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EDMONTON POLICE SERVICE



REPORT TO THE EDMONTON POLICE COMMISSION

DATE: 2011 May 12

SUBJECT: Criminal Flight Incident Analysis, 2010 Annual Report

RECOMMENDATION(S):

That this report be received for information.

INTRODUCTION:

This report will provide information on Criminal Flight Preventions and Criminal Flight Responses for 2010.

BACKGROUND:

Each year, as part of Commission on Accreditation for Law Enforcement Agencies (CALEA) requirements, an annual report is produced summarizing and analyzing the Criminal Flight events for the year.

COMMENTS/DISCUSSION:

Criminal flight occurs when an Edmonton Police Service officer believes that the driver of a motor vehicle is resisting apprehension by maintaining or increasing speed or by ignoring the police officer's audible or visual signals to stop. A criminal flight response occurs when an officer pursues someone in criminal flight.

This report examines relevant data collected from officers via an Edmonton Police Service Criminal Flight Response Report, and compares statistics between years.

ADDITIONAL INFORMATION ATTACHED:

- Attachment 1 – Criminal Flight Incident Analysis, 2010 Annual Report

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Approved by: Deputy Chief Darryl da Costa, Specialized Community Support Bureau



A/Chief of Police: David Kono

Date: 19 May 2011



Criminal Flight Incident Analysis

Prepared for the Edmonton Police Commission

2010

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Executive Summary

Criminal flight occurs when a member believes that the driver of a motor vehicle is resisting apprehension by maintaining or increasing speed or by ignoring the police officer's audible or visual signals to stop. A Criminal Flight Response (CFR) occurs when a member chooses to follow someone in criminal flight.

This report examines the incidents by time period, and the initiation, characteristics, and results of criminal flights which occurred. Some notable findings for 2010 are:

- The total number of CFRs initiated decreased by 26 from 2009 to 2010.
- In 2010, August was the month with the highest number of CFRs, with 15 (14.0%).
- The Division where the most CFRs were initiated was in North Division (25.2%). However, Members assigned to Southeast Division initiated the most CFRs of all Member assignments (21.5%).
- The most common reason for initiating a CFR was a stolen vehicle (36.4 %.)
- The most common CFR duration was 1 minute or less (49.5%) and the most common distance was 1 km or less (46.7%).
- Air-1 was utilized in 27.1% of CFRs.
- An arrest was made in over 70% of the CFRs.
- There were 25 collisions resulting from CFRs in 2010, resulting in injury to 3 suspects.

The data and analysis found in this report can be used to gain further insight as to the causes and results of criminal flight in Edmonton. The ultimate goal of this report is to aid the EPS in maintaining a high level of safety for its members and the citizens of Edmonton.

Introduction

Background

Criminal flight occurs when a member believes that the driver of a motor vehicle is attempting to evade them and the driver is operating the vehicle unlawfully, or a member attempts to direct the driver to stop and the driver is aware of the member's action but refuses to obey. Criminal Flight Response (CFR) occurs when a member chooses to follow someone in criminal flight. It is the policy of the EPS to respond to criminal flight only when all other alternatives are unavailable or unsatisfactory. Should a CFR be initiated, the primary consideration shall be public safety.

The criminal flight data in this report has been compiled using data obtained from the EPS Criminal Flight Response Report. These reports are forwarded to Traffic Section by EPS members after they have engaged in a CFR. This report contains the significant statistics, as well as comparisons of 2010 and 2009 data. Following the analytical portion of this report, there is a discussion of the data, as well as recommendations for 2011 and beyond.

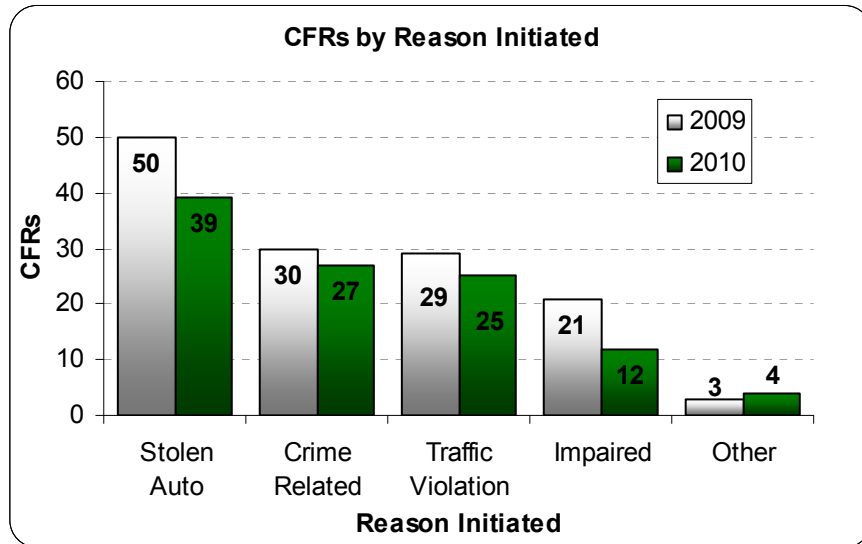
Reading this Report

The tables and charts are organized in descending order by 2010 numbers, with the exception of some categories where organizing the data by category is more appropriate (e.g. chronological order for months, days, and time, etc.) The Not Applicable and Not Reported categories are always at the bottom of the table, regardless of their value. Although the percentages presented in the tables are rounded to one decimal place, it is their precise values which are summed; therefore, all tables total exactly 100.0%.

Criminal Flight Responses

Reason Criminal Flight Response Initiated

The most common reason for a CFR was Stolen Auto (39; 36.4%). This was followed by: Crime Related (25; 23.4%), Traffic Violation (25; 23.4%), Impaired (12; 11.2%), and Other (6; 5.6%).



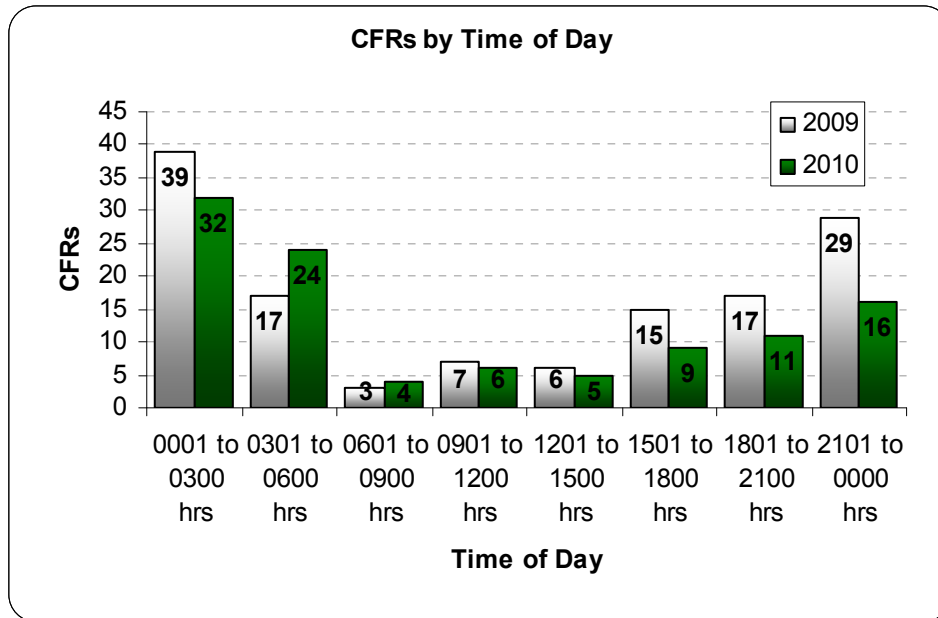
Category	2009		2010		Difference
	#	%	#	%	#
Stolen Auto	50	37.6%	39	36.4%	-11
Crime Related	30	22.6%	25	23.4%	-5
Traffic Violation	29	21.8%	25	23.4%	-4
Impaired	21	15.8%	12	11.2%	-9
Other	3	2.3%	6	5.6%	3
Total	133	100.0%	107	100.0%	-26

Change from 2009: Stolen Auto remained the primary reason for initiating a CFR in 2010, despite having the largest decrease (down 11 events). The only increase was in the number of CFRs initiated for Other reasons, up 3 events.

Date and Time

Time of Day

In 2010, the largest number of CFRs (32) occurred between 0001 and 0300 hrs, representing 29.9% of instances. This was followed by: 0301 to 0600 hrs (24; 22.4%), 2101 to 0000 hrs (16; 15.0%), 1801 to 2100 hrs (11; 10.3%), 1501 to 1800 hrs (9; 8.4%), 0901 to 1200 hrs (6; 5.6%), 1201 to 1500 hrs (5; 4.7%), and 0601 to 0900 hrs (4; 3.7%).

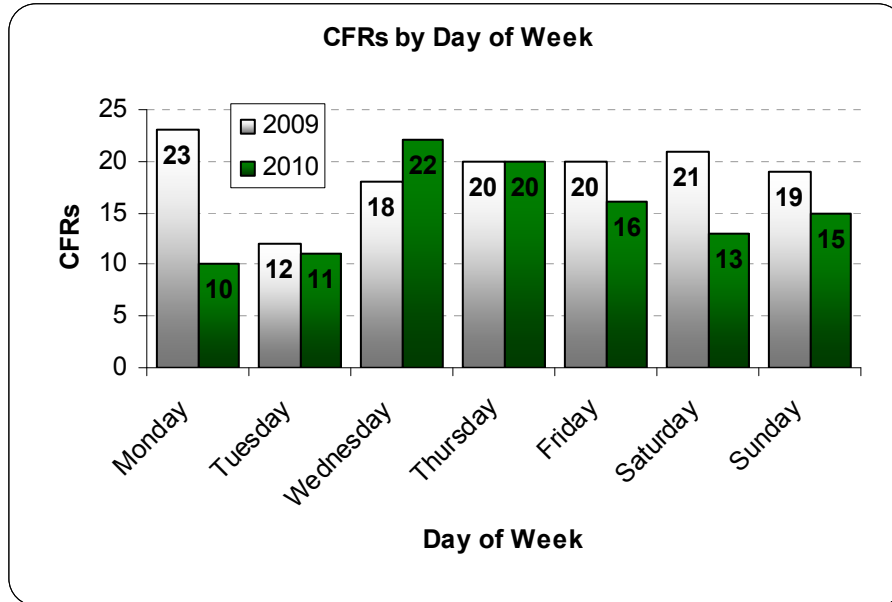


Category	2009		2010		Difference
	#	%	#	%	#
0001 to 0300 hrs	39	29.3%	32	29.9%	-7
0301 to 0600 hrs	17	12.8%	24	22.4%	7
0601 to 0900 hrs	3	2.3%	4	3.7%	1
0901 to 1200 hrs	7	5.3%	6	5.6%	-1
1201 to 1500 hrs	6	4.5%	5	4.7%	-1
1501 to 1800 hrs	15	11.3%	9	8.4%	-6
1801 to 2100 hrs	17	12.8%	11	10.3%	-6
2101 to 0000 hrs	29	21.8%	16	15.0%	-13
Total	133	100.0%	107	100.0%	-26

Change from 2009: The time distribution is fairly similar in 2010 as it was in 2009, with small decreases in many time periods, but a larger decrease for 2101 – 0000 hrs (down 13) and an increase for 0301 – 0600 hrs (up 7).

Weekday

In 2010, the most CFRs occurred on Wednesdays, with 22 incidents (20.6%). This was followed by: Thursday (20; 18.7%), Friday (16, 15.0%), Sunday (15; 14.0%), Saturday (13; 12.1%), Tuesday (11; 10.3%), and Monday (10; 9.3%).

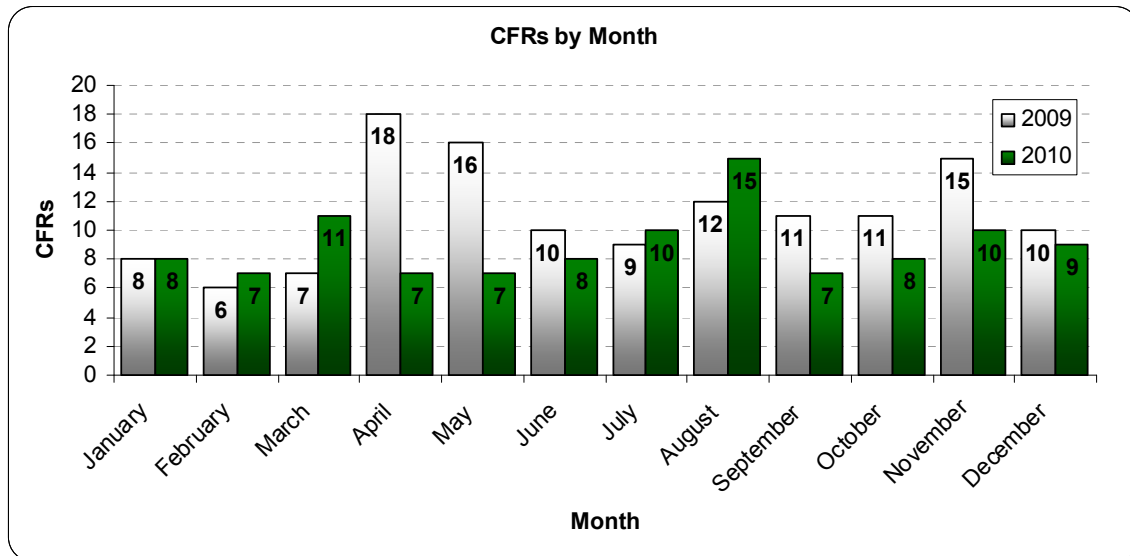


CFRs by Day of Week					
Category	2009		2010		Difference
	#	%	#	%	#
Monday	23	17.3%	10	9.3%	-13
Tuesday	12	9.0%	11	10.3%	-1
Wednesday	18	13.5%	22	20.6%	4
Thursday	20	15.0%	20	18.7%	0
Friday	20	15.0%	16	15.0%	-4
Saturday	21	15.8%	13	12.1%	-8
Sunday	19	14.3%	15	14.0%	-4
Total	133	100.0%	107	100.0%	-26

Change from 2009: Most of the days of the week saw decreases (the largest being Monday, down 13), with Thursday remaining constant and Wednesday increasing by 4.

Month

The highest number of CFRs in 2010 occurred in August, with 15 incidents (14.0%). This was followed by: March (11; 10.3%), July (10; 9.3%), November (10; 9.3%), December (9; 8.4%), January (8; 7.5%), June (8; 7.5%), October (8; 7.5%), February (7; 6.5%), April (7; 6.5%), May (7; 6.5%), and September (7; 6.5%).

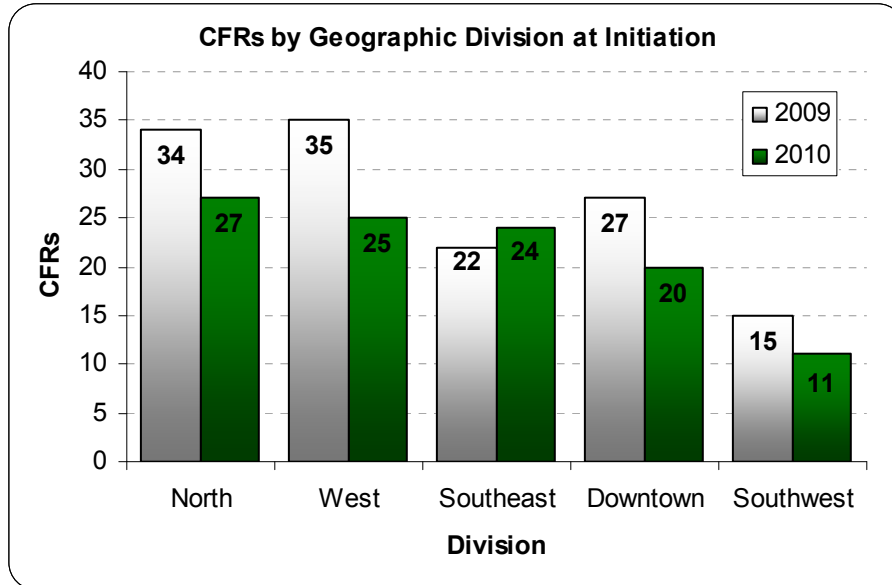


CFRs by Month					
Category	2009		2010		Difference
	#	%	#	%	#
January	8	6.0%	8	7.5%	0
February	6	4.5%	7	6.5%	1
March	7	5.3%	11	10.3%	4
April	18	13.5%	7	6.5%	-11
May	16	12.0%	7	6.5%	-9
June	10	7.5%	8	7.5%	-2
July	9	6.8%	10	9.3%	1
August	12	9.0%	15	14.0%	3
September	11	8.3%	7	6.5%	-4
October	11	8.3%	8	7.5%	-3
November	15	11.3%	10	9.3%	-5
December	10	7.5%	9	8.4%	-1
Total	133	100.0%	107	100.0%	-26

Change from 2009: The most significant changes from 2009 to 2010 were large decreases in the number of events in April and May, down 11 and 9, respectively. Although there were no comparable increases, March had the largest increase, up 4 events.

Division at Initiation

In 2010, the Division where the largest number of CFRs were initiated (irrespective of initiating Member assignment) was North Division, with 27 events (25.2%). This was followed by: West (25; 23.4%), Southeast (24; 22.4%), Downtown (20; 18.7%), and Southwest (11; 10.3%).

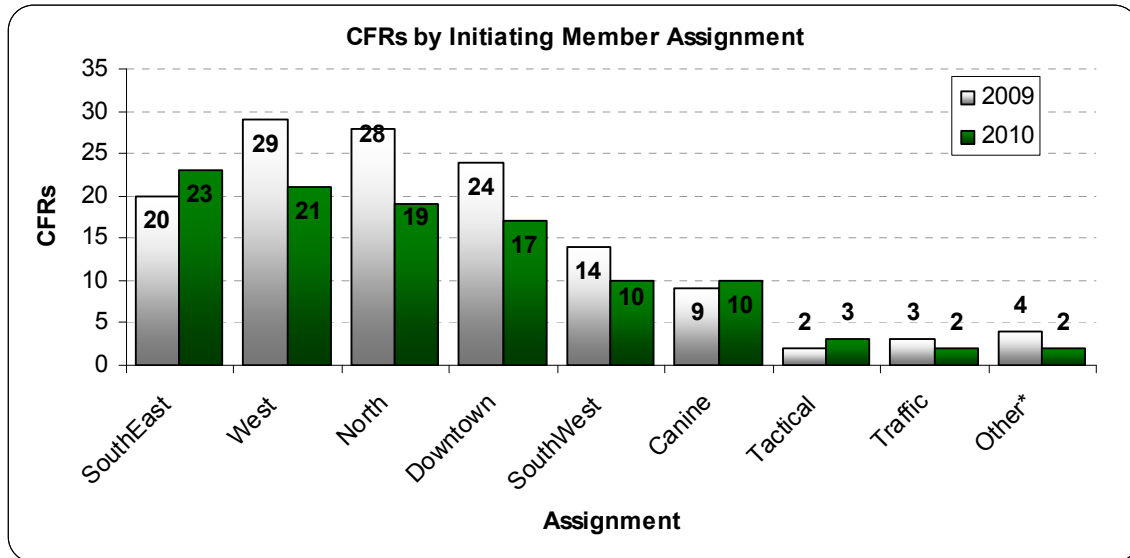


Geographic Division at Initiation					
Category	2009		2010		Difference #
	#	%	#	%	
North	34	25.6%	27	25.2%	-7
West	35	26.3%	25	23.4%	-10
Southeast	22	16.5%	24	22.4%	2
Downtown	27	20.3%	20	18.7%	-7
Southwest	15	11.3%	11	10.3%	-4
Total	133	100.0%	107	100.0%	-26

Change from 2009: With an overall decrease in the number of events from 2009 to 2010, all but one Division saw a decrease in this category; Events initiating in Southeast Division increased by 2. The largest decrease was seen in West Division, down 10 events.

Member Assignment

In 2010, Southeast Members were involved in the largest number of CFRs with 23 (21.5%). This was followed by: West (21; 19.6%), North (19; 17.8%), Downtown (17; 15.9%), Southwest (10; 9.3%), Canine (10; 9.3%), Tactical (3; 2.8%), Traffic (2; 1.9%), and Other (2; 1.9%).

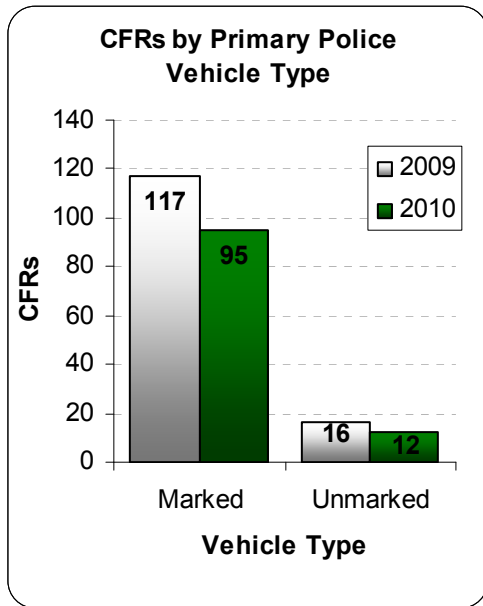


Originating Member Assignment					
Category	2009		2010		Difference #
	#	%	#	%	
Southeast	20	15.0%	23	21.5%	3
West	29	21.8%	21	19.6%	-8
North	28	21.1%	19	17.8%	-9
Downtown	24	18.0%	17	15.9%	-7
Southwest	14	10.5%	10	9.3%	-4
Canine	9	6.8%	10	9.3%	1
Tactical	2	1.5%	3	2.8%	1
Traffic	3	2.3%	2	1.9%	-1
Other	4	3.0%	2	1.9%	-2
Total	133	100.0%	107	100.0%	-26

Change from 2009: The largest change was seen in CFRs involving North Division Members, with a decrease of 9 events. The largest increase was for Southeast Division Members, up 3 events.

Primary Police Vehicle Type

In 2010, the primary police vehicle was a marked unit in the majority of cases (95, or 88.8%). The primary service vehicle was unmarked in 12 incidents (11.2%).



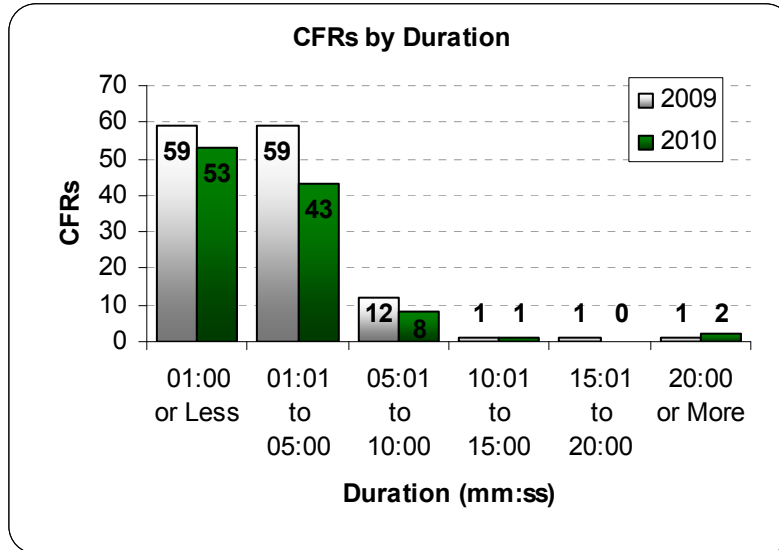
Primary Police Vehicle Type					
Category	2009		2010		Difference
	#	%	#	%	#
Marked	117	88.0%	95	88.8%	-22
Unmarked	16	12.0%	12	11.2%	-4
Total	133	100.0%	107	100.0%	-26

Change from 2009: The number of CFRs involving marked units decreased by 22 incidents and the number of events involving unmarked units in CFRs decreased by 4 incidents.

Criminal Flight Details

Duration

The majority of CFRs were of short duration. The most common duration was of 1 Min or Less, with 53 events (49.5%). This was followed by: 01:01 to 5:00 (43; 40.2%), 05:01 to 10:00 (8; 7.5%), 20:00 or More (2; 1.9%), and 10:01 to 15:00 (1; 0.9%). Combined, events lasting less than 5 minutes composed almost 90% of CFRs.

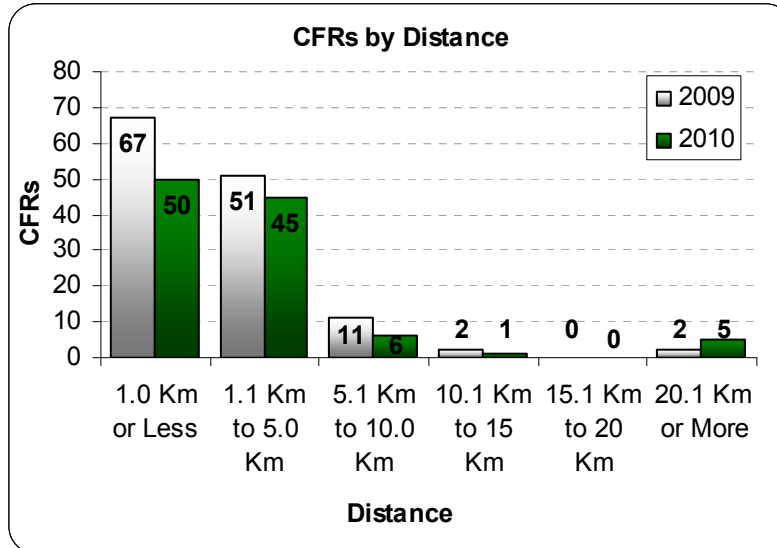


Category	2009		2010		Difference
	#	%	#	%	#
01:00 or Less	59	44.4%	53	49.5%	-6
01:01 to 05:00	59	44.4%	43	40.2%	-16
05:01 to 10:00	12	9.0%	8	7.5%	-4
10:01 to 15:00	1	0.8%	1	0.9%	0
15:01 to 20:00	1	0.8%	0	0.0%	-1
20:00 or More	1	0.8%	2	1.9%	1
Total	133	100.0%	107	100.0%	-26

Change from 2009: The largest decrease for this field was in the number of criminal flights lasting 01:01 to 05:00, down 16 events. The only increase was in criminal flights 20:00 or More, up 1 from 1 CFR in 2009 to 2 CFRs in 2010.

Distance

The majority of CFRs were also of short distance. The most common distance in this field was 1 km or Less, with 50 events (46.7%). This was followed by: 1.1 to 5 kms (45; 42.1%), 5.1 to 10 kms (6; 5.6%), 20.1 km or More (5; 4.7%), and 10.1 to 15 kms (1; 0.9%).



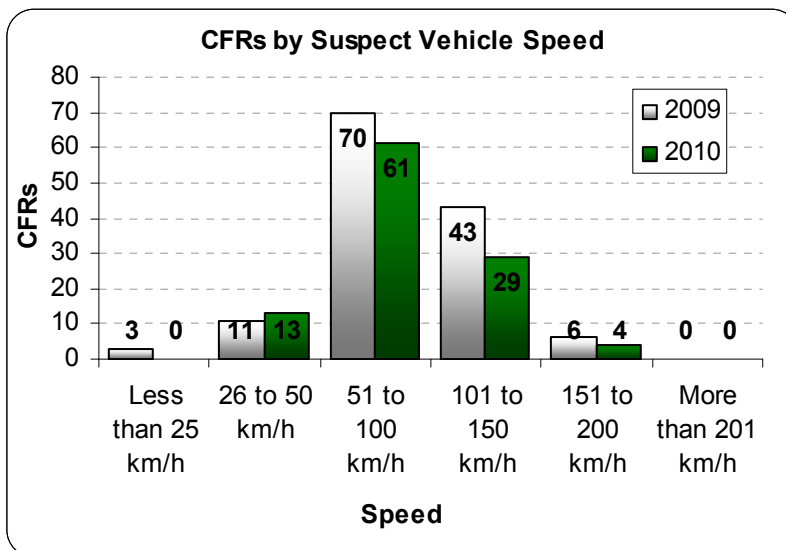
Category	2009		2010		Difference #
	#	%	#	%	
1.0 Km or Less	67	50.4%	50	46.7%	-17
1.1 Km to 5.0 Km	51	38.3%	45	42.1%	-6
5.1 Km to 10.0 Km	11	8.3%	6	5.6%	-5
10.1 Km to 15 Km	2	1.5%	1	0.9%	-1
15.1 Km to 20 Km	0	0.0%	0	0.0%	0
20.1 Km or More	2	1.5%	5	4.7%	3
Total	133	100.0%	107	100.0%	-26

Change from 2009: The largest change in this field was a decrease of 17 events traveling 1 km or less. The only field which saw an increase was the number of CFRs traveling more than 21 kms, from 2 in 2009 to 5 in 2010 (up 3).

Maximum Speeds

Suspect Vehicle Speed

The maximum speed of the suspect vehicle was most often in the range of 51 to 100 km/h, with 61 events (57.0%). This was followed by: 101 to 150 km/h (29; 27.1%), 26 to 50 km/h (13; 12.1%), and 151 to 200 km/h (4; 3.7%).

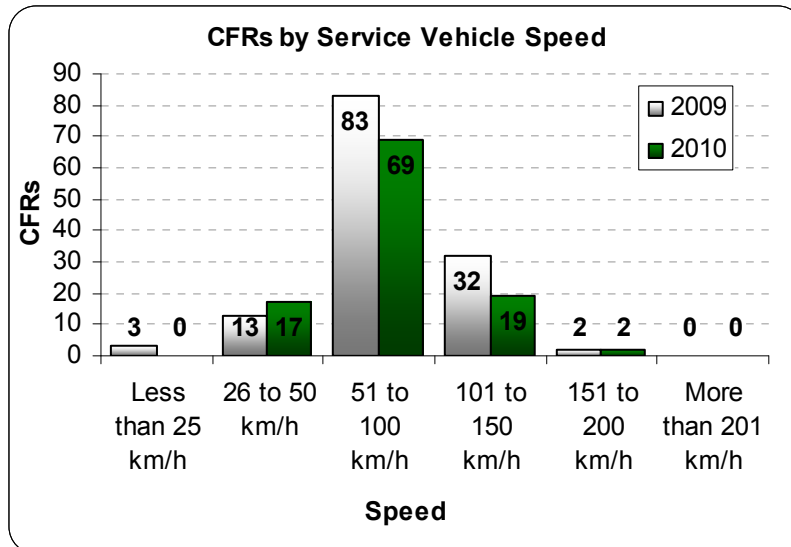


Category	2009		2010		Difference #
	#	%	#	%	
Less than 25 km/h	3	2.3%	0	0.0%	-3
26 to 50 km/h	11	8.3%	13	12.1%	2
51 to 100 km/h	70	52.6%	61	57.0%	-9
101 to 150 km/h	43	32.3%	29	27.1%	-14
151 to 200 km/h	6	4.5%	4	3.7%	-2
More than 201 km/h	0	0.0%	0	0.0%	0
Total	133	100.0%	107	100.0%	-26

Change from 2009: The largest decrease in this field was in the number of suspects traveling between 101 to 150 km/h, down 14. The only increase was a small rise in suspects traveling 26 to 50 km/h, up 2.

Service Vehicle Speed

The maximum speed of the service vehicle was most often in the range of 51 to 100 km/h, with 69 events (64.5%). This was followed by: 101 to 150 km/h (19; 17.8%), 26 to 50 km/h (17; 15.9%), and 151 to 200 km/h (2; 1.9%).

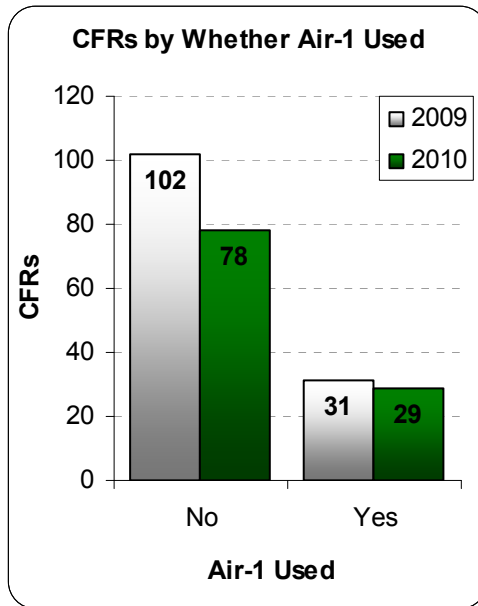


CFRs by Service Vehicle Speed					
Category	2009		2010		Difference
	#	%	#	%	#
Less than 25 km/h	3	2.3%	0	0.0%	-3
26 to 50 km/h	13	9.8%	17	15.9%	4
51 to 100 km/h	83	62.4%	69	64.5%	-14
101 to 150 km/h	32	24.1%	19	17.8%	-13
151 to 200 km/h	2	1.5%	2	1.9%	0
More than 201 km/h	0	0.0%	0	0.0%	0
Total	133	100.0%	107	100.0%	-26

Change from 2009: The speed range which saw the largest decrease was from 51 to 100 km/h, down 14. The only range which saw an increase was 26 to 50 km/h, up 4 events.

Air-1 Utilization

In 2010, Air-1 was utilized during 29 CFR events (27.1%). Air-1 was not used in 78 events (72.9%).



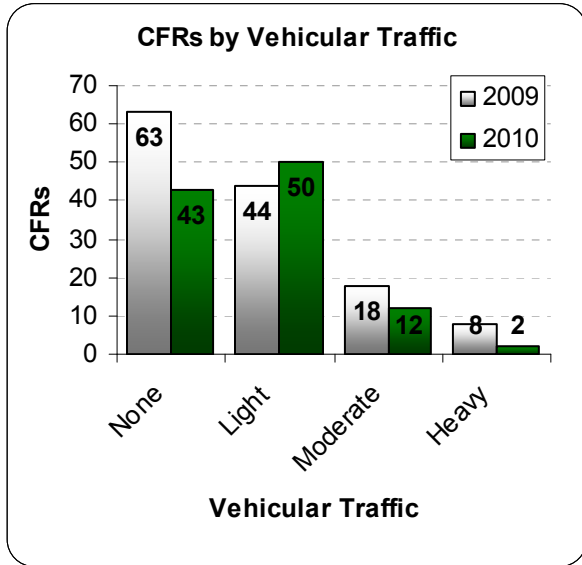
CFRs by Air-1 Utilization					
Category	2009		2010		Difference
	#	%	#	%	#
No	102	76.7%	78	72.9%	-24
Yes	31	23.3%	29	27.1%	-2
Total	133	100.0%	107	100.0%	-26

Change from 2009: Both categories decreased in this field from 2009 to 2010. The number of events involving Air-1 decreased by 2 and the number not involving Air-1 decreased by 24.

Environmental Conditions

Vehicular Traffic

The most common level of vehicular traffic was None, with 43 events (40.2%). This was followed by: Light (50; 46.7%), Moderate (12; 11.2%), and Heavy (2; 1.9%).

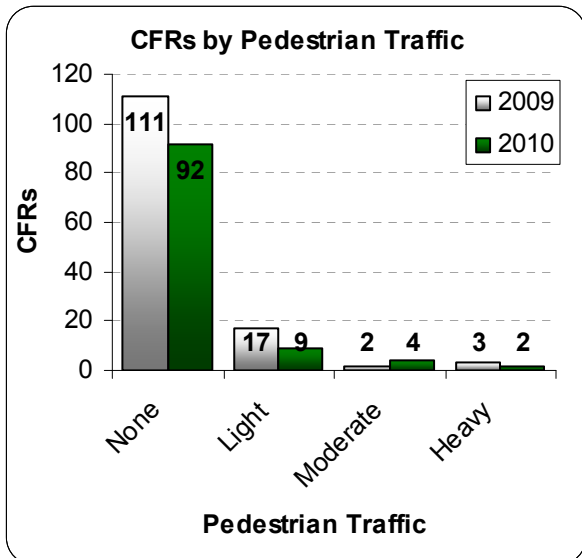


Category	2009		2010		Difference
	#	%	#	%	
None	63	47.4%	43	40.2%	-20
Light	44	33.1%	50	46.7%	6
Moderate	18	13.5%	12	11.2%	-6
Heavy	8	6.0%	2	1.9%	-6
Total	133	100.0%	107	100.0%	-26

Change from 2009: The largest decrease was seen in the number of CFRs with no surrounding vehicular traffic, down 20 events. The largest increase was in Light traffic, up 6 events.

Pedestrian Traffic

In most instances, there was no pedestrian traffic, with 92 events (86.0%). This was followed by: Light (9; 8.4%), Moderate (4; 3.7%), and Heavy (2; 1.9%).

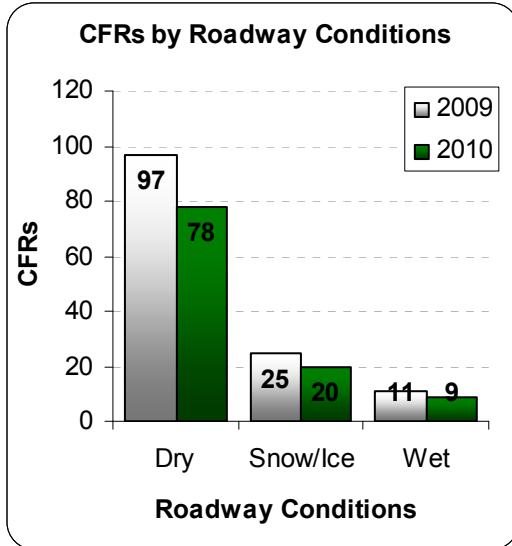


Category	2009		2010		Difference
	#	%	#	%	
None	111	83.5%	92	86.0%	-19
Light	17	12.8%	9	8.4%	-8
Moderate	2	1.5%	4	3.7%	2
Heavy	3	2.3%	2	1.9%	-1
Total	133	100.0%	107	100.0%	-26

Change from 2009: The largest decrease in this field was for events with no pedestrian traffic, down 19. The only increase was for events with moderate pedestrian traffic, up 2.

Roadway Conditions

The most common roadway conditions were Dry, with 78 events (72.9%). This was followed by: Snow / Ice (20; 18.7%), and Wet (9; 8.4%).

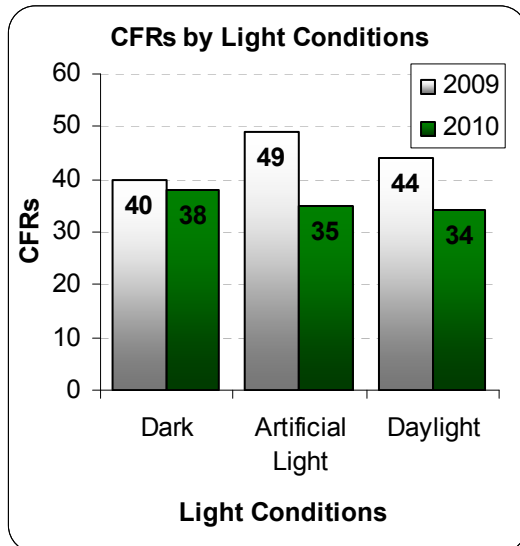


CFRs by Roadway Conditions					
Category	2009		2010		Difference
	#	%	#	%	
Dry	97	72.9%	78	72.9%	-19
Snow/Ice	25	18.8%	20	18.7%	-5
Wet	11	8.3%	9	8.4%	-2
Total	133	100.0%	107	100.0%	-26

Change from 2009: There were no increases in this category from 2009 to 2010. The largest decrease was for CFRs in dry conditions, down 19.

Light Conditions

The lighting conditions during the criminal flight event were most often Dark (38; 35.5%). This was followed by: Artificial Light (35; 32.7%), and Daylight (34; 31.8%).



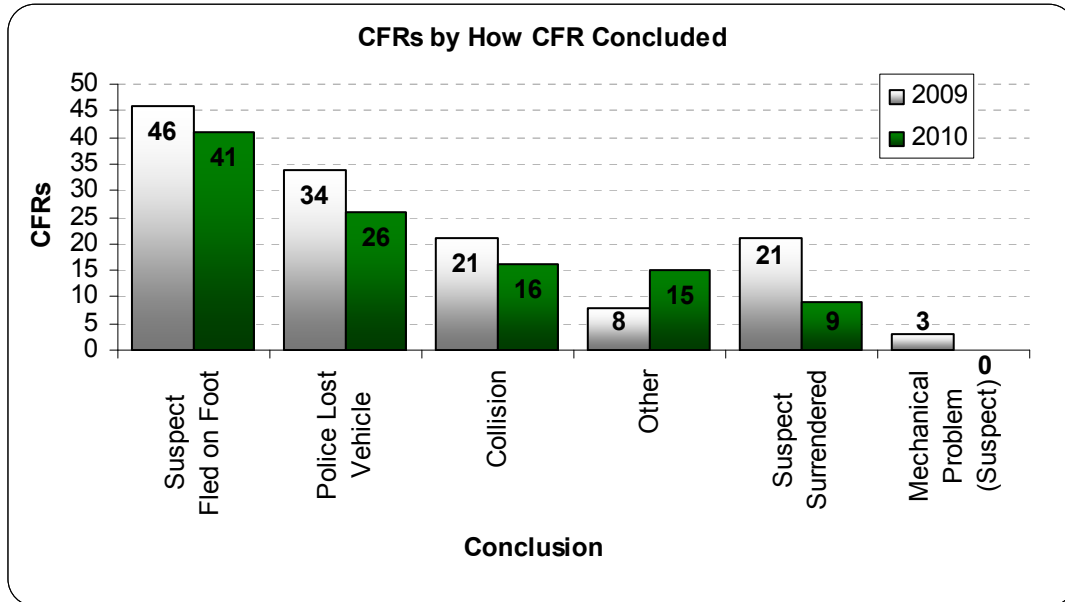
CFRs by Light Conditions					
Category	2009		2010		Difference
	#	%	#	%	
Dark	40	30.1%	38	35.5%	-2
Artificial Light	49	36.8%	35	32.7%	-14
Daylight	44	33.1%	34	31.8%	-10
Total	133	100.0%	107	100.0%	-26

Change from 2009: There were no increases in this category from 2009 to 2010. The largest decrease was in the number of CFRs in artificial light, down 14.

CFR Conclusion

CFR Concluded With

The most common conclusion of a CFR was Suspect Fled on Foot (41; 38.3%). This was followed by: Police Lost Vehicle (26; 24.3%), Collision (16; 15.0%), Other (15; 14.0%), and Suspect Surrendered (9; 8.4%).



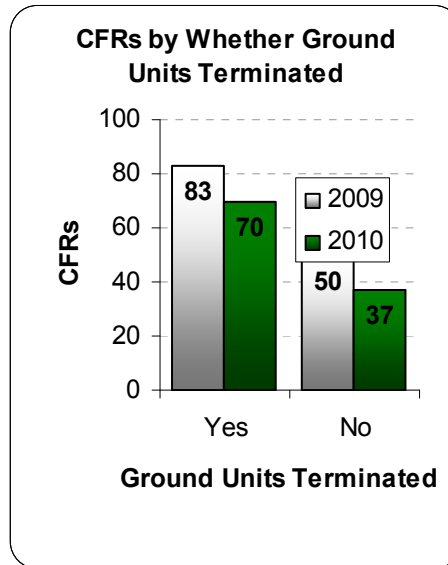
Category	2009		2010		Difference #
	#	%	#	%	
Suspect Fled on Foot	46	34.6%	41	38.3%	-5
Police Lost Vehicle	34	25.6%	26	24.3%	-8
Collision	21	15.8%	16	15.0%	-5
Other	8	6.0%	15	14.0%	7
Suspect Surrendered	21	15.8%	9	8.4%	-12
Mechanical Problem (Suspect)	3	2.3%	0	0.0%	-3
Total	133	100.0%	107	100.0%	-26

Change from 2009: The largest decrease in this field was for events in which the suspect surrendered, down 12. The largest increase was for other conclusions, up 7 events.

CFR Termination

Ground Units Terminated

The ground units were terminated in 70 CFRs (65.4%). They were not terminated in 37 events (34.6%).

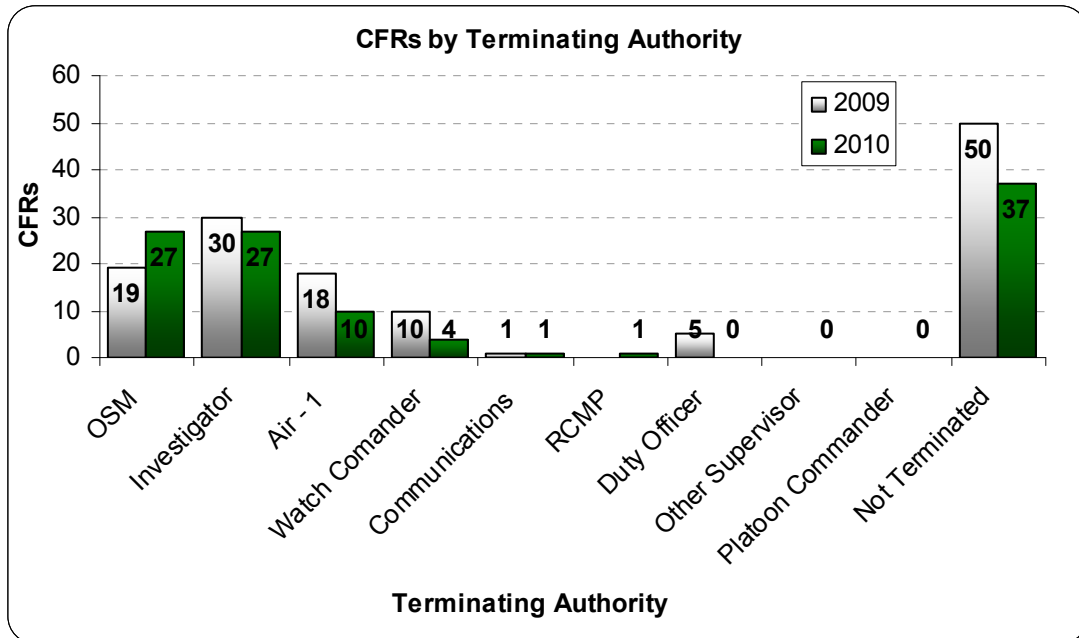


CFRs by Ground Units Terminated					
Category	2009		2010		Difference
	#	%	#	%	#
Yes	83	62.4%	70	65.4%	-13
No	50	37.6%	37	34.6%	-13
Total	133	100.0%	107	100.0%	-26

Change from 2009: The number of events where the ground units were terminated decreased by 13 events. The number of events where they were not terminated also decreased by 13 events.

Terminating Authority

Most frequently, the terminating authority was the On-Street Monitor (OSM) or the Investigator, each with 27 events (25.2% each). This was followed by: Air-1 (10; 9.3%), Watch Commander (4; 3.7%), Communications (1; 0.9%), and RCMP (1; 0.9%).

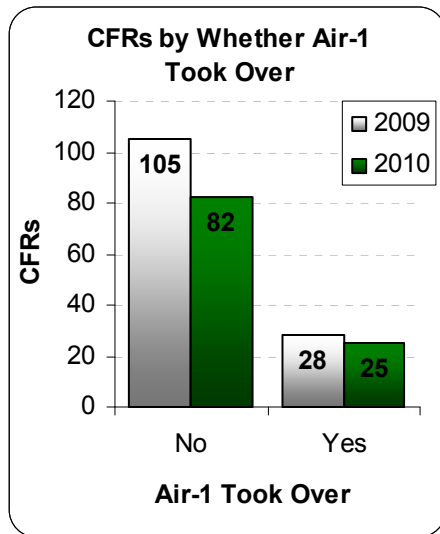


Category	2009		2010		Difference
	#	%	#	%	
On-Street Monitor (OSM)	19	14.3%	27	25.2%	8
Investigator	30	22.6%	27	25.2%	-3
Air-1	18	13.5%	10	9.3%	-8
Watch Commander	10	7.5%	4	3.7%	-6
Communications	1	0.8%	1	0.9%	0
RCMP	0	0.0%	1	0.9%	1
Duty Officer	5	3.8%	0	0.0%	-5
Not Terminated	50	37.6%	37	34.6%	-13
Total	133	100.0%	107	100.0%	-26

Change from 2009: The largest increase was the number of events which were terminated by the on-street monitor, up 8 events. The largest decrease was for events terminated by Air-1, down 8 events.

Air-1 Took Over

Air-1 did not take over in the majority of CFRs (82; 76.6%). Air-1 did take over in 25 incidents (23.4%).



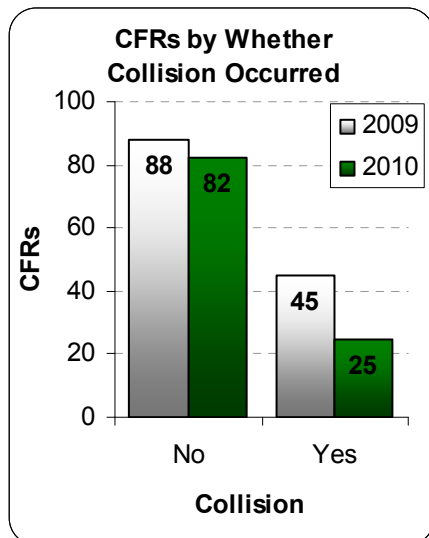
CFRs by Whether Air-1 Took Over					
Category	2009		2010		Difference
	#	%	#	%	#
No	105	78.9%	82	76.6%	-23
Yes	28	21.1%	25	23.4%	-3
Total	133	100.0%	107	100.0%	-26

Change from 2009: The number of events where Air-1 did not take over decreased by 23 and the number of events where Air-1 did take over decreased by 3 events.

Collision

Collision Occurred

In the majority of CFRs, a collision did not occur, with 82 events (76.6%). A collision did occur in 25 events (23.4%).

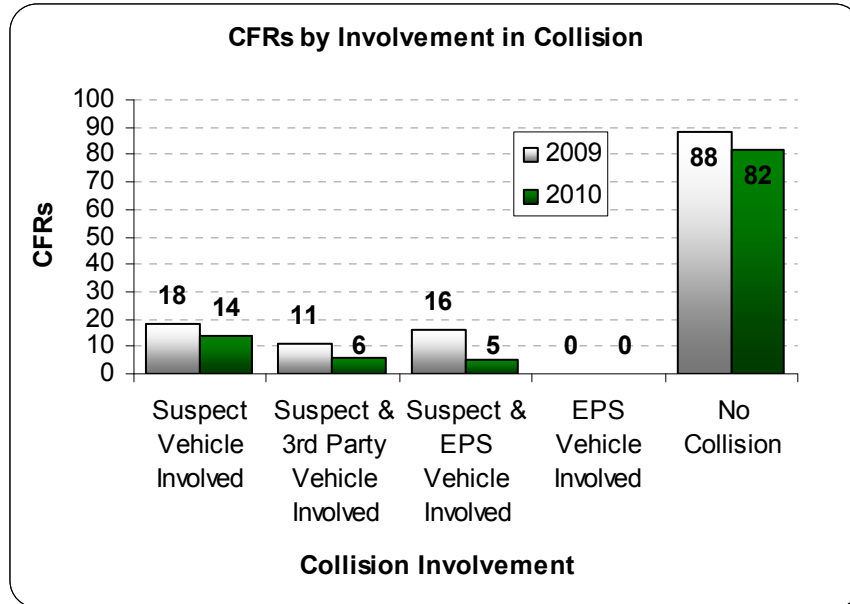


CFRs by Whether Collision Occurred					
Category	2009		2010		Difference
	#	%	#	%	#
No	88	66.2%	82	76.6%	-6
Yes	45	33.8%	25	23.4%	-20
Total	133	100.0%	107	100.0%	-26

Change from 2009: The number of events with no collision decreased by 6. The number of events with a collision decreased by 20 events.

Collision Involvement

With 25 total collisions, the most common collision involvement was Suspect Vehicle Involved, with 14 events (13.1%). This was followed by: Suspect & 3rd Part Vehicle Involved (6; 5.6%), and EPS & Suspect Vehicle Involved (5; 4.7%). There was no collision in 82 CFRs (76.6%).

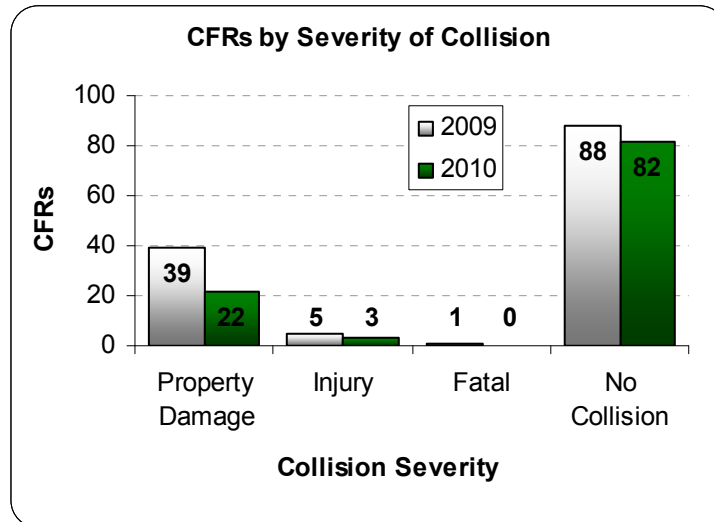


Category	2009		2010		Difference
	#	%	#	%	#
Suspect Vehicle Involved	18	13.5%	14	13.1%	-4
Suspect & 3rd Party Vehicle Involved	11	8.3%	6	5.6%	-5
Suspect & EPS Vehicle Involved	16	12.0%	5	4.7%	-11
EPS Vehicle Involved	0	0.0%	0	0.0%	0
No Collision	88	66.2%	82	76.6%	-6
Total	133	100.0%	107	100.0%	-26

Change from 2009: With a decrease of 20 in the total number of collisions, all fields in this category decreased. The largest decrease was in collisions involving a suspect vehicle and an EPS vehicle, down 11.

Collision Severity

The most common severity of collision was Property Damage, with 22 (20.6%). This was followed by Injury (3; 2.8%). There were no fatal collisions resulting from a CFR in 2010. There was no collision in 82 CFRs (76.6%).



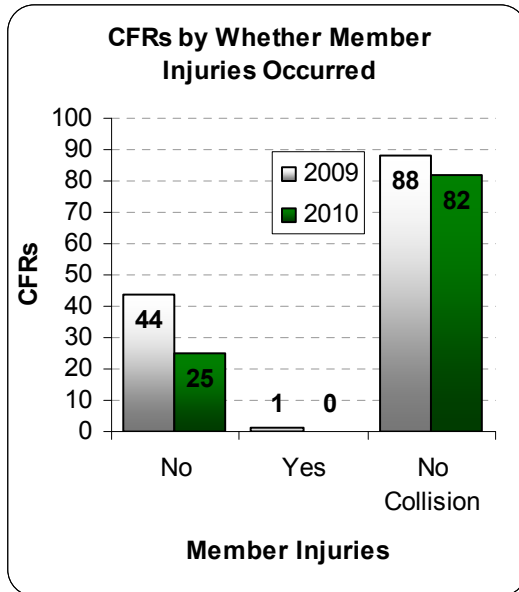
CFRs by Collision Severity					
Category	2009		2010		Difference
	#	%	#	%	#
Property Damage	39	29.3%	22	20.6%	-17
Injury	5	3.8%	3	2.8%	-2
Fatal	1	0.8%	0	0.0%	-1
No Collision	88	66.2%	82	76.6%	-6
Total	133	100.0%	107	100.0%	-26

Change from 2009: With a decrease of 20 in the total number of collisions, all fields in this category saw decreases. The largest decrease was in Property Damage collisions, down 17 events.

Injuries

Member Injuries

With a total 25 collisions, there were no Member injuries in any of those 25 events (23.4% of all CFRs). There was no collision in the other 82 CFRs (76.6%).

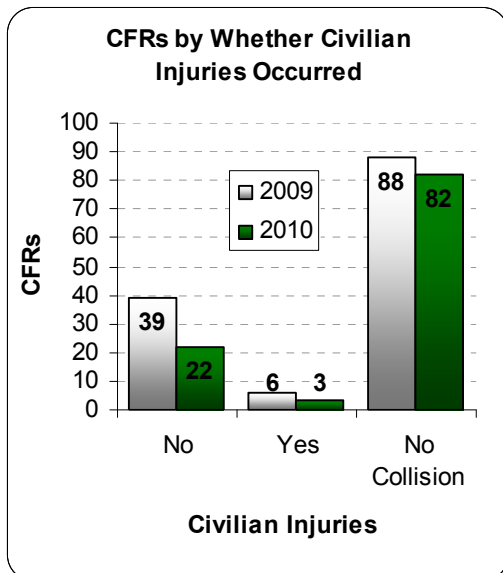


CFRs by Member Injuries					
Category	2009		2010		Difference
	#	%	#	%	
No	44	33.1%	25	23.4%	-19
Yes	1	0.8%	0	0.0%	-1
No Collision	88	66.2%	82	76.6%	-6
Total	133	100.0%	107	100.0%	-26

Change from 2009: The number of events where a member was not injured decreased by 19. The number of events where an EPS Member was injured decreased by 1.

Civilian Injuries

With a total of 25 collisions, there were no civilian injuries in 22 events (20.6% of all CFRs). There were civilian injuries in 3 collisions (2.8% of all CFRs). There was no collision in the remaining 82 CFRs (76.6%).



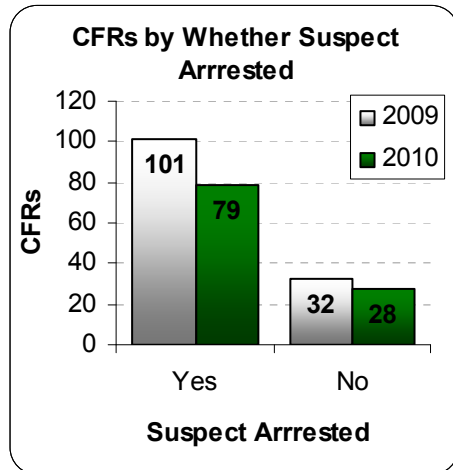
CFRs by Civilian Injuries					
Category	2009		2010		Difference
	#	%	#	%	
No	39	29.3%	22	20.6%	-17
Yes	6	4.5%	3	2.8%	-3
No Collision	88	66.2%	82	76.6%	-6
Total	133	100.0%	107	100.0%	-26

Change from 2009: The number of events where a civilian was not injured decreased by 17. The number of events where a civilian was injured decreased by 3.

Arrests

Suspect Arrested

In the majority of the CFRs, an arrest was made (79; 73.8%). No arrest was made in 28 events (26.2%).



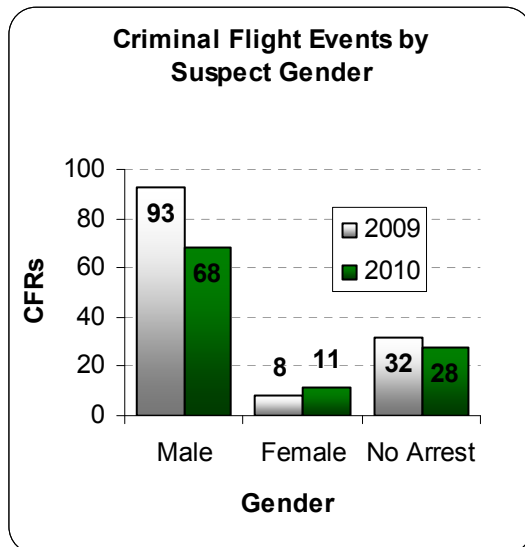
CFRs by Arrest Made					
Category	2009		2010		Difference
	#	%	#	%	
Yes	101	75.9%	79	73.8%	-22
No	32	24.1%	28	26.2%	-4
Total	133	100.0%	107	100.0%	-26

Change from 2009: The number of events resulting in an arrest decreased by 22 and the number which did not result in an arrest decreased by 4.

Suspect Information

Gender

The suspect was Male in 68 events (63.6%), and Female in 11 (10.3%). The suspect was not arrested, and therefore no gender was reported, in 28 events (26.2%).

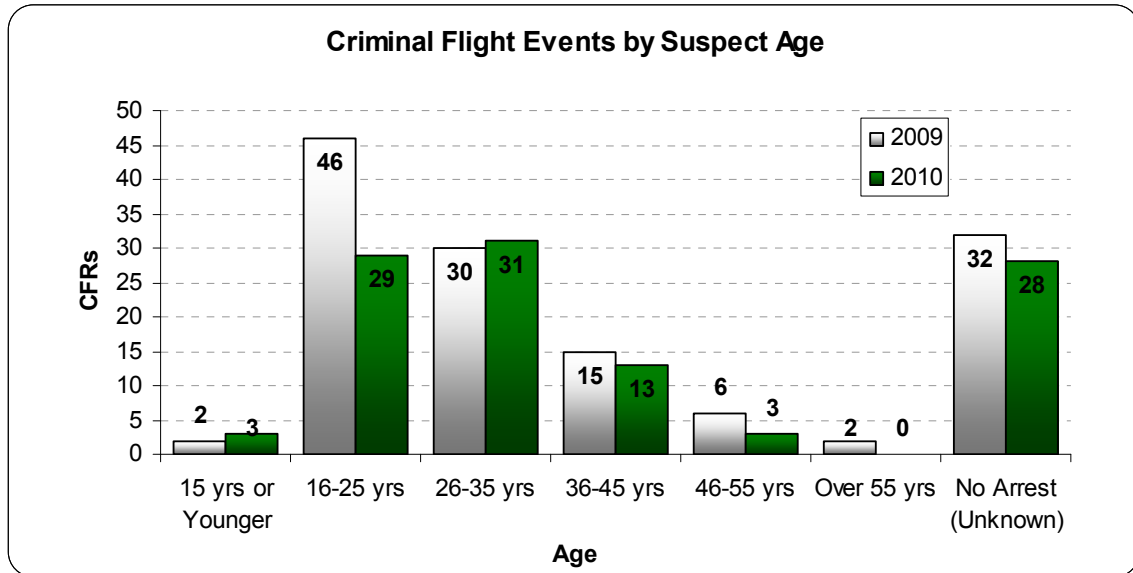


CFRs by Suspect Gender					
Gender	2009		2010		Difference
	#	%	#	%	
Male	93	69.90%	68	63.6%	-25
Female	8	6.00%	11	10.3%	3
No Arrest	32	24.10%	28	26.2%	-4
Total	133	100.00%	107	100.0%	-26

Change from 2009: With an overall decrease of 26 in the number of incidents, the number of male suspects apprehended decreased by 25. The number of female suspects apprehended increased by 3, and the number of events where no arrest was made decreased by 4.

Suspect Age

The most common age range of the suspect driver was from 26 to 35 yrs, with 31 criminal flights (29.0%). This was followed by: 16 – 25 yrs (29; 27.1%), 36 – 45 yrs (13; 12.1%), 15 yrs or Younger (3; 2.8%), and 46 – 55 yrs (3; 2.8%). The suspect was not arrested, and therefore no age was reported, in 28 events (26.2%).



CFRs by Suspect Age					
Category	2009		2010		Difference #
	#	%	#	%	
15 yrs or Younger	2	1.50%	3	2.8%	1
16-25 yrs	46	34.60%	29	27.1%	-17
26-35 yrs	30	22.60%	31	29.0%	1
36-45 yrs	15	11.30%	13	12.1%	-2
46-55 yrs	6	4.50%	3	2.8%	-3
Over 55 yrs	2	1.50%	0	0.0%	-2
No Arrest	32	24.10%	28	26.2%	-4
Total	133	100.00%	107	100.0%	-26

Change from 2009: The 16 – 25 yrs category saw the largest decrease from 2009 to 2010, down 17 events. Each other category saw a smaller decrease, except for the 26 – 35 yrs category which saw a small increase of 1 event.

Discussion / Recommendations

Based on the information contained in the 2009 Criminal Flight Analysis report, the main themes of Training, Data Collection, and Stolen Autos emerged. These issues carried over into 2010 and remain at the forefront for the prevention and reduction of criminal flights in Edmonton.

Reduction in Events

Compared to 2009, 2010 saw a reduction of 26 events which involved a criminal flight response. Some positive results of these decreases are that the number of total collisions was down by 20 (from 45 to 25) and the number of injury or fatal collisions decreased by 3 (from 6 to 3). This reflects a decrease in risk for both EPS Members and the Citizens of Edmonton.

Training

Currently, all officers receive specific training in criminal flight prevention and response, which has no doubt improved EPS ability to deter criminal flight incidents and successfully manage any which should occur. This is demonstrated by the decreased number of criminal flights in 2010, as well as maintaining high levels of suspect arrests (73.8%).

Data Collection

Data collection improvements in past years have had an impact on the 2010 data, improving the ease of use and clarity. The modification of response options and inclusion of several new categories to improve detail resulted in a more comprehensive report and improved analysis. This is a process that will continually be monitored to maintain the highest level of quality data.

Reason for Initiation / Crime Targeting

The data suggests that procedures for identifying and targeting prolific offenders for offences that are related to or typically occur in vehicles (e.g. stolen vehicles, drug transactions) has an impact on the number of criminal flight events. Therefore, any members involved in such initiatives must be aware of these risks and it should be ensured that these members in particular have a high level of training in CFPs and CFRs. As well, policy-makers should take this side-effect into consideration when determining procedural changes.

Conclusion

Recent years have seen an increased focus on the understanding and prevention of criminal flight responses. Overall, in 2010, the number of criminal flight responses decreased, but criminal flights still pose risks to EPS members and the citizens of Edmonton.

The analysis, discussion, and recommendations in this report are geared towards enabling a better understanding of the factors which contribute to criminal flight events and the subsequent results. Ultimately, this information can be referred to when making decisions regarding policies, training, and techniques. The results and recommendations found within are ultimately aimed at helping the EPS to increase safety on the streets of Edmonton.