

## Factors related to safety riding behavior at state vocational high school 3 sorong city

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### ABSTRACT

Limited public transportation causes parents to use motorized vehicle ownership as an alternative, so that many children under 17 years old and even 10 years old are already using motorized vehicles. This lack of maturity will have a negative impact on child safety. Based on the interview results, it was found that students did not have a driver's license, did not use personal protective equipment, drove at high speed and had had an accident. The purpose of this study was to determine the relationship of knowledge, attitudes, driving license ownership and driving experience on safety riding behavior at SMK Negeri 3 Sorong City. This type of research is quantitative with a cross sectional approach. The research population is all students who are currently at school (not currently practicing), namely a sample of 87 people. The instrument used was a questionnaire, and data analysis used the Spearman Rank test with  $\alpha = 0.05$ . The test results show that knowledge,  $p$ -value = 0.04, attitude = 0.011, driving license = 0.020. It was concluded that there was an effect of knowledge, attitude and ownership of a driver's license while driving experience had no effect on safety riding behavior.

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## INTRODUCTION

At this time, motorized vehicles were the most supportive need because to be able to carry out activities, almost the majority of Indonesian people used motorized transportation, especially people who live in Sorong. These motorized vehicles can help people's mobility so that activities can run well and smoothly. Currently the number of motorized vehicles in Indonesia is 125,267,349 units, while West Papua is 319,982 units (Statistik 2023). And (Korlantas Polri Papua Barat 2023) the number of motorized vehicles in West Papua until the end of February 2023 was 384,707 units, while in Sorong City there were 143,064 units.

The high number of motorized vehicle ownership will have an impact on the smooth flow of traffic because there is an increase in the number, besides that motorized vehicle users as a whole do not pay attention to or know about driving safety. This ignorance causes many motorists to drive

their vehicles at high speed, or even the other way around, without paying attention to their surroundings, vehicle conditions or their own capabilities.

Given the limitations of public transportation in many areas, many parents make the provision of motorbikes an alternative transportation for their children without paying attention to the child's condition whether it is appropriate for the child to drive or not, for example the age is sufficient or not, whether driving skills are good or not. Parents consider this alternative to be a solution. Factors that cause children to use motorized vehicles are internal factors, namely on the basis of their own desires, permission from parents, saving time and money, feeling proud and the impact of the mass media. While the external factors are the support of facilities from the family, the need for smooth running of the school, the relationship of peers and the limitations of public transportation (Meiga Anggraeni 2019). This reason causes the habitual behavior of using motorized vehicles, so that many children under the age of 17 years and even 10 years old are already using motorized vehicles. This lack of maturity will have a negative impact on child safety.

The number of traffic accidents in 2022 in Indonesia is as many as 606,079,001 cases (Korlantas Polri 2022). This situation shows the high rate of motorized accidents. The occurrence of this accident can be caused by many factors one of them is safety riding behavior. There are many research theories about factors related to safety riding behavior like driving license ownership, mileage, behavioral intention and knowledge (Danielle et al. 2020). Other research states that the factors that relationship safety driving behavior are knowledge and family support (Izmi & Rusmiati 2022) and perceptions of risk of harm (Meiga Anggraeni 2019).

It is known that from the 10 students interviewed at state Vocational High School 3 Sorong City, it was found that 5 people could ride motorbikes before the age of 15, 8 people said they did not have a driver's license, and 6 people liked to drive at high speed even though they did not use personal protective equipment, and 2 people had experienced accidents. when driving. This situation is not good for high school students considering that they are the next generation of the nation. It is feared that if incidents like this happen continuously it can damage the mindset and future of students. It is said to damage the mindset because students are afraid to assume that safety is not important, the most important thing is having the ability to drive, while damaging the future of students because if one day an accident, whether small to fatal, can interfere with the opportunity to learn and develop self-competence. Based on the data and reasons above, researchers need to conduct research on the relationship between students' knowledge about driving safety and the role of peers with safety driving behavior in students.

## RESEARCH METHOD

This research is quantitative with a cross-sectional approach, which was conducted at state Vocational High School 3 Sorong City with a population of all students of class XII who were at school (not practicing) namely majoring in computer and network engineering, machining engineering and construction engineering and housing, namely as many as 87 people. The research sample was all students in 3 majors in the school, namely 87 people. The sample is determined by means of total sampling. The instrument used is a questionnaire sheet. The knowledge, attitude and behavior questionnaire on safety riding was adopted from (Azizah 2016) with Cronbach's alpha value of knowledge = 0.855, attitude = 0.795, and safety riding behavior = 0.870. while questions about driver license ownership and riding experience were prepared by the author by asking short questions, namely 1 question. To determine the relationship of the data were analyzed using the Spearman Rank test with a  $\alpha = 0.05$ .

## RESULTS AND DISCUSSIONS

The characteristics of respondents this study include: age and gender can be seen in table 1.

**Table 1.** Characteristics of respondent in students of state Vocational High School 3 Sorong City

No	Characteristics	Amount	
		f	%
1	Age		
	17 years	64	73.6
	18 years	17	19.5
	19 years	6	6.9
	Amount	87	100
2	Gender		
	Man	79	90.8
	Women	8	9.2
	Amount	87	100

Based on the table above, it is known that based on the age of the respondents, the most respondents were 17 years old, namely 64 people (73.6%) and the least were 19 years old, 6 people (6.9%). Meanwhile based on gender, the majority were male, namely 79 people (90.8%). Description of knowledge, attitude, driver's license ownership, riding experience and safety riding behavior can be seen in the table 2.

**Table 2.** Description of knowledge, attitude, driver's license ownership, riding experience and safety riding behavior in students of state Vocational High School 3 Sorong City

Variable	Amount	
	f	%
Knowledge		
Good	48	55.2
Poor	39	44.8
Amount	87	100
Attitude		
Good	63	72.4
Poor	24	27.6
Amount	87	100
Driver's Lisensi ownership		
No	80	92.0
Yes	7	8.0
Amount	87	100
Riding experience		
1-2 years	15	17.2
3-4 years	27	31.0
5-6 years	45	51.7
Amount	87	100
Safety riding behavior		
Good	68	78.2
Poor	19	21.8
Amount	87	100

Based on the table above, it is known that the most knowledge of respondents is good, namely 48 people (55.2%), the attitude of most respondents is good, namely 63 people (72.4%), the most group SIM ownership is none, 80 people (92.0%), riding experience of at most 5-6 years as many as 45 people (51.7%), and riding safety behavior at most is good as many as 68 people (78.2%).

**Table 3.** The relationship of knowledge, attitudes, riding experience and riding license

ownership on safety riding behavior at state Vocational High School 3 Sorong City

Variable	Safety riding behavior						p-value
	Good		Poor		Amount		
	f	%	f	%	f	%	
Knowledge							0.041
Good	13	33.34	26	66.6	39	100	
Poor	6	12.50	42	87.50	48	100	
Attitude							0.011
Good	6	25.00	18	75.00	24	100	
Poor	13	20.63	50	79.37	63	100	
Driver's Lisensi ownership							0.020
No own	15	18.75	65	81.25	80	100	
Own	4	57.14	3	42.86	7	100	
Riding experience							0.181
1-2 years	3	20.00	12	80.00	15	100	
3-4 years	3	11.11	24	88.89	27	100	
5-6 years	13	28.88	32	71.11	45	100	

Based on the table above, it is known that out of 39 people with good knowledge, there are 13 people (33.34%) who have good safety riding behavior. Of the 24 respondents with good attitudes, there were 6 people who had good safety riding behavior. Of the 7 respondents who have a driver's license there are 4 people who have good safety riding behavior and of the 45 respondents with 5-6 years of riding experience there are 13 people who have good safety riding behavior. The results of data analysis using the Spearman Rank test show that knowledge p-value = 0.041, attitude p-value = 0.011, driver license ownership p-value = 0.020 concluded that  $H_a$  is accepted means that there is an relationship of knowledge, attitude and ownership of a license driver on safety driving behavior. Mean while, driving experience p-value = 0.181 concluded that  $H_0$  is rejected, meaning that there is no relationship of driving experience on safety driving behavior.

A person's actions or behavior are influenced by the presence of knowledge, if the knowledge is good it will produce good actions, and vice versa less knowledge will produce bad behavior. One's knowledge of safety riding can prevent or reduce one's bad behavior in safety riding. Based on the research conclusions, there is an effect of knowledge on safety riding behavior.

The nation's civilization, the progress of the country must be sourced from knowledge, and this needs to be the main concern of the community. This can be proven by the existence of world civilizations that are getting better, of course this is based on the thoughts of each person who are getting better. Therefore it can be ascertained that knowledge is needed by every human being throughout life so that life will get better.

The results of this study were supported by (Aeni et al. 2020), saying that there was an effect of knowledge on safety riding, which was supported by (Hairil Akbar et al. 2022). But different from research (Manurung et al. 2019) dan (Wahyuningsih & Ramdana 2021) which says that there is no effect of knowledge on safety riding behavior.

Considering that the respondents are aged 17-19 years, this description shows that the respondents are still mentally unstable, especially limited knowledge which causes bad safety riding behavior. This is shown by the number of respondents who have less knowledge than good ones. In addition, respondents know that when driving they must wear a helmet, pay attention to the condition of the vehicle but have not fully realized that this is very important so they do not carry it out or do not use it.

Safety riding is an effort made to minimize the risk of danger and maximize safety in driving in order to create a situation where we are not in a state of danger to other riders and are aware of the possible dangers that can occur around us. The safety riding behavior referred to is having a driver's license, complying with applicable regulations such as paying attention to the speed and balance of the vehicle.

Attitude is a reaction or response that is still closed from someone to a stimulus or object. Based on the research conclusions, it is known that attitudes relationship safety riding behavior, with the majority of respondents having an unfavorable attitude. Safety riding attitudes and behavior are related because attitude is a domain of behavior, a good attitude will result in good actions and vice versa.

Changing attitudes for the better will make it easier to change behavior in implementing safety riding. A positive attitude towards safety riding is marked by readiness in safety riding behavior. The results of this study are supported by (Iskandar et al. 2021) and (Mirfan et al. 2021) who concluded that attitude is related to safety riding behavior and support by (Nugroho et al. 2021).

According to the assumptions of the researchers, the unfavorable attitude of the respondents indicated indiscipline in driving, such as driving at high speeds, not using personal protective equipment, and noise coming from motorbikes.

Based on the research results, it is known that driver license ownership influences safety riding behavior and the majority of respondents do not have a driver license. Driver license is an administrative requirement that must be fulfilled by someone in driving. Fulfillment of these requirements shows that a person obeys and obeys the applicable regulations. The results of this study are supported by (Zahra et al. 2022), (Lusia Salmawati 2020), (Irfandi & Shaputri 2020) but the results of this study are not in line with research (Nastiti 2017).

The researcher's assumption that the majority of respondents do not have a driver's license is based on the age of the respondents who are more at the lower limit of driving a driver's license. Not owning a license driver causes respondents not to know that the driving requirement is a driver license, and this causes a lack of safety riding behavior.

Experience means as a past memory, namely a state of receiving and storing events that have happened or experienced by someone that happened at a certain time and place, this experience serves as a reminder. One's driving experience can be seen from the actions in carrying out the role as a driver. A person is said to be experienced in driving if he has at least 3 years of driving.

The results of the study revealed that there was no effect of driving experience on safety driving behavior, this was evidenced by almost half of the respondents having 5-6 years of experience but only a small proportion had good safety riding behavior that at least half of the respondents should have good behavior.

The results of this study are supported by (Manurung et al. 2019) and (Lady, Rizqandini 2020) states that there is an effect of driving experience on safety riding behavior, but not in line with research (Lumente et al. 2021) and (Manopo et al. 2018).

## CONCLUSION

Most of the respondents had poor knowledge and attitudes, the majority did not have a driver's license, and more had 5-6 years of driving experience. Factors that relationship safety driving behavior are knowledge, attitudes and driving license ownership. It is recommended that students always pay attention to driving speed, vehicle conditions, driving safety standards and increase knowledge about driving safety through information on social media, posters and banners around. Parents should always give driving safety messages to their children through advice and sharing experiences about driving. It is hope to teachers at school should always provide counseling about driving safety, whether it is carried out directly by the teacher, the local police through cooperation or related parties. Considering that the results of this study were limited, because the data obtained were only based on the respondents' answers contained in the questionnaire, it was therefore suggested to future researchers to conduct research on the same topic as the observation research design and add variables about parents' attitudes towards children's driving behavior.

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