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Paper Title: *Infringement Intelligence Driving Targeted Road Policing Enforcement*

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Practitioner Paper:

In 2008/09 Victoria Police issued 1,889,246 infringements across a broad range of road based offences through both our road safety camera network and on-the-spot fines issued by police. This figure will grow marginally for the 2009/10 financial year.

These infringements are broken down into the following categories:

Road Safety Cameras:	1,396,702
On the Spot Infringements:	492,544

Road Safety Camera infringements are only for proscribed offences including, speeding offences, red light offences and driving an unregistered vehicle.

With nearly 1.9 Million infringements issued annually in Victoria this provides a significant warehouse of information. In past this information has only been utilised to ensure expiation of the infringement, assist subsequent court

processes and to ensure that the individual receives their appropriate demerit points. This intelligence paints a picture of a person's driving behaviour.

When local police issue an on-the-spot fine to a motorist who resides in their local area they may become aware of some of their offending history and in turn include details of that person in tasking sheets to ensure that if they continue to drive poorly they are targeted for their driving actions. Whilst appropriate, past practices in this area have not allowed for an intelligence led or strategic focus to target the worst drivers on Victorian roads. Police intercepting a driver are only able to access traffic history either from a court result of where the infringement history involved demerit points.

In March 2010, the Road Policing Enforcement Division of Victoria Police, which has responsibility for the road safety camera network and also collates all data on police issued infringements, commenced a new process to provide intelligence to local police divisions to enable them to maintain awareness of their worst road offenders and target them with appropriate enforcement methods.

Initially three police divisions across the state were provided an intelligence package that identified their most infringed drivers.

In order to achieve this intelligence product, a list was produced of all drivers residing in a geographic police area who had received an infringement for certain road safety offences. The offences were specifically limited to infringements affecting road safety and were then weighted on seriousness of offence to determine risk of past driving behaviour and in turn predict future driving behaviour. Higher weighting was given to high demerit offences and loss of loss of licence offences, whilst a lower weighting was given to non demerit or low demerit offences.

The intelligence product for one police division identified the top 5 offenders using infringement data from 2008 and 2009 as follows:

28 year old female:	177 infringements	Weighting: 433
32 year old female:	92 infringements	Weighting: 223
54 year old male:	73 infringements	Weighting: 170
47 year old male:	57 infringements	Weighting: 167
25 year old female:	52 infringements	Weighting: 155

These infringements were not the total infringements received by the individuals, rather only infringements affecting road safety. For instance, they did not include parking infringements or tolling infringements where a person did not have an e-tag to use a toll road.

A significant number of the offences committed by people identified through this intelligence relates to offending detected outside of their home police region. Local police were not aware of the poor driving history of the above individuals and police divisional management is now able to direct resources towards enforcement against drivers that show no regard for the road laws in the State of Victoria.

The method of targeting enforcement is for the local divisional management team to determine. Local initiatives have seen the use of surveillance, overt attention and proactive engagement in road safety and driving education programs to shift driver behaviour.

In the above five (5) examples, the Tasking and Coordination Committee that is convened at the Divisional level had taken on the role of ensuring appropriate action on the drivers identified in the supplied intelligence. Local police then update our computer records held on each driver to log the action taken in respect of each person.

Surprisingly, the data was expected to reveal that many of our worst drivers were young people, but this is not the case. The vast majority of drivers identified in our intelligence are over the age of 25, with the worst being mostly over the age of 30. (Appendix A)

Whilst final analysis of the state-wide data is presently being undertaken, we also know that many drivers continue to drive even though their licences are suspended or disqualified and often while their cars are unregistered. A significant percentage also have a criminal history with police.

Whilst the program only commenced in April 2010, we have received significant positive feedback from local police on the quality of the intelligence. Information received back from local police indicates that many police are choosing to engage proactively with the drivers in order to determine causal factors and discuss with them strategies on improving their driving behaviour.

At the time the initiative was launched in the media it received wide spread public support, however it also received criticism from human rights advocates in Victoria. The sense I have is that they felt that police should not be targeting or placing under surveillance, drivers who had a poor history on the road. Victoria is the only state in Australia that has a Human Rights Charter, (I note the ACT also has a charter). In response to the criticism from human rights advocates, I make the point that these drivers who have shown no regard for the safety of themselves or other road users are actually committing criminal offences on our roads, for which the criminal law holds them accountable and provides sanction. No longer should we just focus on these drivers as just having a poor driver history, but with a focus on increasing awareness of the criminal road based offences they commit, for which we intend to hold them fully accountable.

Case Studies:**Example 1:**

28 year old female: 177 infringements Weighting: 433
 Current Demerit Points: 279
 Main Offending: Speeding offences
 Licence Status: Suspended on 2 June 2010 for 6 years
 Car: Cancelled Rego since 12/06/2009
 History: Suffer from ADD and cannot pay attention to changes in speed limits. Medical review pending.

Example 2:

32 year old female: 92 infringements Weighting: 223
 Current Demerit Points: 160
 Main Offending: Speeding offences
 Licence Status: Suspended until 09/07/2010
 Vehicle: Company registered
 History: Nil known

Example 3:

39 year old male: 140 infringements Weighting: 404
 Current Demerit Points: 130
 Main Offending: Speeding and Disobey Traffic Control Signal (Numerous Excessive Speed Infringements)
 Licence Status: Suspended until June 2012
 Vehicle: Numerous different vehicles registered to friends
 History: Criminal offending and significant assault history

Example 4:

50 year old male: 110 infringements Weighting: 317
Current Demerit Points: 1 (Took option notice and points cleared.)
Main Offending: Speeding
Licence Status: Full Current – Taxi Driver
Vehicle: Taxi, currently registered
History: Nil known

Example 5:

32 year old male: 120 infringements Weighting: 258
Current Demerit Points: 98
Main Offending: Speeding and Disobey Traffic Control Signal
(Several Excessive Speed Infringements)
Licence Status: Disqualified
Vehicle: Currently registered
History: Significant traffic history – drive whilst disqualified,
suspended, drive unregistered vehicle, drive
manner dangerous.
Extensive criminal history and jail time.