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APPLICATION FORM FOR SUBMISSION OF RESEARCH PROPOSALS TO KMU-AS&RB

Serial No (for office use): _____ Date of submission: 05/01/2018

Name of the Institute: IPHdSS - KMU

Date of Registration with institute: Feb 2013 Session: Spring 2013

Program/Specialty: M.PH Semester: 4th

Name: DR. ZIA UDDIN

Fathers Name: USMAN GHANI

Contact No: 0331-9977134 Email: Khizarzia.812013.cs@gmail.com

Name & Designation of Supervisor: DR HAMID HOSSAIN (Associate Professor)

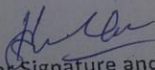
Type of Participants: Humans Animals Others (specify): _____

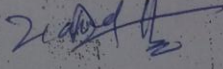
Status of Submission: 1): Fresh 2): Revised: Duration of Data collection: 6 Months

Title of the project: Prevalence and Factors associated with Road Traffic Accidents among Motorcyclists in district Wazirhat, Pakistan: A Cross sectional Study.

Please tick the following checklist before submission:

Work plan/Gantt Chart attached:	Yes	No	<input checked="" type="checkbox"/>	Yes / No
Proposal attached as per format provided by KMU-AS&RB:			<input checked="" type="checkbox"/>	Yes / No
Approved by Graduate Committee:			<input checked="" type="checkbox"/>	Yes / No
Ethical Approval obtained:	Yes	No	<input checked="" type="checkbox"/>	In-process
KMU dues submitted and up to date:			<input checked="" type="checkbox"/>	Yes / No
Covering Letter Attached:			<input checked="" type="checkbox"/>	Yes / No
20 copies of proposals and all supplementary documents attached:			<input checked="" type="checkbox"/>	Yes / No
Plagiarism Certificate attached			<input checked="" type="checkbox"/>	Yes / No
Course Completion certificate attached			<input checked="" type="checkbox"/>	Yes / No

Supervisor Signature and Stamp: 

Candidate Signature: 

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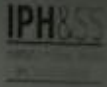
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Institute of Public Health & Social Sciences Khyber Medical University



Ref: Dir/IPH&SS/KMU/

Dated: 02/01/2018

To

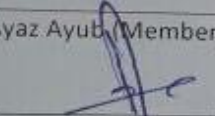
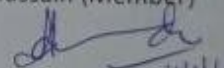
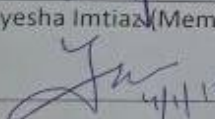
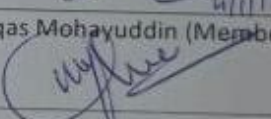
Director (ORIC)
Khyber Medical University
Peshawar.

Subject: COVERING LETTER

Dear Sir

With reference to the subject cited above; enclosed please find here with synopsis details of Zia ud Din, student of MPH Session Spring 2013 for onward submission to ASRB for approval.

Graduate Student Committee

1. Dr. Ayaz Ayub (Member) 	2. Dr. Hamid Hussain (Member) 
3. Dr. Ayesha Imtiaz (Member) 	4. Dr. Waqas Mohayuddin (Member) 

Sincerely



Chairman

Graduate Student Committee

Cc:

1. Concerned student
2. Office Record



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No: _____

Date: _____

RESEARCH PROPOSAL TEMPLATE

Title:

Prevalence and factors associated with Road Traffic Accidents among motorcyclists in district Kohat, Pakistan: A cross sectional study.

Name of Candidate: Dr. Ziauddin

Name of Supervisor: Dr. Hamid Hussain

Co-Supervisors: Dr. Ayaz Ayub

Duration of Project: 4 Months

Institute Name:

Institute of Public Health & Social Sciences (Khyber Medical University Peshawar).

Budget Required:50000 (FIFTY THOUSAND)

Name & Signature of Student/Scholar: Dr Ziauddin

Name & Signature of the Supervisor: Dr Hamid Hussain

Name & Signature of Head of Institute: _____



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1. TITLE:

Prevalence and factors associated with Road Traffic Accidents among motorcyclists in district Kohat, Pakistan: A cross sectional study.

2. INTRODUCTION:

- Dealing with emergencies of Road traffic accidents and observing subsequent mortalities of people at DHQ hospital Kohat is a driving force and compelling reason to explore factors of motorcycle related accidents in district Kohat
- Accidental mortalities in youth population at alarming rate is a matter of serious concern that need investigative research to identify convincing reasons and stimulate preventive actions at different levels[12,13].
- Injury with motorcycle is a major cause of death and disability in the world and is not only one of the most serious public health problems in developed countries, but especially in low and middle income countries where motorcycle is deliberately used for transport, because it is cheap and fast to the areas which are not accessible by motor vehicles [1].
- Motorcycles have come in wide use as transport and traveling to work [2].
- The number of motorcycles has increased in large urban areas, especially due to rising fuel costs, intense traffic and low purchase prices for motorcycles [3, 4].
- In Pakistan motorcycles accounts for large proportion of road traffic and riders have a high risk of road injuries [5].
- Motorcyclists are 3 times more likely to be injured during crash and 16 times more likely to die [6, 7].
- In relation to four-wheel cars, motorcycles are considered at more risk of death or serious injuries to riders [8].
- Studies have shown that most accidents associated to motorcycle riding are in young people who usually attempt risky behavior and attitudes [9, 10, and 11].
- Unfortunately, there are serious consequences for injuries sustained by motorcycles, especially brain injuries, and it is usually the most disastrous among young men in their most productive life years [12, 13].
- The danger of motorcycle accident depends on various factors such as the rider's age, gender, experience, motorcycle distance, behavior of rider, license, helmet use, and road situations [9, 11 and 14].
- Road traffic accidents were the second leading cause of death between the ages of 15 and 44 due to more than 2 million deaths in the world in 2002, and 80% of these deaths occurred in developing countries [15].
- Road traffic accidents are likely to be the third major cause of death and disability worldwide by 2020 [16].
- The death rate from Road Traffic Accidents is 4 in every 100,000 population and 15 per 100, 00 vehicles in Pakistan [17].
- There are several reasons for the problem of motorbike accident in this area, including increase in motor automobiles, poor execution of traffic security regulations, poor conditions of roads and vehicles and poor public health infrastructure.



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- RTA injuries related to motorbike accidents are a major worldwide public health problem, which is ignored in our part of the world, for which an urgent efforts are needed deal with RTA on a long-term basis [18].

3. OBJECTIVE(S):

1. To determine the prevalence of accidents of motorbikes in last one year at District Kohat, Pakistan.
2. To determine the different factors associated with Road Traffic Accidents of motorbikes in Kohat, Pakistan.

3. OPERATIONAL DEFINITIONS:

4b. Accident

Accident is an unexpected and unpredictable event, usually resulting in personal injury or property damage. [19].

5. HYPOTHESIS (NA):

6. MATERIALS AND METHODS:

6a. Study design: A cross sectional survey.

6b. Study settings: District Kohat, KPK Pakistan.

6c. Study Duration: Six months after the approval of synopsis.

6d. Sample Size:

The following formula will be used for the calculation of sample size:

$$n = z^2 * 1-\alpha p (1-p) /d^2$$

Where

n = the preferred sample size

d= margin of error which is usually set at 0.05 (5%)

z = the standard normal deviation which is usually set at 1.96, that corresponds to the 95% confidence level. While at 95% confidence interval $\alpha=0.05$

p=population proportion (50%).

So the sample size calculated through the above formulas with addition of 10% of non-respondents is:
415 motor bikes

6e. Sampling Technique: Multi stage clusters sampling.



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In this sample technique data will be gathered by dividing District Kohat into six major geographical zones (UC 1,UC2,UC3,UC4,UC5 and UC6). From each zone two petrol pumps will be selected randomly for interviewing the motorbike riders.

7. SAMPLE SELECTION:

7a. Inclusion criteria:

All motorbike riders of Kohat will be included in the study.

8. DATA COLLECTION PROCEDURE:

- Data will be gathered by dividing District Kohat into six major geographical zones (union council 1, union council 2, union council 3, union council 4, union council 5 and union council 6). From each zone/UC two petrol pumps will be selected randomly for interviewing the motorbike riders. Getting access to motor bikes at petrol filling stations, bike 1 will be considered my first vehicle. After that every 2nd vehicle will be interviewed further.
- Ethical approval will be taken From KMU ethical approval committee.
- A team of trained workers will be selected for data collection which be leaded by principal investigator.
- All the motorbike riders of Kohat presented to surveyors will be included in this study with motorbike accidents in following 4 months.
- A Pre tested structured questionnaire will be used as a main instrument for data collection in this study.
- Questionnaire shall be pilot tested on 40 motorcyclists to see its applicability in the local setup.

9. DATA ANALYSIS PROCEDURE:

- Means and standard deviation will be computed for quantitative variables and frequency, % age will be computed for qualitative variables.
- To assess the relationship of motor bike accidents with quantitative variables independent T test will be done and for association of qualitative variables chi square test will be used.
- Data will be presented in the form of tables and graphs and analyzed by using SPSS version 20.

10. BIBLIOGRAPHY: In Vancouver style.

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ANNEXE:

Annexure I: Data Collection Instrument



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QUESTIONNAIRE

PREVALENCE AND FACTORS ASSOCIATED WITH ROAD TRAFFIC ACCIDENTS AMONG MOTORCYCLISTS IN DISTRICT KOHAT, PAKISTAN: A CROSS SECTIONAL STUDY.

1. What is your Name?
2. What is your Age?
3. What is your marital status?
 - Married
 - Unmarried
4. What is your education?
 - Matric
 - Graduation
 - Uneducated
5. What is your occupation?
 - Student
 - Service worker
 - Sales worker
 - Farmer
 - Other
6. Do you have your own motor bike?
 - Yes
 - No
7. What type of vehicle do you have?
 - 50cc
 - 100cc
 - 120cc
 - Others
8. What is the year of manufacture of your vehicle?
 - Year 1980
 - Year 1990



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- Year 2000
- Others

9. What is your motor bike condition?

- Ok
- Defective
- Other

10. What is your motor bike riding experience?

- Less than 1 year
- 1-2 years
- 3-4 years
- More than 5 year

11. What is your average bike riding per day?.....km

12. Do you have motor bike license?

- Yes
- No

13. Do you wear helmet during riding?

- Yes
- No

14. Have you ever been in an accident when driving a motorcycle?

- Yes
- No

15. What was your trip plan?

- Home
- Work
- Shopping
- Recreation
- Others

16. How many persons were on bike during accident?



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- One
- Two
- Three

17. What was speed at the time of accident?.....km/hour

- 30km
- 50km
- 80km
- 100km
- Other

18. Have you disobeyed the traffic signals before accident?

- Yes
- No

19. Were you overtaking during riding?

- Yes
- No

20. Were you talking with other person during riding?

- Yes
- No

21. Were you attending call phone during riding?

- Yes
- No

22. Were you tired while riding?

- Yes
- No

23. Were you wheeling during riding?

- Yes
- No

24. Were you listening music during riding?

- Yes
- No



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25. Were you smoking during riding?

- Yes
- No

26. What was the day of accident?

- Working day
- Weekend

27. What was time of accident?

- Day time
- Evening time
- Night time

28. What was the location of accident?

- High way
- Streets
- Bazar
- Others

29. What was the source of collision

- Slipped
- Car
- Bus
- Truck
- Bike
- Any other

30. What was the cause of the accident?

- Mechanical fault
- Rider error
- Wet road
- High speed
- Opponent mistake
- Any other

31. What type of injury occurred?



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- **Head injury**
- **Limb injury**
- **Abdomen injury**
- **Others**

32. Vehicle visibility/path view limitation?

- **Fog**
- **Smoke**
- **Shine/brightness**
- **Other**

33. Traffic density during travel?

- **Light**
- **Moderate**
- **High**
- **Not observed**

By

Dr. Ziauddin

MPH Student

Session: Spring 2013

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