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| NSW Penalty Data Tool: Executive Summary |
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# Abstract

A 100 to 150 word executive summary of your findings. Do this last.

# Introduction

Explains the purpose of this report. Include the date range covered, and the different analysis tasks performed

# Graphical user interface Description automatically generated with medium confidence**Analysis 1 – Main Page**

Figure - Default Main Page

Graphical user interface, table

Description automatically generatedEach individual case has an offence year, offence month, offence code, offence description, associated legislation, associated clause (from legislation), face value (penalty amount for offence) and whether it was identified on camera. Figure 1 displays the default cases shown to the user, when preferences have not been identified.

Figure - Preferences Selected for Main Page

Figure 2 displays a sample of the cases that occurred between the 1st of January 2015 to the 1st of January 2016. Cases between the chosen dates occurred outside of a school zone. ‘ROAD RULES 2014’ is more frequent than other legislations associated to this period. Most cases were captured by radar, and cases tend to be minor traffic offences (e.g., disobeying signs, such as stopping at a red light or no parking). Besides the occasional outliers, as highlighted in Figure 2, face value stayed below the $500 range.

# Chart, pie chart Description automatically generatedAnalysis 2 – Distribution of Cases (Offence Code)

Figure – Preferences Selected for Offence Codes

Figure 3 displays cases that occurred between the 1st of January 2015 to the 1st of January 2016. Cases between the chosen dates occurred outside of a school zone. Majority of the offence codes refer to speeding, which seems to be a prevalent issue in NSW. Each offence was recorded by camera. Each offence was committed individually, meaning the traffic offender was alone in the car when committing the crime. The most frequent offence code found across these set of cases was the ‘Motor vehicle exceed speed limit – 10km/h and under – Camera recorded – Individual’. The second most frequent offence code had a similar description, but is over the 10km/h threshold, whereas the third most frequent is over the 20km/h threshold. This may indicate that it is more socially acceptable to speed 10km/h under compared to the set speed limit. It is important for the government agency Transport for NSW (TfNSW) to consider this analysis when implementing road rules, especially in terms of lowering speed offences across the state.

# **Analysis 3 – Captured by Radar or Camera**

Figure - Preferences Selected for Radar and Camera

Figure 4 displays cases that occurred between the 1st of January 2015 to the 1st of January 2016. Cases between the chosen dates occurred outside of a school zone. Radar is often used by police or law enforcement to monitor vehicle speeds and are highly accurate when detecting objects. However, cameras operate automatically, can read precise shape of an object as well as automatically detect and issue traffic violations. Therefore, the data in Figure 4 is reasonable, as the number of cases captured on camera compared to radar is astronomically larger. Whether offences were captured by radar or camera, cases increased in the months July to December, compared to the beginning of 2015. It is important for the TfNSW to consider this analysis when implementing road rules, especially in terms of choosing between radar or camera.

# **Analysis 4 – Mobile Phone Usage**

# **Analysis 5 – School Zone**