



## UNDERSTANDING AND FACTORS OF SAFETY RIDING BEHAVIOR AMONG STUDENTS

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### ABSTRACT

Safety riding is one method to provide knowledge and broaden horizons for teenagers who often ignore good driving behavior. Bali International University is one of the private campuses in Bali which has students passing by on motorbikes every day. The initial survey found that students who came to campus behaved unsafely when driving and it was found that students did not understand safety riding and there were students who did not have a driving license (SIM). The aim of this research was to carry out this research. Efforts can be made to prevent accidents while driving. The method used is quantitative research with a cross-sectional observational analytical method. The sample is students at UNBI who can drive two-wheeled vehicles and a total of 165 respondents were obtained. The results of this research are between knowledge and safe riding, that there is no relationship  $p$ -value 0.455, namely  $> 0.05$ , behavior and safety riding have a significant relationship  $p$ -value 0.03, namely  $< 0.05$ , ownership of a SIM C and safety riding have a significant relationship  $p$ -value 0.003, namely  $< 0.05$ . Safety Riding It can be an understanding for students to continue driving safely by having a SIM C, knowing the applicable regulations to minimize the risk of accidents and the campus can provide.

Keywords: behavior; k3; safety riding

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## INTRODUCTION

In Indonesia, traffic accidents are a serious concern for the government. Driving accidents are becoming more common and even increasing the death rate due to traffic accidents. According to the Police of the Republic of Indonesia, traffic accidents have increased by 20% from January 2022 to September 2022. According to data submitted to the Police of the Republic of Indonesia, the main cause of traffic accidents is that road users' attention is diverted due to the use of cellphones while driving and driving the vehicle at high speeds. high on freeways and highways. WHO stated that the number of deaths The highest traffic accidents are in the age range 5–29 years. This shows that children and teenagers are an age group that ignores driving safety. Accidents are based on violations and 60% are students.

using vehicle equipment such as rearview mirrors, turn signals, brake lights, and those that comply with standards as well as using a good helmet, namely by making sure that when attaching the strap, make sure it makes a "click", turning on the headlights during the day specifically for the vehicle. two-wheeled, as well as the use of the left lane for two-wheeled

Bali International University is a private campus in Bali Provincewhich has students who pass by on motorbikes every day. Based on the initial survey, it was found that students who came to campus behaved unsafely when driving and most of the students had been driving for a long time, namely more than 5 years. From the initial interviews conducted, it was found that students did not understand safety riding and there were students who did not have a driving license (SIM) In connection with this, researchers are interested in conducting research related to the understanding and factors of safety riding behavior among students at Bali International University so that efforts can be made to prevent accidents while driving.

## METHOD

The type of research used is quantitative research with a cross-sectional observational analytical method (Sudigdo 2019). The sample in this study were students at Bali International University who could ride two-wheeled vehicles and there were 165 respondents who met the criteria for being active students in the class of 2020, 2021, 2022, as well as owning and riding a motorbike. In this sampling, random sampling was used. The data analysis used was univariate and bivariate with the chi-square statistical test. The dependent variable in this research is safety riding while the independent variables are knowledge, behavior and ownership of a SIM C.

## RESULTS

Table 1.

Results of univariate analysis of dependent and independent variables

| Variables           | Criteria    | f   | %  |
|---------------------|-------------|-----|----|
| Safety Riding       | Safe        | 101 | 66 |
|                     | Not safe    | 64  | 34 |
| Knowledge           | Tall        | 121 | 73 |
|                     | Low         | 44  | 27 |
| Behavior            | Positive    | 111 | 67 |
|                     | Negative    | 54  | 33 |
| Possession of SIM C | Own         | 137 | 83 |
|                     | Do not have | 28  | 17 |

Table 1, the univariate results of the dependent and independent variables show that safe riding / safe driving is 66%, high level of knowledge is 73%, positive behavior is 67%, and ownership of a SIM C is 83%

Table 2.

Results of distribution of respondents based on knowledge of safety riding

Table 2 above, it shows that the results of data analysis using statistical tests of knowledge about safety riding showed that 76 respondents (63%) had high knowledge about safety riding, while 16 respondents had low knowledge or (1.5%) who did not ride. safe. So it can be concluded that there is no relationship between knowledge and safe riding pvalue 0.455, namely  $> 0.05$ .

Table 3.  
Results of respondent distribution based on the relationship between behavior and safety riding

| Behavior | Safety riding |      |          |    |       |     | Pvalue |  |
|----------|---------------|------|----------|----|-------|-----|--------|--|
|          | Safe          |      | Not safe |    | Total |     |        |  |
|          | f             | %    | f        | %  | f     | %   |        |  |
| Positive | 72            | 59   | 49       | 40 | 121   | 100 | 0.03   |  |
| Negative | 32            | 72.0 | 12       | 27 | 44    | 100 |        |  |
| Total    | 104           | 131  | 61       | 67 | 165   | 100 |        |  |

Table 3, it shows that the statistical test results between behavior and safe riding showed that 72 respondents (59%) had positive behavior by driving well and safely. The chisquare results obtained a pvalue of 0.03, namely  $<0.005$ , which means there is a significant relationship between behavior and safety riding.

Table 4.  
Distribution Results Based on Ownership of SIM C with Safety Riding

| Ownership of SIM C | Safety riding |      |          |      |       |     | Pvalue |  |
|--------------------|---------------|------|----------|------|-------|-----|--------|--|
|                    | Safe          |      | Not safe |      | Total |     |        |  |
|                    | f             | %    | f        | %    | f     | %   |        |  |
| Own                | 110           | 90   | 40       | 90.9 | 121   | 100 | 0.003  |  |
| Do not have        | 4             | 0.9  | 11       | 0.9  | 44    | 100 |        |  |
| Total              | 104           | 90.9 | 61       | 99.9 | 165   | 100 |        |  |

Table 4, the results of the statistical test between SIM C ownership and Safety Riding showed that 110 respondents (90%) had safe driving licenses, while 11 respondents (0.9%) had unsafe driving licenses, while 11 respondents (0.9%) had unsafe driving licenses. The chi square test showed that there was a significant relationship between SIM C ownership and safety riding, namely  $0.003 < 0.05$ .

## DISCUSSION

### The Relationship between Knowledge and Safety Riding

Based on the results of the univariate test, it was found that 121 respondents had high knowledge. This shows that the majority of respondents have an understanding of safe driving, but the results of statistical tests also show that people who have high understanding do not necessarily have safe driving behavior. This is also in line with Dine Wahyu's (2015) research on students at Faculty X, Diponegoro University, which showed that there was no relationship between knowledge and driving safety behavior.

### The Relationship between Attitude and Safety Riding

Based on the results of the univariate test, it was found that there were 121 respondents with positive behavior and these results showed that the relationship between behavior and safety riding had a positive attitude as many as 72 respondents. This also shows that it is necessary to carry out more education regarding safe driving so that it becomes a good culture for safe driving so that it can prevent the risk of accidents.

### The Relationship between SIM C Ownership and Safety Riding

Based on the results of the univariate test, it was found that 110 respondents (90%) had SIM C. Meanwhile, respondents who do not have a SIM C

## **CONCLUSION**

Understanding and factors that influence behavior related to Safety Riding among students at Bali International University, namely 104 respondents tend to drive safely. Of the 76 respondents (63%) had knowledge in the high category. A total of 72 respondents (59%) have positive behavior and 110 respondents (90%) have a SIM C. Safety Riding can be an understanding for students to continue driving safely by having a SIM C, knowing the applicable regulations to minimize the risk of accidents and the University campus Bali International can provide efforts to prevent traffic accidents by creating pamphlets or educational media about safe driving.

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