

# Package: nzpullover (via r-universe)

June 26, 2024

**Title** Driving Offences in New Zealand Between 2009 and 2017

**Version** 0.4.0

**Description** Datasets of driving offences and fines in New Zealand between 2009 and 2018. Originally published by the New Zealand Police at <http://www.police.govt.nz/about-us/publication/road-policing-driver-offence-data-january-2009-march-2018>.

**Depends** R (>= 3.2.5)

**License** CC0

**Encoding** UTF-8

**LazyData** true

**URL** <https://github.com/nacnudus/nzpullover>

**BugReports** <https://github.com/nacnudus/nzpullover/issues>

**RoxygenNote** 6.0.1

**Repository** <https://nacnudus.r-universe.dev>

**RemoteUrl** <https://github.com/nacnudus/nzpullover>

**RemoteRef** HEAD

**RemoteSha** f45dc106eb6f57cd3188113ccbd1c7bd84c41564

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driving_offences	<i>Driving offences in New Zealand</i>
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### Description

A dataset containing driving offences, fines, and vehicle observations by cameras, in New Zealand between 2009 and 2018.

### Usage

driving\_offences

### Format

A data frame with 60423 rows and 6 variables:

**category** Type of offence, fine or observation

**value** Number of offences, value of fines in New Zealand dollars, or number of observations

**series** Subcategory of offence, fine or observation

**district** Police district

**area** Police area (subdivision of district)

**month** Month of the event

### Details

The categories of offence are Red Light, Restraints, Alcohol & Drugs, Mobile phone, Mobile-camera-issued Speed, Officer-issued Speed, and Vehicles past cameras.

**Red Light** Red light running offences at intersections for both vehicles and pedestrians (separated by officer issued and red light camera)

**Restraints** All restraint use offences (seatbelt and child restraint), excludes restraint equipment offences

**Alcohol & Drugs** Offences relating to driving under the influence of alcohol and drugs (including under 20 year old alcohol infringements) - Alcohol and drug combined offence types are excluded.

**Mobile phone** Offences for using a hand held device for calling or texting while driving

**Camera-issued Speed** Offences for exceeding the speed limit detected by mobile speed cameras. Static speed camera data is in the [static\\_camera](#) dataset.

**Officer-issued Speed** Offences for exceeding the speed limit detected by Police officers

**Vehicles past cameras** The number of radar vehicle detections (whether exceeding the speed limit or otherwise) recorded by deployed speed cameras.

General notes and caveats by the New Zealand Police:

This data contains provisional data which is drawn from a dynamic operational database. This is subject to change as new information is recorded or recoded.

During entry, a small number of infringements were coded to an incorrect Police Area (e.g., there are a small number of red light offences showing in Wairarapa Area where there are no traffic lights).

The data does not include cancelled infringements and proceedings, but does include minor infringements cleared as Written Traffic Warnings (WTWs) since the adoption of Police's Written Traffic Warning Policy in 2014. As WTWs do not have a fee these are not included in monetary value tables.

Legislation for the mobile phone, youth zero alcohol driving and lowered adult alcohol driving limit infringement types were introduced in November 2009, August 2011 and December 2014, respectively. These infringement types do not show in the data prior to these months.

Alcohol- and drug-specific infringements and proceedings do not include impaired driving offences in which the substance type is not explicitly identified in the offence description. Presently, no drug offences are processed as an infringement notice, so there is no drug-specific monetary fee table.

Infringement data resulting from the lowered Adult alcohol impairment limit introduced on 1 December 2014 (250mcg/litre breath and 50mg/100ml blood) are included in the 'Alcohol Specific' tables, and are also broken out into separate tables for convenience.

Most speed cameras employ radar technology to detect speeding vehicles. The process of issuing a speed camera notice involves verification of the resulting vehicle photo to validate the detection. When counting all vehicles passing speed cameras (i.e., all moving vehicles complying with the speed limit and otherwise), a small number of detections may involve other causes. These cannot be reliably excluded from the total number of detected vehicles as Police record speed camera notice details separately from raw vehicle counts. The total number of vehicles detected by speed cameras on deployment may therefore include a small number of false radar detections. Note also that this data starts from August 2009 as there were some technical issues affecting the roll-out of digital mobile cameras primarily between January and July 2009.

#### Source

<http://www.police.govt.nz/about-us/publication/road-policing-driver-offence-data-january-2009-march-2018>

#### See Also

[excess](#), [fleeing\\_area](#), [fleeing\\_district](#), [police\\_speeding](#), [police\\_speeding\\_band](#), [static\\_camera](#)

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excess

*Driving offences in New Zealand*

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#### Description

A dataset containing speeding offences and fines by excess-speed band, in New Zealand between 2009 and 2018.

**Usage**

excess

**Format**

A data frame with 16307 rows and 6 variables:

**value** Number of offences, value of fines in New Zealand dollars, or number of observations

**series** Officer/Camera-issued and offence/fine

**district** Police district

**area** Police area (subdivision of district)

**speed** Speed in km/h over the limit (the limit is not given)

**month** Month of the event

**Details**

General notes and caveats by the New Zealand Police:

This data contains provisional data which is drawn from a dynamic operational database. This is subject to change as new information is recorded or recoded.

During entry, a small number of infringements were coded to an incorrect Police Area (e.g., there are a small number of red light offences showing in Wairarapa Area where there are no traffic lights).

The data does not include cancelled infringements and proceedings, but does include minor infringements cleared as Written Traffic Warnings (WTWs) since the adoption of Police's Written Traffic Warning Policy in 2014. As WTWs do not have a fee these are not included in monetary value tables.

Most speed cameras employ radar technology to detect speeding vehicles. The process of issuing a speed camera notice involves verification of the resulting vehicle photo to validate the detection. When counting all vehicles passing speed cameras (i.e., all moving vehicles complying with the speed limit and otherwise), a small number of detections may involve other causes. These cannot be reliably excluded from the total number of detected vehicles as Police record speed camera notice details separately from raw vehicle counts. The total number of vehicles detected by speed cameras on deployment may therefore include a small number of false radar detections. Note also that this data starts from August 2009 as there were some technical issues affecting the rollout of digital mobile cameras primarily between January and July 2009.

**Source**

<http://www.police.govt.nz/about-us/publication/road-policing-driver-offence-data-january-2009-march>

**See Also**

[driving\\_offences](#), [fleeing\\_area](#), [fleeing\\_district](#), [police\\_speeding](#), [police\\_speeding\\_band](#), [static\\_camera](#)

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fleeing_area	<i>Driving offences in New Zealand</i>
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### Description

A dataset of fleeing-driver incidents in New Zealand between 2009 and 2018, where area-level detail is available. Total fleeing driver incidents are available with district-level detail only, in the dataset [fleeing\\_district](#).

### Usage

fleeing\_area

### Format

A data frame with 3441 rows and 5 variables:

**value** Number of deaths and series injuries, incidents, crashes or abandonments

**series** The thing being counted by value

**district** Police district

**area** Police area (subdivision of district)

**month** Month of the event

### Details

General notes and caveats by the New Zealand Police:

This data contains provisional data which is drawn from a dynamic operational database. This is subject to change as new information is recorded or recoded.

Police's Fleeing Driver Policy is based on the premise that drivers who fail to stop for Police and who flee to avoid apprehension pose risks to the public, police employees and themselves. In deciding whether or not to pursue a fleeing driver, Police must balance their responsibility to protect lives with their duty to enforce the law. If the decision is made to pursue, Police must prioritise safety by driving with a high standard of care and professionalism and in a manner appropriate to the situation. Total fleeing driver incidents are available with district-level detail only. Approximately 96

### Source

<http://www.police.govt.nz/about-us/publication/road-policing-driver-offence-data-january-2009-march>

### See Also

[driving\\_offences](#), [excess](#), [fleeing\\_district](#), [police\\_speeding](#), [police\\_speeding\\_band](#), [static\\_camera](#)

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fleeing\_district      *Driving offences in New Zealand*

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### Description

A dataset of fleeing-driver incidents in New Zealand between 2009 and 2018. Only district-level detail is available. A subset of fleeing driver incidents with area-level detail is provided in the dataset [fleeing\\_area](#).

### Usage

fleeing\_district

### Format

A data frame with 1116 rows and 5 variables:

**value** Number of deaths and series injuries, incidents, crashes or abandonments

**series** The thing being counted by value

**district** Police district

**month** Month of the event

### Details

General notes and caveats by the New Zealand Police:

This data contains provisional data which is drawn from a dynamic operational database. This is subject to change as new information is recorded or recoded.

Police's Fleeing Driver Policy is based on the premise that drivers who fail to stop for Police and who flee to avoid apprehension pose risks to the public, police employees and themselves. In deciding whether or not to pursue a fleeing driver, Police must balance their responsibility to protect lives with their duty to enforce the law. If the decision is made to pursue, Police must prioritise safety by driving with a high standard of care and professionalism and in a manner appropriate to the situation. Total fleeing driver incidents are available with district-level detail only. Approximately 96

### Source

<http://www.police.govt.nz/about-us/publication/road-policing-driver-offence-data-january-2009-march>

### See Also

[driving\\_offences](#), [excess](#), [fleeing\\_area](#), [police\\_speeding](#), [police\\_speeding\\_band](#), [static\\_camera](#)

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police_speeding	<i>Speeding police vehicles in New Zealand</i>
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**Description**

A dataset containing speeding vehicle detections (by cameras) of vehicles registered to Police, as well as waivers and fines, in New Zealand between 2009 and 2017.

**Usage**

police\_speeding

**Format**

A data frame with 5595 rows and 5 variables:

**value** Number of speeding vehicle detections, number of waivers, or value of fines in New Zealand dollars

**series** The thing being counted by value

**district** Police district

**area** Police area (subdivision of district)

**month** Month of the event

**Details**

General notes and caveats by the New Zealand Police:

This data contains provisional data which is drawn from a dynamic operational database. This is subject to change as new information is recorded or recoded.

The data does not include cancelled infringements and proceedings, but does include minor infringements cleared as Written Traffic Warnings (WTWs) since the adoption of Police's Written Traffic Warning Policy in 2014. As WTWs do not have a fee these are not included in monetary value tables.

Police speeding data includes only speed camera detections of vehicles registered to Police that were exceeding the speed limit. The data does not include driver occupation or whether the vehicle was being driven while on Police duty; however it could be reasonably presumed that staff were on duty in the vast majority of cases. Only in special circumstances are contract vehicles and patrol vehicles permitted to be driven whilst off duty. Police does not maintain a database of officers issued with speeding fines while driving Police vehicles. The table containing waived Police speed offences is a subset of the numbers shown in the top table and include all waived reasons. Specific reasons cannot be determined without review of individual files. However, a notice is generally only waived when a Police officer is undertaking urgent duty driving in response to an incident. Police employees who travel in excess of the speed limit are treated no differently to members of the public, and depending on the circumstances may be subject to further disciplinary action. All drivers of police vehicles detected travelling in excess of the speed limit are liable for the relevant penalties unless a legal defence applies. The Land Transport (Road User) Rule 2004 lists the legal defences Police have when undertaking urgent duty driving, thereby outlining the criteria for waiving a notice.

Please note that Police vehicle speeding data from 2014 onward cannot be compared to previous years due to a change in the way the infringements are recorded. A change to the recording process means that there has been an increase in the number of infringements recorded for 2014 when compared to previous years. This is due to a change of process for speed camera photos of police vehicles with red and blue flashing lights visible in the photographs. Notices are now issued for many of these photos, pending an explanation from the driver rather the previous process of presuming an urgent duty driving defence and not issuing a notice. "

Most speed cameras employ radar technology to detect speeding vehicles. The process of issuing a speed camera notice involves verification of the resulting vehicle photo to validate the detection. When counting all vehicles passing speed cameras (i.e., all moving vehicles complying with the speed limit and otherwise), a small number of detections may involve other causes. These cannot be reliably excluded from the total number of detected vehicles as Police record speed camera notice details separately from raw vehicle counts. The total number of vehicles detected by speed cameras on deployment may therefore include a small number of false radar detections. Note also that this data starts from August 2009 as there were some technical issues affecting the rollout of digital mobile cameras primarily between January and July 2009.

#### Source

<http://www.police.govt.nz/about-us/publication/road-policing-driver-offence-data-january-2009-march>

#### See Also

[driving\\_offences](#), [excess](#), [fleeing\\_area](#), [fleeing\\_district](#), [police\\_speeding\\_band](#), [static\\_camera](#)

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police\_speeding\_band *Speeding police vehicles in New Zealand by speed band*

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#### Description

A dataset containing speeding vehicle detections (by cameras) and the speed band of vehicles registered to Police 2009 and 2017.

#### Usage

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police_speeding_band
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#### Format

A data frame with 1673 rows and 6 variables:

**value** Number of speeding vehicle detections

**series** The thing being counted by value

**district** Police district

**area** Police area (subdivision of district)

**speed** Speed in km/h over the limit (the limit is not given)

**year** Year of the event



## Details

General notes and caveats by the New Zealand Police:

This data contains provisional data which is drawn from a dynamic operational database. This is subject to change as new information is recorded or recoded.

The data does not include cancelled infringements and proceedings, but does include minor infringements cleared as Written Traffic Warnings (WTWs) since the adoption of Police's Written Traffic Warning Policy in 2014. As WTWs do not have a fee these are not included in monetary value tables.

Police speeding data includes only speed camera detections of vehicles registered to Police that were exceeding the speed limit. The data does not include driver occupation or whether the vehicle was being driven while on Police duty; however it could be reasonably presumed that staff were on duty in the vast majority of cases. Only in special circumstances are contract vehicles and patrol vehicles permitted to be driven whilst off duty. Police does not maintain a database of officers issued with speeding fines while driving Police vehicles. The table containing waived Police speed offences is a subset of the numbers shown in the top table and include all waived reasons. Specific reasons cannot be determined without review of individual files. However, a notice is generally only waived when a Police officer is undertaking urgent duty driving in response to an incident. Police employees who travel in excess of the speed limit are treated no differently to members of the public, and depending on the circumstances may be subject to further disciplinary action. All drivers of police vehicles detected travelling in excess of the speed limit are liable for the relevant penalties unless a legal defence applies. The Land Transport (Road User) Rule 2004 lists the legal defences Police have when undertaking urgent duty driving, thereby outlining the criteria for waiving a notice.

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## Source

<http://www.police.govt.nz/about-us/publication/road-policing-driver-offence-data-january-2009-march>

## See Also

[driving\\_offences](#), [excess](#), [fleeing\\_area](#), [fleeing\\_district](#), [police\\_speeding](#), [static\\_camera](#)

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`static_camera`*Speeding offences detected by static cameras in New Zealand*

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**Description**

A dataset containing driving speed offences, fines, and vehicle observations by static cameras, in New Zealand between 2009 and 2018.

**Usage**`static_camera`**Format**

A data frame with 5296 rows and 8 variables:

**value** Number of offences, value of fines in New Zealand dollars, or number of observations

**series** Subcategory of offence, fine or observation

**district** Police district

**area** Police area (subdivision of district)

**site** Site code of the site of the camera

**road** Road name where the camera was sited

**section** Description of where along the road the camera was sited

**month** Month of the event

**Details**

Mobile speed camera data is in the [driving\\_offences](#) dataset.

General notes and caveats by the New Zealand Police:

This data contains provisional data which is drawn from a dynamic operational database. This is subject to change as new information is recorded or recoded.

The data does not include cancelled infringements and proceedings, but does include minor infringements cleared as Written Traffic Warnings (WTWs) since the adoption of Police's Written Traffic Warning Policy in 2014. As WTWs do not have a fee these are not included in monetary value tables.

Most speed cameras employ radar technology to detect speeding vehicles. The process of issuing a speed camera notice involves verification of the resulting vehicle photo to validate the detection. When counting all vehicles passing speed cameras (i.e., all moving vehicles complying with the speed limit and otherwise), a small number of detections may involve other causes. These cannot be reliably excluded from the total number of detected vehicles as Police record speed camera notice details separately from raw vehicle counts. The total number of vehicles detected by speed cameras on deployment may therefore include a small number of false radar detections. Note also that this data starts from August 2009 as there were some technical issues affecting the roll-out of digital mobile cameras primarily between January and July 2009.

**Source**

<http://www.police.govt.nz/about-us/publication/road-policing-driver-offence-data-january-2009-march>

**See Also**

[excess](#), [fleeing\\_area](#), [fleeing\\_district](#), [police\\_speeding](#), [police\\_speeding\\_band](#), [driving\\_offences](#)

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