



An Educated Prevention: The effects of a police-led school-based driver education program

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 **50,000+**
STUDENTS

 **4,000+**
STAFF

 **20+**
RESEARCH INSTITUTES
AND CENTRES

RANKED IN THE
TOP 2% 
OF UNIVERSITIES WORLDWIDE

 **200,000+**
GRADUATES

200+ 
DEGREES

Australia



Driving in Australia

- 19.2 million registered motor vehicles in Australia
- Average age of vehicles on Australian roads is 10.1 years
- Almost 15.5 million licenced drivers

(Australian Bureau of Statistics, 2018)

Queensland Police Service

- State-based organisation
- 13,000+ staff members
- 1 July '16 – 30 June '17



(Queensland Police Service, 2017)

Driver Training and Education

- Training of physical vehicle control skills does not address the attitudes and behaviours of young drivers and research suggests it may increase crash risk
- Evaluations of driver education support their ability to change the attitudes of young drivers

(Christie, 2002; Beanland, Goode, Salmon, & Lenne, 2011; Lewis, Fleiter, & Smith, 2015; Peck, 2011)

Life Awareness Workshop

- First opportunity for police-youth interaction
- Addresses the FATAL5 in detail
- Delivered in high schools on the Sunshine Coast, Queensland
- Use of local and relevant crash examples
- Encourages questions and involvement in the program

(Campbell & Nelson, 2017)

Why was it created?



Study Design

- Pre-Survey
 - Socio-demographic information
 - Thrill seeking index
 - Behaviour of Young and Novice Driver Scale (BYNDS) with additional questions relating to mobile phone usage
- Post-Survey
 - Modified version of BYNDS

(Scott-Parker, Watson, & King, 2010)

Sample

- 294 high school students
- Aged between 16-18 years of age (M=17.13)
- Most had entered the licensing system (98.95%) on either the L or P1 licences

Pre Survey Findings

- Males report higher instances of high-risk self-reported driving behaviour compared to their female counterparts
- Males accounted for 70.5% of individuals with 'High' sensation seeking levels

Post Survey Findings

- When compared to the self-reported behaviour:
 - Overall, the future intentions of young drivers improved
 - Females showed a greater improvement when compared to males
 - High sensation seekers showed a greater improvement when compared to low sensation seeking individuals

What does this mean?

- LAW program supports the development of safer attitudes towards driving
- Offer an opportunity to develop a relationship between police and young people

Conclusions

- The LAW Program changes the attitudes of young drivers
- The program offers an opportunity for police to have a positive interaction with young people
- Does NOT replace the need for practical driver training. Young drivers still need to develop vehicle control skills

Future Research

- Testing for the extended effects of the LAW program
- Testing the generalisability of the program
- Measure changes in perception of police
- Adapting the program for use with repeat traffic offenders

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Thanks

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