



## To Study Of Socio-Demographic Profile of Road Traffic Accidents

Dr. Lokendar Pal Singh<sup>1</sup>, Dr. Gyanprakash Gaur<sup>2</sup>, Dr. Jagdish Jugtawat<sup>3</sup>

<sup>1</sup> Senior Demonstrator, <sup>2,3</sup> Assistant Professor

<sup>1</sup> Department of Forensic Medicine, Government Medical College, Bharatpur

<sup>2</sup> Department of Forensic Medicine, SMS Medical College, Jaipur

<sup>3</sup> Department of Forensic Medicine, JNUIMSRC, Jaipur.

### ABSTRACT

Background- Road traffic accidents are the only public health problem for which society and decision makers still accept death and disability among young people on large scale.

Methods-50 cases of RTAs caused by accidents were selected from the autopsies. Only those cases were selected which had definite history of injury by road traffic accidents. A detailed postmortem examination was carried out on every case.

Results- The commonest vulnerable age group is 30-40 years 17[34.00%] followed by 20-30 years 14 [28.00%] next age group 11-20 years 10[20.00%] and on age group of 41-50 years 9[18.00%].

Conclusions -The commonest affected age group is 31-40 year. Male subjects predominate female, with female to male ratio is being 1:5.25.

**Keywords:** RTA, Crash, Types of road users.

### INTRODUCTION

Road traffic accidents are the only public health problem for which society and decision makers still accept death and disability among young people on large scale. Worldwide, every day about 3400 people die due to road traffic accidents [RTA] and predicted to result in deaths of around 1.9 million people annually by 2020.<sup>1</sup>

India has a high incidence of serious road accidents. According to official statistics 0.3 million deaths occurred in India due to road traffic accidents in 2015, which is nearly 10% of the total road traffic deaths in the world<sup>3</sup>. A large percentage of injuries go unreported due to lack of a systematic injury information system. Moreover, the situation in India is

worsening as RTAs and RTIs have been increasing over the past twenty years. This is partly due to the increase in the number of vehicles on the road and partly due to the absence of a coordinated official policy to control the problem.

RTAs are the sixth leading cause of death in India and responsible for huge share of emergency hospitalization, socioeconomic burden, disabilities, and deaths of young and middle aged population<sup>4</sup>. They are directly exposed to impacting vehicle or hard objects during collision and likely to get injured severely even though vehicular related RTA deaths are very familiar on Indian roads. The important factors are human errors, driver fatigue, poor traffic sense, mechanical faults of vehicle, speeding and over taking violation of

traffic rules, poor road conditions, traffic congestion, road encroachment and drunken driving, mobile usage, no driving license etc <sup>5</sup>. The main purpose of this study is to describe sociodemographic profile of victims of RTAs, pattern of injuries, mechanism of vehicular injury, and cause of death and causes contributing for causation of RTAs and their preventive measures.

**Materials and Methods**

50 cases of RTAs caused by accidents were selected from the autopsies. Only those cases were selected which had definite history of injury by road traffic accidents. A detailed postmortem examination was carried out on every case. A Proforma prepared and data collected including approximate age, sex, history of injury from relatives, eye witnesses regarding the cause and manner of injury, time and place of injury, period of survival following the RTA and alcohol/drug abuse by person. The external examination of the whole body was done with special attention towards the injuries of head.

**Results**

**Table 1: Age wise distributions**

Age group(Yrs)	No. of victims	Percentage
11-20	10	20
21-30	14	28
31-40	17	34
41-50	9	18
Total	50	100

The commonest vulnerable age group is 30-40 years 17[34.00%] followed by 20-30 years 14 [28.00%] next age group 11-20 years 10[20.00%] and on age group of 41-50 years 9[18.00%].

**Table 2: Sex wise distributions**

Sex	No. of victims	Percentage
Male	42	84
Female	8	16
Total	50	100

The incidence of injuries due to RTAs was higher 42 [84.00%] in males then 8 [16.00%] females.

**Table 3: Religion wise distributions**

Religion	No. of victims	Percentage
Hindu	37	74
Muslims	13	26
Total	50	100

The incidence of injuries due to RTAs was higher 37 [74.00%] in Hindu then 13 [26.00%] Muslims.

**Table 4: Area wise distributions**

Area	No. of victims	Percentage
Rural	31	62
Urban	19	38
Total	50	100

The incidence of injuries due to RTAs was higher 31 [62.00%] in rural area then 19 [38.00%]in urban area.

**Discussion**

The commonest vulnerable age group is 30-40 years 17[34.00%] followed by 20-30 years 14 [28.00%] next age group 11-20 years 10[20.00%] and on age group of 41-50 years 9[18.00%].

9[18.00%]. In extreme age group persons least cases were found in this study. Tendency of the age group of 20-40 years to show scarce attention to traffic rules & regulations and nonuse of safety devices like helmets, seatbelts, restraints etc. can be a possible explanation for the same. These are consistent with authors.<sup>3-5</sup>

The incidence of injuries due to RTAs was higher 42 [84.00%] in males then 8 [16.00%] females. Males are the main bread earners in the Indian families so spend lots of their time in travelling and various outdoor activities, hence they are prone to accidents. These are similar to studies conducted by others.<sup>3-4</sup>

The incidence of injuries due to RTAs was higher 31 [62.00%] in rural area then 19 [38.00%] in urban area. The rural predominance might be because lack of awareness about traffic rules, lack of adequate and immediate medical facilities, inadequate use of protective gears, unsafe roads and vehicles, fatigue associated with travelling long distance. Similar results were noted by authors<sup>5-6</sup>

## Conclusions

The commonest affected age group is 31-40 year. Male subjects predominate female, with female to male ratio is being 1:5.25.

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