



By the end of the lesson learners will be able to:

1. Identify different categories of people who could be classed as vulnerable road users.
2. Identify the main factor that contributes to road traffic accidents.

Groups who are especially vulnerable in the roads environment



Trainer to ask:

What groups do you think are vulnerable whilst using the roads?

Reveal pictures...

- Mother & Child
- The Blind
- Cyclists
- Wheelchair users
- Elderly
- Children

Some statistics

For reported road accidents in the year ending
September 2017:

1,720 people were killed
27,010 seriously injured casualties
15,730 child casualties

Motor vehicle traffic increased by 1% over the same
twelve months.



“Reported Road Casualties in Great Britain: Quarterly Provisional Estimates” is published by the Department of Transport and provides estimates of personal injury road accidents and casualties.

The following figures, released on 8th February 2018, cover the year ending September 2017 and include accidents on public roads (including footways) in Great Britain, which became known to the police within 30 days.

- For reported road accidents in the year ending September 2017: 1,720 people were killed, a 4 per cent drop from 1,800 in the year ending September 2016. The number of killed or seriously injured casualties for the period was 27,010. For the year ending September 2017 the total number of road casualties decreased by 5 per cent to 174,510.
- Total reported child casualties of all severities fell by 11 per cent to 15,730 for the year ending September 2013 compared with the previous year, with those killed or seriously injured down 15 per cent to 1,990.
- Between July and September 2017 (the latest available quarter), 450 people were killed in reported road accidents, a decrease of 1 per cent from the same period for

2016. There were 7,250 killed or seriously injured casualties 36,400 slightly injured casualties during this quarter. These figures resulted in an overall decrease in casualties of 6 per cent.

Factors contributing to Road Traffic Accidents



Q. What do you think is the main factor that contributes to road accidents?
(Show slide)

Any other factors? Discuss

Inappropriate (including excessive) speed accounts for 13% of collisions in which someone is injured and 24% of collisions which result in a death.

Approximately 66% of all crashes in which people are killed or injured happen on roads with a speed limit of 30 mph or less.

At 35 mph a driver is twice as likely to kill someone as they are at 30 mph. At 30 mph vehicles are travelling at 13.41m (44 feet or about 3 car lengths) per second: this is about the same time it takes someone to blink. In good conditions the difference in stopping distance between 30 mph and 35 mph is an extra 6.4m (21 feet or about 2 car lengths); about half a blink.

Pedestrians are more at risk of being killed when they are hit by cars that are speeding excessively.

The risk increases slowly until around 30 mph; it then increases rapidly, so that a pedestrian who is hit by a car travelling at 30 - 40 mph is between 3.5 and 5.5 times more likely to be killed than if hit by a car travelling at below 30 mph.



Police officers should be aware of the impact that speeding vehicles can have. This is especially important in areas inhabited or used by those groups of people who may be more vulnerable when in the vicinity of the roads environment. These groups include:

Older people who may have more difficulty with their perception of the speed of traffic and who may have impaired mobility, meaning that it takes longer for them to cross the road. Older people are also more at risk of suffering fatal injuries than other age groups.

Young children have not yet developed the ability to judge the speed of traffic. They are also likely to be easily distracted by things like ice-cream vans and footballs rolling into the road.

People with disabilities:

- Visually-impaired pedestrians and cyclists
- Hearing-impaired pedestrians and cyclists
- People with reduced mobility
- Wheelchair users.

Cyclists and motor-cyclists are both vulnerable, due to their vehicles being smaller than most other road users, and therefore being more difficult to see; this can be exacerbated by bad weather conditions and different times of day.

Individuals experiencing mental ill-health or severe emotional distress may find themselves in vulnerable situations on the roads. If people in an emotional state are presenting a danger to themselves, police officers, emergency service personnel and other members of public the following actions should be considered, dependent upon the circumstances and the seriousness of the incident:

Remember

- Approaching the person with extreme caution and maintaining a safe distance from them
- Initiating and maintaining a dialogue with the individual until further support arrives
- Utilising local advice re the types of things to say and topics to avoid
- If the person is on a bridge over a road, extra ambulances may be required, so that medical assistance is available both on the bridge and the carriageway below
- Calling in the assistance of trained negotiators.

Impact of Incidents Upon Victims and their Families



Invaluable Sources of Support and Information



An incident on the road can create victims and have serious consequences, depending on its type. People may have died or been seriously injured as a result of the incident. Others who have witnessed a traumatic incident may also be victims. All victims should be identified as soon as possible.

It may not be appropriate to interview a victim immediately following the incident, so details (name and address etc.) should be taken for later action.

Victims and their families must always be treated with respect, making allowances for equality and diversity issues.

- Brake
- Road Peace
- The Child Death Helpline
- Victim Support
- Samaritans
- Cruse Bereavement Care
- The Compassionate Friends
- Support and Care After Road Death or Injury
- Trauma Aftercare Trust

- National Association of Bereavement Services

Family Liaison Officer (FLO)

These specially trained officers have a vital role with assisting the families of victims resulting from road related incidents.

Their role is fully explored in a separate session under Roads Policing



