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EDMONTON POLICE SERVICE

REPORT TO THE EDMONTON POLICE COMMISSION

DATE: 2014 April 22

SUBJECT: 2013 Criminal Flight Report

RECOMMENDATION(S):

That this report be received for information.

INTRODUCTION:

The EPS Traffic Section conducts an annual review of all criminal flight incidents. The data analysis is to enable a better understanding of criminal flight factors and results. Ultimately, this information can be referred to when making decisions regarding policy changes, training, and preferred techniques.

ATTACHMENTS:

Report: EPS Criminal Flight Incident Summary Analysis 2013.

Prepared by: Allison BOUTHILLIER
Strategic Traffic Operations Unit

Submitted by:


A/Insp. Ted HREBIEN

APRIL 22/14
Date

Reviewed by:


Supt. Kevin GALVIN

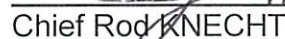
Date

Reviewed By:


D/C Danielle CAMPBELL
41010 GALVIN

14.04.28.
Date

Chief of Police:


Chief Rod KNECHT

MAY 2, 2014.
Date



EDMONTON POLICE SERVICE

BRIEFING NOTE

For Information

TO: Edmonton Police Commission

SUBJECT: 2013 Criminal Flight Report – Executive Summary and Analysis

BACKGROUND:

The purpose of this report is to provide an executive summary and analysis on key information points emerging from the 2013 Criminal Flight Report [CFR].

Key Information Points:

1. The number of criminal flights is up by 58 incidents [34.1%] from 2012 to 2013.
 - a. There are two reasons that are attributed to this increase:
 - i. The first is the increase in population in Edmonton in 2013. More people mean more vehicles on the City streets.
 - ii. The second is changes in Programs within the Service. The Specialized Traffic Apprehension Teams [STAT] realized full staffing in 2013. In light of their mandate, 4 full functioning teams' means more focused interaction with suspected criminal vehicle operators. The mandate of the Prolific Offender Suppression Team [POST] was altered to focus on the notable increase in stolen autos in 2013 [+23%]. This change in mandate has caused this team to have more interaction with offenders that 'specialize' in stolen auto crimes.
 - iii. At this point, we do not see this increase in criminal flights as a negative trend given the growth in the City and the change in Edmonton Police Service Programs [STAT and POST] however we will be monitoring the quarterly CFR statistics in 2014.

2. The number of collisions that occurred is up 12 incidents [60%] from 2012 to 2013. This increase is not inconsistent with the overall increase in CFR incidents from 2012 to 2013 and the root causes for the increase are listed above. All collisions were property damage collisions.

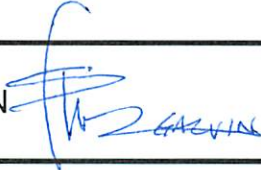
3. Criminal Flight Responses [when the police chose to follow] are up by 13% in 2013 [228 CFR incidents with 133 Flight Responses] compared to 2012 statistics [170 CFR incidents with 118 Flight Responses]. **OF NOTE:** Although this is a 13% increase in Flight Responses in 2013, it equates to a 5.5% increase on our 5 year base line average of 126 Flight Responses by EPS members [2008 – 2013].ⁱ We find the 2013 statistics in line with overall trending [see paragraph 1 of this report].
4. Prevention Attempts Increased by 10 incidents [27%] from 2012 to 2013. This is a positive assessment of officer judgment, policy interpretation and skill application when dealing with this type of incident. Officers are taking every policy approved step to prevent the CFR from beginning or stopping it once it began.
5. Breaches of Policy / Procedure are up by 6% [12 incidents]. In light of the overall increase in CFR's for 2013 this is not a concern. **OF NOTE:** In 2013 Traffic Services Branch undertook a modernization project of the CFR policy to bring 'plain language' and process to the topic. This has resulted in a unique shift in 2013 around the topic of policy / procedural breaches. In 2012 there were 54 CFR incidents where policy / procedural breaches resulted in follow up with the driver[s]. All of them received 'Operational Guidance'. In 2013, 66 incidents resulted in follow-up with the driver[s] where 16 drivers received 'operational guidance' and 32 received 'verbal counseling' [18 received 'no follow up' after a full analysis of the incident]ⁱⁱ. The increase in 'verbal counseling' is a positive outcome of the new 'plain language' policy that has been developed on this topic. It is also a positive commentary on the supervisors reviewing these incidents in that they are committing to the progressive development and discipline model of our employee of which the 'plain language' policy / procedure is based upon.
6. Terminations increased by 15% [2012 – 75 incidents to 2013 – 86 incidents]. This is a positive outcome. In 2013 the police officer who was the primary officer in the CFR terminated their response to the fleeing vehicle 65% of the time [56 times out of 86 incidents]. This is an indication of strong decision making through continuous risk assessment by our front line officers.

7. Flight Ops [Air 1] involvement is unchanged. In 2012 Air 1 was involved in 64 CFR incidents. In 2013 Air 1 was involved in 64 CFR incidents. In late 2013, the Flight Operations Program moved to Villeneuve Airport. We will be monitoring the impacts this may have to our historical support of the safe resolution to CFR incidents.

ATTACHMENT(S):

1. 2013 Criminal Flight Report – Edmonton Police Commission – Executive Report

SUBMITTED BY: A/D/C GALVIN



DATE: 14.05.01

NOTED BY:

DATE:

Comments:

NOTED BY:

DATE:

Comments / Decision:



EPS Criminal Flight Incident Summary Analysis

2013

Prepared for the Edmonton Police Commission

Edmonton Police Service
Traffic Services Branch

April 22, 2014

Executive Summary

Definitions

Criminal Flight A person operates a vehicle in a way that leads an officer to reasonably believe that the driver is trying to evade police.

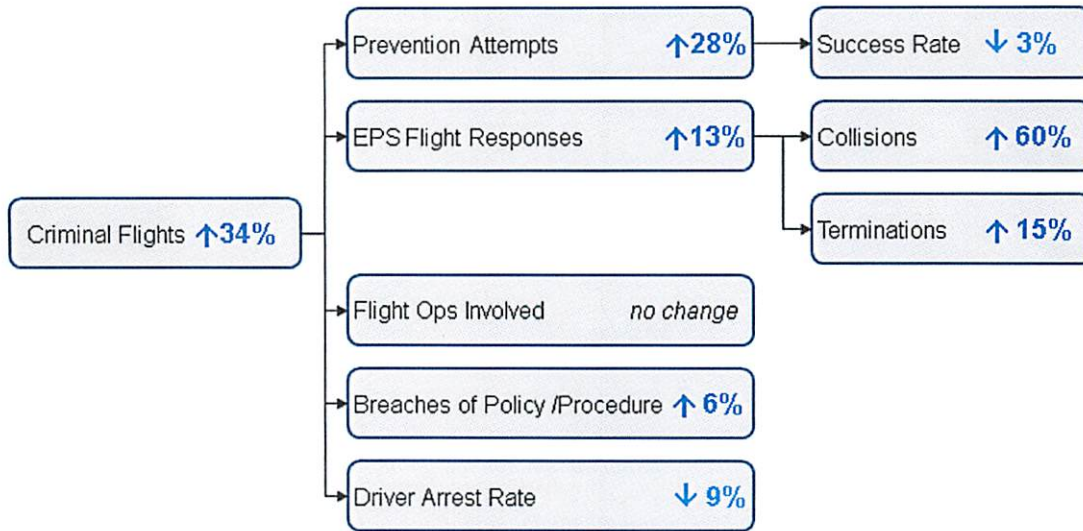
Prevention Attempt A member uses an approved technique in an attempt to prevent a *Criminal Flight*.

EPS Flight Response A member chooses to follow someone in *Criminal Flight*.

2013 At a Glance

(% represents percent change from 2012 to 2013)

2013 Criminal Flights – At a Glance



Category	2012	2013	Change (%)
Total Criminal Flights	170	228	+ 34.1%
EPS Flight Prevention Technique Attempts	36	46	+ 27.8%
EPS Flight Responses	118	133	+ 12.7%

- Although the number of criminal flights increased by 34.1% from 2012 to 2013, the number of EPS flight responses increased by a lesser amount (12.7%).

Category	2012	2013
% of Criminal Flights with Prevention Attempts	21.2%	20.2%
% of Criminal Flights with EPS Flight Responses	69.4%	58.3%

- The proportion of criminal flights where an EPS unit initiated a flight response decreased from 69% to 58% in 2013.

2013 Summary

	2012	2013	Change (%)
Total Criminal Flights	170	228	34.1%

- The increase in criminal flights is likely related to increases in some categories of crime (i.e. a 23% increase in Theft of Vehicle occurrences in 2013).
- Another contribution is the creation of Specialized Traffic Apprehension Teams (STAT), which has a mandate of targeting mobile criminals.

	2012	2013	Change (%)
EPS Prevention Attempts	36	46	27.8%

- The prevention attempt increase is in line with the increase in criminal flights.
- The success rate of prevention attempts in 2013 was 61%.
- A prevention was attempted in 22% of all 2013 criminal flights.
- The most common technique used was a vehicle box-in (59%).

	2012	2013	Change (%)
EPS Flight Responses	118	133	12.7%

- Although the number of flight responses increased, the proportion of criminal flights resulting in a response was lower in 2013 (58% vs. 69% in 2012.)
- Most commonly, a flight response lasted 1 min or less and traveled 1 Km or less (34%).
- In 65% of EPS responses, EPS ground units were terminated (i.e. called off by the EPS for safety concerns or in accordance with policy) at some point.

Policy Review

A review of criminal flight policy and procedure was initiated in 2012. Some recommendations and revisions were implemented in 2013, and further changes will be occurring in 2014. This includes a transfer of data collection oversight to Tactics Training Unit and the implementation of policy changes which were drafted in 2013.