

1997) and HIP scale (hyperactivity, impulsivity, attention). Respondents were 2<sup>nd</sup> and 3<sup>rd</sup> grade Zagreb high school students. **Results** We have just finished the field work and still didn't analyse questionnaires. The results will be available in the next months.

**Conclusions** At the moment we can't give conclusions but the hypothesis is: Expressed masculine attitudes measured through 5 dimensions (Avoidance of Femininity, Self-Reliance, Aggression, Achievement/Status and Restrictive Emotionality) are significant predictors of risk for safety in the population of high school students aged 16 and 17 in the City of Zagreb.

### 936 PARENT'S EXPERIENCE WITH CHILD SAFETY RESTRAINT IN ROMANIA

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**Background** Child safety restrains are known as the most effective measures in protecting children from severe injuries and death while travelling in a car. Little is known about the Romanian rates of child safety restrains as the legal requirements are new and there is little enforcement.

**Methods** An observational study on child safety restraint use was conducted in Cluj-Napoca, Romania, between 2013 and 2014. Child restraint and parent surveys were conducted at 38 schools and kindergartens and 3 commercial areas, to explore the use of safety restraints. Drivers were asked about their knowledge and attitudes towards restraint legislation and safety behaviour. A total of 892 children were observed and 533 (69.4%) drivers approached responded to our survey.

**Results** Of the total number of observed children, 67.4% were travelling in some type of restraint. One third of the children were registered as being properly fitted (38.3%). More than two thirds of the drivers approached (n = 348, 68.4%) had knowledge about the existence of child safety restraint legislation. Among parents who did not use a child safety restraint, low use was attributed to lack of awareness and knowledge (49.4%) followed by being aware but choosing not to (27.9%), financial reasons (12.7%) and the seat being in the other car (10.1%). They were also asked to give examples of what would motivate them to use child restraints for their children and 26.6% indicated that a better law would increase the use, while 11.4% acknowledged that free availability will determine them to use restraints.

**Conclusions** Parent drivers could benefit from proper knowledge on the importance of and how to correctly use child safety restraints, as few children were properly restrained in our sample population. The majority of parents had some information on child safety restraint use and were aware that they are important, yet a large proportion of parents were not using restraints, therefore raising awareness actions are much needed.

### 937 PARENTAL EDUCATION AND CHILDHOOD INJURIES: SCOPING REVIEW PROTOCOL

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**Background** All around the world, injuries in childhood have an important impact on individual and population health. Childhood unintentional injuries are a leading cause of death globally among children and young people aged 0–17 years. The latest updates on the Global Burden of Diseases shows that injury is the fourth leading cause of deaths among children below 15 years of age. Child mortality due to injury is a public health problem internationally and in Europe. Socioeconomic position inequalities in childhood injuries are well known, but there is less information on how child mortality by injuries is socially patterned by parental education. There is a need to evaluate published evidence.

**Methods** Using Arksey and O'Malley's and Levac et al methodological frameworks for scoping review methodology as a guide, our scoping review of published literature begins by searching several databases: PubMed, Scopus, the Cochrane Library, the Cumulative Index to Nursing and Allied Health Literature (CINAHL), PsycInfo and the Educational Resources Information Centre (ERIC) and web of science. A possible research question will be: What is known from the existing literature about the effect of parental education on childhood injuries? The scoping review will consider all study designs including qualitative and quantitative methodologies. Bibliographic data and abstract content will be collected and analysed using a tool developed iteratively by the research team.

**Results** This study will provide a broad overview of the research literature specific to differences in socioeconomic inequalities in childhood injuries, measured by parental educational attainment. Potential gaps in the research on the possible effect of parental education on childhood injuries will be identified, and thus, the results will inform future research directions.

**Conclusions** The findings of this scoping review protocol will be used to determine the evidence coming from the research literature about the relationship and influence of parental education (mother and/or father education) in the frequency of childhood injuries. We will disseminate our findings through the presentation in the 12th World Safety Conference, as well as through articles published to generate key messages most relevant.

### 938 A JOURNEY FROM PEDESTRIAN SAFETY INTERVENTION TO FIRST INTERNATIONAL SAFE SCHOOL INITIATIVE ATTEMPT

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**Background** The 2<sup>nd</sup> Global United Nation Road Safety Week launched in 2013 with the theme on pedestrian safety. This was followed by the 3<sup>rd</sup> Global United Nation Road Safety Week in 2015 with the theme on children safety. In conjunction with these global campaigns run locally, a pedestrian safety intervention was launched for the safety of the school community comprising students, teachers, staffs and parents on May 11, 2013

**Methods** A pedestrian safety intervention was initiated to segregate the vulnerable road users (pedestrians) from the traffic by building a Covered Pedestrian Walkway (277 feet long x 7 feet width) by Safe Kids Malaysia Universiti Putra Malaysia with funding from Industries (FedEx and Global Alliance of NGOs on Road Safety). This initiative bridged the industries and community.