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Awareness Regarding Prevention of Road traffic accidents among adolescents

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Abstract

The trend in RTA injuries and death is becoming alarming in countries like India. The number of fatal and disabling road accident happening is increasing day by day and is a real public health challenge for all the concerned agencies to prevent it. The approach to implement the rules and regulations available to prevent road accidents is often ineffective and half-hearted. Road traffic fatalities are forecast to increase over the next ten years from a current level of more than 1.3 million to more than 1.9 million by 2020. A total of 4,64,910 road accidents were reported by states and union territories in the calendar year 2017, claiming 1,47,913 lives and causing injuries to 4,70,975 persons. (2017 GOI Report)

Key words: Accidents, Road, traffic.

Introduction

Road traffic fatalities constitute 16.6% of all deaths, making this the sixth leading cause of death in India, and a major contributor to socio-economic losses, the disability burden, and hospitalisation. An attempt to measure catastrophic levels of health expenditure on accidental injuries, road traffic accidents, and falls, finds that the burden of out-of-pocket expenditure is the highest for such injuries. The financial burden is particularly high for poorer households in rural areas, and those seeking treatment at private health facilities with no health insurance. Public health facilities for trauma care and health coverage for low-income groups could help these vulnerable households.[1,2]

Road accidents are a leading cause of death and severe injuries around the globe. More than 12 lakh people die on the world's roads each year, something which costs governments around three per cent of their GDP, according to estimates made in the World Health Organisation's (WHO) Global Status Report on Road Safety 2015.[3]

Main aim of this study was to create awareness among the youngsters about the various modalities available to prevent road accidents and also to inculcate a sense of responsibility toward spreading the message of road safety as a good citizen of our country.

As a developing country, India is no exception. Not a day passes without RTA happening in the roads in India in which countless number of people are killed or disabled. Often members of the whole family are wiped out. Those who are affected or killed are mostly people in their prime productive age. The highest burden of injuries and fatalities is borne disproportionately by poor people, as they are mostly pedestrians, cyclists, and passengers of buses and minibuses.[2]

According to Ministry of Road Transport & Highway, Law commission of India

In India one serious road accident occurs every minute and 16 die on Indian roads every hour, 1214 road crashes occur every day, Two wheelers account for 25% of total road crash deaths, 20 children under the age of 14 die every day due to road crashes, 377 people die every day, equivalent to a jumbo jet crashing every day,

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Two people die every hour in Uttar Pradesh – State with maximum number of road crash deaths and Tamil Nadu is the state with the maximum number of road crash injuries. Top 10 Cities with the highest number of Road Crash Deaths (Rank –Wise):Delhi, Chennai, Jaipur, Bengaluru, Mumbai, Kanpur, Lucknow, Agra, Hyderabad, Pune.

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A total of 4,64,910 road accidents were reported by states and union territories in the calendar year 2017, claiming 1,47,913 lives and causing injuries to 4,70,975 persons.

The subject of road safety is an important one and there is a delay in the passage of Motor Vehicle (Amendment) Bill 2016, which proposes hefty penalties ranging from Rs 500 to Rs 100,000. State governments can even increase the fine up to 10 times.

Victims of hit-and-run cases would now be compensated for up to Rs one million in case of road accident fatalities.Among vehicle categories involved in road accidents, two-wheelers accounted for the highest share (33.9%) in total accidents and fatalities (29.8%) in 2017

Objectives

- To assess the knowledge regarding prevention of road traffic accidents among adolescents boys of selected Govt. school at Kawardha Dist.
- To associate the knowledge regarding prevention of road traffic accidents among adolescents boys of selected Govt. school at Kawardha Dist. and selected demographic variables.
- To implement the road safety measurements awareness programmes regarding prevention of road traffic accidents among adolescents boys of selected Govt. school at Kawardha Dist.

Hypothesis

- RH_1 There is significant association with knowledge regarding prevention of road traffic accidents among adolescents boys of selected Govt. school at Kawardha Dist. and selected demographic variables at $p \leq 0.05$ level.

Research Methodology

Research study: observational study

Research design: prospective research design.

Setting: Govt. high school Karpatri,KawardhaDist, C.G.

Population: Adolescents under class 10^{th} to 12^{th}.

Sample and sample size: 74 adolescents under class one to five standards were available at the time of health assessment.

Sampling technique: The sample was selected through probability simple random sampling technique.

Tool: The tool used for data collection in our research study was organized in two sections-

Section A- Socio-demographic variables – age, education standard, residential area, father's education, mother's education, monthly income, dietary pattern, education standards (class).

Section B- structured school health assessment Performa. Total 40 items included. Level of knowledge assessed by used scoring criteria was five point scale strongly agree, agree, undecided, disagree, strongly disagree.

Reliability and Validity: structured school health Performa and awareness programme evaluated by experts in community health Nursing and district hospital.Ethical consideration was fulfilled by seeking the written permission from the Principal of Govt. Higher Secondary School (Swami KarpatriJi Higher Secondary School,)Kawardha Dist. C.G. on next day performed the assessment of the previous knowledge of the adolescents on the road safety. On same day performed skit on cause of road traffic accident and safety measures and delivered video assisted teaching programme regarding preventive measures of road traffic accident by LCD projector.

Results: There were 48% 16-17 years and 23% 15-16 years of age group, 66% of adolescents were belong in rural area, 78% were 11^{th} standard. 41% of adolescent's father and 30% mothers educated up to primary to middle class. 47% adolescents their monthly income 5000 to 10,000. 82% adolescent's parents their occupation was laborer and daily wedge, 57% adolescents were belong in joint family and 38% adolescents had some knowledge regarding road traffic safety measures through professional persons and 53% had knowledge through media. 60% adolescents did not have driving license. No body adolescents did not go driving school to learn to drive. 40% of adolescents had average knowledge, 30% had poor knowledge, and 30% had good knowledge.

One-Sample Statistics

	N	Mean	Std. Deviation	Std. Error Mean
Knowledge	74	2.5000	.50341	.05852

One-Sample Test

	Test Value = 0					
					95% Confidence Interval of the Difference	
	T	Df	Sig. (2-tailed)	Mean Difference	Lower	Upper
Knowledge	42.720	73	.000	2.50000	2.3834	2.6166

The road safety education intends to provide awareness and impart education regarding the traffic rules to adolescents. The purpose of the Prevention of Road Safety Awareness Programme for Adolescents Boys in Higher Secondary school was to decrease road traffic accidents.At the end, we have terminated the programme by thanking the participants for their cooperation and participation[4].

Conclusion

The health sector is an important partner in the process of prevention and control of RTA. The role of health sector is to provide appropriate prehospital and hospital care and rehabilitation for victims, improve data collection, contribute to policies, develop prevention activities, conduct advocacy, and contribute to the implementation and evaluation of interventions. Road safety is a shared responsibility, reducing the risk of accidents that road traffic systems requires commitment and informed decision making by Govt., industry, NGOs, Professionals and communities through broad range of cooperative activities and interventions including enforcement of legislation to control speed and alcohol consumption, mandatory the use of seatbelt, crash helmets, safer design, and use of roads and vehicles, and public education on road safety.

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