

bike vs car (69%), car vs car (8%) while in 6% motorbike vs motorbike or with Qingqis. In non-fatal accidents (n = 178) majority were due to car (82%).

Conclusion From the above results we can conclude that numbers of RTI has been decreasing in the post-ban policy period. These results indicate strong impact of three wheelers on RTI in our part of world which can be control by enforcing banning of such transport. In order to sustain these countermeasures over time, awareness about safety measures is the key element. Next, law enforcement agencies should be strengthen along with that government should provide alternate modes of transportation options for public in the form of mass transport.

883 RESULTS OF AN IN-DEPTH ANALYSIS OF HIGHWAY ROAD CRASHES IN KOLAR DISTRICT, KARNATAKA, INDIA

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Background Highways account for a major share of travel and transport in India and many other LMICS. Road deaths and injuries are also significantly high on these highways due to different transport characteristics as compared to other roads. Despite this, the burden and pattern of highways crashes are not clearly known to develop sustainable interventions.

Methods The burden, pattern, characteristics and outcomes of highway road crashes was delineated using combined data from police and hospital sources. Using mixed method approaches, comprehensive resource mapping, facilities inventory, discussion with stake holders, environmental scanning and identifying characteristics of high risk crash locations was completed.

Results Road Traffic Injuries (RTIs) contributed for 39% of fatal and 34% of non-fatal injuries in the district. In 2014, 280 fatal road crashes were registered resulting in death of 336 persons. In the same period, 596 non fatal crashes were registered with police resulting in injuries among 1213 persons with a ratio of 1:4 between deaths and injuries. Information from just 2 major hospitals revealed that 8518 RTIs were registered in this period, indicating huge underreporting in police records. The 2 national highways and 5 state highways contributed for 37% and 25% of total road deaths, respectively, with 32% of nonfatal crashes occurring on both highways.. Males, 16–45 years, two wheeler riders and pedestrians were involved in high number of crashes. Collision patterns indicated a greater involvement of heavy vehicles like buses and trucks along with motor cars on highways. Nearly 43% died at the crash site and remaining deaths occurred on the way to hospital or in the hospital. Use of helmets- seat belts was extremely low and drink driving was recorded among 18.5% of hospitalised RTIs. Excessive speeding was a major cause of crashes as informed in focussed group discussions. Several high risk crash locations were identified and possible human, vehicle and road related factors delineated. Injuries to head and face along with extremity injuries were most frequent and both prehospital and in-hospital care had several limitations and deficiencies.

Conclusions Safety of all road users and especially vulnerable road users should be given greater importance on highways with implementation of well proven countermeasures along the five pillars of road safety in India and other LMICs.

884 SLOW-MOVING AGRICULTURAL VEHICLES IN TRAFFIC

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Background Along with structural changes in agriculture, increasing area of arable land and the number of field parcels on a farm are exceedingly raising the movement of agricultural equipment on public roads. At the same time also the sizes of agricultural vehicles are growing. Traffic accidents involved agricultural vehicles often lead to serious injuries or even death.

Methods In order to find out the present situation in traffic accidents and to improve the traffic safety with slow-moving agricultural vehicles, national statistical information of road accidents 2004–2013 and of occupational accidents in agriculture 2004–2014 were gathered. In addition, an enquiry of road accidents, near accidents and safety measures (good practices) was sent to large farms. In order to find out how much time is spend and how many kilometres are driven on public roads by a farm tractor on a large farm, two tractors on two farms were followed by AgriSmart GPS system during a growing season.

Results For results about 6 300 roads accidents are analysed. Most often the agricultural party was a tractor and the other party a passenger car, as reported also in previous studies. The speed limit of the road was at least 80 km/h in more than half of the accidents (54%). Turning accidents were the most common type of these accidents. More than 20% of respondents of the enquiry had had at least one road accidents with slow-moving agricultural vehicles during the last 10 years. The most serious accidents occurred on main roads where variations in vehicle velocities are the largest. The farms have put into practice several measures - most often technical like extra lights, flashing lights and wide private crossroads – to improve traffic safety. According to the first half of the follow-up period of the two tractors, the tractors were used on roads about 20% of the time.

Conclusions Wide variations in vehicle velocities and poor ability to recognise slow-moving agricultural vehicles are crucial risk factors in agricultural traffic. Various measures are needed to reduce traffic accidents involved slow-moving agricultural vehicles. These should be focused on agricultural machinery, roads, farmers and other road users. This on-going study is financed by the Farmers' Social Insurance Institution and the Finnish Research Fund of Agricultural Machinery.

885 SAFE SCHOOLS PROJECT, SOUTH AFRICA

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Background The World health Organisation indicates that child pedestrian injuries are highest in African countries with a continental mortality rate that is twice the global world (WHO 2011). In South Africa it is noted that the majority of children walk to and from school, placing them at particular risk to road traffic crashes resulting in injury, disability or death (Stats SA 2013) Child pedestrians are particular vulnerable to road crashes due to their physical and cognitive limitations.

Methods The Safe School project aimed to reduce child pedestrian injuries and deaths in South Africa by introducing the iRAP star rating concept, which provides tools and training to help countries make roads safe by inspecting high-risk roads and