Fleeing Driver Action Plan – Table of Progress – December 2020

Recommendation	Scope of action	Progress to date	Next phase
Recommendation One Police will review the Police Professional Driver Programme (PPDP), including current driver classification systems, to identify opportunities for improving staff understanding and application of Threat-Exposure - Necessity, - Response (TENR) during fleeing driver events. **High Level Action** Review PPDP to ensure it is fit for purpose for enabling staff to effectively manage fleeing driver events. **Indicative Timeframe** October 2020	1.1 Review TENR and fleeing driver components of recruit driver training, specifically whether it adequately addresses decision-making under pressure, communication requirements and protocols, and reporting requirements.	The Fleeing Driver component of recruit driver training has been reviewed. This includes the Threat – Exposure – Necessity – Response (TENR) risk assessment component which is common across all recruit training. Training enhancements have been identified and an implementation plan developed. Delivery of the updated programme began in December 2019. *Refer Recommendation 2.1.* Recruit driver training has been revised to include greater emphasis on TENR, which is threaded throughout each lesson. The fleeing driver component now includes; • Policy / law lesson • Scenario-based training which requires recruits to demonstrate their ability to use a TENR risk assessment to inform decision making. • Tyre Deflation Device (TDD) practical and a pass/fail assessment • Fleeing driver communication practice across the practical driving phase, including the pursuit abandonment process The first Integrated Tactics week was delivered in October 2020. This training focuses on the application of TENR and decision making under cognitive load, and culminates with a fleeing driver incident at a private test track. It incorporates TDD deployment and pursuit abandonment procedures. This training will continue to be refined as part of Police's commitment to continuous improvement.	**Recommendation complete.**
	1.2 Review TENR component of PPDP reassessment programme.	The TENR component of the PPDP programme has been reviewed. Police will more robustly assess the TENR risk assessment and decision-making component of PPDP training through both e-learning (theory) and on-road (practical) assessments. **PPDP E-Learning** E-learning has been refreshed to improve clarity and alignment with other components of training. **PPDP Practical Assessment** The competency and assessment criteria for each aspect of PPDP training has been updated to reflect the outcomes sought, namely better decision-making resulting from improved understanding and application of TENR. **Strengthened PPDP trial** A three-month trial of a strengthened PPDP training package was run across the three South Island (Te Wai Pounamu) districts. This incorporated fleeing driver scenarios and a proposed Fleeing Driver TENR decision making tool. The Fleeing Driver Action Plan (FDAP) Steering Group endorsed the recommendations of the formal evaluation, namely that; a) scenarios are incorporated into national PPDP training; b) the Fleeing Driver TENR decision making tool is not adopted.	**Recommendation complete.**

Recommendation	Scope of action	Progress to date	Next phase
		The scenarios introduced into the strengthened PPDP certification provided an integrated and realistic assessment tool, as well as a useful mechanism for discussion and reflection. There was an 88% positive feedback for these from the evaluation of the trial. The scenarios will be implemented as part of strengthened PPDP certification and recruit training.	
	1.3 Review PPDP silver/gold driver classification and whether it is fit-for-purpose for enabling staff to safely and effectively pursue fleeing drivers.	The PPDP silver/gold classifications of the PPDP have been reviewed. A person with a Silver driver classification may undertake urgent duty driving, and may engage in a pursuit if supervised by a person holding a Gold driving classification. A person holding a Gold driver classification may engage in pursuits. PPDP training and assessment has been strengthened and updated. Police drivers are required to demonstrate their ability to make sound decisions, before, during and after a fleeing driver event. They are required to pass both the theoretical and practical aspects of PPDP to achieve a Gold driver classification. A process for remedial training and reassessment has been developed for drivers who fail the PPDP assessment, but whose role requires them to hold a Gold driver classification.	**Recommendation complete.**
Recommendation Two Police will improve the skills, knowledge and experience of all staff involved in fleeing driver events, through different learning channels, to enable robust decision-making and support the effective management of events. **High Level Action** Enhance the quality and quantity of training to improve staff management of Fleeing driver events. **Indicative Timeframe** October 2020	2.1 Provide more extensive fleeing driver event training with a specific focus on: risk assessment and decision-making, pursuit commentary and radio discipline, TDD use, and inquiry phase.	An assessment of current fleeing driver event training has been completed. Recruit driver training has been enhanced; • All recruits from wing 343 onwards will complete the new online fleeing driver training before they attend the fleeing driver theory lessons. • Five hours of theory lessons, which include Tyre Deflation Devices (TDD) and Urgent Duty Driving (UDD) policy, TDD practical learning, and the application of TENR risk assessment and decision making to fleeing driver scenarios. • Every recruit will complete a fleeing driver practical scenario in the operational environment at road speed. They are provided with job details and must provide a TENR risk assessment before initiating a pursuit, during the pursuit and then again when the scenario ends, or the pursuit is abandoned. This also addresses pursuit commentary and radio protocol. Action taken to enhance PPDP training and assessment is detailed under *Recommendations 1.2 and 1.3*. TDD use is addressed under *Recommendations 2.7 and 2.8*. An online fleeing driver training package has been developed to support the introduction of the revised policy. This has been mandated as compulsory training for all staff and was released in December 2020. All fleeing driver offences have been categorised as 'critical' for investigation to identify the driver and hold them to account. The revised policy incorporates an Investigation Practice Guide.	Fleeing driver training workshops will continue to be facilitated with District staff and Service Centres. The online training content will be reinforced with face-to-face training delivered to operational leaders in the first quarter of 2021. **Continuous Education Programme** The Continuous Education Programme (CEP) is an online learning platform which links through to face-to-face training. The CEP caters for all staff and builds capability in the learner's current role and level. It also provides learning and development for people seeking promotion. The intent is to introduce fleeing driver training content at the levels of Individual Contributor, Team Leader and Leader/Manager in 2021.

Recommendation	Scope of action	Progress to date	Next phase
	2.2 Explore the relative delivery effectiveness and efficiency of different learning channels – for example, refresher training, line-ups, debriefs, review of footage from Air Support Unit. Increase the use of scenario-based training.	Multiple learning channels are being used to engage with and deliver training as detailed below. • Recruit driver training – *refer Recommendations 1.1 and 2.1.* • Police Professional Driver Programme - *refer Recommendation 1.2.* • Scenario development – *refer Recommendation 2.3.* • A Fleeing Driver question bank has been developed for use in the Police Integrated Tactical Training (PITT) programme. The purpose of these questions is to develop the ability of staff to make sound decisions under cognitive load. • Probationary Constables Workplace Assessments have been revised to include scenario-based content focused on the application of TENR risk assessment and decision making to fleeing driver events, as well as testing knowledge of policy and procedure. • Key messaging about decision-making and TENR considerations in relation to fleeing driver events is accessible by staff via the Checkpoint application on their mobility devices. • An online training package is available for staff to complete on a desktop or laptop computer, or on their mobility device. • Access to view completed fleeing driver notifications has been provided to all staff at the rank of sergeant and above. This enhances the ability for supervisors to maintain oversight over fleeing driver events and provide appropriate guidance and feedback to staff. • A TenOne page (internal intranet) has been established to address frequently asked questions and provide staff with access to training delivery resources, intelligence reports and research, and the video library. Police is conducting video interviews with operational staff, Emergency Centre personnel, Executive members and external stakeholders. The intention is to capture perspectives about fleeing driver events from a wide range of people (including victims of fleeing driver events), with the intention of using these mini-videos across multiple learning channels. The brief is: *Leading a mind-set and culture shift around fleeing drivers through storytelling.* Fleeing driver training workshops have been facilitated with some Districts and Service Centres.	Fleeing driver training workshops will continue to be facilitated with District staff and Service Centres. The online training content will be reinforced with face to face training delivered to operational leaders in the first quarter of 2021.
	2.3 Develop TENR training scenarios, including Comms Centre scenario and roles for frontline staff.	Twenty scenarios spanning various levels and complexity have been developed to thread across all learning channels, training and assessment to ensure consistent messaging. Scenarios focus on appropriate TENR risk assessments and decision making, and applying this in the operational context. Model responses align with legislation, the revised Fleeing Driver policy, and good practice identified through lessons learned.	**Recommendation complete.**

Recommendation	Scope of action	Progress to date	Next phase
	2.4 Investigate the feasibility of introducing simulator training.	Initial discussions were had with three New Zealand companies who advised they could provide screen simulator training for law enforcement urgent duty driving and pursuit events. Police observed and assessed the FAAC simulator used by other law enforcement jurisdictions in various training environments, including both recruit training and in-service training. Two additional simulators were viewed at the IACP Conference in the United States. An assessment of available virtual reality (VR) technology was completed. A cost-benefit analysis of investing in screen simulators concluded that greater benefit will be gained from emerging VR technology.	**Recommendation complete.** *Note: The Royal New Zealand Police College (RNZPC) has secured talent from the tertiary education industry and has commenced development of test products to advance the VR option for Police across the entire suite of tactical decision-making settings. It is expected there will be significant progress made in this domain over the following 12 months.*
	2.5 Investigate opportunities for Comms and frontline staff to get on-the-job experience of the other's role.	The framework for delivering fleeing driver event training across the Emergency Communications Centres *(refer Recommendation 2.6)* includes a recommendation that dispatcher training incorporates a 'ride-along' with frontline units as part of the initial course, and then again within three to six months post-training. Air Support Unit (ASU) and Emergency Communication Centre shift commanders in Auckland have created informal ride-along opportunities. Frontline staff in Auckland, Wellington and Christchurch can gain first-hand experience in the Communications Centre on an informal basis.	The option of rostering Emergency Communications Centre staff for operational ride-alongs will be progressed in 2021. A technological solution is being sought to enable operational staff outside of the three main centres to have exposure to the Emergency Communications Centre environment.
	2.6 Enhance Comms training and frequency for dispatchers and pursuit controllers to improve understanding of frontline roles, responsibilities and decision-making during events.	A review of training provided to dispatchers, team leaders and shift commanders identified opportunities to strengthen training. Fleeing driver event management training has been developed and incorporated into the dispatcher course, providing nationally consistent content and training delivery across the three Emergency Communication Centres. The focus is on key policy principles, the application of TENR to inform risk assessments and decision making, and effective control and command. National workshops have been facilitated with Emergency Communication Centre shift commanders and team leaders, with a focus on the key principles of the Fleeing Driver policy, the application of TENR to inform risk assessments and decision making, and effective control and command.	The revised fleeing driver component of dispatcher training will be delivered to courses in Wellington and Auckland in the first quarter of 2021. A subject matter expert will co-deliver with trainers at each location to build knowledge and capability. The dispatcher training package will be used as a building block to develop training content for team leaders and shift commanders. It is anticipated this will be completed in February 2021. A process to record refresher training in existing employee records will be confirmed. An implementation plan will be developed to ensure the training framework is embedded across all three Emergency Centres.
	2.7 Strengthen Tyre Deflation Device (TDD) training and identify opportunities for ensuring staff are confident and competent in using the devices.	Updated TDD training is being delivered as part of recruit driver training detailed in *Recommendation 2.1.* The use of TDDs as a tactical option has been incorporated into the strengthened PPDP training and assessment approved for national delivery. *Refer Recommendation 1.2.*	**Recommendation complete.** *Note: Procurement of remote deployed TDDs will necessitate additional training. This will fall outside the scope of this programme but will be addressed as part of the distribution phase. Refer Recommendation 7.4*
	2.8 Develop best practice for use of TDDs, drawing on international practice and experience.	A Pursuit Management Technologies briefing paper was presented to the Steering Group for consideration in December 2019. This paper explores TDD use in international jurisdictions, as well as alternative technology available.	Development of good practice in relation to the remote deployed TDDs will be commenced once the tender has been awarded. *Refer Recommendation 7.4.* The TDD policy will also be reviewed at this time.

Recommendation	Scope of action	Progress to date	Next phase
Recommendation Three Police will review the policy against the findings of the Review and make any necessary adjustments to the fleeing driver policy and standard operating procedures to ensure that they remain fit-for-purpose and support the effective management of fleeing driver events. **High Level Action** Ensure the policy is fit for purpose in light of the Review findings **Indicative Timeframe** July 2019	3.1 Create a new pursuit warning given by the dispatcher at the commencement of a fleeing driver event, based on the TENR risk assessment framework, with specific standardised questions which address threat and the necessity to pursue.	Staff are required to communicate the initial reason for signalling the driver to stop, as this informs the TENR risk assessment and decision making of the dispatchers and pursuit controllers. If a pursuit is deemed to be justified, the pursuit is acknowledged, the dispatcher confirms the Emergency Communication Centre has command and reiterates that safety is our priority.	**Recommendations complete.** *The revised policy was published on Wednesday 9 December 2020. Multiple learning channels are being used to upskill staff to ensure operational practice aligns with policy. Refer Recommendation 2.*
	3.2 Assess the proposal to empower dispatchers to direct abandonment of a fleeing driver event up until the point at which the Pursuit Controller takes command of the event.	The Fleeing Driver policy has been amended to provide dispatchers with authority to abandon pursuits where a TENR risk assessment has not been supplied, and where the TENR risk assessment is insufficient to justify a pursuit.	
	3.3 Specify that a one-person unit should be replaced by a two-person unit as soon as practicable to facilitate sharing of the mental task (driving and communication).	This has been included in the revised policy to enhance safety.	
	3.4 Confirm that District Command Centres have no command over fleeing driver events.	This has been included in the revised policy to provide clarity of command.	
	3.5 Require the person abandoning a fleeing driver event to broadcast to all units their reason for abandonment.	This has been included in the revised policy to ensure all staff have a shared understanding of the reason for abandonment.	
Recommendation Four Police will investigate allowing units to undertake a non-compliant vehicle stop on offending vehicles that have been successfully spiked and are travelling at low speeds, to mitigate risks and improve the safe resolution of fleeing driver events. **High Level Action** Investigate the introduction of limited non-compliant vehicle stops. **Indicative Timeframe** October 2020	4.1 Undertake a review of international current practice for non-compliant vehicle stops for fleeing vehicles with deflated tyre(s).	The review has been completed and was used to inform the discussion document and options paper that were considered by the Steering Group.	**Recommendations complete.**
	4.2 Assess the feasibility of introducing this option, including the costs, benefits, risks and training implications.	This piece of work has significant resource, training, policy and health and safety implications. The Armed Offenders Squad (AOS) and Special Tactics Group (STG) are currently trained and authorised to use this tactic. Police has made an interim decision that extending the use of non-compliant vehicle stops beyond AOS and STG has potential to create an unacceptable level of risk, and therefore is not supported.	

Recommendation	Scope of action	Progress to date	Next phase
Recommendation Five Police will strengthen the accountability mechanisms of fleeing driver events, including improvements to post-event follow up, district review, and national oversight processes. **High Level Action** Strengthen oversight of fleeing driver events. Improve post-event accountability processes. **Indicative Timeframe** October 2020	5.1 Create a new CARD/NIA event code for a fleeing driver event.	Use of the existing 'PURSUIT' event code in the Computer Aided Response and Dispatch (CARD) system has been endorsed. An update to the CARD system and National Intelligence Application (NIA) was implemented in March. The effect of this update is that once a fleeing driver event is resulted either as reported (K6) or arrest (K9), this event will transfer from the CARD system used by Police Communications, into NIA, enabling the creation of an investigation file.	**Recommendation complete.**
	5.2 Introduce a requirement for officers to result the event as reported (K6) or arrest (K9), record the event in NIA and complete follow-up inquiries if appropriate.	This requirement has been included in the revised Fleeing Driver policy. Dispatchers have been advised to only result fleeing driver events as either reported (K6) or arrest (K9). The Emergency Communications Centre standard operating procedures have been updated. The Responder application available to Police personnel via their mobility devices has been upgraded, meaning police can record each fleeing driver event as either resulting in an arrest, or requiring follow up enquiries. A nationally consistent investigation process has been developed, with an Investigation Practice Guide incorporated into the revised policy.	**Recommendation complete.**
	5.3 Review the current fleeing driver notification form to ensure it remains fit-for-purpose. Enable the recording of additional event characteristics in the event notification, such as passenger details, the number of TDDs deployed (and their effectiveness), and the NIA file number.	Minor modifications have been made to the existing notification form to improve data capture, quality and alignment with other policies as an interim solution while new fleeing driver reporting is being developed. Additional event characteristics will be incorporated into the new reporting.	**Recommendation complete.**
	5.4 Assess the benefits of transferring the fleeing driver policy to Response and Operations Group, to ensure alignment and consistency with the tactical options accountability framework.	After considering an options paper assessing the benefits of transferring the Fleeing Driver policy to Response and Operations, the Steering Group made the decision that the policy would remain with the Road Policing workgroup. To achieve greater visibility and closer alignment with the tactical options framework, a link has been added to the navigation section of the 'Operations, Prevention and Emergency Response' section of Police Instructions. This means Police staff can access the Fleeing Driver policy from the same location as all other tactical options policies.	**Recommendation complete.**
	5.5 Assess the benefits of incorporating the fleeing driver notification form into the tactical options reporting database.	The Fleeing Driver notification form will be migrated onto the Business Process Manager (BPM) platform, which will include all tactical options reporting. The new reporting process being developed aligns Fleeing Driver reporting with Tactical Options Reporting (TOR). Consistency of reporting process and supervisory review across both fleeing driver events and TOR is a key objective. The Police Information and Communications Technology (ICT) team has completed the workflow process and is continuing to develop the user interface and data structures.	It is anticipated the new reporting process will be completed in April 2021.

Recommendation	Scope of action	Progress to date	Next phase
	5.6 Assess the feasibility of introducing the ability for District Reviewers to review the Comms audio recording as part of their review process.	This has been included in the revised policy.	Comms audio recordings are not easily accessible by District Reviewers. A technological solution will need to be identified to enable this to occur.
	5.7 Establish a mechanism for national oversight of fleeing driver events.	Two alternative options have been explored. 1. Combine the existing District Professional Driving Panels with the existing Professional Conduct Categorisation Committees. Professional Conduct decisions are already moderated nationally and could include road policing subject matter experts. 2. Establish a National Driving Panel to review Police crashes, excess speed and fleeing driver events.	A new disciplinary process is currently being piloted. There may be opportunity for driving related matters to be referred to this process for national oversight. This will be reassessed as the pilot progresses.
Recommendation Six Police will review the Air Support Unit's (Eagle) involvement in the management of fleeing driver events and clarify the role that they play if necessary. **High Level Action** Review the role of Air Support Unit during fleeing driver events. **Indicative Timeframe** July 2019	6.1. Review the current role of Air Support Unit in the command and control structure. 6.2. Identify opportunities where the role of the Air Support Unit could be formally extended – for example, empowering authorised follows.	The current role of the Air Support Unit (ASU) in relation to command and control of a fleeing driver event has been reviewed. Consideration was given to what opportunity there was for the role of the ASU to be formally extended. Steering Group confirmed that ASU should not hold command or control powers and agreed in principle to the introduction of an authorised covert observation phase. These decisions are reflected in the revised policy.	**Recommendation complete.**
Recommendation Seven Police will explore ways of improving Communication Centre's access to real-time information, including through the potential adoption of new technology, and in partnership with our sector partners. **High Level Action** Identify and explore opportunities to use technology to enhance the management of fleeing driver events. **Indicative Timeframe** October 2020	7.1. Identify opportunities to livestream external CCTV footage into Comms Centres.	Footage from the ASU is now live-streamed into Police Communications, District Command Centres and the National Command and Coordination Centre. This footage is not integrated into the CARD map but is accessible from a standalone computer. **Collaborative Partnerships** Discussions are continuing in relation to establishing a live video feed from ATOC cameras into the new Communications Centre based at Harlech House, Auckland. This initiative would allow Police to manage incidents on the network remotely and provide a clearer understanding of real time incidents.	Police is waiting on a schedule of work from the service provider to integrate 'publicly accessed' live CCTV feeds onto the CARD map (i.e. NZTA traffic cameras). It is anticipated this capability will be enabled in the first quarter of 2021. Phase 2 of the project is to look at other CCTV feeds (i.e. ASU). It is anticipated this capability will be enabled in the third quarter of 2021.
	7.2. Explore the option of upgrading the down-link technology on the Air Support Unit to reduce current delays in video signals to Comms Centre.	The down-link technology has been upgraded and is operational. Real-time video footage is being downloaded from ASU to Police Communications, District Command Centres and the National Command and Coordination Centre.	**Recommendation complete.**

Recommendation	Scope of action	Progress to date	Next phase
	7.3. Investigate the use of location technology for National Communications incident resource deployment and management during events.	Police has looked further into the Deployment and Safety (DAS), and Situational Awareness Mapping (SAM) systems, and the extended use of telematics. Police has also researched the potential for additional functionalities to provide more technological options and solutions.	The implementation of a technological tool to locate and monitor the use of Police vehicles impacts multiple parts of the business, with complex ICT, legal, privacy and resource implications. An options paper is being prepared for consultation across Police. This will inform the Strategic Leadership Board's consideration of telematics, AVL or a DaS/SAM solution.
	7.4. Investigate the availability of additional technology that could help strengthen the management of fleeing driver events (e.g. dash cameras)	**Augmented Reality Mapping (ARM)** Three augmented reality mapping systems have been procured for the Air Support Unit based in Auckland. The systems have been installed in the ASU helicopters and are operational. **Drone technology** An evaluation has been undertaken to ascertain whether suitable drone technology exists that could be used to replicate the benefits of the ASU in a more cost-effective way. The Remotely Piloted Aircraft Systems (RPAS) evaluation report was presented to the National Operations Steering Group in September. The evaluation report identified that due to current limitations of RPAS technology (low maximum speed, limited endurance) and restrictions on use (Civil Aviation Rules), RPAS are unsuited to tasks such as pursuing fleeing drivers. **Remote controlled tyre deflation devices** Procurement of remote-controlled TDDs has been approved in principle by the Police Executive. The TDD Request for Proposal was released in November 2020. The deadline for proposals is 17 December 2020. It is anticipated that the tender will be awarded in February 2021, with a contract start date in March. Procurement and distribution will be complete by August 2021. **Vehicle arrest system** The Pursuit Management Technologies paper was presented to the Steering Group in December 2019. Several options were considered, with the Group endorsing the recommendation to further investigate the use of a vehicle arrest system, more commonly referred to as 'nets'. This technology has the capability to deal with scenarios including pursuit management, control of vehicle entry and exit points, and setting up mobile checkpoints. The net envelops the front tyres and stops the wheel rotation, bringing the vehicle to a rapid controlled stop. • Hand over to new Project Manager. • Review of documents complete. • Investment proposal being prepared. • Risk issues and benefits workshop held. • Police Crowed Places liaison contacted, collaboration on any comparable work stream.	Complete. Complete. Complete. If the investment proposal is accepted, an indicative business case will be prepared.

Recommendation	Scope of action	Progress to date	Next phase
Recommendation Eight Police will commission further research and analysis of fleeing drivers to improve our understanding of drivers' motivations for fleeing, including a focus on young people and alcohol/drug impaired drivers. **High Level Action** Improve understanding of fleeing driver offenders. **Indicative Timeframe** October 2020	8.1. Commission research provider to undertake research/behavioural insights work, looking at the behaviours/motivations of specific cohorts of fleeing drivers – including young people, and those with drug, alcohol and/or mental health issues.	1. Research Question: What can the literature on young people's general driving behaviour and their perception of Police tell us about their likely motivations to flee Police? The research report has been provided to the Minister's office, the IPCA and publicly released.	**Recommendation complete.**
		2. Research Question: What role does media (both traditional and social) play in public perceptions of fleeing driver events, particularly for at-risk offenders, but also for the general public? 3. Research Question: Why do people say they flee Police? The Evidence Based Policing Centre (EBPC) engaged an external researcher to complete research tranches two and three. These papers were completed in November 2020.	The four research tranches completed in November and December have been reviewed and approved by the Steering Group. A paper summarising all the research findings will be prepared.. The Research Advisory Group, (which includes representatives from Oranga Tamariki, the Office of the Children's Commissioner and Corrections), will reconvene early in 2021 to discuss how the findings from these papers may be used to inform operational practice, and to identify opportunities for Police to work collaboratively with partner agencies to effect positive change.
		4. Research Question: What is the relationship between drivers offending and their likelihood of fleeing Police? Research tranche four was finalised in December 2020.	
		5. Research Question: What are the most effective mechanisms for interventions to reduce fleeing driver events? The research team has been working directly with Behavioural Sciences Aotearoa (Ministry of Justice) on the Behavioural Insights elements. Research tranche five was finalised in December 2020.	
		Additional Research The National Prevention Centre commissioned an external research company to specifically examine the youth experience of fleeing driver events. There are four phases to this project. Rangatahi who had participated in fleeing driver events provided their experiences and perceptions of these events to develop a collective understanding of why they get into cars, why they choose not to stop for Police and what happens after the event has ended. In phase two a second interview was conducted with rangitahi to examine the findings from phase one and explore potential solutions from a youth perspective. Police is examining the data and presenting their views on the youth perspective gathered through the interviews. During this phase rangitahi and members of Police worked to build relationships as a foundation for the final phase.	Phase four will be a collaboration of rangitahi and New Zealand Police staff with the aim of producing co-designed strategies to reduce youth offending, injury and death.

Recommendation	Scope of action	Progress to date	Next phase
	8.2. Improve the use of post-event interviews with fleeing drivers.	6. Research Question: How can the information from post-event interviews of fleeing drivers be better used by Police? The research report has been provided to the Minister's office, the IPCA and publicly released. A fleeing driver intelligence interview template has been trialled in four districts. Feedback and results from the operational trial were collated in September, with the formal evaluation likely to be completed in February 2021.	Police is working with the Office of the Children's Commissioner to develop best practice guidelines when conducting intelligence interviews with children and young people. The EBPC evaluation of the outcomes of the trial, and feedback from the Office of the Children's Commissioner will inform the decision about introducing the fleeing driver intelligence interview template nationally.