INTRODUCTION AND DISCUSSION

Road crashes are now the most common cause of work-related injury, death and absence in a number of countries [1, 2]. Given the impact of work-related driving crashes on social and economic aspects of business and the community, work-related road safety and risk management has received increasing attention in recent years. However, limited academic research has progressed on improving safety within the work-related driving sector. The aim of this paper is to present a review of work-related driving safety research to date, and provide an intervention framework for the future development and implementation of work-related driving safety intervention strategies.

Prior to presenting the intervention framework designed to progress the development of work-related driving safety strategies, this paper will present a review of the work-related driving research to date. The first section of the paper discusses terminology of a work-related driver, and the extent of the work-related driving problem. The second section presents a theoretical discussion and critically evaluates research to date, highlighting the strengths and weaknesses in research approaches and methodological design. The third section discusses current work-related driving interventions, describing those conducted at the individual and organisational levels, and the lack of attention given to intervention strategies aimed at the workgroup level.

The final section of this paper will present an intervention framework that provides a direction for the future development and implementation of work-related driving intervention strategies. The foundation of this intervention framework is theory-driven, with particular attention given to considering the different facets of the organisational structure and the potential for interventions aimed at multiple levels of the organisational hierarchy. A short discussion of some preliminary results of a workgroup level intervention designed to reduce speeding will be presented. This innovative intervention is aimed at improving safety leadership among workgroup supervisors.

The argument articulated in this paper advocates that work-related driving safety can be more effectively managed through giving adequate attention to the identification of the individual and organisational mechanisms underlying driving behaviour. Through assessing driving behaviour utilising relevant theoretical frameworks and sound methodological design, interventions can be developed that are directed at the appropriate level, individual and driving target group. Furthermore, a brief discussion is given to the process of continual evaluation and theoretical development. It is strongly recommended that following the implementation of theory-driven interventions, it is imperative that evaluations are continuously conducted to ensure the advancement of theory and intervention development.

In summary, to move forward in the field of work-related driving safety, practitioners and researchers need to gain a better understanding of the factors influencing safety outcomes, develop theory-driven interventions, and conduct evaluations to continuously inform theory and intervention development. From our perspective, this can be achieved through exploring work-related driving safety within the broader organisational context, developing strong theoretical foundations through the application of conceptually clear and psychometrically sound measurement tools, and learning from research experiences in other fields of safety.

References


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