Fleeing Driver Action Plan – Table of Progress – September 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 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.* Practical driver training was suspended as a Covid-19 response measure. 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, which recommenced in July. Revision of the driver training lesson to include greater emphasis on TENR was completed in June. The fleeing driver component now includes; • Policy/Law lesson in relation to Fleeing Drivers • Fleeing Driver scenarios using decision making and TENR, Tyre Deflation Device (TDD) practical and a pass/fail assessment • Fleeing Driver communication practice across the practical driving phase, including the pursuit abandonment process • Revised integrated practice session, including abandonment and TDD deployment TENR is threaded throughout each of these lessons. In addition, the Urgent Duty Driving lesson and assessment at Manfeild includes a significant focus on TENR.	Work to develop additional content for the scenario library is ongoing, with a total of eight scenarios finalised to date. Scenarios are being incorporated into recruit driver training as they are completed. *Refer Recommendation 2.3.* Development of a completely new Integrated Tactics week is underway. Delivery of this programme will commence at the end of October. This training has a strong focus on the application of TENR and decision making under cognitive load, and culminates with a fleeing driver incident at a private test track.

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	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 has been updated to reflect the outcomes sought, namely better decision-making resulting from improved understanding and application of TENR. **Fleeing Driver TENR risk assessment and decision-making tool** Lessons incorporating the Fleeing Driver TENR risk assessment and decision-making tool were delivered to two recruit wings. There has been positive comment about the scenario-based lesson delivery. The evaluation process identified that it is preferable for recruits to gain a thorough understanding of the TENR tool which is applicable to all decision making and risk assessments, before being exposed to a similar TENR tool for fleeing driver events. The proposed Fleeing Driver TENR tool has been removed from recruit training. It is still being trialled in PPDP training being delivered to experienced operational staff. The proposed Fleeing Driver TENR risk assessment and decision-making tool has been incorporated into the strengthened PPDP training being trialled with operational staff. This training includes 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. The trial re-commenced on 6 July and has been extended to include Southern District, thereby encompassing the whole South Island (Te Wai Pounamu).	The trial of the enhanced PPDP training will be completed in October 2020. Feedback is being sought from all staff attending PPDP training during the trial period, with a formal evaluation to be completed by the Royal New Zealand Police College (RNZPC). Eight new scenarios have been incorporated into PPDP training as they are completed and are being used by driving instructors as part of the PPDP trial. *Refer Recommendation 2.3.*
	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 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. 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.** Police is committed to continuously improving training. Although this recommendation has been completed, a review is currently being undertaken into the training that new graduates receive to transition from a Silver to Gold driver classification. PPDP training is also being reviewed as part of the Frontline Safety Improvement Programme (FSIP).

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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 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 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. Development of a standalone fleeing driver training package (Individual Contributor level) is underway. It is anticipated this will be completed by November. Executive approval will be sought to have this mandated as compulsory training for all staff. Once training has been delivered nationally, this package will be placed into the CEP framework.
	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.* - Key messaging about decision-making and TENR considerations in relation to fleeing driver events was disseminated to Districts in August. This messaging is accessible by staff via the Checkpoint application on their mobility devices. 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.* 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. A specific 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. Fleeing Driver workshops have been facilitated with some Districts and Service Centres.	Along with the development of CEP content, there is 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 Specifically; - Line-up training is being refreshed. - As part of the Leadership Programme, the topic of fleeing drivers will be included in the Commissioners 'Coaching / Control and Command / Emergency Management' December podcast. - Fleeing driver workshops will continue to be facilitated with District staff and Service Centres.

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	2.3 Develop TENR training scenarios, including Comms Centre scenario and roles for frontline staff.	A Scenario Committee was established to identify and develop fleeing driver scenarios to support staff learning. 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. • A total of eight scenarios have been finalised to date. These have been incorporated into recruit training and are being used by driving instructors as part of the PPDP trial. Each scenario will be evaluated by the Royal New Zealand Police College (RNZPC).	Development of additional content for the scenario library is ongoing. It is anticipated the remaining 12 scenarios will be completed in the next 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.	**Recommendation complete.** 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. The Fleeing Driver Action Plan Steering Group will monitor advances in virtual reality 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. 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.* Options for incorporating training about the function and roles of the Emergency Centres are being explored. This is likely to form part of the Probationary Constable requirements. A technological solution is being sought to enable staff outside of the three main centres to have exposure to the Emergency Centre environment.

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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. National workshops have been facilitated with Emergency 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. Fleeing driver event management training has been developed as part of the Dispatcher training course. This will ensure nationally consistent content and training delivery across the three Emergency Centres. The first iteration of this course has been delivered, with feedback and learnings informing further development. Completion of training is being recorded.	The Dispatcher training package will be used as a building block to develop training for team leaders and shift commanders. The focus is on key policy principles, the application of TENR to inform risk assessments and decision making, and effective control and command. This will be available for staff new to these roles, as well as being used as refresher training. A process to record refresher training into 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.	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, Tasman and Southern Districts. *Refer Recommendation 1.2*.	Next steps will be determined by the evaluation of the strengthened PPDP training. *Refer Recommendation 1.2*.
	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.	Development of best practice will be further informed by the evaluation of the strengthened PPDP training and any actions arising from R*ecommendation 7.4*.

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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. Feedback was considered and incorporated into the Fleeing Driver policy as appropriate. The amended policy was endorsed by Steering Group in February 2020, prior to being disseminated for wider consultation across Police. Feedback was collated and documented for consideration by the Executive Leadership Board (ELB). The amended policy was discussed by the ELB in May 2020.	The amended policy will be reconsidered by the Executive Leadership Team 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.* A cross jurisdictional evidence scan has been completed to compare the effectiveness of post-event investigations as a means of identifying and holding fleeing drivers to account. A Fleeing Driver Investigations Best Practice guide has been completed and is being consulted on nationally. Once feedback has been collated, both papers will be presented to the Fleeing Driver Action Plan Steering Group for endorsement.
	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.	
	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.	
	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.	
	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.	

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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.	**Recommendation 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 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.	**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 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.	**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.	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 have produced a revised workflow for the new Fleeing Driver form. This was necessary to enable a greater number of involved staff to report on fleeing driver events, and to do so simultaneously.	Work has commenced on the prototype solution which is expected to be finished by the end of October. The prototype will provide an opportunity to obtain feedback from operational staff, which will inform the development of the final reporting process. The objectives are to improve ease of reporting, consistency of reporting, and provide district reviewers with a single point of reference.

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	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.	**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). Ensuring consistency of reporting process and supervisory review across both Fleeing Driver events and TOR is a key objective. *Refer Recommendation 5.3.*	**Recommendation complete.**
	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. 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 notification, and enabling District Reviewers to access and review this audio in an efficient manner, is being 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 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 paper recommending the establishment of a National Driving Panel has been prepared and will be disseminated for national consultation.
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.	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, which was endorsed by Steering Group in February and discussed by the ELB in May 2020.	**Recommendation complete.**
	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. **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 are 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.**
	7.3. Investigate the use of location technology for National Communications incident resource deployment and management during events.	Police has looked further into our Deployment and Safety (DAS), and Situational Awareness Mapping (SAM) systems, and the extended use of telematics. Police have 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 TDD's has been approved in principle by the Police Executive. Drafting of testing and evaluation documentation is being progressed. The proposed timeline for implementation is; October 2020 – TDD Request for Proposal released February 2021 – tender awarded July 2021 – procurement and distribution complete	Complete. Complete. Complete.

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		New pursuit management technology	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 is yet to be rescheduled.
		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.	
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 questions two and three. Ethics approval has been received from the University of Canterbury and Oranga Tamariki. A best practice process for conducting interviews and focus groups was developed in conjunction with Oranga Tamariki.	It is anticipated that research tranches two and three will be finalised in November 2020. The Research Advisory Group will review and discuss policy implications and the practical application of the findings.
		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.	Currently Police staff are examining the data and presenting their views on the youth perspective gathered through the interviews. During this phase rangitahi and members of Police are developing relationships with each other as a foundation for the final phase. Phase four will be a collaboration of rangitahi and NZ police staff with the aim of producing co-designed strategies to reduce youth offending, injury and death.

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		4. Research Question: What is the relationship between drivers' offending and their likelihood of fleeing Police? A literature review of available evidence has been completed as background to this tranche of research. Staff are working to integrate data from the fleeing driver notification database with other available police data to inform this work.	It is anticipated that research tranche four will be finalised in November 2020. The Research Advisory Group will review and discuss policy implications and practical application of the findings, including consideration of alternative strategies, such as not pursuing youth.
		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. A literature review of effective deterrence strategies has been completed.	Research tranche five will be informed by the other research tranches as they are completed. It is anticipated this will be finalised in November 2020. The Research Advisory Group will review and discuss policy implications and practical application of the findings.
	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 Interviews project has been established. The working group developed a fleeing driver intelligence interview template, which has been trialled in four Districts. Feedback and results from the operational trial was collated in September.	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.