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Chapter 1 : Education research proposal road traffic accident in ethiopia

Research Proposal on Road Traffic Accidents February 12, writer Research Proposals 0 A road traffic accident is an accident with causal participation of road users in road transport (public roads, paths, and squares).

March 20, UsefulResearchPapers Research Proposals 0 Road safety is the complex of factors which ensure the safe situation for the traffic and pedestrians on the roads, preventing them from accidents and dangerous situations. It is obvious that the existence of the human society and the human civilization is closely connected with the condition and quality and quantity of roads, because people always travel from one place to another, transport resources and production of different kinds with the help of roads. The roads existed in the prehistoric times and even thousands years ago the quantity of roads reflected the success and power of the country. Nowadays the situation is fairly the same and every country pays much attention to the quality of the roads which can serve for the great number of vehicles of various kinds. Unfortunately, the road is a dangerous place, because every minute there is an accident on the roads all over the world. There are car crashes, accidents with motorcycles, bikes, pedestrians and passengers who lose their life and health on the road. The policy of the road safety is aimed at the improvement of the quality of the roads and their safety for everyone. We can help with writing a research proposal on Road Safety topics! The road safety touches upon the issues of speed, distance, interval, etc. The safety of the roads is maintained with the help of the special lines for the public transport, trucks, bicycles and pedestrians. In addition there are special places for the pedestrians who want to cross the road. The situation in the borders of a city, small town and village is supported with the help of the traffic lights, road markings, road signs and the representatives of the police services. The situation on the highways is more complicated and the vehicles have to follow the distance and speed between one another. The issue on road safety is quite difficult for the research, because every country has different strategies and norms of safety. The student can work out his own standards of road safety and present them in the research proposal which would try to persuade the teacher in the success of the chosen topic. The student should write about the relevance of the problem on road safety, the purpose of the research, the methodology of the research and must demonstrate the ideas and solutions to the problems and weak sides of the system of the road safety. A research proposal is a troublesome assignment because students often fail to prepare the assignment correctly and absolutely forget about the convincing tone of the text. Fortunately, the young person is able to take advantage of a free example research proposal on road safety in the Internet. The strong side of a free sample research proposal on road safety is the opportunity to borrow a few pieces of quality advice for the successful writing. Your research paper proposal will be written from scratch. Each customer will get a non-plagiarized paper with timely delivery. Just visit our website and fill in the order form with all proposal details: Enjoy our professional research proposal writing service!

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Chapter 2 : Road Traffic Accident Research Research Papers - calendrierdelascience.com

Research Proposal On Road Accidents. Variables for road accidents in Faisalabad Thousands of road accidents occur every day resulting in death or serious injury to drivers, passengers, and pedestrians.

Its regulation is an important area of traffic civil law. A traffic road accident is defined as a criminal offense, when there is damage to property or it has resulted in a personal injury. Personal injury cases are generally notifiable. The minimum limit for property damage is according to current law at about 20 to euros. Depending on the involved road users, road traffic accident can distinguish between car accident, motorcycle accident, truck accident, bicycle accident, pedestrian accident, which in addition to a single accident of the particular road user can usually also be an accident with other parties so designated, so for example a pedestrian accident can happens to a car or cyclist. Need help with your research proposal on Road Traffic Accidents topics? We write papers on any topics! Traffic accidents are caused mostly by the combination of several causes, the intersection of a series of unfortunate circumstances and misconduct ways, the causes are usually presented in a mutual set of conditions, which exacerbate the risk situation and are unforeseen. Man is the crucial link in the chain of fate, in which he could intervene an accident or at least reducing harm by incorporating appropriate safety margins. Traffic accidents can have different causes. To determine the causes of accident a reconstruction expert opinion can be created that are requested by the courts in case of serious accident. Traffic Analytical reports accident reconstruction expert opinion are created after a detailed order, when there are serious accidents in question. The chance of an accident is based in most cases on violations of traffic rules, on a misunderstanding of the traffic situation by at least one of the parties or technical failure. Reasons for the failure are human unwillingness to comply with the law, failure to recognize dangerous situations, and general weakness of character. Accidents and road traffic accidents in particular can be avoided through early traffic education, by improving the training of drivers, through improvements in vehicle technology, road design, verification and maintenance of a good road condition, including the mitigation of road edges and the monitoring, and reduction of the permissible speeds can also help to prevent accidents and to reduce the consequences of accidents. The main causes of accidents are called the most common causes of accidents on the road in accident statistics from the federal and state governments. These main causes of accidents are constantly under monitoring. It is widely commented that rate of accidents is only determined by the accident properly registered by the police. The number of actual accidents is so much higher since many accidents involving pedestrians or cyclists are often not reported, despite personal injury unreported accidents. Use free example research papers on road traffic accidents in order to write a successful research proposal on the topic. Your research paper proposal will be written from scratch. Each customer will get a non-plagiarized paper with timely delivery. Just visit our website and fill in the order form with all proposal details: Enjoy our professional research proposal writing service!

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Chapter 3 : Epidemiological Study of Road Traffic Accident Cases from Western Nepal

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Road traffic crashes are an event on the public road involving a vehicle and resulting into harm to people and or damage to properties. Notwithstanding the above statement and the numerous interventions over the years to reduce the road crash rate, the increasing motorization has resulted in a corresponding growth in crashes. It is currently accepted that in most OECD countries the cost of road traffic collision amounts to about two percent of their gross domestic product DGP. In developing countries, these losses can be greater than the amount received in international aid and loans. Forecast on international scene is staggering. For instance somebody was killed every 42 minutes and an accident occurred every 9 minutes in Lagos State between and All these and other available data, albeit inadequate, show that RTA has become a serious national malaise and the cost is colossal. An important element in dealing with road safety is ascertaining the magnitude and characteristic of the problem by formulating road safety strategy that would spell out the policies, institutional arrangement, coordination, funding crash database, and capacity enforcement agents within the country to deal with road traffic injuries. This includes; - an understanding of the volume of traffic deaths. These limits the use of research output in policy and planning process. Therefore research is basically finding out what one does not know Oyeyemi, Research is a human activity based on intellectual investigation of information Statistics aimed at discovering, interpreting and revising human knowledge on different aspect of the world. Road safety research is therefore the scientific study of the road and traffic system in any of its aspects with the fundamental aim of finding ways of reducing the number of road accidents or their severity. This is the collation of data into meaningful format. There is really nothing wrong with qualitative statement but weights are added to observation when quantified. The observation becomes unbiased, precise, not subjective, and amenable to verification and comparison. Think of research design: Directly with experiment and observation- to discover whether some promising- looking devices or idea does in fact increase the safety of the roads. Indirectly scientifically to build an understanding of a phenomena concerned. All the aspect may be studied. Computer based Identify the whole vehicle Short road section Identify a point of vehicle over long period i. Thus concrete evidence which can influence road safety policy and programs are gathered - Research is needed because the task of reducing the number of accidents presents many technical problems which require more than common sense and common knowledge for their solution. In a field like road safety where opinion are easily formed and strongly propagated, there is a great need for fact. If large sum of money is to be spent on road and traffic system, it is expected that they be spent effectively. The more information there is available to guide the development to come, the smaller the toll of accidents and the less the need for extra expenditure later to rectify errors. But research is required to identify the appropriate benchmarks to examine and the means for measuring significance of the benchmark. Where this is possible, assessing the direct and indirect economic cost of road traffic injuries, in particular relative to gross national productivity can help increase awareness of the scale of the problem. This information is also used to estimate future growth and is of special importance to planners of new roads and road system. The solution found in one country is also applicable in other countries and countries without previous research on a road safety problem can rely on experience in other countries. A look at the RTA statistic show repeated cycle of peak and valley reminiscence of foreign exchange rate in Nigeria. If the number of accident goes down this year and we are still jubilating it will go up the following year. We have not been able to keep it down steadily. This is so because; a. The remaining are often minor, settlement out of court is made, for fear of litigation that often follow reports, b. This not only hinders continuity in knowledge but impart adversely on the effectiveness of FRSC. The trained PRAS officers are always at the mercy of their commanding officers for funding research activities. The vision of FRSC is accident reduction. It is instructive to note that FRSC have been concentrating on enforcement and

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enlightenment alone with little an incursion into others. Traffic count is as important to road safety planning as census figure is to developmental efforts. However traffic count has not been given its desired relevance in our research activities. Traffic count is the most basic of all traffic survey. It requires the use of microprocessor and microcomputer system. Above also underscore the importance of InfoTech in road safety management Braess , Hamm The data collated are usually aggregate in nature i. Albeit these information are available in the RTA format used by the Police to collect the data from the accident victims but because the remit of the Police is in who is at fault rather than how can we prevent future occurrence, the disaggregate data are rarely compiled along with the data given by the Police to FRSC. One may not realize the importance of disaggregate information until it is time to take decision about deploying patrol vehicle to accident scene, which is the shortest route to hospital where should a command be located, which command should have more vehicles, which help area lie 5minutes away etc. GIS helps here to predict risk, assess it and give clue to mitigating it. I envisage collaborative research with individuals, and organizations such as NITT etc. The proposals should be vetted by FRSC team and jointly executed along with the beneficiary of the grant. This would go a long way in building research capacity of FRSC staff. This is important because a more informed decision is often based on multi-layered information such as socioeconomic, locational and other data mixed overlaid with road accident data Use GPS to collect data and GIS to analyze - Need to ensure that the present RTA data gathered by FRSC sees the software that forms the database. If this were done analysis would be made simpler and meaningful. And channel their advice to mitigate accident at lack spot through this means. A times, NILL is recorded for transferred staff in the overview page but the same officer would record a figure or even list their names in the staff movement column. Some PRAS field staff either write NILL or the total kilometer covered in place of kilometer reading and they do not even write it against the vehicle concerned under the vehicle availability column. The less transferable an international research result, the more adjustment it requires and the greater the need for doing such research peculiar to that unique environment. The combination of the two principles usefulness and transferability helps to determine research priorities in road safety strategy. The highest priority research addresses the most useful research areas where research result is not transferable and vice versa. Although basic research i. Research and statistics is a sine qua non to acquisition of knowledge and knowledge is power. Not all of the aspects of the road safety process which might be studied have so far been tackled. The choice of these has often been dictated by a need to deal urgently with a particular problem. The research worker is guided by such needs and by his own judgment as to the problems which are likely to be solvable or whose solution promises a substantial reduction in accidents. It is also worth noting that many of the recommendations arising from research findings are not always implemented, thereby creating a gap between research results and its utilization for planning. I wish this would change. Than k you for listening Reference:

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Chapter 4 : CareerIn Solutions

Road Safety Research Proposal March 20, UsefulResearchPapers Research Proposals 0 Road safety is the complex of factors which ensure the safe situation for the traffic and pedestrians on the roads, preventing them from accidents and dangerous situations.

This article has been cited by other articles in PMC. Abstract Road traffic accidents RTAs have emerged as an important public health issue which needs to be tackled by a multi-disciplinary approach. 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. Awareness creation, strict implementation of traffic rules, and scientific engineering measures are the need of the hour to prevent this public health catastrophe. This article is intended to create awareness among the health professionals 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. Road accidents, road safety, preventive measures Introduction Motorization has enhanced the lives of many individuals and societies, but the benefits have come with a price. 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. China has managed to reduce the number of road deaths from over , to 90, or so, and in India the situation has worsened. In India the situation is exacerbated by poor enforcement of traffic laws and myopic policies on the part of our policy makers. In the United States, which has close to million people and more than million vehicles, the number of deaths per 10, vehicles is 1. In comparison, China has a road fatality rate of about 5 with almost twice as many vehicles. Besides, in China, the fatality rate has seen a downward trend, while in India it is raising. During the same period, people were killed in the Chennai city roads out of accidents. During over 12, people lost their lives in the State, while in Chennai city alone people died. During , Tamil Nadu has reported maximum number 64, of road accidents accounting for During , a total of 13, persons were killed out of 55, accidents [Table 1]. On an average, 35 persons die in road mishaps every day in Tamil Nadu while it is about 2 persons per day in the Chennai city. Most drivers continue to be acting like maniacs in a tearing hurry and error in judgment often leads to major accidents. Reckless driving, over speeding, decline to follow traffic rules, and drunken driving are main reasons for road accidents. Drunken Driving Drunken driving is one of the major causes of road accidents. The statistics also show that most of the road accidents in the highways are due to drunken driving only. Globally, some , deaths and 20 million of people get injured by drunken driving every year. Private car owners and youngsters are also major players in the game. Small bars along the Indian highways are of prime concern to control drunken driving. India has laws to check the drunken driving but its effective implementation is still to be worked upon. For every one killed, injured, or disabled by RTA, there are countless others deeply affected by the cost of prolonged medical care, loss of a family bread winner, or the extra funds needed to care for the people with disabilities. RTA survivors, their families, friends, and other care givers often suffer adverse social, physical, and psychological effects. RTA injures or disables between 20 million and 50 million people a year. RTA ranks as the 11th leading cause of death and accounts for 2. The most vulnerable road users are pedestrians, cyclists, two-wheeler riders, and passengers on public transport. RTA injuries are becoming the third largest contributor to the global burden of diseases by It is estimated that every year RTA costs billions of rupees globally and nationally. An RTA injury puts significant strain on health care budgets. A wide range of effective road safety interventions exist and a scientific system approach to road safety is essential to tackle the problem. This approach should address the traffic system as a whole

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and look into interactions between vehicle, road users, and road infrastructure to identify solution. Vehicles Well-maintained vehicles with good breaks, lighting, tyres etc. Older vehicles and highly polluting vehicles should be phased out. Vehicles should be provided with seat belts and other necessary safety provisions like airbags. Condition of roads Roads should be well maintained with frequent relaying of road surfaces and markings of road safety signs. Provide proper footpaths for pedestrians and pedestrian crossings at intersections. Provide separate lanes for slow-moving and fast-moving vehicles. Roads and junctions should be wide and well lit so that visibility is good. Human factor Drivers can significantly contribute to reducing the accidents. Issuing of the driving license should be strictly based on the minimum proficiency acquired by the learners from designated driving schools. Minimum qualifications should be fixed for different categories of drivers. All drivers should be properly trained and should possess a valid driving license. Educate the drivers and traveling public about traffic rules. Carry out periodic medical checkup especially vision and hearing for the drivers. Training on first aid should be compulsory along with health education and traffic education for the general public to prevent accidents. Indiscriminate honking to be avoided, except as a means of greeting or in dire emergencies. Legislation Rules for compulsory wearing of helmets by two wheelers and seat belts by four wheelers must be implemented. Enforce traffic rules by the concerned authorities strictly. Removal of stray animals like cattle and removal of encroachments on footpath and road margins will enable smooth flow of traffic. Preventing haphazard parking of vehicles on busy roads and intersections to ensure free flow of traffic. Provision of ambulances and trained health personals in shifting and transporting the injured person to nearby hospitals for treatment. Awareness creation among all sections of the society to treat accident victims with sympathy and without fear so that the morbidity and mortality can be reduced. First Aid in Road Accidents Many deaths and impact of injuries can be prevented with first aid if casualties are treated immediately. The basic aims of first aid are To save life, To protect the casualty from getting more harm, To reduce pain and priorities of casualty treatment. Immediate requirements in a RTA situation are as follows. Critical 4 min One of the most common causes of a road accident death is due to loss of oxygen supply. This is mostly caused by a blocked airway. Normally it takes less than 4 min for a blocked airway to cause death. If proper first aid is given, road accident victims have a greater chance of survival and a reduction in the severity of their injuries. The presidents and prime ministers of these countries are expressing their commitment and launching national plans for the Decade, which seeks to save 5 million lives over the year period. India is also a committed partner in this campaign and on May 11 the event was launched with greater commitment to minimize road accidents. Effective community participation also plays a key role in the prevention of RTA. Addressing the risks of these three groups will require multiple policy initiatives. The real pressure and motivation to improve driving skills can come only through licensing authorities by adopting stricter, more comprehensive, and scientifically based tests, laying a stress on road rules, regulations, and traffic control devices. The safety on our roads needs to be given the highest priority by governments as well as the public at an all-India level. The national road safety and traffic management board bill, The Bill seeks to establish a National Road Safety and Traffic Management Board for the development and regulation of road safety, traffic management system, and safety standards in highway design and construction. The functions of the Board include recommending minimum standards for design, construction, and maintenance of national highways, recommending minimum standards for trauma and paramedical facilities for traffic-related injuries on the national highway, and conduct safety audits to monitor compliance with the standards notified by the central government. It also recommends minimum safety standards for the manufacture of mechanically propelled vehicles and other types of vehicles, recommends minimum conditions of safety such as specifying the maximum load bearing and capacity limits, recommends standards for vehicular traffic on the national highways speed lanes, right of way , conduct research on road safety and management, establish procedure for data collection, involve nongovernment organizations in the promotion of road safety, and provide for special requirement of women, children, and senior citizens. The legislation was introduced in May and sought to create separate national and state boards to address road safety issues, including road engineering, awareness campaigns to reduce accidents on national

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and state highways, and coordination with different agencies on safety issues. Two years after it was rejected by a parliamentary standing committee with a stinging critique, the Ministry of Road Transport and Highways has decided to give another push to National Road Safety and Traffic Management Board Bill in the current financial year. According to the amendment, the use of mobile phones or iPads while driving could be subjected to a fine of Rs for the first offence, with Rs and Rs chargeable for the second time. For speeding, a fine ranging between Rs and Rs can be imposed for the first offence and for the second offence Rs and Rs. There is no substantial change in the penalty of rash driving. While the same offence a second time will cost you between Rs and Rs. The bill has categorized driving under influence as follows. In the case of death in a road accident, the compensation proposed has been hiked from Rs 25, to Rs , In the case of serious injury, the compensation would be Rs 50, As per the new bill, motor insurance claims have to be filed within a year of the accident. The Supreme Court emphasized the need for making it obligatory for hospitals and medical practitioners to provide emergency medical care. Even in spite of this legal protection, the emergency care to accident victims is delayed resulting in loss of precious lives. Road Safety Information Systems Road Traffic Injuries are one of the leading causes of premature deaths, hospitalizations, disabilities, and socioeconomic losses. The problem is hidden and unrecognized due to the absence of good quality information within the health and related sectors. The currently available data reveal only the number of deaths due to different causes of injuries which is not enough to formulate injury prevention programs. The Injury surveillance system aims at collecting relevant information from a large number of participating organizations in a uniform way to understand injury profiles and characteristics. Reliable and scientific information is one of the basic requisites to plan, implement, and evaluate road safety activities. Information of RTI is primarily collected by the Police department and sufficient information is not available from the health sector and under-reporting is a serious issue undermining the public health burden and impact of RTIs. In this context, the Bengaluru injury and road traffic injury surveillance program had been initiated in under the auspices of the Indian Council of Medical Research, World Health Organization India country office and Ministry of Health and Family Welfare, New Delhi. This project was planned to develop a surveillance program with data collection from 25 major hospitals in Bengaluru along with linkages to police records. As a pilot project, this program was initiated in Bengaluru, Pune, and New Delhi. Depending on the experiences and the lessons learnt, the program will be expanded to other parts of India.

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Chapter 5 : A Public Health Perspective of Road Traffic Accidents

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Study was performed in a tertiary healthcare delivery institute in western Nepal. Demographic, human, vehicular, environmental and time factors. Percentages, linear and logarithmic trend and Chi-square. Most of the victims i. Increased prevalence of RTA was also noticed at beginning i. Out of vehicles involved; Head injury was found in In spite of a good percentage receiving first aid i. The estimated total days lost due to hospital stay was with an average of Most of the factors responsible for RTA and its fatal consequences are preventable. A comprehensive multipronged approach can mitigate most of them. Epidemiological factors, out comes, road and traffic accidents, western Nepal Introduction The statistical profile reflects a global estimate of 5. Out of this a quarter of injury-related deaths occurred in the South-East Asian region. This ever expanding epidemic targeting the young and productive generations is likely to take a heavy burden on the quality of life and socioeconomic growth of the region. It is situated in central Nepal; located at It spans 8 km from north to south and 6 km from east to west. Unlike Kathmandu, it is quite loosely built up. It is also one of the most popular tourist destinations in Nepal. The total area of Kaski district including Pokhara city is km² and has a population of 3,80, In no other place the mountains rise so quickly, within 30 km, from to over m. The Dhaulagiri, Annapurna and Manaslu ranges, each with peaks over m are within striking distance from Pokhara. Indeed, accurate estimates of the public health burden of RTA can establish the priority of this public health problem, and provide a rational basis for policy decisions. Studies on RTA are far and few in Nepal. Surprisingly, Pokhara being the second largest city and a tourist heartthrob has no epidemiological study on RTA. The geographical complexity of the region appears to make it a place of special interest. The backdrop this study, the first of its kind in Pokhara, was planned to determine the epidemiological determinants of RTA. Case definition For the purpose of the study, an RTA was defined as an accident, which took place on the road between two or more objects, in which one is any kind of moving vehicle and the other a human being. The victims and relatives in case of unconscious patients who did not consent to be a part of the study were excluded. Data collection A pre-tested proforma specially designed for this purpose was used. The information collected consisted of general epidemiological data, category of road users, day and time of accident, severity of injuries and treatment outcome. The medicolegal records and case-sheets of the victims were referred for collecting additional information and where necessary for cross-checking. Among RTA victims, most cases A high percentage of both fatal 30 cases out of total 66 Hindus and Buddhists dominated the study population i. Most of the cases were from joint family i. Victims from rural areas High prevalence of RTA was reported in school educated i. People from middle and low socioeconomic class were also affected more i. The detailed demographic profile is presented in Table 1.

Chapter 6 : Home Â- Guardian Angel Investments

Road traffic accidents are one of leading causes of death amongst child pedestrians in low-income countries. the other a boys school. This study aims to provide original and useful data from Colombo. The method of research involves recruiting school children aged years from the Holy Family Convent and St. completing two focus groups and.

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Research Topic: Reasons behind the road accidents specifically bikes and cars Research Objectives Following are the objectives of the research topic: â€¢ â€¢ â€¢ â€¢ To understand the factors that causes this accident.

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Chapter 8 : Written research proposal road traffic accidents pdf

telephone essay writing meaning in bengali essay free speech bubble vector graphics essay about mother tongue critical analysis My cabin fever/stress is bad w this essay I accidentally sent a pic of a drawin of a member with a bikini, parrot, & jewelry in a group chat.

Chapter 9 : Short research proposal road traffic accidents - Grissom Cheer

Healthcare professionals > Research and education > Research > Traffic accidents Sleep-related traffic accidents According to published research, obstructive sleep apnea (OSA) sufferers have a significantly increased risk of motor vehicle accidents (from four to six times). 1,2,3.