

## A Study of level of awareness about road safety among B.Ed students of Mahendergarh, Haryana

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### Abstract

#### Introduction:

Globally, roadside accident is the 10th leading cause of death in all age groups. Discussing about Haryana, overcrowding of vehicles, road engineering defects, road conditions and driving defects together are responsible for about 11000 accidents which take away around 4500 lives every year, apart from engineering more than 10,000 people in road crashes in the state itself. These accidents are a cause of a number of consequences which can be physical, economical and psychological. The reasons behind this condition may be given as lack of knowledge and driver's attitude, dearth of traffic control, poor traffic management, lack of authority control etc. The school and college going children are highly affected directly or indirectly because of the increased road accidents. Most of these students meet with an accident as many of them are not aware about road safety rules and regulations. These college going students are the future of the nation. If we don't find out the solution for the critical road accident situation, we would be at a dearth of making our nation prosperous.

#### Objective:

To study the level of awareness about road safety among B.Ed. students of rural and urban B.Ed. colleges.

#### Method:

The quantitative non-experimental study was conducted among the students of B.Ed. colleges of Mahendergarh district of Haryana. The study was conducted among the 10 B.Ed. colleges of Mahendergarh district of Haryana. Total 500 students were selected as a sample. Out of which, 250 students were from the B.Ed. colleges which were in rural area and 250 students were from the B.Ed. colleges which were in urban area. The sample of the study comprises of students from 10 B.Ed. colleges of Mahendragarh district. The 10 B.Ed colleges were divided into 5 colleges from urban area and 5 colleges from rural area. Among the 5 urban B.Ed colleges and 5 rural B.Ed colleges, 50 students each were taken for the study. They were further divided into 125 male and 125 female students. A self- structured questionnaire was developed for the collection of data.

#### Keywords

road safety,  
B.Ed. students,  
Awareness,  
rural and urban  
B.Ed. colleges

**Result:**

With regard to level of awareness about road safety among B.Ed. students of rural and urban B.Ed. colleges, it was found that the mean of rural B.Ed. college students was 7.92, standard deviation was 1.43731 and standard error was .9090, whereas the mean of urban B.Ed. college students was 9.0720, standard deviation was 1.07678 and standard error was .6810. The p value of independent variable t test for given hypothesis is less than 0.01 so at 95 % confidence level showing that there is significant difference in the level of awareness about road safety among the B.Ed. students of rural and urban B.Ed. colleges.

**Conclusion:**

The majority of rural B.Ed. college students had average awareness; so there is a need to stimulate and make aware this population. Road safety knowledge and awareness should be fostered among the citizens through education, training and publicity campaigns. Road safety is a cross sectoral and multi disciplinary issue. To establish feasible and safe transportation for all types of road users including pedestrian, for decline in road accident mortality in the State, it is indispensable to evolve a vision along with strategies for its fruitful implementation.

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## **Introduction**

The problem of road safety remains drastic in India. During the year 2011, there were about 4.98 lakh road accidents, in which about 1.42 lakh people were killed and more than 5 lakh persons were injured, most of them were physically impaired for the rest of their lives. In 2014, more than 1.25 lakh people have lost their lives and almost 350 deaths per day. Most of the accidents were due to over speeding, drink and driving, over loading, high speed vehicles, teenage drivers without driving license and not focusing one's attention while driving.

Globally, roadside accident is the 10th leading cause of death in all age groups. The main cause behind the road traffic accidents is the unawareness about road safety rules and regulations among the students who are the foundation of our better tomorrow. Mahendergarh district in Haryana, is coming out as the new education centre of Haryana with a number of high standard schools and colleges. The students after receiving a degree, tries to find a suitable profession to earn a good livelihood. B.Ed. is considered to be the noblest profession and teaching has always been one of the most popular career choices among students in Mahendergarh district. There are total 480 B.Ed. colleges in

Haryana, out of which Mahendergarh district itself has 48 B.Ed. colleges. This shows that quite a good number of students have to commute to these colleges which are either in the city or in the nearby villages. All these students travel through different means of transport and face many problems on roads regarding road safety. Most of these students meet with an accident as many of them are not aware about road safety rules and regulations. These college going students are the future of the nation. If we don't find out the solution for the critical road accident situation, we would be at a dearth of making our nation prosperous.

The present study is aimed to assess the level of awareness about road safety among the B.Ed students of Mahendergarh district of Haryana, so that the lack of knowledge which is responsible for road traffic accidents can be assessed and a better overview of the situation can be made.

## **Method**

The research approach used in this study was Quantitative research approach in conformity with the nature of the problem and to fulfill and attain the objectives of the study.

The study was conducted among the 10 B.Ed. colleges of Mahendergarh district of Haryana. Total 500 students were selected as a sample. Out of which, 250 students were from the B.Ed. colleges which were in rural area and 250 students were from the B.Ed. colleges which were in urban area. The sample of the study comprises of students from 10 B.Ed. colleges of Mahendergarh district. The 10 B.Ed colleges were divided into 5 colleges from urban area and 5 colleges from rural area. Among the 5 urban B.Ed colleges and 5 rural B.Ed colleges, 50 students each were taken for the study. They were further divided into 125 male and 125 female students. The quantitative non-experimental study was conducted in the month of January 2021 among the students of B.Ed. colleges of Mahendergarh district of Haryana.

A self- structured questionnaire was developed for the collection of data. It comprised of two sections. Section A consisted of the socio-demographic variables of B.Ed. students. It had 10 variables including class, gender, age, residential area, father's education, mother's education, father's occupation, mother's occupation, source of information, and mode of travelling to school. Section B consisted of structured awareness questionnaire, to assess 5 dimensions: awareness, knowledge availability, level of practice, risk factors and attitude towards enforcement of road safety measures while walking or travelling among B.Ed. college students. Each dimension had 10-10 items and consisted of a total of 50 items related to various aspects of road safety rules i.e. traffic signals, road safety laws and road sign's. For the assessment of awareness and knowledge availability there were 20 items out of total 50 items. Each item was carrying a score of one for correct answer and a score of zero for wrong answer. The awareness score was arbitrarily

classified in to three categories viz. poor awareness (0-6), average awareness (7-13) and good awareness (14-20). The other three dimensions consisted of the structured practice, risk factors and attitude questionnaire. It consisted of 30 items related to various aspects. Each item was carrying a score of one for presence of practice and a score of zero for absence of practice. The practices score was reasonably classified into three categories- unsatisfactory practice (0-10), partial satisfactory practice (11-20) and satisfactory practice (21-30).

The reliability co-efficient of awareness questionnaire was found to be  $r=0.88$  by split half method and the reliability co-efficient of practice checklist was found to be  $r=1$  by Cronbach's alpha method. Hence tool was considered reliable for data collection.

To execute the study, a written permission was obtained from the Principals of all the 10 B.Ed. colleges of Mahendergarh District of Haryana. The data was gathered through the structured self-administered questionnaire. The collected data were organized and analyzed in conformity with objectives of the study by using descriptive and inferential statistics with the help of Statistical Package for the Social Sciences version 16 software (SPSS Inc., Chicago, IL, USA) and Instat.

## **Results**

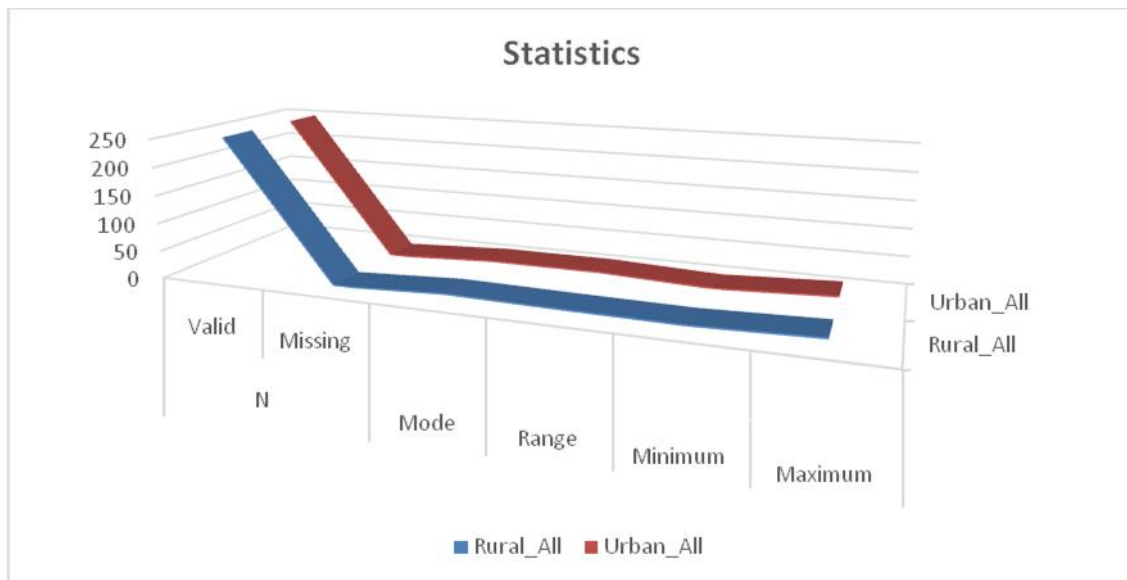
Out of 500 respondents, it is evident from table 3.1 that 160 respondents have a low level of awareness (32.0%), 171 respondents have a moderate level of awareness (34.2%), and 169 respondents have a high level of awareness (33.8%). As a result, the majority of responders (34.2%) display a moderate level of knowledge.

**Table 3.1 Classification of Respondents on the Basis of Awareness of Road Safety**

S.No	Level of Awareness	No. of Respondents	Percentage
1	Low	160	32%
2	Medium	171	34.2%
3	Excellent	169	33.8%
<b>TOTAL</b>		<b>500</b>	<b>100.0%</b>

**Table 3.2 Analysis of Response of Rural and Urban Respondents**

Statistics			
		Rural_All	Urban_All
N	Valid	250	250
	Missing	0	0
Mode		9.00	9.00
Range		6.00	9.00
Minimum		4.00	1.00
Maximum		10.00	10.00



**Figure 3.2 Statistics Analysis of Response of Rural and Urban Respondents**

**Table 3.3 Analysis of Response of Rural Respondents Based on Level of Awareness**

		Rural_All			
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	4.00	2	.8	.8	.8
	5.00	10	4.0	4.0	4.8
	6.00	47	18.8	18.8	23.6
	7.00	19	7.6	7.6	31.2
	8.00	69	27.6	27.6	58.8
	9.00	75	30.0	30.0	88.8
	10.00	28	11.2	11.2	100.0
	Total	250	100.0	100.0	

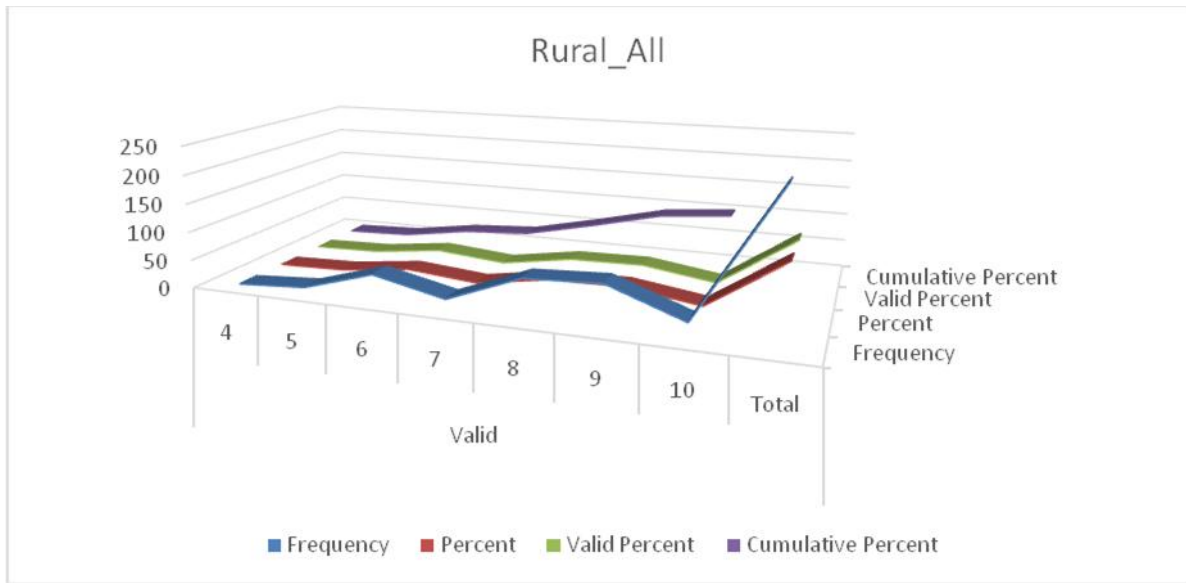


Figure 3.3 Analysis of Response of Rural Respondents Based on Level of Awareness

Table 3.4 Analysis of Response of Urban Respondents on Level of Awareness

		Urban_All			
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1.00	2	.8	.8	.8
	5.00	2	.8	.8	1.6
	7.00	3	1.2	1.2	2.8
	8.00	35	14.0	14.0	16.8
	9.00	125	50.0	50.0	66.8
	10.00	83	33.2	33.2	100.0
	Total	250	100.0	100.0	

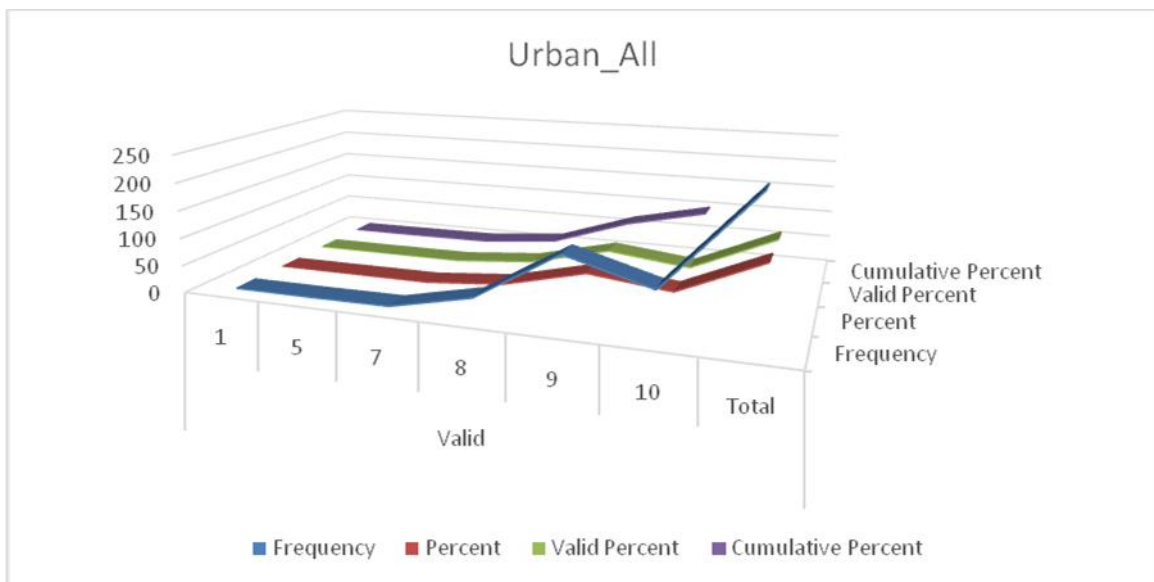
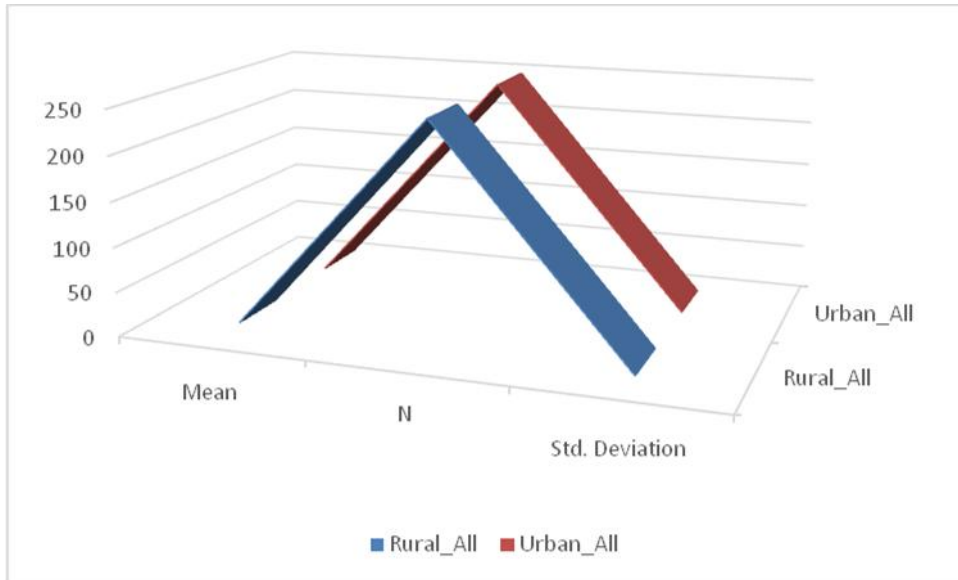


Figure 3.4 Analysis of Response of Urban Respondents on Level of Awareness

**Table 3.5 Mean Analysis for All Respondents for Rural and Urban Samples**

Report		
	Rural_All	Urban_All
Mean	7.9200	9.0720
N	250	250
Std. Deviation	1.43731	1.07678



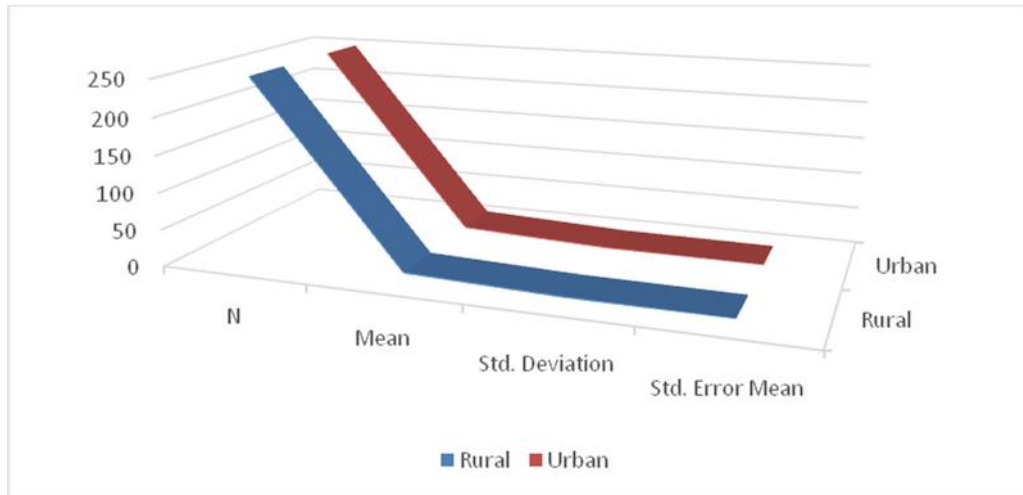
**Figure 3.5 Mean Analysis for Rural and Urban Samples**

**Table 3.6 T test for Hypothesis-1**

Independent Samples Test										
		Levene's Test for Equality of Variances		t-test for Equality of Means						
		F	Sig.	t	df	Sig. (2-tailed)	Mean Difference	Std. Error Difference	95% Confidence Interval of the Difference	
								Lower		Upper
Score	Equal variances assumed	49.020	.000	-10.142	498	.000	-1.15200	.11358	-1.37516	-.92884
	Equal variances not assumed			-10.142	461.548	.000	-1.15200	.11358	-1.37521	-.92879

**Table 3.7 Mean and Error Analysis for Rural and Urban Samples**

Group Statistics					
	Group	N	Mean	Std. Deviation	Std. Error Mean
Score	Rural	250	7.9200	1.43731	.09090
	Urban	250	9.0720	1.07678	.06810



**Figure 3.6 Mean and Error Analysis for Rural and Urban Samples**

The p value of independent variable t test for given hypothesis is less than 0.01 so at 95 % confidence level showing that there is significant difference in the level of awareness about road safety among the B.Ed. students of rural and urban B.Ed. colleges.

### Conclusion

Road traffic accidents are foreseeable and can be averted. Many countries have shown prompt reductions in the number of accidents and fatalities by taking measures including:

- ) Increasing awareness of, enacting and imposing laws governing speed limits, alcohol disability, seat-belt use, child restriction and safety gears.
- ) Preparing and executing transport and land-use policies that foster safer and more efficient trips; comforting the use of safer means of travelling, such as public transport; and assimilating injury prevention steps into traffic management and road design.
- ) Making vehicles more safe and distinguishable for occupants, pedestrians and cyclists; using daytime running lights, ascended brake lights and reflective materials on cycles, carts, rickshaws and other non-motorized means of transport.

- ) Imparting ample knowledge to school going and college going students about road traffic rules and regulations.
- ) Awareness of the outcomes of road traffic accidents is lingering among policymakers and the general public. The incorporation of extensive road safety programs into national planning in developing countries is needed.

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