

## Parallel Session Monday 19.9.2016 16:30–18:00

### Older People Safety

Parallel Mon 3.1

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#### PREVALENCE OF NEGLECT AND VIOLENCE EXPERIENCED BY ELDERLY PEOPLE IN KOLKATA (INDIA)

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**Background** Old age is a challenging phase in life since people retire from work and physically become vulnerable to various health problems resulting into dependence on others. Limited research in this field prompted the researcher to understand the perceived neglect and nature of violence experienced by the elderly people in Kolkata in addition of physical and psychological problems.

**Methods** A total of 200 elderly people, 100 male and 100 female, participated in the study voluntarily provided complete data and they were selected following convenience sampling technique from five Old Age Homes in and around Kolkata (India) in 2014. A specially designed Semi-structured Questionnaire was used for data collection.

**Results** In addition to range of physical health problems, they experience various psychological problems. Further findings disclosed a very disturbing picture as 87.0% female elderly people reported feeling of insecurity at their own house compared to 16.0% male elderly people which was found to be statistically significant at 0.01 levels. At the same time, 82% female elderly people reported neglect as compared to only 7.0% male elderly people ( $p < 0.01$ ). Again significantly more number of female elderly people reported mental harassment. So far as physical violence is concerned, 15.0% and 9.0% female and male elderly people reported that they had experienced the same ( $p > 0.01$ ). Interestingly an overwhelming number of elderly people were happy at the Old Age Homes. However, about 52.5% felt that Old Age Homes should be more neat and clean and quality of food should be better (39.5%). A good number of them (16.5%) also suggested that there should be some recreational facilities at the Old Age Homes.

**Conclusions** In general, female elderly people reported experience of more neglect, feeling of insecurity, mental harassment and even physical violence as compared to male counterparts. The safety of elderly people should be taken care of by the local government in terms of sensitisation of the larger society through mass and media, bringing strict legislations and through community vigilance with the help of local community-based organisation.

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#### RISK OF ROAD TRAFFIC CRASH, MEDICAL FACTORS AND BEHAVIOURAL ADAPTATIONS IN ELDERLY DRIVERS

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**Background** If at first glance the question of medical factors in road safety seems to boil down to the list of diseases and medications consistent or incompatible with driving, the problem is much more complex because many factors come into play: mobility, loss of autonomy, perceptions of disabilities and behavioural adaptations to them. Regarding the increase of elderly drivers on the road, the aim of this project is to identify medical conditions, incapacities and medicine consumption associated with a risk of road traffic crash and to describe key parameters of the interaction between medical conditions, medical consumption and driving behaviours in this population.

**Methods** Gazel is a cohort of 20 000 retirees of the French national electricity and gas companies (EDF-GDF) followed since 1989 and originally included men aged 40–50 years and women aged 35–50 years. This cohort has been followed up by means of yearly self-administered questionnaires. This annual questionnaire includes questions about sociodemographic characteristics, health, diseases, lifestyle, difficulties of everyday life, psychosocial and psychological data and road traffic crashes. A driving behaviour and road safety questionnaire was administered in 2001, 2004 and 2007. In 2015, questions about mobility, health and incapacities were added and this questionnaire was administered by internet. Besides the classical statistical methods for the descriptive phase, models suitable for longitudinal data will be used.

**Results** The number of participants was 14,226 in 2001, 11,706 in 2004, 11,551 in 2007 and 5,402 in 2015. First results show that when participants get older, they drive more carefully and their perception of their crash risk decreases. Other analyses are in progress.

**Conclusions** The interactions of the three components: medical conditions, drug consumption and driving behaviours need to be understood to design effective preventive policies and proper screening of drivers unfit to drive.

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#### RAPID DECELERATION AND CRASH EVENTS IN AN RCT EVALUATING A SAFE TRANSPORT PROGRAM FOR OLDER DRIVERS

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**Background** Older drivers have increased crash involvement and vulnerability to injury. It was hypothesised that a one-on-one safe-transport program, designed to encourage planning for retirement from driving and self-regulation, could improve the safety of older drivers.

**Methods** The Behind the Wheel program (adapted from the KEYS<sup>®</sup> program) was evaluated using a randomised controlled trial involving 380 drivers aged 75 years and older, residing in the suburban outskirts of Sydney. The safety outcomes for this trial were >750 milli-g rapid deceleration events (RDE) and self-reported crashes. General linear models were used to model the impact of the program on the rate of RDEs and self-reported crashes, using distance travelled as an offset.

**Results** We recruited 380 participants (230 men) with an average age of 80 years and 366/380 (96%) completed the 12 month