Holiday Payout | | | | 5,132 | 9,792,492 | 5,122,546 | 4,669,947 |
| Shift Premiums | | | | 1,130 | 2,091,727 | 1,055,028 | 1,036,699 |
| Uniform Benefits - Inspector. | | | | 26.47% | 1,180,501 | 1,180,501 | - |
| Uniform Benefits - Full-Time Salaries. | | | | 32.44% | 67,955,243 | 35,341,010 | 32,614,233 |
| Uniform Benefits - Part-Time Salaries. | | | | 15.71% | 206,082 | 103,998 | 102,084 |
| Total Uniform Salaries & Benefits | | | | | 296,477,393 | 156,867,530 | 139,609,863 |
| Detachment Civilian Members | Note 1 | | | | | | |
| Detachment Administrative Clerk | | 168.12 | 50.4 | 68,433 | 11,505,025 | 5,803,153 | 5,701,872 |
| Detachment Operations Clerk | | 2.08 | 50.4 | 64,421 | 133,996 | 67,642 | 66,354 |
| Detachment Clerk - Typist | | 1.06 | 50.4 | 56,545 | 59,938 | 29,969 | 29,969 |
| Court Officer - Administration. | | 25.63 | 50.4 | 69,834 | 1,789,843 | 902,952 | 886,891 |
| Crimestoppers Co-ordinator | | 0.83 | 50.4 | 65,987 | 54,769 | 27,715 | 27,055 |
| Cadet. | | 0.68 | 50.4 | 46,454 | 31,588 | 15,794 | 15,794 |
| Total Detachment Civilian Salaries | | 198.40 | | | 13,575,160 | 6,847,226 | 6,727,934 |
| Civilian Benefits - Full-Time Salaries | | | | 33.98% | 4,612,839 | 2,326,687 | 2,286,152 |
| Total Detachment Civilian Salaries & Benefits | | | | | 18,187,999 | 9,173,913 | 9,014,086 |
| Support Costs - Salaries and Benefits | | | | | | | |
| Communication Operators | | | | 6,228 | 11,977,503 | 6,263,811 | 5,713,692 |
| Prisoner Guards | | | | 1,996 | 3,838,647 | 2,007,477 | 1,831,170 |
| Operational Support | | | | 6,080 | 11,692,874 | 6,114,960 | 5,577,914 |
| RHQ Municipal Support | | | | 2,751 | 5,290,641 | 2,766,818 | 2,523,822 |
| Telephone Support | | | | 141 | 271,167 | 141,811 | 129,356 |
| Office Automation Support | | | | 875 | 1,682,774 | 880,031 | 802,743 |
| Mobile and Portable Radio Support | | | | 282 | 546,587 | 285,768 | 260,819 |
| Total Support Staff Salaries and Benefits Costs | | | | | 35,300,192 | 18,460,676 | 16,839,516 |
| Total Salaries & Benefits | | | | | 349,965,584 | 184,502,118 | 165,463,465 |
| Other Direct Operating Expenses | Note 2 | | | | | | |
| Communication Centre | | | | 155 | 298,091 | 155,891 | 142,200 |
| Operational Support | | | | 1,018 | 1,957,787 | 1,023,854 | 933,934 |
| RHQ Municipal Support | | | | 212 | 407,712 | 213,219 | 194,493 |
| Telephone | | | | 1,582 | 3,042,455 | 1,591,097 | 1,451,358 |
| Mobile Radio Equipment Repairs & Maintenance | | | | 147 | 284,923 | 148,964 | 135,959 |
| Office Automation - Uniform | | | | 3,019 | 5,806,050 | 3,036,359 | 2,769,691 |
| Office Automation - Civilian | | | | 1,154 | 228,954 | 115,088 | 113,865 |
| Vehicle Usage | | | | 9,975 | 19,183,621 | 10,032,356 | 9,151,265 |
| Detachment Supplies & Equipment | | | | 548 | 1,053,897 | 551,151 | 502,746 |
| Uniform & Equipment | | | | 2,305 | 4,467,666 | 2,335,795 | 2,131,871 |
| Uniform & Equipment - Court Officer | | | | 994 | 25,476 | 12,852 | 12,624 |
| Total Other Direct Operating Expenses | | | | | 36,756,632 | 19,216,626 | 17,540,006 |
| Total 2024 Municipal Base Services and Calls for Service Cost | | | | | \$ 386,722,216 | \$ 203,718,745 | \$ 183,003,471 |
| Total OPP-Policed Municipal Properties | | | | | | 1,230,286 | |
| Base Services Cost per Property | | | | | | \$ 165.59 | |

OPP 2024 Estimated Base Services and Calls for Service Cost Summary

Estimated Costs for the period January 1, 2024 to December 31, 2024

Notes:

Total Base Services and Calls for Service Costs are based on the cost of salary, benefit, support and other direct operating expenses for staff providing policing services to municipalities. Staff is measured in full-time equivalent (FTE) units and the costs per FTE are described in the notes below.

- 1) Full-time equivalents (FTEs) are based on average municipal detachment staffing levels for the years 2019 through 2022. Contract enhancements, court security, prisoner transportation and cleaning staff are excluded.

The equivalent of 88.28 FTEs with a cost of \$15,971,805 has been excluded from municipal costs to reflect the average municipal detachment FTEs required for provincially-mandated responsibilities eligible for Provincial Service Usage credit.

Salary rates are based on weighted average rates for municipal detachment staff by rank, level, and classification. The 2024 salaries are estimated with an effective overall general salary rate increase of 2.01% applied to the 2022 rates in the 2019 to 2022 OPPA Uniform and Civilian Collective Agreements, updated agreement negotiations are underway. The rate increase represents a 1% overall general salary rate increases applied for the 2023 and 2024 calendar years. The 2023 and 2024 salary costs will be reconciled based on rates set in applicable collective agreement settlements. The benefit rates are estimated based on the most recent rates set by the Treasury Board Secretariat, (2023-24). Statutory Holiday Payouts, Shift Premiums, and Benefit costs are subject to reconciliation.

FTEs have been apportioned between Base Services and Calls for Service costs based on the current ratio, 50.4% Base Services : 49.6% Calls for Service.

- 2) Support Staff Costs and Other Direct Operating Expenses for uniform FTEs are calculated on a per FTE basis as per rates set in the 2023 Municipal Policing Cost-Recovery Formula.

OPP 2024 Calls for Service Billing Summary
Mulmur Tp
Estimated costs for the period January 1 to December 31, 2024

| Calls for Service Billing Workgroups | Calls for Service Count | | | | | 2024 Average Time Standard | Total Weighted Time | % of Total Provincial Weighted Time | 2024 Estimated Calls for Service Cost |
|--------------------------------------|-------------------------|------------|------------|------------|-------------------|----------------------------|---------------------|-------------------------------------|---------------------------------------|
| | 2019 | 2020 | 2021 | 2022 | Four Year Average | | | | |
| | | | | | A | B | C = A * B | | |
| | Note 1 | | | | | | | Note 2 | Note 3 |
| Drug Possession | 0 | 1 | 0 | 1 | 1 | 6.9 | 3 | 0.0002% | 347 |
| Drugs | 0 | 0 | 1 | 1 | 1 | 80.6 | 40 | 0.0022% | 4,057 |
| Operational | 164 | 200 | 229 | 204 | 199 | 3.8 | 757 | 0.0416% | 76,220 |
| Operational 2 | 175 | 92 | 76 | 76 | 105 | 1.5 | 157 | 0.0086% | 15,817 |
| Other Criminal Code Violations | 6 | 5 | 4 | 10 | 6 | 7.3 | 46 | 0.0025% | 4,593 |
| Property Crime Violations | 34 | 38 | 54 | 48 | 44 | 6.3 | 274 | 0.0151% | 27,588 |
| Statutes & Acts | 21 | 44 | 28 | 39 | 33 | 3.5 | 116 | 0.0064% | 11,627 |
| Traffic | 99 | 89 | 118 | 103 | 102 | 3.8 | 389 | 0.0214% | 39,114 |
| Violent Criminal Code | 17 | 10 | 5 | 12 | 11 | 15.4 | 169 | 0.0093% | 17,053 |
| Municipal Totals | 516 | 479 | 515 | 494 | 501 | | 1,951 | 0.1073% | \$196,418 |

Provincial Totals (Note 4)

| Calls for Service Billing Workgroups | Calls for Service Count | | | | | 2024 Average Time Standard | Total Weighted Time | % of Total Provincial Weighted Time | 2024 Estimated Calls for Service Cost |
|--------------------------------------|-------------------------|----------------|----------------|----------------|-------------------|----------------------------|---------------------|-------------------------------------|---------------------------------------|
| | 2019 | 2020 | 2021 | 2022 | Four Year Average | | | | |
| | | | | | A | B | C = A * B | | |
| | Note 1 | | | | | | | Note 2 | Note 3 |
| Drug Possession | 2,613 | 2,790 | 2,966 | 2,473 | 2,711 | 6.9 | 18,702 | 1.0288% | 1,882,731 |
| Drugs | 880 | 1,130 | 1,049 | 794 | 963 | 80.6 | 77,638 | 4.2708% | 7,815,625 |
| Operational | 171,990 | 177,344 | 179,926 | 175,732 | 176,248 | 3.8 | 669,742 | 36.8416% | 67,421,351 |
| Operational 2 | 119,115 | 47,881 | 48,223 | 46,150 | 65,342 | 1.5 | 98,013 | 5.3916% | 9,866,770 |
| Other Criminal Code Violations | 12,263 | 12,075 | 12,067 | 12,166 | 12,143 | 7.3 | 88,642 | 4.8761% | 8,923,384 |
| Property Crime Violations | 52,344 | 46,517 | 47,206 | 48,643 | 48,678 | 6.3 | 306,668 | 16.8694% | 30,871,552 |
| Statutes & Acts | 28,234 | 31,126 | 32,714 | 32,603 | 31,169 | 3.5 | 109,092 | 6.0010% | 10,982,066 |
| Traffic | 38,738 | 32,001 | 34,658 | 38,679 | 36,019 | 3.8 | 136,872 | 7.5291% | 13,778,594 |
| Violent Criminal Code | 20,497 | 19,283 | 19,967 | 21,429 | 20,294 | 15.4 | 312,528 | 17.1917% | 31,461,399 |
| Provincial Totals | 446,674 | 370,147 | 378,776 | 378,669 | 393,567 | | 1,817,899 | 100% | \$183,003,471 |

Notes to Calls for Service Billing Summary

- 1) Displayed without decimal places, exact numbers used in calculations
- 2) Displayed to four decimal places, nine decimal places used in calculations
- 3) Total costs rounded to zero decimals
- 4) Provincial Totals exclude data for dissolutions and post-2020 municipal police force amalgamations.

OPP 2024 Calls for Service Details
Mulmur Tp
For the calendar years 2019 to 2022

| Calls for Service Billing Workgroups | Calls for Service Count | | | | Four Year Average |
|---|-------------------------|------------|------------|------------|-------------------|
| | 2019 | 2020 | 2021 | 2022 | |
| Grand Total | 516 | 479 | 515 | 494 | 501.00 |
| Drug Possession | 0 | 1 | 0 | 1 | 0.50 |
| Drug Related Occurrence | 0 | 0 | 0 | 1 | 0.25 |
| Possession - Methamphetamine (Crystal Meth) | 0 | 1 | 0 | 0 | 0.25 |
| Drugs | 0 | 0 | 1 | 1 | 0.50 |
| Drug Operation - Residential Grow Outdoor | 0 | 0 | 1 | 0 | 0.25 |
| Possession of cannabis for purpose of selling | 0 | 0 | 0 | 1 | 0.25 |
| Operational | 164 | 200 | 229 | 204 | 199.25 |
| Accident - non-MVC - Master Code | 0 | 1 | 1 | 0 | 0.50 |
| Alarm - Master Code | 7 | 0 | 0 | 1 | 2.00 |
| Alarm - Others | 4 | 0 | 0 | 2 | 1.50 |
| Animal - Bite | 2 | 0 | 1 | 0 | 0.75 |
| Animal - Dog Owners Liability Act | 2 | 3 | 2 | 1 | 2.00 |
| Animal - Injured | 6 | 1 | 6 | 5 | 4.50 |
| Animal - Left in Vehicle | 0 | 1 | 0 | 0 | 0.25 |
| Animal - Master Code | 2 | 0 | 1 | 1 | 1.00 |
| Animal - Other | 3 | 0 | 1 | 2 | 1.50 |
| Animal - Stray | 5 | 4 | 6 | 5 | 5.00 |
| Assist Fire Department | 0 | 2 | 2 | 2 | 1.50 |
| Assist Public | 33 | 49 | 73 | 57 | 53.00 |
| By-Law - Master Code | 1 | 0 | 1 | 2 | 1.00 |
| Distressed / Overdue Motorist | 0 | 2 | 0 | 0 | 0.50 |
| Dogs By-Law | 1 | 0 | 0 | 0 | 0.25 |
| Domestic Disturbance | 13 | 19 | 19 | 14 | 16.25 |
| False Fire Alarm - Vehicle | 1 | 0 | 0 | 0 | 0.25 |
| Family Dispute | 11 | 14 | 9 | 12 | 11.50 |
| Fire - Building | 3 | 5 | 5 | 5 | 4.50 |
| Fire - Other | 0 | 3 | 1 | 1 | 1.25 |
| Fire - Vehicle | 0 | 1 | 0 | 0 | 0.25 |
| Firearms (Discharge) By-Law | 0 | 0 | 4 | 0 | 1.00 |
| Fireworks By-Law | 0 | 1 | 0 | 0 | 0.25 |
| Found - Household Property | 0 | 0 | 1 | 0 | 0.25 |
| Found - Others | 0 | 0 | 1 | 0 | 0.25 |
| Found - Personal Accessories | 0 | 1 | 0 | 0 | 0.25 |
| Found - Sporting Goods, Hobby Equip. | 1 | 0 | 0 | 0 | 0.25 |
| Found Property - Master Code | 1 | 6 | 8 | 4 | 4.75 |
| Insecure Condition - Master Code | 0 | 1 | 0 | 0 | 0.25 |
| Lost - Sporting Goods, Hobby Equip. | 1 | 0 | 0 | 0 | 0.25 |
| Lost Property - Master Code | 1 | 1 | 1 | 2 | 1.25 |
| Medical Assistance - Other | 2 | 0 | 0 | 1 | 0.75 |
| Missing Person - Master Code | 0 | 1 | 0 | 0 | 0.25 |
| Missing Person 12 & older | 2 | 1 | 3 | 1 | 1.75 |
| Missing Person Located 12 & older | 5 | 3 | 2 | 0 | 2.50 |
| Missing Person Located Under 12 | 1 | 0 | 0 | 0 | 0.25 |
| Missing Person under 12 | 0 | 0 | 2 | 0 | 0.50 |

OPP 2024 Calls for Service Details
Mulmur Tp
For the calendar years 2019 to 2022

| Calls for Service Billing Workgroups | Calls for Service Count | | | | Four Year Average |
|--|-------------------------|------|------|------|-------------------|
| | 2019 | 2020 | 2021 | 2022 | |
| Neighbour Dispute | 5 | 8 | 10 | 9 | 8.00 |
| Noise By-Law | 0 | 0 | 0 | 1 | 0.25 |
| Noise Complaint - Master Code | 2 | 13 | 14 | 14 | 10.75 |
| Noise Complaint - Others | 1 | 2 | 2 | 7 | 3.00 |
| Noise Complaint - Residence | 2 | 1 | 0 | 1 | 1.00 |
| Other Municipal By-Laws | 2 | 4 | 3 | 5 | 3.50 |
| Phone - Master Code | 1 | 0 | 0 | 0 | 0.25 |
| Phone - Nuisance - No Charges Laid | 0 | 1 | 0 | 0 | 0.25 |
| Phone - Other - No Charges Laid | 1 | 0 | 0 | 0 | 0.25 |
| Protest - Demonstration | 0 | 0 | 2 | 0 | 0.50 |
| Sudden Death - Natural Causes | 6 | 1 | 5 | 2 | 3.50 |
| Sudden Death - Others | 0 | 1 | 0 | 0 | 0.25 |
| Sudden Death - Suicide | 2 | 2 | 2 | 0 | 1.50 |
| Suspicious Package | 0 | 1 | 0 | 0 | 0.25 |
| Suspicious Person | 11 | 15 | 16 | 11 | 13.25 |
| Suspicious vehicle | 14 | 20 | 20 | 19 | 18.25 |
| Text- related Incident (Texting) | 0 | 1 | 0 | 0 | 0.25 |
| Traffic By-Law | 0 | 0 | 1 | 1 | 0.50 |
| Trouble with Youth | 3 | 2 | 1 | 7 | 3.25 |
| Unwanted Persons | 4 | 5 | 3 | 5 | 4.25 |
| Vehicle Recovered - Construction Vehicles | 0 | 0 | 0 | 1 | 0.25 |
| Vehicle Recovered - Farm Vehicles | 0 | 1 | 0 | 0 | 0.25 |
| Vehicle Recovered - Master Code | 1 | 0 | 0 | 0 | 0.25 |
| Vehicle Recovered - Other | 0 | 1 | 0 | 0 | 0.25 |
| Vehicle Recovered - Trucks | 1 | 1 | 0 | 3 | 1.25 |
| Operational 2 | 175 | 92 | 76 | 76 | 104.75 |
| 911 call - Dropped Cell | 36 | 14 | 7 | 12 | 17.25 |
| 911 call / 911 hang up | 53 | 12 | 11 | 7 | 20.75 |
| 911 hang up - Pocket Dial | 26 | 0 | 0 | 0 | 6.50 |
| False Alarm - Accidental Trip | 12 | 0 | 0 | 0 | 3.00 |
| False Alarm - Cancelled | 5 | 0 | 0 | 0 | 1.25 |
| False Alarm - Malfunction | 5 | 0 | 0 | 0 | 1.25 |
| False Alarm - Others | 26 | 57 | 53 | 48 | 46.00 |
| False Holdup Alarm - Accidental Trip | 0 | 0 | 1 | 2 | 0.75 |
| Keep the Peace | 12 | 9 | 4 | 7 | 8.00 |
| Other Criminal Code Violations | 6 | 5 | 4 | 10 | 6.25 |
| Bail Violations - Fail To Comply | 2 | 2 | 1 | 5 | 2.50 |
| Breach of Firearms regulation - Unsafe Storage | 0 | 0 | 0 | 1 | 0.25 |
| Breach of Probation | 3 | 0 | 0 | 1 | 1.00 |
| Child Pornography - Making or distributing | 0 | 1 | 0 | 0 | 0.25 |
| Disturb the Peace | 0 | 1 | 0 | 0 | 0.25 |
| Offensive Weapons - Careless use of firearms | 0 | 0 | 0 | 1 | 0.25 |
| Offensive Weapons - Other Offensive Weapons | 0 | 0 | 0 | 1 | 0.25 |
| Offensive Weapons - Other Weapons Offences | 0 | 1 | 1 | 0 | 0.50 |
| Offensive Weapons - Possession of Weapons | 0 | 0 | 1 | 0 | 0.25 |

OPP 2024 Calls for Service Details
Mulmur Tp
For the calendar years 2019 to 2022

| Calls for Service Billing Workgroups | Calls for Service Count | | | | Four Year Average |
|--|-------------------------|------|------|------|-------------------|
| | 2019 | 2020 | 2021 | 2022 | |
| Offensive Weapons - Restricted | 0 | 0 | 0 | 1 | 0.25 |
| Possession of Burglary Tools | 1 | 0 | 0 | 0 | 0.25 |
| Trespass at Night | 0 | 0 | 1 | 0 | 0.25 |
| Property Crime Violations | 34 | 38 | 54 | 48 | 43.50 |
| Break & Enter | 10 | 11 | 6 | 6 | 8.25 |
| Fraud - False Pretence Under \$5,000 | 0 | 0 | 0 | 1 | 0.25 |
| Fraud - Fraud through mails | 1 | 0 | 0 | 0 | 0.25 |
| Fraud - Money/property/security Over \$5,000 | 0 | 1 | 2 | 4 | 1.75 |
| Fraud - Money/property/security Under \$5,000 | 2 | 0 | 4 | 3 | 2.25 |
| Fraud - Other | 3 | 2 | 1 | 4 | 2.50 |
| Fraud - Steal/Forge/Poss./Use Credit Card | 1 | 0 | 0 | 0 | 0.25 |
| Interfere with lawful use, enjoyment of property | 0 | 0 | 1 | 0 | 0.25 |
| Mischief | 2 | 3 | 8 | 4 | 4.25 |
| Possession of Stolen Goods over \$5,000 | 1 | 0 | 0 | 0 | 0.25 |
| Property Damage | 0 | 2 | 7 | 2 | 2.75 |
| Theft from Motor Vehicles Under \$5,000 | 1 | 3 | 1 | 6 | 2.75 |
| Theft of - All Terrain Vehicles | 1 | 0 | 0 | 1 | 0.50 |
| Theft of - Automobile | 0 | 0 | 1 | 2 | 0.75 |
| Theft of - Farm Vehicles | 0 | 1 | 0 | 0 | 0.25 |
| Theft of - Other Motor Vehicles | 0 | 0 | 0 | 1 | 0.25 |
| Theft of - Trucks | 0 | 2 | 0 | 0 | 0.50 |
| Theft of Motor Vehicle | 4 | 1 | 3 | 2 | 2.50 |
| Theft Over \$5,000 - Construction Site | 1 | 0 | 0 | 0 | 0.25 |
| Theft Over \$5,000 - Other Theft | 0 | 2 | 0 | 0 | 0.50 |
| Theft Under \$5,000 - Bicycles | 1 | 0 | 0 | 0 | 0.25 |
| Theft Under \$5,000 - Building | 0 | 0 | 0 | 1 | 0.25 |
| Theft Under \$5,000 - Construction Site | 0 | 1 | 0 | 0 | 0.25 |
| Theft Under \$5,000 - Farm Agricultural Produce | 0 | 1 | 0 | 0 | 0.25 |
| Theft Under \$5,000 - Farm Equipment | 0 | 0 | 1 | 0 | 0.25 |
| Theft Under \$5,000 - Gasoline Drive-off | 0 | 3 | 7 | 6 | 4.00 |
| Theft Under \$5,000 - Master Code | 1 | 0 | 4 | 2 | 1.75 |
| Theft Under \$5,000 - Other Theft | 4 | 3 | 7 | 1 | 3.75 |
| Theft Under \$5,000 - Trailers | 0 | 0 | 1 | 1 | 0.50 |
| Theft Under \$5,000 Shoplifting | 1 | 2 | 0 | 1 | 1.00 |
| Statutes & Acts | 21 | 44 | 28 | 39 | 33.00 |
| Landlord / Tenant | 6 | 10 | 2 | 5 | 5.75 |
| Mental Health Act | 1 | 6 | 5 | 11 | 5.75 |
| Mental Health Act - Apprehension | 0 | 2 | 5 | 5 | 3.00 |
| Mental Health Act - Attempt Suicide | 0 | 0 | 0 | 2 | 0.50 |
| Mental Health Act - No contact with Police | 0 | 0 | 0 | 1 | 0.25 |
| Mental Health Act - Placed on Form | 5 | 5 | 4 | 4 | 4.50 |
| Mental Health Act - Threat of Suicide | 4 | 2 | 1 | 2 | 2.25 |
| Mental Health Act - Voluntary Transport | 1 | 1 | 0 | 0 | 0.50 |
| Trespass To Property Act | 4 | 18 | 11 | 9 | 10.50 |
| Traffic | 99 | 89 | 118 | 103 | 102.25 |

OPP 2024 Calls for Service Details

Mulmur Tp

For the calendar years 2019 to 2022

| Calls for Service Billing Workgroups | Calls for Service Count | | | | Four Year Average |
|---|-------------------------|------|------|------|-------------------|
| | 2019 | 2020 | 2021 | 2022 | |
| MVC - Others (Motor Vehicle Collision) | 1 | 1 | 0 | 1 | 0.75 |
| MVC - Personal Injury (Motor Vehicle Collision) | 12 | 14 | 14 | 10 | 12.50 |
| MVC - Prop. Dam. Failed to Remain (Motor Vehicle Collision) | 0 | 0 | 2 | 0 | 0.50 |
| MVC - Prop. Dam. Non Reportable (Motor Vehicle Collision) | 20 | 12 | 20 | 24 | 19.00 |
| MVC - Prop. Dam. Reportable (Motor Vehicle Collision) | 64 | 60 | 81 | 65 | 67.50 |
| MVC (Motor Vehicle Collision) - Master Code | 2 | 2 | 1 | 3 | 2.00 |
| Violent Criminal Code | 17 | 10 | 5 | 12 | 11.00 |
| Assault - Level 1 | 9 | 2 | 1 | 3 | 3.75 |
| Assault Peace Officer | 1 | 1 | 0 | 0 | 0.50 |
| Assault With Weapon or Causing Bodily Harm - Level 2 | 1 | 4 | 1 | 1 | 1.75 |
| Criminal Harassment | 2 | 1 | 1 | 1 | 1.25 |
| Extortion | 0 | 0 | 0 | 1 | 0.25 |
| Mischief - Cause Danger to Life | 0 | 1 | 0 | 0 | 0.25 |
| Sexual Assault | 2 | 0 | 0 | 5 | 1.75 |
| Sexual Interference | 0 | 0 | 1 | 0 | 0.25 |
| Utter Threats - Master Code | 0 | 1 | 0 | 0 | 0.25 |
| Utter Threats to Person | 2 | 0 | 1 | 1 | 1.00 |

OPP 2022 Reconciled Year-End Summary
Mulmur Tp
Reconciled cost for the period January 1 to December 31, 2022

| | | | Cost per Property \$ | Reconciled Cost \$ | Estimated Cost \$ |
|--|---------------------------|--------------|-------------------------------------|-----------------------------------|----------------------------------|
| Base Service | Property Counts | | | | |
| | Household | 1,751 | | | |
| | Commercial and Industrial | 40 | | | |
| | Total Properties | <u>1,791</u> | 172.74 | 309,382 | 308,180 |
| Calls for Service | | | | | |
| | Total all municipalities | 177,916,859 | | | |
| | Municipal portion | 0.1097% | 109.00 | 195,212 | 194,103 |
| Overtime | | | 9.60 | 17,196 | 18,051 |
| Prisoner Transportation | (per property cost) | | 1.08 | 1,934 | 3,063 |
| Accommodation/Cleaning Services | (per property cost) | | 4.81 | 8,615 | 8,651 |
| Total 2022 Costs | | | <u>297.23</u> | 532,339 | 532,047 |
| 2022 Billed Amount | | | | <u>532,047</u> | |
| 2022 Year-End-Adjustment | | | | <u>292</u> | |

Notes

The Year-End Adjustment above is included as an adjustment on the 2024 Billing Statement.

This amount is incorporated into the monthly invoice amount for 2024.

The difference between the estimated and billed amount is due to rounding the bills to the nearest dollar throughout the year.

**Delegation to the Honourable Doug Downey
Attorney General of Ontario**

**By
John Creelman, Mayor of the Town of Mono**

**August 21, 2023
AMO Conference, London Ontario**

Introduction:

This presentation is informed by my nearly 17 years on municipal councils and 15 years as a Justice of the Peace. I served 6 of those 15 years as Regional Senior Justice of the Peace for Central West judicial district.

Context of this presentation:

Provincial Offence issues have not received the attention they deserve since POA was transferred to municipalities from the Province around 23 years ago. This despite the fact that people will have greater interaction with the POA system than the Criminal system. According to 2020 statistics, the ratio of POA charges to Criminal charges is 8 to 1.

The efficiency, effectiveness and fairness of the POA system informs most peoples' impression of the justice system. If it's not efficient, effective or fair, a significant portion of system of justice in Ontario is potentially brought into disrepute.

What we know about POA?

First, it is starved of judicial resources due to the justifiable priority given to OCJ criminal assignments.

POA court closures however have become chronic, cases have been withdrawn in the thousands and time to trial pushes up to and often exceeds the *Jordan* requirement.

Finally, the pace of Justice of the Peace appointments and especially training also plays a huge role in the under-resourcing of POA courts.

While we are told the situation is improving, all of the problems described above have proven to be cyclical. Things must be done to break the cycle.

How Backlog can be addressed immediately:

A simple and elegant solution is to lift the pension cap for retired *per diem* Justices of the Peace to preside exclusively in POA courts to clear backlog. At last count there were over 60. This has been suggested before but stymied by senior levels of the Court. It was actually done however for *per diem* Judges but just not for Justices of the Peace.

Fines and process frozen in time:

Basic fines for speeding, representing over 54% of all HTA charges have not increased for decades, possibly 30 years or more. Over the same time, the value of a dollar in fines has decreased by almost 50% while the cost of operating POA has better than doubled. For municipalities dependant on POA revenue to fund the system let alone assist with local police costs, this situation is unsustainable.

The issue of fines and deterrence is further complicated by the antiquated notion fines are set by the OCJ Chief Justice or designate. There is no accountability here.

For example, municipalities looking for deterrence through fines for breach of their By laws are at the whim of Regional Senior Justices (now designated by the OCJ Chief) who are almost totally focused on proportionality as opposed to deterrence. \$500 fines, not increased in years, are seen at best as a slap on the wrist or the price of doing business.

Lack of tools available to POA courts:

Worse than meaningless fines upon conviction is the inability of a POA court to impose meaningful Orders to rectify the issue that triggered the charges in the first place.

Probation Orders, for example, are rarely requested by the Crown upon conviction and in 15 years as a Justice of the Peace, I never heard of a situation where someone was charged or convicted of breaching a POA Probation Order, something that could result in custodial time - a significant penalty under the POA.

Unlike the Superior Court of Justice, a POA Court cannot order, for example, a cleanup of a property in the wake of a conviction under a Property or Community Standards By law. This is wrong and forces municipalities to make separate applications to the SCJ for such Orders. This is costly, time-consuming and wastes valuable court time *The trier of fact should have the power to order restitution subject to appeal.*

Unpaid POA Fines:

This is a huge problem and one that threatens the integrity of the POA system.

As far back as 2011 an excellent white paper produced by the Ontario Association of Police Services Boards estimated there were \$1 billion in unpaid fines - <http://oapsb.ca/wp-content/uploads/2021/05/OAPSB-POA-WHITE-PAPER-FINAL-1-Nov-2011.pdf>

This paper is as relevant today as it was 12 years ago. If anything, the situation described has gotten worst with few of the OAPSB's recommendations being acted upon.

In 2011 the OAPSB revealed that 91% of outstanding fines were owed by Ontario residents. One third of the amount is attributable to HTA charges while another third stems from convictions under the *Compulsory Auto Insurance Act*.

In Dufferin it has been estimated that outstanding fines amount to \$4.5 million. To make matters worse, the system is now being 'gamed' by people who pay only those outstanding fines necessary to reinstate their licence while ignoring others.

This is not just an issue for municipalities who lack effective tools to collect fines. It impacts the Province unable to realize potentially \$200 million or more in victim surcharge monies.

This situation is unsustainable and calls the administration of justice into disrepute. Current means of collecting unpaid fines are not working and all have deficiencies.

Ontario needs to join with provinces (e.g. Alberta, Nova Scotia) who have negotiated the power to garnish federal income tax returns and other federal payments for non-payment of fines.

Administrative Monetary Penalties:

AMPs are appropriate for such things as Part II offences, Red Light Camera charges, Automated Speed Enforcement and many municipal By laws. The more matters dealt with through AMPs, the greater the relief to POA courts. There are however two big impediments to greater use of AMPs.

First is the complexity of Regulations governing AMPs. They need to be simplified and streamlined.

Second is the absence of infrastructures to administer AMPs. The City of Toronto has created one but it makes little sense to replicate administrative bureaucracy over and over again as municipalities adopt AMPs.

Along with addressing the 'red tape' associated with AMP Regulations, the Province may want to assist with the collection process.

Automated Speed Enforcement and why it should matter to MAG:

Another issue of concern is the inability to apply Automated Speed Enforcement technology on 80 kmh roads and without declaring Community Safety Zones where they are totally unwarranted.

While more appropriately addressed to MTO, I think this issue should be of interest and concern to MAG.

Greater use of ASE will be a deterrence to reckless speeding. That ASE is tie to Community Safety Zones is problematic for several reasons:

First, requiring CSZs simply to utilize ASE is totally arbitrary and makes a mockery of why CSZs were created in the first place.

Second, speeding charges in CSZs result in double fines, something municipalities are not seeking in order to implement ASE.

No 'red tape' or strings attached Automated Speed Enforcement will permit better utilization of police resources and create some revenue (not much as it's expensive to implement and operate) to offset increasing policing costs.

Finally if ASE is done in conjunction with AMPs, a great many matters can be diverted away from the POA stream.

Going forward:

Hopefully it is clear that POA needs a great deal of attention and creative problem solving.

There are many involved in this issue - the judiciary, MAG, municipalities and other stakeholders all having similar or sometimes different perspectives. Everyone needs to be engaged in a process to find better ways of doing things and finding solutions to real problems.

What is described in this document will not sort itself out on its own. Whether it is a Task Force or a POA Justice Summit or some other mechanism, something needs to be done...

Respectively submitted

John Creelman

Ministry of the Solicitor General

Strategic Policy Division
Office of the Assistant Deputy Minister

25 Grosvenor Street, 9th Floor
Toronto ON M7A 1Y6
Tel: 416 212-4221

Ministère du Solliciteur général

Division des politiques stratégiques
Bureau du sous-ministre adjoint

25, rue Grosvenor, 9^e étage
Toronto ON M7A 1Y6
Tél. : 416 212-4221



Meghan Townsend
CAO
Town of Grand Valley
mtownsend@townofgrandvalley.ca

September 13, 2023

Greetings Meghan Townsend,

Thank you for submitting your proposal for the Ontario Provincial Police (OPP) detachment board framework. Your patience has been greatly appreciated while all proposals went through a thorough review process.

At this time, I am pleased to confirm that the Dufferin OPP detachment board proposal has been approved by the Solicitor General to the next step in finalizing the board compositions, which is posting the composition on the Ontario Regulatory Registry (ORR). The ministry is currently working on drafting the regulation, which is expected to be available on the Ontario Regulatory Registry (ORR) for public comment in the summer or fall. Posting of the regulation is one of the last steps before the regulation can be finalized in advance of bringing the *Community Safety and Policing Act, 2019* (CSPA) into force in early 2024.

The following board composition(s) have been approved for posting.

| Board | Communities Served | Council Seats | Community Representative Seat(s) | Provincial Appointment Seat(s) | Total Seat(s) |
|-------|---|---------------|----------------------------------|--------------------------------|---------------|
| 1 | Town of Orangeville | 2 | 3 | 1 | 6 |
| 2 | Town of Shelburne | 3 | 3 | 1 | 7 |
| 3 | Amaranth Township, Town of Grand Valley, East Garafraxa Township | 3 | 3 | 1 | 7 |
| 4 | Melancthon Township, Town of Mono, Mulmur Township | 3 | 3 | 1 | 7 |

On behalf of the Ministry of the Solicitor General, I would like to express my appreciation to all the communities involved in the proposal development process. I acknowledge and value the significant efforts undertaken to create a proposal for a detachment board that addresses the unique needs of each community that receives OPP policing services in

your detachment. As the proposal lead, I kindly request that you disseminate this correspondence to all communities serviced by the proposed detachment board.

The ministry is planning to share more guidance as soon as possible on next steps, with the understanding that municipalities and First Nations require time to plan for the implementation of OPP detachment boards before the CSPA comes into force.

If you have any questions or concerns in the meantime, please contact Devendra Sukhdeo, Senior Policy Advisor, Public Safety and Policing Policy Unit (PSPPU), Strategic Policy Division, at Devendra.Sukhdeo@ontario.ca.

Sincerely,

Sarah Caldwell
Assistant Deputy Minister, Strategic Policy Division
Ministry of the Solicitor General

Ontario
Provincial
Police

Police
provinciale
de l'Ontario



**Municipal Policing Bureau
Bureau des services policiers des municipalités**

777 Memorial Ave.
Orillia ON L3V 7V3

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File Reference:

612-10

September 6, 2023

To All OPP-policed Municipalities

Re: Distribution of Police Record Check Revenue to Municipalities

In June 2022, the Ontario Provincial Police (OPP) centralized the police record check process by transferring the responsibility for the process from detachment staff to an Online Police Record Check Unit (OPRCU). The centralization of the police record check process eliminates the need for detachment staff to perform duties associated with the police record checks, with the exception of fingerprinting. This OPRCU has been staffed by reinvesting numerous administrative detachment positions from across the province. The change in staffing at OPP detachment locations will be captured in the overall municipal policing cost-recovery in accordance with the terms set out in *Police Services Act*, Ontario Regulation 267/14.

Historically, the revenue generated from detachment staff completing record checks for municipal residents has been credited back to the applicable municipalities. With the reassignment of the police record check workload to the OPRCU, there will be a gradual reduction of the revenue provided to municipalities, except for the revenue for fingerprinting. Fingerprinting remains a detachment responsibility and, therefore, the revenue for conducting fingerprint services at the detachments will continue to be allocated to municipalities. The gradual reduction of police record check revenue (not related to fingerprinting) will be accompanied by the introduction of some cost savings for municipalities resulting from the impact of reinvesting some detachment positions into the OPRCU. This will provide municipalities with an extended period of time to make appropriate adjustments to any impacted financial plans.

OPP-policed municipalities will continue to receive police record check revenue in 2023 and 2024. Commencing in 2025, the revenue will be reduced by 25% per year. In 2028, OPP-policed municipalities will cease to receive police record check revenue associated with police record checks processed by the OPRCU. Municipalities will continue to receive revenue for fingerprinting services provided at the detachment.

The OPP will continue to deliver adequate and effective policing services while focusing on meeting the municipalities' unique policing needs.

Should you have any questions, please email the OPP Municipal Policing Bureau Financial Services Unit at OPP.Financial.Services.Unit@opp.ca.

Respectfully,

A handwritten signature in black ink, appearing to read 'Phil Whitton', with a long horizontal flourish extending to the right.

Phil Whitton Superintendent
Commander,
Municipal Policing Bureau

cc OPP Deputy Commissioner Chris Harkins
 OPP Provincial Commander Mary Silverthorn
 A/Inspector Kirsten Buligan, Community Safety Services
 OPP Detachment Commanders