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ASSESSMENT OF ATTITUDE REGARDING ROAD SAFETY MEASURES AMONG ADOLESCENT STUDENTS OF GOVT HIGHER SECONDARY SCHOOL CHARAR-I-SHARIEF BUDGAM KASHMIR: A DESCRIPTIVE STUDY.

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Abstract; the study was conducted with an aim to assess and improve the attitude regarding road safety measures and to promote road safety among adolescent students. A descriptive research design was used for the study in order to evaluate the existing attitude of adolescent students of Govt. Higher secondary school Charar-i-Sharief, Budgam, Kashmir."

A quantitative research approach was adopted, and Simple random sampling technique was used for selection of 60 students from accessible population. Data was collected using standardized attitude measuring scale. The main study was conducted over a period of four weeks. Data collected was organized and analyzed according to the objectives of the study using descriptive and inferential statistics.

Results: findings revealed that the attitude regarding road safety measures among the adolescent students was neutral in 80% of students and 16.7% had positive attitude and 3.3% of students had negative attitude. Significant association was found between the attitude score and demographic variables (Age and Previous accidents) and no significant association was found between the attitude score with other demographic variables (Course of study and Family Income).

Index Terms –Attitude, Adolescent students, Road safety measures, Road traffic accidents, Drive

I. INTRODUCTION

In the past century, there have been significant advancements in road safety. Traffic signals, crossings, cycle paths, and pavements now divide today's street users from the days of unorganized chaos and little restrictions. Technology has also improved the safety of infrastructure and automobiles, and Continental is now a leader in the development of novel safety solutions, from driver assistance systems to smart tyres. The first pedestrian crossings arose in the United Kingdom in the 1930s as streets became increasingly dangerous. In 1934, Germany enacted its first statewide speed restriction, which was 60 km/h in metropolitan areas. The

seat belt, one of the most significant improvements in road safety, took a surprising amount of time to take off. In the 1950s, automakers started to sell them as extras, although demand was incredibly low.[1]

Road traffic accidents (RTAs) are a primary cause of morbidity and mortality that can be avoided. Nearly 1.3 million people die on the world's roads each year, and 20–50 million individuals suffer nonfatal injuries, demonstrating the scope of the issue. According to the Global Status Report on Road Safety 2015, RTAs are the biggest cause of death for people between the ages of 15 and 29 and cost nations between 1% and 3% of their GDP. Tragically, carelessness and overconfidence are frequently to blame for young people's deaths as much as ignorance.[2]

In 2018, there were 5978 deadly accidents on the highways in J&K, resulting in 984 fatalities and 7845 injuries. The number of accidents decreased slightly in the next year, 2019; nonetheless, the number of fatalities increased. On the Union Territory (UT) highways, 5796 accidents resulted in a total of 996 fatalities and 7532 injuries.The high frequency of fatal highway accidents in J&K are typically linked to the state's dangerous roads, which are mostly in steep terrain, as well as reckless and careless driving and the lax enforcement of traffic laws by the traffic authorities [3].

One of the reasons for car accidents in our nation is carelessness. Examples include talking on a cell phone while operating a vehicle, running a red light, and exiting a side road directly into the path of another vehicle, excessive speeding, drivers with insufficient experience and incorrect authorization, poorly trained drivers and a lack of understanding of traffic signs,Driving while intoxicated is a major factor in the worrisome rise in the frequency of traffic accidents. Alcohol and other intoxicating substances cause drivers to lose self-awareness and control while operating a car, which eventually causes accidents.[4] One of the leading causes of traffic accidents globally is drunk driving. Blood alcohol concentration (BAC) laws that set a limit of 0.05g/dl or less are helpful in lowering the number of accidents involving alcohol. Driving while using a cell phone increases the risk of a collision by almost four times compared to driving when not using one. [5].

According to estimates from the World Health Organization, 20–50 million people are hurt in traffic accidents each year around the world, killing around 1.3 million people. The organization claims that traffic accidents are a leading cause of fatalities among people of all ages and that a low-income country has a three times higher chance of experiencing a traffic accident than a high-income country. Up to 80,000 persons every year in India are killed in traffic accidents. According to the Indian Ministry of Road Transport and Highways, negligence or a lack of understanding of traffic safety are the main causes of accidents. [6].

All stakeholders, including drivers, passengers, and vehicle owners, must be educated on road safety measures if we are to prevent injuries and save millions of lives. Due to their lack of understanding, young children are the most vulnerable road users and the most tragic victims of traffic accidents. The importance of teaching young children about road safety lessons and providing them with activities is greater than we may realize. Since teaching our children road safety implies ensuring the safety of the next generation, it is vital to educate youngsters and change their attitudes about the safety precautions to be followed while using the roads. [7].The motor vehicle act, which was put into effect in the state on September 1st 2019 and focused on road safety and included, among other things, harsh increases in penalties for traffic violations as well as electronic enforcement, appears to have contributed to the decrease in road accidents, fatalities, and injuries reported during the calendar year 2019 [9].Helmets, boots, and gloves are all essential safety equipment when riding a motorbike. The use of seat belts is strongly advised for four-wheelers. [10]

The researcher has read numerous studies on road safety measures and has come to the conclusion that while road traffic accidents (RTAs) happen everywhere in the nation and the world, the severity of injuries relies on whether or not the occupants of the vehicles take safety precautions. If a motor vehicle collision occurs and everyone is wearing seat belts and other safety equipment, the injuries are typically minimal and there is rarely a need to go to the hospital for an emergency. Accidents increase in direct proportion to the number of vehicles. Road safety measures should be taught to adolescents and followed and implemented in order to

counter or minimize the number of traffic accidents, as this places an increased strain on hospitals and hospital faculties. The majority of adolescent students have a negative attitude toward road safety measures, according to the investigators' review of the literature and personal experience during their clinical practice in various community settings. As a result, the investigators would like to explore and learn more about the attitudes of adolescent students at the Government Higher Secondary School Chari-i-Sharief Budgam, Kashmir, and work to change those attitudes.

The study titled "A Descriptive Study to Assess the Knowledge and Attitude Regarding Pulmonary Tuberculosis among the Rural Population of Charar-i-Sharief, Budgam, Kashmir" aims to evaluate students' attitudes toward road safety measures. Findings will assist healthcare professionals in designing targeted interventions to reduce stigma, improve awareness, and promote favorable attitude towards road safety measures.

RESEARCH METHODOLOGY: To assess the attitude regarding road safety measures among adolescent students of Govt. Higher Secondary School Charar-i-Sharief, Budgam, Kashmir, a quantitative research approach with descriptive research design was found appropriate in order to achieve the research objectives and the nature of problem under investigation.

RESEARCH SETTING: The environment is the place where a study is carried out.[46] The current study was carried out at the Government Higher Secondary School Charar-i-Sharief Budgam Kashmir. The feasibility and sample availability were the deciding factors in choosing this setting.

STUDY POPULATION

The term "accessible population" refers to a collection of instances that meet predetermined standards and are available to researchers as a potential pool of study participants whereas A target population is made up of all the instances of particular phenomena that the researcher would like to generalize.[13] Adolescent students between the ages of 16 and 19 who were enrolled in the government higher secondary school Charar-i-Sharief Budgam Kashmir, during the time of data collection made up the target population for the current study..

VARIABLES UNDER STUDY

In quantitative studies, variables are frequently used to refer to concepts. A person's variable quality is one that changes with time.[13] The current study intends to evaluate the attitudes of adolescent students at the government higher secondary school Charar-i-Sharief in Budgam, Kashmir toward traffic safety measures. Two types of attributes were identified in the study. They are research variables and demographic variables.

1. Research variables: These are the traits, characteristics, or features that may be seen or assessed in a natural environment without interference or the establishment of a cause-and-effect link.[47] The attitude toward measures for improving road safety is a research variable in the current study.

2. Demographic Variable: Age, course of study, family income, and any prior accidents were the demographic variables chosen for the study.

SAMPLE AND SAMPLING TECHNIQUE

Sample: A sample is a subset of the population that serves as a representative sample of the complete population.[48] 60 adolescent students from the government higher secondary school Charar-i-Sharief in Budgam, Kashmir, made up the study's sample.

Sampling technique: It is described as the process of choosing representative population segments to use for the study[48]. Simple random sampling technique was employed in the current study to choose the sample.

Data collection tools/instruments: In the current study, a standardized tool (the Suresh K. Sharma standardized attitude measuring scale) was used to collect data and gauge the attitude of adolescent students regarding toward road safety measures at the government higher secondary school Charar-i-Sharief in Budgam, Kashmir.[33]

Description of tool: The tool consists of two sections.

Section A: -

Socio- demographic data: It consists of 4 items related to socio demographic profile of adolescent students studying at government higher secondary school Charar-i-Sharief, Budgam, Kashmir. These 4 items includes age, course of study, family income and any previous accidents).

Section B: Consists of attitude scale developed by Suresh K. Sharma which consists of 8 statements regarding attitude towards road safety measures.[33] It is a 4-point Likert scale ranging from strongly agrees followed by agree, disagree, and strongly disagree.

Table 1: Description of Tool

Section	Part	No of items
A	Demographic variables	4
B	Standardized attitude assessing scale	8

Scoring Criteria:- Scoring key was prepared for section A by coding demographic variables.

For section B, responses were rated on a 4-point Likert scale ranging from strongly agree (4) followed by agree (3) disagree (2) strongly disagree (1). Reverse scoring concept was followed for negative attitude statements.

Table 2 : Scoring pattern of items of Suresh K Sharma Attitude Assessing Scale

Items	Scoring Pattern
Negative items (2, 4, 6, 7**)**	**Strongly Agree =1** **Agree =2** **Disagree = 3** **Strongly Disagree = 4**
Positive items (1, 3, 5, 8)	**Strongly Agree =4** **Agree =3** **Disagree = 2** **Strongly agree = 1**

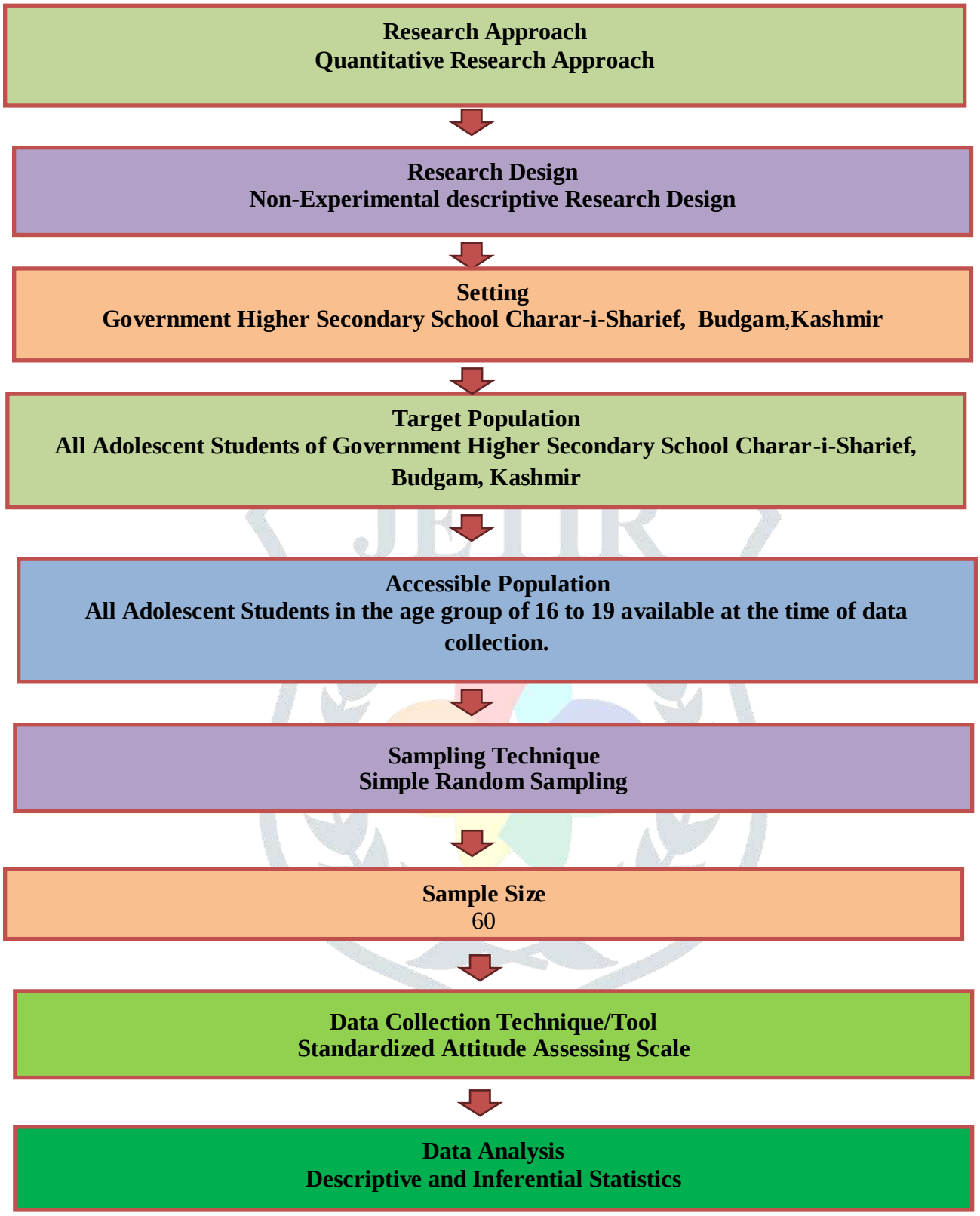

Fig. No. 1: Schematic Representation of the Study Methodology

Data collection procedure: Prior to data collection permission was obtained from Principal Government Higher Secondary School Charar-i-Sharief, Budgam, Kashmir. The main data collection period was from 14-09-2022 to 15-09-2022. Sample size of 60, adolescent students was selected by simple random sampling technique.

Table 3: - Data Collection Schedule

No. of Days	Date and Time	Subjects Taken Per day
Day 1	14-09-2022 11:00 am-1:00 pm	30 Subjects
Day 2	15-09-2022 11:00 am-1:00 pm	30 Subjects

ANALYSIS AND INTERPRETATION: The data analysis was based on following objectives:

- To assess the attitude regarding road safety measures among adolescent students of Govt. Higher Secondary School Charar-e-Sharief, Budgam Kashmir.
- To find the association between attitude scores of adolescent students regarding road safety measures with their selected socio-demographic variables (age, family income, course of study, any previous accident).

On the basis of the research statement, following hypothesis were formulated:

H1:- There is significant association between attitude scores regarding road safety measures among adolescent students with selected sociodemographic variables (Age, Course of Study, Family Income and Any Previous Accident).

H0:- There is no significant association between attitude scores regarding road safety measures among adolescent students with selected sociodemographic variables (Age, Course of Study, Family Income and Any Previous Accident).

Analysis and interpretation of data was done according to the objectives using descriptive and inferential statistics. The level of significance chosen was at $p \leq 0.05$.

ORGANIZATION OF ANALYSED DATA:-

The analyzed data was organized according to the objectives and presented under the following sections:

- **Section I:** Description of demographic variables
- **Section II:** Assessment of attitude regarding road safety measures.
- **SECTION III:** Description of Association of attitude Scores with selected socio-demographic Variables.

Section I: Description of demographic variables

This section offers a summary of the demographic characteristics of the study participants. The collected data covers information related to factors such as **the age of participant in years, Course of Study, Family Income, Any Previous Accident**.

ANALYSIS AND INTERPRETATION OF DEMOGRAPHIC VARIABLES OF SUBJECTS:

Table No. 4: Frequency and percentage distribution of subjects according to age

N=60

Variables	Opts	Percentage (%)	Frequency (f)
Age In Years	16 Years	12%	7
	17 Years	55%	33
	18 Years	30%	18
	19 Years	3%	2

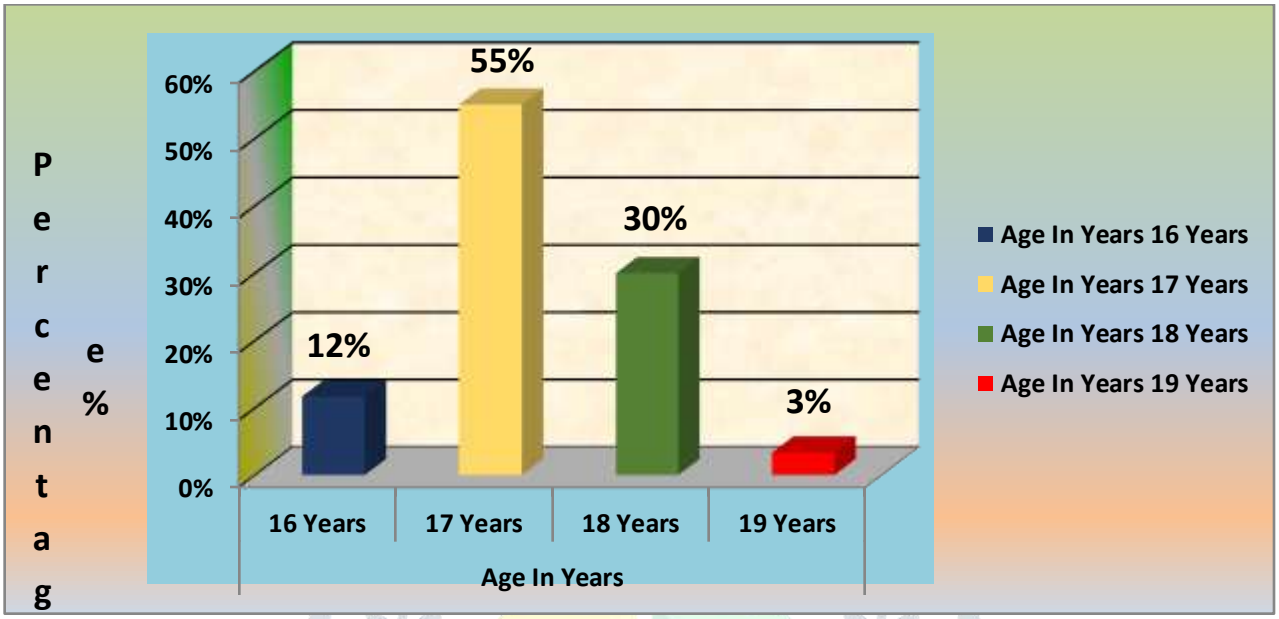

Figure No. 2: Percentage distribution of subjects according to age.

The data presented in table 4, figure 2 depicts that a majority of the study (55%) were 17 years old, 30% were 18 years old, 12% were 16 years old, and only 3% were 19 years old.

Table No. 5: Percentage and frequency distribution of subjects according to course of study.

N=60

Variables	Opts	Percentage (%)	Frequency (f)
Course of Study	**Medical**	**23%**	**14**
	Non-Medical	**5%**	**3**
	Arts	**62%**	**37**
	Commerce	**10%**	**6**

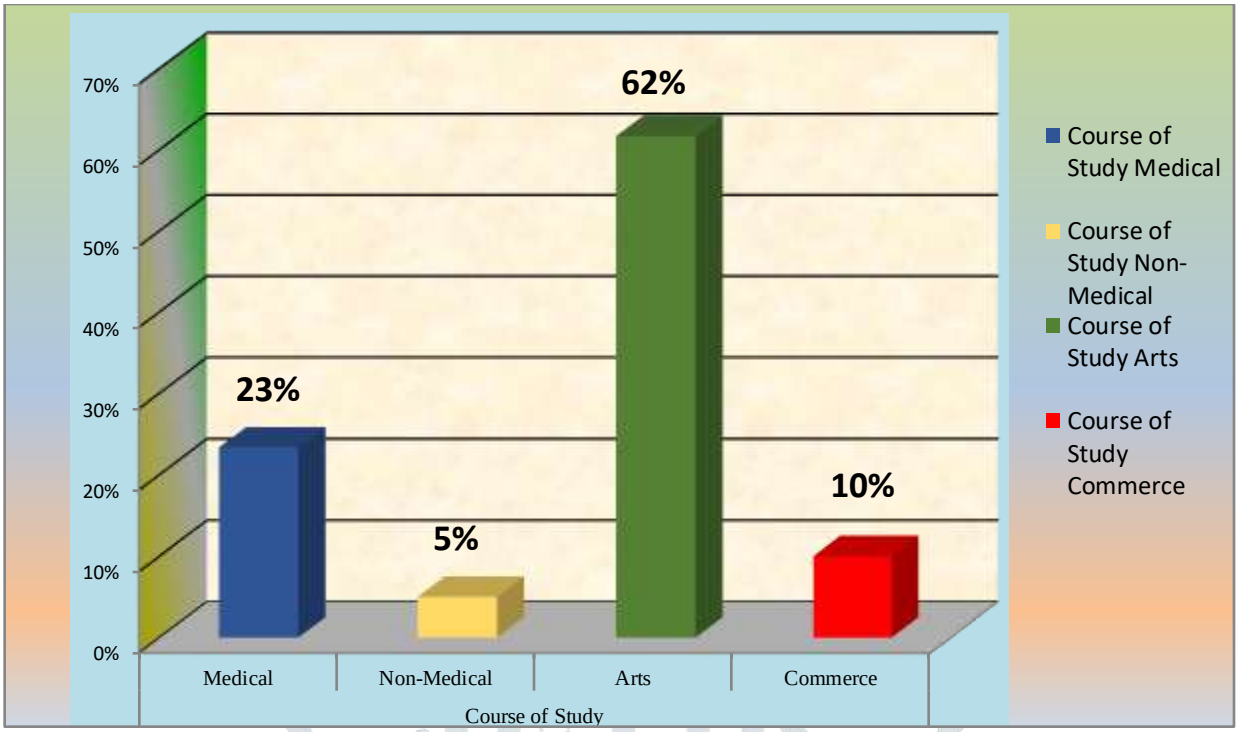

Figure No. 3: Percentage distribution of study subjects according to course of study.

The data presented in table 5, figure 3 depicts that the majority i.e.; 62% of the study subjects were from the arts stream, 23% were from the medical stream, 10% were from the commerce stream, and only 5% were from the non-medical stream.

Table No. 6: Percentage and frequency distribution of subjects according to family income.

N=60

Variables	Opts	Percentage (%)	Frequency (f)
Family Income	Rs 5000 - 10000	52%	31
	Rs 10000-20000	22%	13
	Rs 20000-30000	17%	10
	Above Rs 30000	10%	6

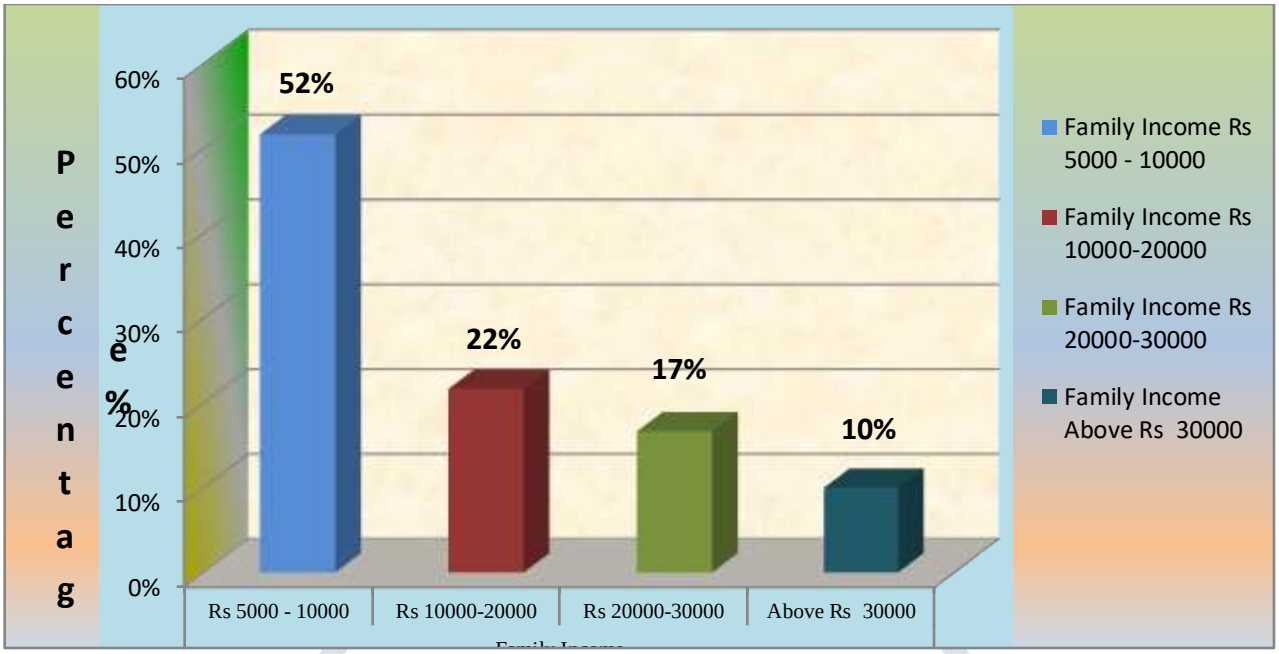

Figure No. 4: Percentage distribution of study subjects according to family income.

The data presented in table 6, figure 4 depicts that majority of the participants (52%) were from Rs 5000–10,000 income group, followed by 22% from Rs 10000–20,000 income group, 17% from Rs 20000–30000 income group, and only 10% from above Rs30,000.

Table No. 7: Percentage and frequency distribution of subjects according to any previous accidents.

N=60

Variables	Opts	Percentage (%)	Frequency (f)
Any Previous Accident	Yes	27%	16
	No	73%	44

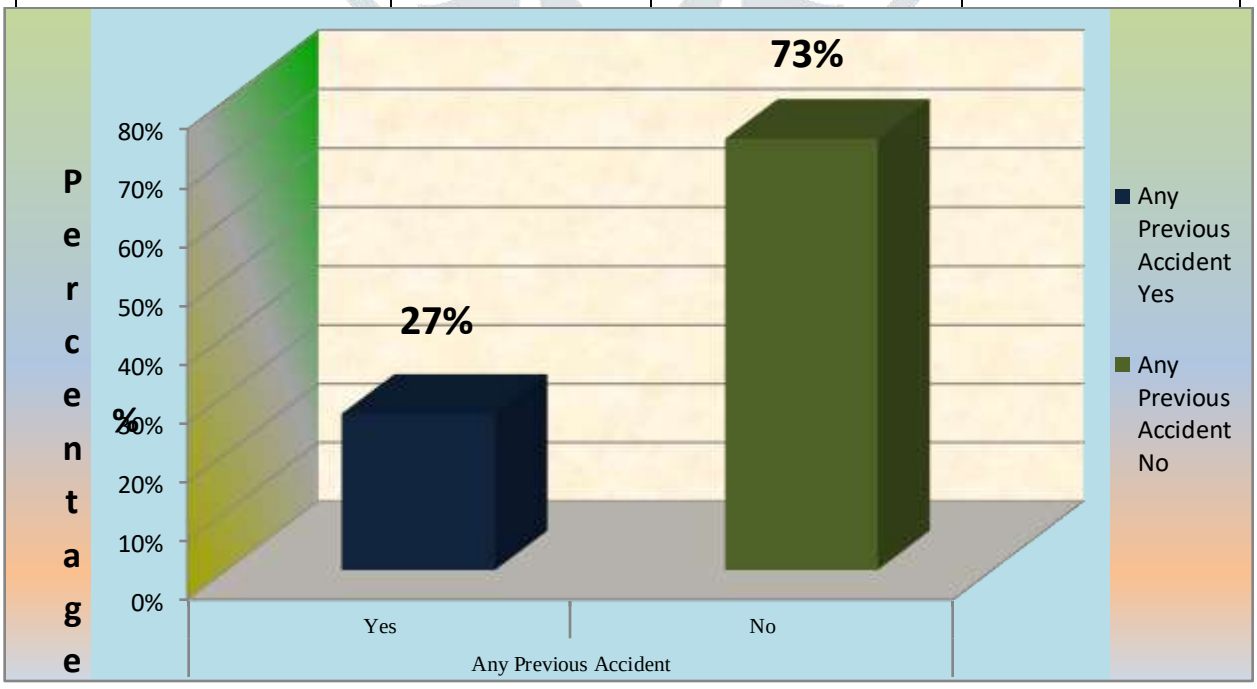

Figure No. 5: Percentage distribution of study subjects according to any previous accident.

The data presented in table 7, figure 5 depicts that majority of the participants (73%) have never encountered in any road traffic accident, whereas 27% have faced an accident.

Section II: Assessment of attitude regarding road safety measures.

Table No. 8: Frequency & Percentage distribution of study subjects according to level of attitudes toward road safety measures.

N= 60

LEVEL OF ATITUDE	PERCENTAGE	FREQUENCY
POSITIVE ATTITUDE.(25-32)	16.7%	10
NEUTRAL ATTITUDE.(17-24)	80.0%	48
NEGATIVE ATTITUDE.(8-16)	3.3%	2

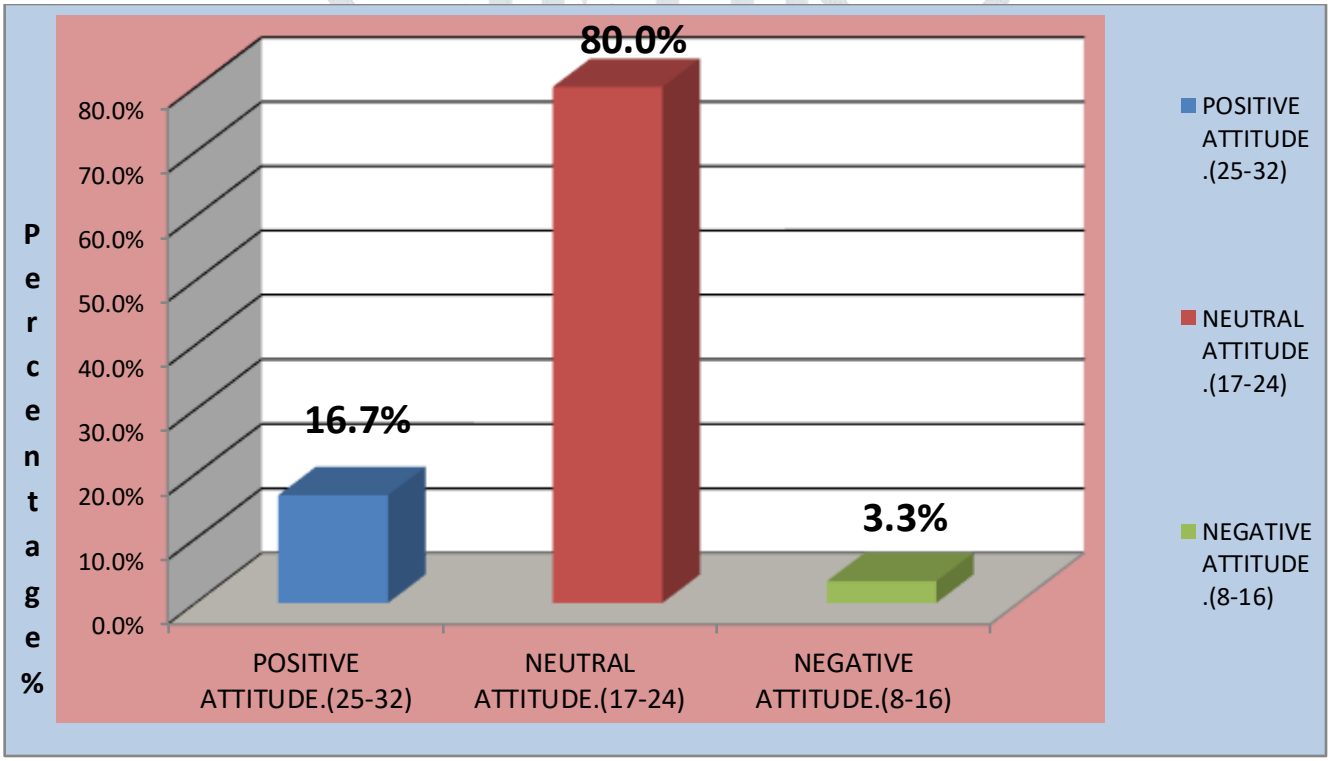

Figure No. 6: Diagram showing the percentage distribution of study subjects according to level of attitude towards road safety measures.

The data presented in Table 8 and Figure 6 depicts that the majority of individuals (80%) had a neutral attitude toward road safety measures whereas 16.7% had a positive attitude and only 3.3% had a negative attitude towards road safety measures.

Table No. 9: Descriptive statistics of attitude score of study subjects regarding road safety measures.

N=60

Descriptive Statistics	Mean	Median	S.D.	Maximum	Minimum	Range
ATTITUDE SCORE	21.60	21	3.45	32	14	18

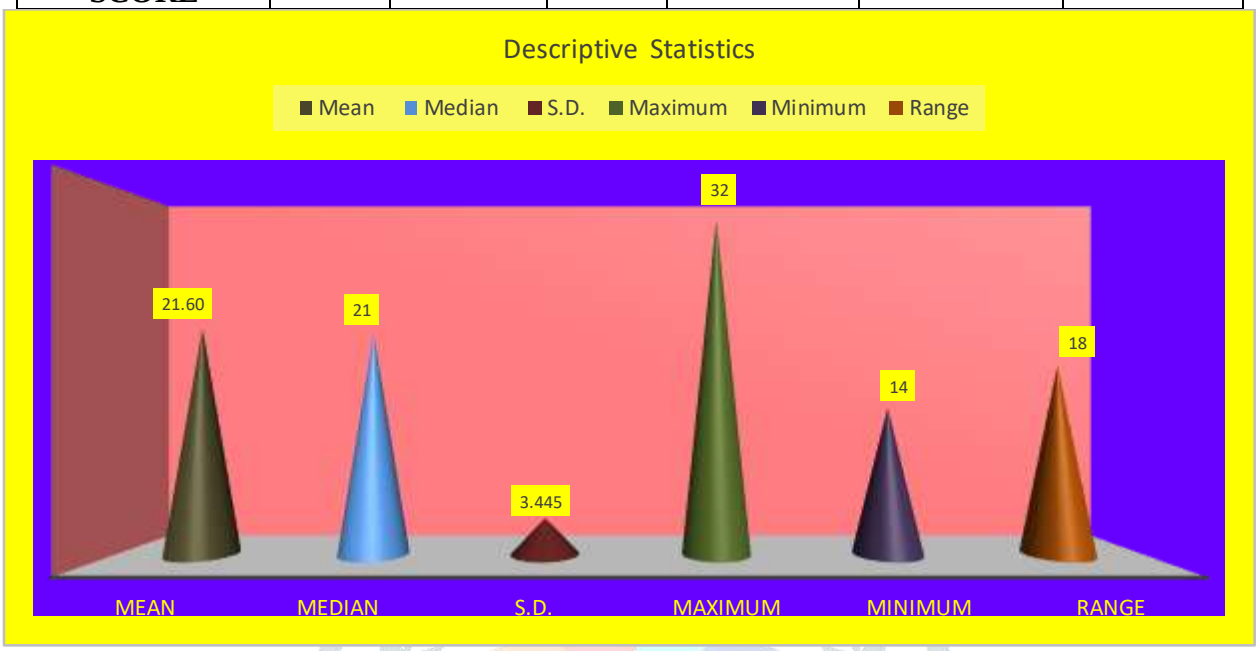

Figure No. 7: Diagram representing descriptive statistics of attitude score of study subjects regarding road safety measures.

The data presented in table 9 and figure 7 depicts that the median score was 21, maximum score was 32, minimum score was 14, and the range of scores was 18. The mean value was found to be 21.60.

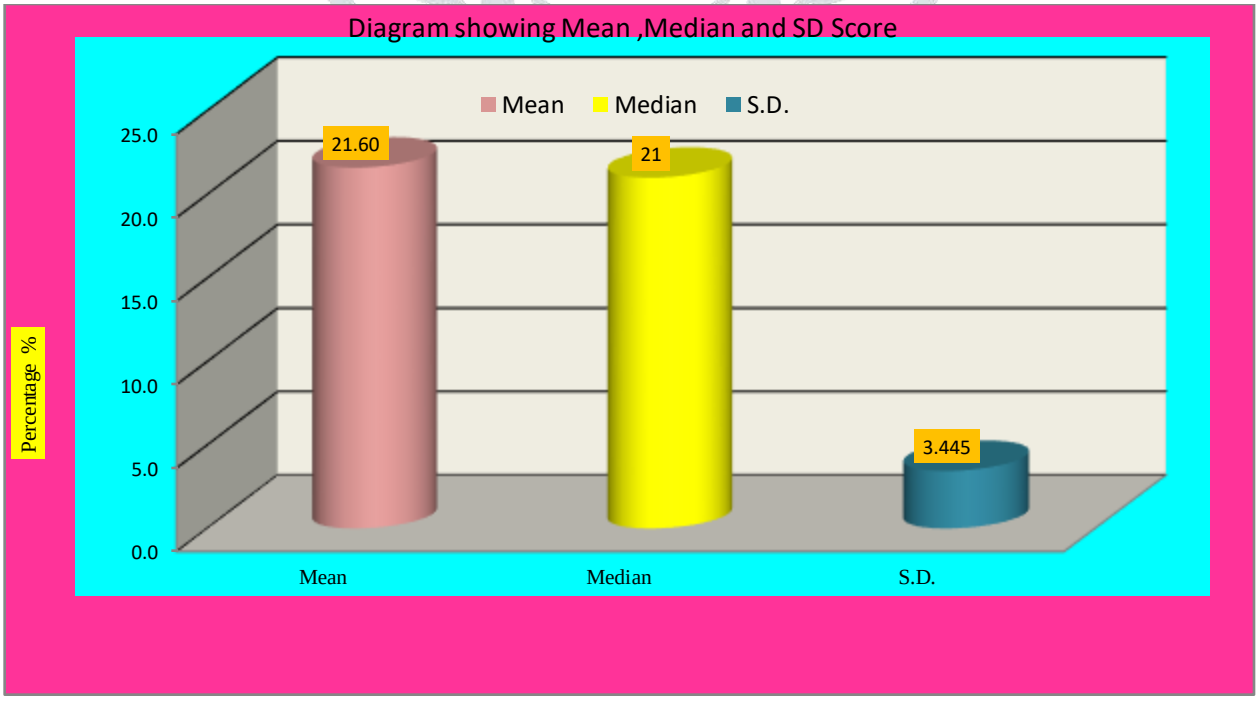

Figure 8: Study subject mean, median, and standard deviation

Figure 8's data displays that the attitude score's mean, median, and SD were 21.60, 21, and 3.445, respectively**.**

Section III: Description of Association of attitude Scores with selected socio-demographic Variables.

This section deals with the findings related to the association between score and selected demographic variables. The chi-square test was used to determine the association between the score levels and selected demographic variables at the 0.05 level of significance

Table No. 10: Table Showing Association of attitude Scores and socio-Demographic Variables.

N=60

DEMOGRAPHIC DATA		LEVELS OF ATTITUDE(N=60)			ASSOCIATION WITH ATTITUDE SCORE				
Variables	**Opts**	POSITIVE ATTITUDE	NEUTRAL ATTITUDE	NEGATIVE ATTITUDE	**Chi Test**	**P Value**	**df**	**Table Value**	**Result**
Age In Years	16 Years	0	7	0	15.152	0.019	6	12.592	Significant
	17 Years	3	29	1					
	18 Years	5	12	1					
	19 Years	2	0	0					
Course of Study	Medical	4	10	0	5.173	0.522	6	12.592	Not Significant
	Non-Medical	0	3	0					
	Arts	4	31	2					
	Commerce	2	4	0					
Family Income	Rs 5000 - 10000	3	28	0	10.557	0.103	6	12.592	Not Significant

	Rs 10000-20000	2	10	1					
	Rs 20000-30000	4	6	0					
	Above Rs 30000	1	4	1					
Any Previous Accident	Yes	5	9	2	9.822	0.007	2	5.991	Significant
	No	5	39	0					

The data presented in table 10 depicts the association between Attitude score and selected demographic variables (Age, course of study, family income and any previous accident) at 0.05 level of significance. Significant association was found between attitude score and demographic variables Age and Any previous accidents at 0.05 level of significance. Hence the researcher **accepts the research hypothesis H_1 for Age, Any Previous Accident,** which states that There is significant association between attitude scores regarding road safety measures among adolescent students with selected socio-demographic variables and rejects H_0. Whereas no significant association was found between attitude score and demographic variables course of study and family income at 0.05 level of significance. Hence the researcher **accepts the null hypothesis H_0 for Course of Study Family Income** which states that There is no significant association between attitude scores regarding road safety measures among adolescent students with selected socio-demographic variables (Age, Course of Study, Family Income and Any Previous Accident).

Table No. 11: Attitude scores at the item-wise analysis level.

Area>	QUESTIONS	STRONGLY DISAGREE (%)	DISAGREE (%)	AGREE (%)	STRONGLY AGREE (%)
PART - B – ATTITUDE	Qno.1	0.0%	3.3%	18.3%	78.3%
	Qno.2	11.7%	11.7%	50.0%	26.7%
	Qno.3	25.0%	15.0%	11.7%	48.3%
	Qno.4	13.3%	20.0%	31.7%	35.0%
	Qno.5	5.0%	5.0%	45.0%	45.0%
	Qno.6	15.0%	13.3%	40.0%	31.7%
	Qno.7	15.0%	26.7%	40.0%	18.3%
	Qno.8	11.7%	6.7%	50.0%	31.7%

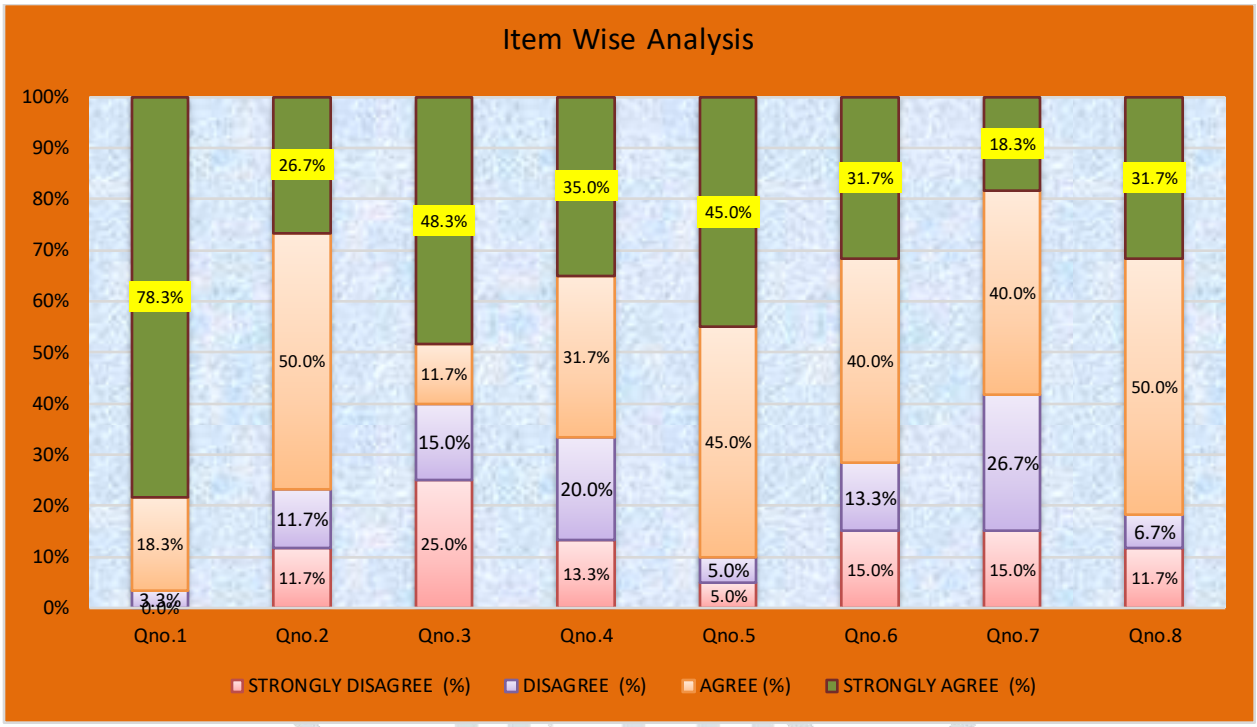

Figure No 9:- Bar diagram representing Item wise analysis of attitude scores

Conclusion

The study revealed that maximum students had neutral attitude regarding road safety measures.

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