

# WOLKITE UNIVERSITY



**COLLEGE OF SOCIAL SCIENCES AND HUMANITIES**

**DEPARTMENT OF SOCIOLOGY**

**SOCIO-ECONOMIC IMPACTS OF ROAD TRAFFIC ACCIDENTS ON VICTIMS IN  
CASE OF WOLKITE TOWN**

A SENIOR ESSAY SUBMITTED TO THE DEPARTMENT OF SOCIOLOGY IN PARTIAL  
FULFILLMENT OF THE REQUIREMENTS FOR THE DEGREE OF BACHELOR ART  
DEGREE IN SOCIOLOGY

**PREPARED BY**

**ID/NO**

GADISA ALEMAYEHU.....SSHR/ 237/1

FIKIREMARIAM ESHETU..... SSHR/ 223/11

BONSA TAYE .....SSHR/ 110 /11

**ADVISER Mr. KELIL D (MA)**

**AUGUST, 2021**

**WOLKITE, ETHIOPIA**

**WOLKITE UNIVERSITY**

**COLLEGE OF SOCIAL SCIENCE AND HUMANITIES**

**DEPARTMENT OF SOCIOLOGY**

The research team has conducted a senior essay on to investigating the socio economic impact of road traffic accident on victims in case of wolkite town this work is completed with satisfactory evaluation of adviser and examiner as per the requirement of the university approved by;

Adviser Name

Signature

Date

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Examiner Name

Signature

Date

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

<b>Content</b>	<b>Page</b>
LIST OF TABLES .....	I
LIST OF FIGURE.....	II
LIST OF APPENDIX.....	III
ACRONYMS.....	IV
ACKNOWLEDGEMENTS.....	V
ABSTRACT.....	VI
<b>CHAPTER ONE: INTRODUCTION.....</b>	<b>1</b>
1.1 Background.....	1
1.2. Statements of the Problem .....	2
1.3. Objectives of the Study .....	4
1.3.1. General Objective .....	4
1.3.2. Specific Objective.....	4
1.4. Research Questions .....	4
1.5. Significance of the Study .....	4
1.6. Scope of the study.....	5
1.7. Limitation of the study.....	5
<b>CHAPTER TWO: LITERATURE REVIEW .....</b>	<b>6</b>
2.1.. Definition and Concepts .....	6
2.1.1. Definition .....	6
2.1..2 Concepts.....	6
2.2.Road Traffic System and Road Accident.....	7
2.3. Ethiopian Experience of Road Traffic Accident.....	7
2.4. Types of Traffic Accident.....	8
2.5. The Causes of Traffic Accident .....	8

2.5.1. The Road as Cause of Traffic Accident .....	8
2.5.2. Vehicle as Cause of Traffic Accident .....	9
2.5.3. The Driver Behaviores as Causes of Traffic Accident .....	9
2.5.4. Law violation as Cause of Traffic Accident .....	10
2.6 Impacts of Road Traffic Accident.....	10
2.6.1 Economic Impact .....	10
2.6.2 Social Impact,.....	11
2.7. Theoretical framework.....	11
2.7.1 Risk perception theory.....	11
2.7.2 System theory approach.....	12
2.8. Conceptual framework.....	13
<b>CHAPTER THREE : RESEARCH METHODOLOGY .....</b>	<b>14</b>
3.1 Description of the study.....	14
3.2 Research approach .....	14
3.3. Research design .....	14
3.4. Target population .....	15
3.5..Sources Of data .....	15
3.5.1. Primary Data source.....	15
3.5.2.Secondary data source.....	15
3.6.Instrument of data collection .....	15
3.6.1 Questionnaire .....	15
3.6.2.In depth interview.....	15
3.7. Sample Size.....	15
3.8. Sampling Technique .....	16
3.9. Data analysis.....	16
3.10. Data quality control mechanism.....	16

3.11 Ethical consideration .....	16
<b>CHAPTER FOUR: DATA ANALYSIS AND INTERPRETATION.....</b>	<b>17</b>
4.1. INTRODUCTION.....	17
4.2. Socio - Demographic Characteristics of Respondents.....	17
4.2.3. Information on RTAs is Critical Issues.....	19
4.2.4. Information on identifying vehicles which contribute more RTAs in wolkite town.....	20
4.2.5. Cause of Road Traffic Accident Information.....	21
4.2.6. Response of the Respondents on the social impact of RTAs.....	22
4.7. Response of the Respondents on economic impact of Road Traffic Accidents.....	23
4.2.8. The effort that should be made to reduce the current RTAs appropriately with all concerning organization .....	24
<b>CHAPTER FIVE: CONCLUSION AND RECOMMENDATION.....</b>	<b>25</b>
5. CONCLUSION AND RECOMMENDATION.....	25
5.1. Conclusion.....	27
5.2. Recommendations.....	27
Reference .....	28
APPENDIX I.....	30
APPENDIX II.....	32

## **LIST OF TABLES**

Table 1 Sex distribution of respondents.....	17
Table 2 Age distribution of respondents.....	18
Table 3 Educational status of respondents .....	18
Table 4 Martial condition of respondents.....	19
Table 5 information on identifying vehicles which more contribute to road traffic accident in wolkite town.....	20
Table 6 Causes of road traffic accident information.....	21
Table 7 Response of the respondents on social impact of road traffic accident.....	22
Table 8 Economic impacts of road traffic accident.....	23

**LIST OF FIGURE**

FIGURE 1: CONCEPTUAL FRAME WORK.....13

**LIST OF APPENDIX**

APPENDIX I.....30  
APPENDIX II.....32

## **ACRONYMY**

<b>GDP</b>	Gross domestic product
<b>GNP</b>	Gross national product
<b>RTA</b>	Road traffic accident
<b>SNNPR</b>	South national nationality of people region
<b>US</b>	United States
<b>UN</b>	United nation
<b>WHO</b>	World Health Organization

## **ACKNOWLEDGMENT**

First and for most, we would like to thank our almighty God who as given healthiness for us and support all of us in our work and for giving for us knowledge and wisdom to accomplish this research successful, the study was finalized through the tireless effort of a few individuals, second we would like to express our heart full and deepest gratitude to our advisor Mr. Kelil Demsis (MA) for his professional, kind, critical and constructive advice throughout the paper. Finally we would like to thank our family who support both financially and morally from the beginning of our study up to the end

## **ABSTRACT**

*The study was designed to explore socio economic impact of road traffic accident takes thousands of lives every day around the world. Millions of these accident victims are left with disabilities. The heaths, psychological and social impact of the accident are also tremendous. Our study was differ from the previous researchers by including the socio-economic impacts of on victims and family causes of road traffic accident and other related issues with regard to this problem. The main objective of this study is to investigate the cause and socio economic impacts of road traffic accidents. When we conducted this research we have used a cross sectional research design. The researcher used non probability because the researcher utilized this technique the who knows the case in researchers used purposive sampling and snow ball sampling and the researchers was selected 30 respondents. The findings revealed that combination of factors contributed for the incidence of the RTAs in wolkite town; poor road design, violation of traffic rule, for only one street line road and these factors onward have had impact on socio economic activities of the society and individual in the town. Countermeasures that should be carried out by concerned bodies should be starting from creating awareness through education campaigns, improving road design and enforcement of the traffic regulation of the town, though rates of RTAs have multifaceted effects on pedestrian and the communities' little attention is given to the problem, despite the increase of road crashes from time to time.*

**Key word;** accidents, traffic, road and victims

# CHAPER ONE

## 1. Introduction

### 1.1 Background

Everybody travels from one place to another place either to work or to do business or to study or to enjoy using various transport options. Vehicle is one of the most widely used transport alternative and the major source of road traffic accident in the world. Due to road traffic accidents, a greater part of road users could not return to home; farewell this world for once and all, spent long days, weeks ,months, and even years in health centers and /or hospitals , and never be able to work or play as the used to before. Particularly , now days, road traffic accident has been both public health and development issue and attracted the attention of governments, civil society organizations, and business and community leaders alike throughout the world Pearson (2008).

According to world health organization (WHO 2015).report every year more than 1.25 million people now die on the worlds road and about 50 million people are injured or disabled as a result of road traffic crashes. Principally injured people have occupied 30to70 percent orthopedic beds in developing countries hospitals. If business as a usual continuous, according to WHO, road traffic injuries are estimated to the ninth leading cause of death across all age groups globally, and are predicted to be the seventh leading contributor to the global burden of disease and injury by 2030 (WHO 2015).

While low and middle income countries account for 54 percent world registered vehicle, every year about 90 percent of road traffic deaths occurs in these countries showing that the countries bear an asymmetrical number of deaths corresponding to their level of motorization. Particularly, road traffic crashes are the worst in low and middle income countries which is responsible for about 5% loss of GDP, more than double of development assistance that they receive. See AFRO sheet,(2013) as far as the African Region is concerned, the continent has the highest road fatality rates of all the worlds regions, see AFRO sheet,(2013), that is 26.6 per 100,000 population(WHO 2015). While the region owns only 2% of the world's vehicles, it contributes 16% to the

worldwide deaths. The region will continue to have the highest road traffic death rates of urbanization and motorization but lagging road infrastructural development as well as poor road and vehicles safety (WHO 2015).

In Ethiopia the number of deaths due to traffic accidents is reported to be amongst the highest in the world. According to the WHO, in 2018 the road crash fatality rate in Ethiopia was 4984.3 deaths per 100,000 vehicles per year, compared to 574 across sub-Saharan African countries. Besides, the number of people injured or killed in one crash in Ethiopia is 30 times higher than that in US. Pearson(2008).

When researchers come back to study areas specifically in Wolkite town road traffic accident, Due to many reasons and within the development of the town; the people are vulnerable to car accident. Still now, the town has poor design (master plan) that only one street road. This was one of the factors that has contributed to the accident, on wards this road traffic accidents the socioeconomic impact on victims and family.

In general, the scale and the severity of the problem are increasing from time to time and adversely affecting the economy of Wolkite town in particular. This aims to investigate the socio-economic impact of road traffic accidents on victim in wolkite town.

## **1.2. Statement of the Problem**

In Ethiopia, road traffic accident has been one of the top ten causes of death, For example, in 2016; the number of people killed by road traffic accident was equivalent to the those who died due to malaria (which is 9<sup>th</sup> cause of death throughout the country( Centers for Disease Control and Prevention 2013).

Road traffic deaths and injuries has therefore been the key public health and development challenges of the country and will continue to adversely affect the livelihood of community and economy of the country unless effective measures are taken to control the problem (Fesseha and Sileshi2014).

Road traffic accidents not only adversely affect the livelihood of individuals but also their family members, as it can lead households into poverty via the enduring effects of the episodes: the costs of medical care, treatment and loss of family's income generators. Pearson (2008) Road

traffic accidents have also a gigantic impact on national economy by consuming the already inadequate resources, damaging invaluable property, and killing and disabling the productive age group of the community. In general the severity of problem is becoming horrific shockingly and reaching a catastrophic level (Fesseha and Sileshi2014). Showing that sufficient work has not been done to control or reduce alarming rate of accident. This also implies that timely and relevant data need to be collected and analyzed periodically so as to examine the trends, scope, and severity of problem and come up and solution, the aim of this paper is investigating socio-economic impact of road traffic accident on victims and family.

When back to this study conducted area regarding to wolkite town the residents are engaged in various activities and frequently utilize cars for different purpose. All segments of the population in this town are victims of car accidents either while utilizing cars or crossing roads to accomplish various socio-economic activities. In this town different types of cars are providing transport and logistics services to people and commodities from one area to others. Moreover, the rapid population growth, topography, poor design (plan), and other major causes like Drivers, violation traffic rules are the causes that are vulnerable to car accidents and its consequences can be loss of lives, impairment and property and etc.

Although the previous researches were conducted on the traffic accidents like the research conducted by Daniel Alemayehu (2010), on the psychosocial effects RTAs among disability victims in Minilik Hospital, Addis Ababa by qualitative methods. So this study has a gap that Hence, this study aimed to fill this gap of this study.

Some Researchers were conducting a research on the traffic accident on the impact of the psychological effects, human disabilities, moral illness or impact. In socio-economic effects in terms of loss of life, body, property damage, and family breakdown, but the previous study did not conduct on socio-economic impacts of victims and family causes of road traffic accident and other related issues. Therefore these researchers will intend to assess the socio-economic impact of road traffic on victims and families by using qualitative and quantitative research approach that makes it different from other researchers.

### **1.3. OBJECTIVES OF THE STUDY**

#### **1.3.1. General Objectives**

The general objective of this study is to investigate socioeconomic impacts of road traffic accidents on victims in Wolkite town.

#### **1.3.2. Specific Objectives**

- To identify the major causes of road traffic accidents in Wolkite town.
- To assess the social impacts of road traffic accidents on victims their family in Wolkite town.
- To analyze the economic impacts of road traffic accidents on victim individuals and family in wolkite town.
- To suggest measures to prevent the impacts of road traffic accidents on the individual and family in wolkite town.

### **1. 4. RESEARCH QUESTIONS**

- 1) What are the major causes of Road traffic Accidents in wolkite town?
- 2) What are the social impacts of road traffic accident on victim individuals and family in wolkite town?
- 3) What are the economic impacts of road traffic Accidents on victim individuals and family in wolkite town?
- 4) What are the measures to prevent the impacts of Road traffic Accidents on victim individual and family in Wolkite town?

### **1.5. SIGNIFICANCE OF THE STUDY**

The research has the advantage of pointing out the causes and socio economic impacts of road traffic accidents. More specifically, this research has the following major significance: to develop our research knowledge and capacity to undertake researcher independently.as a reference for future researchers. It could also serve as documents for further studies in the area and put the issue in to the ongoing dialogue in the literature.

## **1.6. SCOPE OF THE STUDY**

This study geographically limited in wolkite city and thematically this study focused on the cause and socioeconomic impacts of current road accidents occurred with in wolkite town and the measures to reduce and /or prevent road traffic accidents in Wolkite town.

## **1.7. Limitation of the Study**

The researcher was faced with different problems/obstacles when we conducted the studies such as lack of enough information, lack of internet accessibility, financial problems, lack of enough time and lack of voluntarism to give information. These are the limitation which challenges to conduct the study.

## **CHAPTER TWO**

### **2. LITERATURE REVIEW**

#### **2.1. Definition of terms and Concepts**

##### **2.1.1. Definition**

Road traffic accident is any vehicles occurring in a public high ways. It includes collision between vehicles and animals, vehicles and pedestrians or vehicles and stuck obstacles. Single vehicle accidents, that involve a single vehicle, which means without other road users, also enclosed (safe car accident, 2004). In a similar manner Ajit and Ripunjoy (2004), have mentioned that accident is an occasion, occurring abruptly, unpredictably and inadvertently under unforeseen circumstances. Segni (2007) have also outlined that an accident is a rare, random, multifactor event always preceded by a situation in which one or more road users have failed to cope with the road environment.

##### **2.1.2 Concepts**

Transport is the movement of people and goods from one place to another (Peters 1982; Khanna and Justo 1986; Goodall 1987).But according to Belachew (1997), transport also comprises movement of information. Similarly, Transportation is the conveyance of people, properties and information from one place to another or it is the repositioning of people, properties and information over space. The type of transport which exhibits accident that drastically affects the wellbeing of the people and economy of the nations is the one which involves the movement of people and or goods from one place to the other. Several RTA incidences occur throughout the world at every fraction of times in a day. Whatever the reason, where ever the scene and whoever the victim is, RTAs remain as the headache of everyone.

The manifestations of RTA are sporadic and random in space and time. Nevertheless, road safety and road incident lessening are related to many other fields of activity such as education, motorist or driver training, publicity operations, police enforcement, road traffic policing, the court system, the National Health Service and Vehicle manufacturing and engineering (Berhanu 2000). The most shocking and emerging reality of RTA is that, it will continue affecting the survival of several lives across the planet. Consequently, UN (2009), remains pessimistic in road

traffic accident cases where it projected that, road traffic injuries will be the fifth – leading cause of death globally by 2030. However, WHO (2004) projected that, RTA crashes which were ranked at 9th leading cause of burden of disease by 2002 could rank at the 3rd cause of burden of disease by 2020, if the current trend in motorization continues increasing in the same or similar manner for the coming decade.

## **2.2. Road Traffic System and Road Accident**

Road accident was defined by John Thagson (1990) and Preston (1996). They defined it as a rare random multiple factor, even always preceded by a situation in which one or more road users have failed to cope with the road and its environment. It is a random event from time and location aspect Thagson (1990).

Road traffic is considered as a system in which the vehicle and the road interact with each other. This implies the efficiency and the safety of road traffic depend on performance and interactions of these components. This implies the efficiency and the safety of road traffic depend on performance and interactions of these components. A road traffic accident may be regarded as an event caused by a failure in one of the component or in the system interaction between these road and environment deficiencies vehicle, road and user error components (Thagson 1990).

The road and their environment could contribute to occurrence of traffic accident. The most one, is due to bad or negligent planning and design of road and associated facilities without due considerations of all road users. Other circumstances where drivers do not fully appreciate the road environment Preston (1996)

## **2.3. Ethiopian Experience of Road Traffic Accidents**

Road traffic started in Ethiopia since 1907. The road network and the number of the vehicles were increased during the emperor Haile Selassie and consequently the traffic flow increased, no traffic accidents were recorded before 1968 (Ethiopia Road Authority, 2000: Traffic Report, 2000).

The comparison of international road accidents fatality rates expressed as death per 10,000 vehicles. Statistics show that African countries particularly Ethiopia have highest rate worldwide. For example, Britain has about 350 road deaths each year with the same 25 million motor vehicle

licenses. This gap of one's fatality rate of about 1.4. Covers in Ethiopia, in 1998 there were 1693 reported deaths greater than that of Great Britain of about 140.

#### **2.4. Types of Traffic Accident**

Traffic accident can be classified into three types: The first one is motor vehicle traffic accident. This is any motor vehicle accident occurring on a traffic way. For example, the ordinary collision between automobiles on high way motor vehicles and non-motor vehicle traffic accident. Second types, motor vehicle non traffic accident. This is occurring entirely in a place other than a traffic way. For example, an automobile accident in a private drives way. The last types is known as non-motor vehicle traffic accident and it is any accident occurring of a traffic way involving persons using traffic way for travel or transportations. For example, collision between a pedestrian and bicyclist on a side walk. However, the traffic accident investigation was concerned mainly with accidents, which involve one or both of two elements. A few of the accidents, which concerns as involve motor vehicle but not traffic ways, or traffic but not motor vehicles (Baker 2011).

#### **2.5. The Cause of Traffic Accident**

Cause was defined as a combination of simultaneous and sequential circumstance without anyone of which the accident would not have happened. A combination circumstances or a factor, which is sufficient to cause an accident, would always cause an accident. In this combination each factor was necessary but was not sufficient by itself to cause an accident. Simultaneous factor were those which must be present the same time to cause an accident usually two were paired. But there may more than that often matched and another element, the road for example the driver. Sequential factor recognizes detergent level of remoteness from the crucial event of the accident (Baker, 2011).

##### **2.5.1. The Road as Cause of Traffic Accident**

The concepts of skill and judgment have a general application to a wide range of both on and off the road. The characteristics of the road have a great influence the high way engineering and the traffic measurable engineer have an important duty in ensuring that roads are designed to

proper standards, built to correct specification and maintained adequately it was being increasingly realized that safety can be built into highways (Baker,2011).

### **2.5.2. Vehicle as Cause of Traffic Accident**

The vehicle both in design and maintenance is obviously of important to safety. From the safety angle the problem can be considered fewer than three headings, those which might make accident less injurious to the driver and passenger of the vehicle. There was only a rough demarcation between these types of safety measures (Paden, 2004).

As to Ralph Nader estimated that mechanical deficiency of vehicle cause about 5% of all traffic accident, The subject of vehicle safety is controversial one hand, the manufacturers maintained with car while the consumer argue that the vehicles were the biggest culprits that causes serious accidents(Peden,2004).

### **2.5.3. The Driver Behaviors as Causes of Traffic Accident**

The other main traffic accident problem is the very long hour that drivers work. Even instance of their employer's driver for longer hours than the regulation allow them (Cohen, 1996).

Another are confined to the behavior of a driver which includes the use of alcohol, drugs and safety belts and the judgment and skill of driver can be expressed. In addition due to long hours of driving the driver suffers usually from a lack of concentration which may be linked with illusion or as hallucination and the result can be disaster loss of a sleep, Moreover failing to use of crash helmets by a motor cyclist and safety belts contributing factors to accident (Cohen, 1996).

These all focuses on the drivers fail to cope with some situation. Carelessness refers do not doing what apparent especially with respect to safety equipment, sometimes it applied to background of skill but mainly refers to attitude that certain strategic operations are an important. Negligence: - is more formal and legal way of expressive that has become closely associated with law violation such as attention is very difference and often impossible to prove Whereas recklessness assumes that driver, perhaps also a pedestrian perceived on strategic action

which gives only a minimum margin of safety let may be aspect of attitude, judgment or emotional instability (Baker, 2011).

#### **2.5.4. Law violation as Cause of Traffic Accident**

Traffic laws are written to prescribe exactly how people shall behave while using and sharing the high way so as to reduce accident. Most unconventional behavior of the vehicle also a law violation by drivers, but some unconventional was not specifically against the law for example skidding driver intoxication was often a factor contributing to an accident but drivers may be guilty of driving while intoxication without that circumstance being contributing factor to this accident (Baker,2011).

### **2.6 Impacts of Road Traffic Accident**

All countries in the world are currently affected by RTA. Although the effects of RTA vary from one country to the other, from nation to nation, it should be every body's concern. Some of the major impacts of RTA discussed by different organizations and scholars are conversed in the following sub-sections.

#### **2.6.1 Economic Impact**

Road traffic accidents are currently deteriorating the financial wealth of many nations. In this regard, (WHO 2004); Naci, Chislom et al. (2008) urges that, in economic terms, the cost of road crash injuries is estimated at roughly 1% of Gross National Product (GNP) in low-income countries, 1.5% in middle-income countries and 2% in high-income countries.

The direct economic costs of global road crashes have been estimated at US\$ 518 billion, with the costs in low-income countries – estimated at US\$ 65 billion – exceeding the total annual amount received in development assistance. In addition to this, in terms of regional disparities of cost of RTA Naci, Chislom et al. (2008) indicated that, the economic cost of road crashes have been estimated to be as much as US\$ 24.5 Billion in Asia, US\$ 19 Billion in Latin America and Caribbean, US\$ 9.9 Billion in Central and East Europe, US\$ 7.4 Billion in the Middle East and US\$ 3.7 Billion in Africa.

When we come to Ethiopia, RTA's economic impact is even worse. As far as the economic impact of RTA in Ethiopia is concerned, Pearson (2008) have discussed that, the economic

impact of RTAs is substantial for Ethiopians as the annual cost is estimated to be around £40 million. Traffic injuries place a heavy burden, not only on global and national economies but also household finances. Many families are driven deeply into poverty by the loss of breadwinners and the added burden of caring for members disabled by road traffic injuries (Pearson, 2008).

### **2.6.2 Social Impact**

Regardless of the costs of health care and rehabilitation, injured people bear additional social problem. Permanent disability, such as paraplegia, quadriplegia, loss of eye sight or brain damage, can deprive an individual the ability to achieve even minor goals and can result in dependence on others for financial support and routine physical care. Less serious injuries can result in chronic physical pain and limit the injured person's physical activity for lengthy periods. Serious burns, contusions or lacerations can lead to emotional trauma associated with permanent disfigurement (WHO, 2004).

## **2.7 Theoretical Framework**

### **2.7.1. Risk perception theory**

As noted by Short risk has been defined in different ways but is often seen as the likelihood that an individual will experience the effect of danger Rosa (2003) defines risk as situation or an event where something of human value (including human themselves) is at stake and where the outcome is uncertain Sjöberg (2004) argues that all risk concepts have thing in common; a distinction between reality and possibility Risk perception is related to the subjective assessment of probability of a specified type of accident happening and how concerned we are with the consequences Sjöberg( 2004). This implies that risk perception is socially constructed and it can be predicted by cultural adherence and social learning (Douglas and Wildavsky 1982). Kanellaidis (2000) argue that traffic safety depends on the drivers ability to correctly perceive the risk involved in various traffic situations; and adjust their speed in accordance with this risk assessment Risk perception theory enhanced understanding of how people perceived risk, how they interpret risk which will then facilitated the way to deal with them and the way this might have contributed to RTAs. It also helped to explore different risk factors in relation to RTAs.

### **2.7.2 Systems theory approach**

Systems approach seek to identify and rectify the major sources of error or design weaknesses that contribute to fatal crashes or crashes that result in severe injury, as well as to mitigate the severity and consequences of injury(Muhlrاد and Lassarre 2005). Elements of the system include motor vehicles, roads and road users along with their physical, social and economic environments. They added that the essence of using systems approach is to consider not only the underlying factors for road traffic accidents, but also the role of different agencies and actors on causes, impacts and intervention measures for prevention (Muhlrاد and Lassarre 2005) RTAs and injuries are multiple dimensional problems that require a comprehensive view when examining determinants, consequences and solutions.Systems theory approach enhanced understanding for causes of RTAs and how this is related to risk taking behaviour of road users.

## 2.8. Conceptual Framework

The study was guided by conceptual framework as shown in figure 1.1.

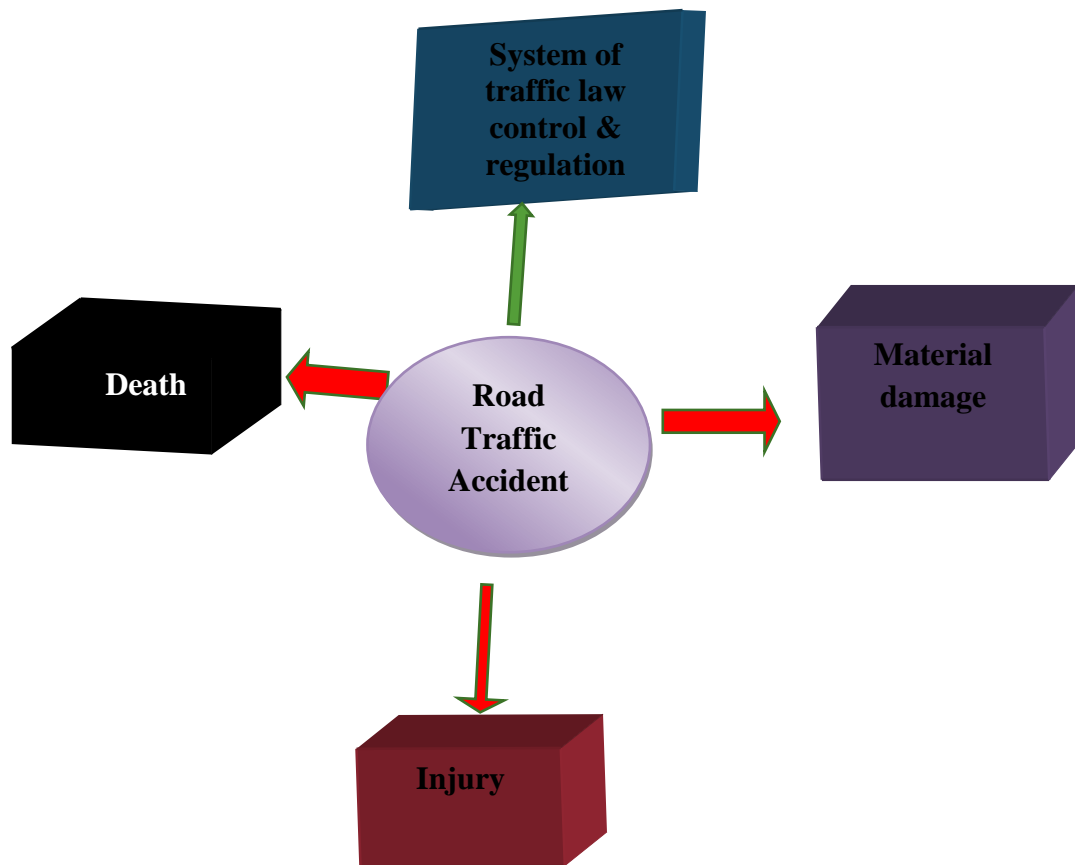


Figure 1:1 Conceptual framework of the study, (Own, 2021).

## **CHAPTER THREE**

### **3 RESEARCH METHODOLOGY**

#### **3.1. DESCRIPTION OF STUDY AREA**

The study is conducted in Wolkite town. It is located at a distance of 158 km from the capital city of Ethiopia, Addis Ababa. The administrative center of the Gurage zone of the southern nation, nationalities and peoples region (SNNPR). This town has a latitude and longitude of 8 degree 17N 37 degree 47E/8.283 degree North 37.783 degree East and an elevation between 1910 and 1935 meters above sea level. This town has a total population of 28,866, of whom 15,074 are men and 13,792 are women. Wolkite Town Municipality (2007).

#### **3.2. RESEARCH APPROACH**

In this research, a mixed research approach (both qualitative and quantitative) was employed. Because using a mixed research approach can help us to reduce the degree or the amount of errors in conducting this study. The purpose of using in-depth interview is one of the principal qualitative research approaches which is chiefly used to obtain information from a small number of informants so as to explore their perspective on a particular situation.

The purpose of collecting information from interviewees is to get broad information from knowledgeable people directly with their related experience, to get confidential information from respondents and to seek the views of government officials in various organizations about what the town administration has done on the minimization of the consequences of road traffic accidents in general and what has been done to rehabilitate victims of RTAs in particular.

#### **3.3. RESEARCH DESIGN**

When we conduct this research, the researcher used cross-sectional research design, because the study has taken place within a short period of time. For this reason, this type of research design is suitable to this particular study. For our purpose of study, cross-sectional study design is essential and related with the time that we have to collect the data we want to show and describe.

### **3.4. TARGET POPULATION**

Our target population would be individuals and families that are faced up with traffic accident and traffic police and also drivers in wolkite town.

### **3.5. SOURCE OF DATA**

Both primary and secondary source of data was employed.

#### **3.5.1. Primary data source**

In this study the researchers was used primary sources of data that was collected through questionnaires and key informant interview from all respondents.

#### **3.5.2. Secondary Data source**

The method that the researchers used to collect secondary data source are website.

### **3.6. METHOD OF DATA COLLECTION AND INSTRUMENT**

#### **3.6.1. Questionnaire**

The researchers used open ended questionnaire for the sake of obtaining, giving the opportunity for respondents to express and explain their thoughts towards the subject of inquiry.

#### **3.6.2. In depth Interview**

The researchers would interview who are proximity to issue experience and willingness to participate. The reason that the researchers used this method it is in-depth interviews of a select group of experts who are most knowledgeable of the issue. The informant for this was traffic policy and drivers those who well know about this problem will choose.

### **3.7. SAMPLE SIZE**

For this study, the researchers would be determining the sample size based on data saturation point. The sample study comprised 30 participants from wolkite town (maramya, menehara, kelaa, fikadu area. the researchers have selected respondents for questioner for victims and respondents for interview (including drivers and traffic police).

### **3.8 SAMPLING TECHNIQUES**

In this study the researchers used both probability and non-probability sampling technique; because the researcher was utilize those techniques that who know the case well. In this case, researchers would be selecting respondents, from drivers, victims, police officer and others purposively. Hence, researchers would be used snow ball sampling for the reason to get who effected by RTA by identifying someone who use referral to get those victim of RTA and to assess the information regarding the impact of RTAs.

### **3.9. DATA ANALYSIS**

Two methods used in analyzing the data. Those are quantitative data and qualitative data analysis. The quantitative data that would get from respondents through questionnaire and we analyzed by descriptive statistics in interns of frequencies, percentage, and table. Also the qualitative data that would be obtain from respondents through interview and these interpreted and summarized in terms of words, sentences and paragraphs as well as explanations.

### **3.10. DATA QUALITY CONTROL MECHANISM**

To enhance the reliability and validity of the data the researchers is take data quality assurance. In order to apply a reliable data, the researchers would take across check the data which was collect not be stored type. And the validity of the method would be improved by knowing the actual behavior of the respondents, while the data would collect. This means respondents would ask and interviews while they are in a good condition. The carefully sampling methods would be ensured the representativeness on survey research.

### **3.11. ETHICAL CONSIDERATION**

In this study the researchers had taken in to account different ethical considerations. The researcher was keep privacy and made sure that participants know what they were going to did not affect them. The researchers also eliminated any negative consequences that participants were facing after participating in the research and the researchers created awareness to his respondents about the objective of his study. Anonymity and confidentiality were the core concern of the researcher during data collection.

## CHAPTER FOUR

### 4. DATA ANALAYSIS AND INTERPRETATION

#### 4.1. INTRODUCTION

As clearly stated in the statement of the problem the main concern of the study was to investigating the socio economic impacts of road traffic accident on victims in wolkite Town. This part of the paper includes the data which were gathered through Sami structured interview and questioner from selected 30 respondents in wolkite town.

The analysis and discussion was in line with the theory and practice. Based on the data collected from police officers, drivers, victim families and others found at this study area. It was analyzed and discussed in the following ways.

#### 4.2. Socio - Demographic Characteristics of Respondents

In this part the respondents personal information in terms of sex, age, educational status and marital status of the respondents.

As clearly indicted in the below table from the total of 20 respondents 13(65%) were male and 7(35%) were female. This indicts that the majority of the respondents were male.

Table 4.2.1 Sex distribution of respondents

No	Sex	Frequency	Percentage
1	Male	13	65%
2	Female	7	35%
3	Total	20	100%

Source: own study 2021

Table 4.2 shows that most of the respondents 11(55%) were found between the age 26-45. This group includes youth and adults that were well know and those who are encountered such problem. 6(30%) were found between the age group and 18-25, while 3 (15%) were found above 45 those are faced traffic accident in different process. From the whole age distribution of

respondent's percentage explain those who found between 26-45 age groups were drivers and victims that faced.

Table 4. 2.2 Age distribution of respondents

Age	Frequency	Percentage
18-25	6	30
26-45	11	55
Above 45	3	15
Total	20	100

Source: own study 2021

Table 4.3 shows that the majority of the respondents 6(30%) were secondary education completed followed by primary education completed they share 5(25%).The other 2(10%)were cannot read and write,3(15%)were can read and write,3(15%) had diploma and 1(5%) had degree. The above table shows that the majority of the respondents were taken from secondary education completed.

Table 4. 2.3 Education Statuses of the Respondents

Educational status	Frequency	Percentage
Cannot read and write	2	10%
Read and write	3	15%
Primary education completed	5	25%
Secondary education completed	6	30%
Diploma	3	15%
Degree	1	5%
Total	20	100%

Sources: own study 2021

According to the below table, 7(35%) of the participants were never married, 9(45%) of the participants were married, 2(10%) of the respondents were divorced and the remaining

2(10%) of the participants were widowed. From this information the researchers concluded that the majority of participants were married and followed by never married.

Table 4. 2.4 Marital Conditions of the Respondents

Marital status	Frequency	Percentage
Never married	7	35%
Married	9	45%
Divorced	2	10%
Widowed	2	10%
Total	20	100%

Source: own study 2021.

#### 4.3. Information on RTAs is Critical Issues

The answers of the respondents on the RTAs is critical issues, 27(90%) of the respondents gave their responses that the impact of road traffic accident is critical issue in Wolkite town. From this figure we can easily understand the impact of RTAs become a great issue in Wolkite town and it affects the socio-economic activities of Wolkite town.

But 10% (3) of the respondents gave their responses the impact of RTAs in Wolkite town is not critical issue. This shows that there are other issues which they consider as critical topic rather than car accidents.

This table shows that which types of vehicle contribute more to RTAs in Wolkite town 8(40%) of respondents provided the transfers that Bajaj create problem in Wolkite town in increasing the number of traffic accident. From this figure we can conclude that Bajaj's, are the issues of traffic accidents. This explains lack of driving skill, lack of education, and lack of knowledge of traffic rules and the highest speed and other factors, 3 (15%) of the respondents gave their answers that minibuses contribute more to traffic accident in Wolkite town.

Due to this many people become victims of RTAs in Wolkite town in different seasons, 2 (10%) of the respondents respond that motor cycle also contribute to RTAs 2(10%) of the respondents answered that public transport also brings this accident impact of RTAs.

Furthermore, 5(25%) of respondents provided that other vehicle contributed more for current road traffic accident in the town.

From the below figure the researchers can conclude that there are different kinds of vehicles that contribute more the effect of RTAs in Wolkite like Bajaj, minibus, public transport and others.

Table 4.2.5 Information on identifying vehicles which contribute more RTAs in wolkite town

No	From the following vehicles which one contributes more RTA in wolkite town	Frequency	Percentage
1	Taxi	-	-
2	Minibus	3	15%
3	Bajaj	8	40%
4	Motor cycle	2	10%
5	Public transport	2	10%
6	Other	5	25%
	Total	20	100%

Source: own study 2021

From respondents that get more contributes for current road traffic accident in Wolkite town were minibus and Bajaj because of the used over load and the deriver driving festally.

From below table, 2(10%) of the participants respond that the cause of RTAs in Wolkite town is for only one street line road. 3(16%) of the informants respond that the cause of RTAs in Wolkite town is the lack of driving skills among the drivers. 8(40%) of the participants responds that drug use driving is the cause of it RTAs. 1(5%) of the respondents were responds others problem like, intoxicated when driving, carelessness to looking left and rights when crossing the road. 2(10%) of the respondents were responds that violation of traffic rule is the cause for RTAs and 4(20%) the remaining were answered that topography and poor design that Caused RTAs. Generally, the researchers were understood that the main causes RTAs in Wolkite town is drug use driving skill that greatly contributing to the causes.

#### 4.4. Cause of Road Traffic Accident

Table 4.2.6. Information of Respondents about the Cause of RTAs

No	Cause of road RTAs in wolkite town	Frequency	Percentage
1	Topography and design	4	20%
2	Haring only one street	2	10%
3	Drug use driving	8	40%
4	Violation of traffic rule	2	10%
5	Lack of driving skill	3	15%
6	Other problem	1	5%
	Total	20	100%

Source: own study 2021

According to respondents the cause of road traffic accident are young drivers driving irresponsibly and carelessly, because they have nothing to worry about and are less experienced. Most young drivers have a third level driver' silences and are frequently involved in the collision. Others describe the cause of RTAs in Wolkite town, at this time the number of vehicle (like Bajaj) flow increased every year and not compatible with the existing road condition/ for only street line road. They said that on this only one road: animal (like, cattle), pedestrian are walk on it. For this there is high probability to injure by RTAs. So, the master plan of the road is out dated.

According to respondents the cause of road traffic accidents in study area explains that currently drivers who cause RTAs are young ones. Now, if you see drivers of minibus, Bajaj, others, they are young and even you doubt that they have driver's licenses. Those who have third level drivers licenses are frequently involved increases. They don't care; they do not feel responsible. They drive too fast. So, from these the researchers concluded that at the current time young driver are the main issue regarding to the cause of RTAs in wolkite town. Other explained that, over load and intoxicated when they are driving was the other problem. Over load is one case for increasing of RTAs and when they to get out from town they competing each other to be first and for head and on process they create such accident. In addition respondents felt that pedestrian's

ignorance education of traffic rule, mismatch of current drivers and existing road conditions are major contributors of RTAs and increasing its trends.

The below table shows the social effect of RTAs in Wolkite town. From this 5(25%) of the respondents answered that the car accidents that occurred in Wolkite town effect the society by creating social problem with in family. Like family disruption or separation by the problem of car accident. Another, 8(40%) of the respondents answered regarding to the issue that happens in Wolkite town, also create loss of human life among the community. 6(30%) of respondents said that the person who injured by car accidents they faced physical disability. 1(5%) of the respondents were answered that there are other social problems that brought by RTAs.

As the below table shows that the social impacts of traffic accidents is the main problem that brings loss of human life.

#### 4.5. Responses of respondents in social impact of RTAs

Table 4.2.7. The social impact of RTAs

No	Social impact of RTAs in wolkite town	Frequency	Percentage
1	Family disruption	5	25%
2	Loss of human life	8	40%
3	Physical disability	6	30%
4	If any other specific	1	5%
	Total	20	100%

Source: own study 2021

The informants said that the social impact of road traffic accident is the emotional consequences of the victim's physical problem that may drastically alter family relationships sudden, unexpected and permanent separation from loved ones can cause grief, anguish, quilt, fear, insecurity and with drawl for years. From this suggestion researchers can understand that impact of road traffic accidents can brings many problems in society and among victim persons. From this description , the researchers can understand that individuals who are injured and became disabled by car accidents has most influential impact on families who were losing him, the family may encountered anxiety, depression and shocks that leads those families to separate and

dependents, Because of they got a disable member are high expenses for supported by themselves.

#### 4.6. Economic impacts of road traffic accident

Below table shows that the economic effect of care accident in Wolkite town 2(10%) of the informants gave their respond that car accident inhibited individual from achieving their goals. 5(25% ) answered that the person who disabled by road traffic accident become burden on family and society that means dependents on others for survival. 4(20%) of the respondent respond that there is economic crisis in relation to the car accident like the income what get before may decline.8( 40%) respondents answered that within the car accident there is high probability for other property to be damaged like, car, house, materials and animals and others may destroyed,1(5%) of the respondents answered that car accident any other impacts of economy.

So, from this table the researchers could easily understand RTAs can bring many economic problems to the individual and society. Generally 40%of the respondents were answered that with in the car accident there is high probability or other property damage

Table 4.2.8. Responses of the Respondents on the Economic impact of Road Traffic Accidents

Economic impacts of road traffic accident in Wolkite town	Frequency	Percentage
Create economic dependency	5	25%
Property damage	8	40%
Personal economic crisis	4	20%
Failed from achieving their economic goals	2	10%
If any other specify	1	5%
Total	20	100%

Source: own study 2021

From informants the economic impact of road traffic accident describes that when individual injured he can deprive an individual of ability to achieve even minor goals and the results of it is dependence on others for economic support and routines physical care. That means when the individual disabled by car accidents they only keep the hand of others for their livelihood. This reality represents a considerable burden to family; economically it can limit individual and families activities.

4.7. The Effort that should be made to reduce the Current RTAs appropriately with all concerning organization?

Appropriately Wolkite transport sector have a duties to regulate and punish those that violate rule and regulation of traffic. They have to categorize as their level those categorized as motorized traffic. They have duties to increase and quality of transport services and facilities, improving quality of roads, pedestrian walk ways, increasing affordability level vehicles.

The Government has also duties to encourage more involvement of private sector in the provision of drivers training, Bajaj and minibus services, and road utilization culture through different program to remove flow obstructions Improve transport utilities by construction of new road like inside road in different way that comes together at the end.

From informants the best way of minimizing traffic accident is that repairing road in modernize way and by constructing new additional road in the city to eradicate high crowded road and separating a sidewalk and zebra crossing from the road.

#### **4.3.2. INTERVIEW QUESTION FOR TRAFFIC POLIC**

The informants argue that traffic police play important role in controlling traffic accident by implementing rule and regulation. Traffic police are responsible to manage the transport activity in day to day life with in the city; they also judge accordance with the law which is free from any illegal act or honestly serve the wider society to reducing road traffic accident.

From the interview; drivers take the vast position for the occurrence of traffic accident so they are expected to participate in reducing traffic accident by the following way, by frequently check their vehicle before start to drive and take legal licence for them and for the vehicle, by understanding and accepting the traffic rule and regulations before to be punished. by avoids using external drug that can alter the normal mind of driver like alcohol, chat, smoking and others.

According to key informant there are many mechanism should employee to reduce road traffic accident. Such mechanisms involve drivers, traffic police and other members of society. The following points are some mechanism picked by traffic police; Drivers should be licensed and well experience to drive in crowed city, the rule and regulation should be employed properly, repairing the damaged part of road and constructing new road for another option, Create awareness for driver traffic police and other society about the cause of traffic accident.

Wolkite people known by taking their road but there is only one street line road, so what would be like to do in future.

The government official, specially the administration office of gurage zone most give the solution by providing another road choice based on the government budget and the corporation of people, without this it's difficult to the society and it will have huge impact.

## **CHAPTER FIVE**

### **5. CONCLUSION AND RECOMMENDATION**

#### **5.1. Conclusion**

Based on the results of the study, the following summary and conclusion are expressed and recommendations are forwarded. This study was carried out to investigate the socio-economic impact of road traffic accidents on victims in wolkite town. Data were collected from respondents through questionnaires, interview and key informant interview to make the study understandable.

Road traffic accidents are the major social problem that has many socio-economic impacts in terms of loss of life, body and property damage, family disruption and others. Different factors that causes traffic accident such as optimum for only one street line road ,poor driving skill, road size and violation of traffic rules and regulations were disclosed .

Therefore, based on the findings of the study the following conclusions are indicated below. The major cause of RTAs in wolkite town is only for one street line road that the main issue that should be concerned by concerning body. It was found that some drivers of Bajaj, transport minibuses and carriage Isuzu were the main agents of road traffic accident in wolkite town. moreover it was disclosed that most of pedestrians of wolkite town were not using “Zebra” crosses with they cross the asphalts also it was found that many pedestrians were not keeping their left side while they move from one place to the other in the main street.

## 5.2. Recommendations

Based on the finding drawn from data collecting the following recommendations are mentioned:-

- ❖ The wolkite town traffic police officers, transport sector, municipal, and other stockholders should give the safety education to the drivers, community.
- ❖ The wolkite traffic police officers should regulate and penalize those Bajaj, minibuses and Isuzu drivers who violate the rule of traffic and those who have forged license should be assessed and penalized by law.
- ❖ The wolkite municipalities should construct wide and inside roads and should be reform the design of the road.
- ❖ Young and adult drivers are more frequently involved in RTAs than the other. Special awareness creation programs should be organized especially for the drivers of this age group those exist between young and adult so that they could develop the sense of responsibility and ownership.
- ❖ Isuzu and three wheeled motors (Bajaj) which are used to convey majority of the city dwellers are found more likely to be involved in frequent RTAs than other vehicle types. Therefore, it is recommended that the implementation of continuous, sudden and special technical investigation as well as training is required on these vehicle types.
- ❖ The vehicle to pedestrian crash is the most common type of RTA incidences in wolkite town next to vehicle to vehicle crash. Hence, continuous and participatory public campaigns concerning the use of roads should be given to pedestrians. In line with this, additional pedestrian side walkways must be constructed in the side of roads of the city.
- ❖ Efforts should be made by other researcher to curb the multifaceted impacts of RTA of the town through studying the engineering characteristics of roads and settlements, drivers driving behavior, law enforcements, pedestrians road using behaviors, methods of vehicle inspections, role of private driver learning agencies and the like in wolkite town.

## REFERENCES

- Ajit, G. And S, Ripunjoy, 2004. A Statistical Analysis of Road Traffic Accidents in Dibrugarh city: Assam. INDIA
- AFRO factsheet, 2013
- Backer,J.S.1963.Traffic Accident Investigators manual for police. Northern University Evanston: USA.
- Belachew, M.1997. "Some Thoughts on Intra-Urban Transport Problems in Ethiopia, the Case of the Anbessa City Bus Transport." Journal of Development Research **19**(1).
- Bent Thagson.1990, High and Traffic Engineering in developing countries Technical University of Denmark.
- Berhanu, G. 2000. Effects of Road and Traffic Factors on Road Safety in Ethiopia. Trodhium, Norway.
- Centers for Disease control and prevention, 2013.
- Creswell, John. 2000. Research Design; Qualitative and Quantitative and Mixed Methods Approaches. London
- Dinesh.2002.Road Safety in less Motorized Environments: Future Concern
- Douglas, M., and A. Wildavsky (eds) (1982). *Risk and Culture*Berkely; Los Angeles; London:University of California Press.
- Hailu, mokonnen. And Sileshi Teshager. 2014, Road traffic accidents: The neglected health problem in Amhara National Regional State.
- Kanellaidis, G., V. Karagioules and A. Zervas (2000) Drivers risk perception of road design elements in Nordfjærn, T. and T. Rundmo (eds) (2008) *Perceptions of traffic risk in an industrialized and a developing country*.Norwegian University of Science and Technology, Department of Psychology, Trondheim, Norway.
- Mebrahtu, B. 2002. Taxi Traffic Accidents In Addis Ababa: Causes, Temporal And Spatial Variations And Consequences. MA, Addis Ababa University.

Mekonnen, T. 2007. Empirical Analysis on Traffic Accidents involving human injuries: The case of Addis Ababa. MSc, Addis Ababa University.

Muhrad N and S. Lassarre (2005) Systems approach to injury control' in Tiwari G, D. Mohan, N, Muhrad (eds) *The way forward: transportation planning and road safety* New Delhi, Macmillan India Ltd

Naci, H., D. Chislom, et al. 2008. Distribution of Road Traffic Deaths by Road user group: A global comparison.

Odero, W. 2004. Africa's Epidemic of Road Traffic Injuries: Trends, Risk factors and Strategies for Improvement.

Paden M. et al 2004. World Report on Road Traffic Injury Prevention. WHO, Geneva.

Pearson, A. 2008. "Advances in Transportation Studies" An International Journal XV

Rosa, E. A. (2003) The logical structure of the social amplification of risk framework (*SARF*) Metatheoretical foundation and policy implications in N. K. Pidgeon, R.E. and Slovic, P (Eds), *The social amplification of risk*. Cambridge: Cambridge University Press.

Segni G, Berhanu G: Causes of road traffic accidents and possible counter measures on Addis Ababa-Shashemene roads. Addis Ababa: Addis Ababa University; 2007

Sjöberg, L., B-E. Moen and T. Rundmo (eds) (2004) *Explaining Risk Perception: An evaluation of the Psychometric Paradigm in Risk Perception Research* Norwegian University of Science and Technology, Department of Psychology, Trondheim.

World Health Organization, 2015. World report on road traffic injury prevention. World Health Organization Press. Geneva, Switzerland.

World Health Organizations, 2018. "Global Status Report on Road Safety". World Health Organization Press. Geneva, Switzerland.

World Report on Road Traffic injury prevention, 2015.

**WOLKITE UNIVERSITY**

***COLLEGE OF SOCIAL SCIENCE AND HUMANITIES***

***DEPARTMENT OF SOCIOLOGY***

***APPENDIX I: QUESTIONNAIRE FOR RESPONDENTS***

This questionnaire is prepared to gather information for essay research examine on socio-economic impacts of road traffic accident in wolkite town. It would be conducted for partial fulfillment of Bachelor of Arts (BA) in sociology with the objective of investigating the socio economic impact of road traffic accident on victims in wolkite town. Generally in giving your answer please use a mark on the boxes for close ended questions, but if you have different answer then use the space provided for open ended questions. Thank you very much for your valuable times and honest Answer.

**General instructions:**

- A. Put a tick () in the box of your choice
- B. Write your answers on the given space for open ended questions

***Part one: Background Information of the respondents***

1 Sex: Male  Female

2 Ages: 18-25  26-45  Above 45

3) Educational level A. cannot read and write  B. Read and write  Primary education  D. secondary education  E diploma  F Degree

4 Marital status A. Never married  B. married  C Divorced  D. Widow

**Section two: question for victims related to socio economic impact of traffic accident.**

5. What do you think the causes of road traffic accidents? A. topography and poor design  B) hearing only one street  C) violation of traffic rules  D) lack of driving skill  E drug use driving  F) if any another specify  \_\_\_\_\_

6. From the above which one has severity that brings the most traffic accident? Explainit \_\_\_\_\_  
\_\_\_\_\_

7. What are social impacts of road traffic accidents?

A) Family disruption  B) loss of human life  C) physical disability  E) if any other specify  \_\_\_\_\_

8. What are economic impacts of road traffic accidents?

A) Create economic dependency  B) property damage  C) personal economic crisis   
D Failed from achieving their economic goals  E) if any other specify   
\_\_\_\_\_

9. Do you think that the current road traffic accident impacts are critical issue in wolkite town?

A. Yes  B. No

10. If you say "Yes" for question number 9 why?

\_\_\_\_\_  
\_\_\_\_\_

11. If the answer for question number 9 is no, why?

\_\_\_\_\_  
\_\_\_\_\_

12. From the following vehicles which one contributes more for current road traffic accident in wolkite town?

- A. Public transport  B. Taxi  C. Minibus  D. Bajaj  E. Motor cycle  F. if any other specify  \_\_\_\_\_

13. What effort to be made to reduce this current traffic correctly with all concerned organization?

---

---

## **APPENDIX II: Interview guide**

### **Part one**

Interview questions for drivers related to socio economic impacts of traffic accident?

1. What do you think the causes of road traffic accident in wolkite town?

---

2. What do you think the social impacts of road traffic accident in wolkite town?

---

3. What do you think the economic impacts of road traffic accident in wolkite town?

---

4. What mechanism should be employ to minimize road traffic accident in wolkite town?

---

**Part two**

Interview questions for traffic polices related to socio economic impacts of traffic accident?

1. What do you think the causes of road traffic accident in wolkite town?

\_\_\_\_\_

2. What is the role of traffic polices to reducing traffic accident in wolkite town?

\_\_\_\_\_

3. What are the role drivers to reducing traffic accident in wolkite town?

\_\_\_\_\_

4. What mechanism should employ to reducing traffic accident in wolkite town?

\_\_\_\_\_

5. From the following vehicles which one contributes more for current road traffic accident in wolkite town?

A. Public transport       B. Taxi       C. Minibus       D. Bajaj       E. Motor cycle       F.  
if any other specify \_\_\_\_\_

6. Wolkite people known by taking their road but there is only one street line road, so what would be like to do in future.\_\_\_\_\_

