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1D.001 WAS THE DECADE OF ACTION FOR ROAD SAFETY A SUCCESS?

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Background The goal of the Decade of Action was to reduce by 50% the predicted increase in road traffic deaths over 10 years (2011–2020). A global plan of action with related indicators was developed and disseminated widely.

Methods An assessment was undertaken to ascertain whether the Decade was successful. Mixed methods were used: analysis of the global status reports and an online survey; interviews with key informants and the analysis of the UN Secretary General reports and published literature. Quantitative data were analysed using R while qualitative data were analysed using NVIVO v12.

Results 160 countries completed data for all three global status reports. Analysis showed little reduction in total global deaths, but there were some policy improvements in individual countries. Of the 217 participants from 68 countries who completed the survey 36% felt that the Decade had been neither a success nor a failure globally. This ambivalence was borne out by the 17 key informants who gave it a score of 5/10: with country-level informants being more pessimistic. The global plan was, however, found to be a useful tool as it encouraged a new way of thinking and drew attention to all 5 pillars. The SG reports and articles added little to the analysis.

Conclusions Despite the ambivalence on success, most participants felt that the Decade should be extended to 2030 and beyond as it provided a useful framework for action.

Learning Outcomes This analysis provides rich information for future global action.

1D.002 SOUTH AFRICAN ROAD DEATHS, 2009 VS 2017: CAN WE REACH SDG TARGETS?

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Background In 2009, the road traffic injury mortality rate (36.1 per 100 000 population) in South Africa was marginally lower than the rate for violence. Violence as a concerning public health problem receives considerably more attention from policy makers, and rates have halved between 1997 and 2012, while road traffic mortality rates remained constant. The aim of this analysis is to determine if standards can be set towards meeting SDG Target 3.6 for road injuries, by comparing two surveys for 2009 and 2017.

Methods We are conducting a retrospective review of post-mortem reports at a nationally representative sample of mortuaries for 2017, to estimate the number and profile of non-natural deaths. Results for the 2017 survey will be available by May 2020. Age-standardised mortality rates and incidence rate ratios will be calculated to compare the road user categories for 2017, with a 2009 survey.

Results In 2009, pedestrian deaths lead the overall road traffic mortality profile, where males (19.2 per 100 000; CI 16.7–21.8) had significantly higher rates than females (5.3 per 100 000; CI 4.2–6.4). Road traffic mortality rates were high between 15 and 59 years but children too were disproportionately affected.

Conclusion Nationally, road traffic injuries are the second leading cause of death after HIV/AIDS for children 5–14 years and the third leading cause for adults 15–44 years. The results of the two comparative surveys will be used to raise awareness among policy makers about the risk factors and targeted prevention and intervention strategies.

1D.003 A STRATEGIC APPROACH TO ROAD SAFETY RESEARCH FOR LOW-INCOME COUNTRIES

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Road safety in low-income countries (LICs) is a major concern, especially given the increasing levels of road crash injuries and fatalities across Africa and South Asia. A better understanding is needed, through research, of the underlying mechanisms of road safety in these developing contexts. There is, however, a need for a strategic approach to the research effort on Road Safety for LICs. The DfID-funded High Volume Transport (HVT) Applied Research Programme seeks to provide this approach, through connected and related research activities. The paper highlights salient issues from a comprehensive review of road safety in LICs and describes how it informs the current work and future outputs of the programme. Drawing on the review, HVT focuses on research gaps including (i) under-reporting of road crashes and weaknesses in road safety data systems; (ii) the interaction between road safety, vulnerable groups and disabilities; (iii) road crash social and economic cost estimates; (iv) social/behavioural aspects of driving cultures and behaviour that differ significantly from high income countries; and (v) capacity development of road safety institutions in LICs. The HVT programme has piloted innovative practice around road safety awareness of school communities, policy briefs and road safety guidelines for road sector institutions across Africa & South Asia. HVT will also support future research and capacity development activities on the challenge of building robust road safety data systems and addressing the gap in estimating the economic and social costs of road crashes at national levels across Africa and South Asia.