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A Study to Assess the Knowledge, Attitude and Practice on Road Traffic Safety Rules Among Late Adolescents in a Selected College, Thrissur.

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ABSTRACT

Road Traffic Injuries are major problem among youth especially in late adolescents. The present study aims at assess the knowledge, attitude and practice on road traffic safety rules among late adolescents in a selected College, Thrissur; with the objectives. To assess the of knowledge, attitude and practice on road traffic safety rules among late adolescents, To correlate the knowledge and practice on road traffic safety rules among late adolescents, To correlate the knowledge and practice on road traffic safety rules among late adolescents, To correlate the attitude and practice on road traffic safety rules among late adolescents. A descriptive study was conducted by random sampling technique was used to select 30 samples from St. Thomas College, Thrissur. Data was collected by using a structured knowledge questionnaire, attitude scale and practice checklist during month of July 2017.The result shows that 50% students had adequate knowledge, 40% students had moderate knowledge and only 10% had inadequate knowledge. Regarding attitude 93% had high attitude, 2% had medium attitude and no one had low attitude. Regarding practice checklist 66.6% had good practice, 26.66% had average practice, and 6.66% had poor practice on road traffic safety rules. There is significant correlation at the level of 0.05 (r = 0.319), there is moderate positive correlation found between knowledge and attitude. Significant correlation at the level of 0.001(r =0.58), there is strong positive correlation found between knowledge and practice. Significant correlation at the level of 0.01, were r value is(r = 0.449), there is moderate positive correlation found between attitude and practice. The study concluded that majority of late adolescents had adequate knowledge, high attitude, and good practice on road traffic safety rules.

KEYWORDS

Knowledge, Attitude, Practice, Late adolescents

INTRODUCTION

"It is better to lose one minute in life….

Than to lose life a minute"

-Road safety slogan.

Background of the study

Injuries have traditionally been regarded as random, unavoidable "Accidents". However, accident is traditionally defined as an unintended, unplanned event independent of human will-power; which may not be essentially preventable. Injury, on the other hand, may occur out of both unintentional and intentional harm. The emphasis is now more on the outcome of the event (i.e., injury) then the event itself (i.e., accident). Therefore the subject now is re-christened as prevention of "injuries" rather than "accidents". "Injury" is also a better and widely used terminology in context of both international classifications of disease and public health programs. A Road Traffic Injury (RTI) is "any injury due to crashes originating, terminating or involving a vehicle partially or fully on a public highway."

The Global status report on road safety 2013 indicates that worldwide the total number of road traffic deaths remain unacceptably high at 1.24 million per year. Road traffic injuries are the leading cause of death among young people, aged 15–29 years. Children, pedestrians, cyclists and older people are among the most vulnerable of road users constituting half of those dying on the world's roads. Majority of the world's fatalities on the roads occur in low-income and middle-income countries, even though these countries have approximately half of the world's vehicles[1].

Automobile accidents are more common among young drivers who use alcohol, or other drug while driving. Adolescents are especially susceptible to injury when riding mini bikes, snow mobiles, or motorcycles, a sport that increasing in popularity. In an effort to reduce mortality and morbidity from motor vehicle accidents, many schools offer driver training and safety programs for older children. Since most motor vehicle deaths are caused by head injuries, anyone who drives or rides on a motor cycle, motor scooter, or motor bike should wear a safety helmet for protection in case of accident. Road accidents are the main cause of death of young men worldwide.

Road Side Accidents (RSA) occurs on roads worldwide every year. Globally, RSA is 10th and in South East Asian Region (SEAR), 7th leading cause of death in all age groups. According to World Health Organization (WHO) estimates, RSA is the 9th leading cause of death as per on the basis of Disability Adjusted Life Years (DALY).

Road traffic accidents (RTAs) have emerged as an important public health issue which needs to be tackled by a multi-disciplinary approach. The trend in RTA injuries and death is becoming alarming in countries like India. The number of fatal and disabling road accident happening is increasing day by day and is a real public health challenge for all the concerned agencies to prevent it. The approach to implement the rules and regulations available to prevent road accidents is often ineffective and half-hearted. Awareness creation, strict implementation of traffic rules, and scientific engineering measures are the need of the hour to prevent this public health catastrophe. This study is intended to create awareness among the health professionals about the various modalities available to prevent road accidents and also to inculcate a sense of responsibility toward spreading the message of road safety as a good citizen of our country.

NEED FOR THE STUDY

In many countries, motor vehicle accident rank first among all fatal accidents. Every year almost 1.24 million people die from road accidents in the world. In addition, for every death, there are as many as 20-50 non-fatal injuries and 10-20 serious injuries requiring long periods of expensive care, nursing and treatment. Road traffic fatalities rate is higher in younger age group. Children and young people under the age of 25 years account for over 30 percent of those killed and injured in road accidents[4].

A study was performed during second semester of academic year 2013 among the students studying health Science College for boys in Taif University. The study was knowledge and attitude road traffic regulations among students. Hundred and twenty Students participants in the study. More than half of students involved in the Road Traffic Accidents (RTAs). High speed was the main cause of their RTAs. This study revealed that many students had been involved in RTA's as a result of driving at high speed. Most of the students has good attitude towards use of seat belts[2].

A prospective study was carried out under the auspices of the Department of Forensic Medicine and Toxicology of Rural Medical College (RMC) and Pravara Rural Hospital, Ninety-eight RTA victims were studied during the period. The most commonly affected age group was 20-39 years. Men died in RTA more than women.. The study showed that most deaths in RTA, brought to a tertiary care rural hospital, took place either on the spot or within 24 hours of injury which is very alarming and highlights the need to take urgent steps to establish good pre-hospital care and provision of trauma services at site[3].

A study on knowledge and practice of road safety among medical students of S. N. medical college, Karnataka conducted from March-June 2016. Data collected from 90 undergraduate medical students after obtaining informed consent. It was semi-structured questionnaire. Road traffic injuries are the leading cause of death among young people, aged 15-29 years. The result is Good knowledge was seen among 74 (82.2%) of the participants. Majority had good attitude 80 (88.9%) about RTA. But the good practice is seen only among 53 (58.9%) and 37 941.1%) have poor practice among participants. Gender is statistically significant with knowledge (p value-0.015).

WHO chairs the United Nations Road Safety Collaboration and serves as the secretariat for the Decade of Action for Road Safety 2011– 2020. Road traffic injuries are the leading cause of death

among people aged between 15 and 29 years. Nearly half of those dying on the world's roads are "vulnerable road users": pedestrians, cyclists, and motorcyclists. Road traffic crashes cost most countries 3% of their GDP. Without sustained action, road traffic crashes are predicted to become the seventh leading cause of death by 2030.The newly adopted 2030 Agenda for Sustainable Development has set an ambitious target of halving the global number of deaths and injuries from road traffic crashes by 2020[5].

Apart from the accident rates, other traffic violations such as jumping red lights at intersections have increased affecting road safety. Compared to the bigger metros, the traffic strength is lower in Bangalore, despite the large number of vehicles on the road. 1% cases are booked for traffic violations and Rs.13.43 corers fine amount is collected. Other happenings elsewhere in the Bangalore City were difficult due to less man power.

STATEMENT OF THE PROBLEM

"A study to assess the knowledge, attitude and practice on road traffic safety rules among late adolescents in a selected college, Thrissur."

OBJECTIVES OF THE STUDY

- To assess the knowledge, attitude and practice on traffic rules among late adolescents.
- To correlate the knowledge and attitude on traffic rules among late adolescents.
- To correlate the knowledge and practices on traffic rules among late adolescents.
- To correlate the attitude and practice on traffic rules among late adolescents.

Operational definitions

Assess

The way of finding out knowledge, attitude and practice on road traffic safety rules among late adolescents by using knowledge questionnaire, attitude scale and practice checklist.

Knowledge

It is the organized body of information about road traffic safety rules by late adolescents which is measured by structured questionnaire.

Attitude

It refers to the way of thinking or feeling about road traffic safety rules among late adolescents.

Practice

It refers to the day to day activities performed by the late adolescents for

preventing RTI, which is assessed by using practice check list.

Road

An open way or public passage where adolescents and vehicles move.

Traffic

Information or signals transmitted over a common system.

Safety

Freedom from being hurt or injured or loss.

Rules

Authoritative regulation of on direction concerning method or procedure as for a court of low, legislative body, game or other human institution or activity.

Late adolescents

It is the age group between 18-24 years.

Assumption

❖ Late adolescents may have adequate knowledge, positive attitude and good practice on Road Traffic Safety Rules.

❖ Study may help to improve their existing knowledge, develop desirable attitude and promote good practice regarding Road Traffic Safety Rules.

Hypothesis

$H_{1:}$ There will be significant correlation between knowledge and attitude on road traffic safety rules among late adolescents.

H_2: There will be significant correlation between knowledge and practice on road traffic safety rules among late adolescents.

H_3: There will be significant correlation between attitude and practice on road traffic safety rules among safety rules.

Delimitation

- The study is limited to 30 samples studying in selected college, Thrissur.
- The study conducted only in late adolescents.

RESEARCH METHODOLOGY

Research approach

This chapter describes the methodology adopted for the present study and the different methods adopted for collecting and analyzing the data. The methodology of the study includes research approach, research design, setting of the study, population of the study, criteria for sampling selection, sample size, sampling technique, description of tool, and development of tool for data collection, validity, data collection process and plan for data analysis.

Research design

For the present study non experimental descriptive research design was adopted. In this study investigator tends to assess the knowledge, attitude and practice regarding road traffic safety rules among late adolescents.

Variables

The variables in this study are research variables and demographic variables.

The research variables are:

- Knowledge of late adolescents on road traffic safety rules
- Attitude of late adolescents on road traffic safety rules
- Practice of late adolescents on road traffic safety rules

The demographic variables are:

- Age of late adolescents
- Gender of late adolescents
- Year of study of late adolescents
- Source of information of late adolescents on road traffic safety rules
- Licensed Late adolescents
- Professional drivers in late adolescents family

Setting of the study

The setting of the study was St. Thomas College, Thrissur. There are 30 late adolescents.

Population of the study

The population of the study was all the late adolescents.

Criteria for sample collection

The late adolescents of St. Thomas College, Thrissurwere treated us samples for present study. The samples were selected by random sampling techniques.

Inclusion criteria

- Late adolescents between age group of 18-24 years
- Willing to participate in the study
- Available at the time of data collection
- Male or female students

Exclusion criteria

- Students who are not willing to participate in the study
- Above the age of 24 years

Sample size of the study

The sample size of the present study was late adolescent's students in St. Thomas College, Thrissur and the sample size 30 late adolescents.

Sampling technique

The sample was purposefully selected the samples that is degree students. Hence non probability sampling technique was adapted for this study.

Tools

Nursing studies require the availability of an extensive array of measurement tools. For the present study following tools are used;

- Section A: Socio demographic variables
- Section B: Structured knowledge questionnaire on road traffic safety rules
- Section C: Attitude scale on road traffic safety rules
- Section D: Practice checklist on road traffic safety rules

Description of the tool

The study was aimed to assess the level of knowledge, attitude and practice on road

traffic safety rules among late adolescents. The tool used for the study was structured questioner, attitude scale and practice checklist to assess the knowledge, attitude and practice on road traffic safety rules among late adolescents in selected college.

Questionnaire to assess the knowledge regarding road traffic safety rules among late adolescents in. It consists of two sections:-

Section A: Socio Demographic variables

It includes age, gender, year of study, source of information, do you have license, if any professional driver in the family

Section B: structured knowledge questionnaire on road traffic safety rules

This includes 20 structured knowledge questionnaires on road traffic safety rules: The questionnaire was prepared on the bases of various road traffic safety rules. For each questionnaire, 4 options were given with 1 correct answer. For the correct answer, the score is 1 and for wrong answer, the score is 0.

The scores of questionnaire are:-

Score Category

<10 Inadequate

10-15 Moderate

15-20 Adequate

Section C: Attitude scale on road traffic safety rules

Attitude scale to assess the attitude on road traffic safety rules among late adolescents. This includes 10 structured attitude questions on road traffic safety rules. This questionnaire was prepared on the basis various aspect of attitude towards road traffic safety rules. For each questionnaire, give 5 options were given with 4 marks for strongly agree, 3 mark for agree, 2 mark for uncertain, 1 mark for disagree and 0 for strongly disagree.

Score of attitude scale:-

Score	Category
0-13	Low attitude
13-27	Medium attitude
27-40	High attitude

Section D: Practice check list on road traffic safety rules

Practice checklist to assess the practice on road traffic safety rules among late adolescents.

This include 10 structured practice questionnaire regarding road traffic safety rules. The check list was prepared on the basis of various aspect of road traffic safety rules. For each question 2 options were given with 1 correct answer. For correct answer, the score is 1 and for wrong answer, the score is 0.

Score for practice checklist:-

Score	*Category*
0-3	Poor practice
3-7	Average practice
7-10	Good practice

Validity of tool

Content validity was established in consultation with 3 experts in the field of Medical Surgical Nursing. Experts were requested to give their opinion and suggestions regarding relevant, appropriateness and degree of agreement in the tool. As per the suggestions and recommendations given by experts, the final tool was modified with 20 questionnaires, 10 attitude scales and 10 practice check lists.

Procedure for data collection

A formal permission was obtained from principal of St. Thomas College, Thrissur. The researcher assured that the study will not interfere with daily activities and routines of the late adolescents. The investigator established a good rapport with students and purpose of study was explained. The willingness of the students was asked for taking part of the study. Questions prepared in English on 6/7/2017.Study was conducted on 30 students, assess the knowledge, attitude, practice towards road traffic safety rules among late adolescents.

Plan for data analysis

The data was analyzed in terms of achieving the objectives of the study using suitable statistical method: descriptive statistics.

The plans of statistical analysis of data were as follow:-

- Frequencies and percentage were used for analysis of demographic variable.
- Correlation was used for analysis of knowledge with attitude, knowledge with practice and attitude with practice.
-

RESULTS AND DISCUSSION

Discussion

The study's findings are discussed in this chapter with reference to objectives stated in the chapter.

As per the first objective to assess the knowledge, attitude and practice on road traffic safety rules among late adolescents.

The analysis of the study insisted that in late adolescents 50% (15) were having adequate level of knowledge, 40% (12) have moderate level and 10% (3) having inadequate level of knowledge. In attitude out of 30 samples, nobody have low attitude, 6.66% (2) have medium attitude and 93.33% (28) samples have high attitude towards road traffic safety rules. About the practice level, out of 30 samples 6.66% (20) have poor practice, 26.66% (8) have average practice and 66.66% (20) have good practice regarding road traffic safety rules.

The present study supported by a study conducted in Kanachur institute of management science Mangalore, to assess the knowledge, attitude and practice of bachelor degree students regarding traffic

safety. The result showed that 50.8% (66) of subjects had average knowledge, 37.7% (49) of had good knowledge and 11.5% (15) had poor knowledge regarding traffic safety. About 93.1% (121) of subjects had positive attitude, and only 6.9% (9) had negative attitude towards traffic safety. As for their traffic safety practice while driving, that of 57.7% (75) was found to be average, 35.45% (46) poor and that of only 6.9% (9) was found to be good practice.[24]

As per the second objective to correlate the knowledge and attitude on road traffic safety rules among late adolescents.

The correlation between knowledge and attitude is significant at the level of P= 0.05, which showed that there is moderate positive correlation between knowledge and attitude on road traffic safety rules among late adolescents.

The study was supported by a study conducted on knowledge and attitude toward road traffic regulations among students of Health Science College in Taif region, KSA. The results showed that among one hundred twenty students, more than half of the students had been involved in RTAs; 83.3% of these had been injured in these RTAs and 41.6% admitted to hospital for an average of 11± 1.3 days. High speed was the main cause of their RTAs. The percentage of knowledge of road traffic regulation was moderate in more than 90% of the students, while more than 85% of them believed in the importance of the use of seat belts.

As per the third objective to correlate the knowledge and practice on road traffic safety rules among late adolescents.

The correlation between knowledge and practice is significant at the level of P= 0.001, which revealed that there is strong positive correlation between knowledge and practice on road traffic safety rules among late adolescents.

A supportive study conducted in Tripura regarding knowledge, practice and determinants among undergraduate medical students of Agartala Government Medical College and GovindaBallabh Pant Hospital. Majority (67.4%) of the participants were in the age group of 20-25 years and males (53.2%). Majority knew that consumption of alcohol while driving was dangerous, talking while driving distract the driver, cautious drive near school, seat belt to be worn by everyone in the car, loud music in the car distract driver, should drive in the left lane, over taking the right only, give way to ambulance, use of hand free devices was safe while driving, wait patiently while pedestrians were taking too much time in zebra crossing and correct knowledge of speed limit was essential. The correlation

is significant at level of p=0.035, so they have in better knowledge.

As per the fourth objective to correlate the attitude and practice on road traffic road safety rules among late adolescents.

The correlation between attitude and practice is significant at the level of P= 0.01, which showed that there is moderate positive correlation between attitude and practice on road traffic safety rules among late adolescents.

The study was supported by a study that conducted among students of Health Sciences College in Aseer region. The result revealed that 238 out of 297 students (80%) responded to the questionnaire in the study. The mean age of participants was 21 years. The degree of knowledge of road traffic regulations was moderate to high in more than 75% of the students, while more than 90% of them believed in the importance of the use of seatbelts. More than 75% of the participants mentioned that they had problems with the use of seat belts, the most common of which were forgetfulness and anxiety.

Result

The present study was undertaken to assess the knowledge, attitude and practice on road traffic safety rules among late adolescents in a selected college Thrissur."The following objectives were formulated.

As this was non experimental descriptive study, the sample size was 30late adolescents in St. Thomas College Thrissur. From the samples were selected through probability random sampling technique. Quantitative approach was used for the study the study design used.

The tool used in the study was structured knowledge questionnaire, it contains on road traffic safety rules,attitude scale on road traffic safety rules,practice checklist on road traffic safety rules. Content validity of the tool was done by subject experts. The result shows that 50% students had adequate knowledge, 40% students had moderate knowledge and only 10% had inadequate knowledge. Regarding attitude 93% had high attitude, 2% had medium attitude and no one had low attitude. Regarding practice checklist 66.6% had good practice, 26.66% had average practice, and 6.66% had poor practice on road traffic safety rules. There is significant correlation at the level of 0.05 (r = 0.319), there is moderate positive correlation found between knowledge and attitude. Significant correlation at the level of 0.001(r =0.58), there is strong positive correlation found between knowledge and practice. Significant correlation at the level of 0.01, were r value is(r = 0.449), there is moderate positive correlation found between attitude and practice. The study

concluded that majority of late adolescents had adequate knowledge, high attitude, and good practice on road traffic safety rules.

CONCLUSION

Road traffic accidents are the main cause of death of young men worldwide. Adolescents are especially susceptible to injury when riding mini bikes, snow mobiles, or motorcycles. Awareness can be understand among adolescents are the best strategies to prevent the accidents.

In view to this concept, the present study was aimed to assess the knowledge, attitude and practice on road traffic safety rules among late adolescents.

Tables and Figures

The results are presented in 7 sections

SECTION A: Description of demographic variables of late adolescents.

SECTION B: Assessment of knowledge on road traffic safety rules among late adolescents.

SECTION C: Assessment of attitude on road traffic safety rules among late adolescents.

SECTION D: Assessment of practice on road traffic safety rules among late adolescents.

SECTION E: Description of correlation between knowledge and attitude on road traffic safety rules among late adolescents.

SECTION F: Description of correlation between knowledge and practice on road traffic safety rules among late adolescents.

SECTION G: Description of correlation between attitude and practice on road traffic safety rules among late adolescents.

Section A: Description of demographic variables of late adolescents.

Table 1 Frequency and percentage distribution of samples according to age and gender **N=30**

S no	Demographic variable	Characteristics	Frequency	Percentage(%)
1	Age	18-20yrs	24	80
		20-22yrs	5	16.66
		22-24yrs	1	3.33
2	Gender	Male	21	70
		Female	9	30

The above table reveals that out of 30 samples,

- According to the age, 80% (24) of them were in between the age of 18-20 years, 16.66% (5) of them were between the age group of 20-22 years and 3.33% (1) were in the category of 22-24 years.
- According to the gender, 70% (21) are males and other 30% (9) contains females.

Table 2 Frequency and percentage distribution of samples according to year of study and source of information **N=30**

S no	Demographic variable	Characteristics	Frequency	Percentage(%)
3	Year of study	1st year	13	43.33
		2nd year	10	33.33

		3rd year	7	23.33
4	Source of information	Mass media	10	33.33
		Peer group	13	43.33
		Family members	3	10
		Traffic awareness class	4	13.33

As it observed from the above table that out of 30 samples,

- According to year of study**,** 43.33% (13) are 1st year bachelor of degree students, 33.33% (10) are 2nd year bachelor of degree students and 23.33% (7) are 3rd year bachelor of degree students.
- According to source of information, 33.33% (10) of students got the information about road traffic safety rules from mass media, 43.33% (13) of students got the information from peer groups, 10% (3) of students got the information from their family members and 13.33% (4) of the students got the information from traffic awareness classes

Table 3 Frequency and percentage distribution of samples according to license and any person in family is a professional driver **N=30**

S no	Demographic variable	Characteristics	Frequency	Percentage (%)
5	Do you have license	Yes	18	60
		No	12	40
6	If any persons in your family is a professional driver	Yes	9	30
		No	21	70

The above table illustrated that out of 30 samples,

- 60% (18) of students have license and 40% (12) of students have no license.
- 13% (9) of student's family members belongs to professional driver and other 70% (21) of student's family members belongs to nonprofessional driver. **N=30**

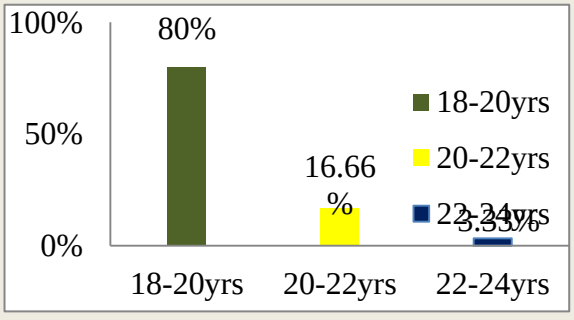

Fig 1 Distribution of late adolescents according to age

N=30

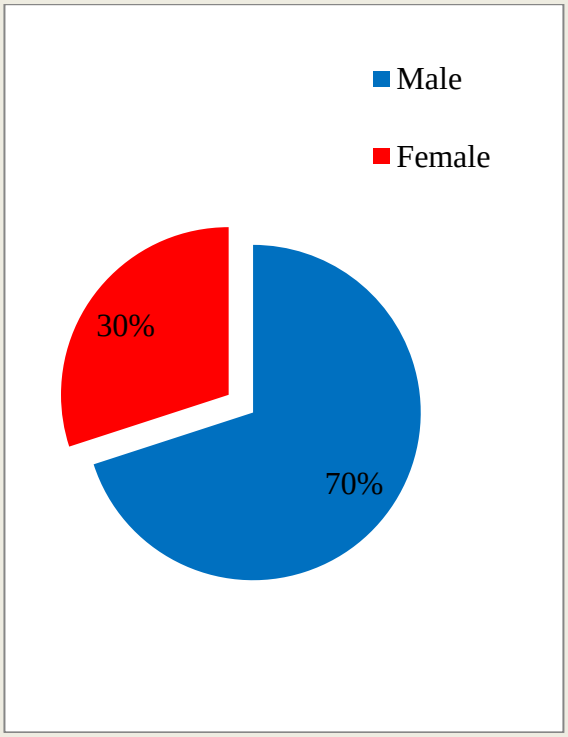

Fig 2 Distribution of late adolescents according to gender

N=30

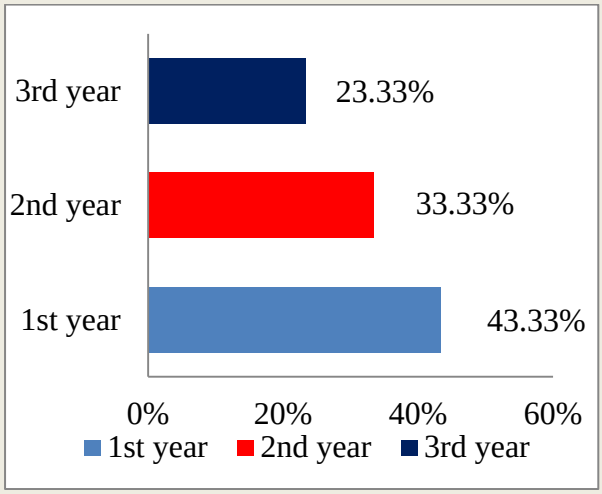

Fig 3 Distribution of late adolescents according to year of study

N=30

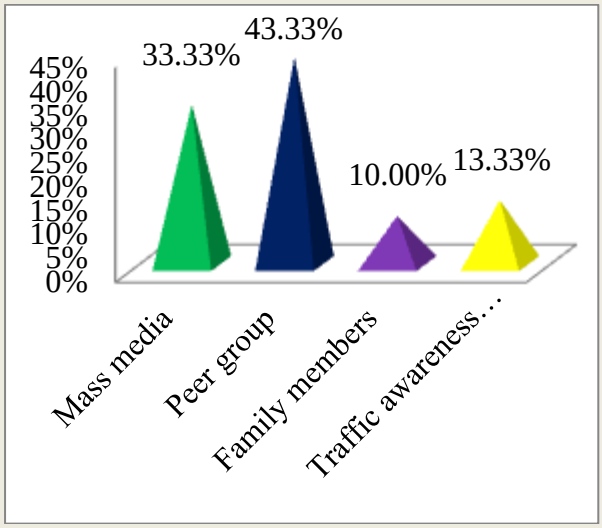

Fig 4 Distribution of late adolescents according to source of information

N=30

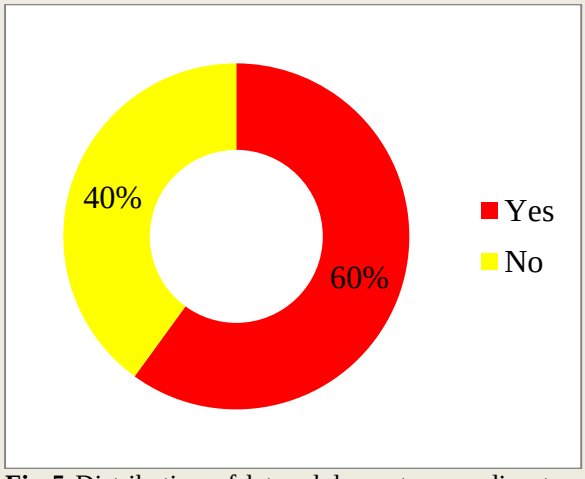

Fig 5 Distribution of late adolescents according to license

N=30

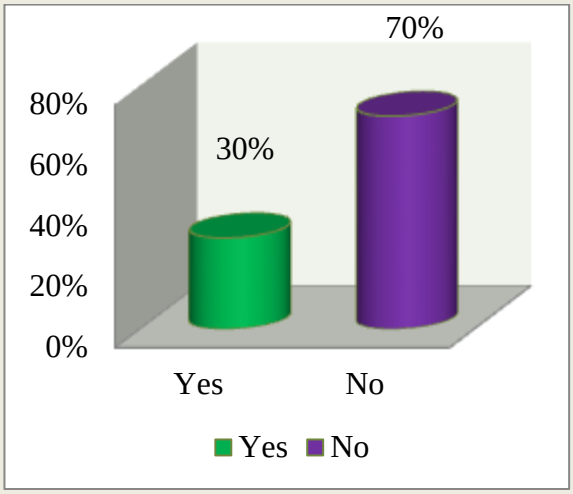

Fig 6 Distribution of late adolescents according to any person in family is a professional driver

Section B: Assessment of knowledge on road traffic safety rules among late adolescents.

Table 4 Frequency and Percentage distribution of samples according to knowledge level **N=30**

S no	Knowledge level	Frequency	Percentage (%)
1	Adequate	15	50
2	Moderate	12	40
3	Inadequate	3	10
	Total	30	100

It observed from the above table that out of 30 samples, 10% (3) of samples having inadequate knowledge, 40% (12) of samples having moderate knowledge and 50% (15) of samples having adequate knowledge regarding road traffic safety rules.**N=30**

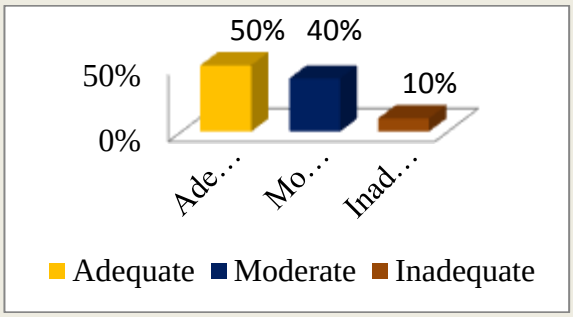

Fig 7 Distribution of late adolescents according to knowledge level

Section C: Assessment of attitude on road traffic safety rules among late adolescents.

Table 5 Frequency and Percentage distribution samples according to attitude level **N=30**

S no	Attitude level	Frequency	Percentage (%)
1	High	28	93.33
2	Medium	2	6.66
3	Low	0	0
	Total	30	100

As it observed from the above table out of 30 samples,

Nobody have low attitude, 6.66% (2) of samples have medium attitude and 93.33% (28) of samples have high attitude towards road traffic safety rules.

N=30

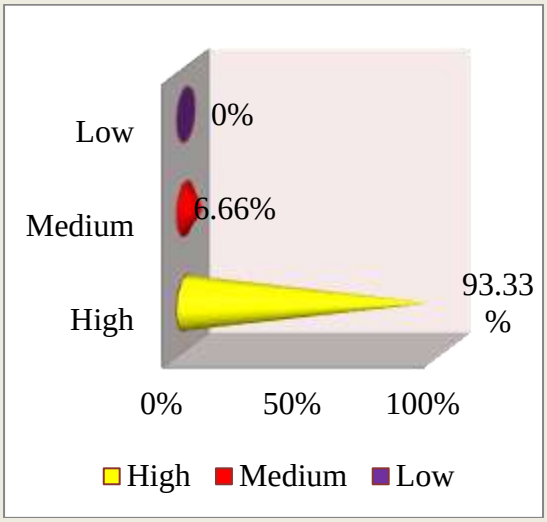

Fig 8 Distribution of late adolescents according to attitude level

Section D: Assessment of practice on road traffic safety rules among late adolescents.

Table 6 Frequency and percentage distribution of samples according to practice score **N=30**

S no	Practice score	Frequency	Percentage (%)
1	Good	20	66.66
2	Average	8	26.66
3	Poor	2	6.66
	Total	30	100

As it observed from the above table that out of 30 samples,

6.66% (2) of samples had poor practice, 26.66% (8) of samples had average practice and 66.66% (20) of samples had good practice towards road traffic safety rules. **N=30**

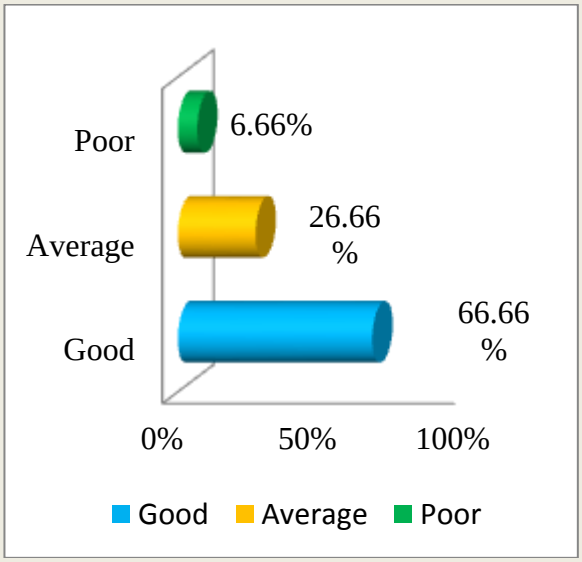

Fig 9 Distribution of late adolescents according to practice score

Section E: Description of correlation between knowledge and attitude on road traffic safety rules among late adolescents

Table 7 Description of correlation between knowledge and attitude on road traffic safety rules among late adolescents

S no	Variables	N	r value	Table value	Significant p value
1	Knowledge	30	0.319	0.349	0.05
2	Attitude	30			

*Significance at 0.05 level

Table 7 shows that, Correlation is significant at the level of P =0.05, there is moderate positive correlation found between knowledge and attitude. Hence it was interrupted as person who had moderate knowledge and attitude towards road traffic safety rules.

Section F: Description of correlation between knowledge and practice on road traffic safety rules among late adolescents

Table 8 Description of correlation between knowledge and practice on road traffic safety rules among late adolescents

Sno	Variables	N	r value	Table value	Significant p value
1	knowledge	30	0.58	0.554	0.001
2	practice	30			

*Significance at 0.001 level

Table 8 shows that, Correlation is significant at the level of P =0.001, there is strong positive correlation found between knowledge and practice. Hence it was interrupted as person who had good knowledge and practice towards road traffic safety rules.

Section G: Description of correlation between attitude and practice on road traffic safety rules among late adolescents

Table 9 Description of correlation between attitude and practice on road traffic safety rules among late adolescents

S no	Variables	N	r value	Table value	Significant p value
1	Attitude	30	0.449	0.49	0.01
2	Practice	30			

*Significance at 0.01 level

Table 9 shows that,

Correlation is significant at the level of P =0.01, there is moderate positive correlation found between attitude and practice. Hence it was interrupted as person who had moderate attitude and practice towards road traffic safety rules.

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