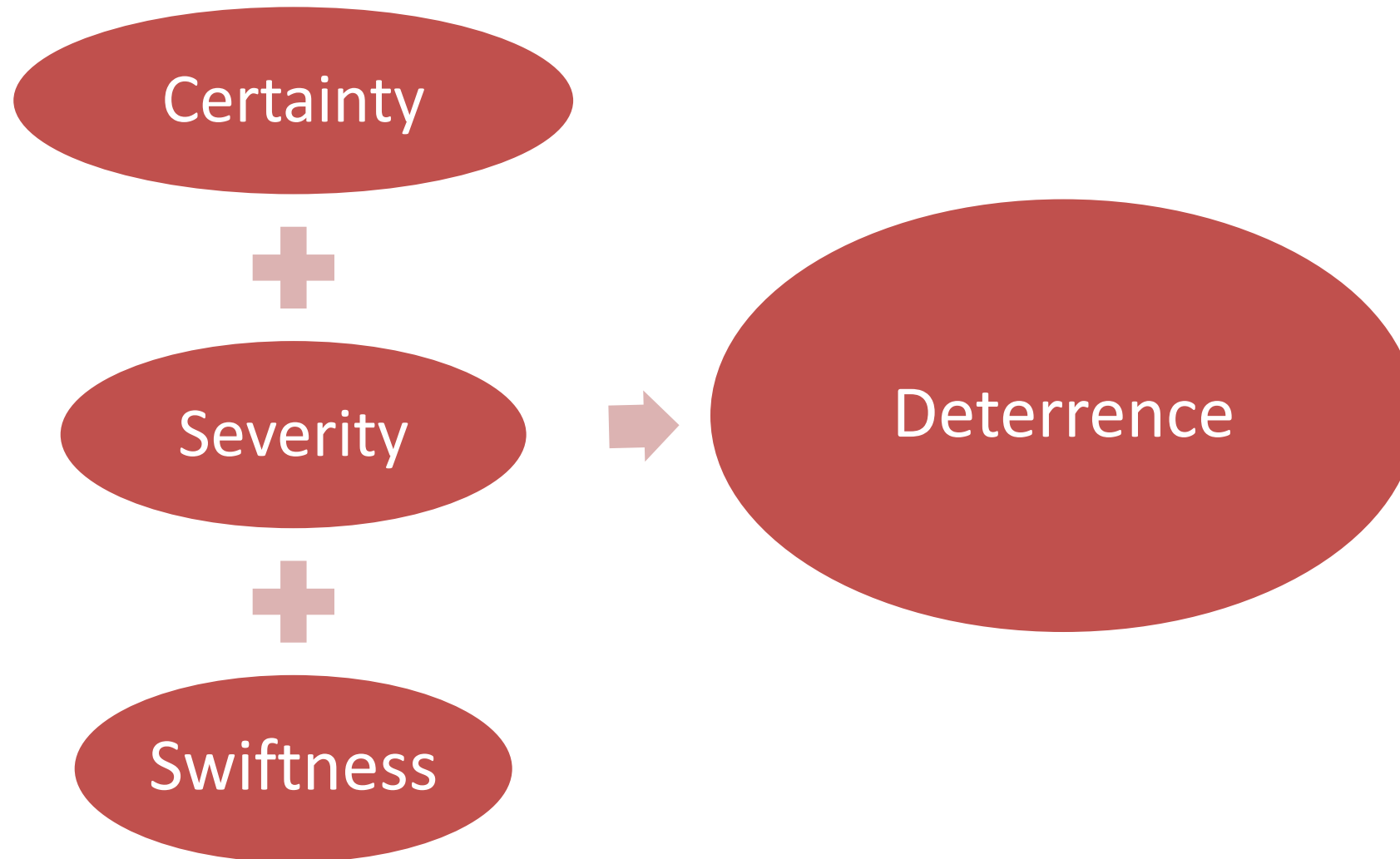


Improving road policing through the use of partnership policing

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Deterrence theory

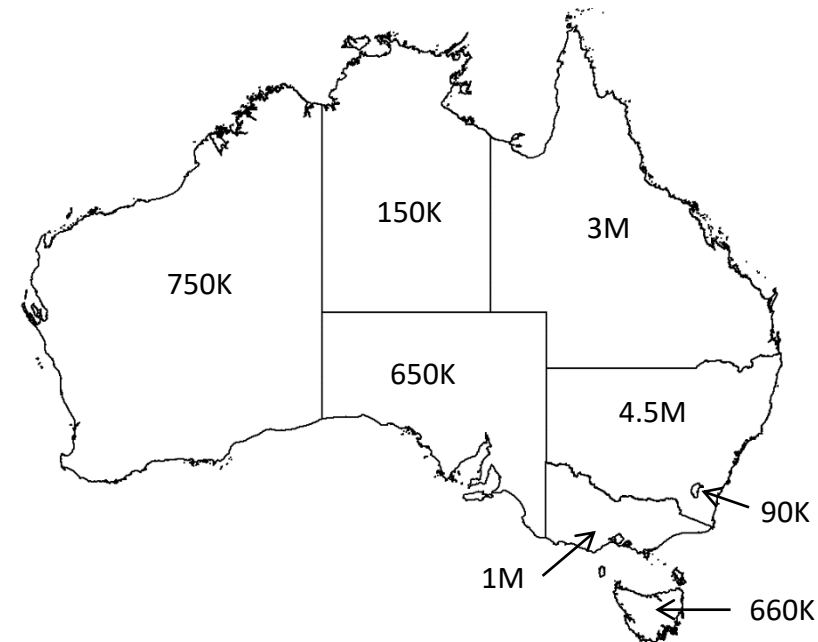


Deterrence theory and drink driving

- Random breath testing a good example of general deterrence
- RBT often accompanied by media campaigns
- Want to give the impression that if you drink and drive – you will be caught

RBT rate by state

- Annual number of RBTs determined as a proportion (or ratio) of the annual number of licence holders
 - NSW – 1:1* ratio has been increasing
 - VIC – 1:3
 - QLD – 1:1
 - WA – 1:3* no ‘true’ rate
 - SA – 1:2
 - ACT – 1:3
 - TAS – 1.4:1
 - NT – 1:1





Since RBT introduced...

- Alcohol-related crashes have decreased
- Increase in number of people who disapprove of drink driving
- Australians support RBT programs

(Ferris, Mazerolle, King, Bates, Bennett & Devaney, 2013; Freeman & Watson, 2009; Watson & Freeman, 2007)

Does it always work?



Young driver focus groups

- Believed it was difficult for police to enforce GDL restrictions
- Unaware of punishments
- Exception was zero BAC

Yeah, how would anyone be influenced by the penalties because no one actually knows what they are, like you can't be deterred by stuff you don't know about [laughs]

(Truelove, Freeman & Davey, in press)

Young driver surveys

- Study 1

- Informal deterrence is more important than formal deterrence in predicting compliance
- Shame was an important mediator

(Allen, Murphy & Bates, 2017)

- Study 2

- Parental enforcement important for transient offences
- ‘Emboldening effect’ from previously being exposed to enforcement

(Bates, Darvell & Watson, 2017)

- Study 3
 - Perceived risk of arrest means less likely to infringe road rules
 - Perceived severity of sanctions does not affect non-compliance
 - Those on a restricted (intermediate) licence less likely to infringe road rules
 - Delinquent peers associated with greater levels of non-compliance

(Poirer, Blais & Faubert, 2018)

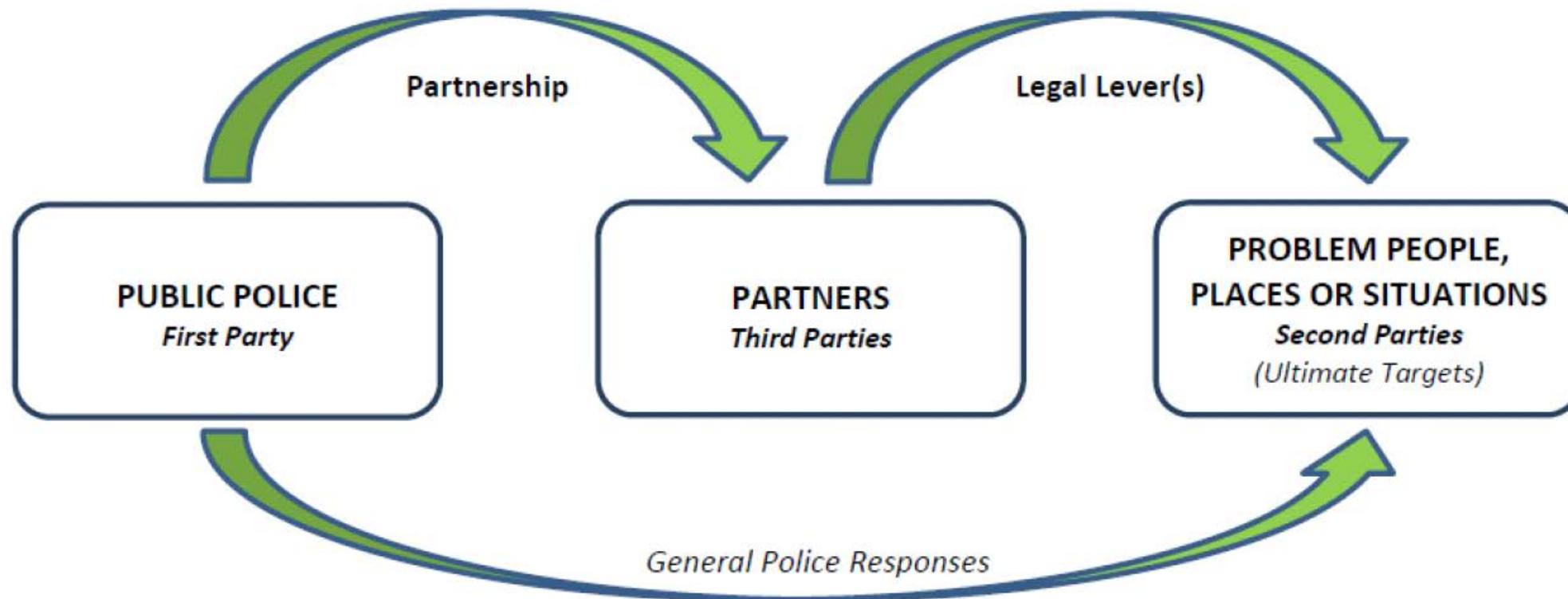
Therefore....

We can't assume that deterrence theory is
the right theoretical basis for all
enforcement

Third party policing

Key Concept 1: Use their Resources

Key Concept 2: May need Coercion

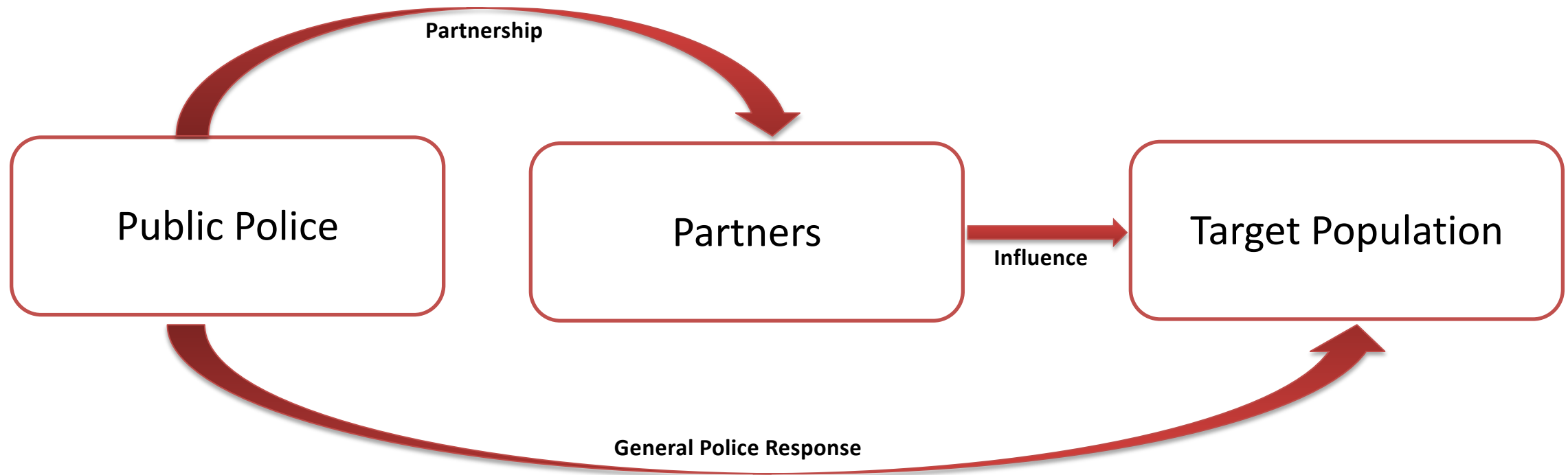


(Mazerolle, Higginson, & Eggins, 2016)

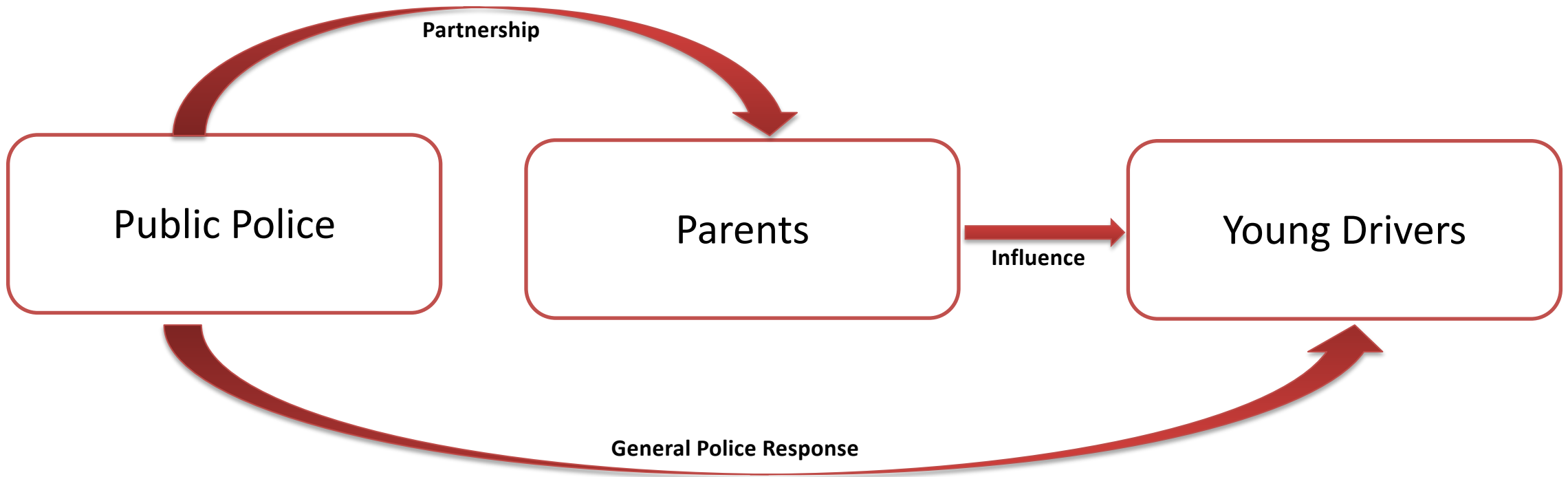
BUT.....

What if the legal lever isn't strong enough?

Partnership Policing



Young drivers



Work to date

1. Interviews with parents in Queensland
2. Interviews with dyads in the ACT
3. Survey with parents & children in the ACT & Qld

Findings

- Parents have an incomplete knowledge of the P-plate restrictions
- Trust their young driver knows the rule
- Interviews suggest parents impose complimentary restrictions
- Survey suggests less than 15% impose additional rules

Findings (cont)

- Parents more likely to believe that their child complied if they lived at home and were high in control
- Parents more likely to impose restrictions if they were high in control
- Parents teach values associated with safe driving, and believe it is the parents role to police this
- Parents use a range of strategies to encourage safe driving

What does this mean for Third Party Policing?

– Parents

- Willing to be involved
- Able to use resources (ie. emotions and knowledge of individual factors) not available to police

THEREFORE appear to have potential to be a ‘third party’ or ‘partner’

Conclusions

- Initiatives based on deterrence principles (e.g. RBT) are effective
- Can't assume that deterrence theory is right for all interventions
- Third party policing is an emerging area in road safety
- Are we looking at partnership policing?

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Questions?

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