

Dash and Body Camera

Dash and Body Camera Implementation Pathways

Recommendation

That the November 16, 2020 Edmonton Police Commission report EXT00043 be received for information.

Previous Council/Committee Action

At the July 6/8, 2020, City Council meeting, the following motion was passed:

That the Edmonton Police Commission:

Provide information to Council on Dash and Body camera implementation pathways given Federal announcements, including costs and timelines

Executive Summary

The Edmonton Police Service (EPS) is committed to strengthening public trust through addressing crime, harm and disorder. Video technology is one way that the EPS can contribute to creating a Healthy City.

EPS has committed to implementing in car video (ICV) in May 2020. The implementation of ICV in all EPS marked vehicles is expected to be completed by the end of 2021. The expected cost of implementation is \$5.1M for initial implementation and \$1.5M on an annual basis in operating costs. Pending City Council approval during the 2020 Fall Supplemental Capital Budget Adjustments (SCBA), \$2.0 million will be reallocated to the ICV project and EPS is committed to finding the additional \$3.1 million to complete the project within existing resources. Also, in accordance with the City's Edmonton Police Service Funding Formula policy (C604), the EPS is required to manage all operating impacts from capital projects.

Body Worn Video (BWV) is another form of video technology. Research has shown that BWV is not statistically significant or has a consistent effect on officer and citizen behavior or citizens' views of police (Attachment 1). Expectations and concerns surrounding BWV have not yet been realized in the ways anticipated by police leaders, citizens or the courts. The capital cost of implementing BWV at EPS would be \$8M with the operational costs being additional. As of the date of this report, EPS has not received any announcements or direction from federal or provincial jurisdictions mandating the implementation of BWV.

Report

The Edmonton Police Service (EPS) is committed to strengthening public trust through addressing crime, harm and disorder. By themselves, cameras are unlikely to alleviate any distrust or animosities that exist between the police and local communities concerned about police bias or violence. Such issues require more prolonged forms of engagement and relationship building.

In car video (ICV), also referred to as Member Supported Video, has been available in policing since the early 1980's. The technology and its best practice uses are well established. It is a more efficient use of resources from an implementation and maintenance lens. The footage includes more detail and has a wider view of the scene and is harder to block, as well as being automatically recorded, stored and filed. The footage recording is independent of officers as the connectivity and power for the technology is dependent on the car.

Body Worn Video (BWV) is a newer technology and there are challenges such as cost, battery life and its impact to resources and video capture, resources to upload footage and scene captured i.e. BWV doesn't capture the officer. Body worn cameras appear to provide some greater level of managerial oversight of officers and encourage greater reflexivity among officers about their actions as referenced in a Lum Study on Body Work Video - (Attachment 1). Other police agencies in Canada, like Toronto, Peel Regional and Calgary, have implemented or are in the process of implementing BWV. Reports confirm that there was a significant investment needed to procure and maintain the devices as well as to store the video output.¹ Additionally, BWV has impacted the workload of court staff due to disclosure and privacy requirements. The hoped for benefits of BWV have not been seen at scale in the court systems of the larger cities yet.

The Edmonton Police Service has chosen to implement in-car video as it best reaches the outcome of increasing public trust, while being a good steward of public resources. The use of ICV would modernize the Edmonton Police Service and:

- Increase public accountability
- Increase member safety
- Provide EPS with essential data and improve court outcomes (Attachment 2)

Implementation Pathway for Member Supported Video

The EPS has already begun the planning and implementation for the ICV project. It is anticipated to be completed at the end of 2021. The key milestones for the project are:

- Q3 2020 - Project Planning completed
- Q4 2020 - Procurement completed
- Q4 2021 – Implementation and rollout completed

In Car Video Costs

The initial project planning for In Car Video is underway and a preliminary cost estimate has been produced. The current project is estimated at 5.1 Million to implement ICV to the entire marked EPS fleet, and 1.5 Million annually to maintain. The procurement process for the In-Car Video solution may result in some variation from this cost estimate.

The amount for the initial implementation has been reallocated and reassigned from existing resources. Pending City Council approval during the 2020 Fall Supplemental Capital Budget Adjustments (SCBA), \$2.0 million will be reallocated to the ICV project and EPS is committed to finding the additional \$3.1 million to complete the project within existing resources. Also, in accordance with the Cities Edmonton Police Service Funding Formula policy (C604), the EPS is required to manage all operating impacts from capital projects.

This adjustment for ICV project will be reflected in the Fall Supplemental Capital Budget Adjustment (SCBA). (Attachment 3)

Body Worn Video Costs

The capital costs of implementing BWV at EPS would be \$8M. Toronto police have recently implemented BWV to their front-line members and have reported a 5-year cost of \$34.1M over 5 years to outfit some 2,350 members².

A recent inquiry to the Peel Regional Police Service, which is a similar size to the EPS, revealed that they have budgeted \$10.4M for their initial implementation of BWV. This amount does not include annual operating costs.

Given the information from the Peel Police, along with a preliminary analysis of EPS requirements for BWV, an initial estimate of the costs to implement BWV at EPS would be in the \$8M range. An estimated additional \$2M in annual operating costs would also be required. These costs include leveraging the infrastructure that would be put in place as part of the ICV implementation. The implementation of body worn video could take up to 2 years following the completion of the ICV project.

Cameras are only a part of the cost. The foundations for either in-car video or body worn video include significant requirements for technology & effort needed to review/store mass amounts of video. In addition to the need for funding, a few key questions about body worn cameras would need to be investigated:

- Privacy Policy - When should the camera be recording or not (for example inside a personal residence)

² <https://toronto.ctvnews.ca/the-toronto-police-service-is-getting-more-than-2-000-body-worn-cameras-1.5069179>

- Administrative Effort – Impact of footage upload speed to avoid officer down time or the impact of limited battery life on video footage (incomplete or missing video)

The EPS is continuing to move forward with the implementation of ICV and will review the BWV in the future. The EPS will continue to ensure that organizational and financial decisions are based on best practices, trends and outcomes found through meta-analysis of evidence-based research in a Canadian policing context and not by the current political climate.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Edmonton is a Safe City			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Citizens are satisfied and confident in community safety service provided by Edmonton Police Service	Public perceptions of police performance <ul style="list-style-type: none"> • Ensuring safety of citizens • Enforcing the laws • Treating people fairly • Officer Competency 	2018 <ul style="list-style-type: none"> • 83%, average or good job • 85%, average or good job • 70%, average or good job • 74%, somewhat or strongly agreeing 	TBD
EPS uses a variety of responses informed by needs, data and evidence to enhance public safety	TBD	TBD	TBD

Attachments

- Attachment 1: Lum study on Body Worn
- Attachment 2: Background Information on In-Car Video
- Attachment 3: Capital Profile Report – In Car Video