

Enhanced Road Assessment (ERA) Description

Overview

RoadSafetyBC uses the Enhanced Road Assessment (ERA) to assess drivers with cognitive, motor, or sensory impairments that may adversely affect their ability to drive. The ERA is administered by the Insurance Corporation of British Columbia (ICBC) on behalf of RoadSafetyBC, and is conducted in a vehicle provided by the driver.

In real-world driving, drivers need to navigate a dynamic environment, without assistance, while adapting and reacting to what is occurring around them. The ERA has tasks designed to be similar to the cognitive demand of real-world driving, yet within the abilities of a healthy, experienced driver.

The ICBC driver examiner (DE) will evaluate and record the driver’s ability to maintain basic driving skills during these tasks, using the Class 5 ICBC road test re-examination (re-exam) scoring criteria. In addition, the DE will provide a narrative description of errors, traffic violations, Dangerous Actions, and any other relevant information about the driver’s performance. RoadSafetyBC will review the results of the ERA, along with all other relevant information on the driver’s file, in order to make a licensing decision.

Components

The ERA appointment may be up to 90 minutes. The assessment consists of a pre-trip vehicle orientation, 45 minute on-road drive with a feedback component, and a post-trip review. While the majority of the on-road drive is similar to the Class 5 ICBC re-exam, and all driving manoeuvres are scored using the re-exam criteria, the ERA has additional tasks that are designed to be similar to the cognitive demand of real world driving.

The following table outlines the various components of the ERA, and more detailed descriptions of each follow.

| Overview of the Enhanced Road Assessment | | |
|--|-----------|---|
| Section | Time | Assessment Components |
| Pre-Trip | 5-10 mins | <ul style="list-style-type: none"> • Driver identification • Explanation of assessment • Vehicle orientation and controls review |

| | | |
|---|---------|---|
| Part 1 of on-road drive <i>Low to moderate traffic intensity</i> | 20 mins | <ul style="list-style-type: none"> • Exit parking lot • Manoeuvres (right and left turns, stops, intersections, traffic lights, lane changes) ❖ Adjust safety controls task ❖ Multiple step directions task |
| Feedback | 5 mins | <ul style="list-style-type: none"> ❖ Feedback on 1-2 types of errors |
| Part 2 of on-road drive <i>Moderate traffic intensity</i> | 20 mins | <ul style="list-style-type: none"> • Manoeuvres ❖ Reverse route task ❖ Multiple step directions task |
| Post-Trip Review | 35 mins | <ul style="list-style-type: none"> • Complete assessment forms • Review results with driver • Driver retains licence or is issued a learner's licence • Results sent to RoadSafetyBC for the licensing decision |

- Items unchanged from the ICBC class 5 re-examination
- ❖ Items new to the Enhanced Road Assessment

Pre-Trip

Completion of the pre-trip check-in and vehicle orientation is similar to the Class 5 ICBC re-exam. The DE will make observations of the driver as part of the ERA, including:

- Ability to recall or state personal information, such as name, address, birthdate
- Whether the individual asks repetitive questions or appears confused as to what they are doing
- Ability to locate vehicle in the parking area
- Ability to use turn signals correctly in the parking lot
- Ability to locate other vehicle safety features including: windshield wipers, headlights, defroster
- Ability to press gas and brake pedals correctly.

Driving Manoeuvres

During the on-road drive, the DE will ask the driver to conduct basic driving manoeuvres, such as turns, stops, and lane changes, to evaluate driving skills and knowledge of the rules of the road. The on-road drive consists of two parts:

Part 1 – takes place in a low intensity environment, such as a residential area, and progresses to a moderate intensity environment, such as a business area or main roads.

Part 2 – takes place in a moderate intensity environment and may include a highway drive if this is accessible within the time allotted.

Each ICBC Driver Licensing Office has a number of fixed driving routes. The driver will be asked to complete a minimum number of particular driving manoeuvres during the on-road drive.

| Minimum number of driving manoeuvres during the drive | |
|---|----|
| Right turns | 10 |
| Left turns | 10 |
| Stops | 4 |
| Through intersections | 8 |
| Lane changes | 6 |
| Change in speed zone (school, playground) | 2 |
| Parking manoeuvre | 2 |

The DE will score driving errors using the same scoring criteria used in the Class 5 ICBC re-exam. Errors with a lower safety risk have a lower weighting and are worth fewer demerits. Driving errors are marked up to a maximum of 6 times. A sample of the ERA scoring sheet is appended.

Highway driving is not an essential component of the ERA, but may be included depending on location.

Adjust Safety Controls Task

The adjust safety controls task requires drivers to use short term memory and divided attention while maintaining basic driving skills. During the pre-trip vehicle orientation, the driver will have identified vehicle safety features that are typically used while the vehicle is in-motion, such as windshield wipers, high-beam lights or defrost controls. To complete the adjust safety controls task, the DE will ask the driver to adjust one of the secondary vehicle controls at a specified time. The adjust safety controls task is administered on two separate occasions.

E.g.: “At the next intersection, turn right, and then turn the windshield wipers on.”

Multiple Step Directions Task

To complete this task, the driver must use short-term memory to recall a short series of instructions while driving. The driver must divide their attention between locating the designated route and maintaining basic driving skills. This is similar to route finding in an unfamiliar area.

The DE will provide the driver with three-step directions. The DE may ask the driver to repeat the instructions back to ensure the instructions were heard correctly. If the driver is unable to repeat the instructions, the instructions may be repeated up to three times.

E.g.: “Turn left at the next light, then turn right on Macdonald Street, then right onto Pine Street.”

Reverse Route Task

To complete this task, the driver must use short-term memory to retrace a short route. The driver must divide their attention between following the designated route and maintaining basic driving skills. This is similar to route finding, such as returning to a familiar, main road from an unfamiliar residential street.

At a stopped position near a clearly identifiable landmark (eg. bank, house with the red door), the DE will advise the driver that they will be given directions away from this location, then asked to follow exactly the same route back to the starting location. The DE will direct the driver *three turns* away from the starting location, and will then direct the driver to turn the vehicle around. The method of turning the vehicle around will vary based on local municipality by-laws and location, but may be a three point turn, U-turn or completing a U-turn around a traffic circle. The DE will then ask the driver to follow *exactly the same route* back to the starting location.

E.g.: “We are parked beside the mailbox and the purple house. I am going to give you directions away from here, and then you will need to turn the vehicle around and return here, following exactly the same route. Are you ready? Ok, turn left at the next intersection. Turn right at the next intersection.” (pause to allow travel of 2 blocks so each turn is not the immediate turn). “Turn right at the next intersection. On this block, please turn the vehicle around. Now, follow *exactly the same route* back to where we started.” (a cue will not be provided for the mailbox/purple house).

Feedback

The feedback component gives the driver an opportunity to improve their driving for Part 2 of the on-road drive. It also allows the DE to evaluate whether the driver can recall and integrate information to improve their driving behaviours.

During the five-minute feedback component, the intent is not to review the driver's entire performance, but to provide education and an opportunity for improvement. Feedback will be provided on only one or two types of driving errors. A description of the error and the reason for correcting the error will be provided.

E.g.: Education on how and why to complete blind spot checks will be provided. The driver will be requested to complete blind spot checks during one area of driving, such as lane changes.

The driver's response to feedback will be included in the information reviewed by RoadSafetyBC in order to make a licensing decision.

ERA Results

After the ERA, the DE will review the results with the driver during the post-trip review. The ERA results will be forward to RoadSafetyBC where a licensing decision will be made. In the meantime, the driver will leave the ICBC Driver Licensing Office with either the driver's licence they arrived with, or a learner's driver's licence. A learner's driver's licence may be issued if there were traffic violations or Dangerous Actions during the ERA. A Dangerous Action is an action, or lack of action, that results in, or could result in, a collision or loss of vehicle control.

The ERA results consist of the quantitative demerit scoring, and the DE's narrative description of errors, traffic violations, Dangerous Actions and any other relevant information about the driver's performance. The DE's focus will be on functional driving skills, rather than on the driver's ability to complete tasks. The DE may note whether driving errors were made during a particular task, or while under increased cognitive demand, but the driver's memory or ability to recall multiple-step directions is not scored.

It is important to recognize that RoadSafetyBC will not make a licensing decision based solely on the number of demerits a driver receives on the ERA. There is no threshold number of demerits that determines whether a driver is successful or unsuccessful. RoadSafetyBC will review the quantitative results and the narrative description, along with all other relevant information on the driver's file, in order to make a licensing decision.

Appendix A – Sample ERA Scoring Sheet



Assessment Information

| | | | | |
|------------------|------------|------------|--------------|--------------------|
| DL NUMBER | SURNAME | GIVEN NAME | PLATE NUMBER | EXAMINEE SIGNATURE |
| DATE (ddmmmyyyy) | START TIME | OFFICE # | ROUTE # | EXAMINER INITIALS |
| HEAD RESTRAINT: | | | | A C S U |

Assessment Results

| | | | | |
|----------------|---|--------------|--|--|
| TOTAL DEMERITS | <input type="checkbox"/> Dangerous Action _____ <input type="checkbox"/> Traffic Violation _____ <input type="checkbox"/> Other (specify) _____ | RESTRICTIONS | <input type="checkbox"/> _____ <input type="checkbox"/> _____ | FOR OFFICE USE ONLY |
| | | | | <input type="checkbox"/> DL F.I.R. <input type="checkbox"/> L.DL <input type="checkbox"/> |

TURNS

| | | | | | | | | | TOTAL |
|--------------------------------------|---|--|--|--|--|--|--|--|-------|
| Steering/Recovery | 2 | | | | | | | | |
| Stops Past Stop Line | 2 | | | | | | | | |
| Turns Wide | 5 | | | | | | | | |
| Cuts Corner | 5 | | | | | | | | |
| Ends in Wrong Lane | 5 | | | | | | | | |
| Signal – Timing/No/Cancel | 5 | | | | | | | | |
| Does not Proceed when Safe/Permitted | 5 | | | | | | | | |
| Fails to Yield to Vehicle/Pedestrian | 5 | | | | | | | | |
| Assumes Right of Way | 5 | | | | | | | | |
| Observation – Shoulder/Mirror/Scan | 5 | | | | | | | | |
| COMMENTS: | | | | | | | | | TOTAL |

SPEED

| | | | | | | | | | TOTAL |
|-------------------------------------|---|--|--|--|--|--|--|--|-------|
| Uneven Speed Control | 2 | | | | | | | | |
| Shifting – Manual Transmission Only | 2 | | | | | | | | |
| Rolls Back | 2 | | | | | | | | |
| Wrong Gear | 5 | | | | | | | | |
| Improper Use of Brake/Throttle | 5 | | | | | | | | |
| Rolling Stop | 5 | | | | | | | | |
| Stops Unnecessarily | 5 | | | | | | | | |
| Amber Light | 5 | | | | | | | | |
| Too Fast for Conditions | 5 | | | | | | | | |
| Too Slow for Conditions | 5 | | | | | | | | |
| COMMENTS: | | | | | | | | | TOTAL |

ROAD POSITION / BACKING / PARKING

| | | | | | | | | | TOTAL |
|--------------------------------------|---|--|--|--|--|--|--|--|-------|
| Steering | 2 | | | | | | | | |
| Stops Past Stop Line | 2 | | | | | | | | |
| Too Far Left/Right | 2 | | | | | | | | |
| Cuts Corner | 5 | | | | | | | | |
| Stop Position – Too Close/Too Far | 5 | | | | | | | | |
| Lane Change Location | 5 | | | | | | | | |
| Signal – Timing/No/Cancel | 5 | | | | | | | | |
| Does not Proceed when Safe/Permitted | 5 | | | | | | | | |
| Fails to Yield to Vehicle/Pedestrian | 5 | | | | | | | | |
| Assumes Right of Way | 5 | | | | | | | | |
| Observation – Shoulder/Mirror/Scan | 5 | | | | | | | | |
| Straddles Lanes | 5 | | | | | | | | |
| Follows Too Close | 5 | | | | | | | | |
| Observation – Before/While backing | 5 | | | | | | | | |
| Parking Brake | 2 | | | | | | | | |
| Parking Margins | 2 | | | | | | | | |
| COMMENTS: | | | | | | | | | TOTAL |

Maintains Skills During Task

| | |
|------------------------------------|---|
| Multiple Step Directions #1 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Incomplete Please explain: _____ |
| Multiple Step Directions #2 | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Incomplete Please explain: _____ |
| Reverse Route | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Incomplete Please explain: _____ |
| Adjust Safety Controls: (2) | <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Incomplete Please explain: _____ <input type="checkbox"/> Windshield Wipers <input type="checkbox"/> Defrost <input type="checkbox"/> Horn <input type="checkbox"/> High Beam Lights |
| Feedback Provided On: | Response to Feedback |
| #1 | <input type="checkbox"/> Consistent Improvement <input type="checkbox"/> Some Improvement <input type="checkbox"/> No Improvement |
| #2 | <input type="checkbox"/> Consistent Improvement <input type="checkbox"/> Some Improvement <input type="checkbox"/> No Improvement |

Additional Comments

SAMPLE