

ASSOCIATION OF POST TEST KNOWLEDGE SCORE WITH SELECTED SOCIO DEMOGRAPHIC VARIABLES AMONG TEENAGERS

Ms. Jagmeet Kaur* | Dr. Harvinder Kaur**

*Ph.D. Scholar, Himalayan University, Itanagar, Arunachal Pradesh, India.

**Research Supervisor, Himalayan University, Itanagar, Arunachal Pradesh, India.

DOI: <http://doi.org/10.47211/idcij.2021.v08i04.009>

ABSTRACT

Many individuals are harmed or incapacitated each year. Kids, walkers, cyclists and more established individuals are among the most defenseless of road clients. This report fills in as a pattern for the Decade of Action for Road Safety 2011-2020, announced by the UN General Assembly WHO works in accomplices with legislative and non-administrative organizations all over the planet to raise the profile of the preventability of road traffic wounds and advance great practices in beginning phases of improvement encounters and learning interaction will take up every one of the new things in the method of quick track, and on the off chance that they communicates any deliberate messages, individuals particularly their folks and family members never disregard them all things considered, acknowledge them. As per official measurements, 80,118 people were killed and 3,42,200 harmed in road traffic conflicts in India In 2010. A "Quantitative research approach" was used in light of the nature of the problem and the objectives of the current investigation. Non-probability convenient sampling technique was used. Sample size of the present study was 200 under graduate students.

RESULTS: Findings of the present study show that majorities 68 (34%) teenagers were in the age group of 18 years. .majority 88 (44%) people are males .Maximum 120 (60%) teenagers were studying in BA 2nd year. Majority 112 (56%) mothers of teenager students were Matric .Majority 80 (40%) fathers of teenager students were Under Graduate. Majority 102 (51%) mothers were house wife. 72 (36%) fathers were business man. Majority 104 (52%) belongs to Nuclear family. Majority of teenager students i.e. 168 (84%) resides out of the campus. Majority 72 (36%) of teenager's Family income falls between either Rs 15001-25000. 104 (52%) teenagers belongs to Urban area. Majority of teenagers i.e. 112 (56%) were vegetarian. In Knowledge, the mean of PRE TEST knowledge score was 16.72 and post test knowledge score was 30.65 and 30.65 which is significantly higher than mean and median of pre test knowledge scores. Standard deviation of post test score and pre test score is 4.86 and 1.90 respectively in Knowledge. The computed paired value (99. df -59, at level of 0.5) is greater than table value which represents significant gain in knowledge through structured teaching program. Hence the hypothesis (H) is accepted.

KEYWORDS: Incapacitated, legislative, deliberate, preventability

ABOUT AUTHORS:



Ms. Jagmeet Kaur is Ph.D. Scholar at Himalayan University at Itanagar in the Indian state of Arunachal Pradesh, India.



Dr. Harvinder Kaur, is research guide, Himalayan University, Itanagar, Arunachal Pradesh, India. She has presented papers in various national and international conferences.

INTRODUCTION

Road clients wherever merit better and more secure road travel. Assuming that we hope to forestall and control this worldwide pandemic, we should utilize viable methodologies at the same time to address changes in the road and transportation frameworks, to address vehicle safety, and to address the individual practices of drivers, travelers, and people on foot, cyclists and leaders. Worldwide the complete number of road traffic passing remains inadmissibly high at 1.24 million every year [4]. It is additionally essential to see that distinctions in degrees of autonomous versatility were seen between schools in Canberra, England and Germany because of different reasons (i.e., predominance of the engine vehicle in the improvement of a low density city) [3]. Various 1760 center school (6th, seventh and eighth norm) young men matured somewhere in the range of 10 and 16 were remembered for a concentrate in Yamunanagar, India, concerning the utilization of bike [5]. This thought has been quickly taken on inside metropolitan Auckland, New Zealand. Intentional traffic safety clubs is additionally an apparatus for the showdown of traffic safety among kids. As per a poll based study in Sweden [15] addressed to kids (part and nonmembers of a traffic safety club), it was observed that individuals don't have a lower accident hazard than nonmembers (around 20% of Swedish kids are individuals from the club). In low and center pay nations 90% of complete road accidents happened, which is practically the twofold the fatalities caused in high - pay country. Fig 1.2 shows the level of road traffic passing by country pay status. [33]. In equal, the demeanor of drivers makes an interpretation of information right into it and it is one of the key factors adding to driving conduct [19]. Besides, the two mentalities and saw hazard have been displayed to dependably anticipate risky driving conduct and contribution [22-25].

TITLE OF THE STUDY

Association of Post test Knowledge score selected socio demographic variables among teenagers

REVIEW OF THE LITERATURE

S.B. Balm, R.K. Dase et al., (2017) directed a cross sectional review on mindfulness and conduct of puberty towards Road traffic Accidents a review was completed among 1051 juvenile going to scholastic instructing classes in Aurangabad city was chosen as an example and helpful examining procedure was utilized, poll strategy was utilized for gathering the information span is 3 months. A review discoveries showed that 665 (63.27%) immaturity had great mindfulness, 219 (20.84%) about their vehicle's condition mindfulness about road traffic sign was great amongst 448 (42.63%) youthfulness, average (42.53%) and poor (14.84%) young men had great mindfulness towards Road traffic sign contrasted with young ladies. Understudies have extremely durable driving permit (19.5%) don't have permit (68.03%) utilization of safety estimates utilizing driving was exceptionally less 19.75% and not adhered to the traffic guidelines by 66.32% understudies. Commonness of accident among immaturity driver was more young men (68.4%) contrasted with young ladies (31.56%). In low and center pay nations 90% of complete road accidents happened, which is practically the twofold the fatalities caused in high - pay country. Fig 1.2 shows the level of road traffic passings by country pay status. A review finding showed that, around 67% of females knew about speed limit contrasted with 30% of guys, this distinction was measurably significant ($P=0.01$). Over 90% of the understudies unequivocally concurred that cell phones ought not utilized in driving 76.7% of understudies drive a vehicle, just 52.17% among them wear head protector while driving, the review inferred that, ceaseless endeavors are expected to expand mindfulness on road safety measures.

V.J.Bini Paul.V.Hemavathy (2014) led a quasi-experimental review to assess the adequacy on anticipation of RTA among school going kids .review was completed 100 school going youngsters between the age gathering of 10-12yrs chose by basic irregular lottery strategy, one gathering pre test and post test research configuration used to assess the review, Structured survey technique was utilized for gathering information, and term is one month. Information investigated utilizing distinct and inferential insights, the review finding showed that in pre try out of 100 sample (83%) had deficient information on road traffic rules and guideline and (17%) had moderately sufficient information, after intercession kids (close to 100%) had satisfactory information and (1%) had moderate information on RTA

METHODOLOGY

The present study determines the effectiveness of structured teaching programme on post test knowledge regarding prevention of road traffic accidents among teenagers in selected colleges at Ludhiana, Punjab, India. A "Quantitative research approach" was used in light of the nature of the problem and the objectives of the current investigation. The study was conducted in selected colleges of Ludhiana. These were Bhutta college of education, Ludhiana; Anand institute of medical sciences, Arya College, Ludhiana. Samples for the present study were the students studying +1,+2 and under graduate Course who fulfilled the inclusion criteria & Students studying in selected colleges. Non-probability convenient sampling technique was used. Sample size of the present study was 200 under graduate students

RESULTS:

FREQUENCY AND PERCENTAGE DISTRIBUTION OF TEENAGERS IN SELECTED COLLEGES AT LUDHIANA, PUNJAB, INDIA. n=200

1. Age in years	FREQUENCY	PERCENTAGE
a) 16	08	4
b) 17	40	20
c) 18	88	34
d) 19	64	32
2. SEX	Frequency	PERCENTAGE
Male	88	44
Female	112	56
3. Educational Qualification	FREQUENCY	PERCENTAGE
a) +1	16	8
b) +2	16	8
c) BA 1ST YEAR	48	24
d) BA 2ND YEAR	120	60
4. Mother Education	FREQUENCY	PERCENTAGE
ILLITERATE	0	0
PRIMARY	16	8
MATRIC	112	56
UNDER GRADUATE	56	28
GRADUATE	16	8
5. Father Education	FREQUENCY	PERCENTAGE
ILLITERATE	8	4
PRIMARY	40	20
MATRIC	40	20
UNDER GRADUATE	80	40
GRADUATE	32	16
6. Mother Occupation	FREQUENCY	PERCENTAGE
HOUSE WIFE	104	52
BUSINESS WOMAN	48	24
PRIVATE EMPLOYEE	48	24
GOVERNMENT EMPLOYEE	0	0
7. Father Occupation	FREQUENCY	PERCENTAGE
FARMER	48	24
BUSINESSMAN	72	36
PRIVATE EMPLOYEE	40	20
GOVERNMENT EMPLOYEE	40	20
8. Family Type	FREQUENCY	PERCENTAGE
JOINT	88	44
NUCLEAR	104	52
EXTENDED	08	4
9. Residence	FREQUENCY	PERCENTAGE
IN THE CAMPUS	32	16
OUT OF THE CAMPUS	168	84
10. Family Income	FREQUENCY	PERCENTAGE
<10000	16	8
10001-15000	40	20
15001-25000	72	36
ABOVE 25001	72	36

11. Habitat	FREQUENCY	PERCENTAGE
RURAL	96	48
URBAN	104	52
12. Dietary Habit	FREQUENCY	PERCENTAGE
VEGETARIAN	112	56
NON VEGETARIAN	88	44
13. Source Of Information	FREQUENCY	PERCENTAGE
PARENTS	0	2
TEACHERS	48	24
PEER GROUPS	80	40
MASS MEDIA	56	28
TRAFFIC POLICE	16	8
14. Mode of Travelling	FREQUENCY	PERCENTAGE
PEDESTRIAN	12	6
COLLEGE TRANSPORT	72	36
PUBLIC TRANSPORT	52	26
PRIVATE TRANSPORT	64	32

Findings of the present study show that majorities 68 (34%) teenagers were in the age group of 18 years. The least numbers of students was i.e 8 (4%) were in the age group of 16 years. Majority 88 (44%) people are males and rest 112 (56%) are the females. Maximum 120 (60%) teenagers were studying in BA 2nd year religion followed by 48 (24%) were studying in BA 1st year, 16 (8%) were studying in either +1 or +2. Majority 112 (56%) mothers of teenager students were Matric and the least numbers is 0 (0%) who were illiterate. Majority 80 (40%) fathers of teenager students were Under Graduate and minimum 8 (4%) are illiterate. depicts that majority 102 (51%) mothers were house wife followed by 48 (24%) were either business woman or private employee. none of the mother was Government employee. shows that 72 (36%) fathers were business man followed by 48 (24%) were farmers and rest 40 (20%) fathers were either Private employee or Government employee. majority 104 (52%) belongs to Nuclear family, 88 (44%) belongs to Joint family and rest 8 (4%) belongs to extended family. shows that majority of teenager students i.e. 168 (84%) resides out of the campus and minimum 32 (16%) resides in the campus. shows that majority 72 (36%) of teenager's Family income falls between either Rs.15001-25000 or above 25001, followed by 40 (20%) earns 10001-15000 and rest 16 (8%) earns less than 10,000. shows that 104 (52%) teenagers belongs to Urban area and rest 96 (48%) belongs to rural area. shows that majority of teenagers i.e 112 (56%) were vegetarian and rest 88 (44%) were non-vegetarian.

KNOWLEDGE					
Age in years	GOOD	AVERAGE	POOR	Df	χ^2
16	0	8	0	6	11.09
17	0	40	0		
18	0	88	0		
19	0	57	7		

As shown in the above table, as per the knowledge, there were 0 good, 46 average and 0 poor in the age of 16 years. 0 found good, 40 average and 0 poor in the age of 17 years. None found good, 88 were average and 0 poor in age of 18 years. None found good, 57 found average and 7 found poor who were 19 years old. Their Chi-square value is 11.09 which is non-significant. As shown in the above table no 2, as per the knowledge, there were 0 good, 88 average and 0 poor in males. 0 found good, 105 average and 7 poor in females. Their Chi-square value is 5.69 which is non-significant.

KNOWLEDGE					
Educational Qualification	GOOD	AVERAGE	POOR	df	χ^2
+1	0	16	0	6	5.18
+2	0	16	0		
BA 1ST YEAR	0	48	0		
BA 2ND YEAR	0	113	7		

As shown in the above table, as per the knowledge, there were 0 good, 16 average and 0 poor who are in +1. 0 found good, 16 average and 0 poor who are in +2. 0 good, 48 were average and 0 poor in BA 1ST YEAR. None

found good, 113 found average and 7 found poor who are in BA 2ND YEAR. Their Chi-square value is 5.18 which is non-significant.

KNOWLEDGE					
SEX	GOOD	AVERAGE	POOR	Df	χ^2
MALE	0	88	0	2	5.69
FEMALE	0	105	7		

KNOWLEDGE					
MOTHER EDUCATION	GOOD	AVERAGE	POOR	df	χ^2
ILLITERATE	0	0	0	8	9.91
PRIMARY	0	16	0		
MATRIC	0	112	0		
UNDER GRADUATE	0	56	0		
GRADUATE	0	9	7		

KNOWLEDGE					
MOTHER OCCUPATION	GOOD	AVERAGE	POOR	df	χ^2
HOUSE WIFE	0	104	0	4	22.96 *p<0.05
BUSINESS WOMAN	0	48	0		
PRIVATE EMPLOYEE	0	41	7		
GOVERNMENT EMPLOYEE	0	0	0		

As shown in the above table, as per the knowledge, none found Good, Average or Poor who were illiterate. None found good, 16 average and 0 poor who completed Primary Education. None found good, 112 were average and 0 poor who completed Matric. None found good, 56 were average and 0 poor who were Under Graduate. None found good, 9 were average and 7 poor who were Graduate. Their Chi-square value is 9.91 which is non-significant.

KNOWLEDGE					
FATHER EDUCATION	GOOD	AVERAGE	POOR	df	χ^2
ILLITERATE	0	8	0	8	38.07 *P<0.05
PRIMARY	0	40	0		
MATRIC	0	40	0		
UNDER GRADUATE	0	80	0		
GRADUATE	0	25	7		

As shown in the above table, as per the knowledge, none found Good, 8 Average and none Poor who were illiterate. None found good, 40 average and 0 poor who completed Primary Education. None found good, 40 were average and 0 poor who completed Matric. None found good, 80 were average and 0 poor who were Under Graduate. None found good, 25 were average and 7 poor who were Graduate. Their Chi-square value is 38.07 which is significant. As shown in the above table, As per the knowledge, there were 0 good, 104 average and 0 poor who were Housewife. 0 found good, 48 average and 0 poor who were Business woman. 0 found good, 41 average and 7 poor who were Private Employee. 0 found good, average and poor who were Government Employee. Their Chi-Square value is 22.96 which is significant.

KNOWLEDGE					
FATHER OCCUPATION	GOOD	AVERAGE	POOR	df	χ^2
FARMER	0	48	0	6	8.85
BUSINESSMAN	0	72	0		
PRIVATE EMPLOYEE	0	40	0		
GOVERNMENT EMPLOYEE	0	33	7		

As shown in the above table, as per the knowledge, there were 0 good, 48 average and 0 poor who were farmers. 0 found good, 72 average and 0 poor who were Businessman. 0 good, 40 were average and 0 poor who were Private Employee. 0 good, 33 were average and 7 poor who were Government Employee Their Chi-square value is 8.85 which is non-significant.

KNOWLEDGE					
FAMILY TYPE	GOOD	AVERAGE	POOR	df	χ^2
JOINT	0	88	0	4	6.66
NUCLEAR	0	97	7		
EXTENDED	0	8	0		

As shown in the above table, as per the knowledge, there were 0 good, 88 average and 0 poor who lives in Joint Family. 0 found good, 97 average and 7 poor who lives in Nuclear Family. 0 good, 8 were average and 0 poor who lives in Extended Family. Their Chi-square value is 6.66 which is non-significant.

KNOWLEDGE					
RESIDENCE	GOOD	AVERAGE	POOR	df	χ^2
In the Campus	0	32	0	4	2.31
Out of the Campus	0	161	7		

As shown in the above table, As per the knowledge, there were 0 good, 32 average and 0 poor who resides in the campus. 0 found good, 161 average and 7 poor who resides out of the Campus. Their Chi-square value is 2.31 which is non-significant.

KNOWLEDGE					
FAMILY INCOME	GOOD	AVERAGE	POOR	df	χ^2
<10000	0	16	0	6	13.37 *p<0.05
10001-15000	0	40	0		
15001-25000	0	72	0		
ABOVE 25001	0	65	7		

As shown in the above table, as per the knowledge, there were 0 good, 16 average and 0 poor who earns <10,000. 0 found good, 40 average and 0 poor who earns between 10,001-15000. 0 good, 72 were average and 0 poor who earns between 15001-25000. 0 good, 65 were average and 7 poor who earns Above 25001. Their Chi-square value is 13.37 which is significant.

KNOWLEDGE					
HABITAT	GOOD	AVERAGE	POOR	df	χ^2
Rural	0	89	7	4	8.14
Urban	0	104	0		

As shown in the above table, As per the knowledge, there were 0 good, 89 average and 7 poor who got lives in Rural Areas. 0 found good, 104 average and 7 poor who lives in Urban areas. Their Chi-square value is 8.14 which is non-significant.

KNOWLEDGE					
DIETRY HABIT	GOOD	AVERAGE	POOR	df	χ^2
Vegetarian	0	105	7	2	5.69
Non- Vegetarian	0	88	0		

As shown in the above table, As per the knowledge, there were 0 good, 105 average and 7 poor who were Vegetarian. 0 found good, 88 average and 0 poor who were Non- Vegetarian. Their Chi-square value is 5.69 which is non-significant.

KNOWLEDGE					
SOURCE OF INFORMATION	GOOD	AVERAGE	POOR	Df	χ^2
PARENTS	0	0	0	8	10.99
TEACHERS	0	48	0		
PEER GROUPS	0	73	7		
MASS MEDIA	0	56	0		
TRAFFIC POLICE	0	16	0		

As shown in the above table, as per the knowledge, None found Good, Average or poor who got information from parents. there were 0 good, 48 average and 0 poor who got the information from Teachers. 0 found good, 73 average and 7 poor who got the information from Peer Groups. 0 were good, 56 were average and 0 poor who got the information from Mass Media. 0 were good, 16 were average and 0 poor who got the information from Traffic Police. Their Chi-square value is 10.99 which is non-significant.

KNOWLEDGE					
Mode of Travelling	GOOD	AVERAGE	POOR	Df	χ^2
PEDESTRIAN	0	12	0	6	13.41 *p<0.05
COLLEGE TRANSPORT	0	65	7		
PUBLIC TRANSPORT	0	52	0		
PRIVATE TRANSPORT	0	64	0		

As shown in the above table, as per the knowledge, there were 0 good, 12 average and 0 poor who were Pedestrian. 0 found good, 65 average and 7 poor who use college transport. 0 were good, 52 were average and 0 poor who use Public Transport. 0 were good, 64 were average and 0 poor who use Private Transport. Their Chi-square value is 13.41 which is significant.

REFERENCES

1. Abadie, A.. Semiparametric Difference-in-Differences Estimators. The Review of Economic Studies, Vol. 72, No. 1, 2005, pp. 1-19.
2. Abdel-Aty, M. A., and A. E. Radwan. Modeling traffic accident occurrence and involvement. Accident Analysis and Prevention, Vol. 32, 2000, pp. 633-642.
3. Aguero-Valverde, J., and P. P. Jovanis. Spatial analysis of fatal and injury crashes in Pennsylvania. Accident Analysis and Prevention, Vol. 38, 2006, pp. 618-625.
4. Bonsall, P., and C. Kelly. Road user charging and social exclusion: The impact of congestion charges on at-risk groups. Transport Policy, Vol. 12, 2005, pp. 406-418.
5. Box, G. E. P., and G. C. Tiao. Intervention Analysis with Applications to Economic and Environmental Problems. Journal of the American Statistical Association, Vol. 70, No. 349, 1975, pp. 70-79.
6. 215
7. Camagni, R., M. Gibelli, and P. Rigamonti. Urban mobility and urban form: the social, environmental costs of different patterns of urban expansion. Ecological Economics, Vol. 40 (2), 2002, pp. 199-216.
8. Card, D., and A. B. Krueger. Minimum Wages and Employment: A Case Study of the Fast-Food Industry in New Jersey and Pennsylvania. The American Economic Review, Vol. 84, No. 4, 1994, pp. 772-793.
9. Barnard, G. A.. "Causation," Encyclopedia of Statistical Sciences, Volume 1, 1982, pp. 387-389.
10. Besag, J., J. York, and A. Mollie. Bayesian image restoration with two applications in spatial statistics. Annals of the Institute of Statistical Mathematics, Vol. 43, 1991, pp. 1-59.
11. Clifton, K. J., and K. Kreamer-Fults. An examination of the environmental attributes associated with pedestrian-vehicular crashes near public schools. Accident Analysis and Prevention, Vol. 39, 2007, pp. 708-715.