ElderSafe – Stakeholders Workshop on the risks of elderly people in road traffic

Brussels, 5 June 2015

Countermeasures to improve older road users’ safety

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Overall road safety policy for the elderly

Overall road safety policy for the elderly should focus to:

- providing safe and easy transportation alternatives,
- restrictive policies should not be priority,
- any interventions should not be discriminatory,
- any policy should be in combination and integrated within with other policies,
- introduction of voluntary driver assessment and link it with raising awareness.
The **medical and pharmaceutical sectors** should play a more active role:

- there is need for raising awareness at the medical and pharmaceutical sector,
- each sector is having a clear distinct role,
- physicians should be trained to judge fitness to drive,
- medical control should concern both physical and cognitive impairments,
- further research is needed for identifying criteria of non-fitness to drive.
Road infrastructure oriented policies for the elderly safety should focus on:

- development of road environment without surprises and forgiving,

- both urban and rural road networks,

- in urban networks, junctions should be treated in priority,

- there is need for more protective signs for pedestrians,

- higher traffic signs uniformity across Europe could be beneficial.
Vehicle oriented policies for the elderly safety should focus on:

- further development of crash avoidance systems,

- intensify research addressing current technical limitations,

- adapt the vehicle and its technologies for the particular needs of the elderly,

- industry should switch the focus from the vehicle to the driver,

- elderly safety should be introduced in EuroNCAP testing, especially the VRU.
Awareness campaigns for the elderly safety should focus on:

- sensibilisation of all road users (not only drivers)
- the particular needs of the elderly (drivers, pedestrians)
- more campaigns are needed for heavier vehicle drivers (cars, hgv, buses etc.),
- campaigns should be combined with enforcement to increase results,
- campaigns should be coordinated at national, regional and local level.
Gradual driving licensing (GDL)

The idea of **gradual driving licensing** (GDL) needs further development:

- the focus should be on health issues and not on age (for all drivers),
- GDL should be voluntary,
- there is need for identifying specific medical criteria for any type of GDL,
- need for combined medical and driving tests (in certified centres),
- explore the prediction of non-fitness to drive (instead of fitness to drive).
Other specific measures for the elderly safety could be explored:

- introduction of cheaper public transport for the elderly,
- investigation of new problems from electric vehicles and pedelecs (e-bikes),
- new cars should be able to identify the driver characteristics and adapt,
- all new solutions should be tested also by the elderly (not only by the young),
- elderly safety implications of shared space schemes should be investigated.
The European Union policy should focus on:

- increasing awareness actions at EU, national, regional and local level,
- exchange of knowledge and promotion of best practice on elderly safety,
- develop stronger policies for traffic and safety of pedestrians and other VRUs,
- promote urban road safety policies within sustainable urban mobility plans,
- explore the safety potential of automated vehicles.
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