

**A STUDY TO ASSESS THE KNOWLEDGE AND PRACTICES REGARDING
PREVENTION OF ROAD TRAFFIC ACCIDENTS AMONG ADOLESCENTS OF
KASAN VILLAGE, HARYANA**

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Abstract

In 2015, there were about five lakh road accidents in India, which killed about 1.5 lakh people and injured about five lakh people. India, as a signatory to the Brasilia declaration, intends to reduce road accidents and traffic fatalities by 50% by 2022. It seeks to address issues related to road accidents, third party insurance and road safety measures. The World Health Organization has noted that road accidents are a major public health problem as crashes kill more than 1.25 million people and injure about 50 million people a year, with 90% of such casualties occurring in developing countries. One serious road accident in the country occurs every minute and 16 die on Indian roads every hour. About 1214 road crashes occur every day in India. Two wheelers account for 25% of total road crash deaths. About 20 children under the age of 14 die every day due to road crashes in in the country. By keeping this in view, the present study is to assess the knowledge and practices regarding Prevention of Road Traffic Accidents among Adolescents of Kasan village, Haryana. A cross sectional descriptive study was carried out among adolescents, a purposive sampling technique was adopted to select 100 samples. The questionnaire regarding knowledge and prevention on prevention of Road traffic Accidents was used to collect the data. The sample size of present study was 100 and sampling technique used was nonprobability purposive sampling. The result reveals that the knowledge level was high compared to the practice level, but need more such awareness programmes about prevention of road traffic accidents is necessary for adolescence to reduce the road accidents.

Key words : knowledge, practices, Prevention, Road traffic accidents, Adolescents

Introduction

A road traffic accident (RTA) is any injury due to crashes originating from, terminating with or involving a vehicle partially or fully on a public road. It is projected that road traffic injuries will move up to the third position by the year 2020 among leading causes of the global disease burden. They are considerable economic losses to victims, their families, and to countries as a whole.

The Global status report on road safety 2013 indicates that worldwide the total number of road traffic deaths remain unacceptably high at 1.24 million per year. Road traffic injuries are the leading cause of death among young people, aged 15–29 years. Children, pedestrians, cyclists and older people are among the most vulnerable of road users constituting half of those dying on the world's roads. Majority of the world's fatalities on the roads occur in low-income and middle-income countries, even though these countries have approximately half of the world's vehicles.

India has no exception and data showed that more than 1.3 lakh people died on Indian roads, giving India the dubious honour of topping the global list of fatalities from road crashes. Rapid urbanization, motorization, lack of appropriate road engineering, poor awareness levels, nonexistent injury prevention programmes, and poor enforcement of traffic laws has exacerbated the situation.

The Global status report on road safety 2018, launched by WHO in December 2018, highlights that the number of annual road traffic deaths has reached 1.35 million. Road traffic injuries are now the leading killer of people aged 5-29 years. The burden is disproportionately borne by pedestrians, cyclists and motorcyclists, in particular those living in developing countries. The report suggests that the price paid for mobility is too high, especially because proven measures exist. Drastic action is needed to put these measures in place to meet any future global target that might be set and save lives.

Road traffic crashes kills 1.2 million people each year and injure millions more, particularly in low-income and middle-income countries. Every day just over 1000 young people under the age of 25 years were killed in road traffic crashes around the world. Road

traffic injuries are the leading cause of death globally among 15–19-year olds, while for those in the 10–14 years and 20–24 years age brackets they are the second leading cause of death. Most young people killed in road crashes are vulnerable road users such as pedestrians, cyclists. In many parts of the world children and young adults and other vulnerable road users have been given inadequate consideration in urban planning decisions. As a result, they are often forced to share transport space with motorized vehicles, increasing their chances of being involved in a road traffic crash. A combination of physical and developmental immaturity among children, and inexperience and youth related lifestyles further increase the risk of young road users particularly males to road traffic collisions.

In Haryana, at least 14 people are killed and 30 sustain injuries in accidents everyday on roads. Also report shows that as many as 1,671 people have died and 3,121 hurt in road accidents that took place in this state between January to April 2019. Nurses play a major role in preventive aspects in health care. The present study is to assess the knowledge and practices regarding Prevention of Road Traffic Accidents among Adolescents of Kasan village, Haryana.

Objectives

1. To assess the knowledge regarding the prevention of Road Traffic Accidents among Adolescents
2. To assess the Practices regarding the prevention of Road Traffic Accidents among Adolescents

Methodology

A cross sectional descriptive study was carried out among adolescents of selected village to assess the knowledge and practices regarding road traffic accident. The Purposive sampling was used to collect 100 samples from the selected village. The tool was developed by the researcher with guidance of experts. The Questionnaire contained three sections,

1. Demographic variables
2. Knowledge regarding the prevention of Road Traffic Accidents among Adolescents
3. Practices regarding the prevention of Road Traffic Accidents among Adolescents

The Pilot study was conducted before the main study and it elicited the study was feasible. The tool was found to be highly reliable and valid. During the data collection, the researcher introduced herself to each subject and they were informed about the purpose of the study

Results

Table . No.1 Knowledge regarding the prevention of Road traffic accidents

Knowledge level	Percentage (%)
Adequate Knowledge	48 %
Partial Knowledge	30%
Inadequate Knowledge	22%

Figure . No: 1 Knowledge regarding the prevention of Road traffic accidents

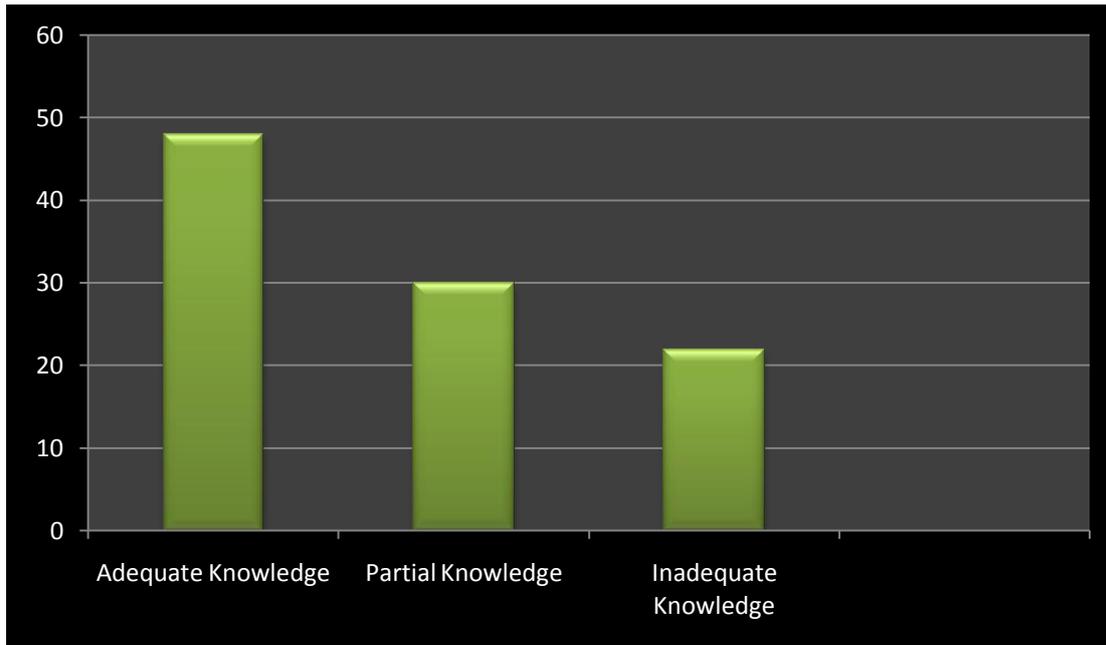
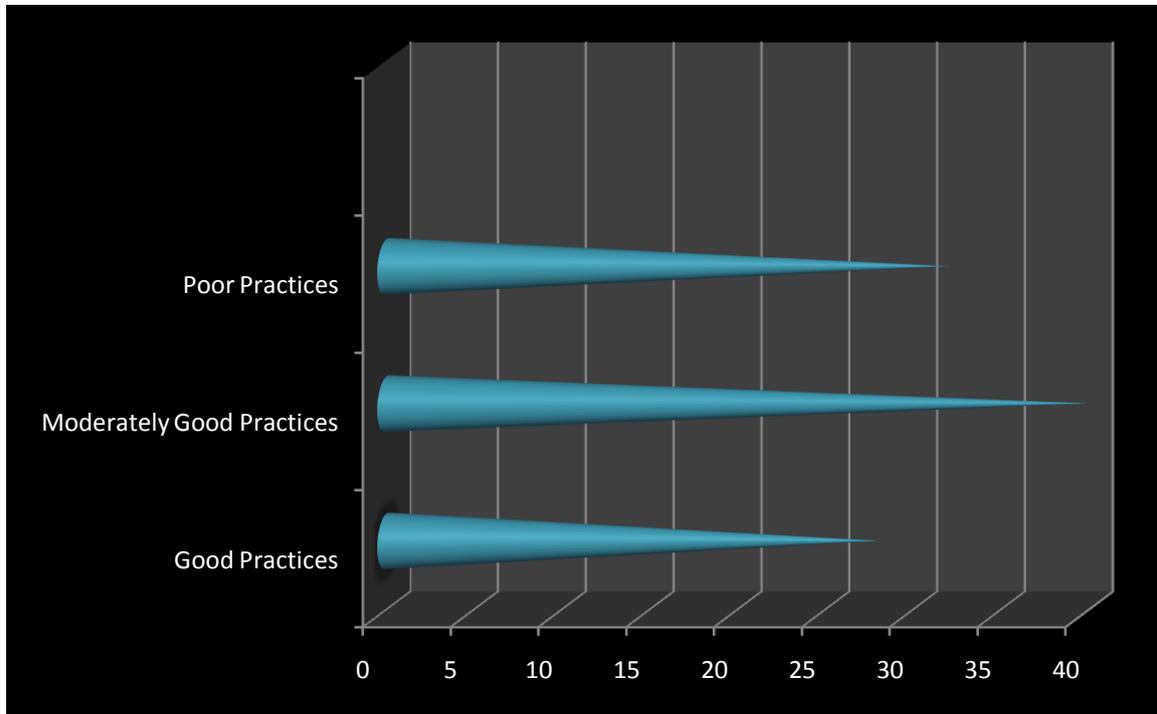


Table . No.2 Practices regarding the prevention of Road traffic accidents

Practice level	Percentage (%)
Good Practices	28%
Moderately Good Practices	40%
Poor Practices	32%

Figure . No.2 Practices regarding the prevention of Road traffic accidents

Discussion

The present study revealed that the residents of selected villages has adequate knowledge (48%) regarding the prevention of road traffic accidents and 30% of residents with partial knowledge and 22% with inadequate Knowledge respectively. About the Practices 28% of respondents with good practices and 39% with moderately good practices. Though there was adequate knowledge among the study participants regarding the road safety their practices did not match their perceptions.

Conclusions

Knowledge regarding road traffic accidents among adolescence is quite high according to the study but in practice they need actual implementation of rules and regulations of traffic law. Intervention program like health education should be undertaken to increase the knowledge and practices regarding road traffic accidents at an optimum level.

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