



AGEING & SAFE MOBILITY

21st Century Streets

DEVELOPING OUR
UNDERSTANDING OF
OLDER DRIVERS





WEBINAR SET UP

RECORDING WILL BE AVAILABLE ON OUR WEBSITE & OLDERMOBILITY.COM IN THE NEXT FEW DAYS
PLEASE USE CHAT FUNCTION TO ASK QUESTIONS



INTRODUCTIONS

REBECCA ASHTON | NEIL GREIG | GEORGE URSACHI

Neil Greig, Director of Policy and Research



The views of older drivers on road safety interventions - A Survey of older drivers by IAM RoadSmart for the Department for Transport



Study Aims



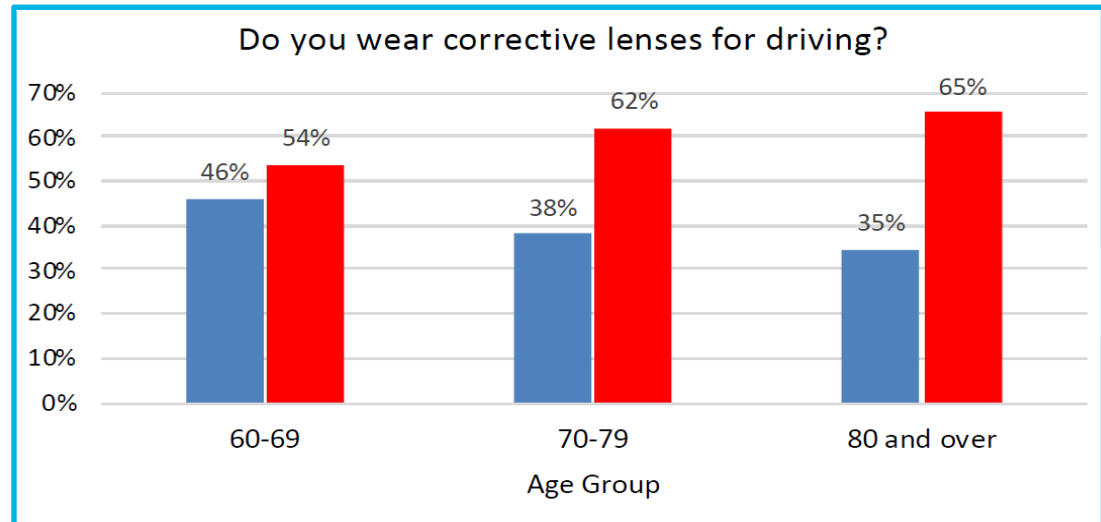
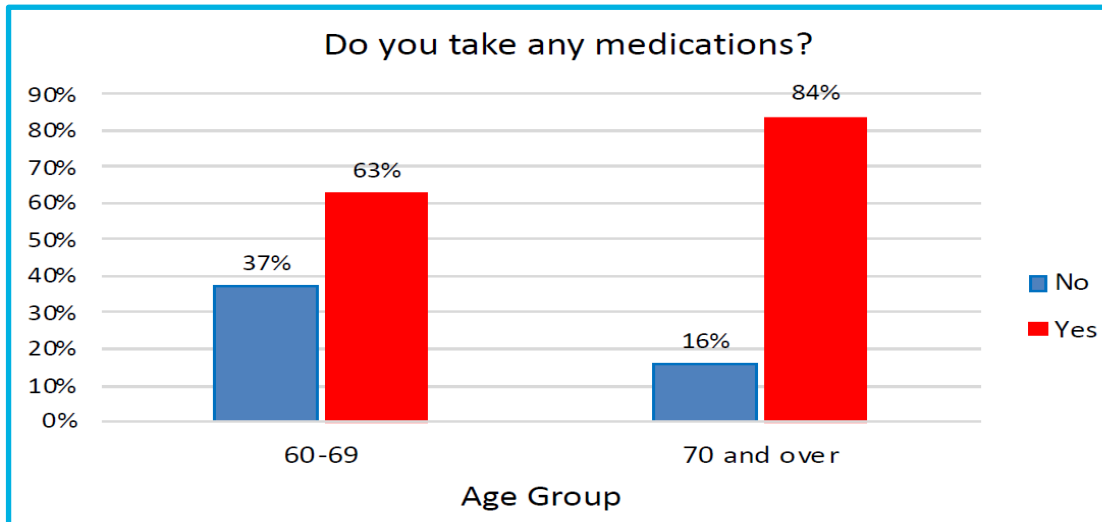
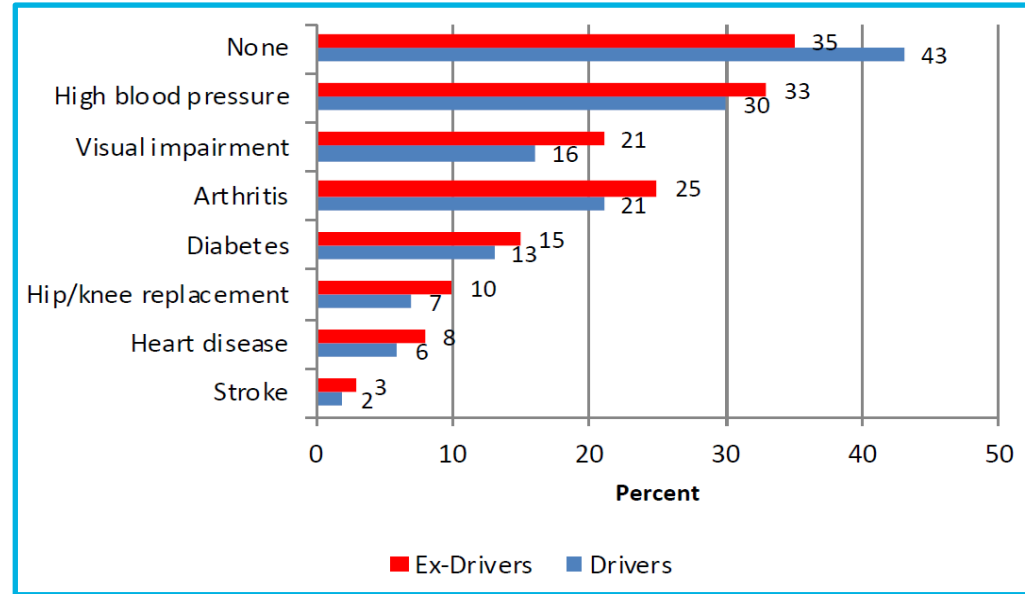
1. To understand current driving habits, driver training, self regulation, driver confidence and ability, and their views on giving up driving of drivers aged 60+
2. To examine attitudes to a range of potential methods to increase the safety of older drivers (such as medical assessments, driving assessments and more flexible driver licensing)
3. For current drivers, to examine whether they have considered stopping driving, and identify what might influence their decision. For ex-drivers, to identify their reasons and influences for giving up driving
4. To provide an insight into the type of projects, campaigns and policies that would be most effective among older road users
5. To compare findings with those of a similar survey carried out in 2015 for IAM RoadSmart

Study Methods;

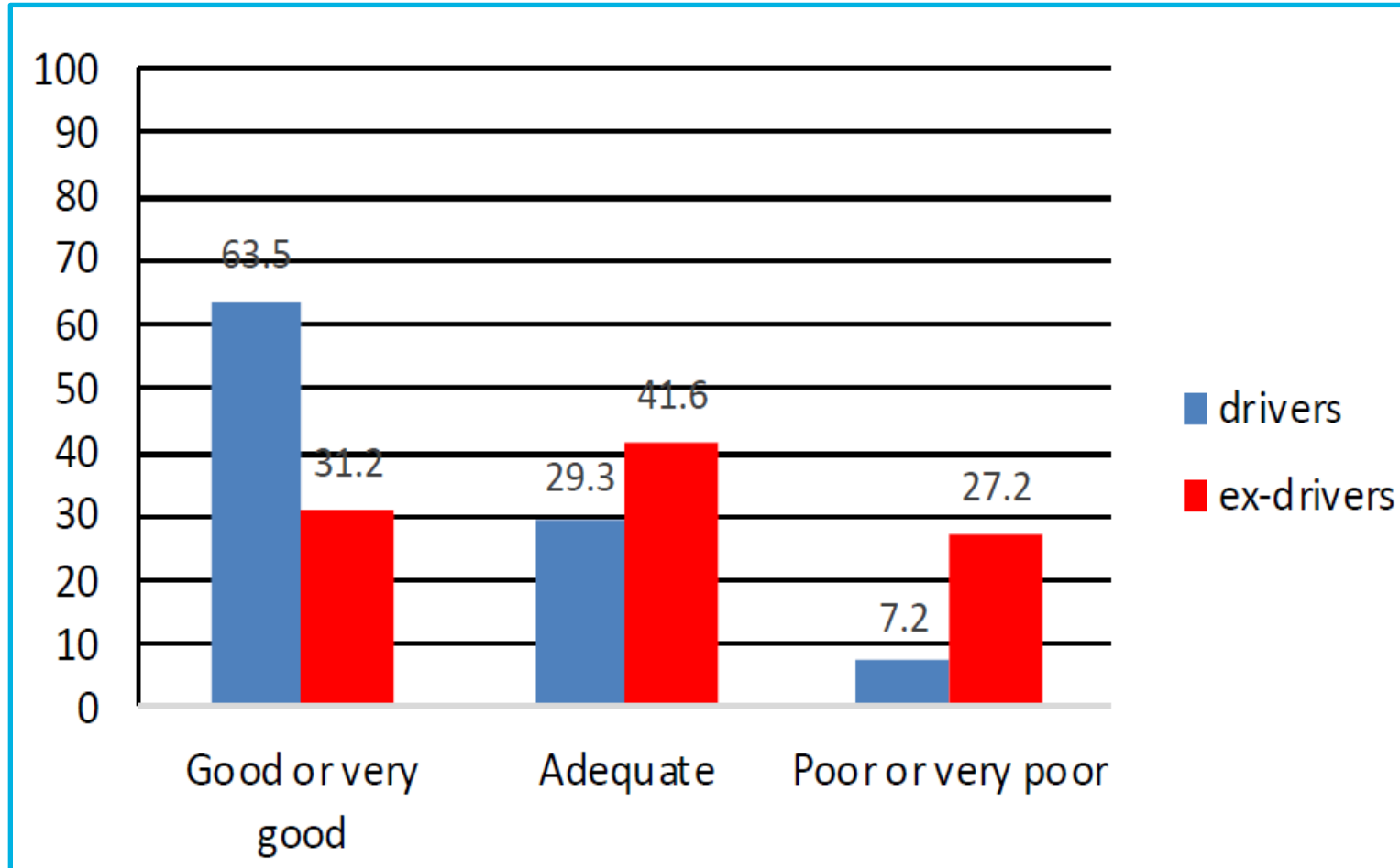


1. An online questionnaire of 3062 drivers and ex drivers posted during summer 2020
2. Most respondents were currently driving (2668 people, 87%). Three hundred and ninety-four people (13%) had given up driving (ex-drivers)
3. Similar numbers of men and women took part (Male: 1646, 54%, Female: 1416, 46%)
4. The age range was 60 to 100 years, with an average age of 70.4 years
5. The survey was distributed 4 months after the start of the Covid-19 pandemic. Due to the pandemic, 532 people had missed a routine sight test, 127 people had suffered a visual problem but were unable to get it checked, and 396 respondents had a medical problem but were unable to get it checked

Older drivers still fit and well?



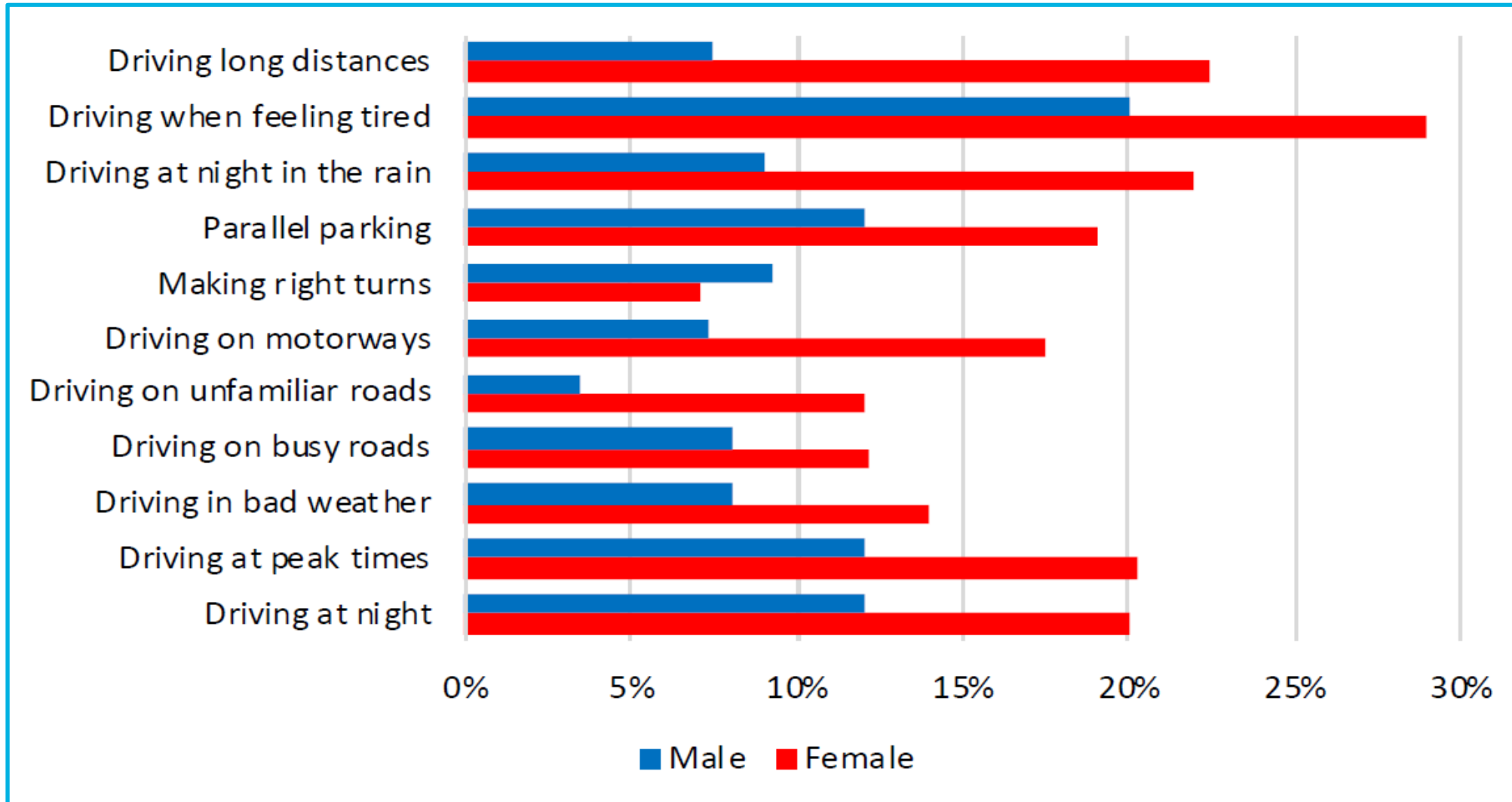
Ability to cope with in-car technology



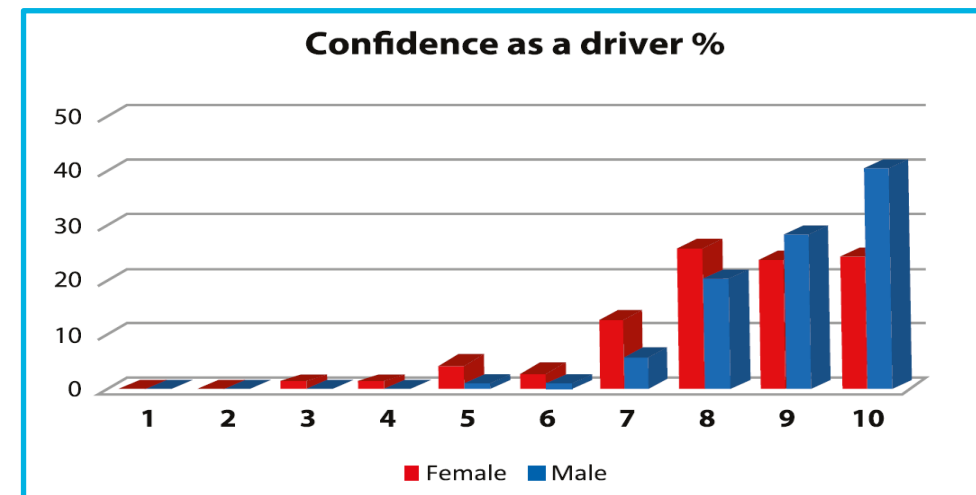
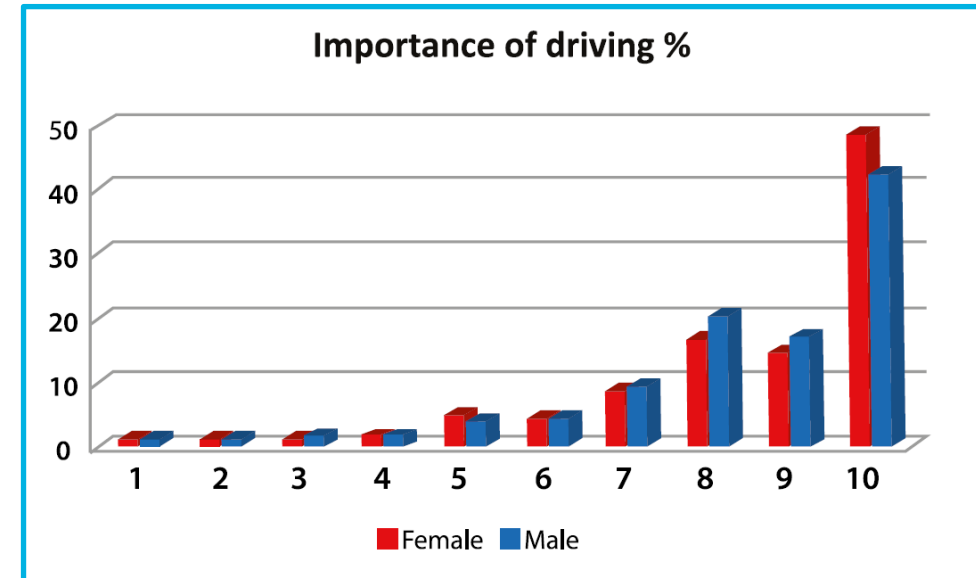
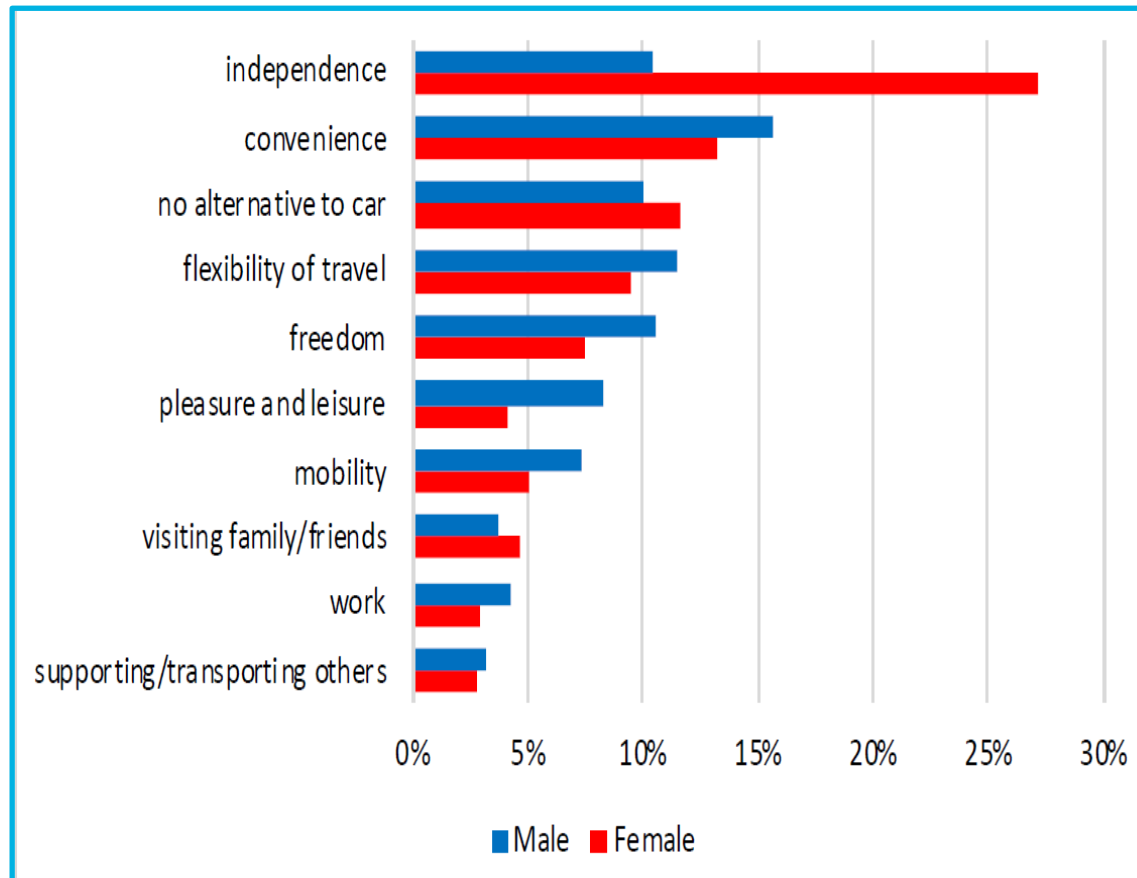
79% of drivers rated themselves excellent

85% of drivers rated their confidence as good to excellent

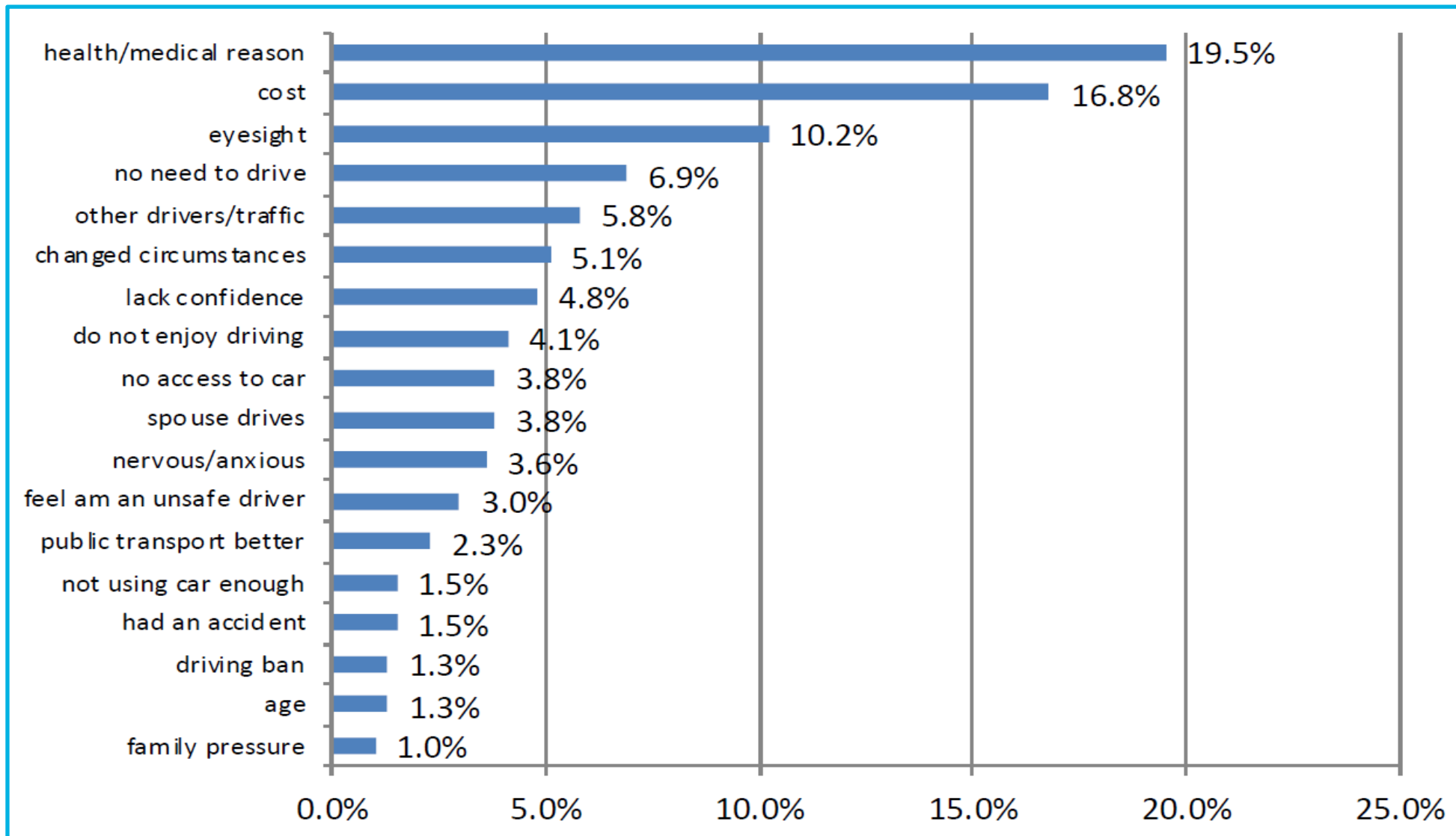
Male /female perception of weaknesses



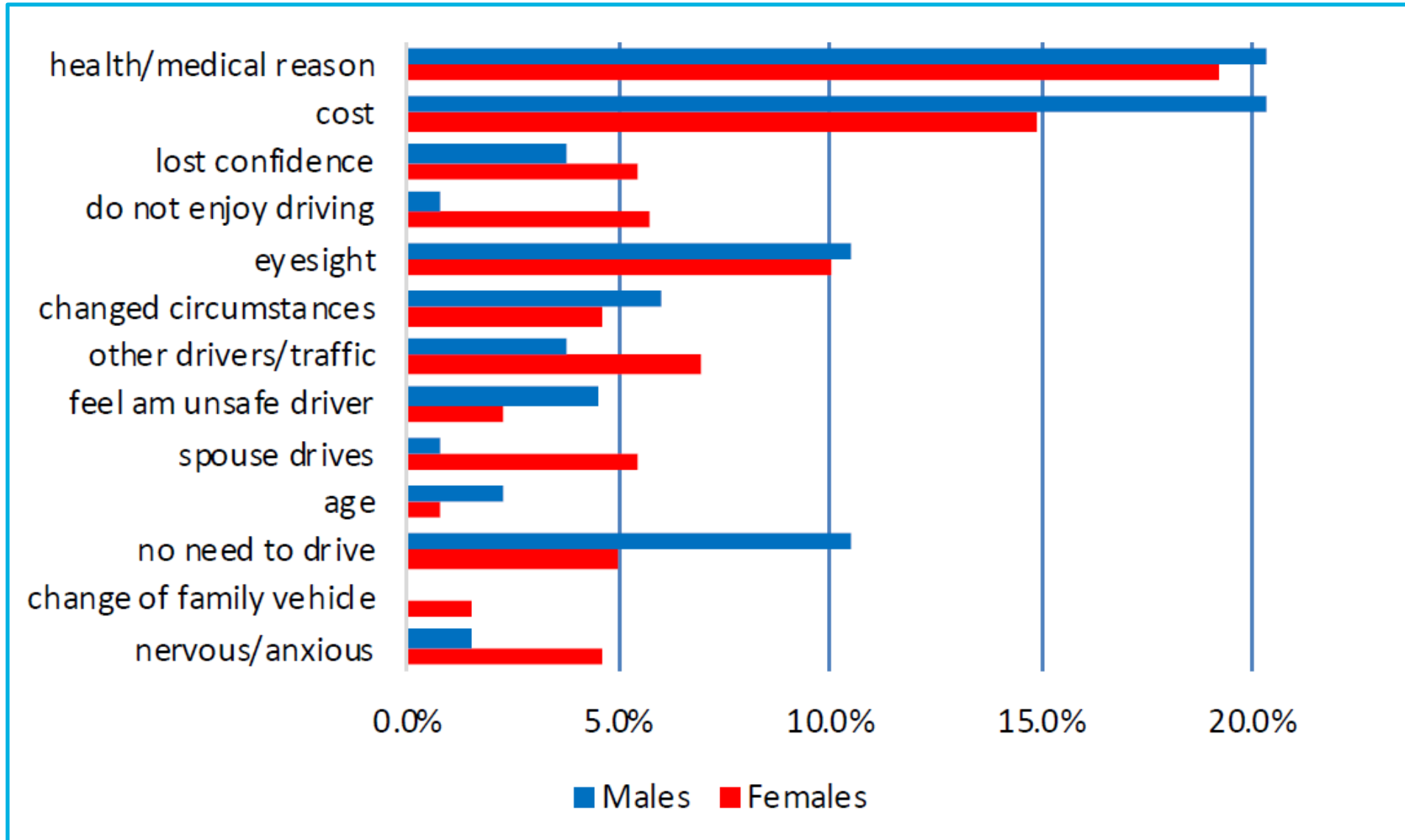
Changing attitudes will be a challenge?



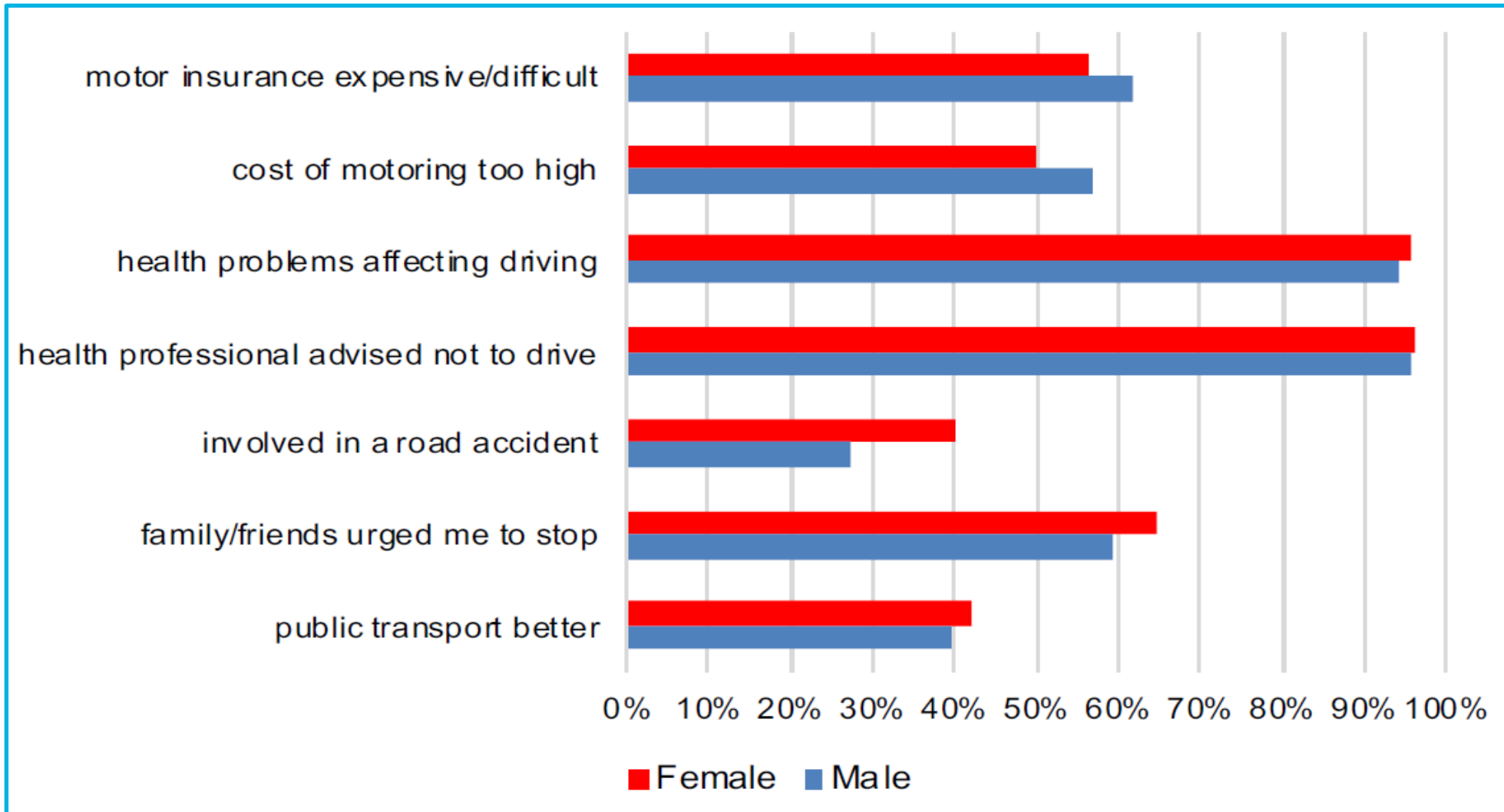
Reasons why ex-drivers gave up



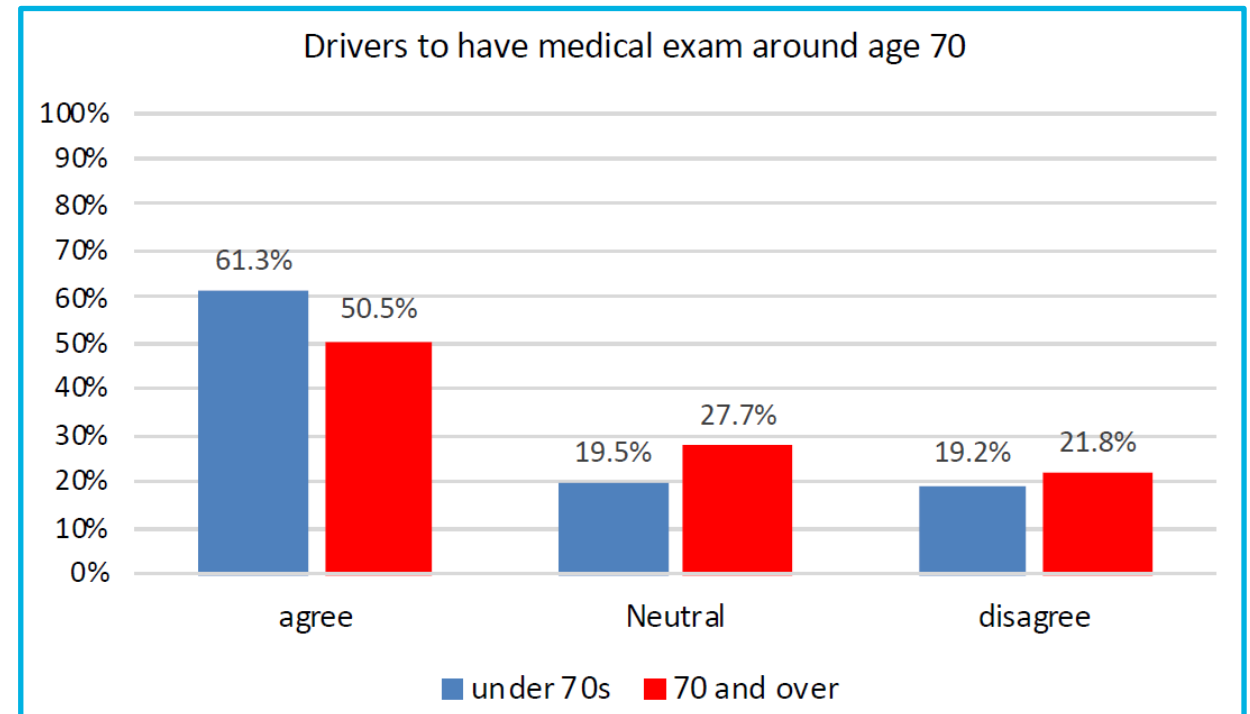
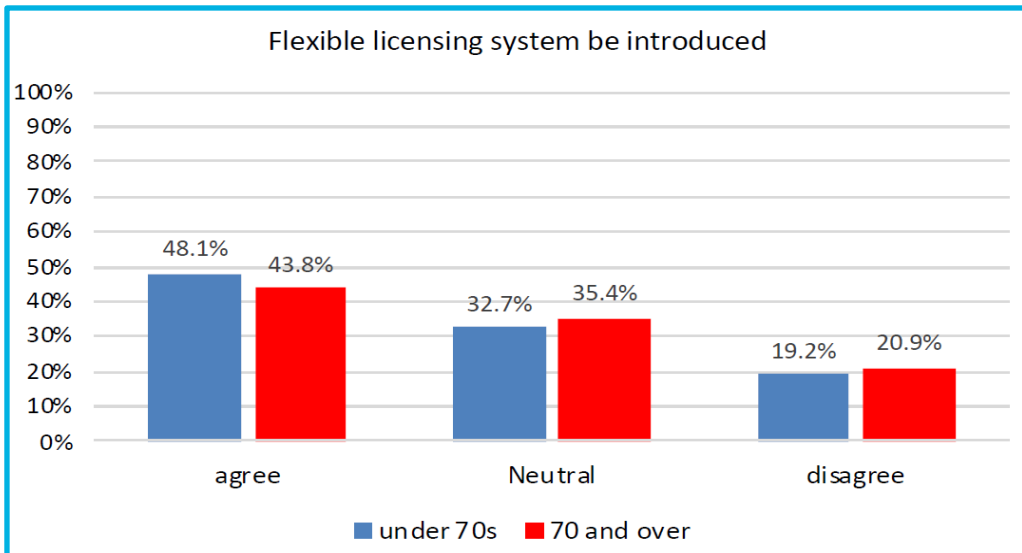
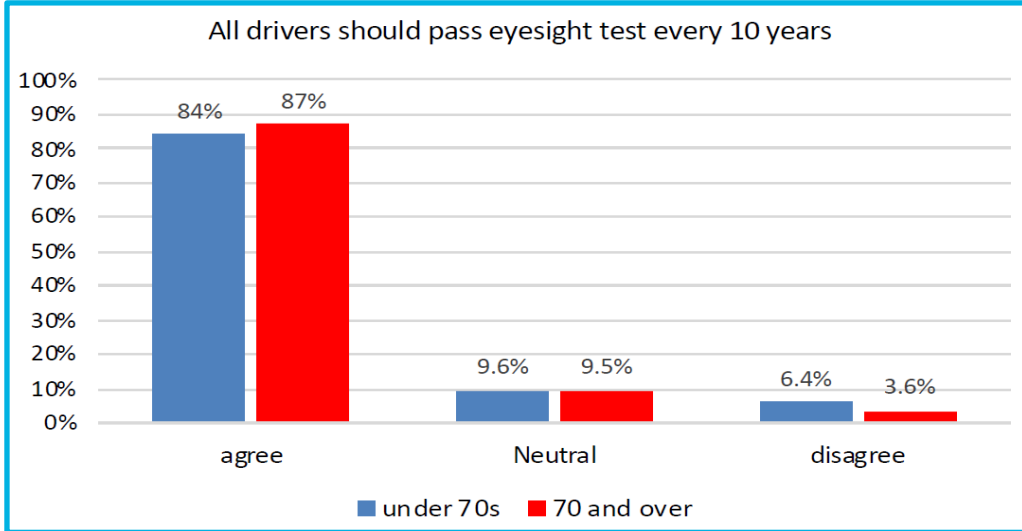
Reasons why the ex-drivers gave up – male /female



What would make me give up?



Support for tougher regulation?



When to give up?



- Current drivers were asked if they had ever considered giving up driving.

Only 236 (8%) said they had

- 2432 respondents (91%) said that they intended to continue driving for as long as possible
- Men expected to keep driving for 12.4 more years and women for 12.1 more years
- The average age at which drivers intended to give up driving was 82
- This was exactly the same age as found in the 2015!

Conclusions : 1



- Most drivers wish to continue driving for as long as they are physically able
- The majority had never considered giving up driving
- Most drivers said they don't avoid difficult or stressful situations
- Being able to drive gave them independence, convenience and mobility
- Many said that driving enabled them to maintain their lifestyle and quality of life
- Most likely to listen to a doctor or optometrist
- Many ex-drivers had retained their driving licence, even though they had stopped driving
- Poor health was the most important factor in deciding to give up driving, followed by the cost of motoring and failing eyesight.

Conclusions : 2



- Women more likely to believe they gave up too early, slightly more men thought they had left it late
- Likely that older drivers would benefit from training aimed at confidence and competence
- Health, and particularly visual health, was found to be very important to fitness to drive
- Most respondents agreed that 'senior drivers' should pass an eyesight test and have a medical examination in order to renew their driving licence
- Widespread support for a change from self-certification at 70 to a system which requires either an eye test, medical examination or both
- Most respondents agreed that drivers of all ages should pass an eyesight test every ten years after passing the driving test
- It appears that attitudes towards tougher testing are now more positive than in previous study

Recommendations : 1



- The government should conduct a comprehensive review of the driver licensing and testing system in relation to the ever growing number of drivers over the age of 70 and beyond.
- Joint education campaigns are required to help drivers start to plan for giving up driving at an earlier stage. These could involve partnership working between government, health professionals, pension advisors, financial advisors and travel experts.
- A wider range of easily accessible mature driver focussed consumer information is needed on accessible vehicle designs, mobility features, journey planning and mobility costs to help inform these campaigns.
- As part of this approach mature driver reviews should be encouraged and the government should consider the idea of offering them on prescription to encourage uptake and equal access.

Recommendations : 2



- GPs and Opticians/Optometrists are the most trusted and influential advisers on fitness to drive for older drivers, but their role in sharing information and advising on giving up driving must be clarified.
- Training for medical professionals and Opticians/Optometrists in the detection of driving issues, the best ways to discuss it and the offering of advice must be updated in consultation with the professional governing bodies and colleges.
- The government should consult on the right age to include evidence of an eyesight test as part of the licence renewal process as soon as possible.
- Any additional technology capacity required by agencies such as the DVLA to allow this to happen should be fully funded.
- The implications of the Covid-19 pandemic on the future mobility choices of older drivers would be a useful topic for further research.

"Getting the right message across??"



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Elderly drivers may be hit with new driving licence rules and restrictions in proposals

ELDERLY drivers could soon be hit with massive driving licence changes and road restrictions under proposals from road safety campaigners.

By **LUKE CHILLINGSWORTH**
07:35, Sat, Nov 20, 2021 | UPDATED: 07:21, Sat, Nov 20, 2021

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"I am getting sick of my life being restricted. I may be older but I still work, pay my taxes and contribute to society in voluntary positions"

"I have not had an accident that was my fault. I have always taken driving very seriously but I am to be shut in at night like a child."

"I live in the country with no public transport so I cannot go out for a meal to see my family or in an emergency?"

"I'm in my 60's, in August I drove across France, I [am] fully capable a driver as a 30-year-old, and with 40 years driving experience, possibly safer too"

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New elderly driving licence proposals are 'petty, lazy and discriminatory'

ELDERLY driving proposals which could see older motorists restricted for travelling at night and outside their local area have been attacked as "petty" and "discriminatory".

By **LUKE CHILLINGSWORTH**
07:42, Mon, Nov 22, 2021 | UPDATED: 17:16, Mon, Nov 22, 2021

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New elderly driving licence proposals could create a 'two-tiered system'

ELDERLY driving licence proposals could create a "two-tiered system" that could "potentially restrict people's movements", according to experts.

By **LUKE CHILLINGSWORTH**
14:13, Fri, Nov 26, 2021 | UPDATED: 14:22, Fri, Nov 26, 2021

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ALL-ELECTRIC LEXUS UX AT YOUR LOCAL LEXUS CENTRE



Thank you for listening

Questions?

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mobile

SIMULATOR TRIAL

ENCOURAGING SAFE MOBILITY IN OLDER
DRIVERS THROUGH MOBILE SCREENING

FIELD TRIALS 2020



STUDY AIMS

- To assess if the simulator tests provided a **meaningful assessment** of abilities which impact on **collision risk**
- To assess if simulator tests were **feasible to deliver**
- To assess if the simulator tests were more **acceptable to clinicians** than traditional assessment methods
- To assess if the simulator tests were **acceptable to older drivers**, identifying the **fears and barriers** encountered by older drivers



STUDY DESIGN

- Phase I: Evidence review
- Phase II: Screening pilot
- Phase III: Main programme



A CHALLENGING PROPOSITION

- COVID19 impact on access to primary healthcare
- Population shielding
- National lockdowns

...a creative response





PARTICIPANT RECRUITMENT

- Letters to GPs
- Local news editorial
- Engagement with local groups
- In-store advertising
- Online advertising
- Direct recruitment





INTERVENTION STRUCTURE

- Booking In
 - Informed consent
 - Orientation video
- Initial Interview
 - Data capture
 - Rockwood clinical frailty scale
 - Cervical range of movement
- Simulation Tasks
- Feedback





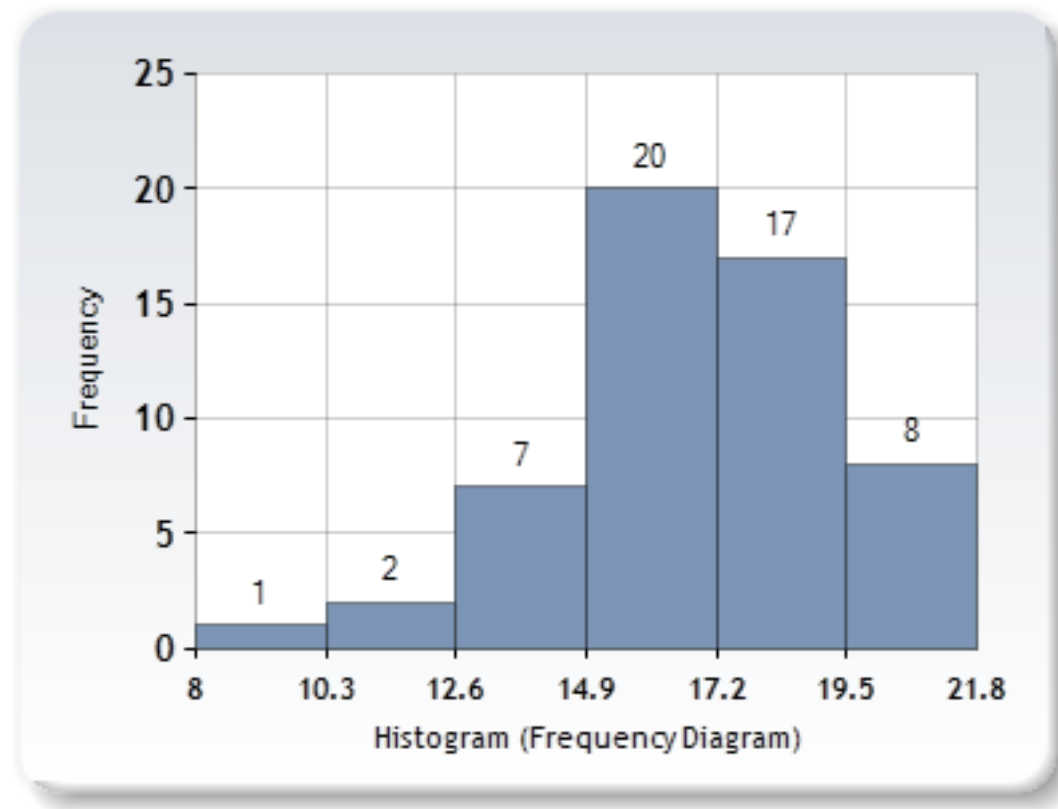
SIMULATION TASKS

- Free drive on the motorway (2 min) – to get used to the simulator
- Free drive in urban environment (3 minutes) – to get used to the manoeuvres
- An emergency break session (1 min)
- A daylight hazard perception session (5 minutes)
- A night time hazard perception session (5 minutes)



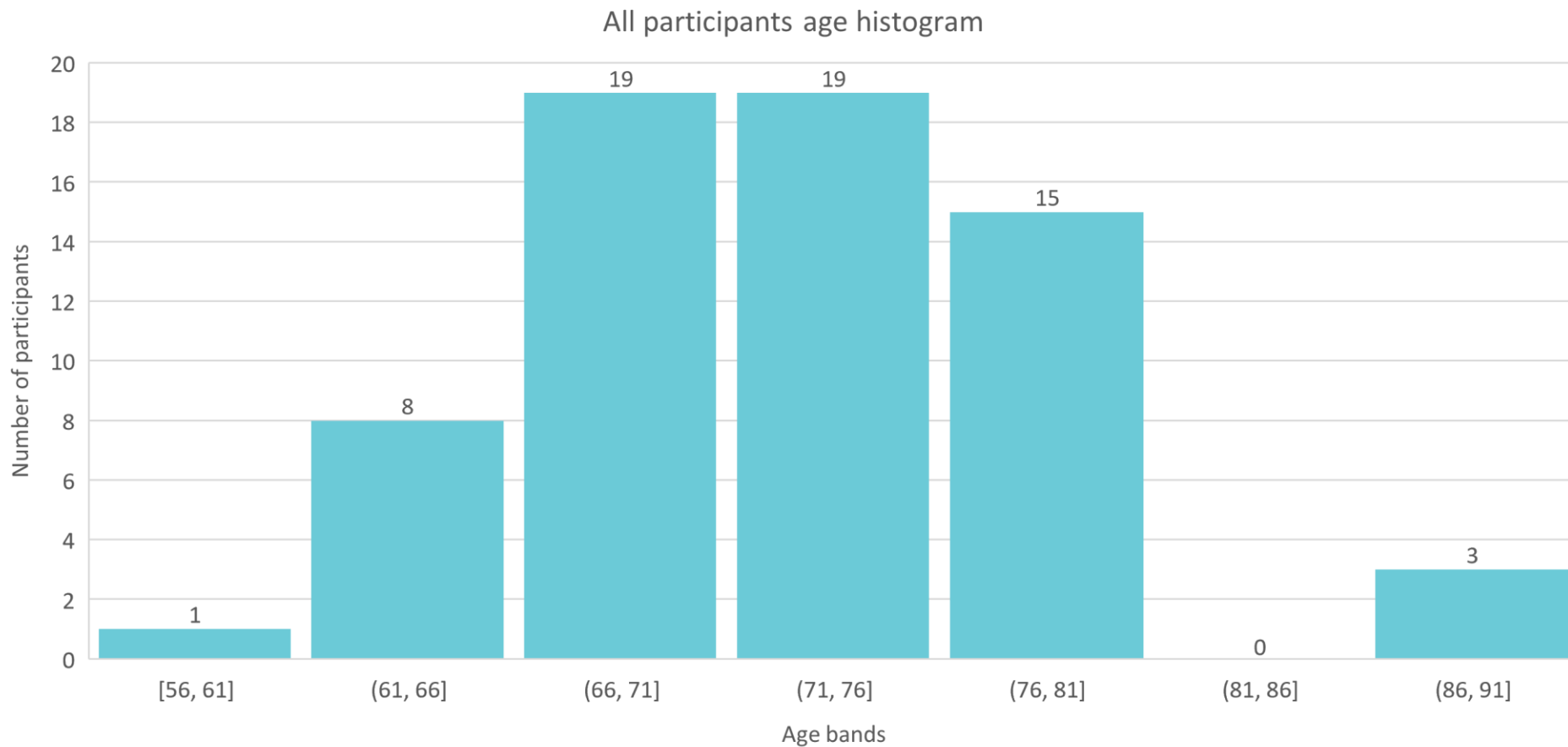
VARIABLES

- Session duration
- Average speed
- Maximum speed
- Total braking time
- Braking strength
- Time to identify hazard
- Braking time before junction
- Indicating time before the junction
- Average speed when entering junction
- Duration spent in the junction





PARTICIPANT BREAKDOWN





FINDINGS

- Approach was largely seen as feasible, acceptable and accessible by the participants
- Need to improve the realism through enhanced steering sensitivity and richness of the environment
- Participants need dedicated assistance
- Simulator results were consistent with observations from research team
- Advantageous because drivers can be screened for their driving behaviour and not for medical conditions
- Feasible to identify outliers although further refinement is necessary (2SD)
- Recorded values did not always follow a normal distribution
- Development could allow for more comprehensive and realistic simulations with standardisation
- Potential for some bias in the sample based on volunteering participants



RECOMMENDATIONS

- Larger trial
- Testing in alternative setting (ideally clinical)
- Comparison with on-road testing
- Simulator improvements
 - Realism & feedback
 - Access to mirrors
 - Automatic / manual switching
- Develop protocols for scalable deployment with standardised reports
- Consider impact of emerging vehicle technologies



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QUESTIONS?





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