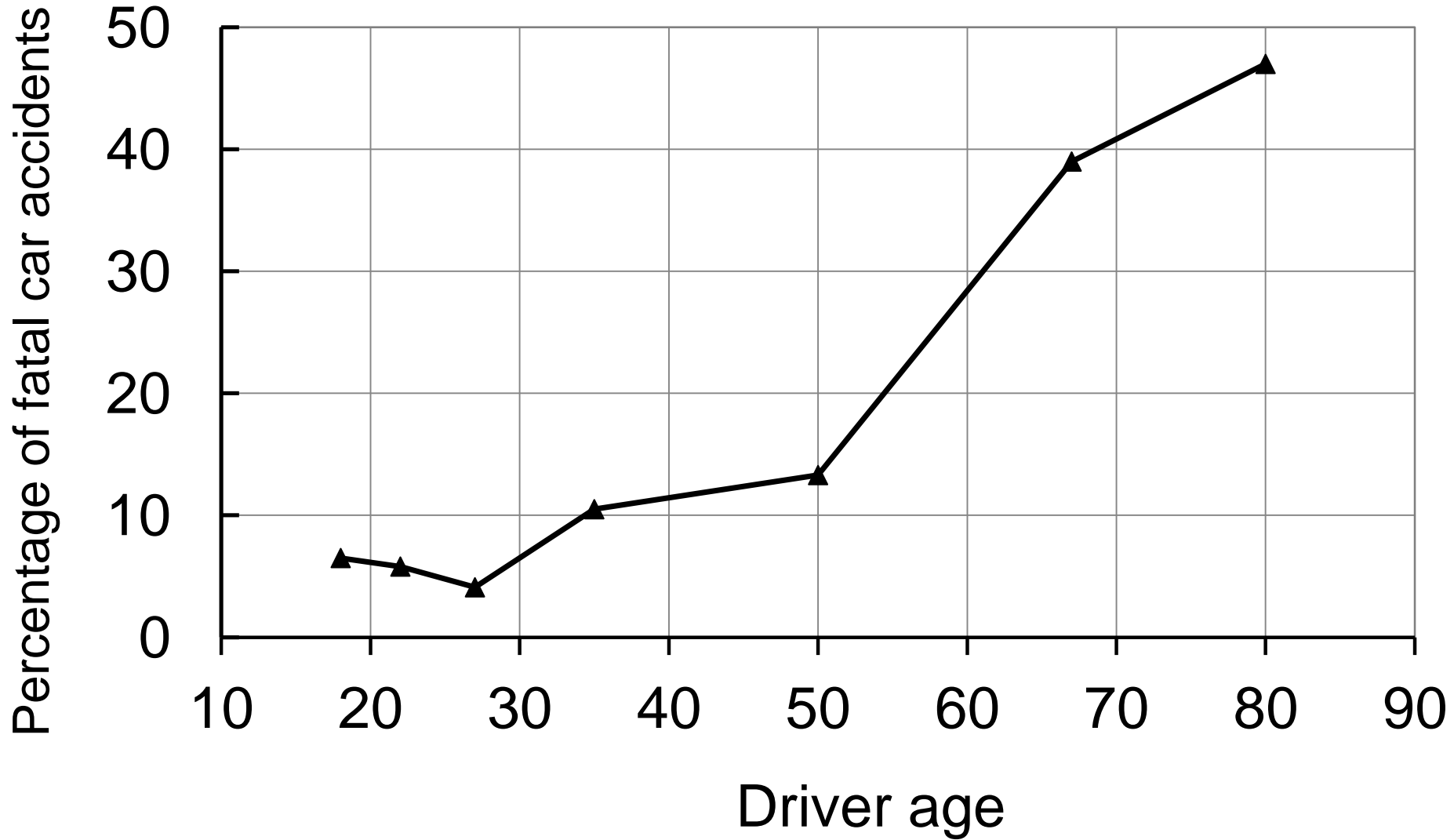


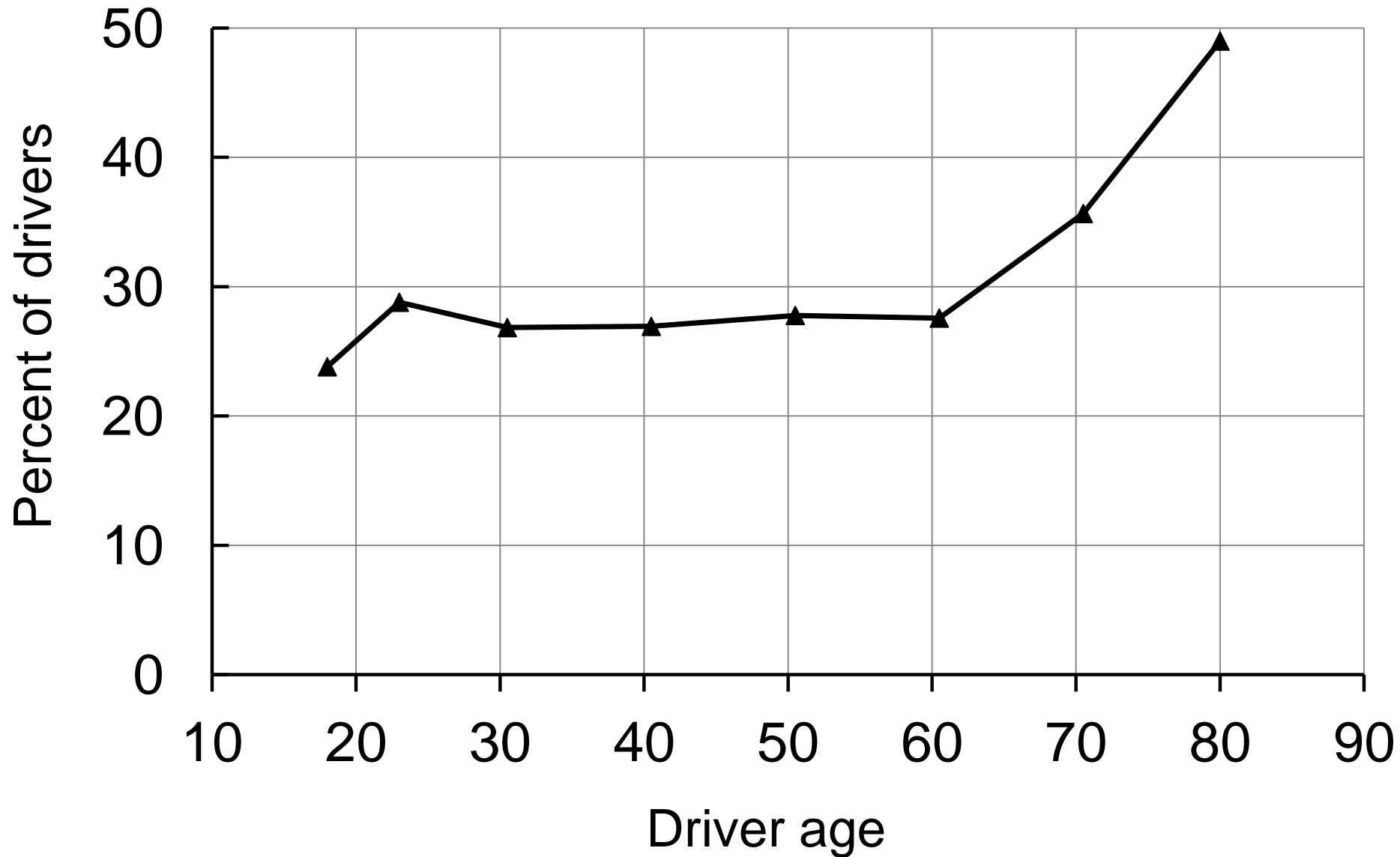
Older drivers are more likely
to have accidents because of
right of way violations

Percentage of fatal accidents that involve right of way violations

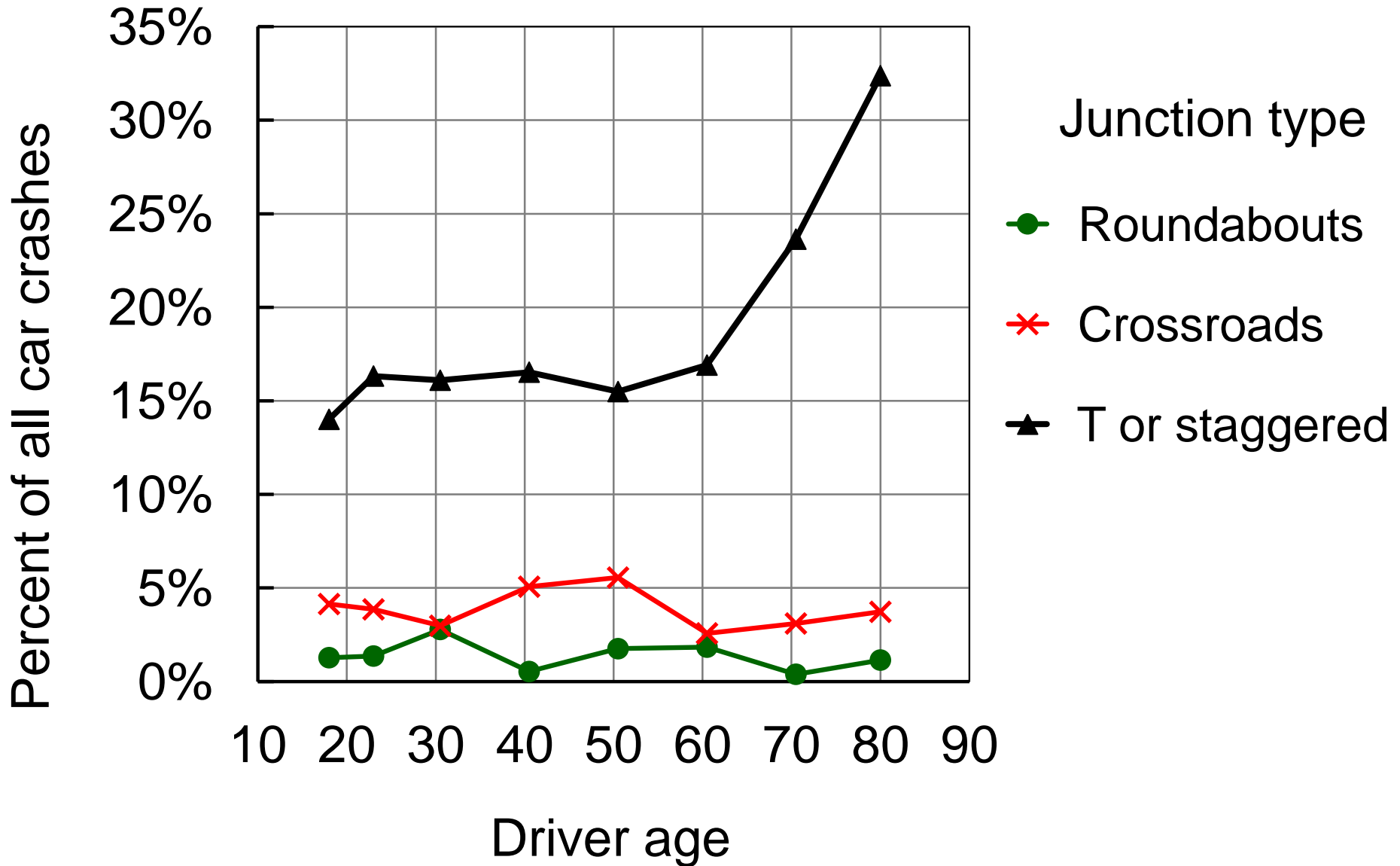


Drivers are more likely
to have fatal accidents
at junctions after age 60

Percentage fatal car crashes at junctions



Car driver fatal crashes 2013

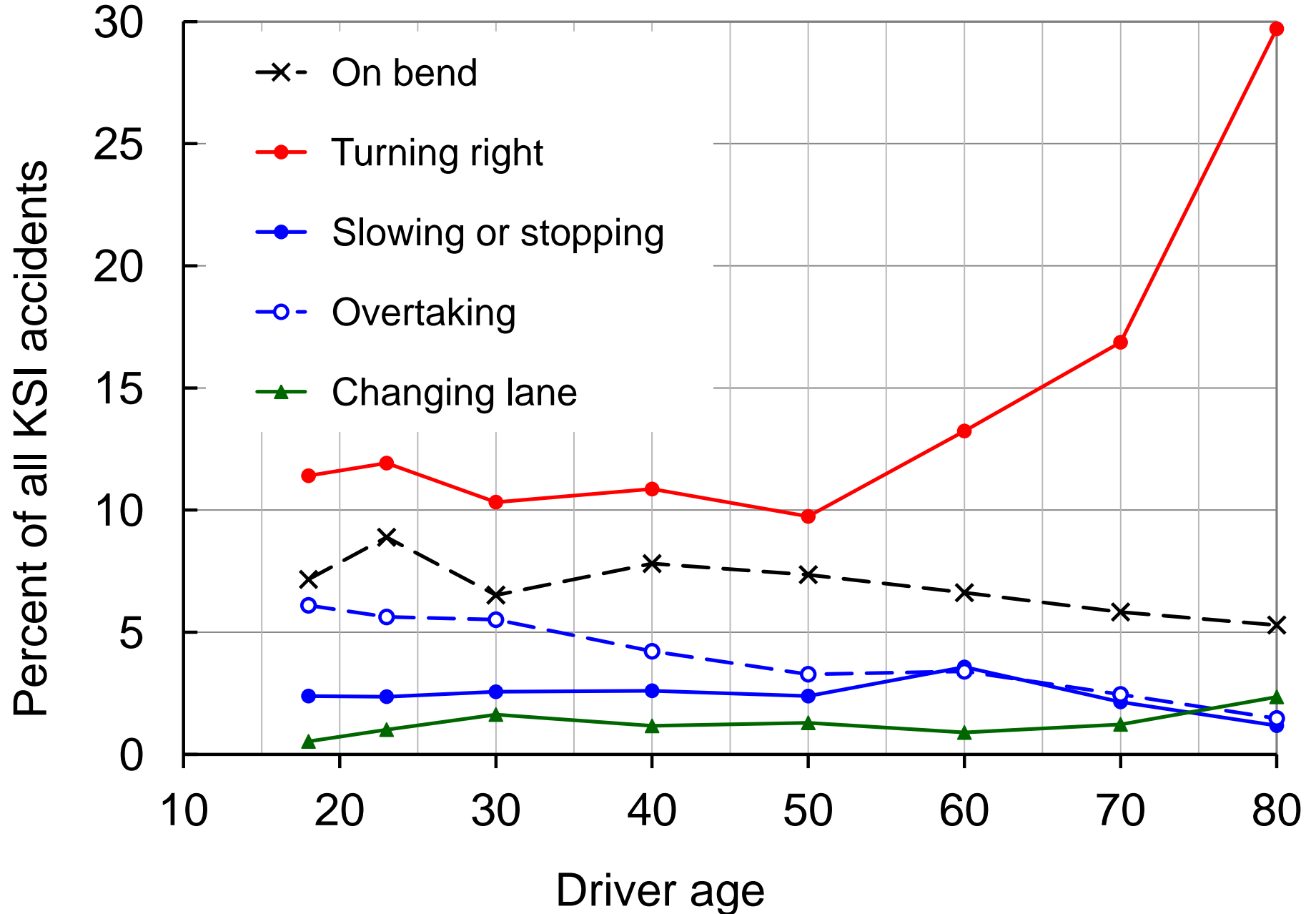


Car driver killed and serious (KSI) crashes at crossroads 2012-14



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

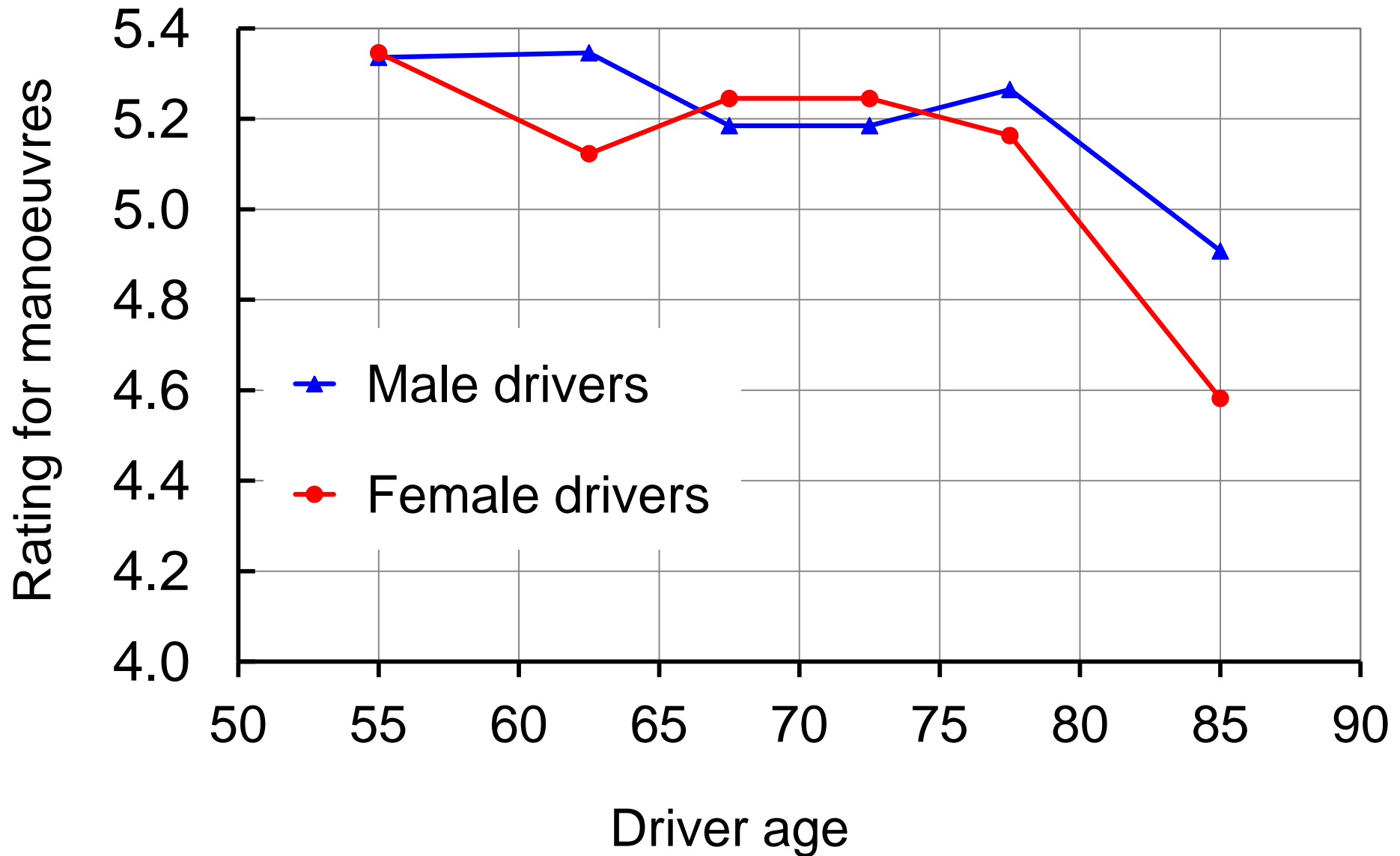
Killed and serious car accidents 2013



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

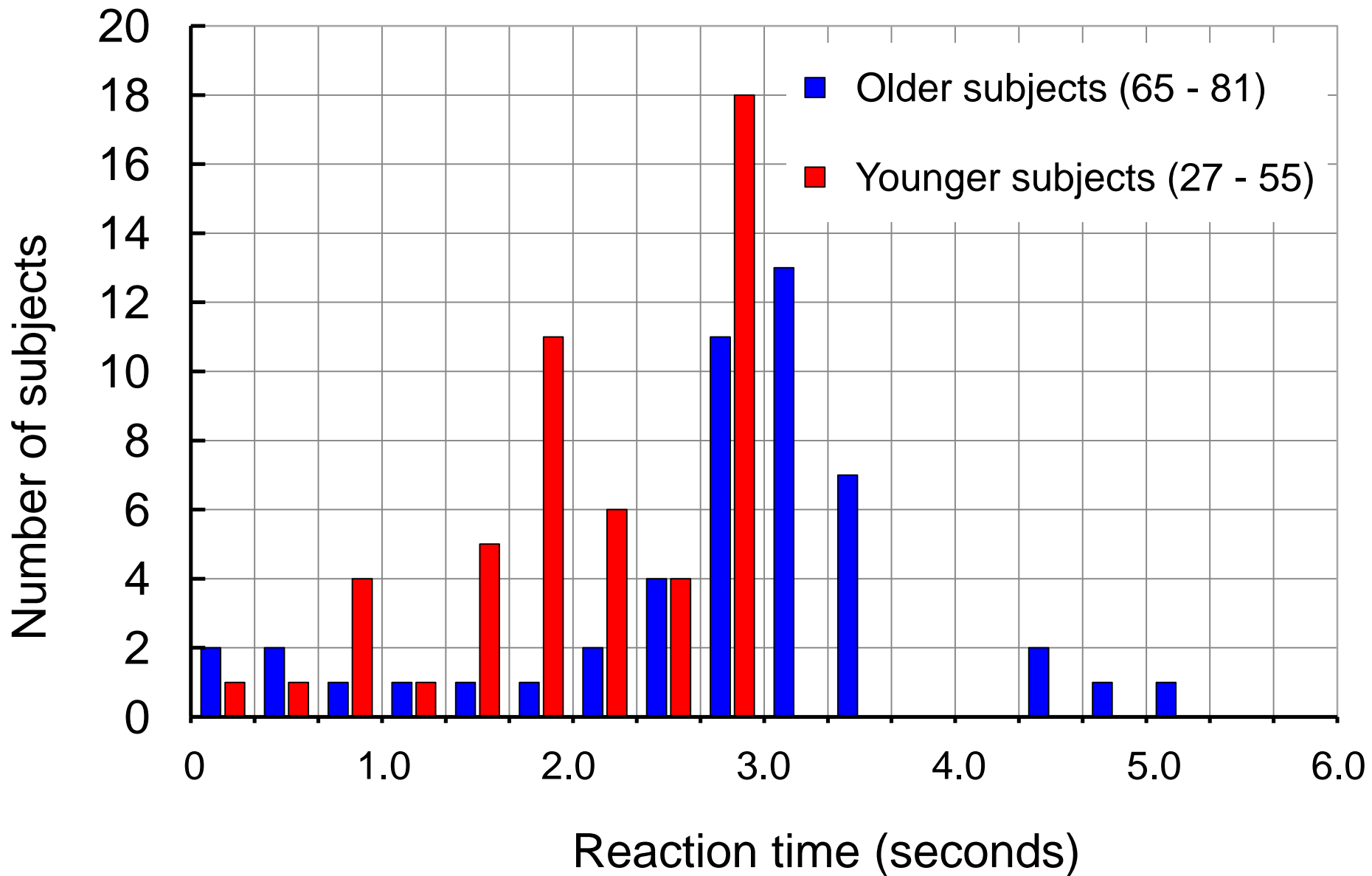
Around 5 – 15% of older drivers are outliers in various performance tests

Rating for manoeuvres



HAZARD PERCEPTION REACTION TIMES

VTI Report 656A, Figure 24



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;

Lessons from Québec

Medical conditions

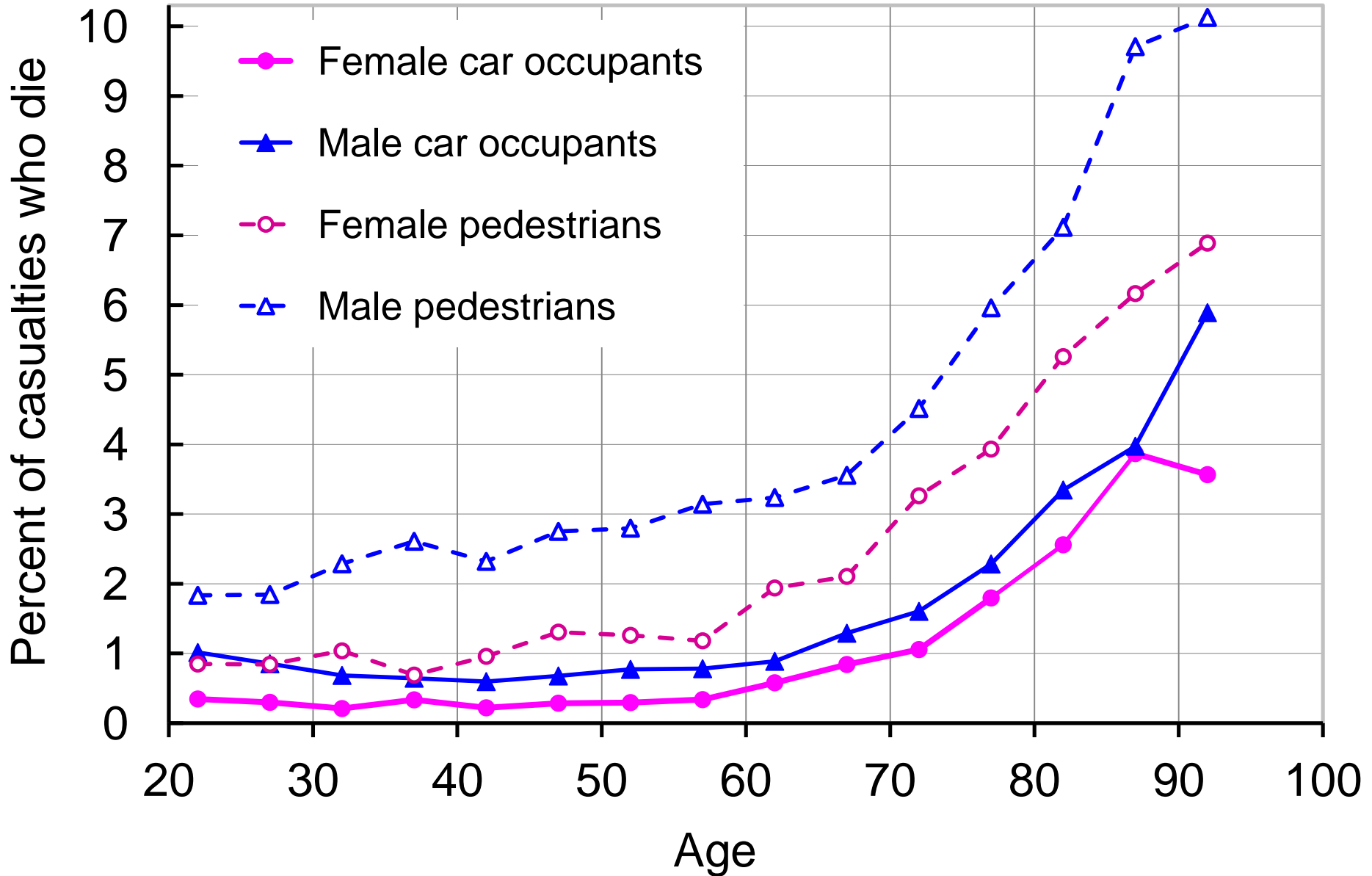
- Most drivers do not self-declare medical conditions;
- But medical conditions lead to much less increase in risk than had been thought.

Fragility and sizes of cars

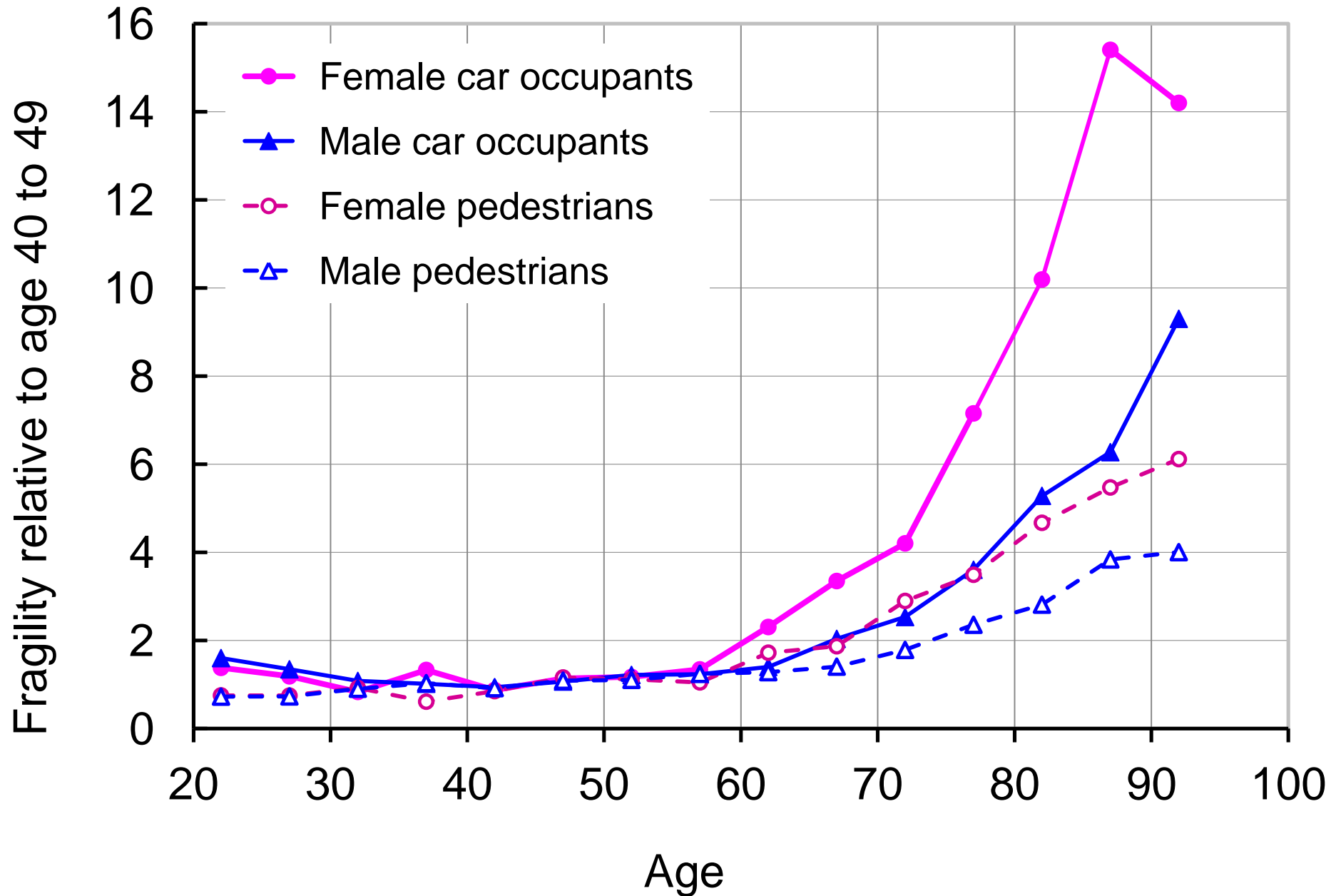
Increased fragility with age puts older drivers at risk;

Cars provide poor occupant protection for older female drivers.

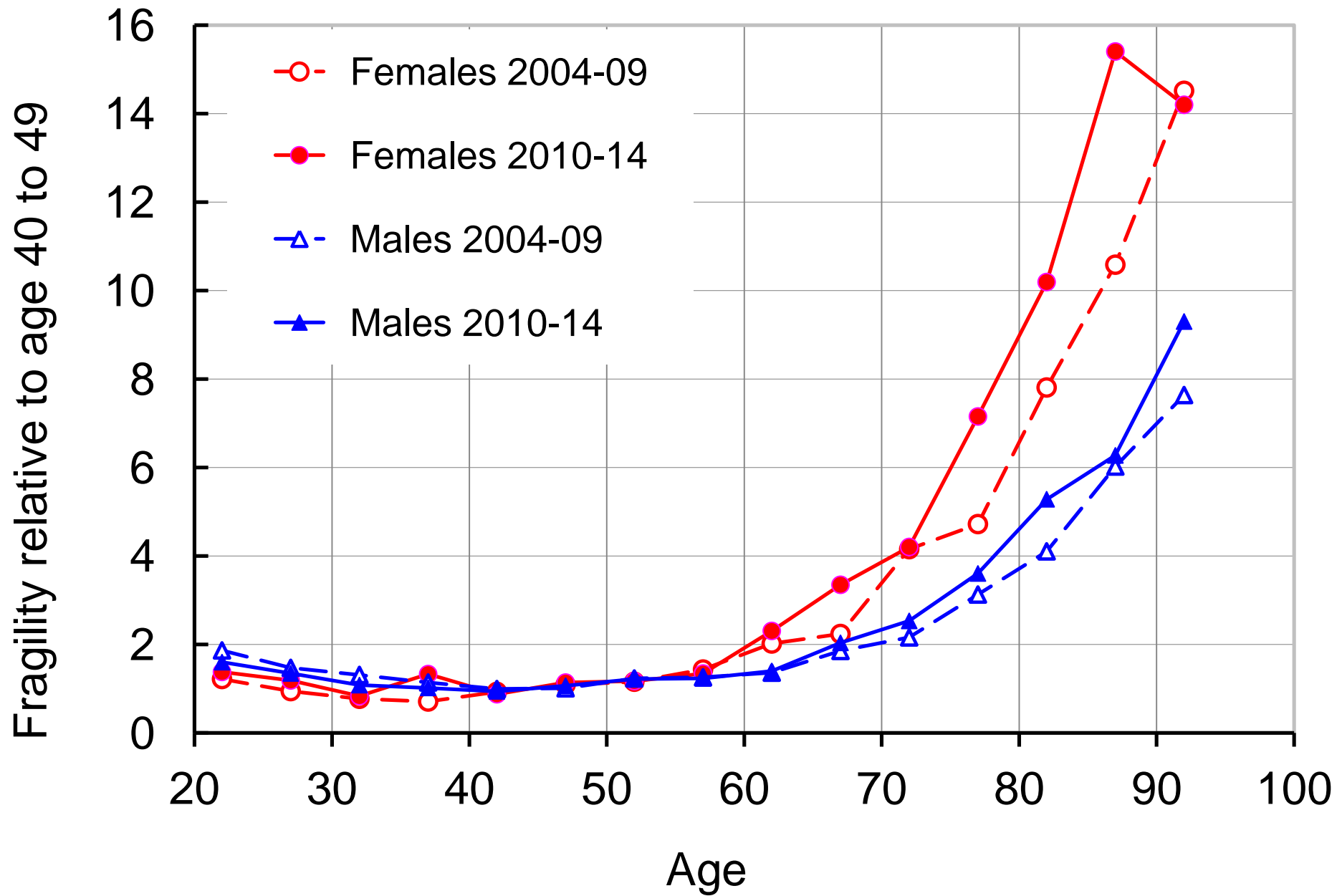
PERCENT FATALITY OF CAR USERS AND PEDESTRIANS BRITAIN 2010 - 14



FRAGILITY OF CAR USERS AND PEDESTRIANS - BRITAIN 2010 - 14



FRAGILITY OF CAR USER CASUALTIES - BRITAIN



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



Mini-roundabout with no change to kerb lines (Seaview, IoW)



High contrast backing plates for road signs - Fleet

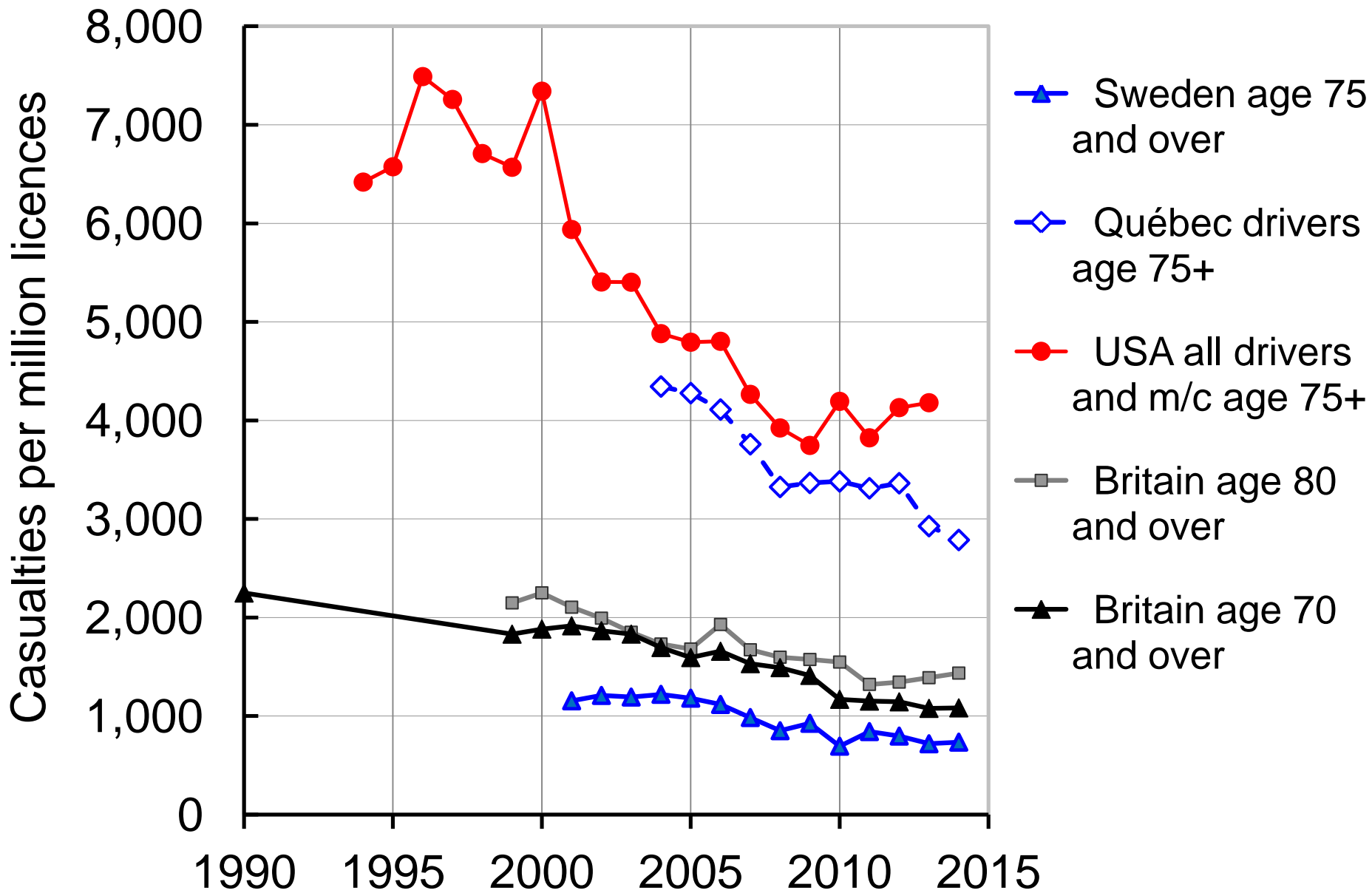


Large font direction signs, Florida

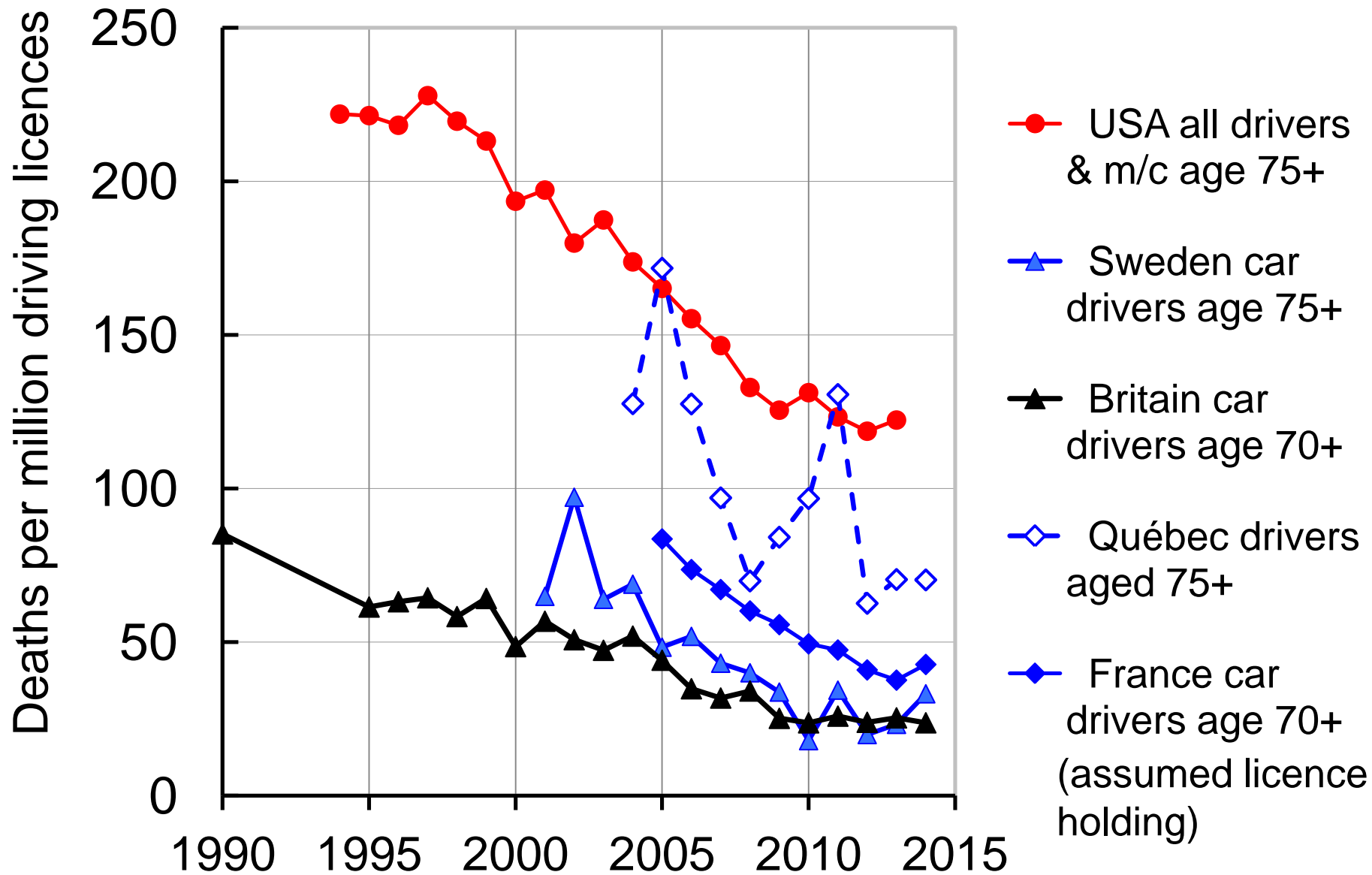


Finally, Britain compares well
with most other countries

CAR DRIVER ALL SEVERITY RATES



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.