Fit for Road Safety from Risk Assessment to Driver Training

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Thematic Report 2 (TR2)

• ‘Fit for Road Safety - Risk Assessment to Driver Training’

1 Driver improvement in the work context

• Risk assessment led – framed by 89/391/EEC
• Management Process – 6 step good practice model
• Frameworks – Haddon and GDE (including new Level 5)

2 Training for Bus and Truck Drivers

• Recent EU Legislation – Driver CPC/Directive 2003/59

3 Training for other Drivers and Riders

• Recommendations to EU/MSs/Employers

4 Employer Level Initiatives

• Best Practice examples
• Checklist for employers

Recommendations to EU/Members states/Employers
Work context - quiz

- Who’s organisation uses the road?
- Who drives to or for work?
- Who’s driving risk assessed by employer in last year?
- Road fatalities in EU?
  - % involving work?
  - % involving commuting?
  - % involving trucks and buses?
- Trucks and buses already well regulated:
  - Vehicle and licence regulations
  - Tachographs and drivers hours laws
- Focus on all vehicles being driven to or for work
Driver improvement at work

- Irrespective of vehicle type or ownership, driver risk assessment, monitoring, and improvement is a necessary element of a wider systems-based approach:
  - For societal, legal, business, and cost reasons
- 89/391/EEC covering health and safety at work is key EU Directive
- Haddon Matrix provides framework for identifying and eliminating risks at organisational level
- Targeted driver risk assessment identifies specific employee development requirements
- Goals for Driver Education Matrix (GDE) provides framework for identifying levels and type of training

- Encourage improvements in the safety & health of workers
- Protection of workers through preventive measures, information, consultation, balanced participation and training
- Evaluate the occupational risks .... and make provision for adequate protection and prevention
- Ensure that all workers receive adequate on-going training
- Applies to all sectors of activity, both public and private
- Assumption that vehicles & roads are part of the workplace
## Haddon Matrix framework

<table>
<thead>
<tr>
<th>Pre-Crash or Pre-Drive</th>
<th>Management Culture (30%)</th>
<th>Journey (10%)</th>
<th>Road/ Site Environment (10%)</th>
<th>People - Drivers and Managers (20%)</th>
<th>Vehicle (10%)</th>
<th>External/ Societal/ Community/ Brand (20%)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Leadership</strong></td>
<td>Leadership</td>
<td>Travel policy</td>
<td>Risk assessment</td>
<td>Recruit</td>
<td>Risk assess</td>
<td>Regulator/policy engagement</td>
</tr>
<tr>
<td><strong>Business case</strong></td>
<td>Business case</td>
<td>Mode choice</td>
<td>Observation Guidelines</td>
<td>Contract</td>
<td>Select</td>
<td>CSR</td>
</tr>
<tr>
<td><strong>Legal compliance</strong></td>
<td>Legal compliance</td>
<td>Journey</td>
<td>Site layouts</td>
<td>Induct</td>
<td>Specification</td>
<td>Benchmarking</td>
</tr>
<tr>
<td><strong>Safety review</strong></td>
<td>Safety review</td>
<td>planning</td>
<td>Work permits</td>
<td>Check qualified</td>
<td>Safety features</td>
<td>Communications</td>
</tr>
<tr>
<td><strong>Benchmarking</strong></td>
<td>Benchmarking</td>
<td>Routing</td>
<td>C&amp;D rules</td>
<td>Handbook</td>
<td>Service</td>
<td>Communications</td>
</tr>
<tr>
<td><strong>Pilot studies</strong></td>
<td>Pilot studies</td>
<td>Risk assessment</td>
<td>Road design</td>
<td>Train</td>
<td>Maintain</td>
<td>Family members</td>
</tr>
<tr>
<td><strong>Goals &amp; policies</strong></td>
<td>Goals &amp; policies</td>
<td>Emergency</td>
<td>Hot-spot mapping</td>
<td>Risk assess</td>
<td>Check</td>
<td>Community</td>
</tr>
<tr>
<td><strong>Safety culture</strong></td>
<td>Safety culture</td>
<td>preparation</td>
<td>Engage local road agencies</td>
<td>Train</td>
<td>Use policy</td>
<td>Road safety weeks/ days</td>
</tr>
<tr>
<td><strong>Committee</strong></td>
<td>Committee</td>
<td>Shifts/ working time</td>
<td></td>
<td>Equip</td>
<td>Mobile comms</td>
<td>Awards</td>
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<tr>
<td><strong>Pledge</strong></td>
<td>Pledge</td>
<td></td>
<td></td>
<td>Communicate</td>
<td>Telematics</td>
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</tr>
<tr>
<td><strong>Communications</strong></td>
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<td></td>
<td></td>
<td>Engage</td>
<td>Wear &amp; tear</td>
<td></td>
</tr>
<tr>
<td><strong>Contractors</strong></td>
<td>Contractors</td>
<td></td>
<td></td>
<td>monitor</td>
<td>Grey fleet</td>
<td></td>
</tr>
</tbody>
</table>

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<tr>
<th>At Scene</th>
<th>Emergency support to driver</th>
<th>Engage local investigators</th>
<th>Manage scene</th>
<th>Process to manage scene</th>
<th>Crashworthy ‘Telemetry’ data capture</th>
<th>Escalation process</th>
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<td><strong>Monitor</strong></td>
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<tr>
<td><strong>Correct</strong></td>
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<td><strong>Telematics</strong></td>
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</tbody>
</table>

<table>
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<tr>
<th>Post-Crash</th>
<th>Report, record &amp; investigate</th>
<th>Debrief &amp; review journeys</th>
<th>Investigate and improve</th>
<th>Reporting and investigation</th>
<th>Strong openable doors</th>
<th>Manage reputation and community learning process</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Change process</strong></td>
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<td></td>
<td>Review site/road elements of collision data</td>
<td>Driver debrief</td>
<td>Investigate</td>
<td></td>
</tr>
<tr>
<td><strong>Data linkages, evaluation &amp; KPIs</strong></td>
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<td>Investigate and improve</td>
<td>Review site/road elements of collision data</td>
<td>Reporting and investigation</td>
<td>Strong openable doors</td>
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<td><strong>Reassess/train</strong></td>
<td></td>
<td>Investigate and improve</td>
<td>Review site/road elements of collision data</td>
<td>Reporting and investigation</td>
<td>Strong openable doors</td>
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<td><strong>Telemetry data</strong></td>
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<td><strong>Inspection &amp; repair</strong></td>
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6 step driver risk assessment process

1. Review the existing organisational road safety system
2. For people-related risks: managers, supervisors, driver assessors, work schedulers undertake driver risk assessment as pilot group and to show leadership
3. All existing people undertake the assessment
4. Use output to identify training needs and set appropriate targets for any new people
5. Utilise assessment process for a range of pre-employment, current staff and other purposes
6. Review risks at organisational level and reassess at driver level at appropriate intervals
<table>
<thead>
<tr>
<th>Level/Dimension</th>
<th>Knowledge &amp; skills</th>
<th>Risk increasing factors</th>
<th>Self-evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level V - Organisational /Societal factors</td>
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<tr>
<td>Level IV - Goals for life &amp; skills for living</td>
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<tr>
<td>Level III - Goals &amp; context of diving</td>
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<tr>
<td>Level II - Driving in traffic</td>
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<tr>
<td>Level I - Vehicle control</td>
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</table>
Recommendations for EU & member states

- Identify extent of work related road safety risks via transport and OSH data
- Clarify vehicle as part of workplace under EC89/391
- Ensure effective roll-out of this & other relevant Directives
- Leadership by example on own and supplier fleets
- Review progress against full TR2 recommendations
- Set and maintain standards for driver risk assessment/training content, delivery & administration
- Provide guidance to allow employers to effectively apply frameworks such as Haddon, GDE and good practice processes
- Support good practice & evaluation research
Trainer selection criteria for employers

- Can you do OSH based risk management/gap analysis?
- What type of training are you offering & where available?
- What validation/evaluation data is available?
- Needs analysis/risk assessment or off the shelf package?
- Can you administer the programme?
- Can you train in-house trainers?
- Who are your other clients (success/others!!)?
- Will you run initial pilot programmes?
- What are your pricing mechanisms (eg ‘pay by results’)
- On or off the job/shift patterns of trainers?
- Registered/quality badges/complies with standards?
- What is your data, evaluation and post event process?
- Do we need training? Drivers or MANAGERS?
Case studies

- Many good practice case studies
  - including Suckling and PRAISE award winner
- For others see:
  - [www.drivingforbetterbusiness.org](http://www.drivingforbetterbusiness.org)
  - [www.fleetsafetybenchmarking.net](http://www.fleetsafetybenchmarking.net)
  - [www.virtualriskmanager.net/niosh](http://www.virtualriskmanager.net/niosh)
- Still only a few cases published under peer review
- Limited peer reviewed research on effectiveness of driver training
Choosing an effective driver training program is no easy business, and particular attention should be given to which type of course is chosen, based on what one’s needs are’, Source: TR2

Driver training is only 1 element of a wider systems based approach to work-related road safety

Needs to be recognised and managed as such

‘Fit for Road Safety from Risk Assessment to Driver Training’ provides frameworks, good practice guidance and recommendations for EU, member states, employers & trainers:
  * Contact details: [www.fleetsafetybenchmarking.net](http://www.fleetsafetybenchmarking.net)