



ISSN Print: 2394-7500  
ISSN Online: 2394-5869  
Impact Factor: 8.4  
IJAR 2021; 7(1): 268-270  
[www.allresearchjournal.com](http://www.allresearchjournal.com)  
Received: 28-10-2020  
Accepted: 19-12-2020

**Kanika**

Assistant Professor, Sheheed  
Kartar Singh Sarabha College  
of Nursing, Sarabha,  
Ludhiana, Punjab, India

## **A study to assess and evaluate the effectiveness of planned teaching program in terms of knowledge and attitude regarding road safety among adolescent boys in selected College of Shimla, (H.P.)**

**Kanika**

**Abstract**

Road traffic safety refers to the methods and measures used to prevent road users from being killed or seriously injured. Every year more than 1 million people are injured in road accidents. The current study was aimed to assess and evaluate the knowledge and attitude regarding road safety among adolescent boys before and after planned teaching program and to determine the correlation between knowledge score and attitude score regarding road safety after planned teaching program among adolescent boys. The Quantitative Research Approach with Pre experimental 'One group pre-test post-test design' was adopted for the study. The study observed that the mean post test knowledge score (22.46) was significantly higher than mean pre-test knowledge score (17.1) where the 't' value (2.05) was 7.32 at 0.05 level of significance as well as post test attitude score (6.70) was significantly higher than mean pre-test attitude score (5.93) where the 't' value (2.05) was 3.73 at 0.05 level of significance. The study concludes that the planned teaching program was found effective in increasing the knowledge and attitude of adolescent boys regarding road safety.

**Keywords:** Effectiveness, knowledge, attitude, adolescent boys, road safety, planned teaching programme

**Introduction**

Road traffic safety refers to the methods and measures used to prevent road users from being killed or seriously injured. Every year more than 1 million people are injured in road accidents. Young people, between 15 and 24 years old, face the largest risk in traffic: they make up 11% of the population but 17% of all road fatalities. In recent years, the numbers of vehicles on road has increased, as has the number of goods transported by road<sup>[1]</sup>. According to the WHO (2008), it is found that most of hospitalization cases and leading causes of death are because of the road trauma<sup>[2]</sup>.

Road safety week is celebrated in India in the month of January, every year. This year the Ministry of Road Transport and Highways is organising the 28th Road Safety Week from January 9 to 15. Various promotional activities are being undertaken with the aim to reduce instances of over speeding, drink driving, helmet-less driving and seat belts not being used<sup>[3]</sup>. According to WHO, about 1.3 million people die each year on the world's roads and between 20 and 50 million sustain non-fatal injuries. Road traffic crashes are a major cause of death among all age groups and the leading cause of death among those aged 15–29 years. It is a 9<sup>th</sup> leading cause of deaths. It accounts for 2.1% of all deaths globally. In India, 1% of world's vehicle population accounts for 10% of the road fatalities<sup>[4]</sup>.

As per WHO, it is the second most prime cause of mortality among 5- 29 years old. The deaths due to road traffic accidents in India accounts for twice more than the deaths caused due to malaria, HIV, cholera etc. all put together<sup>[5]</sup>.

**Objectives**

1. To assess and evaluate the knowledge regarding road safety among adolescent boys before and after planned teaching program.

**Corresponding Author:**

**Kanika**

Assistant Professor, Sheheed  
Kartar Singh Sarabha College  
of Nursing, Sarabha,  
Ludhiana, Punjab, India

- To assess and evaluate the attitude regarding road safety among adolescent boys before and after planned teaching program.
- To determine the correlation between knowledge score and attitude score regarding road safety after planned teaching program among adolescent boys

### Methodology

The research approach is Quantitative Research Approach with Pre experimental – ‘One group pre-test post-test design’. The study was conducted at Heritage Institute of Hotel and Tourism Sanjauli, Shimla. Purposive Sampling Technique was adopted for selecting the Adolescent boys between the age group of 20-25 years. The sample size was 30 for the present study. The data were collected using structured Performa to collect the information regarding

sample characteristics; structured knowledge questionnaire to assess the knowledge and Likert scale to assess the attitude regarding road traffic safety among adolescent boys. Data was collected in the month of April 2108 after taking formal written permission from Principal of Heritage institute of hotel and tourism, Shimla. Pre test was conducted to assess the knowledge and attitude regarding road safety among 30 adolescent boys. After conducting pre test, planned teaching programme was administered to the students regarding road safety. After, planned teaching programme the post test was conducted after seven days in order to assess the effectiveness of planned teaching programme. Validity of the tools was established by the suggestion of four experts.

### Results

**Table 1:** Frequency distribution of adolescent boys in terms of knowledge before and after administration of planned teaching program, N=30

Level of Knowledge	Percentage	Range of score	Pre –test (f)	Post -test (f)
Average	<50%	0-15	10	1
Good	50- 75%	16-22	20	9
Excellent	>75%	23-30	0	20

Maximum Score: 30  
Minimum Score: 00

Data presented in table 1 reveals that majority of the adolescent boys (66.7%) had good Knowledge (16-22) in pre-test. Further the data also shows that majority of the adolescent boys (66.7%) had excellent knowledge (23-30) in post test score.

**Table 2:** Mean and Standard Deviation of Pre-test and Post test Knowledge scores of Adolescent boys, N=30

Knowledge test	Mean	SD
Pre test	17.1	3.9
Post test	22.46	3.9

**Table 3:** Mean, Mean Difference, Standard deviation of Difference and t\_ value of pre-test to post-test knowledge Scores, N=30

Knowledge test	Mean	Mean D	SD <sub>D</sub>	T value
Pre test	17.1	5.3	0	7.32
Post test	22.46			

t (29)= 2.05 \* significant (P ≤0.05)

The data presented in tables 3 shows that t value is significant at that the mean Post-test knowledge score (22.46) was higher than mean pre-test knowledge score (17.1) with a mean difference of 5.3. The computed t value of 7.32 was found statistically significant as evident from

“t” value of 2.05 at 0.05 level of significance which showed that the mean difference of knowledge score between the pre-test and post-test was true difference and not by chance. Hence, null hypothesis  $H_{01}$  was rejected and research hypothesis  $H_1$  was accepted.

**Table 4:** Frequency distribution of adolescent boys in terms of attitude before and after administration of planned teaching program, N=30

Level of attitude	Percentage	Range of score	Pre -test (f)	Post -test (f)
Unfavourable	<50%	20- 30	0	0
Moderately Favourable	50- 75%	31-45	8	4
Favourable	>75%	46-60	22	26

Maximum Score: 60  
Minimum Score: 20

Data presented in table 4 reveals that majority of the adolescent boys (73.3%) had favourable attitude (46-60) in pre-test. Further the data showed that (86.6%) adolescent boys had favourable attitude (46-60) in post test score.

**Table 5:** Mean and Standard Deviation of Pre-test and Post test attitude scores of Adolescent boys, N=30

Attitude test	Mean	SD
Pre test	5.93	0.03
Post test	6.70	0.2

**Table 6:** Mean, Mean Difference, Standard deviation of Difference and t\_ value of pre-test to post-test attitude Scores, N=30

Attitude test	Mean	Mean D	SD <sub>D</sub>	T value
Pre test	5.93	0.8	0.17	3.73
Post test	6.70			

t (29)= 2.05 \* significant (P ≤0.05)

The data presented in tables 6 shows that t value is significant at that the mean Post-test attitude score (6.70) was higher than mean pre-test attitude score (5.93) with a

mean difference of 0.8. The computed t value of 3.73 was found statistically significant as evident from “t” value of 2.05 at 0.05 level of significance which showed that the mean difference of attitude score between the pre-test and post-test was true difference and not by chance. Hence, null hypothesis  $H_{02}$  was rejected and research hypothesis  $H_2$  was accepted.

There is a significant correlation between the knowledge and attitude (0.78) of adolescent boys regarding road safety ( $r= 0.38$ ).

Hence, null hypothesis  $H_{03}$  was rejected and research hypothesis  $H_3$  was accepted.

Therefore, Study concluded that teaching was effective in enhancing the knowledge and attitude of adolescent boys regarding road safety.

### **Conclusion**

In the study pre test was taken in which the knowledge and attitude of adolescent boys regarding road safety was assessed and a planned teaching program was implemented on the adolescent boys. After the post test was conducted to reveal the effectiveness of planned teaching program. The post test Knowledge and attitude score shows that there is increase in knowledge and attitude of adolescent boys regarding road safety after planned teaching program. There was a significant improvement in the knowledge and attitude score of adolescent boys regarding road safety after planned teaching program. A significant correlation was found between the knowledge and attitude score of the adolescent boys regarding road safety.

### **Recommendations**

A true experimental study on the effectiveness of planned teaching program in terms of knowledge and attitude of adolescent boys regarding road safety. A comparative study to evaluate the level of knowledge of adolescent boys regarding road safety in urban and rural areas. A similar study can be conducted on a large sample to generalize findings. A survey to find out the level of knowledge and attitude of adolescent boys regarding road safety in community area. A descriptive study to assess the knowledge and practices of boys regarding road safety.

### **Acknowledgement**

I express my deep regards to the Principal of Heritage Institute of Hotel and Tourism who gave permission and facility to conduct research in heritage institute of Hotel and Tourism Sanjauli. I also like to thank the Students of Heritage Institute of Hotel and Tourism for their co-operation and participation which help us to complete our research work.

### **References**

1. <https://oshwiki.eu/wiki/road-safety>
2. [www.Indiacelebrating.com/essay/road safety-essay/](http://www.Indiacelebrating.com/essay/road%20safety-essay/)
3. <http://sites.ndtv.com/roadsafety/5-things-know-road-safety-week-2017-2238/>
4. <https://www.slideshare.net/mobile/KezarAlishah/road-safety-India>  
Who age census on road accident available from [https://www.researchgate.net/publication/279847458\\_Road\\_safety\\_in\\_India\\_A\\_Public\\_Health\\_Concern](https://www.researchgate.net/publication/279847458_Road_safety_in_India_A_Public_Health_Concern)
5. Who age census on road accident available from