

**RESOLUTION No. 91/3 ON THE
IMPROVEMENT OF ROAD SAFETY FOR THE ELDERLY**

[CEMT/CM(91)15]

The Council of Ministers of Transport, meeting in Antalya on 22 and 23 May 1991,

HAVING REGARD to the report on road safety for the elderly;

REFERRING to Resolution No. 54 (1985), Resolution No. 63 (1987), Resolution No. 68 (1989) concerning transport for people with mobility handicaps, as well as to Resolution No. 71 (1990) concerning access for people with mobility handicaps to buses, trains and coaches;

CONSIDERING:

- that elderly people constitute a large proportion of today's population and that the proportion will continue to increase in the coming decades;
- that the proportion of total accidents involving elderly people is greater than the proportion of elderly people in the total population;
- that safety when travelling, irrespective of the means of transport used, is a prerequisite for ensuring the mobility of the elderly and a priority objective of any comprehensive transport policy;

RECOGNISING:

- that the participation of the elderly in traffic is to be considered both for its security aspect and its social dimension related to mobility needs;
- that decision-makers and traffic planners do not always have sufficient information of the travel requirements of the elderly, the kind of difficulties experienced by them, and the implications from the standpoint of safety;
- that the measures taken to facilitate travel for the elderly and improve safety also benefit other categories of user;

RECOMMENDS Member countries:

Regarding information, education and control of capabilities

1. To encourage information campaigns aimed at drawing the attention of the elderly to traffic problems and risks by means of straightforward, factual and unambiguous messages.

2. To inform all road users of the difficulties experienced by the elderly in traffic and to remind them of their obligations towards such persons.
3. To make medical and health service personnel aware of their obligation to inform the elderly of the consequences of the physical and physiological changes that occur in the ageing process and may affect their behaviour in traffic.
4. To define principles and methods for testing the capabilities of elderly drivers and to encourage them to take further training courses to improve their theoretical and practical ability.

Regarding infrastructure

5. To give special consideration to the elderly when designing or improving road infrastructures, in particular to plan the routes taken by pedestrians with a view to providing safe conditions by ensuring that traffic lights at pedestrian crossings have sufficiently long phases; to simplify complicated intersections, for example by separating two-way traffic by means of central islands that are easily reached; to plan safe and easy means of access to bus stops.

In the construction and design of vehicles

6. To use technical means to improve the safety of persons boarding and alighting from buses, as well as within the vehicles themselves.
7. To encourage manufacturers to improve and further develop driving aids (power steering, automatic transmission, electrically-controlled windows, etc.) and to design the front sections of vehicles in such a way as to limit the severity of injuries in the event of a collision.
8. To invite bicycles manufacturer to improve the brakes, lighting and reflectors.