

**CRASH INVESTIGATION UNIT
TRAFFIC & HIGHWAY PATROL COMMAND
NSW POLICE FORCE**

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26 April 2019



NSW Police Force
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The Hon James Wood AO QC

Chairperson

NSW Sentencing Council

sentencingcouncil@justice.nsw.gov.au

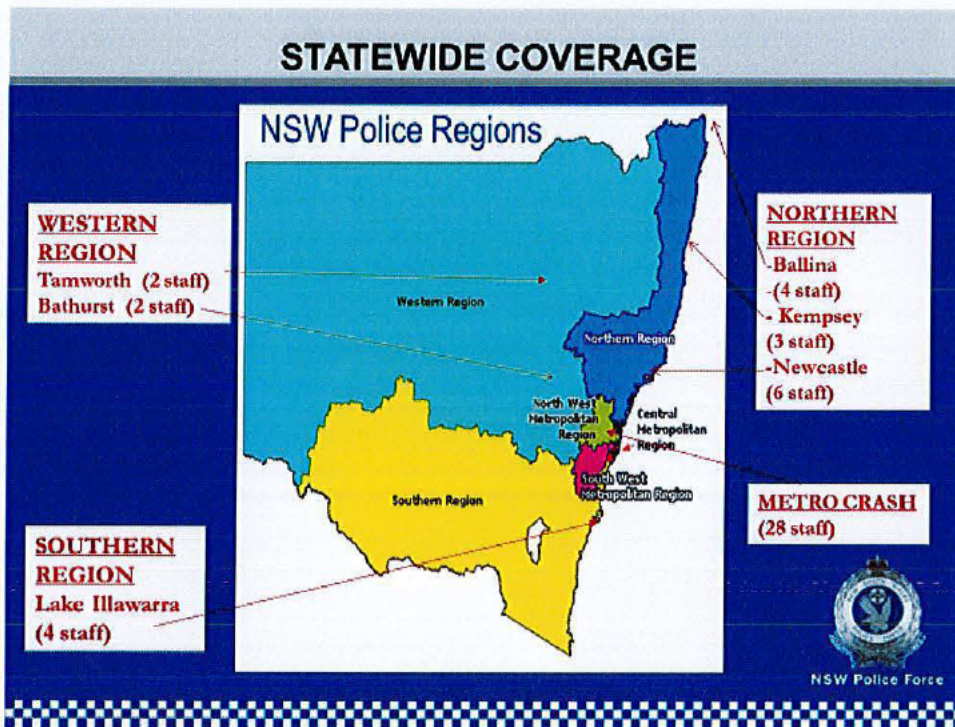
To Mr Wood,

On behalf of the attendees Assistant Commissioner Michael CORBY APM, Detective Superintendent Julie MIDDLEMISS, Detective Inspector Katie ORR (apologies - on annual leave), Inspector Samuel NELSON and the Crash Investigation Unit, Traffic & Highway Patrol, Command, NSW Police Force; I thank you for the opportunity to present our submissions regarding Repeat Traffic Offenders involved in fatal and serious injury motor vehicle crashes to the Sentencing Council Forum on 17 April 2019. As requested the attached written submissions are provided below.

Repeat Traffic Offenders – Crash Investigation

A Crash Investigation Perspective on Repeat Traffic Offenders

The Crash Investigation Unit (CIU), Traffic & Highway Patrol Command has units located at: Huntingwood (Metropolitan CIU); Newcastle Police Station (Hunter CIU); Lake Illawarra Police Station (Southern CIU); Bathurst Police Station (Central West CIU); Tamworth Police Station (Northern Tablelands CIU); Kempsey Police Station (Mid North Coast CIU) and Ballina Police Station (Far North Coast CIU). There are plans to open a further crash investigation unit in Wagga Wagga in 2020. Across the Crash Investigation Units there are 50 investigators including five Sergeants, a Detective Sergeant and the CIU Commander, Detective Inspector Katie ORR. Outlined below is a map of NSW with respective Crash Offices and the allocation of Crash Investigators for each area.



Offences the Crash Investigation Unit Investigate

- ❖ Death or serious injuries are involved and serious indictable charges are likely
- ❖ Serious injury or death where the responsible party cannot be determined
- ❖ Failure to stop where persons are killed or seriously injured
- ❖ Death or serious injury where a NSW Police Force vehicle or on duty member is involved
- ❖ A major incident of an unusual nature (tourist/school buses, trains etc)

Note 1: Serious injury means injuries that amount to Grievous Bodily Harm.

Note 2: Crash Investigation Unit do not investigate intentional offences such as murder.

Recent Crash Statistics

2018

335 - Fatal Crashes with 357 Fatalities

11,180 - Seriously Injured.

2019 to date

118 – fatalities

Of interest is that in the 22-year period from 1996 to 2018 there has been a consistent downward trend of fatal motor vehicle crashes from the late 500s to the mid-300s in 2018. For the 11-year period from 2008 to 2018 there has been a downward trend from the mid-400s to the mid-300s, except for a spike in 2008-2009 where it rose back to the mid-400s. In the same period from 2008 to 2018 the figures have remained consistent around the 6,000 mark with the number moderately of injured persons consistently downward trending from the mid-12,000s to the high 7000s.

Causes of Crashes

The Crash Investigation Unit acknowledge that the three main causes of crashes are: speeding, fatigue and driving with a Prescribed Concentration of Alcohol (PCA). Of concern is a fourth cause, which appears to be glossed over or treated with a lower level of seriousness. That is prolong and momentary inattention and derives from activities such as: mobile phone use, the driver disciplining children from the front seat to the rear seats of the car, eating, looking around the cabin of the vehicle whilst driving for items, attending to the car stereo or navigation screen or entertainment system. Evidence to prove such inattention can be difficult to glean but there is also a belief by some drivers who don't view it as the cause of their crash. It is akin to the 'thinking' like mobile phone use was originally viewed; that it is not a distraction and does not affect my driving concentration. Momentary and prolonged inattention needs to be promulgated and drivers further educated on this issue. The Crash Investigation Unit strongly believe this will result in a reduction in the number of fatal and serious injury vehicle crashes.

Sentencing Council Terms of Reference, Consultation Paper and Submissions

We have read the Sentencing Council's Terms of Reference and Areas of Discussion and note the varied views contained in the submissions regarding Repeat Traffic Offenders; the views on imprisonment; fines; 'unauthorised driving offence' (i.e. licence disqualification, suspension, unlicensed etc); education programs; other

initiatives; and the impact on regional and remote communities on licence restrictions especially when it comes to low-socio economic and/or Aboriginal communities. We note the interesting statistics regarding the correlation between driving offences involving harm and serious assault offences, listed under Prior Offending Characteristics on pages 13-14 of the NSW Sentencing Council Repeat Traffic Offenders Consultation Paper.

Crash Investigator Sentencing Experiences

With respect to sentencing of fatal and serious injury crashes it is the experience at the Crash Investigation Unit that a disparity of sentencing occurs across the state from courts to courts. Noting that judges/magistrates have judicial discretion in sentencing, what sentence a driver will receive for similar circumstances by different courts and judges/magistrates differs markedly at times. This can be disheartening and frustrating for investigators, the ODPP, defence and victims regarding sentence outcomes. As outlined by the NSW Sentencing Council (p52), pursuant to *R v Shashati [2018] NSWCCA 167 [60]* that “the CCA observed that a survey of case law suggests continuing discrepancies in sentencing for offences arising from fatal driving accidents, requiring the Court to “give guidance in order to achieve a higher level of consistency”.

Crash Investigators are required to submit Situational Reports (SITREPS) via the chain of command, inter alia at the time when an offending driver is sentenced. It is mandatory for Crash Investigators to comment on the victim’s views of the court outcome on these SITREPs. It is not uncommon for victims and the families to express their dissatisfaction in regard to the sentence imposed. [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Number/Percentage of Repeat Traffic Offenders involved in crashes

What the statistics demonstrate, as outlined in Annexure A, is that although Repeat Traffic Offenders represent a small percentage (only 3%) involved in crashes overall; they account for 11-12 percent of drivers involved in fatal and serious injury crashes (as opposed to actual bodily harm or nil injury crashes). Drivers with one or more offences in the past five years are over represented in fatal and serious injury crashes; while drivers with no offences are underrepresented. (Transport for NSW, Sentencing Council Consultation Paper – Repeat Traffic Offenders, February 2019, p4).

High Risk Repeat Offenders as drivers involved in fatal and serious injury crashes have a fatal crash risk 5.4 times higher than that of drivers that have an offence free traffic record. (Transport for NSW, Sentencing Council Consultation Paper – Repeat Traffic Offenders, February 2019, p6).

A recent review and chart compilation completed by the Crash Investigation Unit for the purposes of these Sentencing Council Submissions for the period of 1 January 2017 to the 11 April 2019 of offenders charged with and convicted of fatal and serious injury crashes that were also charged with an 'unauthorised driving offence' at the same time show that 67 offending drivers fitted in this category across NSW for that period; this being consistent with the above statistics of three percent.

Programs and Initiatives to Change Driver Behaviour

Education

The Crash Investigation Unit acknowledges that education is the key to road safety and is still imperative for first time offenders and repeat offenders. This includes the Traffic Offenders Intervention Program (TOIP), alcohol/drug education, defensive driving courses, resitting Driver's Test and proposed education programs. Emphasis on that education is the key and you are never too old or experienced, especially if convicted of offences, to be subject to driver education. Education and exposure of victims and cost/resources of emergency services etc, all attribute to making offenders understand the consequences of their actions making it personal and real. It is advocated that the use of celebrities/sports stars e.g. V8 supercar drivers or NRL players who would appeal to the target audience of Repeat Traffic Offenders would be recommended to speak at such educational programs.

The Crash Investigation Unit are active participants in the 'Be Street Smart Presentation' held annually at Homebush as part of the High School Driver Education curriculum. 'Be Street Smart' is a live show simulating a fatal crash scenario for students to show them the reality of a fatal car crash. The show also includes victims, offenders, police officers, ambulance officers, fire brigade officers, lecturer and road trauma surgeons acting and speaking to the students about crashes. Be Street Smart has a high impact on high school children that attend and has been running for 13 years now. Such programs could extend to high risk offenders in a similar capacity; for example, on the same days or days after 'Be Street Smart' is run for the high school students. The Crash Investigation Unit are also involved in the Blue Dato Foundation whereby the Foundation with Crash Investigators attend high schools and do presentations.

The Crash Investigation Unit believe that education programs and initiatives should be included as part of sentencing generally and encourage that they should form part of ICOs, CCOs or CROs – keeping in mind education is the key.

The Crash Investigation Unit is supportive of the notion that it is not always about driving skills or road legislation but a need to improve cognitive skills and build resilience to improve a person's ability to deal with high risk situations. The Crash Investigation Unit acknowledges the comparative links between assaults and dangerous driving offences indicating that repeat traffic offenders generally are high risk takers and require some type of aptitude testing and/or psychological testing to determine their suitability to have their licence returned. This was also expressed by the Law Society in their submission to the Sentencing Council on page 7.

Enforcement and Change of Legislation

Fines and unsupervised bonds are an effective way of gaining compliance but not the only avenue. They are applicable for law abiding citizens but have limitations on recidivism of Repeat Traffic Offenders. To reflect community expectations and values and act as a disincentive for those thinking of committing 'unauthorised driving' offences that may result in death or serious injury, it is proposed that a new subsection should be inserted into *Dangerous Driving, Section 52A Crimes Act 1900 (NSW)*. The proposal would be section 52A (1)(d) being the accused was disqualified, suspended, unlicensed, refused etc and would accompany the subsections of section 52A (1)(a)(b) and (c), being speeding in a manner dangerous, driving in manner dangerous or under the influence of intoxicating liquor or of a drug. The rationale behind this is that section 52A has no '*mens rea*' element for the offence and is based on the actions of the driver prior to and at the time of the crash. The fact a driver is aware he/she is an 'unauthorised driver', their licence removed due to their unlawful and high risk driving and that such grave concerns were held by the RMS, NSW Police or the Courts who removed their licence to stop them driving yet they still ignored such intervention, chose to drive a vehicle and became involved in a crash. This can only be considered as a dangerous act and should be included as subsection within the *section 52A Dangerous Driving, Crimes Act*. This would also apply respectively under *section 52A (3) Dangerous Driving Occasioning GBH*. Alternatively, such 'unauthorised driving' could be inserted into section 52A (7) Circumstances of Aggravation.

The Crash Investigation Unit also advocate for the use of mobile phones whilst driving which results in a crash whereby death or serious injury is occasioned to be included in subsection under *Section 52A Crimes Act or listed as a circumstance of aggravation under section 52A (7)*; especially given the prolific use of mobile phones whilst driving; we assert that this is in line with the recently increased penalties for driving whilst using a mobile phone and the proven fact that driving whilst using a mobile phone is a significant distraction that does lead to death or serious injury.

The Crash Investigation Unit have experienced that when an 'unauthorised driving offence' is charged as a back-up offence with the offence/s of: Manslaughter, Aggravated Dangerous Driving Occasioning Death or Grievous Bodily Harm, Dangerous Drive Occasioning Death or Grievous Bodily Harm; that the gravity and penalty of the latter offences commonly have the 'unauthorised driving' offences withdrawn. Victims of crashes commonly say, "*But the driver was unlicensed, he should not have been on the road in the first place. What are the courts going to do about that?*" It is noted that mandatory disqualification periods at sentence are applied but no penalty is given for the 'unauthorised driving offence'. The victim perceives (and rightly so) that the first and foremost cause of the crash was not appropriately dealt with in the first instance; the fact the driver was unlicensed. The Crash Investigation Unit advocates for 'unauthorised driving' to be included in a subsection of *52A Crimes Act* and would deter Repeat Traffic Offenders to drive whilst unauthorised to drive.

The Crash Investigation Unit supports the proposal that if a Repeat Traffic Offender commits certain traffic offences (i.e. over 45kph speed offence or even an over 30kph speed offence, predatory driving, negligent driving etc and/or a combination of nominated offences) three or more times within a three-year period; than a Court Attendance Notice is to be automatically instigated or issued by the police for the driver to attend court. In a similar vein to legislation pertaining to Ongoing Drug Supply and Ongoing Firearm Supply, if a driver has been identified to have committed the nominated offences during the designated period than an offence of Ongoing Repeat Traffic Offender legislation would be invoked to appropriately deal with that offender.

The circumstances that dictate whether a person is killed, injured or uninjured within the cabin of a vehicle during a crash is a very fine line. Keeping this in mind, driving offences under Dangerous Driving Occasioning Death or GBH, *section 52A Crimes Act* and Negligent Driving Occasioning Death or GBH, *section 117 (1)(a) & (b) Road Transport Act 2013* are all predicated on whether death or GBH occurred. With injuries, there is also at times a fine line between what constitutes a grievous bodily harm injury and actual bodily harm. This is often in dispute at law between the prosecution and defence with the real issue of the culpability of the offending driver overlooked and the case predicated on whether a GBH threshold is satisfied beyond reasonable doubt. If GBH is not met than the only applicable charge for actual bodily harm resultant crashes is pursuant to *section 53 Cause Bodily Harm by Misconduct, Crimes Act*; a two year maximum sentence. The offending driver has driven with such extreme danger to the community and other road users but due to the prevalence of safety designs of modern vehicles, road design, and/or just luck that no person was killed or seriously injured the driver escapes appropriate penalty predicated on injuries sustained; rather than on the dangerous driving behaviour. The maximum sentence of two years is manifestly inadequate, out of step with community expectations and stops a judge/magistrate from sentencing accordingly to the gravity of the driving behaviour exhibited. The Crash Investigation Unit request the Sentencing Council consider and advocate increasing the maximum penalty for *section 53 Cause Bodily Harm by Misconduct, Crimes Act*; from a maximum penalty of two years to a maximum penalty of five years.

Issues with testing of blood for drug affected drivers pursuant to *Clauses 1-42, Schedule 3, Road Transport Act, 2013*. When a crash occurs, and any person dies or is seriously injured than mandatory blood samples are taken from the respective drivers. Although blood is mandatorily taken it is not always mandatorily tested. Mandatory blood testing for drugs only occurs if a person dies in crash. If a person is 'potentially going to die' than mandatory testing will only occur if the person dies as a result of the car crash, within 12 months and with a doctor's certificate confirming the person died as a result of the injuries sustained due to the crash. If a person doesn't die, notwithstanding the fine line between whether death or injuries occur during a crash as previously outlined, the legislation outlines the blood sample is not to be mandatorily tested in these circumstances. The only way to get a blood sample tested in this instance is for the Officer in Charge of the crash to show '*reasonable grounds to believe*'; that being the same threshold as a search warrant application,

that the driver was under the influence of drugs. If the driver was unconscious due to the crash and nil evidence is present in their car of drug use, nil evidence of admissions by the offending driver and nil witnesses revealing the driver's drug use prior to the crash (which in the main are fanciful notions) then the Mandatory Blood Sample taken will not be tested. In a majority of serious injury resultant crashes, it is suspected by police that a number of drivers are drug affected but due to the legislation being very rigid this allows those drivers to escape the true culpability of driving dangerously under the influence of drugs. It is extremely frustrating for police when the driver is known for drug use (intelligence, charges, previous drug driving offences and information gleaned but this even in totality does not satisfy the 'reasonable grounds to believe' threshold) so the blood sample is prohibited at law to be tested. The Crash Investigation Unit advocate that the legislation concerning the testing of blood samples be mandatorily tested for all potential deaths and all GBH resultant injury related crashes. Repeat Traffic Offenders that drive under the influence of drugs are aware that if they do not kill a person in a vehicle crash then the chances of getting their blood analysed for drugs is very limited.

Specialised Traffic Courts

The Crash Investigation Unit supports the proposal of having Specialised Traffic Courts. Having a specialised court would ideally give consistent sentences, the Court would have a thorough and well-versed knowledge of the traffic and criminal law regarding dangerous drive offences coupled with Repeat Traffic Offenders appearing before the same court/magistrate. This would outweigh the benefits of not having the specialised court in respect to consistency. Crash related case law is complex and a thorough understanding is vital to elicit such legal principles. The Law Society in their submission also advocated for Specialised Traffic Courts on page 8.

Introduction of a blue 'P' plate scheme for Repeat Traffic Offenders

The Crash Investigation Unit supports the proposal of a blue 'P' plate scheme, similar to the red and green 'P' plate scheme used in NSW. The blue 'P' plate scheme would be for drivers that are Repeat Traffic Offenders identified by the courts and/or the RMS whereby they are placed on a driving licence probation for the sole purpose of having their licence to fulfil basic life necessities. Such issues were heavily commented in the submissions to the Sentencing Council and are currently grappled with in regional/remote areas, where a driver has lost their licence but need their licence to use a vehicle for or to get to their place of employment, purchasing food for children, conveying children to school and to attend doctors' appointments etc. The scheme would allow the court or the RMS to issue strict driving conditions on the driver's licence to only drive for specific necessities; the driver would have to display a blue 'P' plate, so the police could enforce the scheme easily to ensure compliance. Other discretionary conditions would apply such as: the vehicle to be only occupied by the driver where applicable (similar to red P platers), nil alcohol/ PCA reading whilst driving; and a breach of the scheme to attract a harsher penalty. Such a scheme would provide the Repeated Driving Offender a privileged chance and further accommodate the needs of those reliant upon the Repeat Traffic Offender for their basic life necessities. The scheme may only be relevant to

regional/remote areas where no public or alternative transport is available. The onus to be on the Repeat Traffic Offender to show cause to the court the 'necessities' to why they should be placed onto the blue 'P' plate scheme and to maintain their licence.

Other initiatives

The Traffic and Highway Patrol Command takes Repeat Traffic Offenders very seriously and in 2018 commenced Strike Force Puma. Strike Force Puma is a proactive high visibility initiative of dedicated Highway Patrol Officers that target Repeat Traffic Offenders. An emphasis of presence and monitoring to gain compliance by the Repeat Traffic Offenders not to drive and commit further offences. This ideally stops offending rather than having to take legal action.

In 2014, legislation commenced regarding vehicle and registration plate seizure. Statistics show a drop in 50% of vehicle seizures since its introduction (2014 – 71 vehicles/583 plates confiscated in comparison to 2017 – 37 vehicles/588 plates confiscated). Vehicle seizure has dropped due to the issues of the vehicle not being owned by the Repeat Traffic Offender and the cost of storage of such vehicles being borne by NSWPF. It is the preferred option that registration plate confiscation is the better alternative which reduces storage and towing costs and ideally stops the vehicle being used again by the Repeat Traffic Offender. (Statistics in NSW Sentencing Consultation Paper, p104)

The Crash Investigation Unit supports the notion of commercial responsibility by the advertising, warnings, photographs to be placed on alcoholic beverage packaging and drink containers. The literature and photographs emphasising drink driving and its relationship to vehicle crashes. This is akin to cigarette packet health warnings and photographs associated with cigarette smoking. Although likely to be federal legislation it is a recommendation from the state level in an effort to float the idea.

High Range Speeding

Drivers detected over 45kph intentionally have a high disposition to be Repeat Traffic Offenders; with 27% to commit subsequent relevant driving offence over the next five years. Education and enforcement are required as outlined previously. The Crash Investigation Unit proposes, as above, that offences committed of this nature on three or more occasions during a three-year period should attract an offence / aggravated offence whereby the driver is charged and put before the courts.

Minor Recommendations

Alcohol Interlock – no crash related jobs known

Speed Limiters/monitors – no crash related jobs known

Sober Driver Program – no crash related jobs known.

Ignition Interlock Scheme – no crash related jobs known.

More Consideration Needed

Children's Court jurisdiction issues. The *Young Offenders Act 1997* (YOA) does not cater for licencing offences to be dealt with if breached by a Young Offender. NSWPF are impartial on this matter on which court deals with the Young Offender and can see merit if the Young Offender is dealt with by the Children's Court or the Local/District Court. It is noted that when Young Offenders commit an offence under *section 52A Dangerous Driving Occasioning GBH* (not when death occurs as such an offence is prohibited under the YOA) Crash Unit Investigators utilise the provisions of the YOA, preferably by way of a Youth Conference, to legally deal with the matter and save court time.

Specialist Drink Driving List – no crash related job known.

Again, thank you for allowing the Crash Investigation Unit the opportunity to present our submissions regarding Repeat Traffic Offenders involved in fatal and serious injury motor vehicle crashes. Please feel free to call me on [REDACTED] or on [REDACTED] to discuss any of the above issues.

Yours Sincerely

[REDACTED]

Lawrence MILBURN
Detective Sergeant
Investigations Manager
Crash Investigation Unit
Traffic & Highway Patrol Command
NSW Police Force

ANNEXURE A

Statistics – Repeat Offenders – Fatal and Serious Injury Crashes

Prevalence of repeat offenders in fatal crashes

5-year period (2013 to 2017) 1934 drivers involved in a fatal crash where the licence and offence history of the driver are available.

41 per cent (798) had no offences in the five years before the crash,
25 per cent (483) had one offence,
23 per cent (444) had multiple offences (but no high risk offences⁴) and;
11 per cent (209) had multiple offences (including a high-risk offence).

Drivers with one or more offences in the past five years are over represented in fatal crashes, while drivers with no offences are underrepresented. Licence holders committing multiple offences (including a high-risk offence) in a five-year period account for only three per cent of licence holders but accounted for 11 per cent of drivers involved in a fatal crash between 2013 and 2017.

Licence holders committing multiple offences (excluding high risk offences) in a five-year period account for 21 per cent of licence holders but accounted for 23 per cent of drivers involved in a fatal crash between 2013 and 2017.

Prevalence of repeat offenders in serious injury crashes

5-year period (2013 to 2017) - 36,173 drivers involved in a serious injury crash where the licence and offence history of the driver is available.

35 per cent (12,761) had no offences in the five years before the crash,
23 per cent (8,202) had one offence,
30 per cent (10,920) had multiple offences but no high-risk offences; and
12 per cent (4,290) had multiple offences including a high-risk offence.

Drivers with multiple offences in the past five years are over represented in serious injury crashes, while drivers with no offences are underrepresented. Licence holders committing multiple offences which includes a high-risk offence in a five-year period account for only three per cent of licence holders but accounted for 12 per cent of motor vehicle controllers involved in a serious injury crash between 2013 and 2017.

Licence holders committing multiple offences (excluding high risk offences) in a five-year period account for 21 per cent of licence holders but accounted for 30 per cent of motor vehicle controllers involved in a serious injury crash between 2013 and 2017.

DATE OF INC	EVENT NO#	SITREP NO#	ACCUSED	CHARGE	COURT DATE	COURT	OIC	MAGISTRATE	RESULT
25/05/2017	64442247	2018-62296	Raymond Lomas	Two counts of manslaughter, - Fail to stop and assist after impact causing death, - Three counts of aggravated break and enter, - Dishonestly obtain property by deception, - Police pursuit - not stop - drive manner dangerous (Skye's Law), - Drive in a manner dangerous to the public, - Drive whilst disqualified,	15/11/2018	Downing Centre District Court	Critical Incident Team - SC Sarah Trivett	Her Honour Judge YEHIA	17 years imprisonment, with a non-parole period of 12 years and 6 months. He was also disqualified from driving for a further 3 years.
03/09/2016	64043652	2018-59269	Jonathon ANDONAKIS	Dangerous Drivign occassiong death and Drive during disqualificaton period	20/09/2018	Coffs Harbour District	S/C Andrew NELSON	DCJ CHARTERIS	ANDONAKIS - Senteced to 3yrs - NPP 2 yrs 3 months - concludes 24/5/2021.
09/09/2017	65208523	2017-33504A	Steven FROUZAKIS	Dangerous Drive occasionsing Death, Neg Drive Death, Unlicenced driving	18/09/2018	Burwood Local	S/C Chris DRUMMOND		FROUZAKIS sentenced 120hrs Community Service, \$500 fine, disqualified for 3 months.
08/09/2018	69092921	2018-57653A	Dylan TRIGGS	Dangerous Drive occasionsing GBH, Drive whilst Disqualified	10/09/2018	Goulburn Local	S/C James HAYWARD	Magistrate BEATIE	TRIGGS sentended to 18 month imprisonment NPP of 13 months and disqualified for 3 years. Sentenced for 9 months for the driving disqualified to be served concurrently with crash sentenced.
07/02/2017	65389187	2018-57434	Benjamin BIFFEN	Dangerous Drive occasionsing GBH, Drive whilst licence application refused, Drive with illicit drug present in blood	04/09/2018	Mudgee Local	S/C Chris NOCENTE		BIFFEN sentenced 12 months imprisonment - NPP 9 months, (other minor sentences for other minor traffic related offences) Disqualified for 6 months.
27/11/2017	67071969		Mark EDMONDS	Cause bodily harm by misconduct, Drive with special range PCA, Never licenced person drive	16/01/2019	Coffs Harbour Children's Court	SC Damien Murphy	Magistrate P Macmahon	Entered a plea of gulty to all offences and was sentenced to a Section 33(1)(A)(11) Bond for a period of 12 months and a caution.

09/07/2017	65332658	2017 - 38906A	Scott TOBIN	Dangerous Drive occ GBH - under the influence, Fail to stop and render aid, Drive whilst suspended	08/03/2019	Penrith District Court	SC Brett Hobbins	Judge Grant	Entered a plea of guilty to all offences and was sentenced to 3 years Imprisonment with a non patrol period of 1 year, concluding on 07/03/2020 and his driver's licence was disqualified for 12 months commencing on 07/03/2022.
05/05/2018	69773951	2018 - 49478A	Chloe WILSON	Dangerous Driving Occasioning Grievous Bodily Harm and her licence was suspended.	21/03/2019	Nowra Childrens Court	SC Chris Warren	David Williams	She was issued a Community Service Order S33 (I) (F) :100 hours and her licence was disqualified for 18 months
22/12/2017	66680264	2017 - 40679C	Marina CHUPROFF	Dangerous Drive occ GBH Negligent Driving occ GBH, licence Suspended	14/03/2019	Downing Centre LC	SC Brendon Follington		As a result of DPP negotiations and representations by the defence, the offence of Dangerous Drive Occ Death was withdrawn. Subsequently the accused enter a plea of guilty to negligent driving occ death. She was sentenced to 14 month community corrections order and a 3 year disqualification backdated from the 22/12/2017.
19/08/2017	65153803	2019 - 72260	Dimanya RITCHIE	Dangerous Driving Occ GBH x 2, Drive with Misconduct x 2, Negligent Driving Occ GBH, Novice Driver PCA, Unlicensed Driver and Not provide particulars to Police.	02/04/2019	Condoiloiln LC	SC Joanne LITTLE	Raymond HARRISON	Negligent Driving Occ GBH- 2 year Community Corrections Order commencing 2/4/2019, 2 year supervision by Community Corrections Service, 300 hours community service work, 2 years treatment/ rehab program, 2 years abstinence from drugs, 2 years Disqualified licence. Drive Unlicensed- \$100 fine, Novice Range PCA 12 months conditional release order, Not Provide Particulars to Police, Section 10A.