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# TRANSPORT-RELATED WALKING AND PEDESTRIAN INJURIES AMONG ADULTS IN URBAN INDIA: ASSOCIATION WITH SOCIOECONOMIC INDICATORS

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**Objective** The association of individual- and cluster-level socio-economic status indicators for transport-related walking (TRW) and pedestrian injuries is reported from an urban population in India.

**Methods** A three-stage systematic cluster design was used to recruit 7650 people aged 15–49 years (92.8% participation) representative of Hyderabad city population. Participants responded to questions on TRW and pedestrian injuries. Logistic regression was used to assess association for having >2 TRW trips per day and non-fatal pedestrian injury incidence in the last 12 months with individual-level (caste, education, per capita monthly income (PCMI), household ownership of vehicle) and cluster-level (cluster median income, CMI) socio-economic indicators.

**Results** The overall mean number of TRW trips per day was 6.25 with five times higher trips in the households that owned only a cycle as compared with those which owned a car ( $p<0.001$ ). Those with no education had the highest odds of reporting >2 TRW trips per day (8.30; 95% CI 6.79 to 10.13), and these trips decreased with increasing PCMI and CMI quartiles. Annual age-sex-adjusted rate for non-fatal pedestrian injuries was 7.4% (95% CI 6.7 to 8.0) and the highest rate was reported for those with >10 TRW trips per day (15.1%, 95% CI 12.4 to 17.8). The odds of reporting non-fatal pedestrian

injury in the last 12 months increased with increasing number of TRW trips.

**Conclusions** These data can contribute to understanding the differences in walking patterns and pedestrian injuries across the socio-economic gradient to formulate police and interventions aimed at reducing road traffic injuries in India.