Josef Mikulík
Zuzana Strnadová
Jan Tecl

National Road Safety Strategy of the Czech Republic and Ageing population

Ageing and Safe Mobility
BASt 27. – 28. 11. 2014
Demographic changes in CR
1993 - 2012

- Total population + 1,8 %
- Age group 0 – 14 - 22,4 %
  15 – 64 + 2,9 %
  65 + + 31,6 %

- Share of 65 + group in 1993 13,0 %
  2012 16,8 %
  increase 29,2 %
Decomposition of senior’s age groups in
Different mobility features of seniors

• isn´t any more a precondition for their economic life
• becomes crucial condition for their active life and for their social communication
• contributes to their health and functional capacity and to their autonomy and independency
• main purposes of their trips are leisure activities, hobbies, family and social ties, health care, shopping
• usually do not travel regularly every day, their trip destinations are located closer to their homes and travel distances are shorter.
Different perception of transport by seniors

Mobility more influenced by

- movement restrictions,
- limited orientation in traffic,
- understanding of new technologies,
- feeling transport system as user unfriendly and dangerous,
- other personal security circumstances.

Mobility creates a psychological barrier for their desire to move at all.
Development of all road fatalities and fatalities of seniors
Share of senior fatalities in the total number of road fatalities
Share of senior fatalities in total number of fatalities in selected neighbouring countries
Road users fatalities in different age groups

[Diagram showing the share of road traffic user type from all killed persons for different age groups (＞64 years and ≤64 years).]

- Car drivers: 37.7% (＞64 years), 23.9% (≤64 years)
- Pedestrians: 18.1% (＞64 years), 14.3% (≤64 years)
- Motorcyclists: 7.1% (＞64 years), 4.5% (≤64 years)
- Bicyclists: 18.7% (＞64 years), 14.3% (≤64 years)
- Other: 17.9% (＞64 years), 22.9% (≤64 years)
Czech National Road Safety Strategy 2011-2020

Approved by Czech government on August 10, 2011

Strategy goal:
to achieve until 2020 level of road safety comparable with the average of EU countries

➢ to reduce the number of fatalities by 60 %
➢ serious injuries by 40 %.
Priority areas

- children (under 15 years old),
- pedestrians (of all ages),
- cyclists (of all ages),
- motorcyclists (incl. passengers),
- young and novice drivers,
- ageing population (65 years and over),
- use of alcohol and other addictive substances,
- speeding,
- aggressive driving.
Action plan implementing the Strategy

• safe roads
  (pedestrian crossings, cycling infrastructure, ITS...)
• safe vehicles
  (information and communication systems)
• safe road users
  (longlife driver’s education, prevention actions and campaigns targeted on senior drivers, pedestrians, cyclists and compliance of traffic rules – safety belts, helmets, alcohol, health inspections...)
senior
web page of Road Safety Departement of MoT

- driver
- passenger
- pedestrian
- cyclist
- potential risks
- relevant traffic rules
- recommendations for safe behaviour

Seniors in road traffic - assistant and advisor to seniors
Results achieved in 2013 compared to 2009

Fatalities (within 24 hours)
• total - 30 %
• seniors - 19 %

Seriously injured
• total - 21 %
• seniors - 5 %
Conclusions

• reduction of serious accident consequences of seniors does not follow the general positive development

• share of senior’s deaths has risen by 3 %

  ➢ more consequent implementation of safety measures proposed in Strategy is needed

  ➢ more attention to this road users group in the next years is desirable

  ➢ better understanding of circumstances of risk behaviour, better reflection of the whole complexity of social, psychological, health and economic aspects.
Thank you for your attention!

Contact:

Josef Mikulík
Líšeňská 33a, 636 00 Brno, Czech Republic
phone: +420 548 423 711
e-mail: josef.mikulik@cdv.cz

www.cdv.cz