

7 October 2021

IR-01-21-27880

Ashley Stewart

fyi-request-16537-d081fc06@requests.fyi.org.nz

Dear Ashley

I refer to your Official Information Act 1982 (OIA) request dated 15 September 2021 for additional information relating to fleeing driver incidents.

Specifically, you requested:

Can a column be added showing the following:

- *for each year, the percentage of fleeing driver incidents where a pursuit was initiated*
- *for each of those pursuits, how many were abandoned*
- *percentage of fleeing driver incidents where the police helicopter was used*

Can the whole dataset please be pushed out to include from 2010-2021? Looking for a reason for the declining amount of offenders identified, 58% - 35% is a pretty big drop.

Please refer to Table 1 at the end of my response.


The decision to flee can have significant and sometimes horrific consequences for the driver, their family and friends, the public and Police. Police clarified its Fleeing Driver policy in December 2020. The policy prioritises safety over the immediate apprehension of a fleeing driver. This means that the identification of offenders will generally take longer as it requires an investigation and, as with any investigation, it ultimately may not be possible to identify the offender due to the circumstances and limited available information.

Police National Headquarters

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I trust this answers your request. If you are not satisfied with the with the way I have responded to your request you have the right, under section 28(3) of the OIA, to ask the Ombudsman to review my decisions.

Yours sincerely

A handwritten signature in black ink, appearing to be 'PJ', written over a horizontal line.

Inspector Peter Jones

Acting Director: National Road Policing Centre

Table 1: Fleeing Driver Events for years 2010 - 2021

| <i>Calendar Year</i> | <i>Fleeing Driver Notifications</i> | <i>Pursuit Initiated</i> | <i>Pursuit Initiated Percent</i> | <i>Pursuits Abandoned</i> | <i>Offenders Identified</i> | <i>Offenders Identified Percent</i> | <i>Court Proceedings</i> | <i>Court Proceedings Percent</i> | <i>Air Support Used Percent</i> |
|----------------------|-------------------------------------|--------------------------|----------------------------------|---------------------------|-----------------------------|-------------------------------------|--------------------------|----------------------------------|---------------------------------|
| 2010 | 2195 | <i>no data</i> | <i>no data</i> | 826 | 1378 | 63% | 1984 | 90% | 6% |
| 2011 | 2328 | <i>no data</i> | <i>no data</i> | 1113 | 1467 | 63% | 1917 | 82% | 7% |
| 2012 | 2310 | <i>no data</i> | <i>no data</i> | 1116 | 1432 | 62% | 1820 | 79% | 7% |
| 2013 | 2308 | <i>no data</i> | <i>no data</i> | 1225 | 1406 | 61% | 1708 | 74% | 8% |
| 2014 | 2392 | <i>no data</i> | <i>no data</i> | 1314 | 1403 | 59% | 1773 | 74% | 5% |
| 2015 | 2997 | <i>no data</i> | <i>no data</i> | 1579 | 1794 | 60% | 2259 | 75% | 6% |
| 2016 | 3323 | 3205 | 96% | 1775 | 1946 | 59% | 2625 | 79% | 6% |
| 2017 | 3796 | 3676 | 97% | 2067 | 2190 | 58% | 2876 | 76% | 7% |
| 2018 | 4095 | 3973 | 97% | 2372 | 2358 | 58% | 3108 | 76% | 10% |
| 2019 | 4863 | 4720 | 97% | 3012 | 2639 | 54% | 3425 | 70% | 9% |
| 2020 | 4846 | 4421 | 91% | 2943 | 2427 | 50% | 3368 | 70% | 9% |
| 2021* | 4287 | 966 | 22% | 723 | 1513 | 35% | 2063 | 44% | 10% |

Notes:

*2021 data is from 1 January 2021 to 27 September 2021, when data was extracted.

Police made changes to the way fleeing driver events were recorded in 2016. This means that we are not able identify the number of fleeing driver events that were not pursuits prior to 2016.

The Air Support Unit (Eagle) is generally only available to respond to incidents within Tāmaki Makaurau.