

The Epidemiology of Motor Vehicle Accidents

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Introduction

Automobile accidents are a prominent cause of death in many countries. Iran is a country in the Middle East that is prone to natural disasters and mishaps. Iranians have a high rate of automobile accidents: over 30,000 Iranians are killed in car accidents each year, according to estimates. Pedestrians had the highest rate of fatality in road accidents in Iran in 2010-2011. Drivers in developed countries are the most vulnerable to traffic injuries. However, in developing countries, pedestrians are involved in a significant percentage of traffic accidents, with a death rate of 55-57% in urban pedestrians. Pedestrians cross the roadway in the majority of collisions. The main causes of the accidents are either their dangerous actions or their failure to follow traffic laws. Several behavioral characteristics have been studied in relation to the occurrence of accidents in the past. These causes include pedestrians' inattentiveness, crossing the street on an unmarked roadway, crossing the road with doubt or delay, running while crossing the road, and pedestrians' ignorance of traffic lights. Multi-tasking while crossing the street, such as talking on a cell phone, carrying burdens, eating, conversing with people, and using headphones, is the leading cause of pedestrian accidents.

In car accidents, gender is also a determining factor. According to the literature, men are more likely than women to be involved in accidents. Men suffer more deaths and injuries as a result of this. However, a small number of studies have found that women have higher risky behaviors when crossing the road.

Gender differences may explain differences in behavior between males and females; females are more risk averse, whilst males take more risks. Men are also found to break traffic laws more frequently than women. For example, individuals are more prone to disregard traffic signals or to avoid crossing the road at approved crossing points. Furthermore, a lower frequency of accidents among women may be related to the fact that females absorb traffic rules more than males. Social variables and conventions play a significant role in shaping this disparity between males and females.

The presence and behavior of other pedestrians has been found to influence women's behavior when crossing roads. The volume of traffic and physical conditions are decisive variables in male pedestrians' crossing behavior. Despite the fact that gender differences are a crucial component in understanding accident patterns, developing nations have paid little attention to investigating pedestrian behavior based on gender differences.

This is a cross-sectional study conducted in the city of Kerman, Iran, in the years 2013-2014. Kerman, Iran's largest province, is located in the southeast of the country. The behavior of people crossing the roadway was studied using a behavioral observational approach. At signalized junctions, a total of 403 people were seen crossing the roadway in marked crosswalks. Four major crossroads were considered for this study.

An observational checklist was employed as a data collection tool in this investigation. The checklist includes items like obeying traffic lights, charging into the street without hesitation, sprinting across the road, and looking to the right and left before and during crossing. Distractions such as using a cell phone, conversing with other walkers, smoking, eating, drinking, carrying goods, and uncertainty were also investigated.

A professional observer gathered the information. A pilot study was conducted prior to data collection to assess the method's reliability. Two observers saw the conduct and completed the checklist at the pilot. There was a high level of uniformity among these observers. In the summer, data was collected in the morning and afternoon for 6 weeks.

SPSS version 16 was used for statistical analysis. The 2 tests were used to examine pedestrian behavior in relation to gender. With a significance threshold of 0.05, the analytical results were deemed significant. The findings are divided into two categories: good and negative behaviors.

When crossing the street, pedestrians pay insufficient attention to rules and safety issues, according to this study. Poor enforcement of traffic laws is a major issue in developing countries when it comes to reducing accident rates. This is attributed to a lack of resources, corruption, and inefficiency within administrative processes, according to the literature.

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