

KNOWLEDGE, ATTITUDE AND PRACTICES OF ROAD RULES AND REGULATIONS (WITH SPECIAL REFERENCE TO GALLE DISTRICT)

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Abstract

Knowledge, attitude and practices of road rules and regulations are more important to maintain a safe transportation system especially in developing countries. According to the study, knowledge, attitude and practices analysis based on the experience of driving and age of the driver. Multiple linear regression is utilized for the sample selection. Multistage cluster sampling was used throughout the questionnaire and also used 22 independent variables. Data were collected through a questionnaire. According to the study, conviction about high speed, attitude of alcohol usage while driving, observed speed limits and looking in the mirror before overtake have positive relationships with the experience of driving and also age of the driver. Waiting for the vehicle while driving and stopping zebra crossing until crossing have a negative relationship with experience of driving. Looking at road signs when driving has a negative relationship with both experience of driving and age of the driver. Mainly practice elements depend on both experience of driving and age of the driver.

Keywords: *Attitude, Knowledge, Practices, Road Accidents*

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Introduction

Road accidents, in Sri Lanka and abroad, are a serious problem that has a direct impact on public health and well-being by causing numerous impairments and a significant loss of life each year. As a result, road accidents have become a huge social issue that has to be addressed. According to the study, KAP Analysis of road rules and regulations identified as a major determinant for accidents which was not recorded in secondary data but influenced accidents. According to the study, the researcher identified how knowledge, attitude and practices influence the road accidents and the relationship between KAP Analysis and both age of the driver and experience of driving in terms of number of years.

Materials and Methods

This is a study conducted under a quantitative approach and also this study can be presented as explanatory research because it aims to enhance the existing theories about determinants of road traffic accidents. This is a social science research and belongs to deductive research. According to the study, a questionnaire that showed knowledge, attitude and practices of road traffic rules and regulations was used to collect primary data. For the analysis, multiple linear regression was used. According to the study, the population is based on the people who are above the age 20 years and live in Galle district. Sample size was selected based on a prior sample size calculator for multiple linear regression. According to that, if the number of people in the population is 713533, then 163 people should be included in the sample based on the calculator. However, this study invited 250 people relevant to the proportion and could take only 209 people as an accepted sample. Sampling technique was the multi stage cluster sampling. Knowledge, attitude and practices of the road rules and regulations measured by age of the driver and experience of driving in terms of number of years. For the analysis, SPSS software and stepwise regression method were used.

Results and Discussion

According to the study, multiple linear regression and simple linear regression were utilized to interpret the results. Models as follows,

KAP Analysis of road rules and regulations on experience of driving.

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Table 1:*Final model of regression*

Model	Coefficient	P-Value	VIF
Attitude of convincing about high speed	2.895	0.001	1.070
Attitude of alcohol usage comfortable while driving	2.294	0.001	1.887
Observed speed limits as a practice	3.189	0.005	1.069
Waiting for the vehicle in circle pass as a practice	-2.518	0.001	1.163
Looking mirror before overtake as a practice	3.379	0.001	1.042
Looking road signs when driving as a practice	-4.364	0.001	1.065
Practice of stopping zebra crossing until crossing	-2.435	0.010	1.329

Source: Sample Survey 2022

According to the above table, all the VIF values have no multicollinearity. According to the study, the experience of driving is measured by the number of years. When considering the attitudes, convincing about high speed increased by one unit, the experience of driving increased by 2.895. If attitude of alcohol usage comfortable while driving increased by one unit experience of driving increased by 2.294. Observed speed limits as a practice increased by one unit experience of driving increased by 3.189. If waiting for the circle pass increased by one unit experience of driving decreased by 2.518. If looking in the mirror before overtaking as a practice increased by one unit, the experience of driving increased by 3.379. When looking at road signs when driving and practice of zebra crossing until crossing the road increased by one unit, the experience of driving decreased by 4.364 and 2.435 respectively.

KAP Analysis of road rules and regulations on age of the driver

Table 3:*Final model of Regression*

Model	Coefficient	P-Value	VIF
Attitude of alcohol usage comfortable while driving	3.423	0.015	1.887
Observed speed limits as a practice	3.775	0.020	1.066
Convincing about high speed	2.779	0.045	1.137
Looking mirror before overtake as a practice	3.448	0.013	1.040
Looking road signs when driving as a practice	-3.950	0.008	1.044

Source: Sample Survey 2022

According to the above table, all the VIF values have no multicollinearity. When considering the attitude of comfortable alcohol usage while driving increased by one unit, the age of the driver increased by 3.423. If observed speed limits as a practice increased by one unit, the age of the driver increased by 3.775. When convincing about high speed increased by one unit, the age of the driver increased by 2.779. If looking in the mirror before an overtake as a practice increased by one unit, the age of the driver increased by 3.448. When looking at road signs when driving as a practice increased by one unit, the age of the driver decreased by 3.950.

Conclusion and Recommendations

There is a positive relationship have a convincing about high speed with experience of driving and age of the driver. When increasing the experience of driving they are concerned about high speed because it is a major reason for the accidents. There is a positive relationship between the attitude of comfortable alcohol consumption while driving with both experience of driving and age of the driver. According to the study, the majority of the respondents are male and majority of them are consuming alcohol. When the experience increases driver skills and control of the vehicle increase due to the reason, they feel alcohol usage comfortable. There is a positive moderate relationship with an observed speed limit as a practice with both experience

of driving and age of the driver. There is an inverse relationship between waiting for the vehicle in circle pass and experience of driving. It is not only dependent only on the experience of driving but also the driver's behavior. Looking in the mirror before an overtake has a positive moderate relationship with both experience of driving and age of the driver. It is a very important factor when driving a vehicle because it is the only way to pay attention and the only factor that can be considered is that there is a vehicle behind. There is an inverse moderate relationship between looking at road signs when driving and both experience of driving and age of the driver. New drivers consider all the rules and regulations but when the experience of driving increases the majority of them use their practice. Practice of stopping zebra crossing until crossing the road has a moderate inverse relationship with experience of driving but it is not dependent on experience of driving but also the driver's behavior.

According to the study, practices of road rules and regulations have more impact with both experience of driving and age of the driver than knowledge and attitude of road rules and regulations.

Government must create a comprehensive national traffic safety model that involves education, health, and police departments, to increase knowledge, attitude and practices of road rules and regulations.

References

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