

Fleeing Driver Action Plan – Table of Progress – December 2021			
Recommendation	Scope of action	Progress to date	Next phase
<p>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.</p> <p>High Level Action Review PPDP to ensure it is fit for purpose for enabling staff to effectively manage fleeing driver events.</p> <p>Indicative Timeframe October 2020</p>	<p>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.</p>	<p>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.</p> <p>Delivery of an enhanced programme began in December 2019. <i>Refer Recommendation 2.1.</i></p> <p>Recruit driver training includes a focus on the application of TENR, which is threaded throughout each lesson. The fleeing driver component includes;</p> <ul style="list-style-type: none"> • Fleeing driver mindset lesson, including the dynamic use of TENR • Policy and law lesson • Scenario discussion while driving at the posted speed limit. Recruits are required to articulate a plan that covers their TENR assessment and their planned response in the event the driver fails to stop or remain stopped when signalled by Police. • Tyre Deflation Device (TDD) practical and a pass/fail assessment • Fleeing driver communication practice across the practical driving phase, including pursuit abandonment procedures. <p>The recruit driver training programme has been updated to reflect the revised policy, with refreshed scenarios incorporated in both training and assessment.</p> <p>In addition to specific fleeing driver training, practical skills enhancement training focuses on the appropriate application of TENR and decision making under cognitive load. This is threaded throughout training on vehicle stops, urgent duty driving and deployment of Tyre Deflation Devices (TDD).</p> <p>The new Fleeing Driver Report introduced in November 2021 enables reporting of multiple TDD deployments. <i>Refer Recommendation 5.5.</i> Over time, this enhanced reporting will build a robust evidence base around TDD deployment.</p> <p>Communication with District Professional Driver Panels and Road Policing Managers has been strengthened to enhance understanding of risks associated with fleeing driver, urgent duty driving and speed events. Police Forms have been updated to promote effective learning outcomes and remedial training opportunities.</p> <p>The PPDP practice leader provides input to the Tamaki Makarau District Driver Panels, supporting decision-making and moderating outcomes.</p> <p>In future, the intention is to place greater emphasis on recognising and understanding the impact of cognitive load on decision-making, and helping staff develop the requisite skills to manage this. By effectively managing their emotions, staff are better able to determine an appropriate and proportionate response to fleeing driver events specifically, and urgent duty driving more broadly.</p>	<p>Recommendation complete.</p>

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	1.2 Review TENR component of PPDP reassessment programme.	<p>The TENR component of the PPDP programme has been reviewed.</p> <p>Police more robustly assesses the TENR risk assessment and decision-making component of PPDP training through both e-learning (theory) and on-road (theory and practical) assessments.</p> <p>PPDP E-Learning E-learning has been refreshed to improve clarity and alignment with other components of training.</p> <p>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.</p> <p>Strengthened PPDP Training A three-month trial of a strengthened PPDP training package was run across the three South Island districts (Te Wai Pounamu). The Steering Group endorsed the recommendation that the enhanced training was implemented nationally.</p> <p>All PPDP instructors were upskilled in March 2021, with the strengthened PPDP training embedded nationally.</p> <p>Trainers now include Fleeing Driver theory scenarios in all Silver and Gold level assessments. Assessments also include practical deployment of TDDs, reinforcing appropriate site selection, techniques for safe deployment and staff / public safety considerations when deploying TDDs.</p> <p>Work to align the decision-making component of driver training and assessment, with the operational environment, is ongoing. A trial is currently underway in three districts, with PPDP assessments being conducted with two people in the vehicle. Decision-making is shared between both staff, replicating an operational setting. The trial is being evaluated with a view to implementing nationally.</p>	Recommendation complete.
	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.	<p>The PPDP silver/gold classifications of the PPDP have been reviewed.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>PPDP online training has been reviewed. All fleeing driver event questions within the PPDP annual online training have been updated to reflect current policy.</p> <p>PPDP police instructions have been reviewed and updated to ensure alignment with associated policy and training.</p>	<p>Recommendation complete.</p> <p><i>From 2022, fleeing driver training will be embedded into the online PPDP training, becoming a curriculum item which must be completed annually by constabulary and Emergency Communication Centre staff.</i></p> <p><i>The online fleeing driver training emphasizes pro-active decision making and safety, ensuring that our response to fleeing driver events is appropriate and proportionate to the threat posed by the vehicle occupant(s).</i></p>

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<p>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.</p> <p>High Level Action Enhance the quality and quantity of training to improve staff management of Fleeing driver events.</p> <p>Indicative Timeframe October 2020</p>	<p>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.</p>	<p>An assessment of current fleeing driver event training has been completed.</p> <p>Recruit driver training has been enhanced as follows;</p> <ul style="list-style-type: none"> All recruits from wing 343 onwards (October 2020) complete the online fleeing driver training before they attend fleeing driver theory lessons. Five hours of theory lessons, which includes Fleeing Driver, Tyre Deflation Devices (TDD) and Urgent Duty Driving (UDD) policy, the application of TENR threat assessment and decision making to fleeing driver scenarios, and TDD practical learning. During practical driver training, recruit driver trainers discuss a scenario whilst driving at the posted speed limit. Recruits are required to articulate a plan that covers their TENR assessment and their planned response in the event the driver fails to stop or remain stopped when signalled by Police. Pursuit commentary and radio procedures are covered in both theory lessons and in-car driver training. <p>TDD use is addressed under <i>Recommendations 2.7 and 2.8</i>.</p> <p>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.</p> <p>Online Training An online training course was released in December 2020 to support the introduction of the revised Fleeing Driver policy, with 99% of the target audience completing this training.</p> <p>Online PPDP training has been updated to ensure alignment with the Fleeing Driver policy. Refer <i>Recommendations 1.1 – 1.3</i>.</p> <p>A second online Fleeing Driver course, 'Our Response to Fleeing Drivers', was released to staff in September 2021. The objective is to consolidate understanding of the policy, and further improve alignment between policy and operational practice. To date, the completion rate is 76%, with constabulary and ECC staff required to complete the training by 31 December 2021.</p> <p>Face to Face Training Interactive sessions on managing fleeing driver events have been delivered to all Emergency Communication Centre (ECC) dispatchers, team leaders and shift commanders.</p> <p>Face-to-face training is continuing in Districts. District Champions are taking the lead for ensuring attendance, participation, and ensuring Success Factors training records are being updated.</p>	<p>Recommendation complete.</p> <p><i>Quantitative and qualitative evaluations completed since the revised policy came into effect have identified that additional face to face training, delivered by subject matter experts, will enhance understanding of how the policy is to be applied in the operational context. This is likely to result in decision-making and operational practice that more closely aligns with policy.</i></p> <ul style="list-style-type: none"> <i>A fleeing driver subject matter expert has been identified at the RNZPC. They will be responsible for upskilling recruit and ECC trainers.</i> <i>In the third quarter of 2022 the ECC will be delivering refresher sessions on fleeing drivers as part of their group training cycle.</i> <i>Consideration will be given to delivering additional face-to-face training to operational staff nationally in the first half of 2022.</i> <p>Police Professional Driver Programme (PPDP) <i>From 2022, fleeing driver training will be embedded into the online PPDP training, becoming a curriculum item which must be completed annually by constabulary and Emergency Communication Centre staff.</i></p> <p><i>The online fleeing driver training emphasizes pro-active decision making and safety, ensuring that our response to fleeing driver events is appropriate and proportionate to the threat posed by the vehicle occupant(s).</i></p> <p>Police Integrated Tactical Training (PITT) <i>PITT training is mandatory for all constabulary staff. Incorporating a fleeing driver component to this training will reinforce that staff must turn their mind to the action they will take should a driver fail to stop or remain stopped when signaled by Police.</i></p> <p><i>This is part of a broader piece of work, where there will be increased emphasis on pre-planning and decision-making in relation to events where there is potential for a person to flee from police in a vehicle.</i></p>

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	<p>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.</p>	<p>Multiple learning channels are being used to engage with and deliver training as detailed below.</p> <ul style="list-style-type: none"> Recruit driver training – <i>refer Recommendations 1.1 and 2.1.</i> Police Professional Driver Programme - <i>refer Recommendation 1.2.</i> Scenario development – <i>refer Recommendation 2.3.</i> A Fleeing Driver question bank has been developed for use in the Police Integrated Tactical Training (PITT) programme. These questions help 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, TENR considerations and investigations in relation to fleeing driver events is accessible by staff via the Checkpoint application on their mobility devices. Two online training packages are available for staff to complete via their mobility device or computer. Access to view completed fleeing driver reports 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 a video library. Delivery of face-to-face training for experienced dispatchers, team leaders, and shift commanders in the Emergency Communications Centre has been completed. <i>Refer Recommendation 2.6.</i> Face-to-face training is continuing in Districts. District Champions are responsible for leading this mindset and culture change around our operational response to fleeing drivers, with support from the National Road Policing Centre (NRPC). Internal media is being used to highlight and promote good practice. This includes articles on the internal intranet, district newsletters, the Lessons Learnt database and the Command Centre briefing document. This is ongoing. 	<p>Recommendation complete.</p> <p><i>The TenOne page is a 'living' document. Training content will continue to be added and updated regularly for staff to draw on to meet training needs.</i></p> <p><i>Refer Recommendation 2.1 for training delivery planned for 2022.</i></p>

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	2.3 Develop TENR training scenarios, including Comms Centre scenario and roles for frontline staff.	<p>Twenty scenarios spanning various levels and complexity have been developed to thread across all learning channels, training, and assessment to ensure consistent messaging.</p> <p>Scenarios focus on appropriate TENR risk assessment 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.</p> <p>Scenarios introduced into the strengthened PPDP certification and recruit training provide an integrated and realistic assessment tool, as well as a useful mechanism for discussion and reflection.</p>	Recommendation complete.
	2.4 Investigate the feasibility of introducing simulator training.	<p>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.</p> <p>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.</p> <p>An assessment of available virtual reality (VR) technology was completed.</p> <p>A cost-benefit analysis of investing in screen simulators concluded that greater benefit will be gained from emerging VR technology.</p>	<p>Recommendation complete.</p> <p><i>The Royal New Zealand Police College (RNZPC) commenced development of test products to advance the VR option for Police across the entire suite of tactical decision-making settings. The cost associated with developing fit-for-purpose VR products means it is not currently viable to progress this option.</i></p> <p><i>Police will continue to monitor technological solutions that could be used to enhance training delivery.</i></p>
	2.5 Investigate opportunities for Comms and frontline staff to get on-the-job experience of the other's role.	<p>The framework for delivering fleeing driver event training across the Emergency Communication Centres includes a recommendation that dispatcher training incorporates a 'ride-along' with operational staff as part of the initial course, and then again within three to six months post-training. <i>Refer Recommendation 2.6.</i></p> <p>ECC staff Air Support Unit (ASU) and shift commanders in Auckland have created informal ride-along opportunities for ECC staff.</p> <p>ECC staff in Auckland, Wellington and Christchurch can gain first-hand experience of the operational policing environment and the role of frontline staff by undertaking 'ride-alongs' with District staff as part of their personal development plan.</p> <p>Operational staff Operational staff in Auckland, Wellington and Christchurch can gain first-hand experience of the ECC environment, and the role of ECC staff by spending time in the ECC as part of their personal development plan.</p>	Recommendation complete.

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		<p>Video Training Content A series of short videos have been created to enable operational staff to gain an understanding of the role of staff within the ECC, and for ECC staff to gain insight into the frontline response role.</p> <p>Video content ensures accessibility across the whole of Police, ensures consistency of messaging, and maximises learning relative to time spent by delivering specific content.</p> <p>Videos are available to staff via the TenOne Fleeing Driver page, and the Police ride-along VLOGS (u-tube). These are identified as recommended viewing in the Probationary Constables Workplace Assessment (PCWPA) programme.</p>	
	<p>2.6 Enhance Comms training and frequency for dispatchers and pursuit controllers to improve understanding of frontline roles, responsibilities, and decision-making during events.</p>	<p>A review of training provided to dispatchers, team leaders and shift commanders identified opportunities to strengthen training.</p> <p>Fleeing driver event management training has been developed to provide nationally consistent content and training delivery across the three Emergency Communication Centres.</p> <p>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.</p> <p>A fleeing driver component has been embedded into the dispatcher training programme for new dispatchers.</p> <p>Delivery of face-to-face training for experienced dispatchers, team leaders, and shift commanders was completed in April / May 2021. Delivery to the collective audience reinforced the policy principle that 'All staff share a collective responsibility to achieve the common purpose of ensuring the fleeing driver event is managed as safely as possible'.</p> <p>ECC staff completed the initial online fleeing driver training course, and are required to complete the second online course, 'Our Response to Fleeing Drivers'. The objective is to consolidate understanding of the policy, and further improve alignment between policy and operational practice. To date, 87% of ECC staff have completed the training.</p> <p>Video training content has been created to enable ECC staff to gain insight into the frontline response role. <i>Refer Recommendation 2.5.</i></p> <p>Face-to-face training will occur annually.</p>	<p>Recommendation complete.</p> <p><i>Quantitative and qualitative evaluations completed since the revised policy came into effect have identified that additional face to face training, delivered by subject matter experts, will enhance understanding of how the policy is to be applied in the operational context. This is likely to result in decision-making and operational practice that more closely aligns with policy.</i></p> <ul style="list-style-type: none"> <i>A fleeing driver subject matter expert has been identified at the RNZPC. They will be responsible for upskilling recruit and ECC trainers.</i> <i>In the third quarter of 2022 the ECC will be delivering refresher sessions on fleeing drivers as part of their group training cycle.</i>

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	2.7 Strengthen Tyre Deflation Device (TDD) training and identify opportunities for ensuring staff are confident and competent in using the devices.	<p>Updated TDD training is being delivered as part of recruit driver training detailed in <i>Recommendation 2.1</i>.</p> <p>The use of TDDs as a tactical option has been incorporated into the strengthened PPDP training and assessment approved for national delivery. <i>Refer Recommendation 1.2</i>.</p> <p>PPDP trainers are now delivering practical deployment of TDDs during the assessments, reinforcing appropriate site selection, techniques for safe deployment and staff / public safety considerations when deploying TDDs.</p>	<p>Recommendation complete.</p> <p><i>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 of the TDD Project. Refer Recommendation 7.4</i></p>
	2.8 Develop best practice for use of TDDs, drawing on international practice and experience.	<p>A Pursuit Management Technologies briefing paper was presented to the Steering Group for consideration in December 2019. This paper explored TDD use in international jurisdictions, as well as alternative technology available. <i>Refer Recommendation 7.4</i>.</p> <p>Answers to Frequently Asked Questions about TDD deployment have been developed and disseminated to develop a shared understanding between operational and Emergency Communications Centre staff.</p> <p>The TDD policy has been revised and updated after national consultation. Amendments give effect to specific IPCA recommendations and more clearly identify risks associated with TDD deployment.</p>	<p>Recommendation complete.</p> <p><i>Development of good practice in relation to remote deployed TDDs will be commenced once the tender has been awarded for the preferred device. Refer Recommendation 7.4.</i></p>
<p>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.</p> <p>High Level Action Ensure the policy is fit for purpose in light of the Review findings</p> <p>Indicative Timeframe July 2019</p>	<p>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.</p> <p>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.</p> <p>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).</p>	<p>A new pursuit acknowledgement has been created. This has been included in the revised policy.</p> <p>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.</p> <p>If the pursuit is deemed to be justified, the unit's TENR risk assessment is acknowledged, the dispatcher confirms the Emergency Communication Centre has command and reiterates that safety is our priority.</p> <p>The policy has been amended to provide dispatchers with authority to abandon pursuits where a TENR risk assessment has not been provided, and where the TENR risk assessment is insufficient to justify a pursuit.</p> <p>This has been included in the revised policy to enhance safety.</p>	<p>Recommendations complete.</p> <p><i>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.</i></p>

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	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).	A review of international practice for non-compliant vehicle stops for fleeing drivers in vehicles with deflated tyre(s) has been completed. This was used to inform the discussion document and options paper considered by the Steering Group. <i>Refer recommendation 4.2.</i>	Recommendations complete. <i>There is a difference between non-compliant vehicle stops (carried out by AOS/STG) and deliberate collisions (as a use of force), which in some circumstances may be an appropriate and proportionate response to safely resolve a fleeing driver event.</i> <i>Further work is being undertaken to identify the benefits, risks, opportunities, and costs associated with deliberate collisions. As a tactical option, this piece of work has been transferred to Capability Group to progress.</i>
	4.2 Assess the feasibility of introducing this option, including the costs, benefits, risks, and training implications.	Introducing the tactical response of non-compliant vehicle stops for fleeing drivers in vehicles with deflated tyre(s) travelling at low speeds 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 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.	The pursuit code ('PURS') used in the Computer Aided Response and Dispatch (CARD) system has been replaced with a fleeing driver code ('FLEE'). This is a more intuitive code to record both <i>fleeing driver-not pursued</i> , and <i>fleeing driver-pursued</i> events. The CARD event number for fleeing driver events resulted using the 'FLEE' code automatically transfers through to NIA, enabling creation of an investigation file.	Recommendation complete.

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	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.	<p>This requirement has been included in the revised Fleeing Driver policy.</p> <p>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.</p> <p>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 investigation.</p> <p>A nationally consistent investigation process has been developed, with an Investigation Practice Guide incorporated into the revised policy.</p>	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.	<p>Minor modifications were made to the fleeing driver notification form to improve data capture, quality, and alignment with other policies as an interim solution while a new fleeing driver reporting process was being developed.</p> <p>Additional event characteristics have been incorporated into the new Fleeing Driver Report. <i>Refer Recommendation 5.5.</i></p>	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.	<p>After considering an options paper assessing the benefits of transferring the Fleeing Driver policy to Response and Operations, the Steering Group decided the policy would remain with the Road Policing workgroup.</p> <p>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.</p> <p>Guidance in relation to fleeing driver events is available via the Checkpoint application which is on all police issued mobility devices. This is accessible through both the 'Operational' and 'Road Policing' tiles.</p>	Recommendation complete.
	5.5 Assess the benefits of incorporating the fleeing driver notification form into the tactical options reporting database.	<p>Fleeing Driver reporting has been migrated onto the Business Process Manager (BPM) platform, which includes all tactical options reporting.</p> <p>Consistency of reporting process and supervisory review across both fleeing driver events and TOR was a key objective.</p> <p>The new Fleeing Driver Report sits in the tactical database and was made available to operational staff on the 1 November 2021. This fit-for-purpose reporting has been specifically designed to report both <i>fleeing driver-not pursued</i> and <i>fleeing driver-pursued</i> events, and will enhance data capture, quality, and integrity.</p> <p>Automatic email notifications are generated at key process points meaning relevant information is shared more widely across Police, enhancing data capture and responsiveness to risk e.g. Safer People, Fleet, Professional Conduct.</p>	Recommendation complete.

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	5.6 Assess the feasibility of introducing the ability for District Reviewers to review the Comms audio recording as part of their review process.	<p>The ability for District Reviewers to review the ECC audio files has been included in the revised policy.</p> <p>The new reporting process enables ECC audio files to be attached to the Fleeing Driver Report. Audio files must be attached for <i>fleeing driver-pursued</i> events and may be attached for <i>fleeing driver-not pursued</i> events. Refer Recommendation 5.5.</p>	Recommendation complete.
	5.7 Establish a mechanism for national oversight of fleeing driver events.	<p>A dedicated, full time position within the National Road Policing Centre will be established to provide national oversight of all fleeing driver events to achieve consistent, operational good practice that aligns with policy.</p> <p>This vacancy will be advertised in November, with anticipated commencement early in 2022.</p>	Recommendation complete.
<p>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.</p> <p>High Level Action Review the role of Air Support Unit during fleeing driver events.</p> <p>Indicative Timeframe July 2019</p>	<p>6.1. Review the current role of Air Support Unit in the command and control structure.</p> <p>6.2. Identify opportunities where the role of the Air Support Unit could be formally extended – for example, empowering authorised follows.</p>	<p>The current role of the Air Support Unit (ASU) in relation to command and control of a fleeing driver event has been reviewed.</p> <p>Consideration was given to what opportunity there was for the role of the ASU to be formally extended.</p> <p>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.</p> <p>These decisions are reflected in the revised policy.</p>	Recommendations complete.
<p>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.</p> <p>High Level Action Identify and explore opportunities to use technology to enhance the management of fleeing driver events.</p> <p>Indicative Timeframe October 2020</p>	7.1. Identify opportunities to livestream external CCTV footage into Comms Centres.	<p>Air Support Unit (ASU)</p> <p>Footage from the ASU is now live streamed into the Emergency Communication Centre, District Command Centres (DCC) and the National Command and Coordination Centre. This footage is not integrated into the CARD map but is accessible from a standalone computer.</p> <p>Integration of live CCTV feeds</p> <p>Joint Transport Operations Centre (JTOC) cameras feed into the DCC, with this footage being mirrored in the Emergency Communication Centre.</p> <p>Integration of live CCTV feeds onto the CARD map will be difficult to maintain. A solution has been identified where publicly accessed CCTV feeds and other Waka Kotahi cameras could be integrated into the CARD map. This has potential to provide benefits to Waka Kotahi, Fire and Emergency NZ and Police. This project is still in the discovery phase as we work with our partners.</p> <p>Safer Cities (vGrid) have proposed a solution of taking a screen grab from Auckland Transport Operations Centre (ATOC) and feeding this directly to the ECC. This would be advantageous in that the ECC could rely on the JTOC camera experts who are trained to monitor and operate cameras in real time.</p>	<p>Recommendation complete.</p> <p><i>While a potential solution has been identified for Auckland, ensuring each of the ECCs can access all the CCTV video feeds available nationally, is a significant piece of work. This is likely to require the rationalisation of CCTV inputs, platforms, and data use and sharing agreements, and will require ongoing engagement with internal stakeholders and external agencies to progress.</i></p>

Recommendation	Scope of action		Next phase
	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.
	7.3. Investigate the use of location technology for National Communications incident resource deployment and management during events.	<p>Police has explored 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.</p> <p>Telematics are being installed in the Police fleet; however current functionality is limited. No accurate 'live' tracking locational data is captured or recorded.</p> <p>Police's current ability to retain location data from the vehicles is limited by data storage and infrastructure, and budgeting for design, implementation, and maintenance. Police are currently developing a data management strategy that will allow for suitable management of retained data.</p> <p>The Organisational Capability Governance Group (OCGG) have endorsed development of an investment proposal to install enhanced telematics functionalities in Police vehicles.</p> <p>The associated business case will be developed concurrently, detailing all options open to the Governance Group, including consideration of live-location, speed, driver behaviour, and data retention.</p> <p>The business case will detail various combinations of the functionality that could be activated. Further internal and external stakeholder engagement (e.g. IPCA, Police Association, Privacy Officer, Assurance) will occur as this is progressed.</p>	<p>Recommendation complete.</p> <p><i>The investment proposal to extend telematic functionality is likely to go to the Stewardship and Governance Group (SPGG) for approval early in 2022. The business case will take a further 6 months to develop. Implementation is likely to occur within three months of final business case approval.</i></p>
	7.4. Investigate the availability of additional technology that could help strengthen the management of fleeing driver events (e.g. dash cameras)	<p>Augmented Reality Mapping (ARM)</p> <p>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.</p> <p>Drone technology</p> <p>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 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.</p> <p>Remote controlled tyre deflation devices</p> <p>Procurement of remote-deployed TDDs has been approved in principle by the Police Executive. The tender process and initial testing are complete, with a preferred supplier identified.</p> <p>The rollout of these devices falls outside the scope of this programme of work and is part of the Tyre Deflation Device (TDD) Project.</p>	<p>Recommendation complete.</p> <p><i>The TDD Project is currently on hold pending legal advice. Ownership of the device design has been disputed by two overseas companies. This prevents Police from procuring devices from either provider until ownership is established. Police are taking legal advice to understand the future impact and timeframes. Currently there is no alternative device that meets operational requirements</i></p>

Recommendation	Scope of action		Next phase
		<p>Vehicle arrest system</p> <p>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'.</p> <p>A business case proposing a pilot trial of Vehicle Arrest Systems (nets) was considered by the National Road Policing Governance Group. It was determined that proceeding with this trial would not align with the Police strategic direction for safe management of fleeing driver events; deployment of nets in the operational environment significantly increases the potential risk of harm to deployment staff. Accordingly, the recommendation to close the vehicle arrest system project with no further action was endorsed.</p>	
<p>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.</p> <p>High Level Action Improve understanding of fleeing driver offenders.</p> <p>Indicative Timeframe October 2020</p>	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.	<p>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?</p> <p>Research report provided to the Minister's office, the IPCA and publicly released in October 2019.</p> <p>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?</p> <p>3. Research Question: Why do people say they flee Police?</p> <p>The Evidence Based Policing Centre (EBPC) engaged an external researcher to complete research tranches two and three. These papers were completed in November 2020.</p> <p>The research reports have been provided to the Minister's office, the IPCA and publicly released.</p> <p>4. Research Question: What is the relationship between drivers offending and their likelihood of fleeing Police?</p> <p>Research tranche four was finalised in December 2020.</p> <p>The research report has been provided to the Minister's office, the IPCA and publicly released.</p> <p>5. Research Question: What are the most effective mechanisms for interventions to reduce fleeing driver events?</p> <p>Research tranche five was finalised in December 2020.</p> <p>The research report has been provided to the Minister's office, the IPCA and publicly released.</p>	<p>Recommendation complete.</p> <p><i>Key findings from the six tranches of research were detailed in a summary paper. The Research Advisory Group, (including representatives from Oranga Tamariki, the Office of the Children's Commissioner and Corrections) reviewed these findings and considered how the research could be turned into action.</i></p> <p><i>Oranga Tamariki (OT) identified an opportunity to develop a programme to deliver in youth residences to educate and empower our tamariki to make more informed, safer choices. This work is being progressed, with representatives from the OT programmes and employment teams taking the lead.</i></p>

Recommendation	Scope of action		Next phase
	8.2. Improve the use of post-event interviews with fleeing drivers.	<p>6. Research Question: How can the information from post-event interviews of fleeing drivers be better used by Police?</p> <p>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 completed in February 2021.</p> <p>The EBPC evaluation of the trial has been completed, and the evaluation report considered by Steering Group.</p> <p>Initial conversations have commenced with Districts around using Field Intelligence Officers (FIOs) to undertake post event, fleeing driver intelligence interviews with adult offenders. The template and process developed through the trial and evaluation will be used to ensure a nationally consistent process.</p> <p>At this point in time FIOs will not carry out post event interviews with youth who fail to stop or remain stopped when signalled by Police.</p>	Recommendation complete.
		<p>Additional Research</p> <p>The National Prevention Centre commissioned an external research company to specifically examine the youth experience of fleeing driver events.</p> <p>There were four phases to this project.</p> <ul style="list-style-type: none"> • Rangatahi who had participated in fleeing driver events provided their experiences and perceptions to develop a collective understanding of why they get into cars, why they choose to not stop for Police and what happens after the event. • In phase two, a second interview was conducted with rangatahi to examine the findings from phase one and explore potential solutions from a youth perspective. • During phase three, Police examined the data and presented their views on the youth perspective. Rangatahi and members of Police worked to build relationships as a foundation for the final phase. • Phase four involved collaboration between rangatahi and New Zealand Police staff to co-design strategies to reduce youth offending, injury, and death. <p>The final report, <i>Te Ikarere, A youth perspective of Police pursuits (for youth, by youth, in partnership with Police)</i> has been completed.</p> <p>Police will consider the findings, along with other research, to help inform future engagement with youth, and the Police response to fleeing driver events.</p>	<i>Police is continuing to work with the Office of the Children's Commissioner (OCC) to develop best practice guidelines when conducting intelligence interviews with children and young people.</i>