

KNOWLEDGE ATTITUDE AND PRACTICE OF ROAD
TRAFFIC REGULATION AMONG VILLA INTERNATIONAL
SCHOOL STUDENTS IN MALE'

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DECLARATION

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I hereby declare that this Project is the result of my own work, except for quotations and summaries which have been duly acknowledged.

Signature:

Date: 1st November, 2015

KNOWLEDGE ATTITUDE AND PRACTICE OF ROAD TRAFFIC REGULATION AMONG VILLA INTERNATIONAL SCHOOL STUDENTS IN MALE'

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ABSTRACT

Title: knowledge, attitude and practice of road traffic regulation among villa international high school student in Male'

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Study Design: A community- based descriptive cross-sectional study done using both qualitative and quantitative data to find out the knowledge, attitude and practice of the student in villa international high school grade 11 and 12.

Methods: Data was collected using an administered questioner which was issued to students. The descriptive and statistical analysis was done using SPSS.

Result: From the total number of 136 students who were randomly selected majority of the students are at the age of 18 years. 56% of the students were studying in grade 12. Among them majority of the students are 46. 3 % travel as passengers. 94% of the participants know regulations and 64% recognize the road traffic regulation of Maldives, 97.1 % of the participant believes everyone should follow rules and regulation.87.5% of the participants follows the road sign and signals, 83.1% use zebra cross while crossing. However, 80.1% do not have driving license, 14% of the participants are driving without liquescence, and the participant's actual driving speed

is more than 30 Km/hours. 98.5% participant saying they will not use helmet and, 84.6% of the participants saying they will not use seatbelt and 74.3% use phone while walking.

Conclusion: The study participant had enough knowledge about road traffic regulation and most of them agreed people should follow all the regulations and laws. Majority of the participants believe vehicle roadworthiness is way of reducing accident and almost all the students strongly agreed obeying road traffic light and signals to reduce road traffic accidents. Most of the students do not have driving license.

Keywords: Road traffic regulation, knowledge, attitude, practice, villa international high school.

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LIST OF ABBREVIATIONS

- 1 **RTA:** Road Traffic Accidents
- 2 **WHO:** World Health Organization
- 3 **MPS:** Maldives Police Service
- 4 **CDC:** Center for Disease Control
- 5 **SPSS:** Statistical Package for the Social Sciences
- 6 **HBM:** Health Belief model
- 7 **MOH:** Ministry of Health
- 8 **HBM:** Health Belief Model
- 9 **OR:** Odd Ratio
- 10 **ROR:** Rate Odd Ratio

CHAPTER 1

INTRODUCTION

The Republic of Maldives is a group of atolls located in the Indian Ocean. Maldives is a long and narrow country formed by 26 natural atolls oriented north-south off India's Lakshadweep island. The total area of these atolls covers approximately 90,000 square kilometers, which makes it one of the world's most geographically dispersed countries. Male city is the capital of Maldives. According to the census 2014, a total population of the Maldives is 341,256 people, 173,172 males and 168,084 females. Current population of the Male' is 133,019 people, 66,155 males and 66,846 females (Census, 2014). Almost one third of the population of Maldives lives in Male. The population growth rate of the Maldives is 1.69% with nearly 50% of the population is under 15 years. The crude death rate is 3 per 1000 population and less than 5 mortality rate is 11 per live births in the Vital Statistics System (Indicators, 2012). According to the World Bank the average life expectancy is 78 years and the gender ratio is 1.03: 1.00, male and female respectively (Bank, 2014). The census 2006 shows the population of the youth aged between 13-36 years is high in the country. With the increasing youth population it was also discovered the rate of registered vehicle, increases day by day.

According to transport authority there are 68,171 registered vehicles up to 2014, including 56,524 motorcycles. One in every four persons owns a motorcycle. (Transport Authority 2014).

Background of the study

Road traffic injuries (RTI) are a leading cause of death worldwide. According to the second global status report on road safety 15- 29 year people die more than million in each year (WHO, 2013). The South – East Asia Region rank third among the six WHO regions, with the rate of 18. 5 % of road traffic injuries per 100,000 populations. Approximately 300,000 people were killed on the roads in 10 of the 11 countries of the region in 2007 (fact sheet 2013).

According to Maldives Police Services, in Maldives injuries and deaths related to road traffic accidents are increasing at fast pace in recent years and the road traffic accidents and death have emerged as a serious public health issues. Statistic shows that the number of reported incidents of road traffic accidents increased from 1607 in 2012 to 1717 incidents in 2013 (MPS, 2014).

The Transport Authority Vehicle registration data shows that the numbers of registered motor vehicles has rapidly increased at annual rate of 19.6% from 44380 in 2009 to 51631 in 2011 while the population growth rate stood at modest 1.7 %(WHO, 2013). Almost one third of the population resides in the capital, Male', which is congested with a high proportion of motor cycles to the available land, making accidents almost inevitable

Problem Statement and Justification

Male' city is the capital of Maldives. According to the census 2014, total population of the Maldives is 141,256 people, 173,172 males and 168,084 females. Current population of Male' is 133,019 people, 66,155 male and 66,864 female's (Census 2014). Therefore almost one third of the population of Maldives lives in Male'.

According to Maldives police service (2015) during the year 2013, 1820 road traffic accident occurred in Maldives and 1,687 case occurred in Male' city. Furthermore, Transport Authority records 68171 land vehicle in Maldives from these 56524 are motor- bikes by the end of the year 2014. Adopting and enforcing legislation related to important risk factors including speed, drinking-driving, motorcycle helmets, seat-belts and child restraints has been shown to reduce road traffic injuries. Currently Maldives practices land transport act of 2007, however enforcing authorities face some challenge's due to high population , rapidly increased number of vehicles, road condition and parking areas in Male' city.

The number of youth in the country on motor cycles is more out of which the majority is students. The Data of Maldives Police service shows accidents and breaking of current practicing law is high among the youth age group. Hence, it is important to conduct a study to identify the knowledge, attitude and practice for the issue.

Purpose of the study

The purpose of this study is to identify the knowledge, attitude and practice of road traffic regulation among Villa International High School children, male'.

Objective of the study

General Objectives

The main objective of the study is to identify the knowledge, attitude and practice of road traffic regulation among Villa International High School student, Male' population.

Specific Objectives

1. To identify the knowledge about road traffic regulation among villa international school students, Male' population.
2. To identify the attitude about road traffic regulation among villa international school students, Male' population.
3. Find out the current practice of road traffic regulation among villa international school students, Male' population.

Research Question

1. Do the high school students have enough knowledge about road traffic regulation in Maldives?
2. What are the attitudes towards road traffic regulation in high school students?
3. What are the current practices of road traffic regulation in high school students?

Significance and scope of the study

At present, there is no study done in Maldives to find the knowledge, Attitude and practice of the road traffic regulation. Therefore conducting such a study will give a guidance to understand the current situation of road safety in the Maldives and would help to develop mass study to find the situation of the knowledge of road traffic regulation. Moreover, the information gathered through this study could be very useful for the relevant authorities to formulate intervention program to reduce RTI in the Maldives.

Definition of terms

- 1 **Injured:** Physical harm or damage to the human body.
- 2 **Disable:** Due to accident limit someone movements, senses or activities.
- 3 **Vulnerable:** Exposed possibly of being attacked or harmed to the road traffic accidents.
- 4 **Pedestrian:** A person walking rather than travelling in a vehicle.
- 5 **Worldwide:** Extending or reaching throughout the world.
- 6 **Fatalities:** An occurrence of death by accident, in war or from disease.
- 7 **Law:** The system of rules which a particular country or community recognizes as regulating the actions of its members and which it may enforce by the imposition of penalties
- 8 **Victims:** A person harmed, injured, or killed as a result of an accident.
- 9 **Risk:** A situation involving exposure to danger.

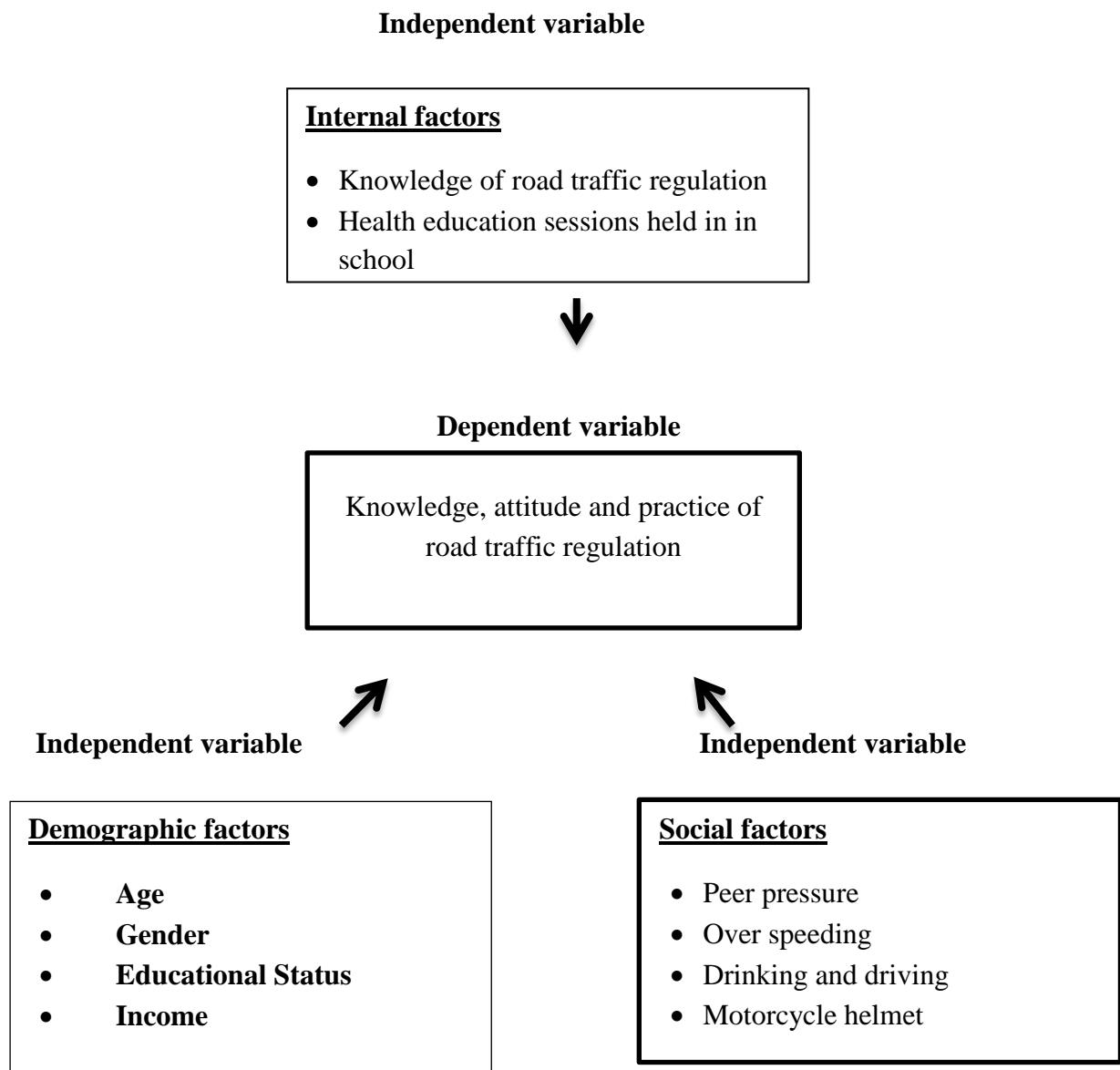
- 10 **Alcohol:** A colorless volatile flammable liquid which is the intoxicating constituent of wine, beer, spirits, and other drinks, and is also used as an industrial solvent and as fuel.
- 11 **Act:** A bill which has passed through the various legislative steps required for it and which has become **law**

CHAPTER 2

REVIEW OF LITERATURE

This chapter consists of the theoretical frame work and review of literature related to the knowledge, attitude and practice of road traffic regulation. It includes the highlights of the previous studies done to identify the knowledge of the road traffic regulation.

Figure: 2.1 - Conceptual Frame work



2.1 Operational Definition

2.1.1 Independent Variables

Independent Variables

Demographic - factors

- Age – youth age group (13 to 36)
- Gender – males are more vulnerable than female for driving
- Educational Status –
- Income -

Social factors

- Peer pressure
- Over speeding
- Drinking and driving
- Motorcycle helmet

Internal factors

- **Knowledge of road traffic regulation** – Refers to the understanding the road signs.
- **Source of receiving information** – Any way of getting information which increase the knowledge of basic road signs and rule. eg Health education session in school.

2.1.2-Dependent variable

- **Knowledge, attitude and practice of road traffic regulation** – Refers to having knowledge, attitude and practice of any signs that may lead road traffic accident.

2.2 Theoretical Framework

2.2.1 Health Belief Model

Health Belief Model (HBM) is the Theoretical framework, which is used in this study. It is an individual health model, which means that it has to do with how individual things make and respond to health situation and decision. HBM first developed in 1950s. Concepts of HBM include Perceived Susceptibility, Perceived Severity, Perceived Benefits, Perceived Barriers, Cues to Action and Self-Efficacy. Perceived Susceptibility is belief of the person that probabilities of getting a chances of the susceptible disease. Perceived Severity is belief of the seriousness of the condition and its consequences. Perceived Benefits are belief in the efficacy of the advised action to reduce risk or seriousness of impact. Perceived Barriers are opinion of the tangible and psychological costs of the advised action. Cues to Action are Strategies to activate. Self-Efficacy is confidence in one's ability to take action. (Twente, 2014). For example, when a young college student decides to drive motor cycle, will they use a helmet? This model shows that the student in question will make the choice to use a helmet if they believe it will protect them from head injuries, or death; if they believe not using a helmet will increase the risk of negative health consequences they will wear one. Finally, if they are properly informed on how to use a helmet, they will be more likely to use one.

PREVIOUS STUDIES

2.3 Road traffic accident situation globally

According to the 2013 global status report on road safety road traffic deaths accounts for over 1.24 million deaths per year, however only 28 countries which are 7% of the world population have comprehensive road traffic laws (WHO, Global status report on road safety , 2013). Moreover, the overall global road traffic death rates is 18 per 100,000 population. However middle income countries have the highest road traffic death rates, at 20.1 per 100,000(WHO, 2013).Therefore, in worldwide RTI related deaths are very high and also most all the deaths are from middle income countries and vulnerable road users.

2.4 Road Traffic accidents situation in South-East Asia region

There are 11 member state in South-East Asia Region Including, Bangladesh , Bhutan, Democratic People's Republic of Korea, India , Indonesia, Maldives, Myanmar, Nepal, Sri Lanka, Thailand and Timor-Leste and the countries has nearly 26% of the global population. (WHO, 2015). RTA is increasing at an alarming rate in countries of the Region. It is estimated that road traffic crash accounted for 334815 deaths in the south East Asia Region during 2010, the estimated road death rates in the region is 18.5 per 100,000 population (WHO,2015). Thailand has the highest rate of deaths 38.1 per 100,000 populations and compare to other countries Maldives has the lowest rate is 1.9 per 100,000 population (WHO, 2015) Hence, in South East Asia, RAT is rapidly increasing and vulnerable road users were involved in most of the RTAs.

2.5. Road Traffic Accidents Situation in Maldives

According to the Maldives Police Service, 1537 TRAs occurred in Maldives in 2014. From these accidents 1446 accidents occurred in Male' and 91 accidents occurred in other atolls. Therefore road traffic deaths remain at an average of 3.5 every per 100,000 population (MPS, 2015). It shows highest number of RTAs occurred in Male' city. Furthermore the study conducted in situation analysis in Addu link road concludes that the road traffic accidents are the major public health issue and a developing crisis. Furthermore, the study says that if the issue is not addressed effectively the road safety problems will be worsened. So this can be prevented through intervention of strategies (MOH & WHO).

2.6 Pervious literature reviews on RTAs

2.6.1 Demographic Factors

Age

Annual global road crash statistics states that, nearly 1.3 million people die in road crashes each year. This statistic state that more than a half among road traffic death occurs ages between 15 to 44 years. Moreover it says that road accidents are the leading cause of death among young people ages between 15 to 29, and the second leading cause of death worldwide among young people ages between 5 to 14 years. (Mohanty, 2015)

According to India, in 2011 shown that 55% of road accident victim's fall in the age group of 25-65 years while rest 45%, 40% of road accident victims come from the age

group of 16-24 years. According to this research it can be conclude that the adolescents are very much prone to and contribute most of the accidents in India. (Ruikar, 2013)

A study conducted about road traffic morality in Vietnam shows most of those killed or injured on the road traffic accidents are adults. In fact they said in Vietnam the most leading cause of road traffic accident age is between 15 to 29 years. (WHO)

A research done in fatal road traffic accidents among young children shows that the most common age group involved in RTA was 13-16 years (30.5%) followed by 9-12 years (27.1%) and 6-8 years (20.4%) respectively (Singh H, n.d).

A study conducted in India based on an Epidemiological Survey of Fatal Road Traffic Accidents and their Relationship with Head Injuries shows that the majority of the victim age group belongs to age group between 31 to 40 years (Honnunger, 2011).

Sex

Among fatal single-vehicle crashes involving male drivers, 72.2 percent were ROR crashes, while 66.5 percent crashes involving female drivers were ROR crashes. In contrast, the occurrence of OR crashes are more frequent for female drivers. 2012 calendar in India shows that 15% of the road accident victims were females. (J, 2008). In 2012 calendar in India shows that 15% of the road accident victims were females. Moreover in northern western Tanzania victims of RTA accidents were higher in male than female ((Komba, 2006).

Among fatal single-vehicle crashes involving male drivers, Statistical assessment of the differences at the 5% level shows significant difference between male and female accident rates in all accident results. (Amman, Jordan, 2010)

In addition, fatal accidents were associated with only male drivers. Studies done in Singapore shows that 82.3% were male were the victims RTA. (Med., 2002)

An Epidemiological Survey of Fatal Road Traffic Accidents and their Relationship with Head Injuries shows that the female are less involved in RTA than male (Honnunger, 2011).

Educational status

Department of PSM and surgery conduct epidemiology study of road traffic accident cases of south India shows 21.4% had education up to 5th grade and 95% are educated up to 8th grade while 82% are illiterates. (Nilambar, 2004)

2.6.2 Social Factors

Time

About 40% of the motorcycle countries reported working more than 10 hours a day and 30% reported alternation of work shifts. More than half reported having night shifts and payment according to the number of deliveries made. Almost 80% reported driving the motorcycle even when they were very tired and 45.2% reported speeding. (Daniela Wosiack da Silva, 2012)

A study conducted in Thailand shows that in day time 323 injury accident occurred and in night time 377 accidents occurred. (Ratanavaraha, 2014). Furthermore a study

conduct in Malaysia shows about RTA shows between 4 PM to 10 PM accidents occur (Manan, 2012).

A study conduct in India about RTA shows between 6 PM to 12 midnight is higher than other times. (Singh, 2011)

Therefore, RTA increase due to poor enforcement of traffic safety regulations and increase number of vehicles. Moreover, illegal driving also increases RTAs. Furthermore, most of the accidents occur at the night time (Singh, 2011)

Driving license

Motorcycle fatalities by motorcycle ownership and license research done in Malaysia shows 35% of victim do not have license. Moreover this study shows that female motorcyclist without license is 5% less than males. (Manan, 2012)

Drinking and driving

Study based on road traffic morality in Singapore shows that 18.7% of people had alcohol during accidents (Med., 2002).

Study of patients of road traffic accidents arriving in emergency department [ED] of V.S hospital at Ahmedabad city, single center pilot study shows that 5 (3.33%) of the 150 patients was suspected of using alcohol while driving (Shah, 2014). In many developing countries fatality drivers have 33% to 69% of alcohol in blood while driving. (Anil Kumar Joshi, 2014)

Weather

A study conducted in India based on a statistical analysis of road traffic accidents in Dibrugrah city, Assam, India shows, the highest number of accidents were observed in the peak rainy season during the month of July- September. (Goswami).

Types of road user

2014 in Britain, car occupants accounted for 45 per cent of road deaths, pedestrians 25 per cent, motorcyclists 19 per cent and pedal cyclists 6 per cent. Tanzania was labeled one of the most unsafe vehicle used country in Africa. In Tanzania from the road traffic injuries around 47% were passengers, 36.9% were pedestrians, 12.2% were drivers, 4.3% were motorcyclists and 9.7% were cyclist. This shows that in Tanzania most affected group by RTA are vehicle passengers in 2000 to 2005. (Komba, Risk factors and Road Traffic Accidents in Tanzania: May 2006)

In Tumbi hospital in-patient and out-patient records from 2001 to 2004 RTA 51.1% were bus passengers, 28.6% were minibus passengers, 7.8% were saloon car, 7.3% were trucks and 2.7 were bicycle (Komba,2006) A research done in Vietnam shows that 58% of people who use motorcycle had the highest percentage of death in Vietnam. This includes either passenger or driver. Also 25% were transport user with no specified vehicles, 11% were pedestrians and 2.5% and 3% were car occupants and bicyclist. (Ngo, 2012) A study conduct in Ethiopia hospital shows that 26.4% were pedestrian, 5.1% were passengers, 4.5% were driver, and 1.1% assistant of drivers. Additionally 55.31% of the pedestrian, 93.75 of the driver, 66.6% of the passenger, and 75% of these assistant of the driver were admitted or referred to other hospitals for admission. (Bewket Tadesse Tiruneh, 2014)

Occupation

According to epidemiology study done in India shows that 29.9% of victims are labors and 21.6% were employed and another 15.8% are students who involve the accidents. (Nilambar Jha, 2004)

A study done France among employees of French company shows that manager has the highest accident rate while unskilled workers had lowest accident rate. (Beckmann, 2007). The same study in Sweden (Laflamme and Engström, 2002) shows that children whose parents were unskilled worker had high risk between 1.1 and 2.3 times higher than children whose parents were employee or get high salary.

Follow various road signs and symbols

A study about injury severity and morality of adult zebra cross walk and Non-zebra cross walk road crossing accident conducted by Swiss shows that 58% RTA accidents victims were on zebra cross and 41.5% of victims were on Non-zebra cross walk. This study is done year revising 2000 to 2012. (Carmen A. Pfortmueller, 2014)

Road Safety and Regulation

Road traffic study done in India, showed that road traffic death and injury were due to rash driving or due to consumption of liquor while driving. Though it says there are many factors like environmental factors which course road accidents, like lack of reliable and efficient public transport, Poor Street lighting condition, difficulties on current roads, poor designed of road. In Tanzania inappropriate driver's behaviors, lack of law enforcement, poor traffic management, inconsistent road design and in appropriate information system lead to road traffic accidents (Komba, 2006).

Wearing Helmet

A study done regarding road traffic accident in Tanzania, (Thomas et al) found that riders who wear helmet during riding had an 85% of reduction in their risk of head injury compared to those who don't wear helmet (Thomson et al 1989). Mandatory uses of helmet shows a same good effect of using helmets.

Use Seat Belt

Same study on road traffic in Tanzania shows that using seat belt by front seat occupants has been found to reduce motor cycle related injuries (MMWR 1992; Leon 1996). Using of seat belt in vulnerable group like older, children and adults prevent approximately 50% to 60% of all fatalities resulting from motor traffic accidents (Rivera 1985). Also it specifically says that child safety seat can reduce 90% of fatalities in 0 to 4 year old age group (Rivera 1986).

Driving Speed

In Nepal 50% of cases were due to over speeding vehicles and 61.97% are due to illegal driving.

In Pakistan and south Asia 67% of RTA were over speeding and 33% of RTA occur due to illegal driving. (Hussain, 2011)

Relationship between road safety and road traffic accidents

In Vietnam they don't have enough awareness about the road safety risk and the laws of road traffic and also they have limited rule and regulation regarding road traffic. So this is the main challenge in Vietnams to reduce the RTA. (WHO)

Distract driving

World Health Organization Status Report on Road Safety shows that about 22% of taxi drivers reported that they answered their mobile calls while driving, rather than stopping the vehicle to receive the call. (Asefa, 2015)

Marital status

A research done in Vietnam shows that 65% of people who are died in RTA were married couples (Ngo, 2012).

Types of road user:

RTI is the largest single cause of severe injury in this population, with pedestrians, especially children and adolescents, the most affected group. (J., 1999). Majority (68%) of the victims were vehicle occupants, while two-wheel vehicle users comprised 18% (54) and pedestrians 15% (45). Eighty percent (240) of the victims were involved in crashes on highways; 61% (255) reported that they were either angled or head-on collisions. (Pan Afr Med, 2011)

CHAPTER 3

METHODOLOGY

This chapter presents the methodology developed for this study. Subsequently this portion provide the research design, study area, target population, sample techniques, sample size, research instruments, validity and reliability, data collection procedure, data analysis, ethical consideration and frame work for data analysis.

Research Design

This study is a community- based descriptive cross-sectional study done using both qualitative and quantitative data to find out the knowledge, attitude and practice of the student at Villa International High School grade 11 and 12. The aim of doing this study using this method is to find out the knowledge, attitude and practice of road traffic regulation.

Study Setting

This study was conducted during the month of October 2015 at Villa International High School in capital Male'. As villa international school is the one of the higher secondary education centers in the country, every year students from different atolls join this school. Male' has the project population of 133,019, people from which 66155 are men (Census, 2014). Apart from all other schools, the Villa International High School is the main interest for most of the students who come to the city for

higher education. VIHS provides education for different level of students compare to Center for Higher Secondary Education (CHSE). Only limited students will get admission at CHSE as they give priority to GCE O level top students. As for January 2015 total of 255 male students has been registered in the school up.

3.3 Population and Sample

From the total population of 255 student total sample seize of 136 student were obtained with the response distribution of 25 % using the software “Rao soft”. The margin error expected is 5% with the 95% confidence interval. However only 25% of the original sample population was taken to conduct the study as there was limited time to conduct the study and all the participants were selected randomly.

3.3.1 Inclusive Criteria

- Male Student who are studying in the Villa International High School grade 11 and 12.
- Student who are willing to participate in the data collection procedure

3.3.2 Exclusive Criteria

- Student who are not studying in Villa international School
- Female students who are studying in Villa International School

Research Instrumentation

A self-administered questionnaire which was designed to obtain information on demographic, knowledge about road traffic regulation, attitude towards road traffic regulation and practice among road traffic regulation of the participants was used as an instrument for data collection. It was first designed in English language. The questionnaire contains total 36 questions which were made to achieve the objective of the study.

3.4. Validity and Reliability

Before conducting the original research the questioner was pretested by issuing the questioner to randomly selected 10 male students at in Villa International high schools. It took average of 5 minutes for each student to complete the questionnaire. Changes were made to the questionnaire according to the comments from the student and present result. The presenting enables any flaws to be corrected to ensure the validity and reliability of the questionnaire before the actual study was carried out.

Data Collection Procedure and Ethical Consideration

The original research was conducted from 7st to 12th October 2015, before conducting the research; permission was taken from the management of Villa International School to conduct the survey. An informed consent was also sought individually from all respondents before collecting data. The respondents were further assured that the information collected will be kept confidential and the information would be used for study purpose only. The willing participants filled the questioners during their interval

time. This part of the research was conducted with the help of class teachers who were explained and were thorough with questionnaire and data collection procedure.

Data Analysis

Data were entered and analyzed SPSS. The analysis of quantitative data was done using descriptive method. The knowledge was obtained by doing the Statistical tests. It took about 5 days to analyze the collected data. The obtained data are presented as mean of tables.

Table 3.1: Framework for data analysis

Objectives	Question	Research Questions	Source of data	Types of data	Technique of analysis
To analyzed the socio-demographic characteristic of the student studying in Villa International High School	Question 1 to 04		Self-administered questionnaire	Primary	SPSS
To identify the	Question	4. Do he	Self-	Primary	SPSS

<p>knowledge about road traffic regulation among villa international school students, Male' population</p>	<p>5 to 16</p>	<p>high school students have enough knowled ge about road traffic regulatio n in Maldives ?</p>	<p>administered questionnaire</p>		
<p>To identify the attitude about road traffic regulation among villa international school students, Male' population</p>	<p>Question 17 to 25</p>	<p>1. What are the attitudes towards road traffic regulatio n in high school students?</p>	<p>Self-administered questionnaire</p>	<p>Primary</p>	<p>SPSS</p>

Find out the current practice of road traffic regulation among villa international school students, Male' population	Question 26 to 34	1. What are the current practice of road traffic regulation in high school students?	Self-administered questionnaire	Primary	SPSS

CHAPTER 4

RESULT

This chapter consists of the result the analysis done for three sections of the data collection procedure.

Background Characteristic

A total of 136 students were included in the studies with the 100% respondent rate.

The socio-demographic characteristics are shown in the table 4.1

Table 4. 1: Social- demographic characteristics

Age	Frequency	Percentage
16	13	9.6
17	57	41.9
18	58	42.6
19	4	2.9
20	4	2.9

Mean= 17.48 Min= 16 Max=20

Table 4.1.2 Education level

	Frequency	Percentage
Grade 11	59	34.4
Grade 12	77	56.6

Table: 4.1.1. The majority 58 (42.6%) of the respondents are from 18 years of age, 57(42.6%) are 17 years of age, 13(9.6%) are 16 years of age. The lowest respondent rate 4 (2.9 %) is the highest age 19, 20 year of age.

Table: 4.1.2. Most of the participants are studying in grade 12 N= 77 (56.6%) while the rest of the participants 59 (34.4%) are studying in grade 11.

Table 4.1.3 Types of road user

	Frequency	Percentage
Driver	3	2.2
Motor Cycle Rider	33	24.3
Passenger	63	46.3
Pedestrian	37	27.2

Table 4.1.3 shows from the total 136 students 3 (2.2%) are drivers. Most of the students are passengers 63(46.3%) while, 37(27.2%) are pedestrians and 33(24.3%) are motor cycle driver.

Table 4.2 No of participants knows rules and regulation of road safety in Maldives

	Frequency	Percentage
Yes	129	94.9
No	7	5.1

As shown in the table 4.2 distribution of respondents by knowledge of road traffic regulation in Maldives. Majority of the participants 129 (94.9%) knows that there is rules and regulation in Maldives, and 7(5.1%) do not know that there are rules and regulation in Maldives.

Table 4.2.1 No of participants Identified rules regulation of road safety in Maldives

	True	False
Regulation on Drinking and driving	66.9	32.4
Regulation on land vehicle roadworthiness testing	79.4	20.6
Regulation on land vehicles third party insurance	67.6	32.4
Land transport Act	65.4	33.8
Regulation on motor cycle	23.5	76.5

helmet		
Regulation on land vehicle parking	78.7	21.3
Regulation on road traffic sign	84.6	15.4
Using mobile phone while driving	69.1	30.9

Table 4.2.1 when students were asked to identify the currently practicing regulation in Maldives from a given list, majority of the students mentioned Regulation on road traffic sign 84.6% as regulation. 78.7% students identified Regulation on land vehicle parking. 79.4% Regulation on land vehicle roadworthiness testing, 67.6% Regulation on land vehicles third party insurance. While the minimum percentage 65.4% students mentioned Land Transport Act as a regulation of road traffic accidents. Moreover 32.4% students are fully aware the Maldives doesn't have regulation regarding drinking and driving, 30.9 % are aware the Maldives does not have regulation regarding using mobile phone while driving and , 76.5% of the students were aware the Maldives does not have Regulation regarding on motor cycle helmet.

Table 4.2.2 No of participants knows maximum driving speed limit of motor cycle

	Frequency	Percentage
20 Km/Hour	8	5.9
25 Km/Hour	82	60.3

30Km/Hour	34	25
35Km/Hour	12	8.8

Table 4.5 shows 8(5.9%) students are saying 20 Km/Hour, The majority of the students 82 (60.3%) saying 24 Km/Hour, 34(25%) of the students are saying 30 Km/Hour and 12(8.8%) are saying 35 Km/Hour is maximum driving speeding limit for motore cycle in Maldives.

Table 4.2.3: No of participants knows minimum age for get driving licence

	Frequency	Percentage
21years	5	3.7
25 years	1	0.7
18 years	128	94.1
15 years	2	1.5

Table 4.3 shows 5(3.7%) of the students are saying minimum age to get a driving licence is 21 years,only 1(0.7%) students are saying 25 years, The majority of the students 128 (94.1%) sying 18 years is minimum age for getting driving licences in Maldives, and 2 (1.5%) of the students are saying 15 year is the minimum age for getting driving licence in Maldives.

Table 4.2.4:No of participants knows of risk factors on road traffic accidents as %

	True	False
Obeying road traffic light signal reduces road traffic accidents	100	00
Using seat belt reduces the effects of the road traffic accidents	88.2	11.8
Over speeding increases road traffic accidents	80.1	19.1
Overloading increases road traffic accidents	81.6	18.4
While smoking on driving increase road traffic accidents	65.4	34.6
Drinking driving is not related with road traffic accidents	31.6	68.4
Using mobile phone while driving increases road traffic accidents	82.4	17.6
Using mobile phone while walking increases road traffic accidents	75	25

Table 4.2.4: shows 100% of the students knew obeying road traffic light and signal reduces road traffic accidents. 88.2% students knew using seat belt to reduce the effects of the road traffic accidents and 11.8% of the students' do not know using seat belt reduces the effects of the road traffic accidents. 82.4% students knew using mobile phone while driving increases road traffic accidents 17.6% does not know. 81.6% saying overloading increases road traffic accidents and 18.4% does not know. 80.1% knew over speeding increases road traffic accidents 19.1% does not know. The minimum number (65.4%) of student says smoking while driving increase road traffic accidents and 34.6% of the does not know driving while smoking can increase road traffic accidents. 31.6 % of the student saying drinking and driving is not related to RTI and 68.4% of the students said drinking and driving is related to RTI.

4.5 Attitude of the participants among road safety

Table 4.5.1 Belief of participants regarding rules and regulation

	Frequency	Percentage
Drivers	4	2.9
Pedestrian	0	0.0
Everyone	132	97.1

The majority of the students 132 (97.1%) believe everyone should follow rules and regulation of road safety, and 4 (2.9%) believe rules and regulation of road safety should be followed only by drivers.

Table 4.5.2 Belief of participants regarding rules and regulation

	Frequency	Percentage
Strongly Agree	117	86.0
Agree	13	9.6
Disagree	3	2.2
Strongly Disagree	3	2.2

Table 4.5.2: shows 86% of the students strongly agreed to during night it is compulsory for vehicles to keep lights on and 13(9.6%) agreed to during night it is compulsory for vehicles to keep lights on. 3(2.2%) of the students strongly disagree and disagree to during night it is compulsory for vehicles to keep lights on.

Table 4.5.3 No of participant's belief rules and regulation on road safety to reduce road traffic accidents

	Frequency	Percentage
Strongly Agree	71	52.2
Agree	54	39.7
Disagree	8	5.9
Strongly Dissagree	3	2.2

The majority of the students 71 (52. %) strongly agreed to rules and regulation on road safety reduce road traffic accidents and 54 (39.7%) agreed, 8 (5.9%) disagreed,

and 3 (2.2%) strongly disagreed, to rules and regulation on road safety reduce road traffic accidents

Table 4.5.4: No of participants belief It is compulsory to have driving license in all the drivers.

	Frequency	Percentage
Strongly Agree	75	55.1
Agree	40	29.4
Disagree	14	10.3
Strongly Disagree	7	5.1

Table 4.5.4: shows 75% of the students strongly agreed that it is compulsory to have driving license for all the drivers, and 40 (29.4%) agree and 14(10.3%) of the students disagree, 7(5.1%) of the students are strongly disagreed to it is compulsory to have driving license for all the drivers.

Table 4.5.5 : No of the participants belief the various road sign help to reduce road traffic accidents

	Frequency	Percentage
Strongly Agree	57	41.9
Agree	58	42.6
Disagree	19	14
Strongly Disagree	1	0.7

Table 4.5.5 shows 57(41.9%) of the students strongly agreed, and 58(42.6%) agreed the various road sign help reduce road traffic accidents. 14% of the students disagreed, and 1(0.7%) of the students are strongly disagreed the various road sign help to reduce road traffic accidents

Table 4.5.6: No of participant’s belief drinking and driving increases the risk of road traffic accidents

	Frequency	Percentage
Strongly Agree	81	59.6
Agree	38	27.9
Disagree	13	9.6
Strongly Dissagree	1	0.7

Table 4.5.6: shows 81(59.6 %) of the students strongly agreed, and 38 (27.9%) agreed drinking driving increases the risk of road traffic accidents, 13(9.6%) of the students disagreed and 1(0.7%) of the students are believes, drinking driving increases the risk of road traffic accidents

Table 4.5.7: No of participants belief parking vehicles on the corner increases the risk of road traffic accidents

	Frequency	Percentage
Strongly Agree	70	51.5
Agree	48	35.3
Disagree	18	13.3
Strongly Disagree	00	0.0

Table 4.5.7 shows the majority of the students 70 (51.5 %) strongly agreed parking vehicles on the corner increases the risk of road traffic accidents, 48(35.3%) agree and 18 (13.3%) disagreed parking vehicles on the corner increases the risk of road traffic accidents

Table 4.5.8: No of participants beliefs in Maldives driving license are issuing a proper age

	Frequency	Percentage
Strongly Agree	50	36.8
Agree	32	23.5
Disagree	27	19.9
Strongly Disagree	27	19.9

Table 4.5.8: shows In Maldives driving license issuing age is a proper 50 (36.8 %) of the students believe strongly agreed, and 32 (23.5%) % agreed, issuing a proper age, 27 (19.9%) of the students are believes disagreed and strongly disagreed 18year is the proper age driving license are issuing in the Maldives.

Table 4.5.9: No of participants believe that Maldives have enough rules and regulation regarding road safety

	Frequency	Percentage
Strongly Agree	27	19.9
Agree	41	30.1
Disagree	26	19.1
Strongly Disagree	42	30.9

Table 4.5.9 shows 27(19.9%) of the students believe that strongly agreed to Maldives have enough rules and regulation regarding road safety and 41(30.1%) of the students agreed. Therefor 26 (19.1%) disagreed and 42 (30.9 %) of the students are believes that strongly disagreed Maldives have enough rules and regulation regarding road safety.

Table 4.5.10: No of participants belief vehicle roadworthiness is way of reducing road traffic accident

	Frequency	Percentage
Yes	106	77.9
No	30	22.1

Table 4.5.10 shows Majority of the students believe 106 (77.9%) vehicle roadworthiness is way of reducing accident, 30 (22.1%) of the students are believe roadworthiness is a way to reducing road traffic accidents.

4.6 Practice of the participants towards road traffic regulation

Table 4.6: No of participants have driving license

	Frequency	Percentage
Yes	27	19.9
No	109	80.1

Tables 4.6: shows the majority of the students 109 (80.1%) do not have driving licence. 27 (19.9%) have driving license.

Table 4.6.1: No of participant's actual driving speed

	Frequency	Percentage
20 Km/Hour	14	10.3
25 Km/Hour	18	13.2
30Km/Hour	21	15.4
35Km/Hour	4	2.9

Table 4.6.1: shows 14 (10.3%) of the students actual driving speed is 20Km/Hour, 18 (13.3) of the students are 25Km/Hour, 21 (15.4%) students are driving 30Km/Hour, and 4(2.9%) of the students are driving 35Km/Hour, most of them are not driving.

Table 4.6.2: No of participant's driving vehicles without a license

	Frequency	Percentage
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Yes	59	43.4
No	77	56.6

Table 4.6.2: shows 59(43.4%) of student are driving without license. moreover 77 (56%) of the students are not driving without license.

Table 4.6.3: No of participants that do you use seat belt while driving

	Frequency	Percentage
Yes	19	14
No	115	84.6

Table 4.6.4: No of participates If you're driving Do you use helmet while travelling on the motorcycle

	Frequency	Percentage
Yes	4	2.9
No	134	98.5

Table 4.6.5: No of the participants using zebra crossing to cross the road

	Frequency	Percentage
Yes	113	83.1
No	23	16.9

Table 4.6.6: No of the participants following the various road signs and signals, which help to reduce road traffic accidents

	Frequency	Percentage
Yes	119	87.5
No	16	11.8

Table 4.6.7 Using mobile phone to chat while walking

	Frequency	Percentage
Yes	101	74.3
No	35	25.7

Table 4.6.3 when students were asked while driving if they use seat belt 84.6% of the students are saying they will not use seatbelt, 14% of the students saying they will use seatbelt.

Table 4.6.4 shows while driving motorcycle they use helmet 98.5% students saying they will not wear helmet, only 2.9 % of the students saying if they will drive they will use helmet. Table 4.6.5 shows Using zebra crossing to cross the road 83.1 % of the students are using zebra cross and 16.9 % students are not using zebra cross.

Table 4.6.6 following the various road signs and signals, which help to reduce road traffic accidents 87.5% of the students following various road signs and signals, 11.8% students are not following. Table 4.6.7 shows Using mobile phone to chat while walking majority of the students 74.3% are chat while walking and 25.7 % of the students are not using phone to chat while walking.

CHAPTER 5

DISCUSSION AND CNCLUSION

This chapter includes the discussion of the obtained result of the study. Mostly the knowledge, attitude and practice of road traffic regulation in maladies, among Villa International High School students which was found using the statistical and descriptive analysis.

Summary of the main finding

This study is about “knowledge, attitude and practice of road traffic regulation among the Villa International High school male students”

To collect the data for this for this study a well-structured questionnaire was formulated based on the study questions.

To collect the data the results were presented as frequencies and percentages of the respondents to each question asked. Results shows majority of the participants were between 16 – 20 years and Most of them are pedestrians. Among the road users the majority of the students have enough knowledge to road traffic regulation. There for majority of the students attitude and practicing are not similar to compare the practice.

Discussion

10.1 Demographic characteristics of the participants

In this the age of the youngest participant was 16 years and the oldest participant was 20 years, with the mean age of 17.48 year and most frequent age of 18 year. A similar finding reported in India 2013, Age distribution of subject showed majority (40%) of the road traffic accident victim's fall in the age 16 – 24 years.(Ruikar,2013)

Most of the participants and passenger are 46. 3%, 24.3% are motor cycle driver, and 27.4% are pedestrian. There are several studies which show these groups were most common group of road users which were related to RTAs. A study in North western Tanzania about Injury characteristics and outcome of road traffic crash victims at around 47% were passengers, 36.9% were pedestrians, 12.2% were drivers, 4.3% were motorcyclists and 9.7% were cyclist. This shows that in Tanzania most affected group by RTA are vehicle passengers in 2000 to 2005(komba, 2006). A research done in Vietnam shows that 58% of people who use motorcycle were the highest percentage of death in Vietnam. This includes either passenger or driver. Also 25% were transport user with no specified vehicles, 11% were pedestrians and 2.5% and 3% were car occupants and bicycle (neg, 2012)

10.2 Knowledge of the participants among the road traffic regulation

In the current study most of the participants 94.9% know rules and regulation for road safety in Maldives. Most of them recognize currently practicing regulation 64.4% in Maldives. Majority of the participant 60.3% knew the maximum speed limit of motor cycle and 94.1% knew the minimum age will get driving license in Maldives, Most of the participant 80.1% of the participants knew the risk factors of road traffic accidents, in this survey include some risk factors there're when ask participant obeying road traffic light and signal 100% of the participants knew it is risk for road traffic accidents, 88.2% of the participants knew using seat belt to reduce the effects of road traffic accidents, 81.6% of the participants knows over loading is increase road traffic accidents, 65.4% of the participants knew while smoking on driving increase the risk of road traffic accidents, 82.4% of the participants know using mobile phone while driving increase the road traffic accidents, 75% of the participants knew using mobile phone while walking is increase of road traffic accidents.

A study conducted about situation analysis on road traffic accidents on link road of Addu atoll, found 8% of road traffic accident cases were drivers recorded to have exceeded the speed limit (MOH & WHO, 2011). Moreover 64.8% of the participant know drinking and driving is risk for road traffic accidents, 80.% of the participants knew over speeding is increase the road traffic accidents, this result is similar to knowledge, Attitude and Practice towards Road Traffic Regulations among University Students, Malaysia (AA, Redhwan and Karim AJ, 2010). This survey showed university students had moderate knowledge about road traffic regulation and laws.(AA. Redhwan and Karim AJ, 2010)

10.3 Attitudes of the participants towards road traffic regulation

The majority of the participants (97.1%) believe everyone should follow rules and regulation for road safety, 86% of the participants strongly agreed to during night it is compulsory for vehicles to keep lights on, 75% of the students strongly agreed to it is compulsory to have driving license for all the drivers, 41.9% of the students strongly agreed, 42.6% agreed the various road sign help to reduce road traffic accidents, 59.6 % of the students strongly agreed, 27.9% agreed drinking driving increases the risk of road traffic accidents, Majority of the students believe 77.9 vehicle roadworthiness is way of reducing accident, moreover 50% of the participants believes Maldives have enough regulation. A study conducted about situation analysis on road traffic accidents on link road of Addu atoll, found 8% of road traffic accident cases were drivers recorded to have exceeded the speed limit (MOH & WHO, 2011).

Moreover a similar finding reported by Malaysia University, a model describing spontaneous behavior and its relations to attitude, such as the attitude to behavior process model, might be applicable in younger drivers. (AA, Redhwan and Karim AJ, 2010) .

10.4 Practice of the participants towards road traffic regulation

In the current study the majority of the students 80.1% they do not have driving license, therefore 14% of the participants are driving without license, and the participant's actual driving speed is more than 30 Km/hours. 98.5% participant saying they will not use heel mat and, 84.6% of the participants saying they will not use seatbelt, 74.3% are phone chatting while walking Therefore 83.1 % of the participants using zebra crossing to cross while crossing the road, 87.5% of the participants

following various road signs and signals. A study conducted about situation analysis on road traffic accidents on link road of Addu atoll, found 8% of road traffic accident cases were drivers recorded to have exceeded the speed limit (MOH & WHO, 2011). In Pakistan and south Asia 67% of RTA were over speeding and 33% of RTA occur due to illegal driving. (Hussain, 2011)

However a similar finding reported by Malaysia University, a model describing spontaneous behavior and its relations to attitude, such as the attitude to behavior process model, might be applicable in younger drivers (AA. Redhewan & karim AJ, 2010).

Implication

Base on study findings, it is advisable to conduct health awareness program for road traffic regulation in Maldives on students before starting to drive the vehicles. Moreover, it is important to restrict use of mobile phone while driving and chat while walking. Also, it is important make rules to wear helmet driving motorcycle.

Limitation of the study

This study is not generalized to the whole population of Maldives, because this research is only focused on the population of one high school of Male' and some information may be biased because the result declared in this study was obtained according to the answers of the respondents. Time constraint was one of the limitations in this study. In addition lack of financial resource was another key factor.

Recommendation

The result of this study indicates knowledge, attitude and practice of road traffic regulation among the current population of the Villa International High School'. This supports the need for more research to educate the community about road safety and identifying the influential variables that increase RTA.

Every country should have to give high priority to prevent community from RTA. Because there are billions of people across the world who dies due to RTA every year. So it is advisable to do a further research for a larger population for a better understanding of the issue and current status overall around the country.

The researchers can target to atoll level, province level or country level and hope to come up with knowledge, attitude and practice of larger population. More studies in this area can help to prevent our nation from RTA.

Conclusion

The study participant had enough knowledge about road traffic regulation and most of them agreed people should follow all the regulations and laws. Majority of the participants believe vehicle roadworthiness is way of reducing accident and almost all the students strongly agreed obeying road traffic light and signals to reduce road traffic accidents. Most of the students do not have driving license. Although the participants have enough knowledge, attitude about road traffic regulation most of them do not follow the regulation properly while on the road.

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APPNEDICES

CONCENT FROM (ENGLISH VERSION)

Consent Form

Identify the knowledge, attitude and practice of road traffic regulation among villa international school children, male

My name is Fathimath Shabana (SID 17957). I am a student currently studying in Bachelors of Primary health care course in Faculty of Health Sciences, the Maldives National University. As part of my final semester project I am conducting a research on Identify the knowledge, attitude and practice of road traffic regulation among villa international school children, male' This research will be conducted from August – October 2014

The following questioner involves answering some social- demographics questions, knowledge, attitude and practice of road traffic regulation in Maldives. It is assured the information provided will be treated with total confidence and anonymity. The data collected through this questionnaire would strictly use for academic purpose. It will take about 5 minutes to complete this questioner.

I consent to participate in this research the details of which have been explained to me.

Name:

Signature:

Make the statement as if it is		True	False
9	Obeying road traffic light signal reduces road traffic accidents		
10	Using seat belt reduces the effects of the road traffic accidents		
11	Over speeding increases road traffic accidents		
12	Overloading increases road traffic accidents		
13	While smoking on driving increase road traffic accidents		
14	Drinking driving is not related with road traffic accidents		
15	Using mobile phone while driving increases road traffic accidents		
16	Using mobile phone while walking increases road traffic accidents		

Part 3: Attitude on road safety

17. Who should follow rules and regulations of road safety?

- A. Drivers B. Pedestrian C. Everyone

Make the statement as if it is		Strongly Agree	Agree	Disagree	Strongly Disagree
18	During night it is compulsory for vehicles to keep lights on				
19	Rules and regulation on road safety reduces road traffic accidents				
20	It is compulsory to have driving license for all drivers				
21	The various road sign help to reduce road traffic accidents				
22	Drinking driving increases the risk of road traffic accidents				
23	parking vehicles on the corner increases the risk of road traffic accidents				
24	In Maldives driving license are issuing above 18 years. Is this a proper age?				
25	Do you believe that Maldives have enough rules and regulation regarding road safety?				

4. Practice on road safety

26. What is your usual driving speed?

A. 20 kilometer/hour

B. 25 kilometer/hour

C. 30 kilometer/hour

D. 35 kilometer/hour

E. More than 35kilometer/hour

Answer these questions by using a "tick" on the appropriate box		Yes	No
27	Do you have a driving license?		
28	If you're driving do you use seat belt while driving?		
39	If you're driving Do you use helmet while travelling on the motorcycle?		
30	Do you use Zebra crossing to cross the road?		
31	Do you drive vehicles without a license?		
32	Do you follow the various road signs and signals, which help to reduce road traffic accidents?		
33	Do you think vehicle roadworthiness is way of reducing accident?		
34	Do you use mobile phone to chat while walking?		

Thank you for participation in this Survey

