



ISSN Print: 2394-7500
ISSN Online: 2394-5869
Impact Factor: 5.2
IJAR 2018; 4(3): 109-118
www.allresearchjournal.com
Received: 15-01-2018
Accepted: 16-02-2018

Mathuri

III B.Sc, Department of Applied Psychology and Behavioural Research, Justice Basheer Ahmed Syed College for Women, Tamil Nadu, India

Arif Zinna

Assistant Professor, Department of Applied Psychology and Behavioural Research, Justice Basheer Ahmed Syed College for Women, Tamil Nadu, India

Attitude of students towards traffic rules

Mathuri and Ayesha Arif Zinna

Abstract

Rules of the road and driving customs are the general practices and procedures that road users are requested to follow. These rules usually apply to all road users, though they are of special concern to motorists and cyclists. Traffic laws are the rules framed by the government of a country to govern traffic and regulate vehicles. The present study aimed at understanding the attitude of students towards traffic rules. The study was conducted on 200 college students in the age range 19-21 years. A self developed questionnaire consisting of 20 items with multiple options was developed. Google forms were used as a mean of collecting data. Descriptive analysis and percentage analysis were computed for comparison to observe the general trends as indicated by data. The results of the survey show that the majority of students have a positive attitude towards traffic rules.

Keywords: Traffic laws, students

Introduction

Traffic rules are a set of rules framed to regulate traffic. These rules are very important for ensuring the safety of drivers and pedestrians. According to a report by NDTV on December 12, 2016, it is seen in 2013 alone over 1,37,000 people were killed in road accidents alone, which is more than the number of people killed in all our wars put together. Based on the report on road accidents in India in 2016, published by the Transport Research wing under Ministry of Road transport and Highways, Government of India (2017) "more people died in Indian roads in 2016 than in 2015, Uttar Pradesh and Tamil Nadu accounted for the largest number of deaths due to road accidents. It is also seen from the report that every day there were 1317 accidents and 413 deaths, and per hour there were 17 deaths and 55 accidents. We can also infer that 61% of deaths due to accidents happen due to speeding, 7.8% of deaths happen due to overtaking and drink and drive cases caused 51% of deaths. It is also shocking to know that speed breakers caused 3396 deaths and potholes caused 2324 fatalities. It was also found that newest vehicles featured in most of the accidents. Talking on the mobile phone caused 4976 accidents and 2138 deaths. Two wheelers reported the highest share in road accident.

Review of literature

1. Berg (1998) presented a paper on the effects of traffic rules on driver behavior and on traffic safety. It's main focus was to research concerning driver's use of safety equipment, their speed adjustment and drunken driving with respect to safety potential, effects of the rules, and effects of enforcement on driver behavior. Factors influencing drivers' decisions to comply with rules are also considered. It is concluded that only rules that are possible to enforce should be implemented and that police vigilance should be visible to the drivers. Also, the traffic system should be seen as a social system where drivers are interacting with other drivers and road users.
2. Ulleberg and Rundmo (2002) attempted to integrate, the personality trait approach and the social cognition approach, in order to understand the mechanisms underlying young drivers' risk-taking behavior in traffic. The study was carried out among 1932 adolescents in Norway. The questionnaire included measures of risk perception, attitudes towards traffic safety and self-reported risk-taking in traffic. Personality measures checked included aggression, altruism and anxiety. It was concluded that personality mainly influences risky driving behavior indirectly through affecting the attitudinal determinants of the behavior.

Correspondence

Mathuri

III B.Sc, Department of Applied Psychology and Behavioural Research, Justice Basheer Ahmed Syed College for Women, Tamil Nadu, India

Objectives

The objectives of the study were:

1. To investigate students' attitude towards traffic rules
2. To examine gender differences in attitude towards traffic rules
3. To assess if students emotional state affects their driving

Methodology

The methodology adopted was descriptive survey method

Sample

Convenience sampling and snowball sampling method was used for the study. The sample consisted of 200 college students, in the age range of 19-21. Out of the 200 students, 100 were males and 100 were females.

Data Collection

Participants were invited to participate in an online survey that was distributed through one social media platform-

WhatsApp. Data was collected online using Google forms. After collecting data, a focus group consisting of 20 respondents was formed and a group semi- structured interview was conducted to find out

Tools Used

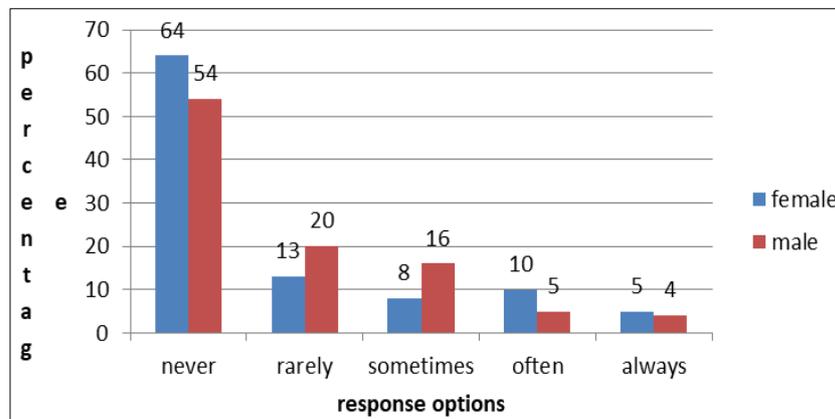
A self-developed questionnaire consisting of 20 items to measure attitude towards traffic rules, with multiple response options, was developed by the authors.

Statistics Used

Descriptive analysis and percentage analysis were computed for comparison and to observe the general trends as indicated by the data.

Results and Interpretations

Item No.1: I drive without license



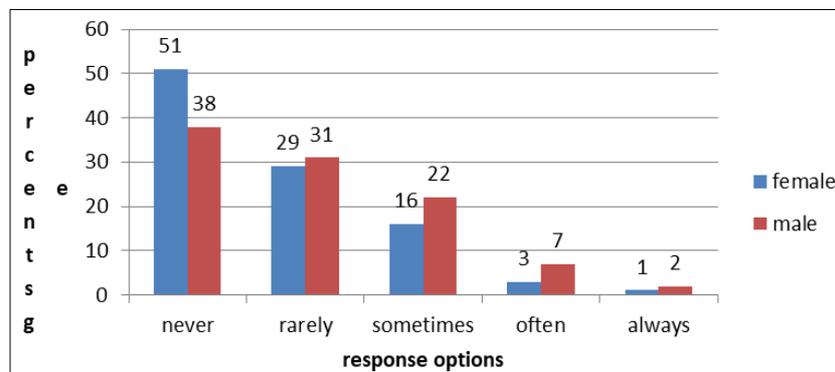
Graph 1: Shows the responses for the statement

Interpretation

Majority of the male students and female students indicated that they do not drive without a license. Comparing male and female students, more female students reported that they do not drive without a license. More than half females (64%) and males (54%) have reported that they never drive

without license. And a few females (29%) and males (31%) have reported that they rarely drive without license. According to the respondents this is because they don't want to pay a fine for driving without a license.

Item No 2: I skip signals when no police is around



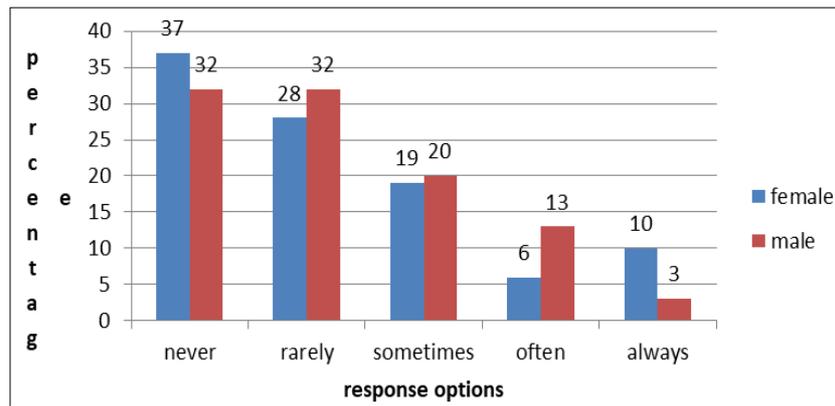
Graph 2: Shows the responses for the statement

Interpretation

Majority of the male students and female students reported that they do not skip signals when there is no police around. Comparing male and female students, more female students reported that they do not skip signals. More than half of the females (51%) and less than half of the males (38%)

reported that they never skip signals when there is no police around. A few female (29%) and male students (31%) have reported that they rarely skip signals when there is no police around. According to the respondents is because they want to avoid accidents or any mishaps due to skipping signals.

Item No 3: I do not wear helmet even though its mandatory



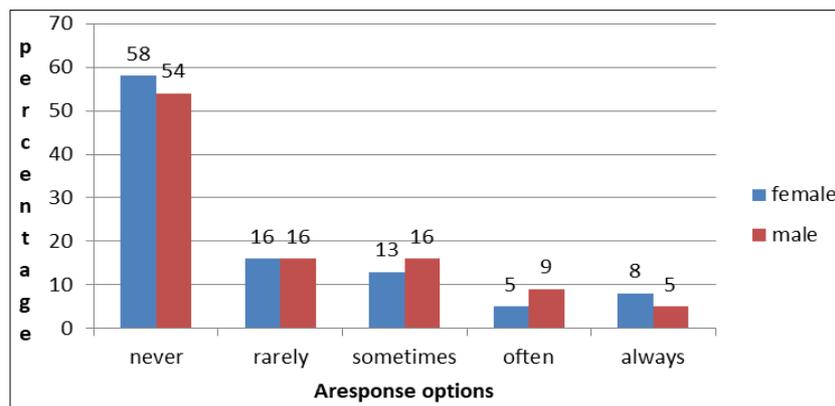
Graph 3: Shows the responses for the statement

Interpretation

Majority of the male students and female students indicated that they do wear a helmet while driving. Less than half of the females (37%) and males (32%) reported that they never drive without wearing a helmet. A few females (28%) and less than half of the males (32%) reported that they rarely drive without helmet. Comparing male and female

students, more female students reported that they never drive without wearing a helmet. According to the respondents is because it's made mandatory by the state government and to avoid losing life due to road accidents.

Item No 4: I do not use indicators while turning



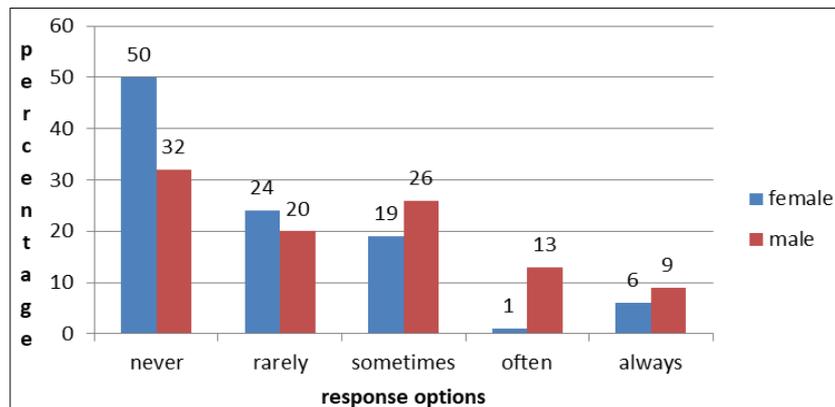
Graph 4: Shows the responses for the stateme

Interpretation

Majority of the female and male students have reported that they do use indicators while turning. Morethan half the females (58%) and males (54%) reported that they never turn without using indicators. Few females (16%) and males (16%) reported that they rarely drive without using indicators. Comparing male students and female students,

more female students reported that they use indicators. This as reported by the respondents is because they don't want get into an unexpected accident.

Item No.5: I exceed the speed limit while driving in the city



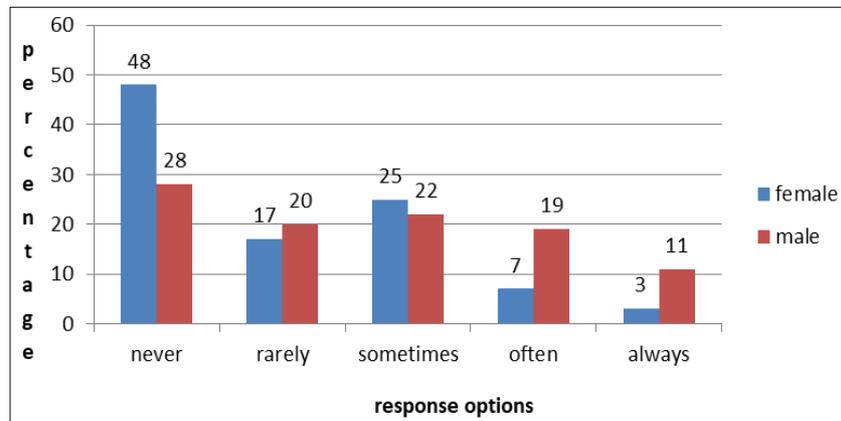
Graph 5: Shows the responses for the statement

Interpretation

Majority of the male students and female students indicated that they never exceed the speed limit while driving in the city. Half of the females (50%) and less than half of the males (32%) reported that they never exceed the speed limit while driving in the city. A few females (24%) and males (20%) have stated that they rarely exceed the speed limit

while driving in the city. According to the respondents this may be due to the heavy traffic within the city and bad road conditions.

Item No 6: I exceed the speed limit while driving in the highway



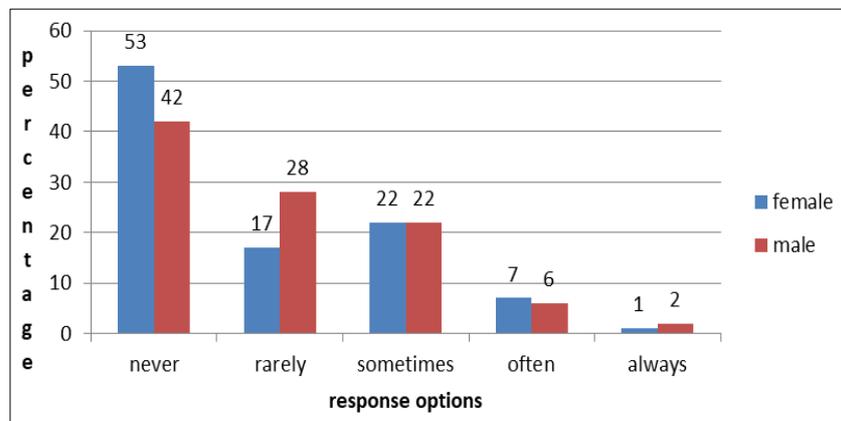
Graph 6: Shows the responses for the statement

Interpretation

Majority of male students and female students indicated that they never exceed the speed limit while driving on the highway. Almost half of the females (48%) and a few of the male students (28%) reported that they never exceed the speed limit while driving on the highway. A few of the females (17%) and males (20%) reported that they rarely exceed the speed limit while driving on the highway.

Comparing the male and female students more female students reported that they never exceed the speed limit while driving on the highway. According to the female respondents is because they fear they are more vulnerable to accidents if they over-speed.

Item No 7: I take a u turn even when there is a “no u turn board”



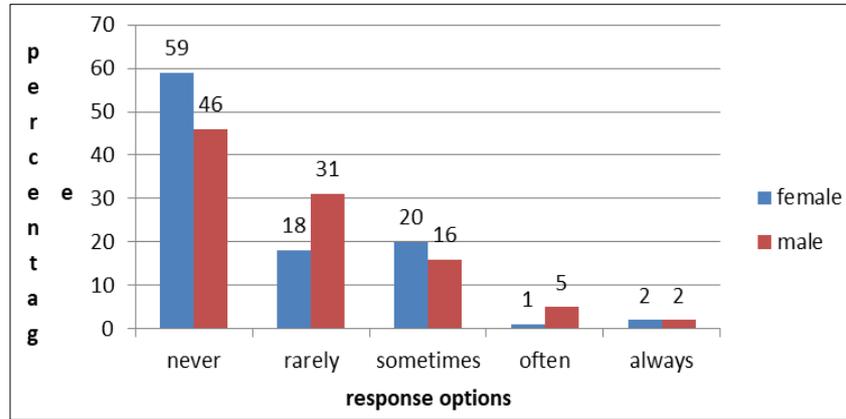
Graph 7: Shows the responses for the statement

Interpretation:

Majority of both male students and female students stated that they never take a u-turn when there is a no u-turn board. More than half of the females (53%) and less than half of the male students (42%) stated that they never turn when there is a no u-turn board. A few female students (17%) and male students (28%) agreed that they rarely turn

when there is a no u-turn board. According to the respondents is because they want to avoid accidents.

Item No 8: I take a free left even when there is a “no free left board”



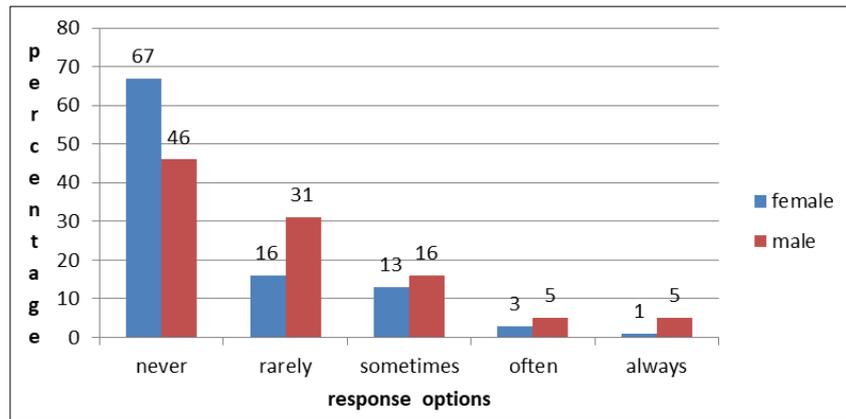
Graph 8: Shows the responses for the statement

Interpretation

Majority of the male students and female students indicated that they never take a free left when there is a no free left board. More than half of the females (59%) and nearly half of the male students(46%) reported that they never take a free left even when there is a no free left board. A few females (18%) and less than half of the males (31%)

reported that they rarely take a free left even when there is a no free left board. According to the respondents this is because they want to avoid accidents

Item No.9: I enter the road even when there is a “no entry board”



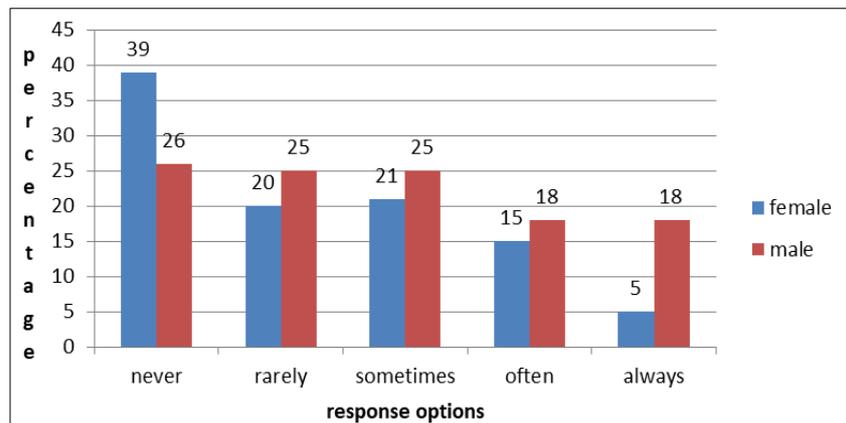
Graph 9: Shows the responses for the statement

Interpretation

Majority of male students and female students indicated that they do not enter the road when there is a no entry board. More than half of females (67%) and nearly half of the male students (46%) reported that they never enter the road when there is a no entry board. A few females (16%) and male students (31%) reported that they rarely enter the road when there is a no entry board. Comparing the male

and female students more female students reported that they do not enter the road when there is a no entry board. According to the respondents this is because they want to avoid accidents

Item No.10: I enjoy going above the range of 60 within the city limit



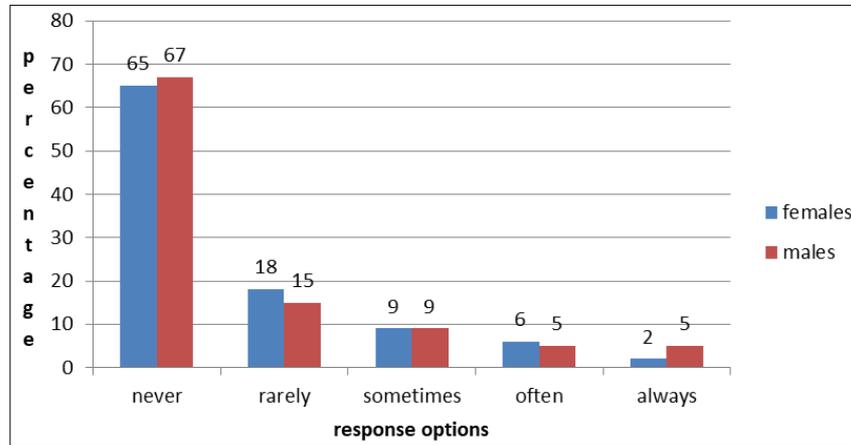
Graph 10: I enjoy going above the range of 60 within the city limit

Interpretation

Majority of the male students and female students indicated that they do not enjoy going above the speed range of 60 while driving within the city limit. Less than half of females (39%) and males (26%) have reported that they never enjoy going above the range of 60 within the city limit. A few female students (20%) and male students (25%) have indicated that they rarely enjoy going above the range of 60 within the city limit. Comparing the male and female

students, more female students reported that they do not enjoy exceeding the speed limit 60 while driving within the city. The respondents reported that this is because the city limit is 40 km and going 20 km above speed might cause them legal problems and accidents.

Item No.11: I speak on the phone by holding it while driving



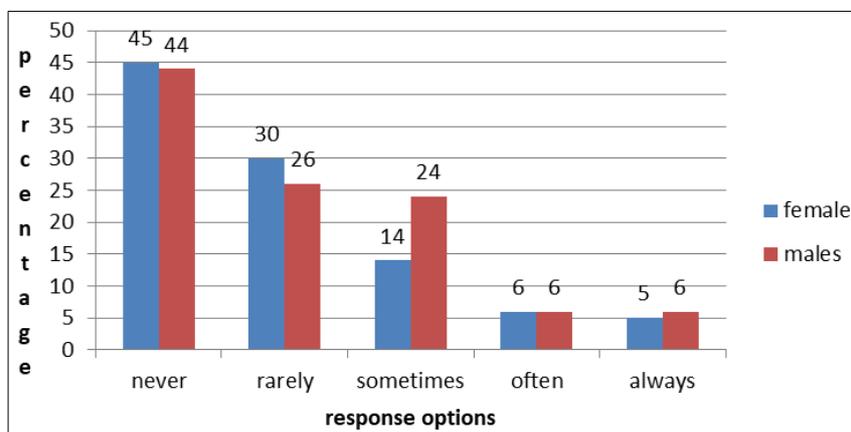
Graph 11: Shows the responses for the statement

Interpretation

Majority of male students and female students admitted that they do not speak on the phone by holding it while driving. More than half of the females (65%) and male students (67%) reported that they never speak on the phone by holding it while driving. Few females (18%) and male students (15%) have indicated that they rarely speak on the

phone by holding it while driving. According to the respondents this is because they want to avoid accidents and be more cautious while driving

Item No.12: I go on the wrong side for small distances in a busy road



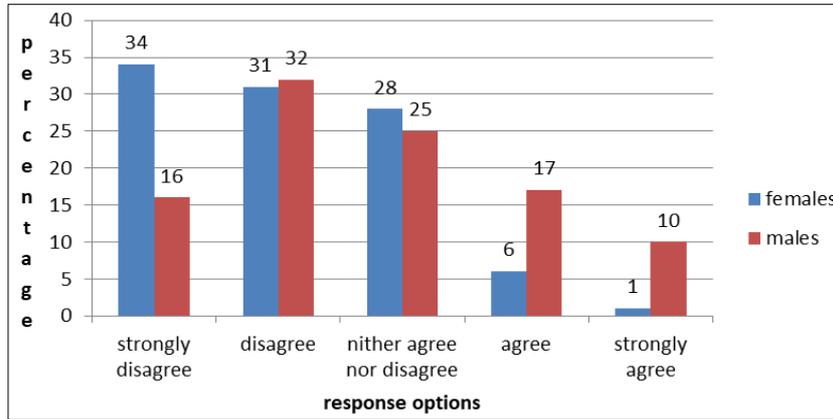
Graph 12: Shows the responses for the statement

Interpretation

Majority of the male students and female students indicated that they do not go on the wrong side for small distance in a busy road. Almost half of the females (45%) and males (44%) have reported that they do not go on the wrong side for small distance in a busy road. Few females (30%) and male students (26%) have reported that they rarely go on the wrong side for small distance in a busy road.

Comparing the male and female students more female students reported that they do not go on the wrong side for small distance in a busy road. According to the respondents is because they want to avoid accidents

Item No.13: It's okay to drive up to 10km over the speed limit



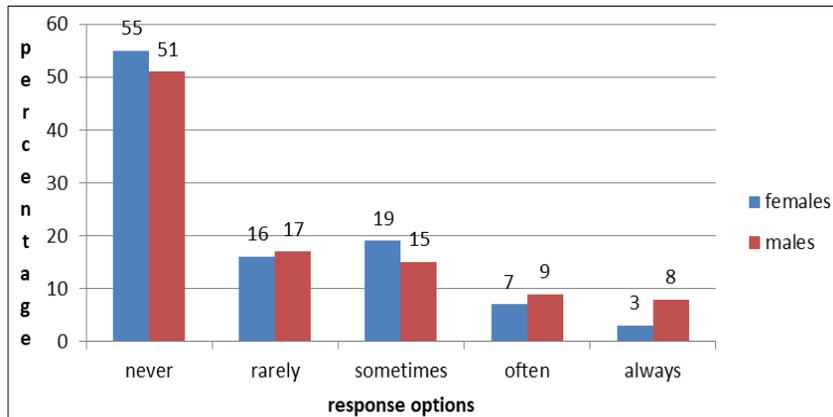
Graph 13: Shows the responses for the statement

Interpretation

Majority of the male students and female students disagreed that it's okay to drive up to 10km over the speed limit. Less than half of the females (34%) and a few male students (16%) reported that they disagreed that its okay to drive up to 10km over the speed limit. Less than half of females (31%) and males (32%) disagreed that its okay to drive up to 10km over the speed limit. Comparing the male and

female students more female students disagreed that its okay to drive up to 10km over the speed limit. According to the respondents this is because they fear any mishap that might happen due to over speeding.

Item No.14: I vent out my anger by going in high speed



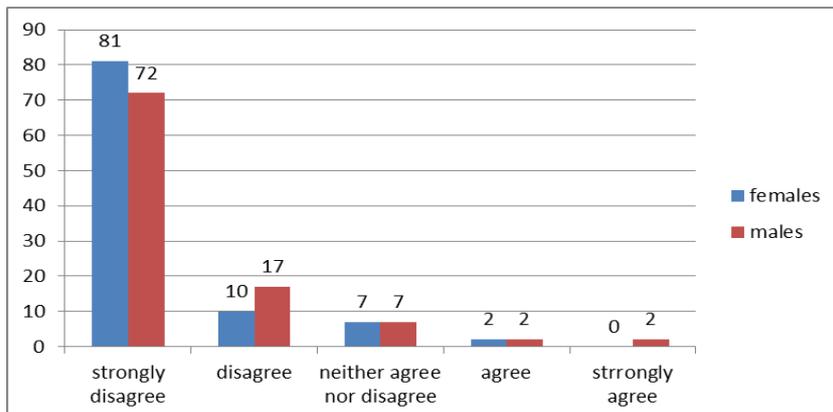
Graph 14: Shows the responses for the statement

Interpretation

Majority of the female students and male students reported that they do not vent out their anger by going in a high speed. More than half of female (55%) and male (51%) students reported that they never vent out their anger by going in a high speed. A few female (16%) and male students (17%) reported that they rarely vent out their anger

by going in a high speed. According to the respondents this is because they don't find driving in high speed helps them vent out their anger and prefer other methods.

Item No.15: It's ok to drive if we are mildly intoxicated with alcohol or drugs



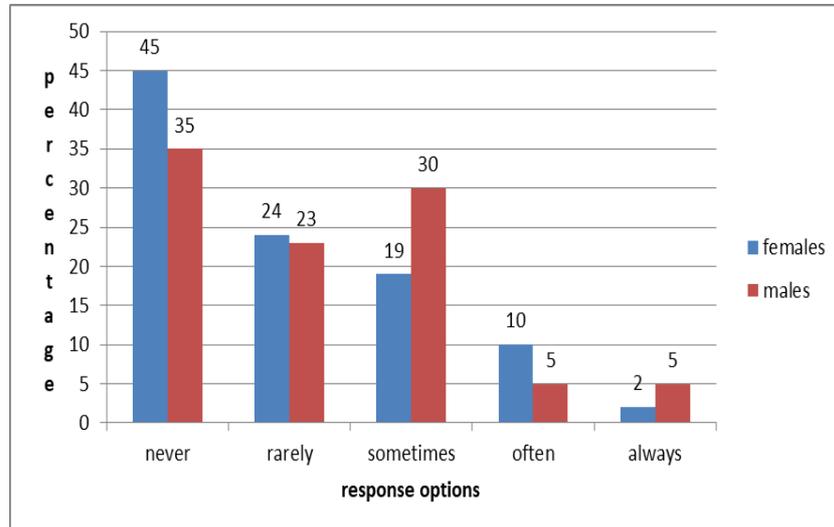
Graph 15: Shows the responses for the statement

Interpretation

Majority of the males and females have strongly disagreed that it's ok to drive if they are mildly intoxicated with alcohol or drugs. More than half the females (81%) and male students (71%) have reported that they strongly disagree that it's ok to drive if they are mildly intoxicated with alcohol or drugs. Few female (10%) and male (17%) have reported that they disagree that it's ok to drive if they are mildly intoxicated with alcohol or drugs. Comparing

males and females, more female students have reported that they disagree that it's ok to drive if they are mildly intoxicated with alcohol or drugs. The respondents said that this is because they have heard of and seen the risks that's involved while driving intoxicated with drugs and alcohol

Item No. 16: I get thrilled while overtaking others with great speed



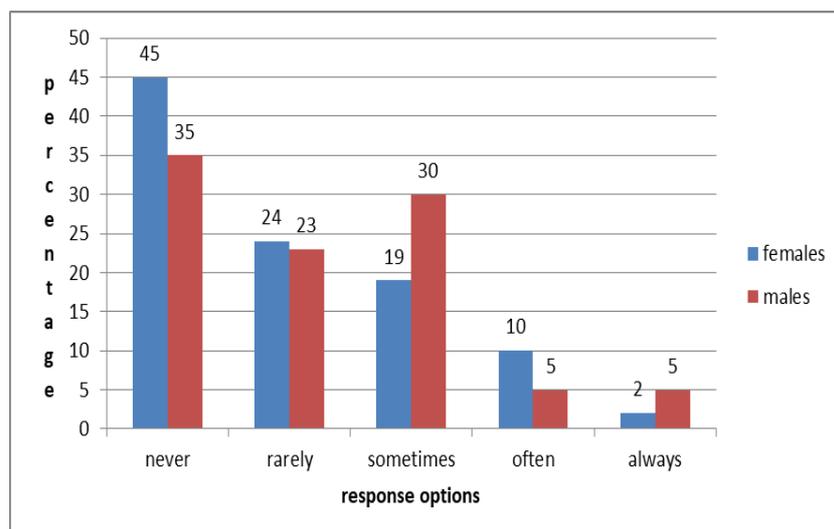
Graph 16: Shows the responses for the statement

Interpretation

Majority of the males and females indicated that they do not get thrilled while overtaking others with great speed. Nearly half of the females (45%) and less than half of male students (35%) reported that they rarely get thrilled while overtaking others with great speed. a few female (24%) and male students (23%) reported that they rarely get thrilled

while overtaking others with great speed. comparing male and females students more female students have reported that they do not get thrilled while overtaking others with great speed. According to the respondents is because they are aware of the risks involved in speeding.

Item No.17: I get annoyed if someone over takes me



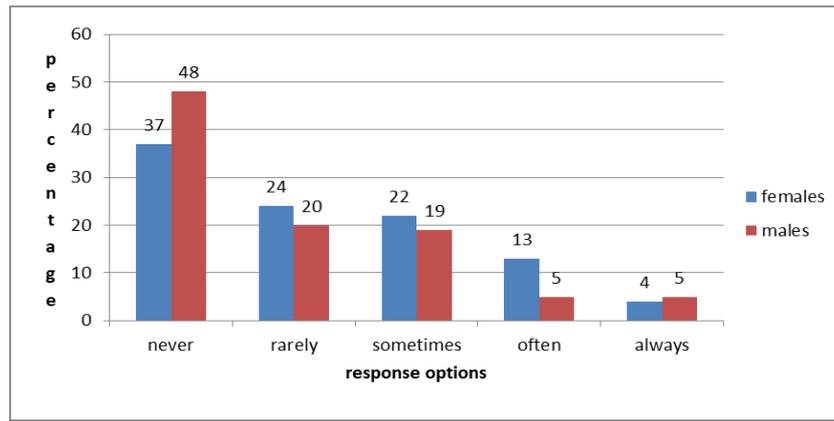
Graph 17: Shows the responses for the statement

Interpretation

Majority of the males and females indicated that they do not get annoyed if someone over takes them while driving. A few of the females (37%) and almost half of the males(48%) have reported that they never get annoyed if someone over takes them. Almost a few of females (24%) and few males (20%) have indicated that they rarely get

annoyed if someone over takes them. Comparing the male and female students more male students have reported that they do not get annoyed if someone overtakes them while driving. According to the respondents this is because maybe the other person was in a hurry and that's why they overtake them.

Item No.18: I drive in great speed to impress others



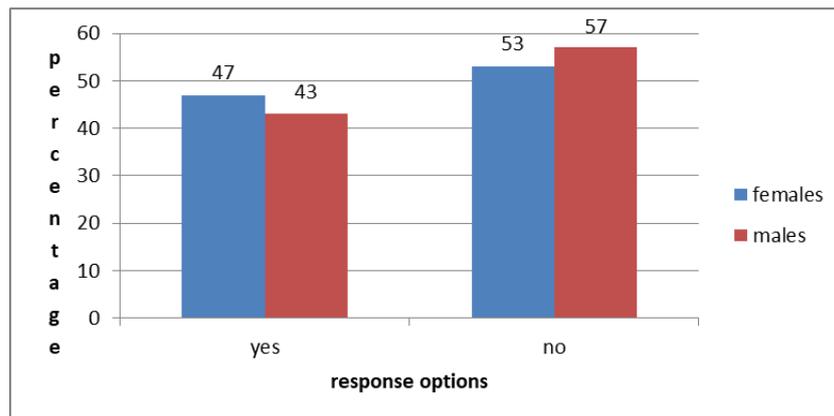
Graph 18: Shows the responses for the statement

Interpretation

Majority of the males and females indicated that they do not drive in great speed to impress others. More than half of females (72%) and male students (69%) have reported that they never drive in great speed to impress others. A few female (5%) and male students (9%) have reported that they rarely drive in great speed to impress others. Comparing male and female students, it's evident that more male

students have reported that they do not drive in great speed to impress others. According to the respondents this is because they feel they needn't risk their life in order to impress anyone

Item No.19: Have you ever met with a road accident while you were driving?



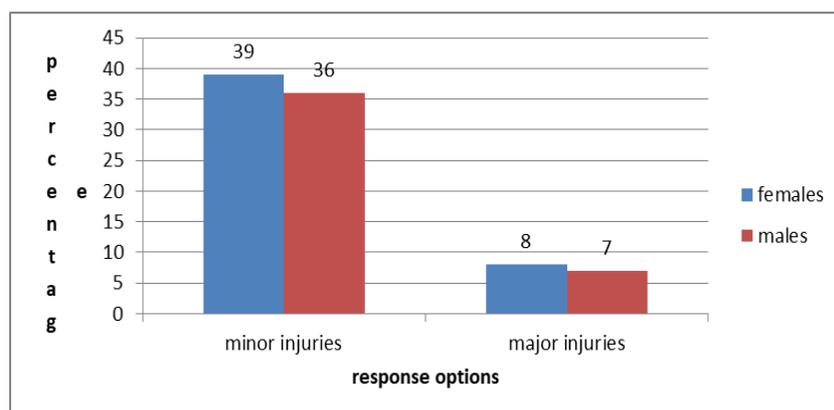
Graph 19: Shows the responses for the statement

Interpretation

Majority of the males and females indicated that they haven't met with a road accident. (53%) female and (57%) males students reported that they haven't met with a road accident. Comparing the male and female students its evident that more male students have reported that they do

not drive in great speed to impress others. According to the respondents this is because they follow all the traffic rules and drive cautiously.

Item No.20: If yes did you suffer major/minor injuries



Graph 20: If yes did you suffer major/minor injuries

Interpretation

Among the respondents who had mentioned that they have met with a road accident, nearly half female (43.3%) and male students (40%) reported that they have suffered minor injuries. Whereas a few (9%) females and (7.7%) males have reported that they have suffered major injuries

Conclusion

From the study it's evident that the students have a positive attitude towards traffic rules. From the results it's also seen that both male students and female students had common agreement in most of the questions. It is also evident that more female students follow all the rules compared to male students. More number of female students reported that they do not drive without a license, they do not skip signals when no police is around, they wear helmet while driving, they use indicators while turning, they do not exceed the speed limit while driving in the city limit and on the highway, they do not enter the road when there is a no entry board, they do not enjoy going above the speed limit of 60 within the speed limit, they do not speak on the phone by holding it while driving they never go on the wrong side of the road for small distance in busy roads, they do not drive 10km above the speed limit, never vent out their anger by going in a high speed, disagree to driving when mildly intoxicated with alcohol or drugs, never gets thrilled while overtaking others and have met with minor road injuries when compared to male students. More male students have reported that they have not met with an accident while they were driving, they never get annoyed when someone overtakes them while they are driving and they do not drive in great speed to impress others. Both male students and female students have agreed equally that they never take a u turn when there is a no u turn board and they never take a free left when there is a no free left board. It is also seen that for both male and female students their emotional state do not affect their driving.

Implications

The majority of the students follow all the basic traffic rules. There are however a few who reported that they do not follow the traffic rules. It is very important to create awareness and conduct workshops on traffic rules and regulations to reduce the number of deaths due to road accidents. People should be educated that their life is too precious to be lost in a road accident.

Limitation

1. Only a limited sample size of 200 students was chosen
2. The geographical area was restricted only to Chennai city

Suggestion for Further Research

1. A larger sample across states could have been studied
2. More traffic rules can be studied

References

1. Jing Shi Yao, Xiao Li Tao, Paul Atchley. Factors causing aberrant driving behaviors: A model of problem drivers in China. 2016, 1-15.
2. Millicent Awialie Akaateba, Ibrahim Yakubu, Bernard Afiik, Akanpabada Akanbang. Correlates and Barriers Associated with Motorcycle Helmet Use in Wa, Ghana. 2015; 16(8):809-817.

3. Trond Nordfjærn, Özlem Şimşekoğlu, Seda Can, Oya Somer. Social cognition and personality traits related to risky driving in a Turkish sample. *Journal of Risk Research*. 2015; 18(4):452-466.
4. Trond Nordfjærn, Stig Jørgensen, Torbjorn Rundmo. A cross-cultural comparison of road traffic risk perceptions, attitudes towards traffic safety and driver behaviour. *Journal of Risk Research*. 2011; 14(6):657-684.
5. <http://indianexpress.com/article/india/road-accidents-in-india-2016-17-deaths-on-roads-every-hour-chennai-and-delhi-most-dangerous-4837832/>.