

were administered to students before their lesson on road safety which lasted for 45 min while post-tests were given after classroom teachings. The post-test is used to gauge the learning after classroom teachings. Questions of pre- and post-tests are the same but included in the post-test is an additional question on the respondents experience of road traffic injuries within the previous year.

**Results** 9975 and 9961 students responded to the pre- and post-tests, respectively. Delayed post-testing was done on a subset of 1577 students from the original group of 4616 students who were tested a year earlier. It showed that the lowest levels of baseline knowledge were in proper crossing behaviour (25%) and street sign identification. The largest gains were in the same areas with the lowest baseline knowledge (3–5.3 time improvements). Delayed post-testing of students who underwent the programme was after a year showed retained retention and an average of 2.8 more correct responses than immediate post-test results. Road traffic injuries went down to 9% from 36%.

**Conclusions** A tool is needed to measure the effectiveness of road safety programme. Bringing down the road traffic injuries is possible using the right interventions.

#### 0149 BRINGING DOWN THE NUMBER OF ROAD TRAFFIC INJURIES IN THE COUNTRY USING THE PRE- AND POST-TESTS OF THE WALK THIS WAY OF SAFE KIDS PHILIPPINES

A C Rolloque\*, R Consunji, M Alcantara, M T A Perez, J Rolloque *Correspondence: Safe Kids Worldwide Philippines, 3F Cargohaus Bldg. Brgy. Vitales NAIA Complex, Paranaque City, 1700, Philippines*

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**Objectives** To know the level of knowledge of the students who received road safety education after 6 months to a year after. Bring down the number of injuries.

**Methods** Safe Kids Philippines used the standard pre- and post-test tools to students of elementary schools. The pretests