

# TO ASSESS KNOWLEDGE AND ATTITUDE REGARDING FIRST AID TRAINING AND MANAGEMENT OF ROAD TRAFFIC ACCIDENTS AMONG POLICE OFFICERS

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## Abstract

Accident may be a foremost epidemic and non-communicable disease within the existing century. World health organization has defined accidents as “a spontaneous event leading to decipherable damage”. Road traffic accidents are concealed epidemic. Accidents and injuries are universal problem. Objectives of the study were to assess the pre-test knowledge and attitude score and the post-test knowledge and attitude score regarding first aid management of road traffic accident among police officers. To get the co-relation between the knowledge and attitude regarding first aid management and selected demographic variable. To associate the results of knowledge and attitude of pre-test regarding first aid management with their selected demographic variables of police officers. Methods and Materials: The researcher embraced pre-experimental one group pre-test post-test design to assess the efficacy of care management educational program on knowledge and attitude of road traffic accidents among law enforcement officials. The law enforcement officials who fulfil the inclusion criteria were the samples for the study and sample size was 150. The sampling Technique was used for data collection was Non probability purposive Sampling technique. The pre-test was conducted followed by the administration of aid training programme for 30-45 minutes using lecture cum hand on training, flash cards and charts after which post test was conducted after a period of seven days. The collected data was analyzed using descriptive and inferential statistics. Result: The cops had inadequate knowledge and attitude within the pre-test before administration of care training programme and also the law enforcement officials had adequate knowledge and attitude within the post test after administration of attention training programme. There was a correlation between knowledge and attitude regarding care management, hence null hypothesis (H02) was rejected and research hypothesis (H2) wasn't rejected. There was significant association between knowledge and attitude regarding aid management on road traffic accident among cops with their selected demographic variables was accepted. Conclusion: The primary aid training programme was effective in increasing knowledge and attitude regarding aid management among cops.

**Keywords:** Effectiveness, Knowledge, Attitude, First aid management, Road traffic accident, Training programme, Police officers.

## INTRODUCTION

Accident could be a major epidemic and non-communicable disease within the nearby century.<sup>1</sup> (Agarwal K. K, 2009) World health organization has defined accidents as “an unplanned event leading to recognizable harm”.<sup>2</sup> (kulkarni, 2002) Road traffic accident are hidden epidemic which though, a priority has received much less attention.<sup>3</sup> (Road Traffic Accidents: The Hidden Epidemic”. , 2012 ) Accidents and injuries are world-wide trouble. They're frequent in developed and developing countries. Injuries represent 12% of universal burden of disease. Accidents are third commonest reason for overall mortality and also the main explanation for death among 15 to 40 years old.<sup>4</sup> (Rakesh kakka, July 2014) The globe Health Organization (WHO) identified road accidents because the “biggest killers” across the planet.<sup>5</sup> (portal, Issue – September: 2012) Road traffic accident has been chargeable for an increasing number of fatality and disabilities worldwide. Preventative measures are essential assimilation of basic treatment within the Pre-hospital setting. Globally over 1.24 million people die annually from road traffic accident and 20-50 million are injured or enduringly disabled annually and each hour 40 people die in road traffic accident round the world.<sup>6</sup> ((ed)., 1999) Over 3000 people expire on the world's roads each day. Ten millions people are wounded or disabled each year.<sup>7</sup> (bhasker, September 12, 2009) Every year the lives of roughly 1.3 million people are cut squat as a results of a road traffic collapse. Between 20 and 50 million more people endure non-fatal injuries, with many incurring a disability as results of their injury. Road traffic injuries cause considerable fiscal losses to individuals, their families, and to nations as an intact. These victims arise from the value of treatment in addition as lost productivity for those killed or disabled by their injuries, and for members of the family who have to take day off work or school to worry for the injured. Road traffic crashes

outlay most countries 3% of their gross domestic product. Road traffic injuries are barred. Governments must take action to tackle road safety in a very holistic manner. This needs contribution from multiple sectors like transport, police, health, education, and actions that address the security of roads, vehicles, and road users. Effectual interventions include designing safer infrastructure and incorporating road safety features into land-use and transport planning, improving the protection features of vehicles, improving post-crash look after victims of road crashes, setting and enforcing laws regarding key risks, and raising public awareness.<sup>8</sup> (health)

## Methods and Materials

The researcher adopted pre-experimental one group pre-test post-test design to assess the effectiveness of coaching programme regarding aid management on road traffic accident among cops. The law enforcement officials who fulfil the inclusion criteria were the samples for the study and sample size was 150. The sampling Technique was used for data collection was Non probability purposive Sampling technique. The pre-test was conducted followed by the administration of tending training programme for 30-45 minutes using lecture cum hand on training, flash cards and charts after which post test was conducted after a period of seven days. The collected data was analyzed using descriptive and inferential statistics.

## Results

According to the age, 46 (30.7%) of law enforcement officials belong to 20-25 years, 58 (38.7%) of law enforcement officials belong to 26-30 years, 35 (23.3%) of cops belong to 31-35 years, 11 (7.3%) of law enforcement officials belong to above 35 years. As per the legal status 48 (32%) of law enforcement officials were single, 96 (64%) of cops were married, 6 (4%) of law enforcement officials were divorced, 0 (00%) of cops were widower. As mentioned of educational status of cops, 85 (56.7%) of law enforcement officials have higher educational activity, 65 (43.3%) of cops have degree and above. As stated of monthly income 14 (9.3%) of their monthly income was 10,000-20,000 rupees, 115 (76.7%) of their monthly income was 20,001-30,000 rupees, 13 (8.7%) of their monthly income was 31,000-40000 rupees, 8 (5.3%) of their monthly income was above 40,000 rupees. With regard the previous information and exposed to any care training 60 (100%) had not any previous information. The pre-test knowledge regarding care management on road traffic accident among cops is 150 (100%) had moderate knowledge and therefore the pre test attitude is 144 (96%) had moderately Unfavourable attitude, 5 (4%) had favourable attitude. This shows that the cops had inadequate knowledge and attitude within the pre-test before administration of attention training-programme. The post-test knowledge is 119 (79.3%) had adequate knowledge, 31 (20.7%) of law enforcement officials had moderate knowledge. The post-test attitude is 58 (38.67%) had Moderately Unfavourable attitude, 92 (61.33%) had favourable attitude. This shows that There was a co-relational statistics between knowledge and attitude regarding aid management on road traffic accident among law enforcement officials with ( $r= 0.009$ ) which was Significant at 5% level (i.e.  $p<0.05$ ). Hence null hypothesis (H02) was not accepted and research hypothesis (H2) was accepted. The association of demographic variables with pre-test level of information and attitude by the chi-square at the amount of  $p<0.05$  for knowledge and attitude respectively and prove that there was association between pre-test knowledge and attitude regarding attention management on road traffic accident among law enforcement officials with their demographic variable such income per month hence null hypothesis (H03) was rejected and research hypothesis (H3) wasn't rejected. Which stated that there was significant association between knowledge and attitude regarding attention management on road traffic accident among law enforcement officials with their selected demographic variables was accepted.

## Discussion

The First objective of the study was to assess the pre-test knowledge and attitude score regarding aid management on road traffic accident among auto law enforcement officials. the amount of pre-test knowledge and attitude regarding care management on road traffic accident among law enforcement officials, from the tables 2.1 and 2.3 it's evident that 150 (100%) had moderate knowledge whereas none of them had inadequate yet as adequate knowledge, whereas, 144 (96%) had Moderately Unfavourable attitude, 5 (4%) had favourable attitude and none of them had unfavourable attitude.

This finding is supported by an assessment study which was conducted to assess the knowledge and attitude regarding attention management on disaster among primary teachers in Singapore. The result and discussion revealed that among the first teacher within the Singapore rural community area, majority (62%) had adequate knowledge and (38%) had moderate knowledge, (72%) had moderately favourable attitude and (28%) had favourable attitude regarding attention management. <sup>9</sup> (Thiagarajan, 2022)

The Second objective of the study was to assess the post-test knowledge and attitude score regarding attention management on

road traffic accident among cops. With relevance the extent of post-test knowledge and attitude regarding attention management on road traffic accident among law enforcement officials, from the tables 3.1 and 3.3 it's evident that whereas 119 (79.3%) had adequate knowledge, 31 (20.7%) of law enforcement officials had moderate knowledge and none of them had inadequate knowledge, whereas none of them had unfavourable attitude, 58 (38.67%) had Moderately Unfavourable attitude, 92 (61.33%) had favourable attitude. This finding supported by cross-sectional study was conducted to assess the knowledge and attitude on attention management among medical and non-medical collegian in Karachi Pakistan. The sample size was 460. The result revealed that (61.2%) knowledge and (67.6%) attitude after the intervention and hence it will be concluded that both knowledge and attitude towards attention management was improved.<sup>10</sup> (Khan A, 2010)

The Third objective of study was to correlate knowledge and attitude regarding care management on road traffic accident among cops. The table 3.1 depicts that there was co-relational statistics between knowledge and attitude ( $r=0.009$ ) regarding attention management on road traffic accident among law enforcement officials before and after aid training programme which highly significant at 5% level (i.e.  $p<0.05$ ).

The Fourth objective was to associate the knowledge and attitude score regarding attention management on road traffic accident among law enforcement officials with selected demographic variable. In relevancy the association of information and attitude regarding care management on road traffic accident among cops with their selected demographic variables, there was significant association of data score with educational status and there was significant association of attitude score with age, educational status, and income per month.

Table 1: Range, mean, standard deviation and mean percentage for level of knowledge regarding first aid management among Police Officers n = 150

Pretest knowledge	Max score	Pre test			
		Range	Mean	SD	Mean %
Over all	24	9-14	11.08	1.407	46.16

Table 2: Range, mean, standard deviation and mean percentage for level of attitude regarding first aid management among Police Officers n = 150

Pre test attitude	Max score	Pre-test			
		Range	Mean	SD	Mean %
Over all	72	34-58	42.11	3.972	58.48%

Table3: Range, mean, standard deviation and mean percentage for level of knowledge regarding first aid management among Police Officers. n=150

Posttest knowledge	Max score	Post test			
		Range	Mean	SD	Mean %
Over all	24	16-22	17.90	1.637	74.58%

Table 4: Range, mean, standard deviation and mean percentage for level of attitude regarding first aid management among Police Officers n=150

Post test attitude score	Max score	Post-test			
		Range	Mean	SD	Mean %
Over all	72	47-64	50.03	2.814	69.48%

Table 4.1: Correlation between knowledge and attitude regarding first aid management on road traffic accident among Police officers before and after training programme n=150

Variables	Mean	SD	R	P-value
Knowledge	17.90	1.637	0.009	0.910
Attitude	50.03	2.814		(p<0.05)

## Conclusion

The present study was designed to assess the effectiveness of coaching programme on knowledge and attitude regarding care management on Road Traffic Accident among cops, Vadodara. The information were collected from 150 cops that were belongs to traffic police, Vadodara by using knowledge questionnaire and Likert attitude scale. The post-test knowledge is 119 (79.3%) had adequate knowledge of cops. The post-test attitude is 92 (61.33%) had favourable attitude. There was correlation between knowledge and attitude ( $r=0.009$ ) regarding attention management on road traffic accident among cops before and after attention training programme which highly significant at 5% level (i.e.  $p<0.05$ ). In relation to the association of data and attitude, there was significant association of information score and attitude score by chi square test. The result reveals that the primary aid training programme was effective in improving knowledge and attitude regarding tending management among law enforcement officials.

### Consent and ethical approval

Formal ethical approval received from institutional ethical committee, consent was obtained from participants and warranted of anonymity.

Competing Interests: Authors have declared that no competing interests exist during this study.

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