

Older Driver Task Force

SUPPORTING SAFE DRIVING INTO OLD AGE

A National Older Driver Strategy

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Set up in January 2015 by the
Road Safety Foundation,
encouraged by Department
for Transport and funded by
Ageas Insurance

Chairman John Plowman

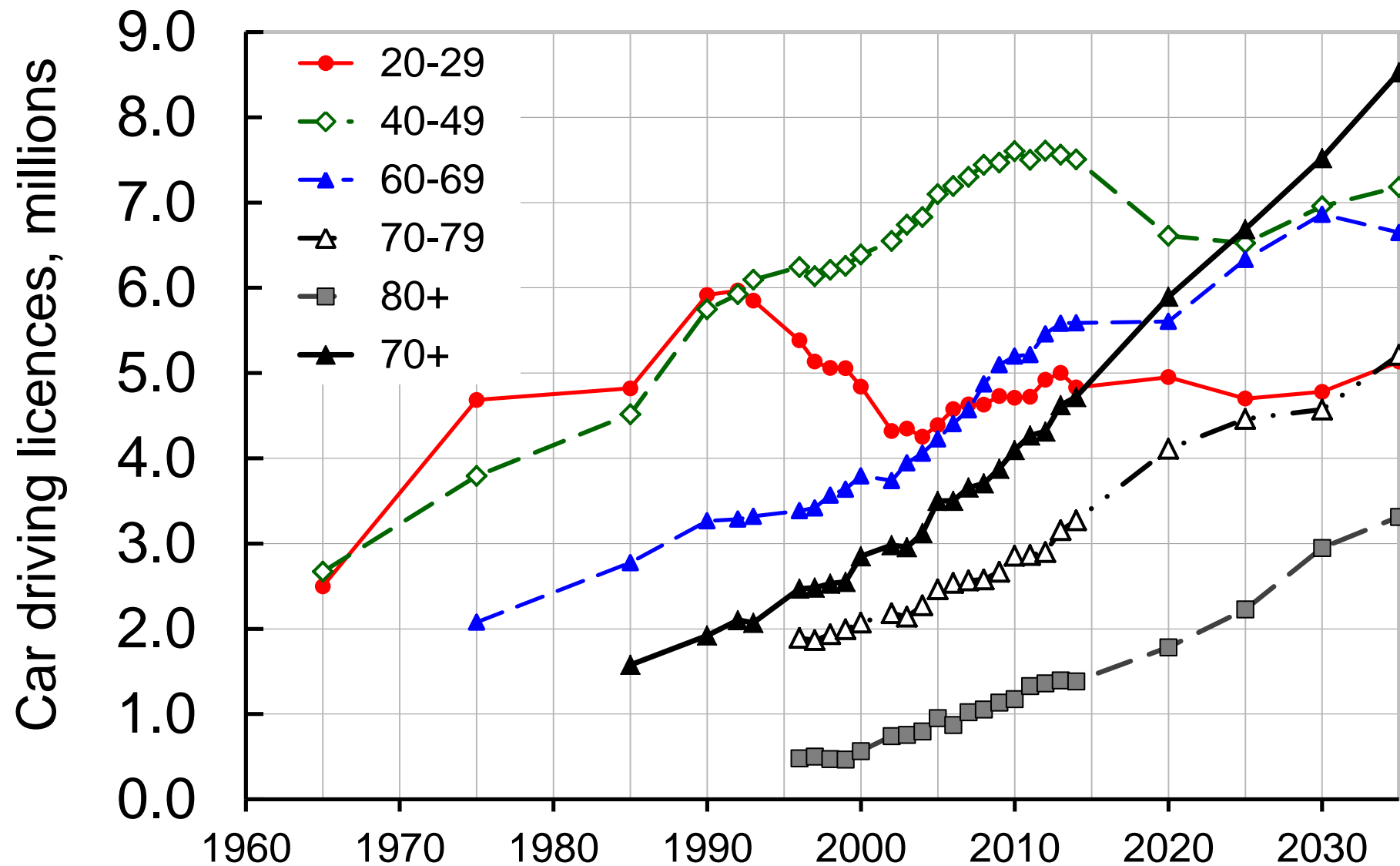
Report published July 2016 at

[http://www.roadsafetyfoundation.org/news/2016/7/4/
making-older-drivers-safer-for-longer.aspx](http://www.roadsafetyfoundation.org/news/2016/7/4/making-older-drivers-safer-for-longer.aspx)

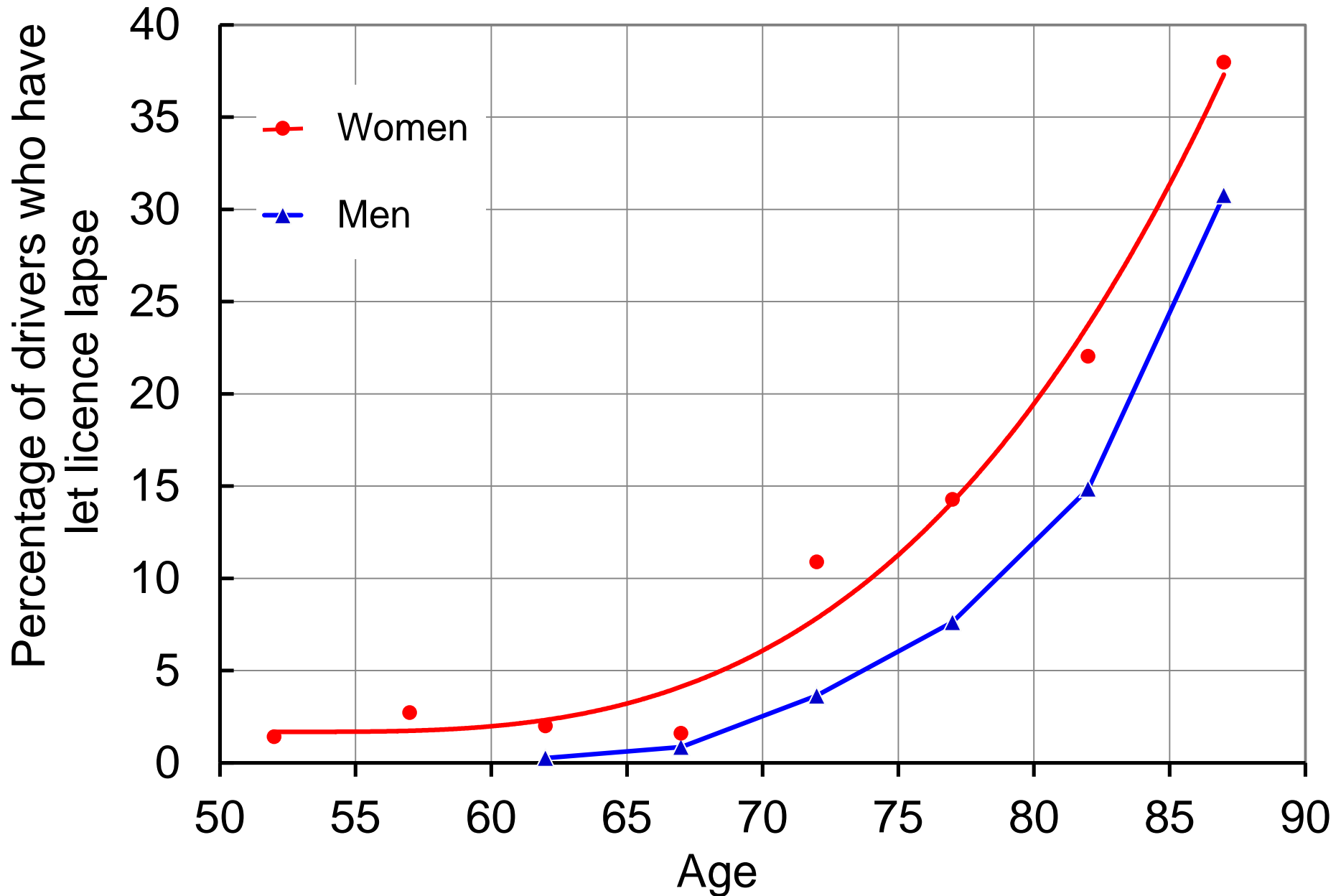
The goal was: “To develop a National Older Drivers Strategy to improve the advice, self-help and technology available to support the fast growing number of older drivers.”

Number of drivers

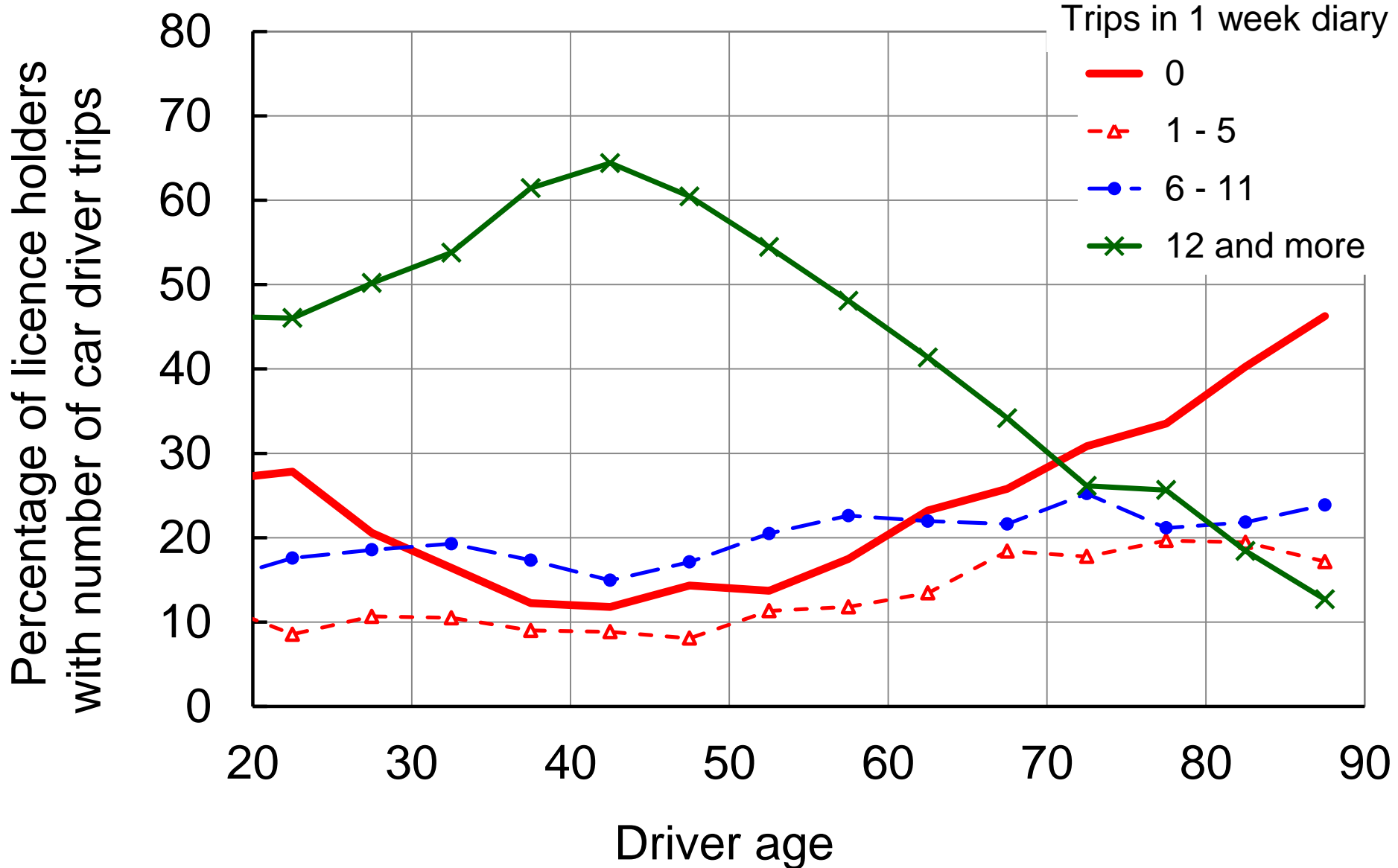
CAR DRIVERS BY AGE, GREAT BRITAIN



PERCENTAGE OF CAR DRIVERS WHOSE LICENCE HAS LAPSED



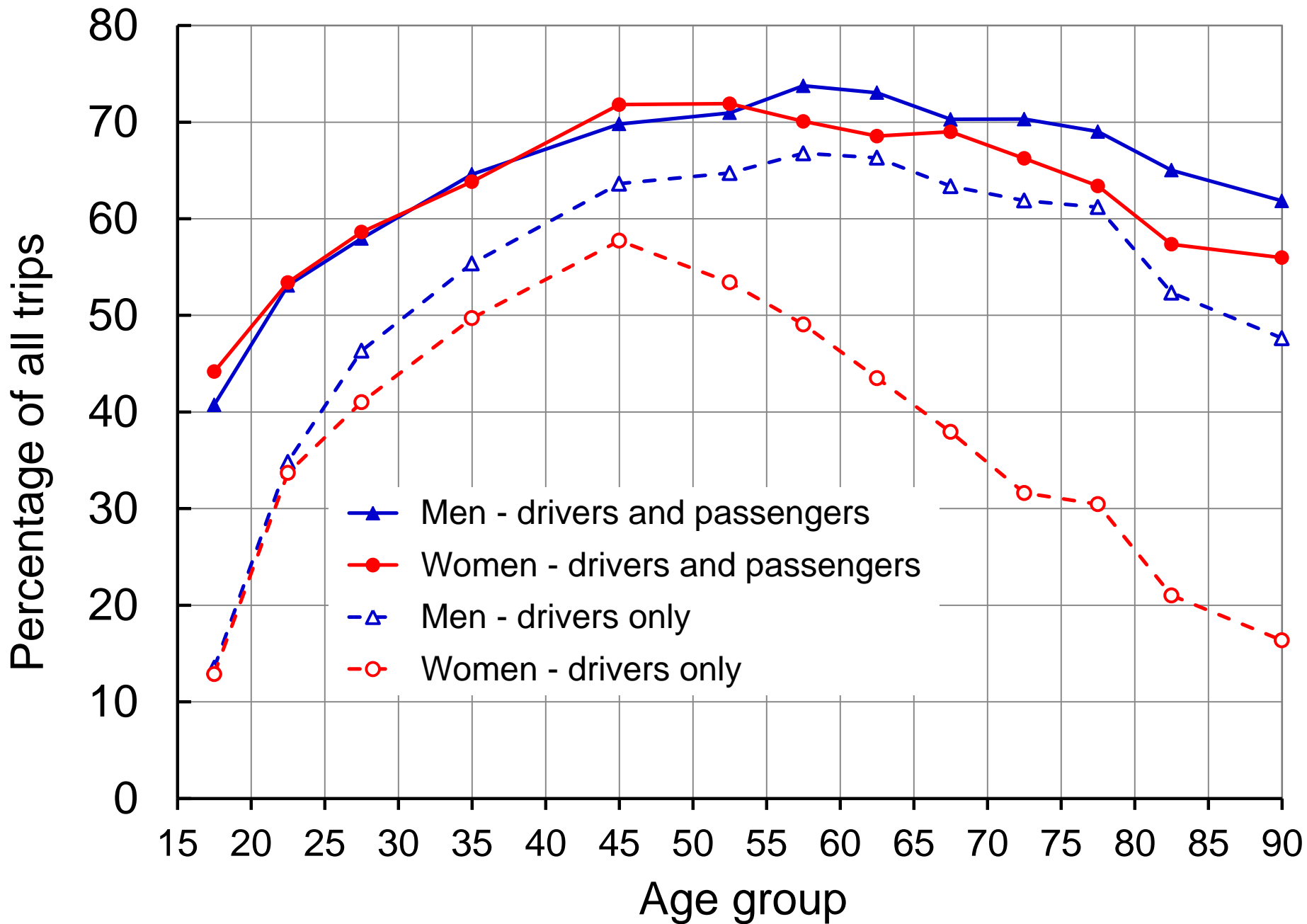
Percentage of female car drivers by number of car driver trips recorded in survey week



Importance of driving

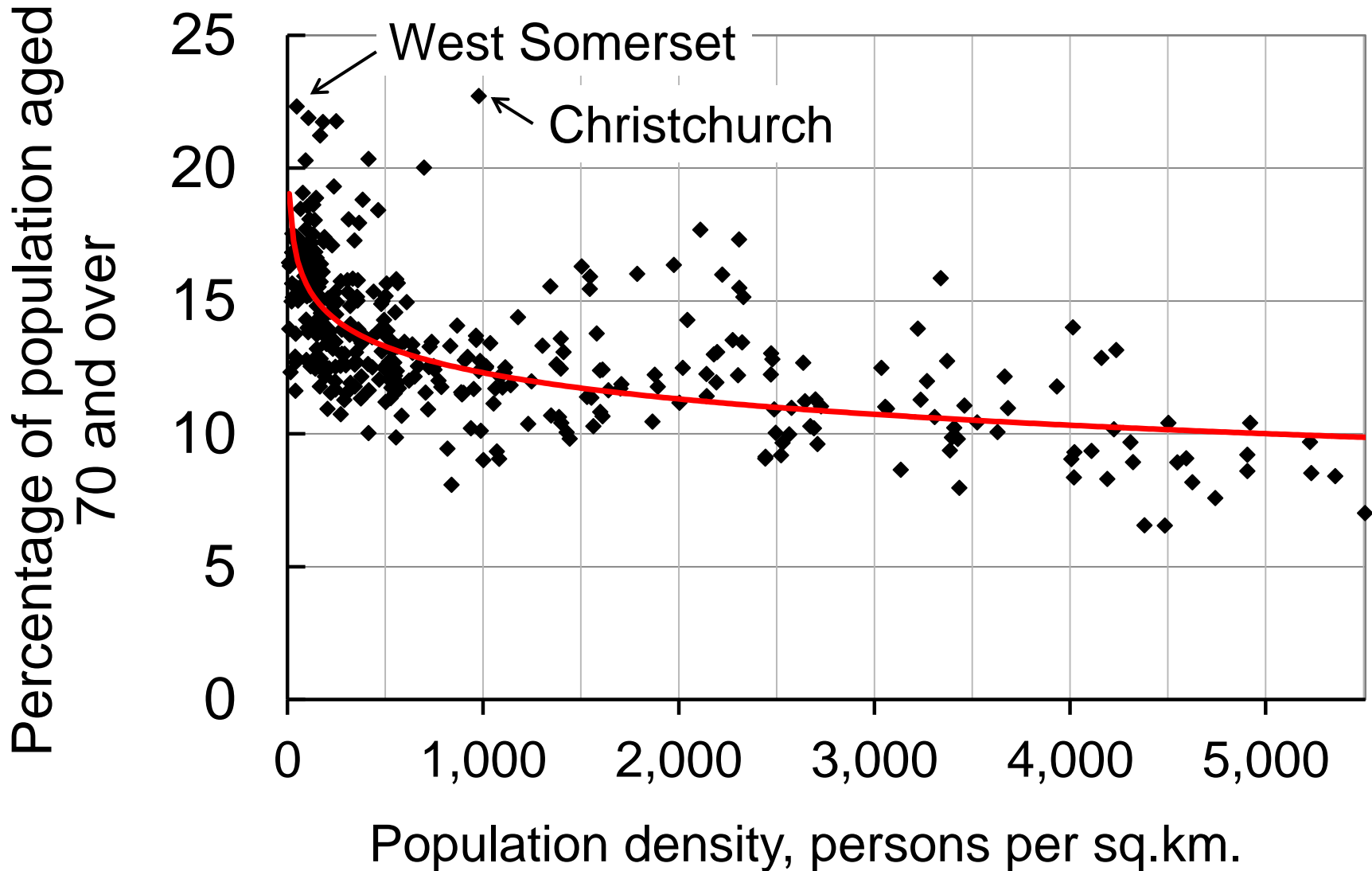
About 70% of all adult trips
are by car

Car trips as percentage of all trips 2013-14



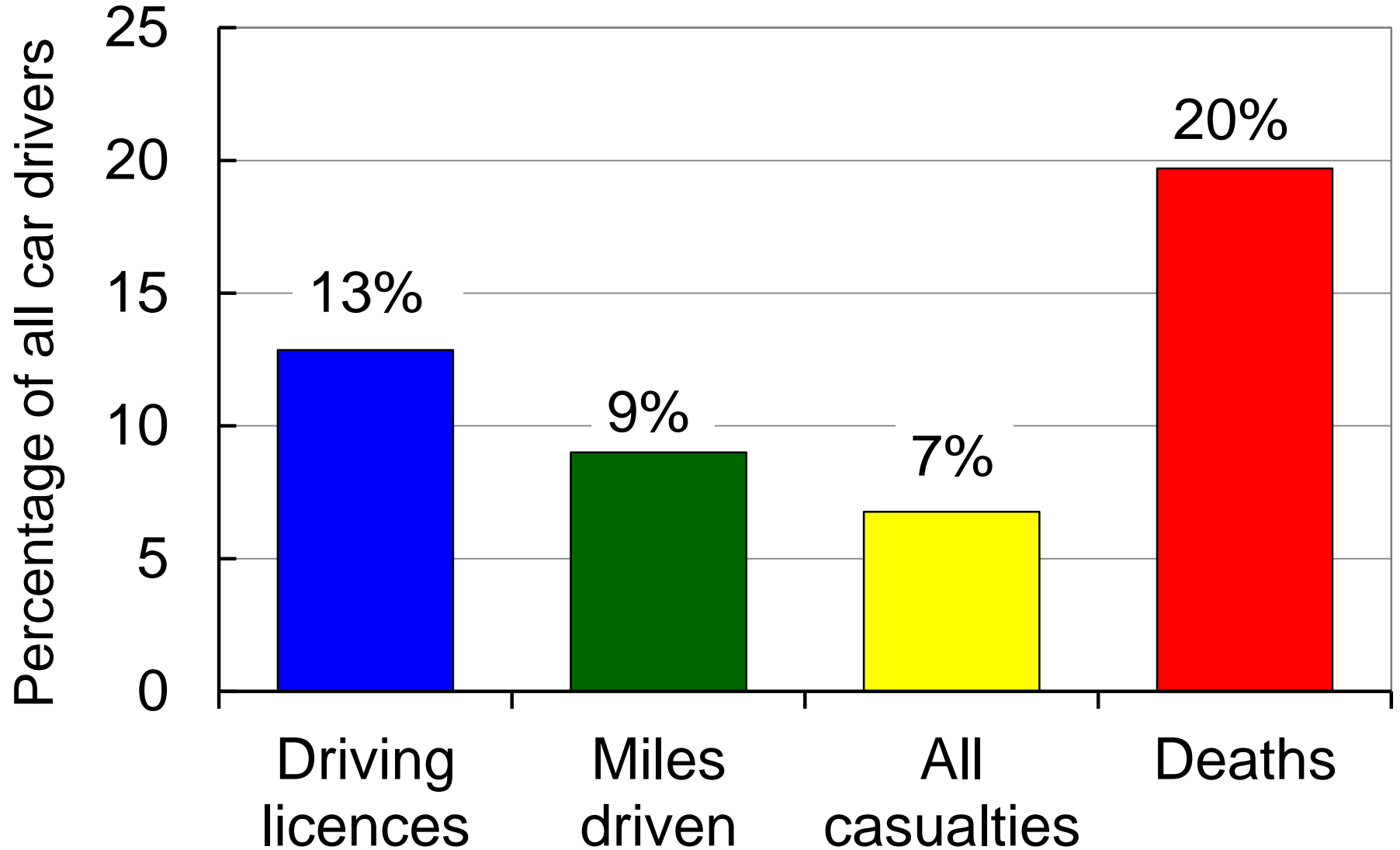
The percentage of older people
is higher in low density areas

Percentage of persons aged 70 and over Great Britain 2014

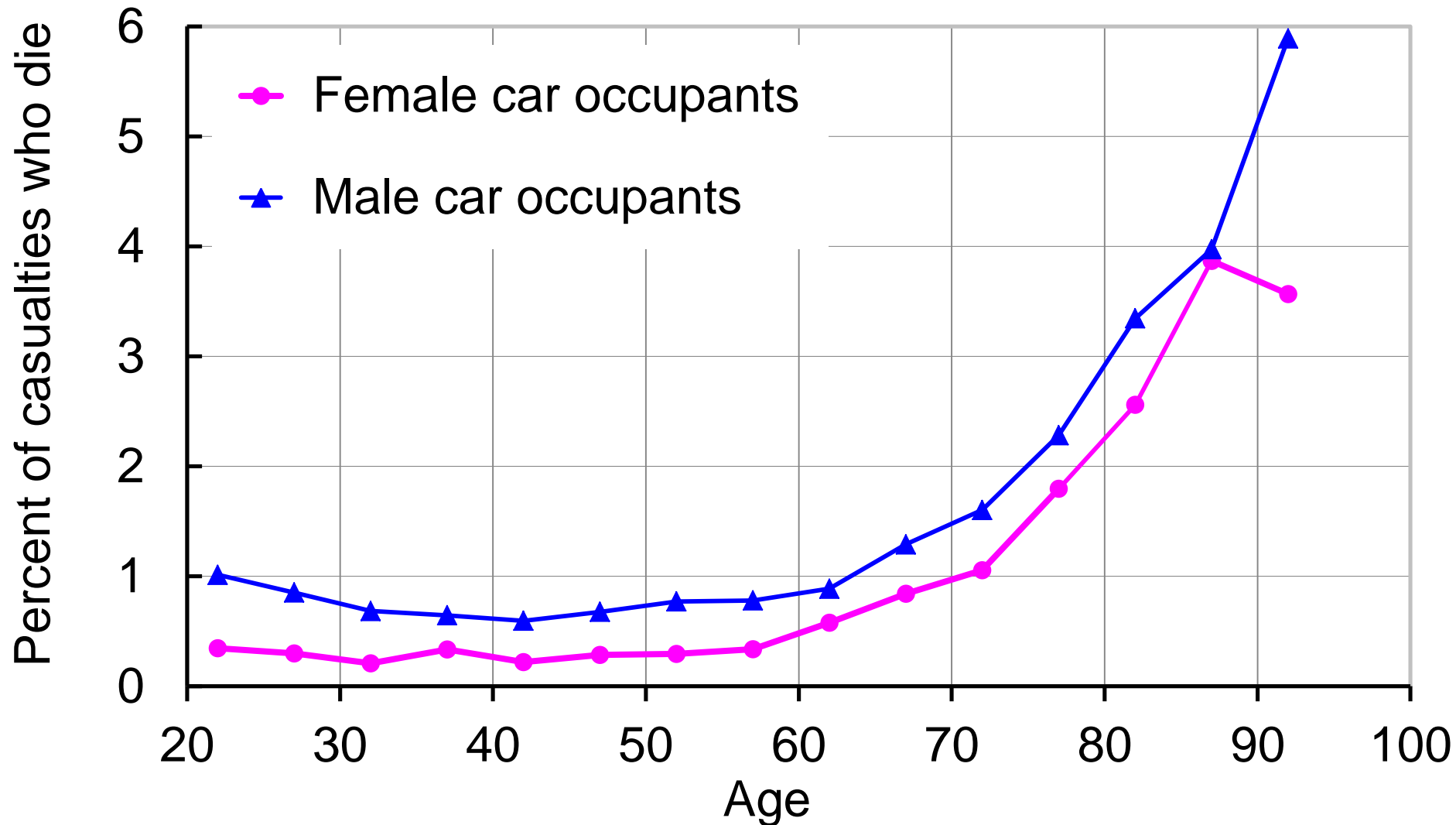


Older driver safety

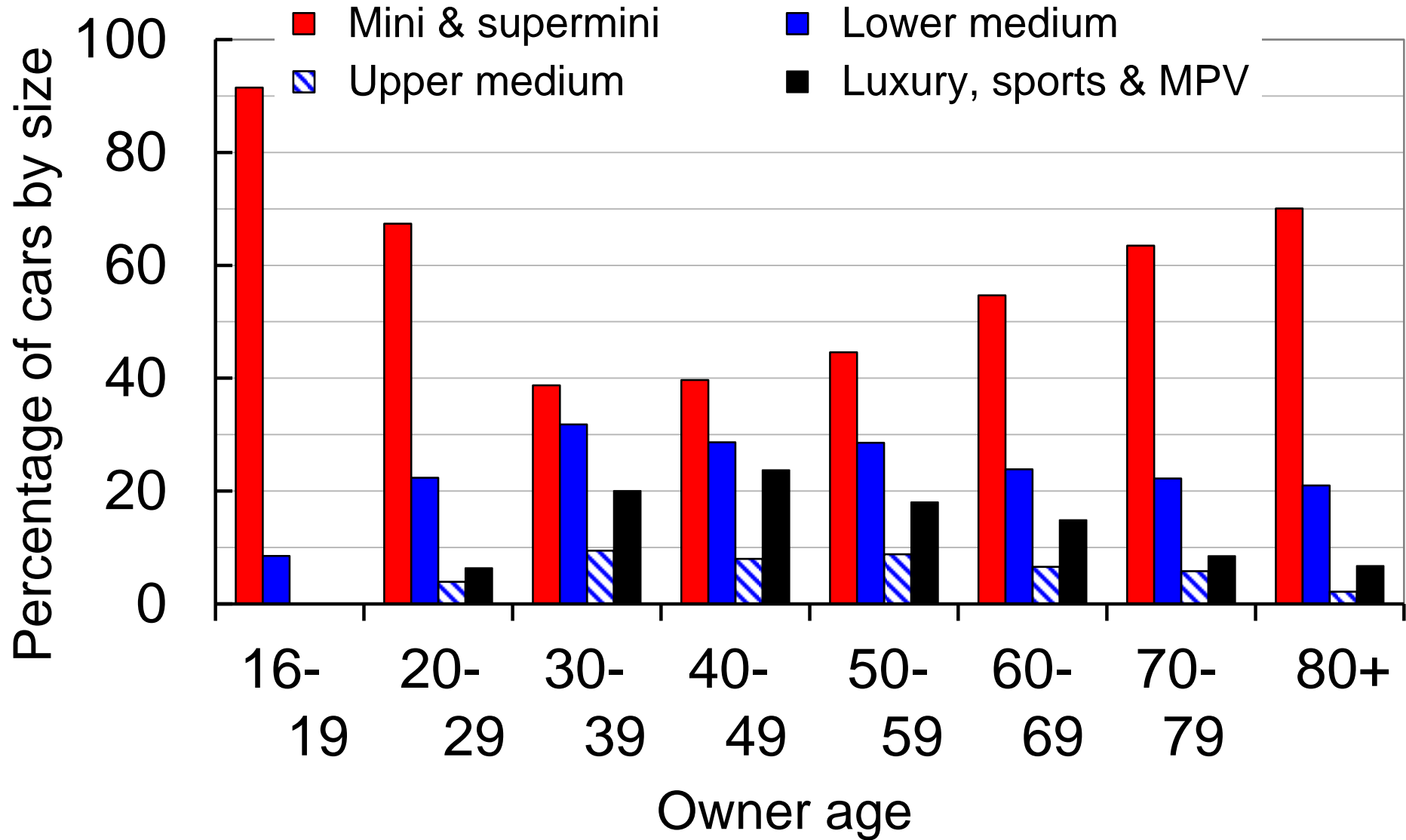
CAR DRIVERS AGED 70+ PERCENTAGES



PERCENT FATALITY OF CAR USER CASUALTIES 2010 - 14



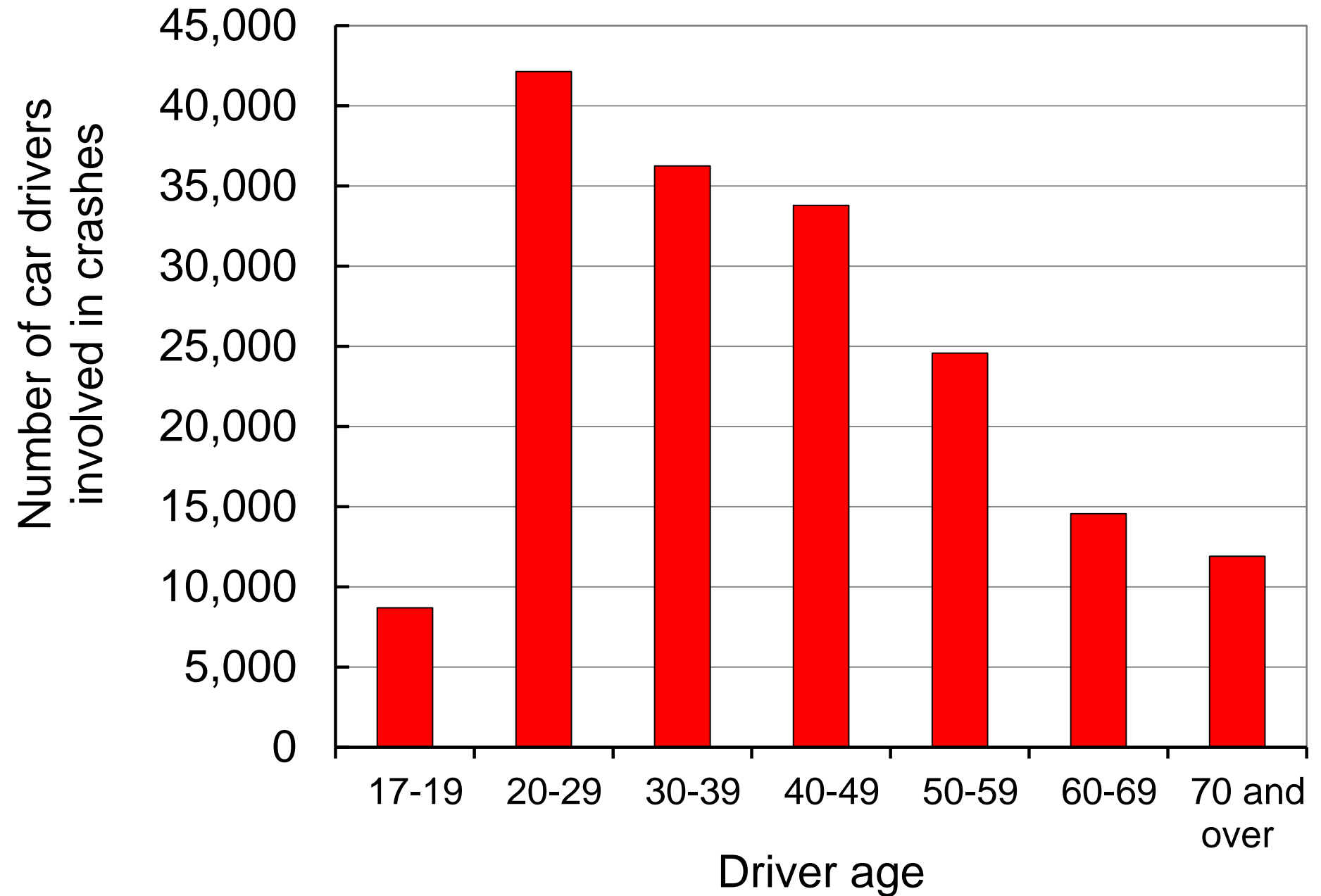
Size of cars by owners age – women 2013-14



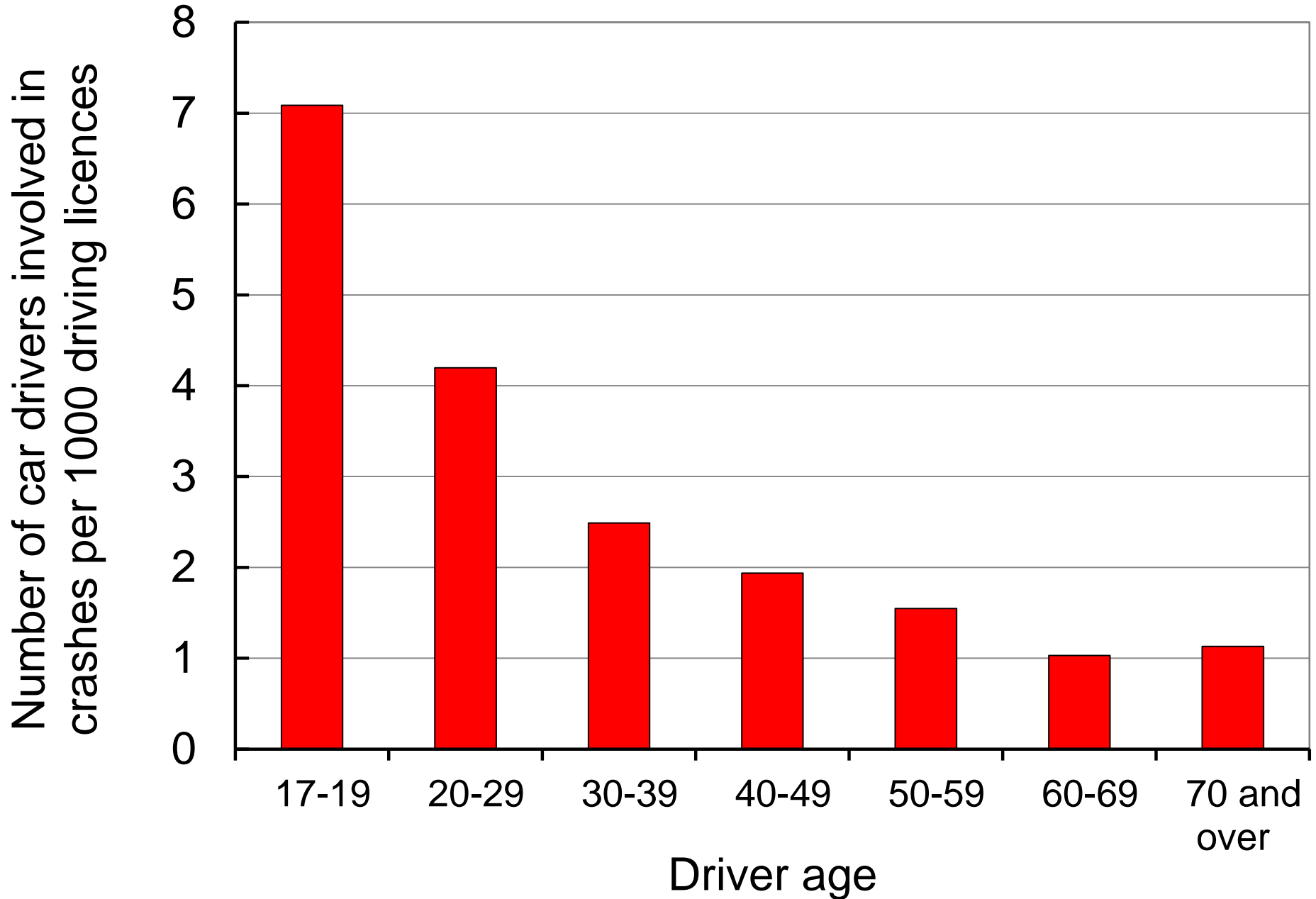
Danger to other road users

Drivers aged 70 and over are involved in fewer car crashes than any 10 year group of car drivers aged less than 70

Car crashes, Great Britain 2014



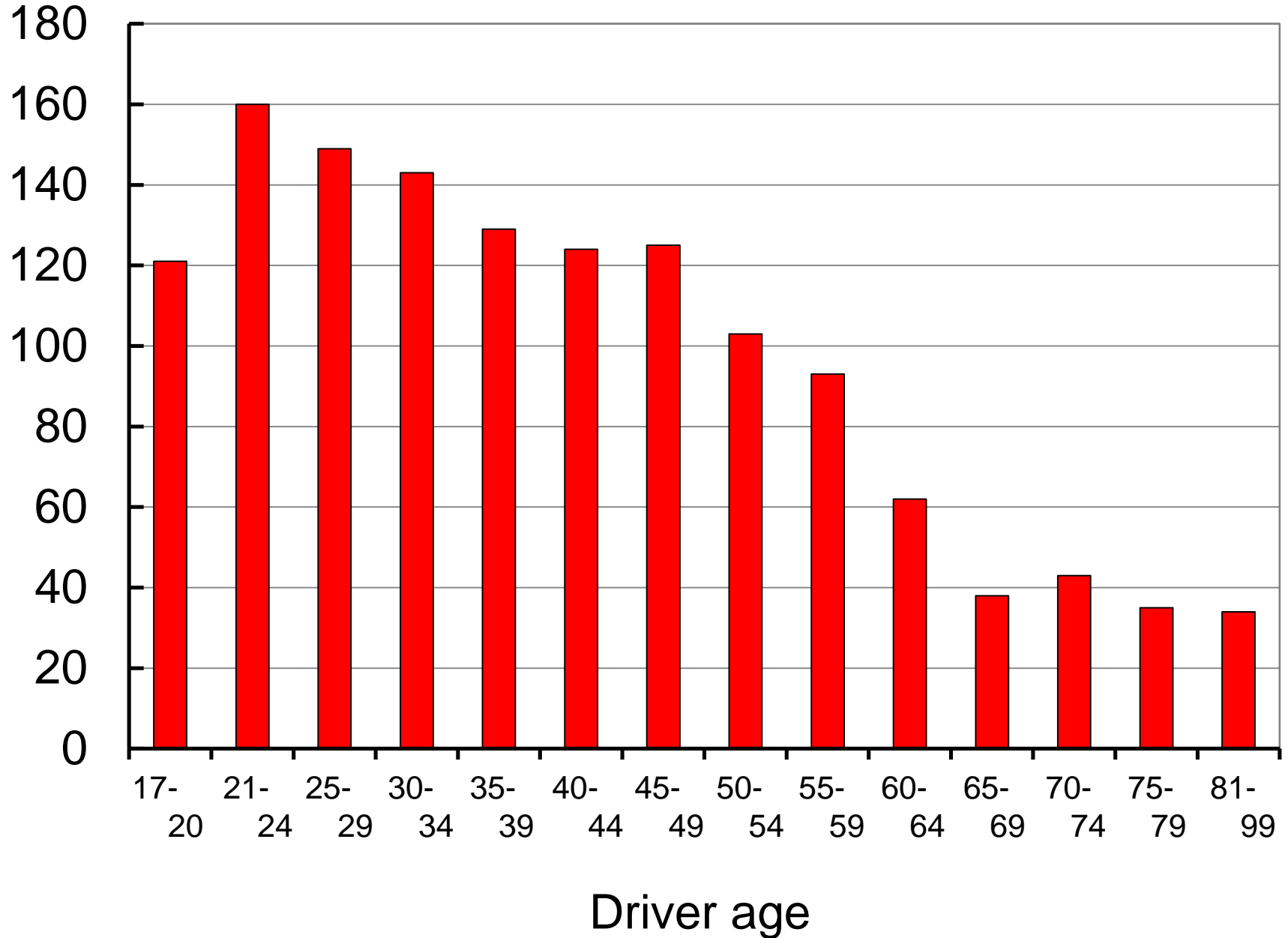
Car crashes per driver, Great Britain 2014



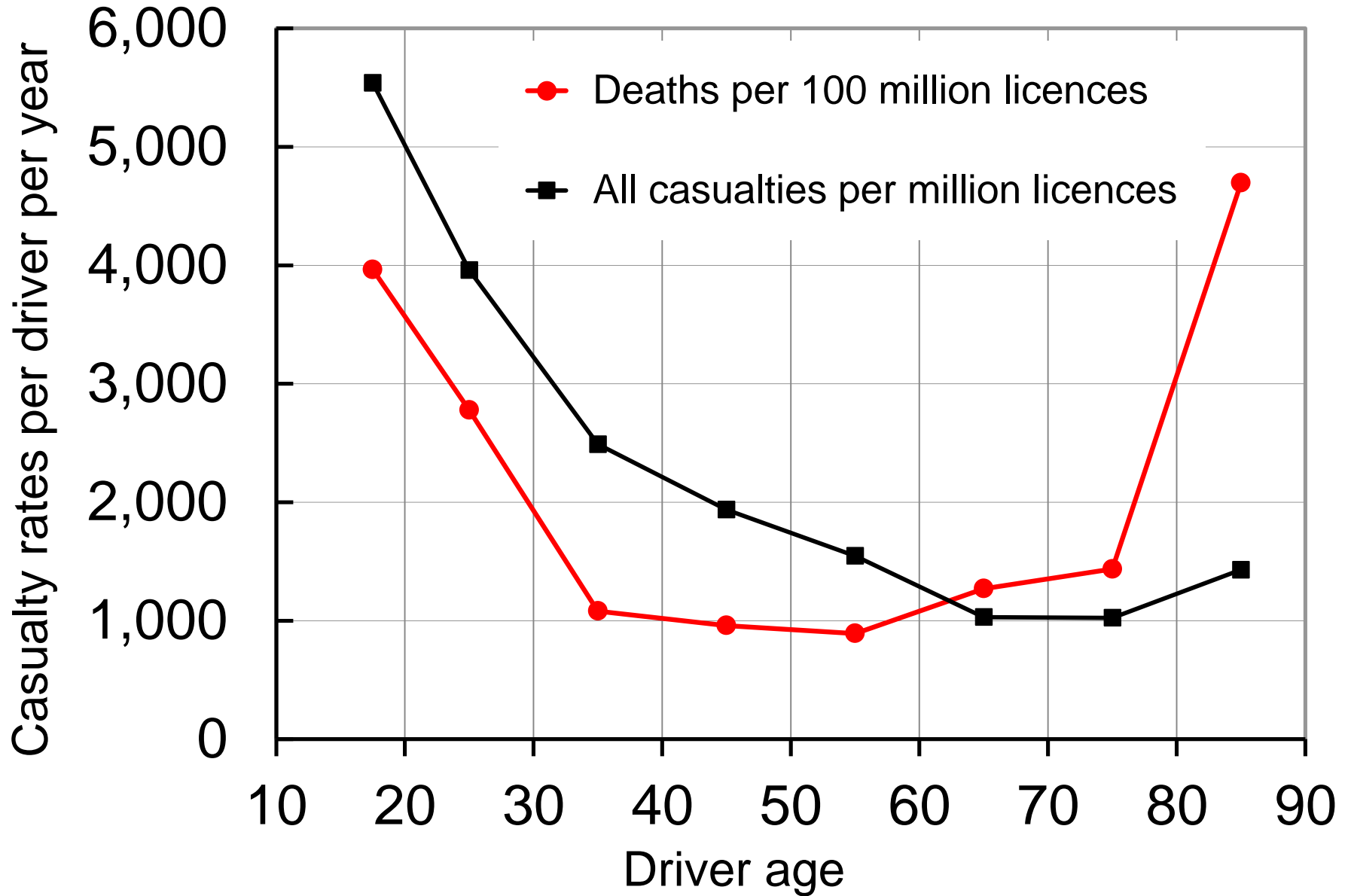
Older drivers kill fewer
pedestrians

Pedestrians killed by cars 2010 to 2014

Pedestrians killed by cars 2010-2014

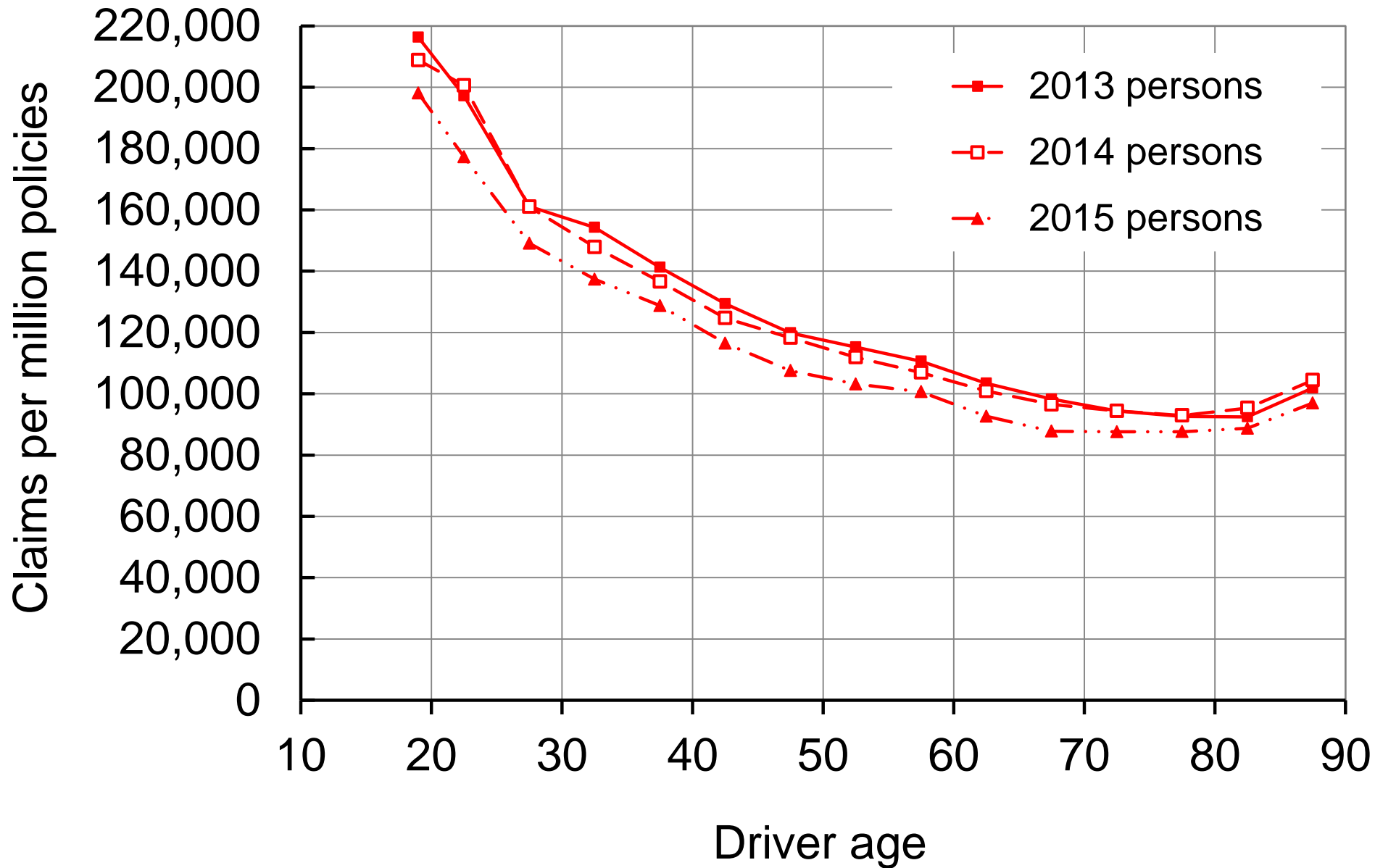


CASUALTY RATES FOR CAR DRIVERS - 2014

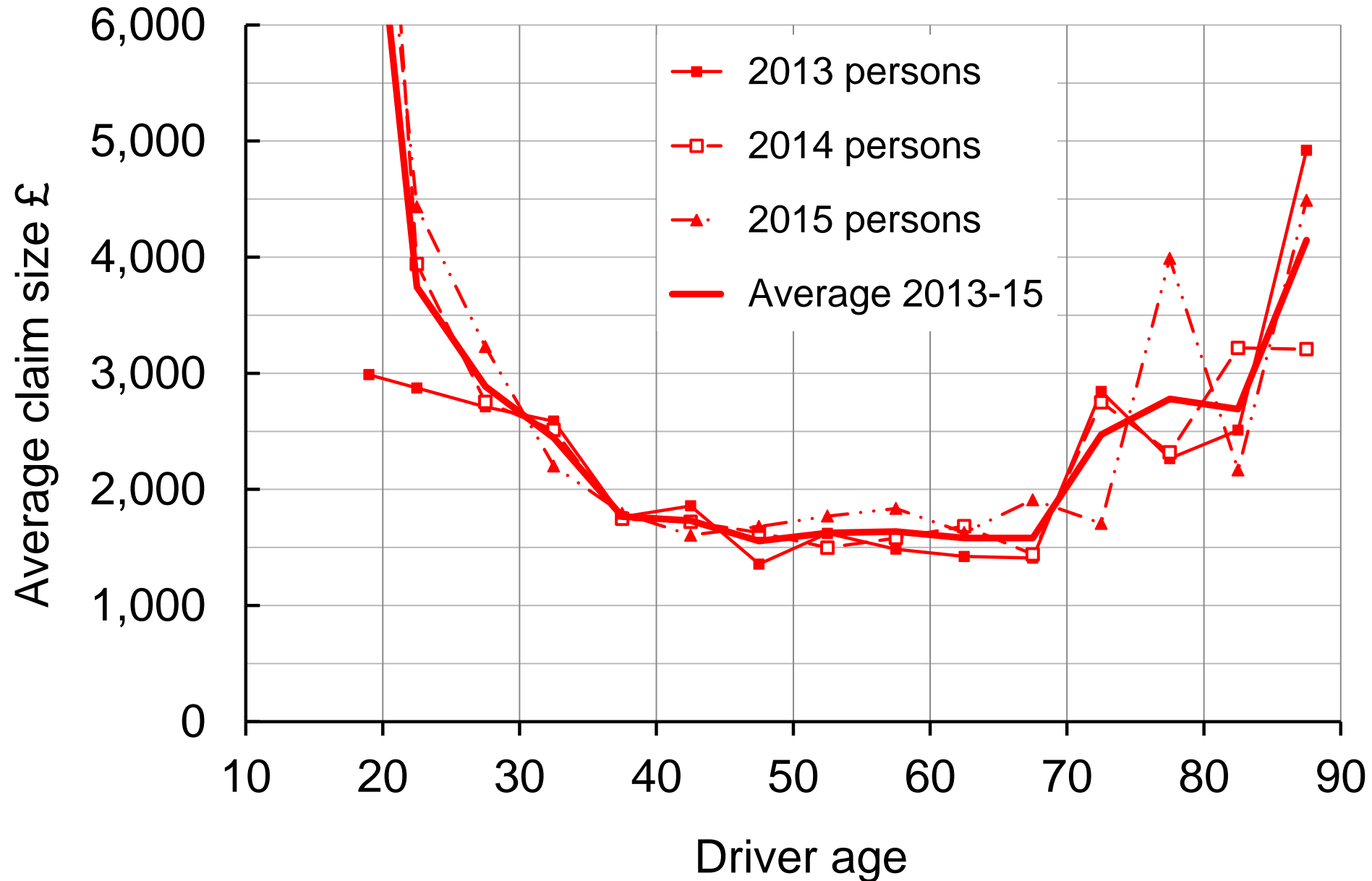


We now have data from
Ageas on insurance claims

Insurance claims by Ageas policy holders



Average cost of insurance claims



Types of accident

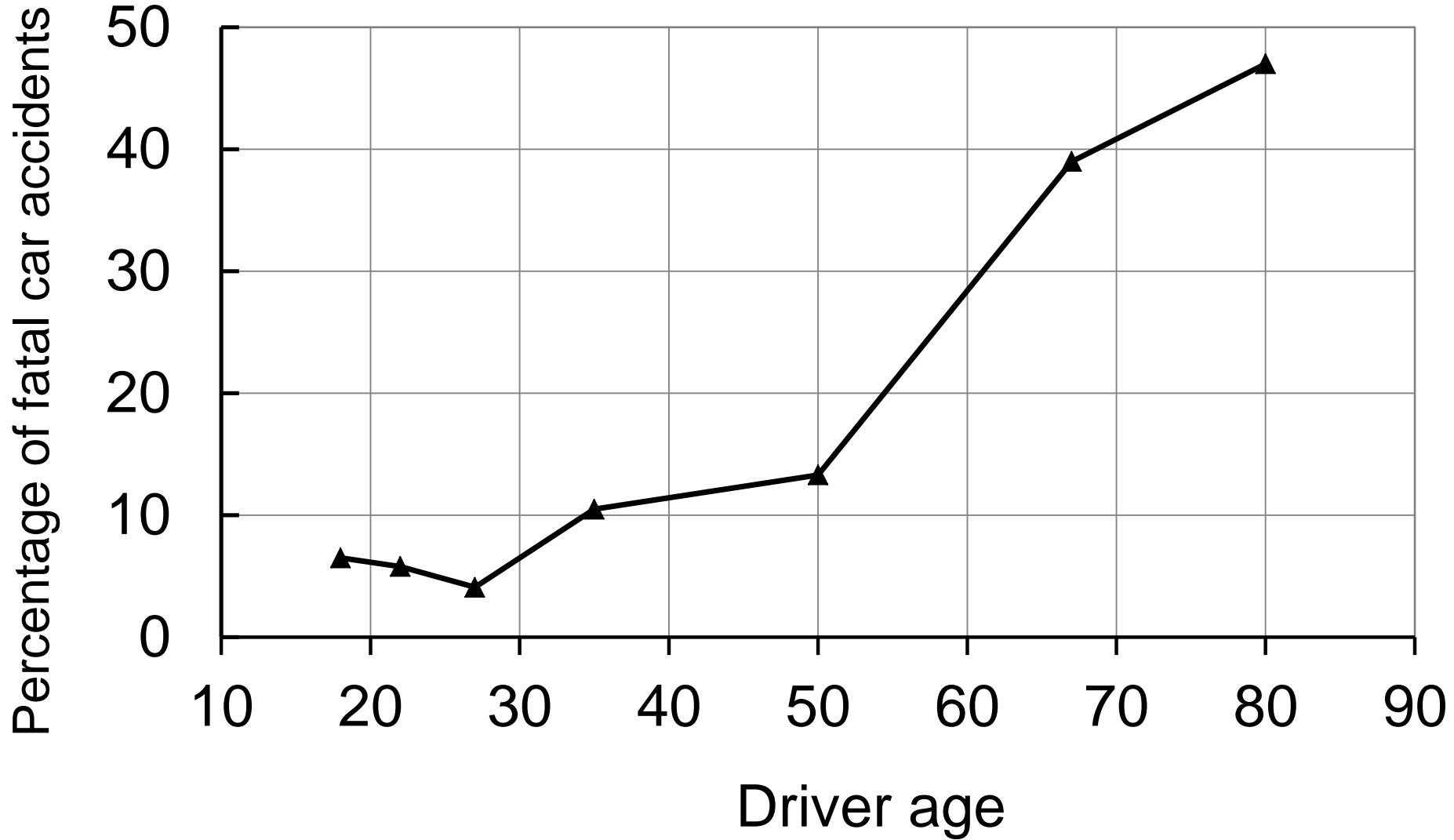
Older drivers are less likely
to have accidents because
they speed

PERCENTAGE OF FATAL CAR ACCIDENTS THAT ARE SPEED-RELATED



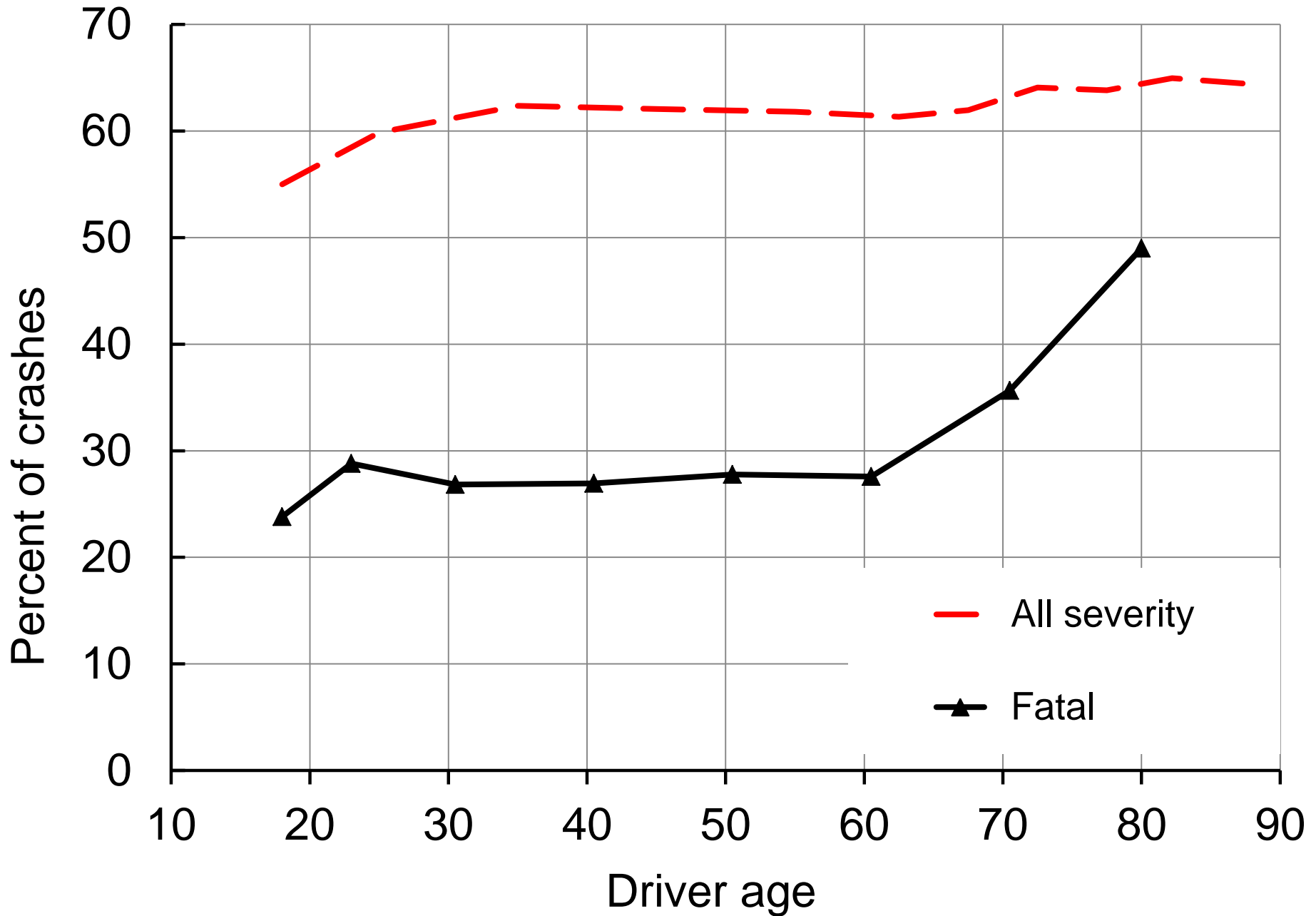
Older drivers are more likely
to have accidents because of
right of way violations

Percentage of fatal accidents that involve right of way violations

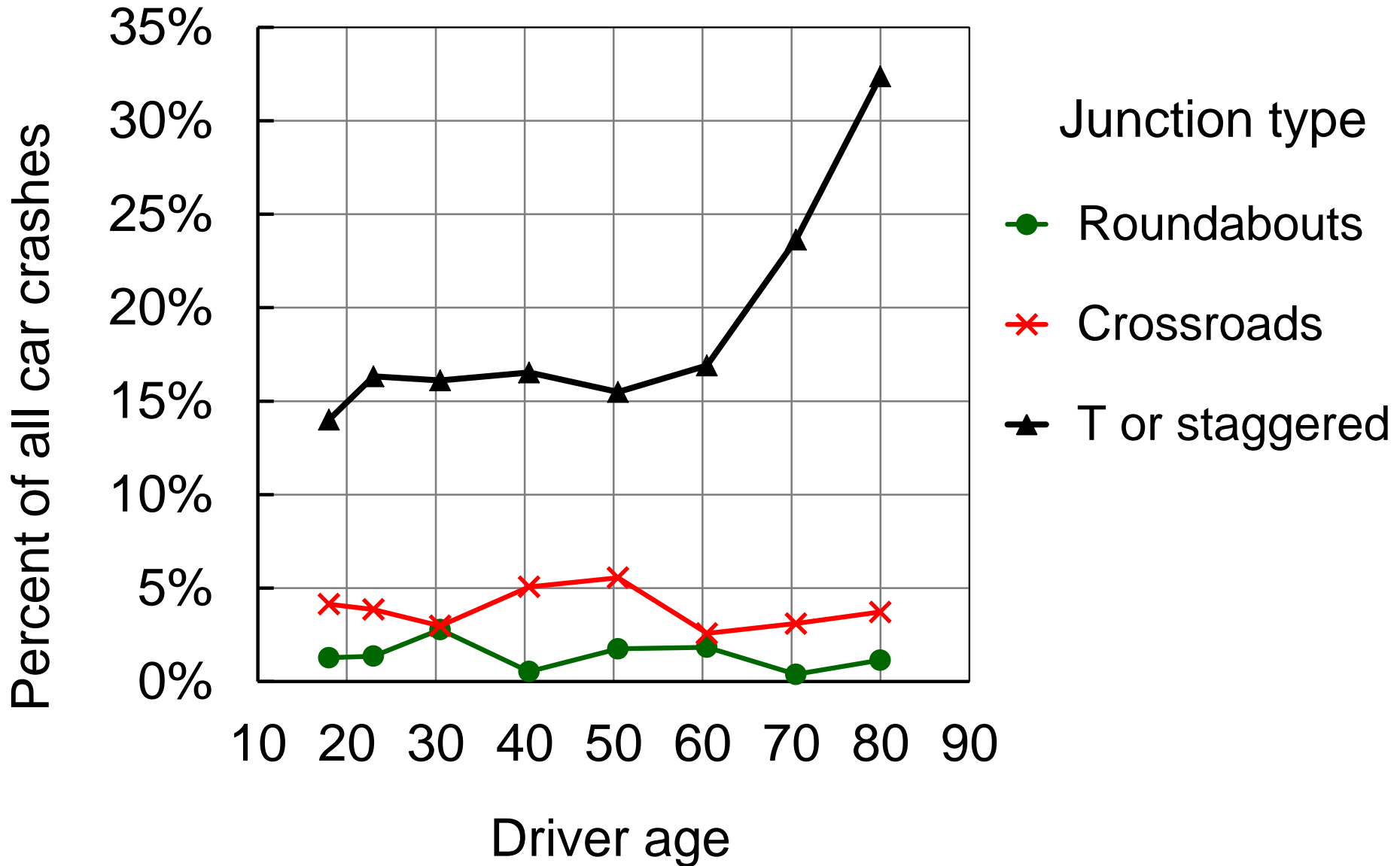


Drivers are more likely
to have fatal accidents
at junctions after age 60

Percentage of car crashes at junctions



Car driver fatal crashes 2013

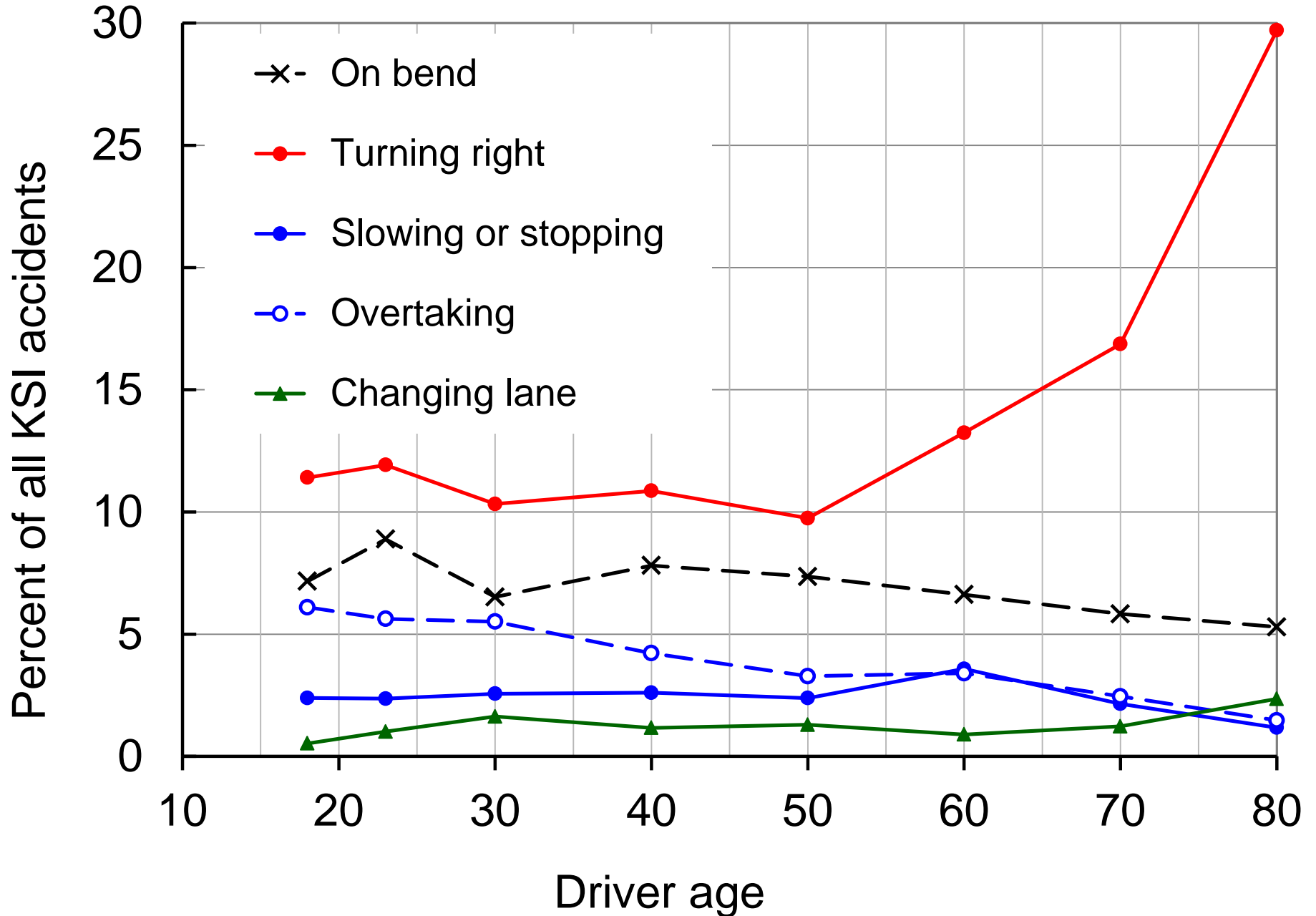


Car driver killed and serious (KSI) crashes at crossroads 2012-14



The percentage of crashes
that involve turning right
across traffic increases
after age 50

Killed and serious car accidents 2013

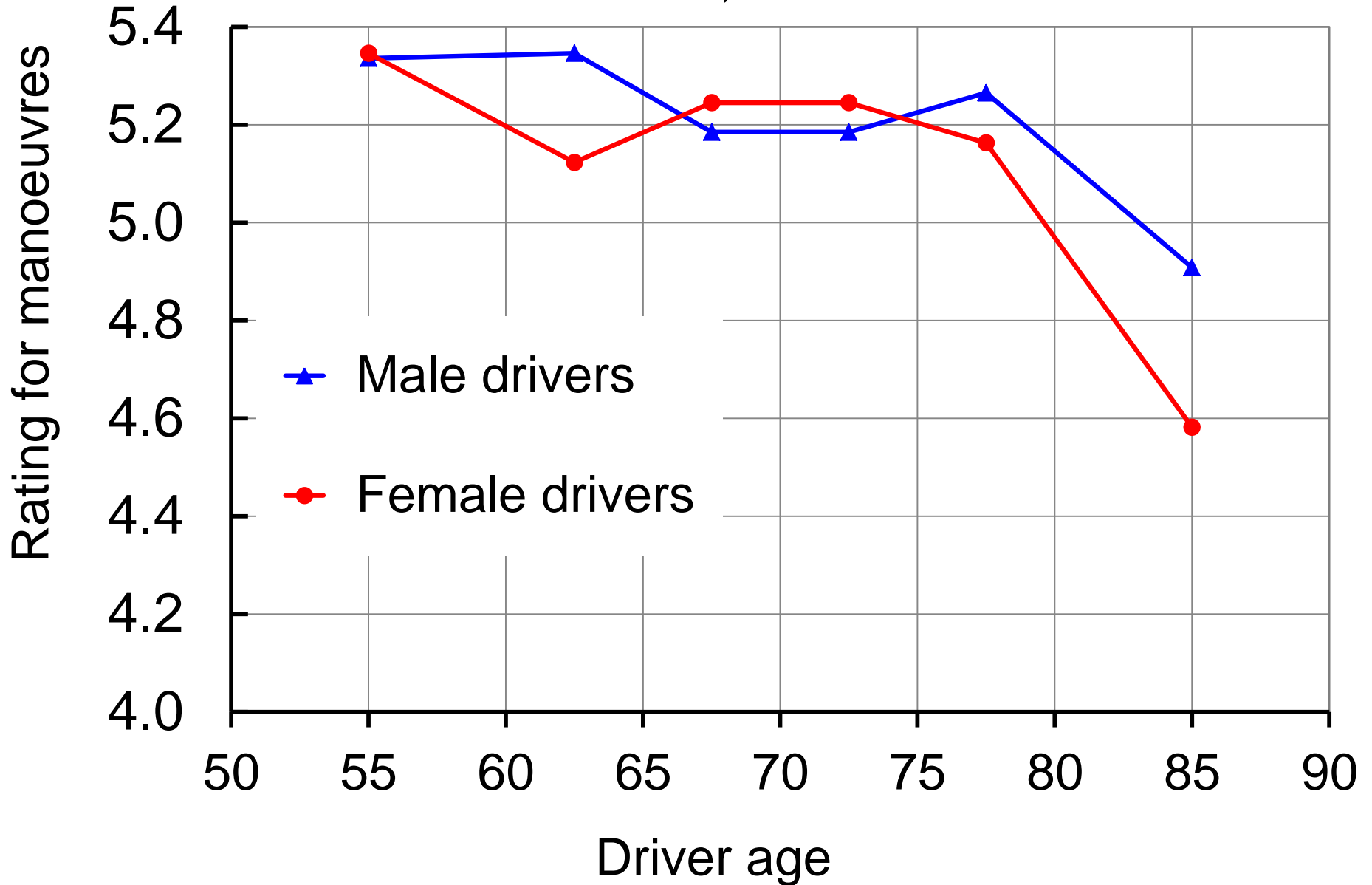


On average, problems seem to develop after age 75 or 80

Around 5 – 15% of older drivers are outliers in various performance tests

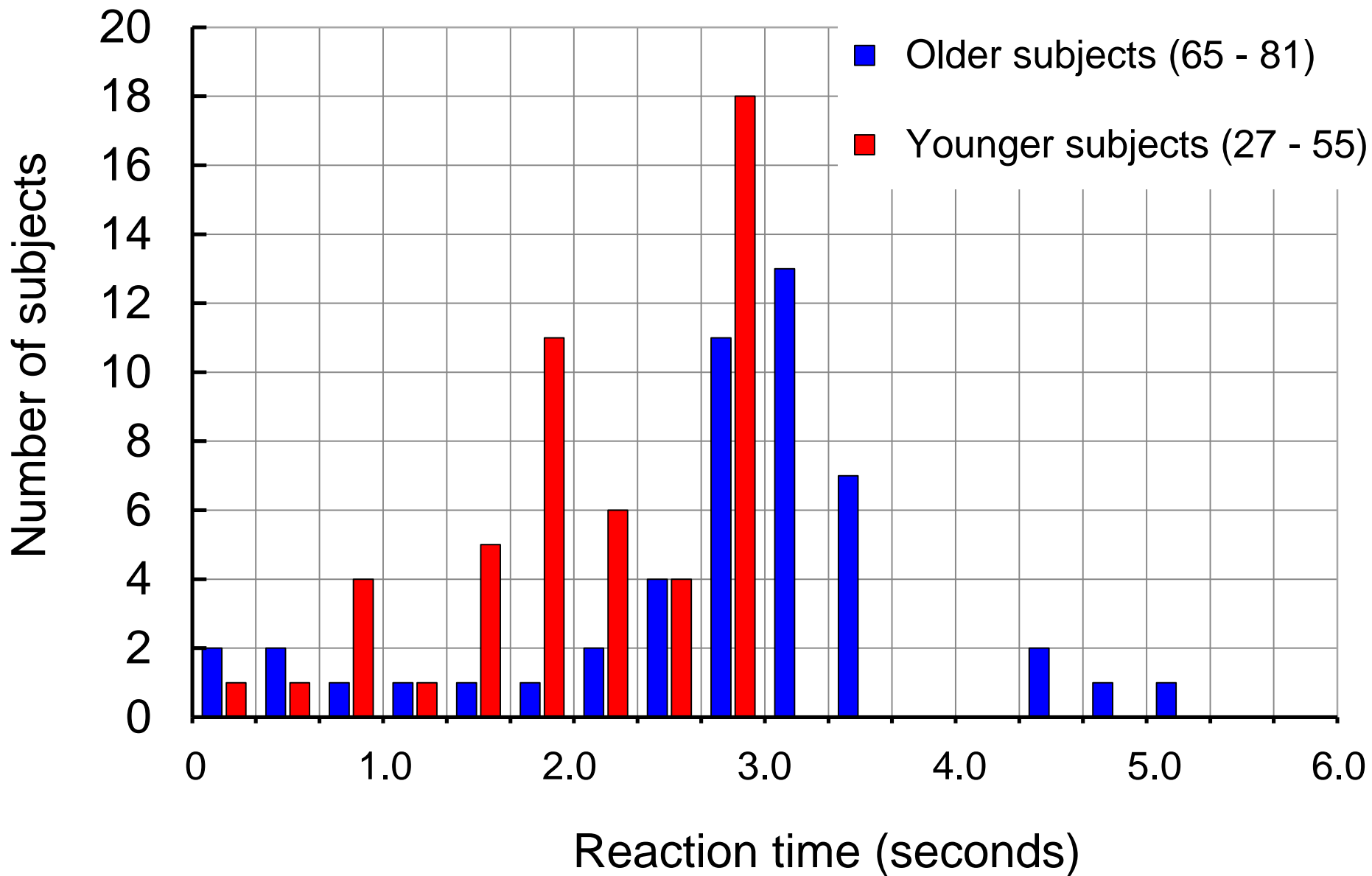
Rating for manoeuvres

Rabbitt et al, DfT RSR 29



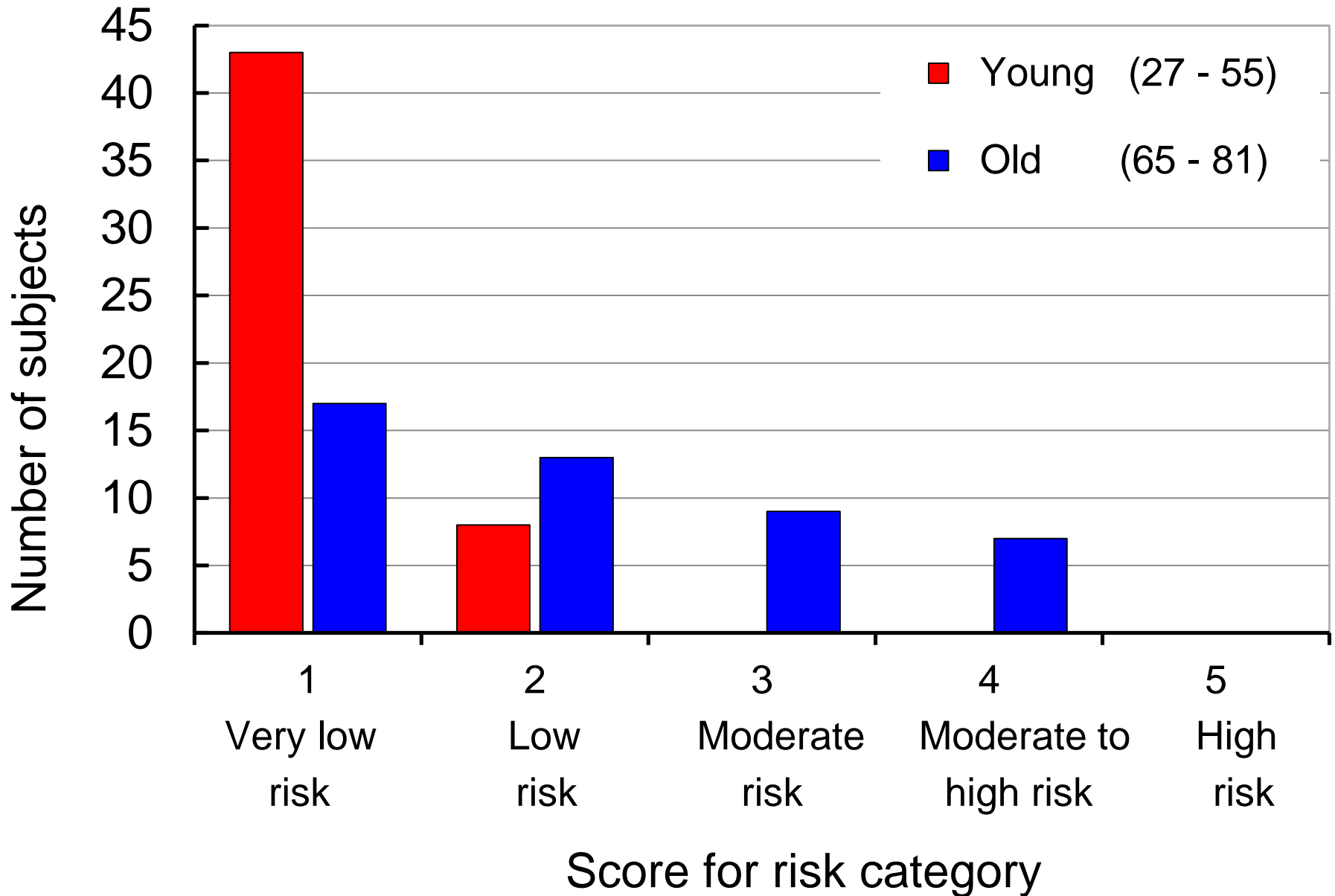
HAZARD PERCEPTION REACTION TIMES

VTI Report 656A, Figure 24 Levin et al



RISK SCORES FROM UFOV TESTS

VTI Report 656A, Levin et al



Driver assessment

- A package of measures is needed to maintain the confidence of safe drivers and identify unsafe drivers for re-training or loss of licence;
- The Hampshire model of workshops, voluntary appraisals, mobility centre assessments and a specialist NDOR course has much to commend it.

Licence renewal

There is no evidence of any safety benefits of a more testing process for licence renewal than that currently used in Britain (or the similar system in Sweden);

Can we help older drivers by
improving road design?

Protected entry slip – M27 junction 10 onto the A32 near Fareham



Small roundabouts at T-junctions

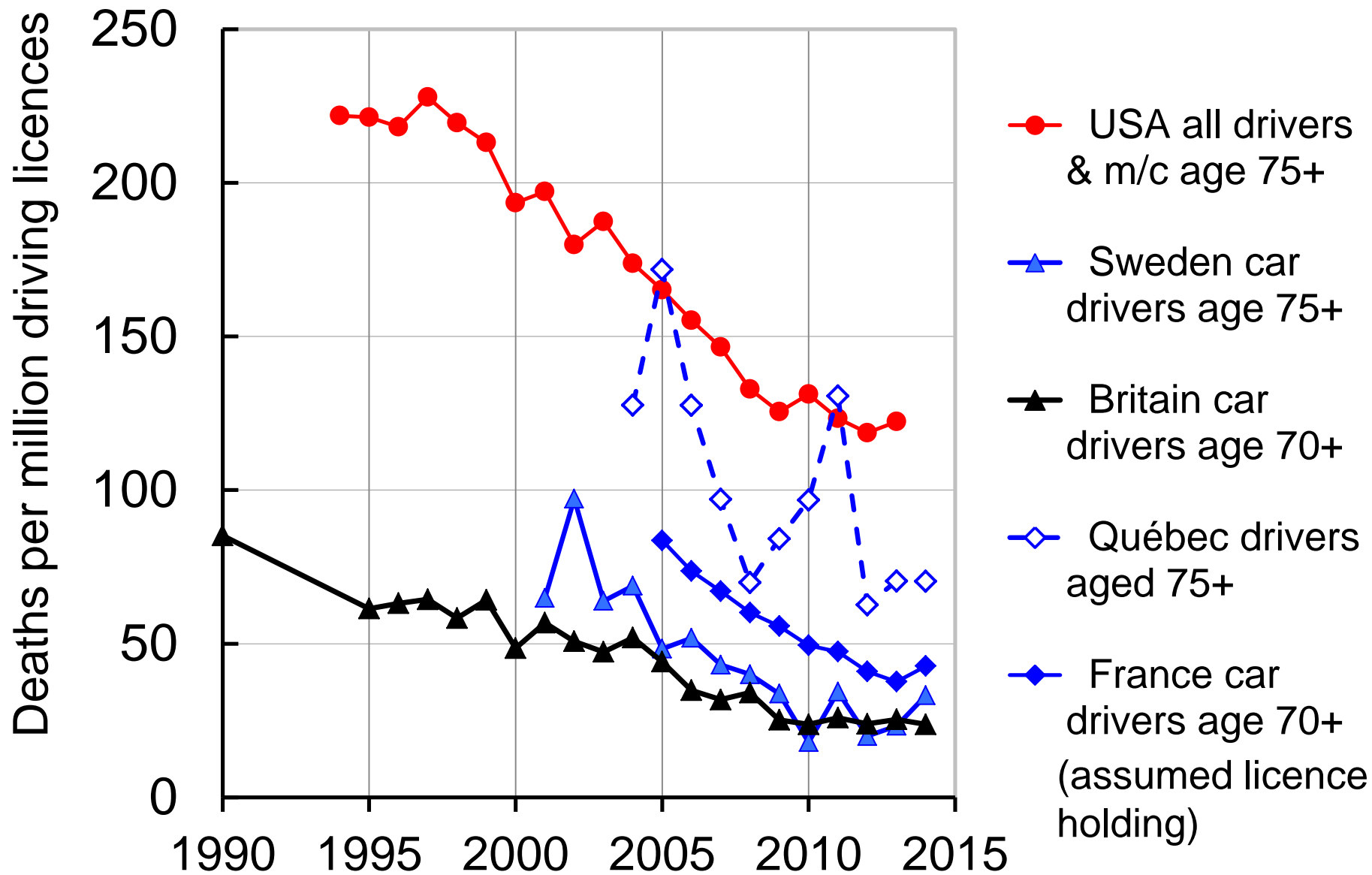


Large font direction signs, Florida



Finally, Britain compares well
with most other countries

DRIVER FATALITY RATE PER LICENCE



Key points

- Older drivers are not a significant threat to other road users, but are at risk themselves because of fragility;
- Older drivers have a pattern of accidents that is different from that for young and middle-aged drivers;
- Highway design can be improved to make driving easier and safer;

Key points (continued)

- A package of measures is needed to maintain the confidence of safe drivers and identify unsafe drivers for re-training or loss of licence;
- Ways to improve cars to better protect older occupants, particularly females, should be developed.

Recommendations

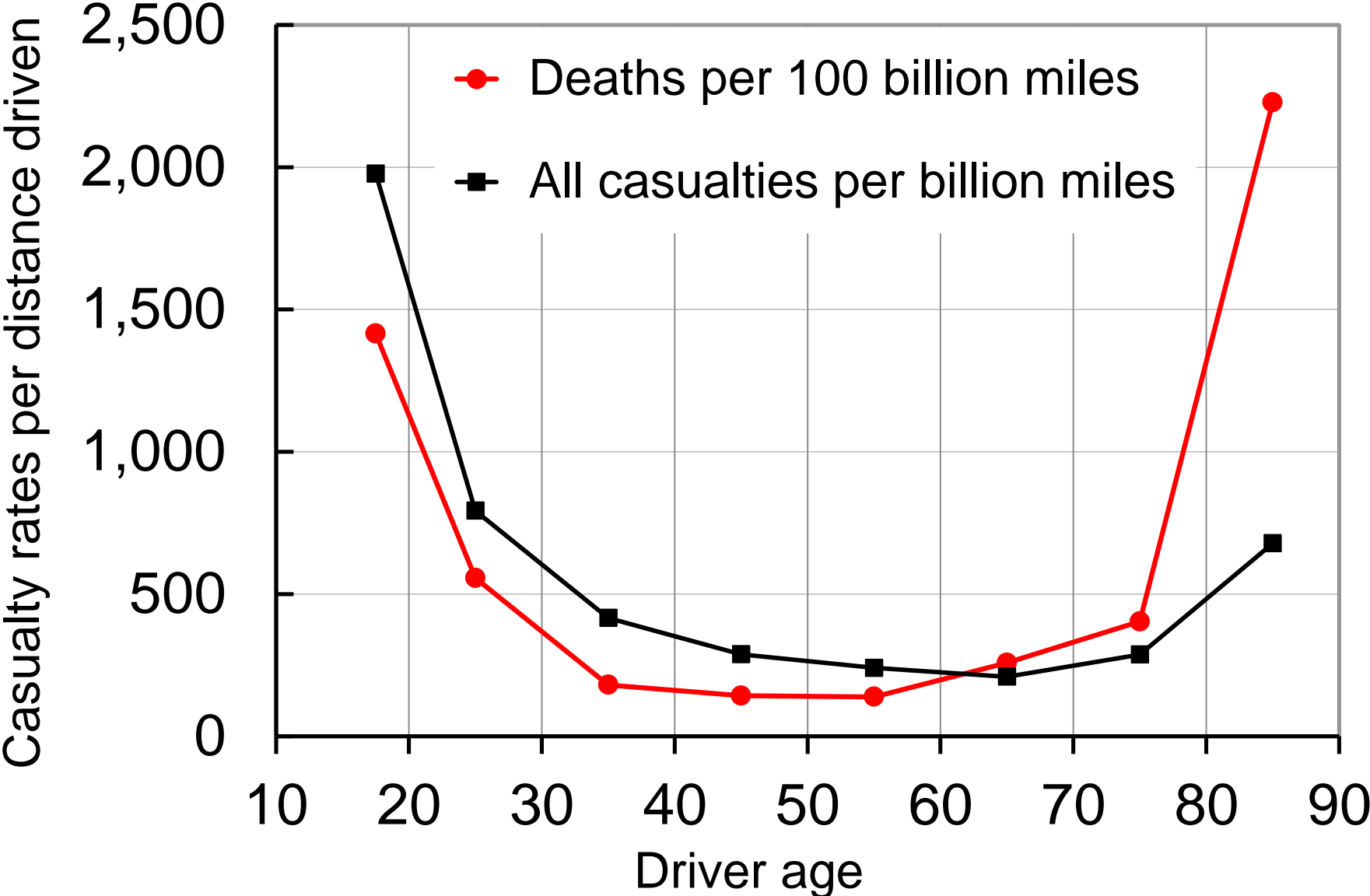
1. Raising the age for drivers to notify the DVLA from 70 to 75 - if the requirement for an eye sight test is made compulsory
2. Requiring the DVLA to get evidence of an eyesight test at licence renewal
3. Asking a consumer body to prepare specific advice on car safety features for older drivers
4. Improving road design, signs and markings to aid older drivers

Recommendations

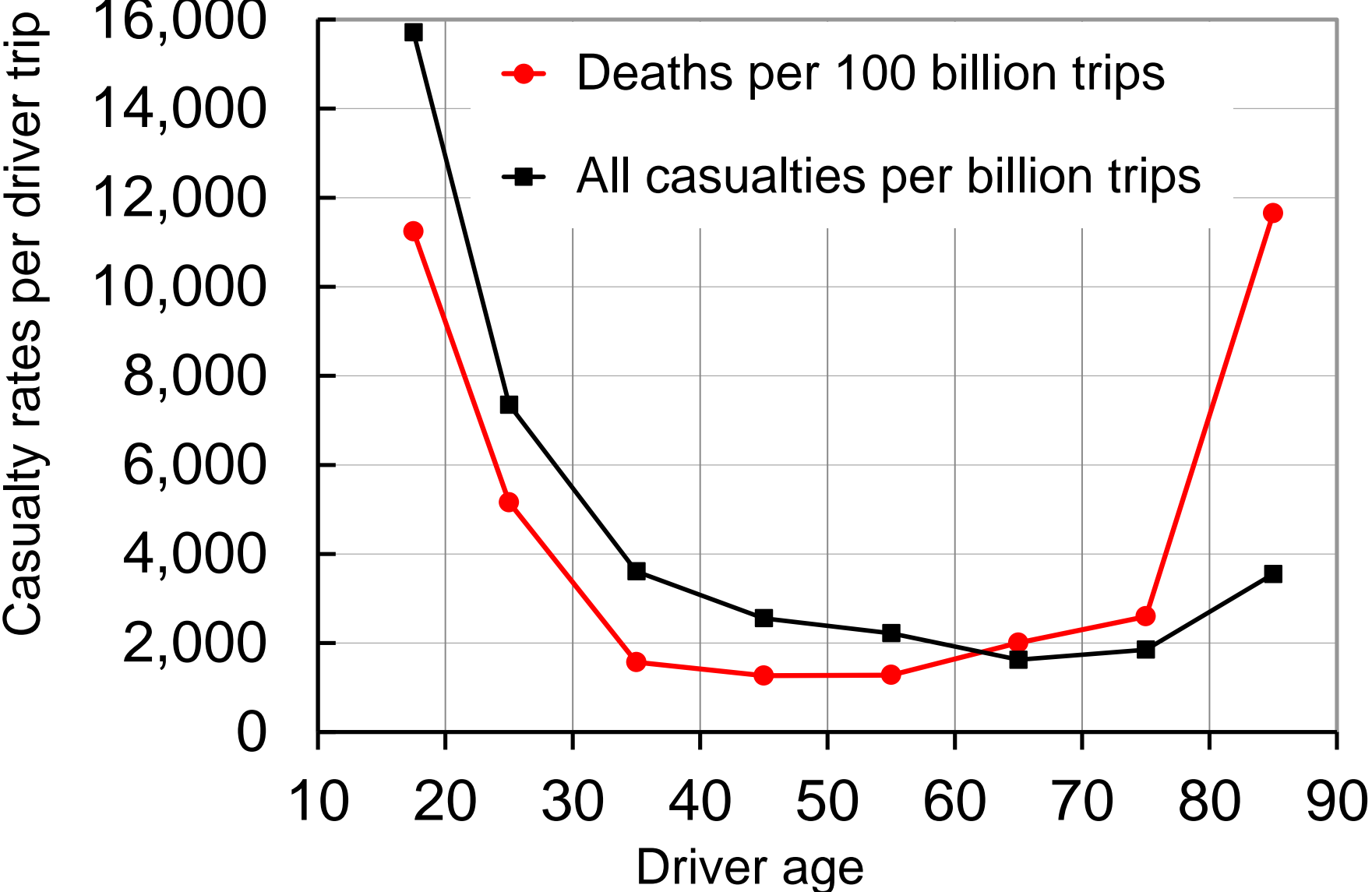
5. Evaluating existing driving appraisal courses and improving information provided to older drivers, their families, and medical professionals
6. Piloting new products which offer an alternative to driving for older people.
7. Pooling insurer data and research into major claims involving older drivers to understand the detailed causes.

Questions?

CASUALTY RATES FOR CAR DRIVERS - 2014



CASUALTY RATES FOR CAR DRIVERS - 2014



CAR DRIVER ALL SEVERITY RATES

