



ISSN: 0976-3031

Available Online at <http://www.recentscientific.com>

CODEN: IJRSFP (USA)

International Journal of Recent Scientific Research  
Vol. 9, Issue, 7(E), pp. 28037-28041, July, 2018

**International Journal of  
Recent Scientific  
Research**

DOI: 10.24327/IJRSR

## Research Article

# A STUDY ON PUBLIC AWARENESS AND IMPORTANCE TO WEAR HELMET IN PREVENTING HEAD INJURIES

Noor Mubasheer C.A and Arun Paul

Department of Social Work, St.Philomena's College (Autonomous) Mysore 570015

DOI: <http://dx.doi.org/10.24327/ijrsr.2018.0907.2380>

### ARTICLE INFO

#### Article History:

Received 4<sup>th</sup> April, 2018

Received in revised form 25<sup>th</sup>

May, 2018

Accepted 23<sup>rd</sup> June, 2018

Published online 28<sup>th</sup> July, 2018

### ABSTRACT

The number of vehicles on road is increasing day by day. Among these, majority of the users preferred motorcycles to avoid heavy traffics. The fact is, motorcycles contribute more percent death rate due to head injuries. Therefore usage of helmet is vital to prevent head injuries. This is a baseline study to understand the level of public awareness in Mysore regarding the usage of helmets. The study was conducted among 291 motorbike riders in and around Mysore. Among these 167 were males and 124 were females. 52.92% riders believe that wearing helmet is their responsibility and rest of them wear only because of Government guidelines. Majority of young riders responded that the hair style issues are the major reason for not wearing helmet. Hence the youth should believe that it is safe to protect head rather than protecting the hairstyles. Government should provide awareness programs in schools and colleges especially for young generations.

**Copyright © Noor Mubasheer C.A and Arun Paul, 2018**, this is an open-access article distributed under the terms of the Creative Commons Attribution License, which permits unrestricted use, distribution and reproduction in any medium, provided the original work is properly cited.

## INTRODUCTION

Road traffic injuries are the major cause for health problems that leads to death and physical disability all over the world especially in India. Middle income and low income countries are mainly depended on motorcycles for the transportation rather than cars. Motorcycle users have high risk of injuries in accidents because they share traffic roads with fast moving cars and buses. Therefore being physically protected is very essential for motorcycle users. So the usage of helmet while riding a motorcycle is unavoidable.

### How helmet works?

A helmet aims to cut back the danger of great head and brain injuries by reducing the impact of a force or collision to the pinnacle.

A helmet works in 3 ways: It reduces the slowing of the bone, and thence the brain movement, by managing the impact. The soft material incorporated within the helmet absorbs a number of the impact and thus the pinnacle involves a halt a lot of slowly. this implies that the brain doesn't hit the bone with such nice force. It spreads the forces of the impact over a bigger expanse in order that they're not focused on specific areas of the bone. It prevents direct contact between the bone and also the impacting object by acting as a mechanical barrier between the pinnacle and also the object.

MorgadoAntunesMariana *et al.*( could 2017) has studied concerning Road Traffic Injuries and Road Safety Measures- Can we have a tendency to Do Any Better?. During this study, they analyze however safety measures relate to medicine polytrauma severity in road traffic injury. They conducted a retrospective empirical study, together with polytraumatized medicine patients, hospitalized once road traffic accidents, from January 2011 to December 2015. Their sample size was 149 inpatients and sixty three.8% among them were male with a median age of eleven years. They expressed that despite increasing alertness, helmet use in road accidents remains restricted, reflective on head trauma severity and ensuant neurologic impairment. Absence of protecting instrumentality on automotive collisions angry a lot of severe injury scores and prolonged hospital keep. They over that within the "Decade of Action for Road Safety" they still notice vital handicaps in road safety measures, demanding more practical laws and alerting campaigns

GOVERNMENT OF Asian country MINISTRY OF ROAD TRANSPORT & HIGHWAYS TRANSPORT analysis WING national capital (2016) has reported The ROAD ACCIDENTS IN Asian country – 2016. Road accidents could be a negative spatial relation related to enlargement in road network, motorization and urbanization within the country. Road traffic injuries area unit recognized, globally, as a serious public pathological state, for being one in every of the leading causes

\*Corresponding author: **Noor Mubasheer C.A**

Department of Social Work, St.Philomena's College (Autonomous) Mysore 570015

of deaths, disabilities and hospitalization, imposing vast socio-economic prices. Just in case of Asian country, road injuries is one in every of the highest four leading causes of death and health loss among persons more matured cluster 15-49 years. Throughout the twelvemonth 2016, the full range of road accidents is reported at 4,80, 652 inflicting injuries to 4,94,624 persons and claiming 1,50, 785 lives within the country. This could translate, on a median, into 1317 accidents and 413 accident deaths happening on Indian roads each day; or fifty five accidents and seventeen deaths each hour. As compared to 2015, the numbers of road accidents and wounded victims have declined in 2016 by four.1 per cent and one.1 per cent severally. However, the quantity of persons killed in road crash has enlarged by three.2 per cent over the previous year, i.e. 2015.

GOVERNMENT OF Asian country MINISTRY OF ROAD TRANSPORT & HIGHWAYS TRANSPORT analysis WING NEW DELHI (2015) has studied THE ROAD ACCIDENTS IN Asian country -2015. They expressed that road accidents area unit associate degree outcome of the interaction of varied factors, a number of that area unit the length of road network, vehicle population, human population and adherence/enforcement of road safety rules etc. Road accident causes injuries, fatalities, disabilities and hospitalization with severe socio economic prices across the country. Consequently, road safety has become a problem of concern each at national and international level. The world organization has justly declared 2011-20 because the Decade of Action on Road Safety. Asian country is additionally person to capital of Brazil Declaration and is committed to cut back the quantity of road accidents and fatalities by fifty per cent by 2020. The full range of road accidents enlarged by 2.5 per cent from 4,89,400 in 2014 to 5,01, 423 in 2015. The full range of persons killed enlarged by 4.6 per cent from 1,39,671 in 2014 to one,46,133 in 2015. Road accident injuries have conjointly enlarged by 1.4% from 4,93, 474 in 2014 to 5,00,279 in 2015. Accident severity (range of persons killed per 100 accidents) has gone up from twenty eight.5 in 2014 to 29.1 in 2015. The analysis of road accident information 2015 reveals that concerning 1374 accidents and four hundred deaths ensue each day on Indian roads. It further reveals that fifty seven accidents ensue and seventeen lives area unit lost each hour on a median inroad accidents in our country.

Trinh AnhTu *et al.* (2016) has studied the bike Helmet Usage among youngsters Passenger: Role of oldsters as Promoter. Bike helmet usage among kid traveler is associate degree existing drawback in Vietnam. Though variety of social campaigns and interventions are enforced to tackle the matter, still the kids' helmet sporting rate has been comparatively low. Analysis was conducted in holmium Chi Minh town throughout 3-month amount. The study was dole out with a sample size of 288. They over that normative influence and habit had absolutely influenced on parents' behavior. Perceived behavioral management, attitude, injunctive norm, descriptive norms, and habit remained a major predictor of parents' intention to safety helmet usage among youngsters, and that they mediate the impact of the campaign on parents' intention. Descriptive norm wasn't important in predicting parents' behavior. Sensible implications for policy manufacturers in promoting campaigns and intervention were conjointly mentioned.

Farya Bi Javad *et al.* (2014) has studied The analysis of the employment and Reasons for Not sporting a Helmet by Motorcyclists Admitted to the Emergency Ward of ShahidBahonar Hospital in Kerman. They mentioned that bike crashes area unit the reason for severe morbidity and mortality particularly thanks to head injuries. It looks that sporting a helmet has an efficient role in protection against head injuries. All the same, motorcyclists sometimes don't have any tendency to wear a helmet once driving in cities and have many reasons for this behavior. This study aimed to judge the employment associate degree reasons for not employing a helmet by motorcyclists admitted to an emergency ward of a trauma hospital thanks to accident in Kerman, Iran. This study was dole out by secret writing the opinions of motorcyclists United Nations agency had been transferred to the emergency ward of ShahidBahonar Hospital (Kerman/Iran). Since no information was on the market on the frequency of the employment of helmets, a pilot study was dole out and a sample size of 377 determined for the most study. They used researcher-made form for the survey. They over that it seems that it's potential to extend the employment of helmets by eliminating its physical issues, and increasing the information of community members in relevance the benefits of helmet use, which is able to lead to a major decrease in traumas ensuing from bike accidents.

Jain Animesh MBBS. *et al.* (April 2009) has studied 2 wheeler accidents on Indian roads – a study from Mangalore, India. The horrendous increase in mortality and morbidity due to road traffic accidents has been a matter of nice concern globally. This study was undertaken to search out the trend of 2 wheeler accidents over the 5 years (2000–2004) with relation to age and sex of the victim, style of injury sustained, style of vehicle concerned and time distribution of accidents. Information was retrospectively collected from the records at the Regional Transport Authority's workplace, workplace of superintendent of police and conjointly from each the Traffic police stations of the Mangalore town. Results were tabulated and also the analysis was done mistreatment SPSS version ten. A complete of 1231 2 wheeler accidents were recorded throughout 2000–2004. They counseled to own an honest network and Para medical coaching for the folks manning the machine. They over that awareness ought to be created among general public. Besides, each road traffic injury case has medico legal components concerned. In India, as per law, each road traffic injury case is registered as a medico legal case and investigated for prosecution issues and compensation wants.

## METHODOLOGY

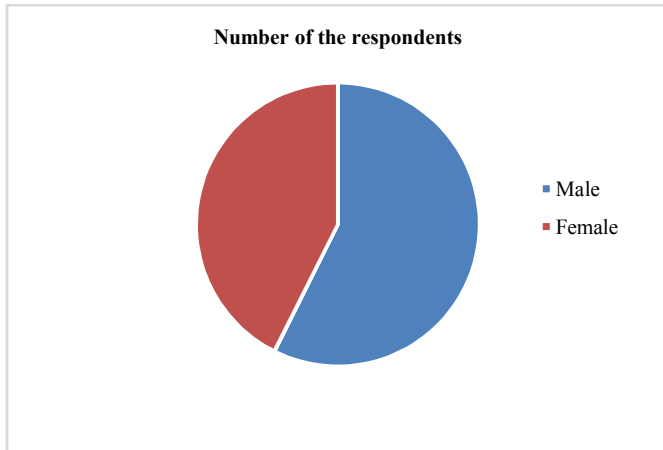
Title of the study is “A STUDY ON PUBLIC AWARENESS AND IMPORTANCE TO WEAR HELMET IN PREVENTING HEAD INJURIES”. Exploratory research design was opted for the study. The universe of the study is Mysore city. Convenient sampling method was adopted. Data collected on roadside for the study. The sample size for the study was 291. Data analysis is done through micro soft excel. Data was subjected to analysis and results are discussed.

**Data Analysis and Interpretation**

**Table 1** Male and female respondents

Gender of the respondents	Number of the respondents	Percentage
Male	167	57.38
Female	124	42.61

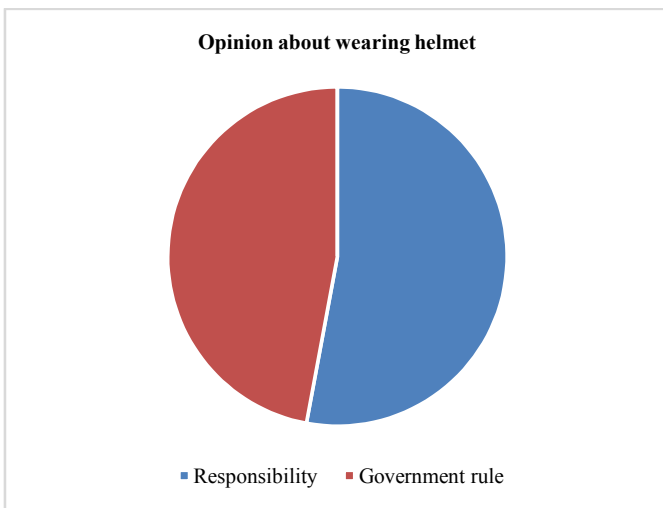
Table : 1 shows that out of 291 respondents, 57.38% of the respondents were males which consist of 167 people. 42.61% of the respondents were female which consist of 124 people.



**Table 2** Opinion about wearing helmet

	Number of respondents	Percentage
Responsibility	154	52.92
Government rules	137	47.07

52.92% Of the respondents are feel it's a responsibility to wearing helmet. 47.07% are wearing it's a government rule.

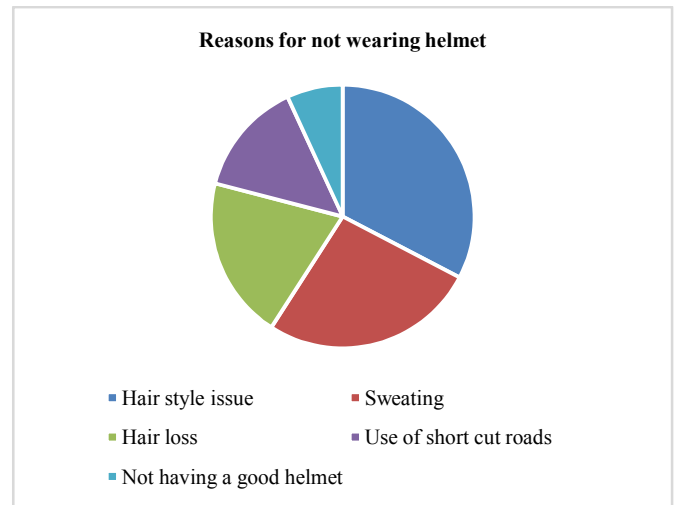


**Table 3** Reasons for not wearing helmet

Reasons	Number of respondents	Percentage
Hair style issue	95	32.64
Sweating	77	26.46
Hair loss	58	19.93
Use of short cut roads	41	14.08
Not having a good helmet	20	6.87

Table 2 shows that 32.64% were responding hair style issue is the reason for not wearing helmet.26.46% of them are

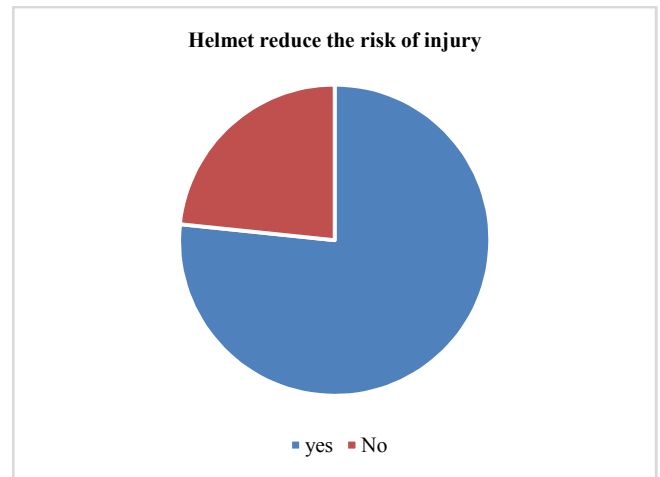
responding sweating is the reason. 19.93% were responding Hair loss is the reason. 14.08% respondents were not wearing helmet because use of short cut roads. 6.87% people reason is they not have a good helmet so they are not wearing helmet.



**Table 4** Helmet reduce the risk of injury

	Respondents	Percentage
Yes	223	76.63
No	68	23.36

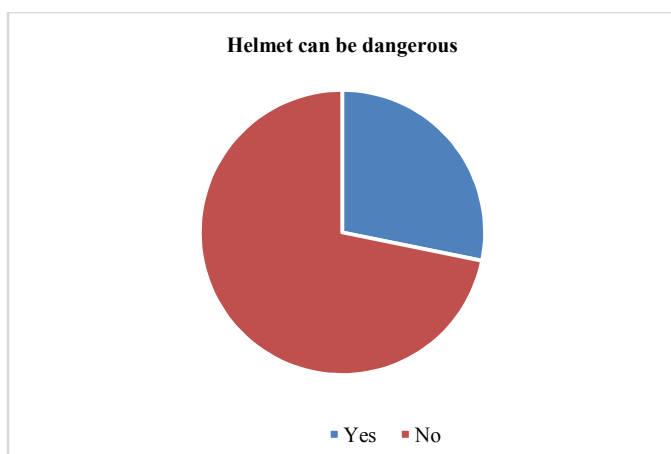
76.63% of the respondents are agree the helmet reduce the risk of injury.23.36% of the respondents are disagree the helmet reduce the risk of injury.



**Table 5** Helmet can be dangerous

	Number of respondents	Percentage
Yes	82	28.17
No	209	71.82

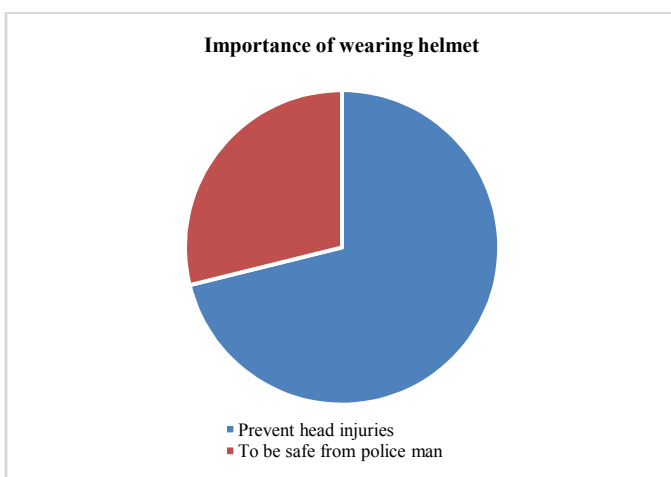
Table 5 shows that only 28.17% of the respondents are agree helmet can be dangerous. 71.82% of the respondents are disagree helmet can be dangerous.



**Table 6** Importance of wearing helmet

	Number of respondents	Percentage
To prevent head injuries	207	71.13
To be safe from policeman	84	28.86

71.13% of the respondents are respond importance of wearing helmet is to prevent head injuries.28.86% of the respondents are responds to be safe from policeman.



## DISCUSSIONS

Among 291 respondents, 167 were males and 124 were females. 52.92% feels that wearing helmet is their responsibility and 47.7% wears only because of government rules. On the basis of social work perspective providing information to the citizens is important in persuading the public and the leaders to support a helmet awareness program.

32.64% responded on hair style issues, 22.46% on sweating, 19.93% on hair loss, 14.8 % on use of short cut roads and 6.8 % on not having a good helmet are the reasons for not wearing helmet. Education to be provided to explain the physical components of a helmet and the way in which they reduce the impact of injury. It also describes how helmets can be designed to meet certain requirements and educate the citizen to protect their head from being injured. 76.63% respondents believe that helmet reduces the risk of injuries. 28.17% responded that wearing helmet can increase the depth of injuries.71.13% of the respondents responded the importance of wearing helmet to prevent head injuries , 28.86% of the respondents responded ,

to be safe from policeman. Social work recommends providing strong support for countries to implement educative programs that legislate for mandatory helmet use, and support to develop campaign objectives and how to disseminate messages on helmet use. Education is an important element within a package of intervention to increase helmet use. Education approaches that concentrate only on teaching facts are unlikely to be successful. Along with formal education in schools, peer education can also be effective.

## Suggestions

Motor cycle users should believe that helmet can reduce the risk of head injury. They should believe that the purpose of using helmet is not only to escape from police but also to protect themselves from the death. The injuries to head can easily leads to death and by using helmet we can survive from accidents and avoid head injury.

The government should organize some awareness programs based on the importance of helmet. Some cultural events like role-plays, street plays can give a positive impact to the public for the awareness of need of helmet. Today the use of helmet reduces due to lack of self awareness. The awareness programs make the people self aware and can give a positive impact.

For majority of the children, their parents are their role models. The child will always observe their parents and learn from them. Parents should promote and teach the importance of physical protection while driving the motorcycle and they themselves follow it in their lives.

## CONCLUSION

Helmets demonstrate a protective effect and may be an effective public health intervention to significantly reduce the burden of traumatic brain injury. Parents can play an important role in influencing their children in wearing helmet. The bike shop can give helmet, free with the purchase of bike which can be a good initiative of promoting helmet usage. Men, youth and motorcyclists with lower levels of education were found to be at a higher risk of not wearing a helmet. Increasing helmet ownership and enhanced enforcement may help increase helmet use.

## Reference

1. Faryabi, J., Rajabi, M., &Alirezaee, S. (2014). *The Evaluation of the Use and Reasons for Not Wearing a Helmet by Motorcyclists Admitted to the Emergency Ward of ShahidBahonar Hospital in Kerman*(E19122 ed., Vol. 3(3)). Kerman: Archieves of Trauma Research. doi:10.5812/at.19122
2. G. (Ed.). (2015). *Road accidents in India-2015*. New Delhi. Retrieved March, 2018, from <http://www.morth.nic.in>
3. G. (Ed.). (2016). *Road accidents in India-2016*. New Delhi. Retrieved March, 2018, from <http://www.morth.nic.in>
4. Jain, A., MBBS,MD, Menezes, R. G., MD, NB, D., DFM, T. K., MD, S, G., & Jain, R., MBBS,MS. (2009). *Two wheeler accidents on Indian roads – a study from Mangalore, India*(Vol. 16, Ser. 3). Mangalore, Karnataka: *Journal of Forensic and Legal Medicine*. Retrieved June, 2018, from <https://doi.org/10.1016/j.jflm.2008.08.019>.

5. Morgado, M. A., Jalles, F., Lobo, S., Abecasis, F., & Goncalves, M. (2017). Road Traffic Injuries and Road Safety Measures-Can We Do Any Better? (319th ed., Vol. 7). Lisbon: Pediatrics & Therapeutics. doi:10.4172/2161-0665.1000319
6. Trinh, T. A., & Linh, T. P., Le. (2016). The Motorcycle Helmet Usage among Children Passenger: Role of Parents as Promoter. 14(2016 ed., Vol. 142). Vietnam: Procedia Engineering. Retrieved April, 2018, from <http://doi.org/10.1016/j.proeng.2016.02.007>

**How to cite this article:**

Noor Mubasheer C.A and Arun Paul. 2018, A Study on Public Awareness and Importance to Wear Helmet in Preventing Head Injuries. *Int J Recent Sci Res.* 9(7), pp. 28037-28041. DOI: <http://dx.doi.org/10.24327/ijrsr.2018.0907.2380>

\*\*\*\*\*