Fleeing Driver Action Plan – Table of Progress – May 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.	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 at the beginning of December 2019. *Refer Recommendation 2.1.* The proposed Fleeing Driver TENR risk assessment and decision-making tool was endorsed by the Fleeing Driver Action Plan Steering Group in February 2020 and approved for trial as part of the strengthened PPDP training. *Refer Recommendation 1.2.* Training in relation to the Fleeing Driver TENR risk assessment and decision-making tool has been delivered to two recruit wings. There has been positive comment about the scenario based lesson delivery. Practical driver training was suspended as a Covid-19 response measure. However, a scenario-based training element has been developed, requiring recruits to demonstrate application of the TENR risk assessment and decision-making tool as part of the in-car training segment.	Revision of the driver training lesson to include greater emphasis on TENR will be completed in June. The lesson will be peer reviewed and robustly tested with driver trainers, prior to commencing delivery to recruits. Work to develop additional content for the scenario library is ongoing. These scenarios will be incorporated into recruit driver training as they are completed. *Refer Recommendation 2.3.*
Indicative Timeframe October 2020	1.2 Review TENR component of PPDP reassessment programme.	The TENR component of the Police Professional Driving Programme (PPDP) 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 have been updated to reflect the outcomes sought, namely better decision-making resulting from improved understanding and application of TENR. The proposed Fleeing Driver TENR risk assessment and decision-making tool has been incorporated into the strengthened PPDP training being trialled in Tasman and Canterbury Districts (March – May 2020). This training includes two fleeing driver scenarios. The three-month trial of the strengthened PPDP training commenced on 2 March 2020, however practical driver training and assessment was suspended as a Covid-19 response measure.	When driver training recommences in July, the trial of the enhanced PPDP training will continue for the remainder of the three-month period and will be formally evaluated on conclusion. Work to develop additional content for the scenario library is ongoing. These scenarios will be incorporated into PPDP training as they are completed. *Refer Recommendation 2.3.*

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	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. Police drivers will be required to demonstrate their ability to make sound decisions, before and during a fleeing driver event. They will be required to pass both the theoretical and practical aspects of PPDP to achieve a Gold driver classification. The PPDP e-learning training content and assessment matrix has been updated. A trial of the TENR component of the PPDP practical assessment has been endorsed. *Refer Recommendation 1.2.* 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.	Complete. No further action required.
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 and now incorporates; • A total of five hours of lessons focused on fleeing drivers. These lessons include Tyre Deflation Devices (TDD) and Urgent Duty Driving (UDD) policy, TDD practical learning, and the application of TENR 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 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.* The inquiry phase will be addressed with policy adjustments and embedded through training when the amended policy is launched. *Refer Recommendation 3.*	**Continuous Education Programme** The Continuous Education Programme (CEP) is an online learning platform which links through to face-to-face training. The CEP caters to all staff and builds capability in the learner's current role and level. It also provides learning and development for people seeking promotion. Fleeing Drivers has been identified as a topic for inclusion in the release of training content due in July 2020. It is anticipated content will be introduced at the levels of Individual Contributor, Team Leader/Manager and Leader/Manager. Staff deployment in response to the Covid-19 pandemic has delayed development of CEP training content. This is a key focus for the coming quarter.
	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 to staff as detailed below. • Recruit driver training – *refer Recommendations 1.1 and 2.1;* • Police Professional Driver Programme (PPDP) - *refer Recommendation 1.2;* and • Scenario development – *refer Recommendation 2.3.*	Along with the development of CEP content, there will be a focus on developing training for delivery via multiple learning channels, inclusive of; • Online training • V-logs • Story telling • Conversation packs to support District leaders

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		The TENR risk assessment and decision-making tool is currently being trialled. This will significantly impact on all training and operational decision-making. A Fleeing Driver debrief template has been included as an appendix to the Debrief policy. The electronic Debrief / Observations form has been updated to include Fleeing Driver events as a means of recording and submitting lessons learned. A national gap analysis of District training in relation to fleeing drivers has been completed, and development of District training has commenced.	Consideration will be given to developing case studies using footage from the Air Support Unit (ASU) and Traffic Operations Centre. It is anticipated these case studies will be incorporated into the CEP training content.	
	2.3 Develop TENR training scenarios, including Comms Centre scenario and roles for frontline staff.	A Scenario Committee has been established to identify and develop fleeing driver scenarios to support staff learning. Once complete, these will thread across all learning channels to ensure a consistent message. Training will focus on working through TENR risk assessments at each stage of the scenario. Model responses align with legislation, the adjusted Fleeing Driver policy, and best practice lessons learned. Twenty scenarios spanning various levels and complexity have been identified for use in training / learning and assessment. • Two complete scenarios are being trialled in recruit driver training and the PPDP. These will be formally evaluated as part of the trial. • A further six scenarios are currently being refined by members of the committee.	Staff deployment in response to the Covid-19 pandemic has impacted on finalisation of the scenarios. This is a key focus for the coming quarter.	
	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 initial assessment of available Virtual Reality (VR) technology has been completed. A cost-benefit analysis of investing in screen simulators concluded that greater benefit will be gained from emerging VR technology.	The Royal New Zealand Police College (RNZPC) has secured talent from the tertiary education industry and has commenced development of test products to advance this 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. The Fleeing Driver Action Plan Steering Group will monitor advances in VR products being developed by the RNZPC.	
	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 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. Aerial Support Unit (ASU) and Police Communication Shift Commanders in Auckland have created informal ride-along opportunities. Frontline staff in Auckland, Wellington and Christchurch are able to get first-hand experience in the Communications Centre on an informal basis.	Staff deployment in response to the Covid-19 pandemic has impacted development of the Communications training framework. This is a key focus for the coming quarter. There is potential to formalise both the ASU ride-alongs and Communication Centre experience in the major centres, as part of the proposed training framework. *Refer Recommendation 2.6.* Consideration will be given as to whether there is potential to formalise on-the-job experience in Police Communications into the recruit training programme and / or the Probationary Constables Workplace Training Programme.	

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	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 in relation to fleeing drivers has been completed. There is an opportunity to strengthen training for each of these roles by refreshing training content and providing clear messaging for delivery across all three Emergency Centres. In January the Police Communications National Management Group agreed in principle to a proposed training framework. This has been further developed and finalised.	Staff deployment in response to the Covid-19 pandemic has impacted development of the Communications training framework. This is a key focus for the coming quarter. Existing training content will be reviewed and updated, with new content developed as required. An implementation plan will be developed to ensure the training framework is embedded across all three Emergency Centres. A process to record completed training will be identified, with a view to incorporating this into existing employee training records.
	2.7. Strengthen TDD training, and identify opportunities for ensuring staff are confident and competent in using the devices.	A review of the current state of TDD training has been completed. 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 currently being trialled in Canterbury and Tasman. *Refer Recommendation 1.2.*	The three-month trial of the PPDP training commenced on 2 March 2020, however practical driver training and assessment was suspended as a Covid-19 response measure. When driver training recommences in July, the trial will continue for the remainder of the three-month period and will be formally evaluated on conclusion. Next steps will be determined by the evaluation of the PPDP trial.
	2.8. Develop best practice for use of TDDs, drawing on international practice and experience.	A Pursuit Management Technologies briefing paper was presented to Steering Group for consideration in December 2019. This paper explores TDD use in international jurisdictions, as well as alternative technology available. *Refer Recommendation 7.4.* An initial review of the TDD policy has been completed.	The TDD policy revisions will be more widely consulted on. The policy review will be further informed by the evaluation of the strengthened PPDP training.
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.	The Fleeing Driver Policy Working Group decided it was best to require the pursuing officer carry out their TENR assessment and provide a summary of this to Police Communications, rather than Police Communications asking standardised, specific questions. The pursuit warning has been amended, with the proposed warning including an acknowledgement of the TENR risk assessment, confirmation that Comms has command of the event and reinforcement that safety is paramount. An external contractor was engaged to facilitate district consultation workshops in relation to the proposed policy adjustments. Workshops were run in every district during November and December 2019. An additional workshop was run with shift commanders and dispatchers in January 2020. External stakeholders including the Office of the Children's Commissioner, the IPCA, Police Association and Police Guild were consulted with. Feedback was considered and incorporated into the Fleeing Driver policy as appropriate. The amended policy was endorsed by Steering Group in February 2020.	The amended policy will be reconsidered by the Executive Leadership Board after further work has been completed in relation to; - establishing a nationally consistent investigation process - *refer Recommendation 5.2*, and - assessing the feasibility of using drone technology to enhance the safe management of fleeing driver events - *refer Recommendation 7.4.*

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		The amended policy was disseminated for wider consultation across Police and feedback collated and documented for consideration by the Executive Leadership Board (ELB).

The amended policy was discussed by the ELB in May. | |
| | 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 proposed Fleeing Driver policy has been amended to provide dispatchers with authority to abandon pursuits where a TENR risk assessment has not been supplied, and in circumstances where the TENR risk assessment is insufficient to justify a pursuit.

The amendment was endorsed by Steering Group in February and discussed by the ELB in May 2020. | |
| | 3.3. Specify that a one-person unit should be replaced by a two-person unit as soon as practical to facilitate sharing of the mental task (driving and communication). | This has been included as a proposed amendment to the Fleeing Driver policy.

The amendment was endorsed by Steering Group in February and discussed by the ELB in May 2020. | |
| | 3.4. Confirm that District Command Centres have no command over fleeing driver events. | This has been included as a proposed amendment to the Fleeing Driver policy to ensure clarity about who is managing the event.

The amendment was endorsed by Steering Group in February 2020 and discussed by the ELB in May 2020. | |
| | 3.5. Require the person abandoning a fleeing driver event to broadcast to all units their reason for abandonment. | This has been included as a proposed amendment to the Fleeing Driver policy to ensure all staff involved have a shared understanding of the reason for abandonment.

The amendment was endorsed by the Steering Group in February and discussed by the ELB in May 2020. | |
| **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. | 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 has been used to inform the development of the discussion document and options paper that was considered by Steering Group. | A separate piece of work is being undertaken by Police in relation to the ramming of police vehicles. It is anticipated this may provide additional context and insight which will be drawn on to inform the Steering Group's final decision. |
| | 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. | |

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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 Computer Aided Response and Dispatch (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.	Complete. No further action required.
	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 as a proposed amendment to the Fleeing Driver policy and was endorsed by Steering Group in February 2020. 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. Dispatchers have been advised to only result fleeing driver events as either reported (K6) or arrest (K9). The Police Communications intranet has been updated to reflect these requirements. Compliance with the new process has been monitored. This identified a very small number of events which were incorrectly resulted. Additional training has been provided where required.	Enquiries are being made with the CARD vendor to ascertain whether there is a technical solution which will restrict dispatchers to using only the K6 or K9 disposition codes to result events. Work is underway to develop a nationally consistent investigation and reporting process for fleeing driver events.
	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.	An initial review of the current fleeing driver notification form has been completed. Minor modifications have been made to the existing form to improve data capture, quality and alignment with other policies i.e. the Critical Incident Policy. The Police Information and Communications Technology (ICT) team has commenced development of the new Fleeing Driver reporting process.	The intention is to have Fleeing Driver reporting operational on the Business Process Manager (BPM) platform by September 2020. The objectives are to improve ease of reporting, consistency of reporting, and provide district reviewers with a single point of reference.
	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.	A paper assessing the benefits of transferring the Fleeing Driver policy to Response and Operations was presented to the Business Owner for consideration. This options paper was considered by Steering Group, with the decision being that the Road Policing workgroup would retain the Fleeing Driver policy. 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 are able to access the Fleeing Driver policy from the same location as all other tactical options policies. The new reporting process being developed aligns Fleeing Driver reporting with Tactical Options Reporting (TOR). Ensuring consistency of reporting process and supervisory review across both Fleeing Driver events and TOR is a key objective. *Refer Recommendation 5.*	Complete. No further action required.

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	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 objective is to have Fleeing Driver reporting operational on this platform by September 2020. *Refer Recommendation 5.3.*
	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 as a proposed amendment to the Fleeing Driver policy. *Refer Recommendation 3.* The amendment was endorsed by Steering Group in February and discussed by the ELB in May 2020. *Refer Recommendation 3.*	The technological aspect of linking the Comms audio recording to the fleeing driver event, and enabling district reviewers to access and review this in an efficient manner will be explored as part of *Recommendations 5.3 and 5.5.*
	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, however this would require the inclusion of road policing subject matter experts. 2. A draft paper has been prepared recommending the establishment of a national driving panel to review Police crashes, excess speed and fleeing driver events.	A paper recommending the establishment of a National Driving Panel has been prepared and is currently being consulted,
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.	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. Steering Group also agreed in principle to the introduction of an authorised covert observation phase. This has been included as a proposed amendment to the Fleeing Driver policy, with amendments to the ASU section of the policy being included in the wider consultation process with Districts and Police Communications (refer Recommendation 3). The amendment was endorsed by Steering Group in February and discussed by the ELB in May 2020. *Refer Recommendation 3.*	The amended policy will be reconsidered by the Executive Leadership Board after further work has been completed in relation to; - establishing a nationally consistent investigation process - *refer Recommendation 5.2*, and - assessing the feasibility of using drone technology to enhance the safe management of fleeing driver events - *refer Recommendation 7.4.*
	6.2. Identify opportunities where the role of the Air Support Unit could be formally extended – for example, empowering authorised follows.		

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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.	7.1. Identify opportunities to livestream external CCTV footage into Comms Centres.	Footage from the Air Support Unit 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** Initial discussions have been had with the Auckland Traffic Operations Centre (ATOC) about facilitating the live feed of footage from the TOC camera network into Police Communications.	Discussions have been had with the software vendor. It is possible to integrate live CCTV feeds onto the CARD map. Planned ICT projects mean this work will be scheduled after October 2020. 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.
High Level Action Identify and explore opportunities to use technology to enhance the management of fleeing driver events.	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.	Complete. No further action required.
Indicative Timeframe October 2020	7.3. Investigate the use of location technology for National Communications incident resource deployment and management during events.	Location technology is currently being used in the Deployment & Safety (DAS) application. This provides location details of officers, with the data originating from their mobility devices. This locational information is then displayed via a secure web browser (DAS Web) and is visible to District Command Centres and Police Communications. It is not currently integrated into CARD however communication centres have the ability to utilise the map layer. Additional work is being undertaken to improve the ease of use while Police continues to explore options for integration into the CARD maps Police Mobility has developed and trialled Situational Awareness Mapping (SAM). This complements DAS by providing location information of surrounding officers on their iPhones, as well as displaying this information in Police Communications. The national rollout of SAM commenced on the 17 March, with the SAM mobile application being loaded on Police iPhones. The application enables staff to view location information about themselves and their team on a map that can be viewed in standard, satellite or 3D map layers. The application can identify Police staff as being in single- or double-crewed vehicles, whether they are Public Safety Team responders, supervisors, road policing, enquiry, rural or dog section personnel. Motion data captured from officers' iPhones identifies whether each officer is stationary, walking, running or in a vehicle. Police Communications, District Command Centres and the National Command and Coordination Centre are able to view the big-screen web version of the application (SAM Web) at all times. Near real time location data will enhance both the safety of Police personnel and appropriate deployment to incidents. Police Fleet Group has recently commenced the deployment of 'telematics', which is a method of monitoring a vehicle by combining a GPS system with on-board diagnostics. At this stage, it is only being used to automate the uploading of odometer information.	Consideration is being given to the organisational implications of data collection from the SAM application. Once these implications have been assessed, consideration will be given to what additional benefit may be gained from collecting location data available through vehicle telematics.

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	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.	Completed. No further action required.
		Remote controlled tyre deflation devices The National Road Policing Centre Business Capability Steering Group has approved the Stage 1 business case to proceed to tender.	Tender documentation has prepared for the purchase of remote controlled tyre deflation devices. It was anticipated this would go to market in April, however this has been delayed due to staff redeployment in response to the Covid-19 pandemic.
		New pursuit management technology The Pursuit Management Technologies briefing paper addressed the following points: a) Provided an update on the Request for Information (RFI) submitted in January 2019. b) Provided a high level overview of the technologies used by other jurisdictions to manage fleeing driver events. c) Provided insight into technologies currently being used by New Zealand Police in the operational environment which could be used to strengthen the management of fleeing driver events. The Pursuit Management Technologies paper was presented to the Steering Group in December. Several options were considered, with the Steering Group endorsing the recommendation to further investigate the use of '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.	An Investment Logic Mapping (ILM) workshop was scheduled for March 2020 to explore the benefits and risks associated with the use of nets in the New Zealand operational context. Due to the Covid-19 response, this workshop was postponed and will be rescheduled. The ILM workshop will inform development of the Stage 1 business case, which will be presented to Steering Group for approval to proceed to the tender phase.
		Drone technology An evaluation has been undertaken to ascertain whether suitable drone technology exists that could be used to replicate the benefits of the Air Support Unit in a more cost-effective way.	The full evaluation report will be completed in June and presented to the Executive Leadership Board for consideration.
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**	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? Research report provided to the Minister's office, the IPCA and publicly released in October 2019.	Complete. No further action required.
		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?	The Evidence Based Policing Centre (EBPC) has engaged an external research contractor to complete questions two and three. Ethics approval for these two research tranches has been received from the University of Canterbury.
		3. Research Question: Why do people say they flee Police?	

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October 2020			The contracted researcher is working directly with Oranga Tamariki to develop a best practice process for conducting interviews and focus groups. Having transitioned to less restrictive Covid-19 response measures, recruitment for these focus groups is able to commence. The National Prevention Centre commissioned an external research company to specifically examine the youth experience of fleeing driver events. Rangatahi who had participated in a fleeing driver event 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. Once the research findings have been presented to Police and the rangitahi involved, the next step is to work collectively to develop solutions to determine how to best address the underlying motivations for this behaviour to achieve a reduction in the number of fleeing driver events, deaths and injuries.
		4. Research Question: What is the relationship between drivers' offending and their likelihood of fleeing Police?	Initial data analysis is underway.
		5. Research Question: What are the most effective mechanisms for interventions to reduce fleeing driver events?	
	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? Research report has been provided to the Minister's office, the IPCA and publically released. A Fleeing Driver Intelligence Interviews project has been established.	The working group is focused on finalising a fleeing driver intelligence interview template, which will be trialled in three or four districts. The EBPC evaluation of the outcomes of this trial will inform any subsequent decision to introduce nationally.