

Conclusion Specific road traffic environments raise the severity of distracted walking, which further threatens pedestrian safety.

Learning Outcomes Specific road environmental risk increases the severity of distracted walking, additionally creating an indirect impact on near-crash event.

2D.004 PEDESTRIANS' STREET CROSSING PERCEPTIONS ON PEDESTRIAN BRIDGES IN DAR ES SALAAM

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10.1136/injuryprev-2021-safety.47

Background About 30 per cent of all road traffic incidence deaths in Tanzania involve pedestrians. Previous studies show that pedestrian bridges might not necessarily result in high bridge use, even when pedestrians must cross 3–4 lanes with heavy traffic. This paper explores the perceptions of pedestrians when crossing urban roads through using or not using pedestrian bridges.

Methods Nineteen semi-structured interviews were purposively conducted around six pedestrian bridges within Dar es Salaam. All interviews were conducted in Swahili, recorded using digital devices, transcribed verbatim then translated into English. To know the perceptions of pedestrians with respect to their experiences of using or not using the bridges, content analysis was employed with the help of a qualitative data analysis software (MAXQDA).

Results Three key themes were identified, relating to planning and decision making, alternative activities carried out around pedestrian bridges, and behavioural intentions and perceptions of pedestrians when accessing the bridges. Results also suggest that, participants are aware that the aim of the bridges are to prevent road traffic injuries. Conversely, participants were sceptical about inappropriate behavioural use of the bridges when linked to planning decisions and norms.

Conclusion The findings support the idea that already vulnerable road users such as pregnant women, older people and physically challenged pedestrians are exposed to higher risks of being injured since they cannot use the bridges when crossing roads.

Learning Outcomes Involvement of users is crucial when constructing pedestrian bridges in order to increase awareness on appropriate behavioural use when crossing roads with bridges.

2D.005 OLDER PEDESTRIAN INJURY OUTCOMES: A SYSTEMATIC REVIEW, META-ANALYSIS, AND GRADE ASSESSMENT

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10.1136/injuryprev-2021-safety.48

Background Older pedestrians 60+ (OP) have worse health outcomes due to pedestrian trauma. There is no available systematic evaluation of OP injury outcomes. This becomes increasingly important as the global population ages. We conducted a systematic review, meta-analysis and GRADE

assessment of OP injury severity and compare them with those of younger age groups.

Methods We searched PubMed, Embase, Scopus, CINAHL, PsycInfo, AMED, Web of Science, LILACS and TRID to identify studies assessing OP crashes and falls. Reporting was evaluated using STROBE, and GRADE was used to assess evidence quality. Random-effect model meta-analysis served to obtain pooled estimates. The review is registered in PROSPERO (#CRD42019140786).

Results We included 60 studies (1,012,041 pedestrians). The pooled incidence proportion of OP crashes was 25% (95% CI: 22.3 – 28.5). OP were found to have higher severe injury, more critical care admissions, and higher fatality than younger pedestrians. OP also have higher incidence rates and severe injury from pedestrian falls. The overall quality of the evidence supporting the findings was low.

Conclusions OP risks may offset some of the health gains from active ageing strategies, especially for developing economies with high numbers of vulnerable road users and with rapid population ageing.

Learning Outcomes There is a need for research to improve the quality of evidence in regard to short and medium-term health outcomes and address long-term health outcomes for OP trauma.

2E – Intentional, March 23, 2021

2E.001 MEASURING THE EFFECTIVENESS OF PREVENTION OF FAMILY VIOLENCE IN A REGIONAL SETTING

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10.1136/injuryprev-2021-safety.49

Background Rates of family and gender-based violence (FV) are high, particularly in rural and remote areas in Australia. The City of Greater Geraldton, a local government area in the Midwest region of Western Australia, has developed a FV primary prevention strategic action plan. Local data are needed to measure the impact of community based prevention efforts. Our research aim was to develop a tool to measure community attitudes and experiences of FV in order to assess the effectiveness of efforts to change attitudes and reduce violence over time.

Methods A working group developed the Local Community Attitudes and Exposure to Violence Survey (LCAEVS), based primarily upon the National Community Attitudes Survey (NCAS), which is periodically undertaken by Australia's National Research Organisation for Women's Safety (ANROWS). Questions from all relevant domains in the NCAS were included, with prioritisation of items likely to be sensitive to change over time. The survey was shortened to reduce respondent burden.

Results Geraldton respondents showed misunderstandings about the key drivers and the gendered pattern of FV, while some local attitudes were less supportive of gender equality than those documented in the national survey.