

## Re-Training lessons for senior and mature drivers

Have you been involved in an 'at fault' collision and are over 70?

You will eventually be sent a letter by the M.T.O. to do a written test, a vision test and will have to take a G2 road test?

This road test involves city & highway driving as well as a number of parking maneuvers such as a Parallel Park, Three Point Turn and a Roadside Stop.

**Let us help prepare you for the test:** Seniors in particular benefit from the help and advice of our office staff along with the aid and assistance in how to understand any Ministry regulations in regaining their licence.

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From the Globe and Mail (Published Tuesday, Mar. 31, 2015)

*Drivers over 70, who are charged with any offence or lose any points are being asked to take a driving test*

If you're an ordinary Ontario driver who's 70 or over, you have to take a road test after a ticket — but only if you've been in an at-fault crash. Regulation 340/94, section 16 of the [Highway Traffic Act](#) requires a road test starting at 70 for drivers "convicted of an offence related to an at-fault traffic collision

"Simply being charged is not enough to trigger the requirements of the program," "The threshold required to test a driver 70 and over is a conviction, this is the triggering event." says an M.T.O. spokesperson.

Here's how it works: Let's say, for example, that you're 73, you hit another car and are convicted of not stopping at a red light. To keep your licence, you'd have to pass a vision test, a knowledge test and a G2 driver's test — including the road portion. If you're licensed to drive a heavy truck, bus, or ambulance, the [rules](#) are stricter — in that case, you could have to take a road test if you get more than two demerits. And, it starts at 65. The 70 and over rule is no spring chicken — it's been around, unchanged, since 1936, Ontario's the only province with this rule.

As we're all staying healthier longer than we were nearly 80 years ago, why is the cut off still 70? From 2002-2011 in Ontario, drivers 70 and over had an at fault fatal collision involvement rate that was about one and a half times higher than drivers under 70. "The research also shows that due to their physical frailty, drivers age 70 years and over are more likely to be killed or injured, even in low impact collisions that do not result in serious injuries among younger drivers."

Carol Libman, with the senior's advocacy group [CARP](#), says 70 is an arbitrary cut-off. "We're not really in favour of that — if a 71-year-old gets in an accident with a 69-year-old, what's the difference?" Libman says. "People will get into accidents at different ages and get fined, their insurance rates will go up — they may have to take a driving test at any age."