

A STUDY TO EVALUATE THE EFFECTIVENESS OF AWARENESS PROGRAMME ON KNOWLEDGE REGARDING ROAD SAFETY MEASURES AMONG ADOLESCENTS IN SELECTED SCHOOLS AND COLLEGES OF MANDYA, KARNATAKA

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DOI: <http://doi.org/10.47211/idcij.2021.v08i01.015>

ABSTRACT

Adolescence is like a bridge between childhood and adulthood, during which the individual is gaining further physical maturity, further education, and training that will enable him/her to fulfill a useful role in adult society. Globally, road traffic injuries are estimated to be the leading cause of death among young people aged 15–29 years, and the second leading cause of death in 10–14 years and 20–24 years age groups.. The research approach adopted for this study is the evaluative approach as the researcher. The research design adopted for this study is a quasi-experimental study with randomization. The study was conducted at selected schools and colleges of Mandya dist., Karnatakastate. In the study accessible population consists of adolescents in selected schools and colleges in Mandya, Karnataka. The sample of the study consists of adolescents in selected schools and colleges in Mandya, Karnataka. The sampling technique adopted in the present study was a simple random sampling technique using the lottery method. The results show that in the pre-test maximum number i.e. 75 (37.5%) of adolescents was average whereas in the Post-test maximum number of adolescents was 115 (57.5%). In Knowledge, the mean of PRE-TEST knowledge score was 11.12 and the post- test knowledge score was 11.45 which is significantly higher than the mean of pre-test knowledge scores. The standard deviation of the post-test score and pre-test score is 5.14 and 10.07 respectively. The computed paired value (199. df -59, at a level of 0.5) is greater than Table value (-5.82) which represents a significant gain in knowledge through a structured teaching program. Hence hypothesis is accepted.

KEYWORDS: Adulthood, adolescence, maturity, traffic.

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INTRODUCTION

Road safety is both a health and development issue of concern. Road traffic injuries are one of the leading causes of deaths, disabilities and hospitalizations with severe socioeconomic costs across the world and India in particular. As per the 'Road Accidents in India 2020', there were 3,66,138 unfortunate road accidents during 2020, which claimed 1,31,714 lives and caused injuries to 3,48,279 persons [MORTH 2020].

Globally, road traffic injuries are estimated to be the leading cause of death among young people aged 15–29 years, and the second leading cause of death in 10–14 years and 20–24 years age groups. Every hour, forty youngsters die due to road traffic crashes (Toroyan T -2007). Projected estimations reveal that fatalities due to Road Traffic Accidents will increase by 66% over the next 20 years and will be the 3rd leading cause of death by 2030 moving from its present 9th position (WHO Global Burden of Disease Project January 2018).

From Karnataka's perspective, the deep rooting of RTA has a few additional factors such as the difficult terrain, political instability, and universal availability of alcohol. The injuries accounted for 2% of hospital admissions, occupying the ninth leading position. They also accounted for nearly 60–70% of emergency room registrations at major tertiary care hospitals. Road Traffic Accident (RTA) is the number one cause (80 to 90%) of all injuries (Nantulya MV Nantulya MV et al 2004).

OBJECTIVE

To evaluate the effectiveness of awareness programme on knowledge regarding roadsafety measures among adolescents

REVIEW OF LITERATURE

Joymati Ionam et al 2019 conducted a study on Awareness and practices on road safety among adolescent school children in Imphal, Manipur: a cross-sectional study. The result shows that the mean (SD) age of the 2306 students was 15.29±1.4 years. The majority of the students belong to late adolescents. Only 10% of the students have a good awareness level of road safety. The majority of the students drive two-wheelers (96.7%), do not possess a driving license (89.1%), and around two-fifths used a mobile phone while driving. Around 30% of the students were ever exposed to a road traffic accident. A statistically significant association was found between late adolescents, boys, higher class, increase in parents' educational level with good awareness level.

M. Richter et al.(2001), conducted a descriptive study was conducted on the "Current situation of traffic accidents in children and adolescents" among 12,309 traffic accidents that occurred in Hanover, Germany between 1985 and 1998. The study result shows that 7.5% (n=2,317) of the involved persons and 10.5% (n=1,734) of the injured road users were children and adolescents. 30.3% of the injured children were car occupants, 32.1% were bicyclists, and 33.3% were pedestrians. 30.3% of the children were unrestrained car occupants, 42.1% used safety belts designed for adults, and 36% used special devices.

Manoj Kumar (2014) conducted the study to know their understanding of awareness and practices on Road Safety among Students of Punjab University Chandigarh. A cross-sectional method was used to conduct a study and selected 200 students. Data was collected using a questionnaire regarding, the type of vehicles, injuries, time of the accident, use of helmet and valid driving license, etc. Study results showed major reason for violation of traffic rules is using mobile phones while driving and 15.5% of students used mobile phones while driving. The study conceal that 24.5% did not have a valid driving license and out of them 6 % did not consider it as an offense. The study concludes that Punjab University students have inadequate knowledge of traffic rules and safe traffic behavior.

Sherin Paul, et al., (2014) conducted the study to assess the knowledge; attitude, and practice regarding road safety rules in a rural block of north Tamilnadu. It is a community-based cross-sectional study. 115 participants of the age group 18 to 35 from the general population were selected for this study. The data was collected through semi-structured interviews and administered questionnaire. The result shows that 82.1% drove the vehicle without a license, 75.7% did not know the side of the road to be used by pedestrians for walking, only 15.7% could recognize all 5 traffic signals properly and nearly 95.7% agree that helmets prevent the accident, but only 37.5% use helmet/seat belt regularly. Observations of the study emphasized mass public awareness campaigns should be initiated so that both the driver and the pedestrians will be aware of all the traffic rules properly to prevent casualties due to road traffic accidents (RTA). The ignorance of one can become fatal for others.

METHODOLOGY

The research approach adopted for this study is the evaluative approach as the researcher. The research design adopted for this study is a quasi-experimental study with randomization. The study was conducted at selected schools and colleges of Mandya dist., Karnataka state. In the study accessible population consists of adolescents in selected schools and colleges in Mandya, Karnataka. The sample of the study consists of adolescents in selected schools and colleges in Mandya, Karnataka. The sampling technique adopted in the present study was a simple random sampling technique using the lottery method.

RESULTS

FREQUENCY AND PERCENTAGE DISTRIBUTION OF KNOWLEDGE OF PRE-TEST AND POST TEST REGARDING ROAD SAFETY MEASURES AMONG ADOLESCENTS

Table .1

PRE-TEST	SCORE	FREQUENCY	PERCENTAGE
	0-5 (POOR)	66	33
	6-10 (AVERAGE)	75	37.5
	11-15 (GOOD)	59	29.5
POST TEST	SCORE	FREQUENCY	PERCENTAGE
	0-5 (LOW)	35	17.5
	6-10 (MEDIUM)	50	
	11-15 (HIGH)	115	57.5

Figure .1

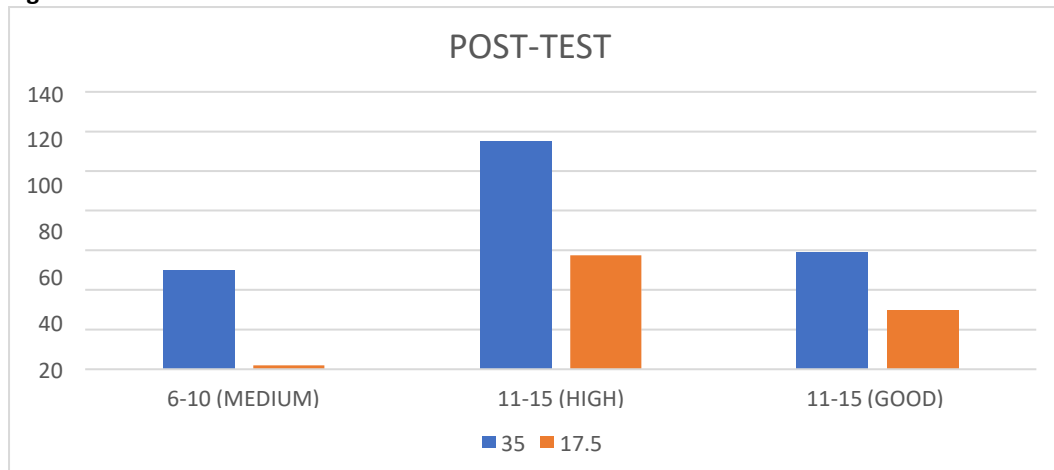
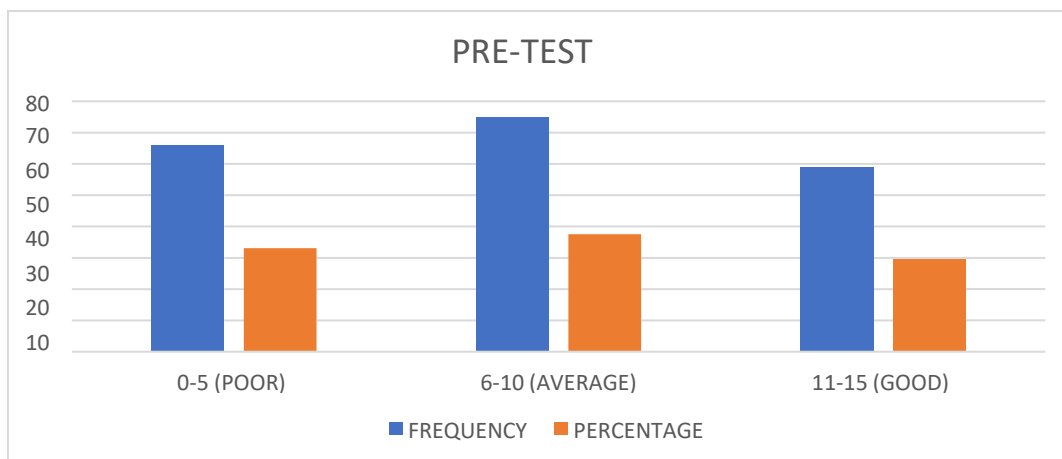


Figure .2



Test of significance of difference of knowledge between pre and post test level score

Table .2

Variable and type of test	Mean	Standard deviation	df	t-test value
Pre test	11.12	5.14	199	-5.20*
Post test	11.46	10.07		

Data depicted that In Knowledge, the mean of pre-test knowledge score was 11.12 and post test knowledge scores was 11.46 which is significantly higher than mean of pretest knowledge scores. Standard deviation of post test score and pre test score is 5.14 and 10.07 respectively. The computed paired value (199. df -59, at a level of 0.5) is greater than Table value (-5.82) which represents a significant gain in knowledge through a structured teaching program. Hence hypothesis (H) is accepted.

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