

Society of Road Safety Auditors

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Crowne Plaza Hotel, Birmingham

SaMERU

Safer Mobility for Elderly Road Users

Workshop: Vulnerable Road Users

Speaker: Adrian Dean – Atkins

ATKINS



IFSTAR



Asociación Plan Castellón
Ciudad de Burgos



Comune di Modena



Directorate-General
for Mobility
and Transport



Introduction

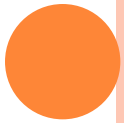
- SaMERU is a 33 month €1.3million road safety research project 50% funded by the European Commission DG MOVE
- The balance is funded by the partners:
- Southend on Sea Borough Council, UK (Lead)
- City of Burgos, Spain
- Technical University of Dresden, Germany
- IFSTTAR, France
- Lancashire County Council, UK
- City of Modena, Italy
- SaMERU brings together research organisations (IFSTTAR & TU Dresden) and local highway authorities (Southend, Burgos, Lancashire and Modena)
- Our objective is to make recommendations that highway authorities may adopt to reduce elderly road user casualties
- SaMERU will continue until June 2013

Background - age, mobility

- We are all living longer
- The population over 65 years of age is increasing as the post-war baby-boom cohorts reach old age.
- In OECD countries, more than 25% of people will be over 65 years of age by 2050
- Our desire to remain mobile in our later years is increasing
- We have developed a dependency on the car, which has implications for the elderly

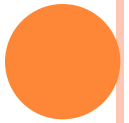


Elderly road users - a vulnerable group



- In France, more than half of all pedestrians killed on the road are over 65 years old yet they are less than 15% of the population. *IFSTTAR*
- The % of all casualties that are killed or seriously injured in the UK is 30.9% for 80+ group and 15.3% for the 65 – 69 group. *Turner & Brindle 2011*
- In Germany, those older than 85 years are to blame for 43 deaths per 1000 collisions, compared with 17 deaths per 1000 collisions for the 55-60 group. *TU Dresden*
- In terms of collisions per mile driven, drivers over 85 years of age are the second most vulnerable age group after those under 20 years. *Loughran 2007*
- 53% of collisions in the 80+ age group are at road junctions whereas for the 50 – 59 age group it is 37%. *IAM 2010*

Communication with elderly road users



- Communication with the elderly is a key area
- Elderly people are actively participating in SaMERU
- We are recording their road safety concerns
- We are giving feedback to participants
- We aim to give elderly people a feeling of ownership of SaMERU



Communication Actions

- Older People's discussion forums.
- Street events – promoting road safety awareness
- Older People's Workshop
- Road Safety Questionnaire in Southend, Lancashire, Burgos, Modena
- Travel Diary – recording travel patterns, modes of transport in Southend, Lancashire, Burgos , Modena
- Street Audit – environmental issues affecting the elderly



Linking social care with mobility

- In the UK, 1.2 million aged over 50 are socially excluded
- Social exclusion and loneliness are detrimental to health
- Influence organisations representing elderly people
- Help people to remain independent
- Get out of the house more, maintain and improve mobility
- Find viable alternatives to the car – walking, cycling, bus
- Increase physical activity out of doors



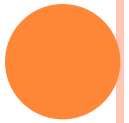
Road safety training for the elderly



- The elderly are potentially good participants for road safety training
- Possess motivation, have the time
- Combination of on-road and in-class training is effective
- Develop awareness, knowledge, skills, safety
- Education alone provides only limited improvement
- Most published information relates to drivers
- Relatively little information exists about pedestrians, cyclists – more research needed here



Physical functioning & medical conditions



- Wide range of physical capacities at all ages
- The difference increases markedly for those over 75 years
- Increased frailty with age causes more severe injuries
- Longer recovery times
- Medical conditions like arthritis and osteoporosis increase risk especially for pedestrians
- Cardiovascular and stroke conditions increase risk
- Programme of physical exercise professionally monitored according to medical and physical conditions may reduce risk

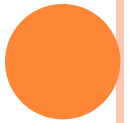


Other Projects & Organisations consulted

- ICMA (Improved Connectivity for Mobility Access) NW Europe Interreg IVB.
- I'DGO (Inclusive design for getting outdoors).
- CONSOL (Road Safety in the Ageing Societies Concerns & Solutions) DG MOVE.
- DaCoTa (Road safety Data Collection Transfer and analysis) FP7, DG TREN
- CAST (Campaigns and Awareness-Raising Strategies in Traffic Safety) European Commission.
- PACTS - Parliamentary Advisory Council for Transport Safety
- RoSPA – Royal Society for the Prevention of Accidents

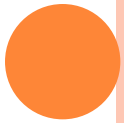


Recommendations for Future Actions



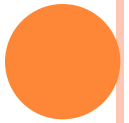
- Action to co-ordinate transportation, social & health services
- A sensitive approach is needed to giving up driving because it has a major impact on mobility & independence
- Initiatives to encourage the use of public transport, walking & cycling
- Establish appropriate standards for fitness to drive
- Recording & analysing road accidents should be standardised across Europe
- New guidelines should be adopted for the design & maintenance of age friendly streets
- Promote Advanced Driver Assistance Systems to assist the older driver
- Promote safety messages that benefit the older road user

Areas Requiring further study



- How training may reduce risk for the elderly road user
- Research into elderly pedestrian risks
- Fitness to drive
- A consistent approach to collision reporting across Europe

SaMERU



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