

following treatment in an emergency department or as a hospital admission.

**Results** There were 29,770 injury cases aged  $\geq 18$  years included in the analysis. Results will be provided by individual and grouped ICD10 codes and the GBD 2013 and EU Injury Data Base categorisations. For most injury groups DWs revealed greater health loss than previously published estimates and differ from those used in the GBD project. There were marked differences in DWs for cases hospitalised vs those not.

**Conclusions** Injury VIBES has produced sets of empirically derived DWs that will be useful to the injury research community in measuring the population burden of injury.

## Early Morning Sessions Monday 19.9.2016

### Research to Practice: The Global Road Safety Program

MON W AP 2

#### 48 RESEARCH TO PRACTICE: THE GLOBAL ROAD SAFETY PROGRAM

10.1136/injuryprev-2016-042156.48

**Background** Road traffic injuries (RTIs) are a major public health threat that disproportionately affects low-and-middle income countries. As a response to this escalating public health problem, Bloomberg Philanthropies initiated the Global Road Safety Program to help ten low-and-middle-income cities implement evidence-based road safety interventions. This five-year project (2015–2019) is carried out by a consortium of partners with an overall goal of reducing the burden of road traffic injuries and fatalities in the targeted cities.

**Description** This panel will focus on the key lessons learned from the first year of the Global Road Safety Program. Emphasis will be placed on how research can be used to inform practice.

**Session chair** Dr. Adnan A Hyder, Johns Hopkins International Injury Research Unit, USA

- **Talk 1: Monitoring and Evaluation** - Dr. Abdulgafoor M Bachani, Johns Hopkins International Injury Research Unit, USA
  - **Abstract:** This talk will discuss the process and activities involved in the development of road safety risk factor data collection infrastructure in low-and-middle-income cities. It will also draw attention to the need for continuous assessment of program rollout to order to ensure effective implementation.
- **Talk 2: Enhancing Enforcement** - Gayle Dipietro, Global Road Safety Partnership, Switzerland.
  - **Abstract:** This talk will focus on lessons learned from engaging with and training of traffic police on road safety laws. This presentation will also shed light on the importance of data led enforcement.
- **Talk 3: Strengthening Road Safety Legislation** - Dr. Margie Peden, World Health Organization, Switzerland.
  - **Abstract:** This talk will present the challenges and opportunities associated with strengthening and changing of road safety legislations in low-and-middle-income settings. It will also highlight the role research can play in this process.

- **Discussion and Q&A** The session will end with a discussion on the implications of these lessons to the implementation of other road safety projects in low-and-middle-income settings.

#### 49 IMPROVING SAFETY AND SECURITY IN TESOMA NEIGHBOURHOOD

Tanja Koivumäki, Nina Mustikkamäki. *City of Tampere, Finland*

10.1136/injuryprev-2016-042156.49

**Background** Tesoma is a typical Finnish suburb in western part of Tampere, built in the 1960s and 1970s. The total sphere of influence reaches almost 20 000 residents. Income and education levels in the area are lower than the city average. Residents of the area face several social challenges: unemployment, interruptions in education and even social exclusion. Also the housing prices are among the lowest in Tampere.

The city of Tampere is running a development project called “Own Tesoma”. The project is divided into subprojects and the aim is to achieve well-being and attractiveness in the whole Tesoma area. Residents have been involved in the project straight from the start and have taken concrete part in the planning and the developing of their neighbourhood.

**Description of the problem** Safety issues attribute heavily to Tesoma’s poor imago. This creates several challenges when strengthening attractiveness and vitality of the area and investing in urban infill.

**Effects** In 2015 the Own Tesoma -project mapped security and safety issues in Tesoma based on criminal statistics and residents’ experiences. During spring 2015 six guided walking tours were arranged and residents could in groups find out the challenging parts and places of the area. After mapping the most problematic places, city officials together with residents considered possible solutions for a safer living environment.

According to statistics and residents Tesoma is a safe place to live. Security challenges are typical and common to other similar suburbs. Clear challenges from residents’ point of view are growing traffic, poor traffic behaviour and accessibility as well as the uncleanliness and vandalism, which create an experience of the unsafe surroundings.

Safety issues will be developed in the future through cooperation between residents, businesses and other actors in the area. In 2016 there will be several different experiments aiming to increase safety through new partnership models. The main target is to increase traffic security and strengthen the sense of community and belonging.

**Conclusions** By the conference we will have more information available of the process and security in the neighbourhood of Tesoma.

#### 50 IMPROVING THE FIRE SAFETY OF ELDERLY PEOPLE AND REDUCING FIRE DEATHS

Seppo Männikkö, Markku Suominen, Tytti Oksanen. *Tampere Regional Rescue Department, Finland*

10.1136/injuryprev-2016-042156.50

**Background** In Finland (population 5.4 million), an average of 73 fatal building fires take place each year. A third of the casualties are elderly people (over 65 years old). They make up 18% of the population at the moment, but the share will increase to 26%