

## **Enhanced Enforcement Program – a High Visibility on-Road Enforcement Partnership between the NSW Police Force and Transport for NSW**

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### **Abstract**

The Enhanced Enforcement Program is a unique partnership between the NSW Police Force and Transport for NSW (administered through the Centre for Road Safety) that targets behaviours known to contribute to road trauma in NSW. The program has been running since 1996 and has evolved significantly over that time. Each year it delivers approximately 210,000 additional highly visible on-road enforcement hours, targeted at locations with a demonstrated crash history. Several operation types run through this program, including statewide operations that support double demerit point periods, major route operations, and locally run enforcement operations targeting a particular geographic area.

### **Background**

The Enhanced Enforcement Program began in 1996 as a trial on the Pacific Highway in northern NSW. This was the first time Roads and Maritime Services (which managed the program before it transferred to Transport for NSW) funded Police to undertake additional on-road enforcement. The program now funds approximately 135 additional operations per annum, as well as eight statewide operations (run over long weekend or holiday periods), and seven major route operations. It is unique in its scale and its targeted yet flexible approach.

### **Key Program Components**

The Enhanced Enforcement Program is currently funded at \$14.5 million per annum through the Community Road Safety Fund, which reinvests speed and red-light camera fines into road safety initiatives. It is the most high-profile and financially significant partnership between Transport for NSW and NSW Police.

The program delivers approximately 210,000 additional on-road enforcement hours in NSW each year. Program guidelines are produced trimesterly by the Centre for Road Safety (CRS) in agreement with the NSW Police Force Traffic and Highway Patrol Command. These guidelines provide high-level crash data. Regional Roads and Maritime staff supply each Highway Patrol Local Area Command with additional crash data, and support local enhanced operations by providing marketing opportunities to complement the enforcement being undertaken.

Program funding is applied in three distinct ways. The first, and most common, is overtime for Highway Patrol Officers to undertake tasked enforcement at locations within their geographical area with a demonstrated crash history. The Police apply for funding by submitting an evidence-based application that utilises crash data, outlines the behavioural issue the operation will address, and nominates the day of week and time of day the operation will target.

The second way is through funding cancelled rest days: days that officers would not otherwise be working when they are recalled to duty to target a specific road safety issue. Applications are also based on crash data and target significant increases in the road toll, either along a specific route or in a geographical area.

The third, and less common, approach is funding shift penalties. This allows officers to commence work at times other than usual start times, so as to provide on-road profile and enforcement for longer hours at certain locations.

The three funding methods realise benefits in different ways but all aim to reduce road trauma on NSW roads. Case studies of funded operations and outcomes will be provided in the presentation.

To complement the program and maximise the benefit of on-road enforcement, CRS also funds high-visibility markings with road safety messaging on Highway Patrol vehicles. This measure ensures that funding for additional on-road enforcement is reinforced by extending the reach of public education campaign messaging.

### **Conclusion**

The Enhanced Enforcement Program has established an ongoing and unique partnership between Transport for NSW and NSW Police. It delivers a significant increase in on-road, high-profile enforcement at locations with a demonstrated crash history. It ensures behavioural issues contributing to road trauma are targeted to a higher degree than would otherwise be possible.