



Medical assessment of fitness to drive

*Navigating the path between mobility and
safety*

Mary Butler, Rebecca Brookland, Jean Shope,
Ngair Kerse, Martin Connolly

Project Overview (HRC 2015-2018)

Aim 1. Maintain driving independence

Aim 2. Minimise driving cessation consequences

Older Driver Study
(Population-Based Survey)

Family Study
(Within-Family Cross-sectional Study)

Current Driver Interviews
(1181)

Family Member Interviews
(adult children of current drivers)
(675)



Former Driver Interviews *(102)*

General Practitioner Study
(Qual. Grounded Theory Study)
Issues, challenges and solutions



10 GPs
Still recruiting

- Driving cessation leads to depression, functional and health decline, social isolation, and early death (American Geriatric Association, 2016).
- Each country is different in terms of licensing, public transport, vehicle fleet, environmental/road conditions, traffic density, rurality.



NZ screening policy

- Pre-2006 On road driving tests for older drivers
- 2006: 'medical fitness to drive' certificate from their GPs at ages 75, 80 and biennially thereafter

Addressing older driver crash risk

Older drivers have relatively few crashes but when distance travelled and frailty are factored in they have high rates of serious injury.

Age based population screening fails to provide a safety benefit

- Individual risk cannot be estimated
- Makes safe drivers stop

Ministry of Transport (2012); Siren, A., & Haustein, S. (2015).

Ethics for public health intervention

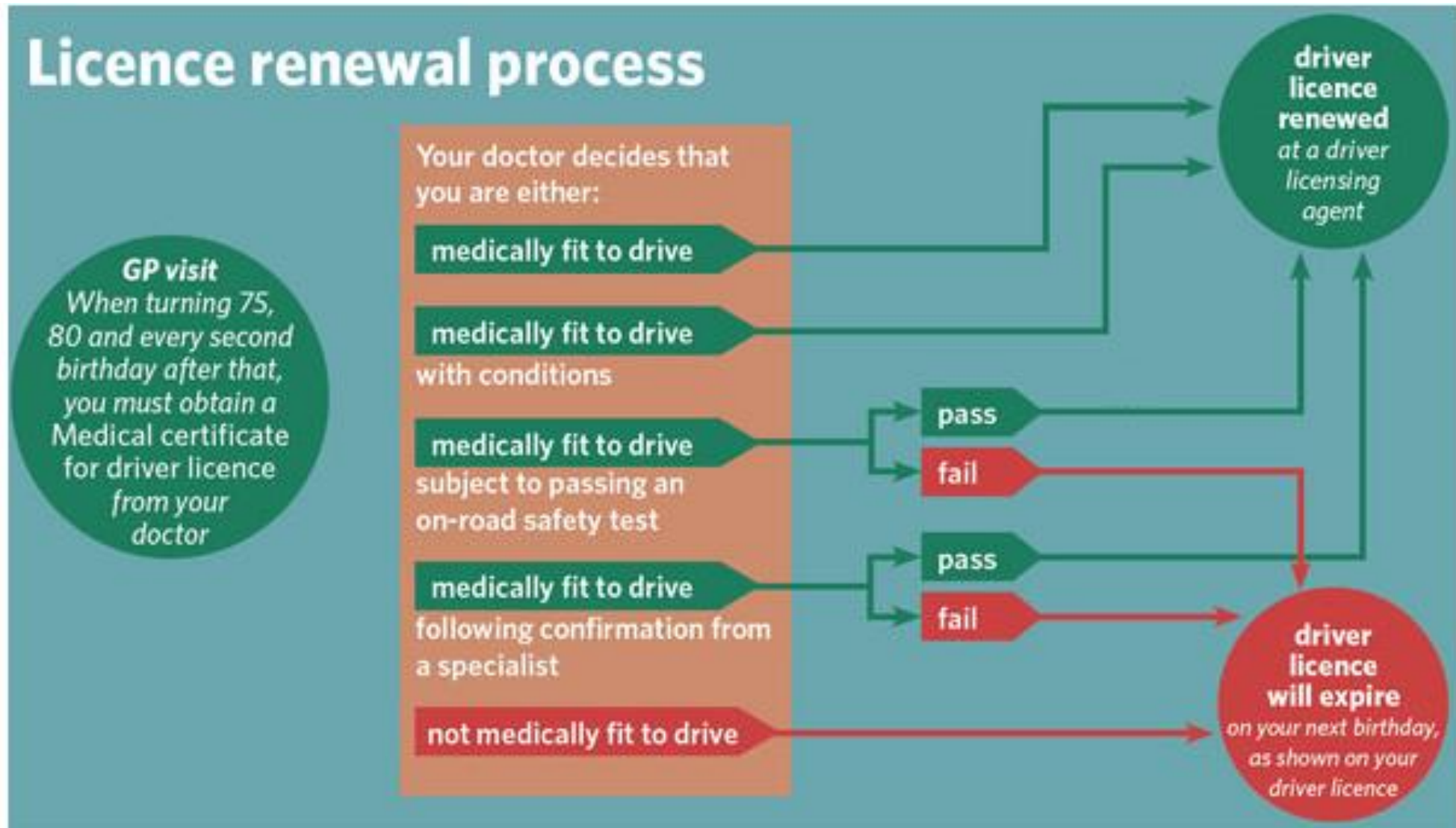
- **Harm principle:** *“The only purpose for which power can be rightly exercised over any member of a civilized community, against his will, is to prevent harm to others. His own good, either physical or moral, is not sufficient warrant.”*
- **Least restrictive principle**
- **Reciprocity principle**
- **Transparency principle**

Upshur (2002)

Key themes

- Ethics
- Relationships
- Transitions
- Processes

Licence renewal process



Conclusions

There are still lots of questions!

Would you like to take part in this study?

Contact: mary.butler@op.ac.nz



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Some questions about assessment?

- Do you use restrictions or not?
- How do you respond to drivers using self regulation?
- How and when do you use on-road assessments?
- How do you know whether someone is capable of driving or not?

Some questions about process

- What is your process around assessment and mobility counselling for older drivers?
- What kind of information do you need to do this work?
- Where do you want this information to be?

Some questions about enhancing mobility?

- Do you use restrictions?
- How do you know what restrictions to use?
- What kind of mobility counselling do you give?
- What is your understanding of services available for keeping people on the road?
- What supports do you want to help with mobility counselling?

Some questions about ethics

- How do you balance public and private good?
- How can you seek and use additional information without breaching confidentiality?

Other questions

- Would you like further training in this area?
- What would be helpful in this training?