

Background Road traffic injuries have reached epidemic proportion in Sri Lanka with rapid urbanisation and motorization. Due to inadequate consideration, adolescents are forced to share their transportation and recreational space with vehicles. The objective of this study is to assess the built-environment around schools in Sri Lanka.

Methods An observatory study was conducted around 16 high schools in Galle, Sri Lanka. Researchers observed the road conditions and road facilities, and measured the density of vehicles and pedestrians during the school rush hour. A cross-sectional survey was conducted among adolescents from these 16 schools, through which students self-reported their experience of road traffic crashes in the past 6 months. Descriptive analysis and regression model were performed by using STATA. The study was approved by IRB at Duke University and Ruhuna University.

Results The built-environment observation showed that although over 80% of roads around 16 schools were fully paved, 62.5% roads were narrow due to high pedestrian density and parked vehicles. 18.8% of roads were one-way road and 37.5% of roads didn't have clear directions and lanes. Only 18.8% roads had formal road shoulders to separate pedestrians from vehicles. 56.3% of schools had a policeman in front of the school gate to control the traffic, but none of the roads had a traffic light to control the vehicles and pedestrians. The regression model showed that after control the school and gender, one-way road (OR: 0.80, 95% CI: 0.68, 0.95) and having curve (OR: 0.79, 95% CI: 0.71, 0.89) are protective factors that significantly associated with adolescents' involvement of the crashes.

Conclusions The current built environment around schools in Galle, Sri Lanka is poor. A comprehensive strategy including improving the built environment with the consideration of vulnerable road users is promising to protect adolescents from road traffic injuries.

Safe Communities

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616 ENHANCING VOLUNTEER TRAFFIC POLICE .TO PREVENT PROBLEMS OF ROAD ACCIDENTS IN THE COMMUNITY

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Background In 2012 NBLP community dead 86 people and 5,782 were injured from traffic accidents. Most incidents (70%) occurred at the community roads and motorcycle were the major causes. The victims were mostly young people who were the main worker of the families. They were mostly careless in driving; drunk driving, motorcycling without helmet and speed driving. In addition, there were insufficient officers to regulate manage traffic systems in the community

Solving measures to enhance people participation in traffic management by developing local traffic rules and set up volunteer patrol in the community in order to promote safe driving behaviours in the community. Objectives 1.To enhance people participation to help solve problems of traffic accidents in the community 2. To develop safe driving culture in the community in order to reduce injuries and deaths from traffic accidents.

Operations The local police authorities discuss with community leaders in order to set local driving rules such as speed limit, no drunken drivers and putting on helmets all the time for

motorcycles. They also investigate black spots. Most importantly, recruit volunteer for traffic patrol and control training. This includes learning about traffic rules, traffic signals, the use of alcohol checking equipments and technique on checking on road vehicles. After training, all volunteers had been appointed by local police stations to take part in traffic regulating activities at the check points as well as patrolling. It is important to note that the traffic regulating operation has to be compiled to community rules and cultures

Outputs In 2012, NBLP provinces has developed over 800 volunteers who could take part in traffic management. The measures had solved the problems of inadequate police staffs to manage local traffic systems. As a results, the local traffic accidents reduced by 60% and people have become aware of the problems and willingly to participate in the agreed rules and regulation measures.

Outcomes Major achievements were the increase in people awareness and participation. The operations had been accepted by local government who now sponsored the volunteer training program and continue integrated road traffic prevention programs with other agencies in NBLP. Moreover, the training and the development traffic volunteer model has been adopted in many provinces. at present, there are more than 20,000 volunteers traffic police in Thailand.

617 ADVOCACY OF COMMUNITY ACCIDENT PREVENTION (COMMUNITY TRAFFIC SAFETY CHECKPOINT) DURING SONGKRAN FESTIVAL IN THAILAND , 2015

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Abstract This study aims at examining the factors causing traffic accident at the community level and finding measures for accident prevention and accident-related risk behaviour reduction to ensure safety of people in the community. At the community level, the accident prevention consists of finding risk group, risk area, establishing community traffic safety checkpoint which is to stop and reduce risk behaviour. The data was collected by Questionnaires and observation of traffic-related risk behaviour among car and motorcycle users passing through the checkpoints in Surat Thani, Chiangmai, Phrae, Chiangrai, and Konkean during Songkran Festival in 2015. The result shows that during 9–15 April 2015 of Songkran Festival (data from 10 provinces, 22 districts), there were 121 injuries, 6 of them had to be admitted to the hospital and there was no death.

Compared to 2014, death reduces by 5, injury reduces by 553, and number of crash victims who were admitted to the hospital reduces by 20. Also, it is found that traffic accidents heavily occurred on 12–14 April. From Alcohol breath test results, it is highlighted that alcohol level of drivers is especially high during 9–13 April. With regard to helmet wearing behaviour, the community traffic safety checkpoints used various measures to reduce helmet non-wearing behaviour among motorcycle riders who didn't wear helmet such as lending a helmet to them and prohibiting them from passing through the checkpoint unless they came back wearing a helmet. Community traffic safety checkpoints were operated by following 3. The evaluation underlines that there was preparation of community accident prevention (97.90%); there were community checkpoints to stop risk group and reduce accidents (100%); and there was monitoring for