

# **Quality of Life Post Traffic Accidents Among Youth**

*Thesis*

*Submitted for Partial Fulfillment of Master Degree  
in Community Health Nursing*

*By*

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 *Mariam Mourad Ramzy*

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## ***LIST OF ABBREVIATIONS***

<i>Abb.</i>	<i>Meaning</i>
<b>ASD</b>	Acute Stress Disorder
<b>CAPMAS</b>	Central Authority for Public Mobilization and Statistic
<b>CBT</b>	Cognitive Behavioral Therapy
<b>CDC</b>	Centers for Disease Control
<b>DALYs</b>	Disability Adjusted Life Years
<b>DLA</b>	Daily Living Activities
<b>GNP</b>	Gross National Product
<b>HRQOL</b>	Health Related Quality of Life
<b>IDLA</b>	Instrumental Daily Living Activities
<b>PTSD</b>	Post Traumatic Stress Disorder
<b>QOL</b>	Quality of Life
<b>Tas</b>	Traffic Accidents
<b>WHO</b>	World Health Organization



## Quality Of Life Post Traffic Accidents Among Youth

### Abstract

**Introduction:** Traffic accidents cause more than 1.2 million deaths every year, and the leading cause of death among youth aged 15-24 years in Egypt. **Aim:** This study aimed to evaluate Quality of life post traffic accidents among youth. **Design:** A descriptive analytical design was utilized to conduct this study. **Setting:** The study was conducted at outpatient clinic orthopedic hospital Ain Shams University Hospitals, and El Helal Hospital. **Sample:** A purposive sample consists of 250 cases available of youth post traffic accidents after three months from accidents. **Tools:** three tools were used for data collection, the first tool: An interviewing questionnaire. The second tools: Medical record. Third tool, Universal pain assessment tool. **Results:** The result found that 71.2% of the total sample of youth post traffic accidents was male and 28.8% of them were female and 80.8% aged 21 -24 years. Most of them had poor quality of life as 90.8% for physical, 99.2% for psychological, 98.8% for social, and 97.2% for spiritual dimension .There were 33.2% of study sample achieved their total health needs while 66.8% of them couldn't achieve them . Also there were a highly statistical significant association between socio- demographic characteristics of youth post traffic accidents and their health needs and problems at P 0.001. **Conclusion:** The study concluded that there was a highly significant relation between quality of life for youth post traffic accidents and their total independency level for all daily living activities where p0.001. **Recommendation:** Health education program for youth post traffic accident and their family to secure them and help them to cope effectively with their disabilities which have an effect on improvement of their quality of life.

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**Keywords:** Traffic accident, Youth, Quality of Life.

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## **Introduction**

Traffic accidents are major health problems in developed and underdevelopment countries and are known as the main reason for disabilities all around the world. Thousands of people lose their lives on the traffics every day. Many millions and more are left with disabilities or emotional scars that they will carry for the rest of their lives, youth are among the most vulnerable (*El Seif, 2013*).

Every hour of every day, forty youngsters die as a result of traffic accidents. This means that every day another one thousand families have to cope with the unexpected loss of a loved one. Also losing a youth is never easy. Knowing that a youth was lost to a preventable incident may add to the pain and suffering, and can leave families and communities with emotional wounds that take decades to heal (*Garg et al., 2016*).

WHO believes youth are the permanent wealth and health of any society. They are the precious treasure of any developing nation. The future of a country is its youth people. We cannot afford to lose our youth to traffic accidents. When planning traffic safety initiatives, need to recognize youth's vulnerabilities as well as, their inexperience, developmental needs and exuberance for life. Every day just over 1000 youth

under the age of 25 years are killed in traffic accidents around the world. Traffic injuries are the leading cause of death globally among 15–24-year-olds(*Furlong & Andy, 2013*).

Youth is best understood as a period of transition from the dependence of childhood to adulthood's independence and awareness of our interdependence as members of a community .2020 Youth is a more fluid category than a fixed age –group .and the general assembly resolution the unsafe, for statistical consistency across regions, defines youth, as those persons between the ages of 15-24 years, without prejudice to other definitions by member states. All UNSF statistics on youth are based on this definition, as illustrated by the United Nations system on demography, education, employment and health (*Maanjima, 2013*).

Death is the end of human function and production. After that, physical disability “one person killed and four injured every hour” as a health care provider, can divide disability into two parts: total and partial. Total disability consists of head and spinal injury: whereas, partial consists of lacerations, loss of limbs or fractured bones. The victims of head and spinal injury may be unable to return to their normal lives they may even require full care all the time usually these conditions are permanent and they are no actual treatments or cures because of the brain and spine (*Thomas, 2011*).

Complications of traffic accidents are victims die on the scenery hospital survivors also suffer from different types of injuries and disabilities which can affect their quality of life. Suffers can be passengers or pedestrians. And the driver's youths, they can even be the cause of the accident themselves; their families and communities loss of manpower has a huge impact on the economic status of many countries(*WHO,2017*).

Quality of life is defined as an individual's perception of *their* position in life in the context of the culture and value systems in which they live and in relation to their goals, expectation, standards and concerns. It is a broad ranging concept affected in a complex way by the person's physical health, psychological stat, and level of independence, social relationship to salient features of their environment (*Baumann, 2010*).

The role of community health Nurse toward traffic accidents are preventive measures of the leading causes of unintentional death all over the world proper triage and pre – hospital treatment can prevent death and minimize permanent disabilities .transporting patients with life-treating injuries to trauma centers in an appropriate way quite simply can save lives. Reduce disability and mortality. It is up to us to do the best we can for every patient youth with physical and psychological effects post traffic accidents: these patients need

strong support during and after discharge. They need to follow their treatments to strengthen themselves. In some cases, physical rehabilitation is needed to enable TA patients to work properly, and to become productive members of their societies (*Mayou & Bryant, 2013 and Gallo et al., 2016*).

### **Significance of Study:**

According to WHO African Region had the highest mortality rate, with 28.3 deaths per 100,000 population. This was followed closely by the low – income and middle – income countries of the WHO western pacific Mediterranean Region, at 26.4/100,000 population. Countries in the WHO South-east Asia Region accounted for more than half of all road traffic deaths in the world (*World Health Organization, 2013*).

The first human fatality associated with a motor vehicle was a pedestrian: since then the patterns of injury from man's interaction with the motor car may have been somewhat modified by crash protection devices, but injuries due to road traffic related trauma are worsening each year. Injury is the western world and trauma is imposing an increasingly severe burden on the health (*Garg, 2016*).

## **Aim of the Study**

### **Aim of the Study:**

The aim of this study was to evaluate quality of life post traffic accidents among youth through:-

- 1- Assessing quality of life for youth post traffic accident (physical, psychological, level of dependence, social relationship, environmental, spiritual)
- 2- Assessing the health needs and health problems for youth post traffic accidents.

### **Research Questions:**

- 1- Are there relation between socio-demographic and their health needs?
- 2- Are there relation between socio- demographic and their health problems?
- 3- Are there effect of post traffic accidents on quality of life among youth?
- 4- Are there affects on daily living activities post traffic accidents among youth?

## **PART (I)**

# **Traffic Accidents**

### **Concept of traffic accidents**

Traffic accidents became a growing problem that threatens the lives of many people around the world. In Egypt, the rapid increase in the number of vehicles, in addition to the over population and the lack of proper strategy for prevention of traffic accidents (TAs), contribute to make Egypt as one of the highest world's traffics accidents rate (*Radwan, 2012*).

There are bad physical and psychological effects on the survived victims as well as the families' and friends of the casualties. That is why it is important to pay attention to this problem not only as a social problem that costs a lot of people their lives but also as an economic problem that costs the society a lot of money and adds an undesirable economic burden on it (*Brenner, 2012*).

Accident is a harmful event which defined according (WHO) A harmful event is an occurrence of injury or damage (*American National Standard, 2011*). A traffic injury is a fatal or non-fatal injury occurred as a result of a collision on a public traffic involving at least one moving