

developing star ratings for those roads, with the ultimate goal of eliminating one- and two-star rated roads from the world's road network. 3 primary schools were selected in South Africa where intervention took place and 1 school served as a control for monitoring and evaluation purposes.

**Results** The pilot project has developed an innovative model combining education for the school children, training for teachers and advocacy action to catalyse the introduction of safe road infrastructure. It has also enabled creation of a multi-stakeholder partnership and further contributed to development of educational tool kit by Takalani Sesame (Sesame Street).

The project has been successful in one of its primary objectives to encourage the government to ensure sustained investments for safer roads thorough collaboration with City of Cape Town road engineers.

**Conclusion** The project has been effective as a model for catalysing sustainable investment in interventions aimed to improve road safety for school children. This model has the potential to be replicated on a wider basis across other schools in South Africa and other countries.. With its outcomes and potential long term impact, it has already made valuable contribution to the Decade of Action for Road Safety and has the potential to do so.

#### 886 THE SOCIAL DETERMINANTS OF TRAFFIC-RELATED INJURIES AMONG ADOLESCENTS

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**Background** Youngster injury is the leading cause of mortality, morbidity and permanent disability in adolescent in the developed world. The objective of this research is to study the joint effect of family and contextual socioeconomic characteristics of teenagers on their risk of road accidents, taking into account their mobility practices, their behaviour and their attitude to risk.

**Methods** A case-control study was conducted on a population of 601 young people aged 14–17, in 2013. Cases (208 subjects) were selected from the Rhône Road Trauma Registry. Controls (393 subjects) adjusted by age and sex were randomly selected by telephone. L'exposition à la circulation routière est mesurée pour chaque mode de transport utilisé par le budget-temps. The relationships between SES status, urban/periurban-rural location, mode of transport, mobility practice, and injury type were determined using conditional logistic regression. Exposure to road traffic is measured for each mode of transportation used by the weekly time budget.

**Results** The intensive use of motorised two-wheelers holds an essential role in the risk of road accidents between 14 and 17 years (OR = 4.1 [2.3–7.2]), followed by regular cycling (OR = 3.6 [2.0–6.5]) and skating (OR = 1.9 [1.1–3.1]). Socio-economic status of young people is highlighted: students in professional college or young apprentices are at higher risk (OR = 2.1 [1–4.3]). Compared with urban adolescents, adolescents living in rural areas suffer a 1.9 higher risk (1.9 [1.2–3.0]). The links between road risk behaviour and smoking are also underlined (OR = 4.4 [2–9.7]).

**Conclusions** These results show that adolescent road traffic injury in Rhône is a major health concern, especially among motorcyclist males (40% of the injuries) from rural area and from lower SES. But this study also shows the significant impact of behavioural factors (tobacco, cannabis) on the risk of accident.

#### 887 ANALYSING THE OFFENDER DRIVER BEHAVIOUR: RECIDIVISM, JUST THE TIP OF THE ICEBERG?

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**Background** The Subjective Risk Estimation (SER) depends on the own driving skills self- assessment and the calibration made between the benefits and cost involved in this risk at the moment of driving. Offender drivers' assumption of higher risk could be related with a more general factor that also involves the assumption of higher risk in other facets of their lives that could derive in drugs taking or other kind of additions. Deficient SER could be considered as a TRAIT, a higher proneness or disposition that only some drivers could show as another characteristic of their personality (measured with the DOSPERT (*Domain-Specific Risk Taking*)). It could also be possible to establish a relation with other personality measures related to Anger or Aggressive Driving, measured with DAS (*Driving Anger Scale*).

**Methods** The Subjective Risk Estimation (SER) is measured with the DOSPERT (*Domain-Specific Risk Taking Scale*). The Anger to Aggressive Driving is measured with DAS (*Driving Anger Scale*).

**Results** In this work we would like to find out if could deficient SER be considered as a TRAIT of personality and some drivers could show a higher proneness to it (i.e. offender drivers) and if does deficient SER take part of a more general pattern of behaviour related with risk behaviour (drugs taking, alcohol consumption, and addiction to food or sex) that should be also trait to sort the problem out. Results are in progress.

**Conclusions** This knowledge could be useful to better understand the different profiles of drivers. To plan prevention and to settle better strategies of intervention and treatment of the specific lacks for each group of drivers, for instance, reducing aggressive driving or helping to be aware of the problem and dealing with the Anger in offender drivers.

#### 888 ROAD TRAFFIC INJURIES IN CROATIA

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**Background** The objective of this paper was to analyse mortality and morbidity from road traffic injuries in Croatia, as a contribution to the awareness of this public health.

**Methods** The data used in the research was collected from the routine mortality and morbidity statistics, Ministry of Interior Data, European Health for All Database, as well as from the results of the Global Status Report on Road Safety 2015 (GSRSS).

**Results** Traffic accidents and their consequences are still a serious public health problem in Croatia. They are the leading cause of child and youth mortality and the leading cause of premature deaths within the injuries group. Croatia has lately reported a noteworthy drop in road fatalities, despite the increase in number of drivers, motor vehicles and roads. According to the Ministry of Interior data, the road traffic injury (RTI) mortality rate for Croatia in 2005 was 13.4/100.000, only to drop to 7.3/100.000 in 2014. Injuries incurred in traffic accidents account for 21.3% of all injury-related hospitalizations in 2014. Croatia has achieved sustained reductions in traffic-related injuries and fatalities through effective road safety program and good level of