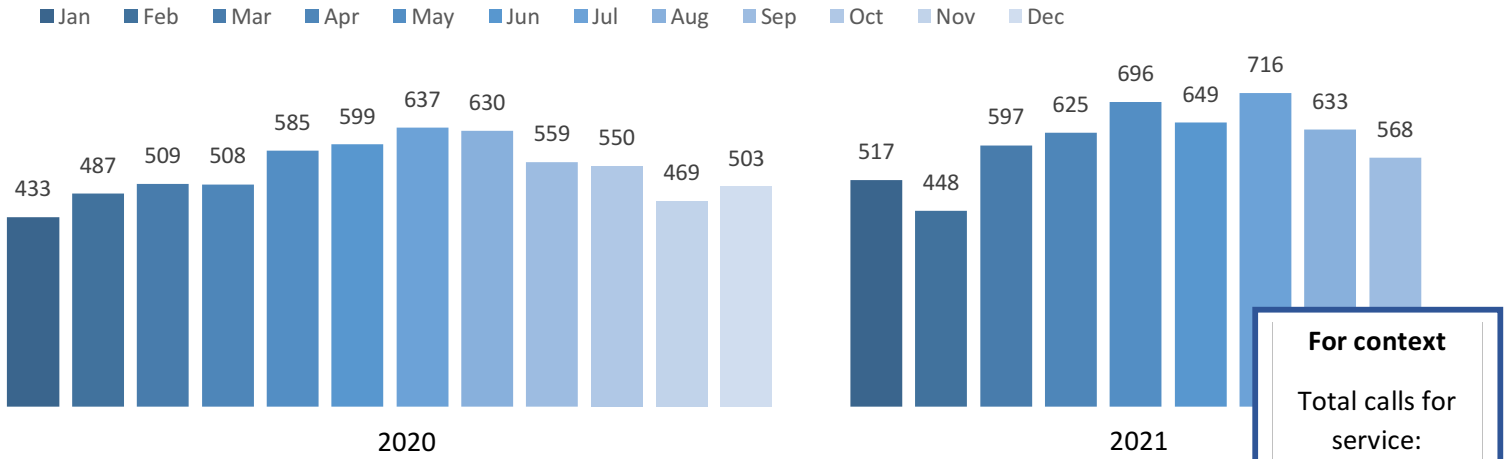


## White Rock RCMP Q3 Report (July 1, 2021 to Sept 30, 2021)

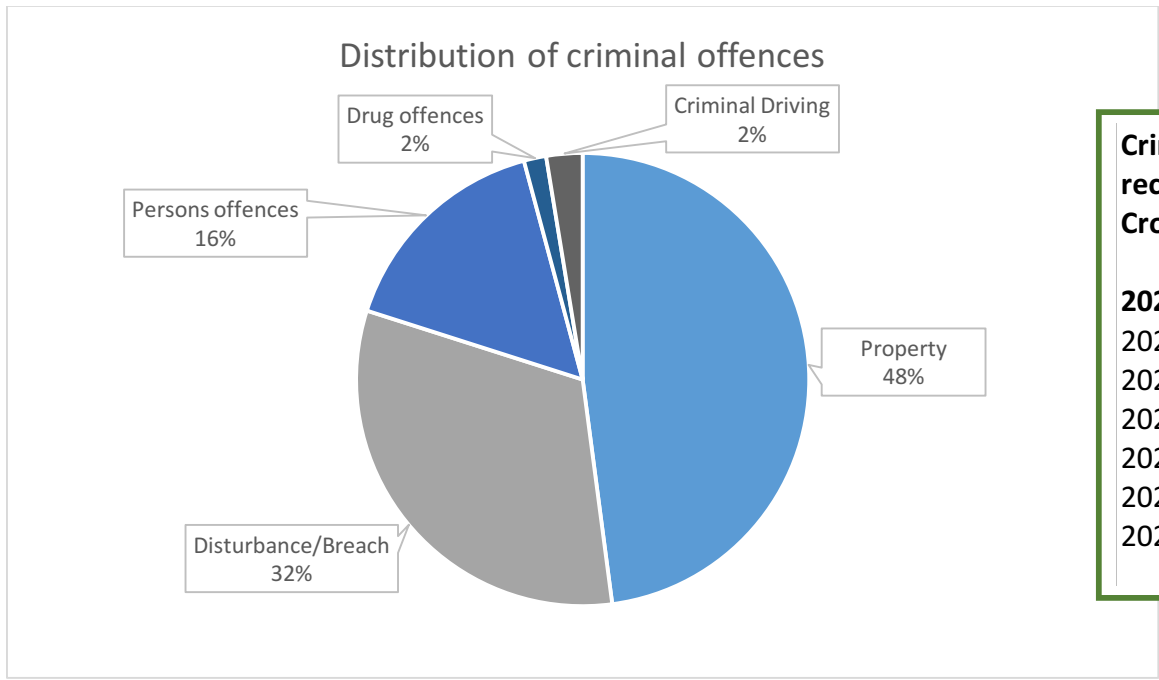
**Calls for service:** This is an indicator of the volume of work being conducted at the detachment. A comparison of the same quarter (July to Sept) in 2020 and **2021** shows a 5% increase in call volume (1827 vs. **1917**).

### Total calls for service by month



**For context**  
Total calls for service:  
**2021 Jan to Sep: 5782**  
2020: 6905  
2019: 6607  
2018: 6789  
2017: 6231  
2016: 6463

**Criminal occurrences:** There were 514 criminal matters reported to police in the 3<sup>rd</sup> quarter of 2021, this is a 4% decrease compared to the same quarter in 2020 (537). Breakdown by category: property crime 48% (241), disturbance/breach 32% (161), persons offences 16% (80), drug offences 1% (8), and criminal driving offences 3% (13).



**Criminal charges recommended to Crown Counsel:**  
**2021 3<sup>rd</sup> Quarter: 50**  
2021 2<sup>nd</sup> Quarter: 63  
2021 1<sup>st</sup> Quarter: 45  
2020 1<sup>st</sup> Quarter: 25  
2020 2<sup>nd</sup> Quarter: 37  
2020 3<sup>rd</sup> Quarter: 39  
2020 4<sup>th</sup> Quarter: 39

#### Theft from vehicle

	Q1	Q2	Q3	Q4
<b>2020</b>	68	37	33	47
<b>2021</b>	36	38	58	

Context: This includes catalytic converters from vehicles, which have seen an increase of incidents in the region. The items stolen primarily from unlocked vehicles continue to be anything of opportunity, including change.

#### Theft of vehicle

	Q1	Q2	Q3	Q4
<b>2020</b>	10	10	4	7
<b>2021</b>	4	7	10	

Context: There were no consistent vehicle types stolen, nor were there consistent circumstances to add to the preventative measure commonly known. The use of a steering wheel lock is one of the best measures.

**Break and Enter – Residential**

	Q1	Q2	Q3	Q4
<b>2020</b>	11	12	5	11
<b>2021</b>	7	6	8	

Context: There are no concentrated areas that these offences are occurring in. Three of the reported B&E’s were to vacant homes, and 4 incidents were via open or unlocked garage doors.

**Break and Enter - Business**

	2021 Q1	2021 Q2	2021 Q3	2021 Q4
<b>Commercial business</b>	7	3	1	
<b>Storage, parkade, or other</b>	3	2	2	
<b>Common / condo mailbox</b>	0	9	5	
<b>TOTAL</b>	<b>10</b>	<b>14</b>	<b>8</b>	

Context: Three of the incidents were attempted incidents where secure doors were pried, but no or limited access was made.

<b>Crimes against person</b>				
	Q1	Q2	Q3	Q4
<b>2020</b>	61	84	88	82
<b>2021</b>	78	94	80	

- 37% (30) of the reported crimes against persons were for uttering threats and harassing communications.
- 21% (17) of violent offences were intimate-partner incidents and 7% were between other family members.
- There were 8 sexual offences reported this quarter.

**Mental health related calls**

**Calls for service with a significant mental health component:**

2021 Q3: 114  
2020 Q3: 157

**Mental Health Act calls - (assessments/apprehensions):**

2021 Q3: 26  
2020 Q3: 54

**Traffic enforcement violation tickets / written notices**

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
<b>2021</b>	222	148	279	204	422	463	341	183	95			

## Quarterly Highlight (new)

**This section will highlight a topic of interest during the quarter**

This 3<sup>rd</sup> quarter report will provide some context into the successes and challenges that the community has identified with unnecessary noise from vehicles, noise in the Marine Drive parking lots, and noise from fireworks.

**End of season loud vehicle update:** Based on concerns raised by residents in White Rock, it is clear that noise coming primarily from the exhaust of modified vehicles, motorcycles, and drivers stunting their vehicles to make unnecessary tire or engine noise is causing stress, anxiety and anger. Based on many conversations with impacted residents, ongoing intermittent unnecessary vehicle noise is detrimental to community and mental health.

**Enforcement progress to date:** In April 2020 the White Rock RCMP started a noisy vehicle enforcement campaign. During regular patrols and through highly visible inspection stations (started in May 2021), over 64 drivers of cars, trucks and motorcycles were issued inspection orders under the BC Motor Vehicle Act due to illegally modified or non-existent mufflers. It is also clear that White Rock is not the only community affected, and many of the vehicles that officers are encountering are from various communities in the Lower Mainland. The White Rock RCMP will continue vehicle inspections and continue to issue vehicle inspection notices and issue violation tickets throughout the year.

There are a number of challenges that the community should be aware of to understand the limitations of police and to consider any recommendations for regulatory change, likely at the provincial government level.

Challenges:

1. The maximum 91 decibel limit for motorcycles is being reported as unnecessarily loud by many residents. Although some motorcycles are modified and exceeding the 91 decibel limit, many are 'legally loud'. By comparison, the limit for gasoline vehicles is 83 decibels.
2. Some vehicles that are subjectively exceeding the decibel limit when driving do not exceed the limit during a roadside check with a decibel meter. Moreover, some vehicles have an electronic switch that can change the engine sound of a vehicle for testing purposes. Although there are some provisions for enforcement based on subjective sound levels, this has to be conducted by officers experienced in the factory sound of the specific vehicle.
3. Some specialty sports vehicles exceed the decibel limit when tested. It is problematic to take enforcement action on a vehicle that is apparently factory set and approved under new vehicle standards legislation, such as the federal Motor Vehicle Safety Regulations. Most police officers will not have specific experience and knowledge of factory sounding exhaust systems on the diverse range of speciality sports car to determine if there is a modification.
4. The Ministry and Transport and Infrastructure Vehicle Inspection Manual (Amended 2018, Page 103), which is used as a guide for designated inspection facilities, recommends the use of a decibel meter with non-factory, modified, or altered exhaust systems. This guide does not provide a testing methodology, which is occasionally cited by drivers or commented on social media contesting the validity of the police decibel meter checks. The methodology for new vehicles in the federal Motor Vehicle Safety Regulations is complex and appear to be designed to guide vehicle manufactures that have dedicated testing facilities. At this time, the decibel meter is used as an objective layer to the officer's subjective observations.
5. Based on conversations with some drivers, there is some concern that vehicle owners are temporarily re-installing their factory muffler for inspection purposes, then re-installing their loud muffler after obtaining a passing inspection certificate. This is problematic for enforcement when decibel levels are measured near the maximum limit.



In summary, although there will be limitations to vehicle noise enforcement based on the aforementioned challenges, the White Rock RCMP will continue to enforce the current MVA Regulations in a low tolerance manner.

**Marine Drive parking lot noise:** During the summer and to a lesser extent into the winter season, the RCMP receive noise complaints from residents that live on or near Marine Drive as it relates to people being loud in the parking lots parallel to the promenade. The majority of the complaints are from the parking lots from West Beach to Memorial Park. The primary concerns are small groups of people talking loud, yelling, and playing loud music during the late evening and into the early morning hours. At times this is combined with alcohol consumption.

Regular and enhanced beach enforcement shifts have issued numerous violation tickets for excessive noise, possession/consumption of liquor and cannabis, and being drunk in a public place. However, there are challenges to enforcement that include identifying specific individuals that are making the noise, when enforcement is warranted. Two specific challenges are isolating the unnecessary noise to an individual for enforcement purposes, and defining unnecessary or disturbing noise. Officer's have to have evidence, usually through observation, of an individual making unnecessary noise, and cannot ticket a group (as some individuals within that group may have not been making noise). Moreover, what noise may be disturbing for a person trying to sleep may not subjectively be observed as disturbing for the setting of a parking lot. Based on complaints, loud talking on the pier and in the parking lots is not buffered as it travels to the nearby homes. The use of verbal warnings may be necessary in many cases due to limited evidence for enforcement; however, it does not appear effective as a long term strategy.

Potential solutions include closing the City parking lots earlier (they currently close at 2am) with the inclusion of gates to assist with closure enforcement. The availability of police officers for bylaw offences, such as noise, is not consistent and may be better responded to by City Bylaw officers. As indicated in the Municipal Police Unit Agreement (the RCMP service agreement between the City of White Rock and the Provincial Government), police have a primary obligation of responding to public safety incidents, missing persons, crisis intervention, road safety issues, criminal disturbances, and other criminal matters. Bylaw offences are only responded to when police officers are available, which can impact confidence in police and effective community problem solving when police are not available.

**Noise from fireworks:** Although fireworks are prohibited in White Rock without the Fire Chief's approval, occasions such as Halloween and New Year's Eve indicate that some people are not aware of the law or are ignoring it.

Enforcement is problematic as identifying individuals who have set them off, especially within a group, is often challenging. In order to issue a violation ticket, an officer has to see someone in possession of fireworks or observe them set them off. An example of the enforcement challenges includes (1) Fireworks set off on residential property do not allow the police to conduct a search and the only option is for follow the officer to knock on the door and provide education on the bylaw. An occupant or neighbour that is willing to provide a statement identifying the person who set off the fireworks would allow for a ticket to be issued, however this is not a likely scenario. And (2), fireworks set off in public areas also require proper identification of the individual, primary by the officer observing the offence. As this offence usually occurs in the dark and within a group, identification of the person that set off the firework is challenging. There is no authority to search a person or backpacks on the suspicion of someone using or possessing fireworks. In cases where the officer is in a position to observe fireworks use, the officer will have a conversation with these individuals and an agreement will be made to voluntarily turn over any fireworks; however, enforcement via a ticket is not conducted as to protect the right against of self-incrimination.

The deterrence of fireworks use in White Rock may be better accomplished with a resident or government led education campaign focusing on the psychological impact that residents and pets are experiencing during prolonged periods of explosive sounds as night. This can be combined with education on the safety and fire risks associated with fireworks.

**Go to the City of White Rock website for more information on what the White Rock RCMP is doing for you**  
**[www.whiterockcity.ca/RCMP](http://www.whiterockcity.ca/RCMP)**

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#### **Data Qualifiers**

- The data in this report does not infer the complexity of an investigation or the outcome. Data in this report is based on a search of the Police Records and Information Management Environment (PRIME). Data may change over time due to the dynamic nature of offences being reported, cleared, and categorized.
- The complexity of a criminal investigation and amount of resources required to investigate an incident is not reflected in the data. For example, a property crime investigation may be concluded after initial information gathering due to the lack of evidence required to proceed further, while another property crime investigation may require numerous judicial authorizations and that spans months to accumulate evidence, prepare a report to Crown, and comply with disclosure requirements.
- Most serious incident rule: The crime data contained within this report utilizes the UCR Survey to collect aggregate data on the incidence of crime. The UCR survey uses the most serious incident rule when compiling police-reported crime data. The rule also stipulates that where a single criminal incident contains a number of violations of the law, then only the most serious one is reported for UCR purposes. As a result, the total number of UCR offences does not represent the total number of all crime reported by police.
- Total criminal offences includes Universal Crime Reporting Survey (UCR) codes 1000 to 5999 (property, persons and other offences), 9000 to 9999 (criminal driving offences)
- Calls for service include 911 calls, non-emergency, front counter reports, and files generated by officers on the road.
- The break and enter, both residential and business, occurrences are manually reviewed to provide greater context to the nature of the incident. The UCR statistics reported to the Canadian Centre of Justice Statistics may appear different as it does not differentiate between the different types of business break and enters.
- To protect privacy, the number of sexual offences each quarter will only be reported by actual number if 5 or more incidents are reported. The report will otherwise state *under 5 sexual offences reported*.