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A STUDY TO EVALUATE THE EFFECTIVENESS OF VIDEO ASSISTED TEACHING PROGRAMME ON KNOWLEDGE REGARDING ROAD TRAFFIC RULES AMONG STUDENTS OF SELECTED HIGH SCHOOL AT THAZHEKKODE PANCHAYATH

PROJECT WORK SUBMITTED IN PARTIAL FULFILLMENT OF THE REQUIREMENTS FOR THE DEGREE OF B.Sc. NURSING IN RESEARCH UNDER THE GUIDANCE OF

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ABSTRACT

This study was conducted to "Evaluate the effectiveness of video as teaching programme on knowledge regarding road traffic rules among student The objectives of the selected high school at Thazhekkode panchayath were to assess the knowledge of High School Students regarding Road Rules, to evaluate the effectiveness of video assisted teaching programr knowledge of High School Students regarding Road Traffic Rules and to det the association between knowledge regarding Road Traffic Rules and demographic variables. Quantitative experimental research approach with one pretest posttest design was used. 50 High School Students at PT Thazhekkode were selected for the study using convenient

sampling technique collected by using a structured questionnaire. After obtaining written consent was administered, video assisted teaching programme was given and post test done after 5 days. The result of the study shows that Mean value of pretest knowledge score is 13.58(S.D 2.334) and mean value of post test knowledge score 18.2088, the obtained mean difference between pre test and post score is 4.6228, the obtained t value is 7.091, it is significant at 0.05 level. It was inferred that difference in the knowledge of high school students after video assisted

CHAPTER 1

INTRODUCTION

"Follow Traffic Rules, Save your Future"!

The Road traffic rules are compulsory for all participants in road traffic, including drivers, pedestrians, and passengers in all places where traffic is possible. It is true that suitable transport is a problem, but it is equally true that most people do not take necessary precautions². The road traffic rules promote safe and fast traffic. They establish the meaning of the signal of traffic lights and traffic controllers, road signs, and road markings and describe the movements of people at the road traffic in the most typical conditions and situations. The rules regulate the positioning of vehicles on the road way, the changing of position, passing, stopping, parking and traversing intersections and rail road crossings. They also establish speed limits for populated areas.

An important part of the traffic rules is the list of requirements that vehicles in operation must meet. Foot ways or footpath (including any path along the side of road) should be used if provided³. Accidents occur not only due to ignorance but also due to carelessness and thoughtlessness.

The worst news for India is that, the country has been identified by WHO as worldwide leader in road deaths. More death happens in India due to road accidents than even the more populous China. The need for a road safety management programme of India is quite unquestionable. The Indian Government and its several bodies like the State Traffic Police department assume the most important role in this regard. The Government is also working with several agencies and bodies including global organization like WHO, World Bank to ensure safe roads etc.

BACKGROUND OF THE PROBLEM

In areas of high traffic, road ways would sometimes become unsuitable for pedestrians due to congestion or animal waste. This led to the construction of sidewalks along the sides of urban roads to provide better conditions for walking. Cities began to create traffic rules to reduce crashes and traffic signals and police officers were used to direct right way at major urban intersections.

One of the problems with first traffic rules was that the rules were different from one city to another, or even from one street to the next. Traffic signals meant different things in different places, but vehicle users often travel between places with different rules. The rules would have to be simple enough for ordinary human beings to follow reliably and would be designed to prevent or at least minimize, crashes given the operational constraints of wheeled vehicles. The rules would also provide for efficient travel by making optimum use of the available road way capacity. An estimated 1-2 million people are killed in road crashes each year. 50 million are injured occupying 30-70% of orthopedic beds in developing countries hospital. And since road traffic injuries affects mainly males (73%) death and those between

15-44 years old¹. The road safety situation in India is terrible. Across the spectrum the sensitivity towards safety on roads is deficient. Road traffic injuries are partially predictable and hence preventable.

NEED AND SIGNIFICANCE OF THE STUDY

It is well known that traffic accidents are of high importance to the public spectrum around the world. More over developing countries mortality rate from road traffic accidents is rather high in comparison with other south east Asian countries. Not only do the majority of people killed and seriously injured significantly affect the quality of life of citizens, but traffic accidents also negatively impact the nation economic and social development.

Globally, road traffic injuries are the leading cause of death among young people of age 15-19 years and second leading cause among 5-40 years of age. The UN general assembly has declared 2011-2020 as the Decade of action for road safety". which shows the increasing trends in road traffic deaths and injuries worldwide. In India between 1970-2011 the number of accidents increased by 4.4 times accompanied with 9.8 times increase in fatalities and 7.3 times increase in the number of person injured. The proportion of fatal accidents in total road accidents are consistently increased.

There has been no respite from accidental deaths for God's own country though the number of accidents and deaths has come down slightly the rate is still alarming. It requires Strict legislation to be adopted in dealing with rash, negligent driving and driving under the influence of alcohol.

According to statistics released by the Kerala police in 2014, 35215 road accidents occurred in last year and 4258 persons had lost their lives. As many as 40,346 persons were injured 25,281 grievously. Over population of vehicles, road engineering defects, road condition and driving defects contributing to accidents which take away around 4000 lives every years a past from injury more than 40,000 people in this small state. Skills attitude and behavior of drivers and nature of enforcement of traffic rules and regulations are very important in determining the number of accidents. Apart from the high density of population, thick vegetation contiguous habitation and roads straight jacketed with buildings on either said are major reason for increased rate. In Malappuram, 23 persons died within 1 week of February in 3 separate bus accidents. Now the situation become worst with no day which can be exempted from incidents of RTAS. Malappuram district in Kerala has emerged as the "accident capital "of state."

STATEMENT OF THE PROBLEM

A study to evaluate the effectiveness of Video Assisted Teaching programme on knowledge regarding Road Traffic Rules among selected High School at Thazhekkode panchayath. students of

OBJECTIVES

- * Assess the knowledge of high school students regarding road traffic rules.
- * Evaluate the effectiveness of video assisted teaching programme on knowledge of high school students regarding road traffic rules.
- * Determine the association between knowledge regarding road traffic rules and selected demographic variables

OPERATIONAL DEFINITIONS

EFFECTIVENESS

"Effectiveness means change in the post test knowledge of high school students regarding road traffic rules after video assisted teaching programme as measured by structured questionnaire".

KNOWLEDGE

"Knowledge refers to awareness of high school students regarding road traffic rules assessed by structured knowledge questionnaire".

VIDEO ASSISTED TEACHING PROGRAMME

"A system of recording and reproducing moving visual images of road traffic rules for a duration of 30 minutes with the help of LCD projector".

ROAD TRAFFIC RULES

"Road Traffic Rules are the government established norms and regulations that must be followed by the people on the road".

HIGH SCHOOL STUDENTS

"High school students are the students who are studying in 8th and 9th standard".

HYPOTHESIS

H1: There is a significant difference in the knowledge of the high school students on road traffic rules after video assisted teaching program

CHAPTER 2

REVIEW OF LITERATURE

Review of literature refers to an extensive, exhaustive and systematic examination of publications relevant to the research project. It refers to the activities involved in identifying and searching for information on a topic and developing an understanding of the state of knowledge on that topic.

A study evaluates the effectiveness of the mandatory seatbelt law enacted in Delhi in 2002 in terms of observance of the law and estimated reduction in fatalities due to road traffic crashes. Road side observations on belt use were taken every year in march/April for the period 2002-2005 after the notification of the compulsory use law. Seat belt use by front seat passengers averaged 72% for the four years 2002-2005 (drivers 79%, passengers 58%). Belt use by front seat passengers was about 25% lower than that by drivers in all the years. Since car occupants comprise only 2%-3% of the fatalities in Delhi, the belt law may have resulted in an overall fatality reduction of less than 1%, estimated 11-15 lives per years.

The study was conducted by transport research wing (TRW), ministry of road transport and highways, Government of India, New Delhi. In this study the higher number of reported accident cases occurred on week days (Monday-Friday) 54.12%, when compared to week end (Saturday Sunday) 45.88%. Other studies have observed more accident cases on weekends. The maximum number of injuries were seen in the abdomen and least in the upper limb. This is in contrast to study by Biswas G 14 who sited that the maximum (56.4%) injuries. This study showed that RTAs were more common in younger age groups. The study highlights the needs of compulsory implementation of helmet wearing of motor cyclist and necessitates the need for taking urgent steps for establishing ambulance services and provision of pre hospital care and trauma services

A study was conducted to determine the level of knowledge about traffic legislation and attitudes towards their observation in Islamabad to provide baseline data for formulation of an intervention aimed at strengthening road safety law enforcement. Survey-analysis with random observational study was conducted by using standard survey questionnaire focusing road- safety awareness levels and use of helmets /seatbelts on main roads and street roads. Drivers /passengers/pedestrian were randomly selected to participate in face-to-face interview to ascertain attitudes. Overall, deficient road-safety awareness was at top(27%) followed by wrong use/no use of seatbelts/helmets(21%) and legislative aspects were at last(17%)including under-age driving, vehicles without fitness and licensure problems exploring the bitter hidden truths

A descriptive study was conducted on 950 cases of fatal road traffic accidents at the mortuary of SM hospital, MLN medical college, Allahabad. M/F ratio 3:1. 33.68% of cases were in the age group of 25-44 years. Largest number of injuries was recorded in lower extremities 804 number, followed by head & neck 748 numbers. Vehicle occupants mostly sustained thoracic injuries. In majority of cases, the site of initial impact of the responsible vehicle was frontal (45.14%) followed by rear (25.83%) and side (7.01%). In 179 cases (22.02%) site of responsible vehicle were not known. It may be concluded that there is a urgent need to address the epidemic of carnage on the roads".

The world health organization estimates that over 1.2 million people die from road traffic injuries worldwide every year, and other 20-50 million sustain a form of minor to major road traffic injuries Half of these deaths and injuries occur among vulnerable road users, namely motor cyclists 23%, pedestrians 22% and cyclists 5%. The African region has the highest road fatality rates, (24.1 deaths per 100000 population) well above the global average of 18.0 deaths per 100000, in spite of the region being the least motorized (2% world's vehicles) of the 6 world regions.

An epidemiological study of road traffic cases at a tertiary care hospital in rural Haryana. There was a marked male preponderance with maximum involvement of younger age groups. Most of accidents had taken place in the evening hours (6pm-12midnight) the vulnerable road users like motorized two wheeler, IMV and pedestrians constituted 41.52%, 19.39% and 13.4% respectively only 158 of 545 two wheeler users wore a helmet at the time of injury. 16.24% of drivers did not have a valued driving license. Not using indicator lights and not following speed limits were 2 most common factors responsible for RTA. Study mimics the findings presented by a report (2009) prepared by transport research wing (TRW).

Literature Review is done for the purpose of identification of the topic, to ascertain what is already known in relation to a problem of interest, to develop a broad conceptual context into which a research problem will fit and to suggest ways to going about the business of conducting a study on a topic of interest.

CHAPTER 3

METHODOLOGY

For any research work, the methodology of the investigation is of vital importance. Research methodology is a way to systematically solve research problems. Research methodology of the study includes research approach, research design, variables, schematic representation of the study, setting of the study, population, sample and sampling technique, tool/instruments, content validity, data collection process and plan for data analysis¹

RESEARCH APPROACH

A research approach tells the researcher from which the idea to be collected, what to collect, how to collect, and analyze them. It also suggest possible conclusion and helps researcher in answering. The primary objective of the study to assess the effectiveness of video assisted teaching programme regarding road traffic rules among high school students.

A quantitative experimental research approach is adopted in this study

RESEARCH DESIGN

A research design is the arrangement of condition for collection and analysis of the data in a manner that aims to combine relevance to the research purpose with economy in procedures

One group pretest post test research design is adopted in this study.

01 X 02

01- pretest knowledge of high school students.

X Video assisted teaching programme.

02- post test knowledge of high school students

VARIABLES

Variables are qualities, properties or characters of person, things, or situations, that change or vary there are mainly 3 types of variables used in this study

INDEPENDENT VARIABLES

It is a stimulus or activity that is manipulated or varied by the researcher to create the effect on the dependent variables.

In this study the independent variable is video assisted teaching programme regarding road traffic rules.

DEPENDENT VARIABLES

It is the outcome or response due to the effect of independent variable which researcher wants to predict or explain.

In this study the dependent variable is knowledge of high school students regarding road traffic rules.

DEMOGRAPHIC VARIABLES

It is the characteristics and attributes of the study subjects greatly influence the result of the study. In this study demographic variables are age, gender, parental qualification, occupation of parents, and number of vehicles in the home.

SOCIO DEMOGRAPHIC VARIABLES

ACCESSIBLE POPULATION

High school students who are studying in PTMHSS Thazhekkode.

SAMPLE AND SAMPLE SIZE 50 High school students.

INTERVENTION

Video assisted teaching programme regarding road traffic rules.

POST TEST

Structured questionnaire in knowledge regarding road traffic rules.

ANALYSIS AND INTERPRETATION

Inferential and descriptive analysis.

SETTING

Setting is the place where the information is gathered during research for the research study.

The study was conducted at PTMHSS, Thazhekkode.

POPULATION

Population means all possible elements that could include in research. It represents the entire group under study. A target population consist of total number of people or object which are the designated set of criteria

In present study, the target population is High School students.

SAMPLE

Sample is a is a subset of population selected to participate in a research study

For this study sample comprised 50 High School students from Panakkad Thangal Memorial Higher Secondary School, Thazhekkode.

SAMPLING TECHNIQUE

Sampling refers to the process of portion of the population to represent the entire population²⁵. Convenient sampling is probably the most common of all sampling technique because it is fast, easy, and the objects are readily available.

Convenient sampling technique was adopted in this study, because of the limited amount of time and availability of the subjects according to the sample criteria.

50 samples were selected from PTMHSS Thazhekkode who met the inclusion criteria.

CRITERIA FOR SELECTION OF SAMPLES

Inclusion criteria

High school students who are:

Willing to participate.

Available at the time of data collection.

Exclusion criteria

Students who have attended a class regarding road traffic rules within 3 months.

Tool and instruments

Data collection tools are the instruments used by the researcher to collect the data. Demographic profile to assess demographic variable and the self structured questionnaire to assess the knowledge of the high school students regarding road traffic rules were used for data collection.

DEVELOPMENT/SELECTION OF TOOL

The following steps were adopted in the development of the tool.

Related literature was reviewed.

Obtained guidance and consultation from subject teachers.

Description of tool

The research tool consisted of 2 sections

Section 1: Demographic profile

It consisted of 06 items for obtaining information about selected socio demographic profile factors such as age, gender, parental qualification, occupation of parents, number of vehicles in the home and source of information regarding road traffic rules.

Section 2: Structured questionnaire

The questionnaire included items regarding the knowledge about traffic rules that must be followed by pedestrians, drivers and common road traffic symbols. Total number of items is the items were of multiple choice type, 3 choices for each item. Each correct response carried a weight age of one score and incorrect answer scores 0 mark.

Development of video assisted teaching programme.

Video assisted teaching programme was developed stepwise according to the objectives. The steps involved in the development of video assisted teaching programme were:-

Review of literature.

Discussion with experts.

Preparation of 1 draft video assisted teaching programme.

Content validation of video assisted teaching programme.

Pretesting of video assisted teaching programme.

Preparation of final video assisted teaching programme.

The video assisted teaching programme was developed according to the objectives of the study. The investigators prepared overall plan of video assisted teaching programme. Video assisted teaching programme covered the following content areas.

Road traffic rules to be followed by the pedestrians and drivers.

Road traffic symbols.

Content validity

Content validity of the tool was done in the preliminary stage. The tool was submitted to 6 experts from the field of nursing. They were requested to give their opinion and suggestions regarding the items in the tool. The suggestions given by majority of experts were considered for preparation of final tool.

Data collection process

Data collection was done from 23/2/15 to 28/2/15. The permission for conducting the study was obtained from the Principal of the PTMHSS Thazhekkode. After obtaining the written consent from the school authority, structured questionnaire was provided to assess their knowledge regarding the road traffic rules.

Plan for data analysis

The data collected was Analyzed using descriptive and inferential statistics in following areas. Demographic data was analyzed using frequencies and percentages. Grading knowledge score is done using mean and standard deviation. Association between demographic variables and knowledge is analysed using Chi square test. This chapter dealt with research methodology it included research approach, research design, population, sampling, research setting reliability and pilot study. The research approach adopted was quantitative non experimental research design and population was high school students.

CHAPTER 5

ANALYSIS AND INTERPRETATION

This study was done to evaluate the effectiveness of video assisted teaching programme regarding road traffic rules among selected high school at Thazhekkode. Panchayath. This chapter gives brief descriptions of the present study including major findings.

OBJECTIVES

Assess the knowledge of high school students regarding road traffic rules.

on Evaluate the effectiveness of video assisted teaching programme knowledge of high school students regarding road traffic rules.

Determine the association between knowledge regarding road traffic Determine rules and selected demographic variables.

HYPOTHESIS

H1: There is a significant difference in the knowledge of the high school students on road traffic rules after video assisted teaching programme.

FINDINGS OF THE STUDY

Sample characteristics:-

The study conducted among high school students in PTMHSS showed that 31% belongs to the age group 13 years, 33% belongs to 14 years and 36% belongs to 15 years. Among 50 samples, 46% are males, 54% are females. Based on educational qualification of father 52% belongs to SSLC, and 34% belongs to plus two, 8% belongs to degree, 6% belongs to PG and above. Among 50 samples according to occupation of father, 6% belongs to agriculture, 16% belongs to jobs related to traffic and 78% are belongs to others. Among 50 samples 68% have one vehicle in the home 26% have two vehicles in the home and 3% have more than 2 vehicles in the home. Among 50 samples 36% gets information from others, 32% from teachers, 24% from family members and 8% from friends.

Objective 1: Assess the knowledge of high school students regarding road traffic rules.

The knowledge score of 50 samples were categorized as average, moderate and good. In the pretest 2% have average knowledge, 90% have moderate knowledge 98% have good knowledge, In the post test, 84% have good knowledge and 16% have moderate knowledge and no one have average knowledge. The association between knowledge and selected demographic variables like age, gender, educational qualification of father, occupation of father, number of vehicles in the home, source of information regarding road traffic rules, were compared using chi square test. There was association between knowledge with age, gender, occupation of father, educational qualification of father, number of vehicles in the home, source of information regarding road traffic rules.

In the present study it has been inferred that there is increase in the knowledge of high school students after video assisted teaching programme. The mean pretest knowledge plus two 8% belongs to degree, 6% belongs to PG and above. Among 50 samples according to occupation of father, 6% belongs to agriculture, 16% belongs to jobs related to traffic and 78% are belongs to others. Among 50 samples 68% have one vehicle in the home 26% have two vehicles in the home and 3% have more than 2 vehicles in the home. Among 50 samples 36% gets information from others, 32% from teachers, 24% from family members and 8% from friends.

Objective 2: Evaluate the effectiveness of video assisted teaching programme on knowledge of high school students regarding road traffic rules.

In the present study it has been inferred that there is increase in the knowledge of high school students after video assisted teaching programme. The mean pretest knowledge score was 13.58 with a standard deviation of 2.334 and the mean post test knowledge was 18.06 with a standard deviation of 2.088 and the mean difference was 4.48. The effectiveness was determined by using paired t test and its value was 7.091. It proves that the structured teaching programmed was effective in terms of gain in knowledge score.

Objective 3: Determine the association between knowledge regarding road traffic rules and selected demographic variables.

This section deals with the analysis of association between knowledge of high school students and selected demographic variables using chi-square test at 0.05 level of significance. The association between knowledge and selected demographic variables like age, gender, educational qualification of father, occupation of father, number of vehicles in the home, source of information regarding road traffic rules, were compared using chi square test. There was association between knowledge with age, gender occupation of father, educational qualification of father, number of vehicles in the home source of information regarding road traffic rules

SUMMARY

This chapter dealt with the results of the present study. Results of the study were the presented in the terms of the objectives of the study. All the stated objectives of the present study were accomplished.

CHAPTER 5

DISCUSSION, SUMMARY AND CONCLUSION

DISCUSSION

The aim of the study to evaluate the effectiveness of Video Assisted Teaching programme on knowledge regarding Road Traffic Rules among students of selected High School at Thazhekkode panchayath. Road traffic accident is one of the most problem in India. So good knowledge regarding the road traffic rules will help to reduce the accidents.

A quantitative experimental research approach is adopted in this study's. One group pretest post test research design is adopted in this study. For this study sample comprised 50 High School students from Panakkad Thangal Memorial Higher Secondary School, Thazhekkode. The data collected was Analyzed using descriptive and inferential statistics in following areas. Demographic data was analyzed using frequencies and percentages. Grading knowledge score is done using mean and standard deviation. Association between demographic variables and knowledge is analyzed using Chi square test.

In the present study it was found that in pretest 21% have average knowledge ,90% have moderate knowledge, 98% have good knowledge. In post test, 84% have good knowledge, 16% have moderate knowledge and no one have average knowledge.

According to a survey on Japanese people's awareness on traffic safety conducted 2004 many people consider it necessary to completely eliminate or significantly reduce the number of road traffic accidents. Sample size was 2056. The survey results show that many people feel the trend in traffic accidents is headed in negative direction and this is probably due to the fact that the number of traffic accidents is increasing despite a decreasing death tall. In accordance with principles of respecting human life, we should aim to ultimately achieve a society with no traffic accidents. In view of the above-mentioned awareness status of Japanese people, it seems that traffic accidents can be reduced by vigorously promoting traffic safety measures.

SUMMARY

The study was conducted to evaluate the effectiveness of video assisted teaching programme on knowledge regarding road traffic rules. We are selected 50 high school students in evaluation. PTMHSS. Video assisted teaching programme was prepared for the One Group Pre test Post test Design was used for the study. The tools for collecting data were demographic data and structured questionnaire. The tools were validated with the help of experts. The results of the study indicate that Video Assisted Teaching Programme is effective in improving knowledge of High School Students.

CONCLUSION

Based on the findings formulated, the following conclusions are made in a broad sense. The knowledge of students increased after the video assisted teaching programme. So they require frequent teaching programme regarding road traffic rules to improve their knowledge.

NURSING IMPLICATION

The present study has implication for nursing practice, nursing education, nursing administration and research.

Nursing practice

The study reflects the moderate knowledge regarding road traffic rules. Hence it is of vital importance to empower the student's knowledge through effective health education using variety audio visual aids. As in key position a community health nurse can easily introduce the measures for prevention of road traffic accidents such as supply pamphlet and other education materials, also encourage for adopting preventive strategies.

Nursing administration

The findings of the study necessitate the need for constant administrative control on prevention of road traffic accidents. The nurse administrator can utilize the findings of the study to plan specific measures along with nursing services. The nurse administrator can use the findings of the study report to authorize specific measures to tackle the problem along with authorities. The nurse administrator can influence the people through conducting mass health education programme

Nursing education

The study reveals that the students have moderate knowledge regarding road traffic rules. It provides the nurse educator an opportunity to make her students as an efficient community health worker by rendering health education regarding road traffic rules. Hence this aspect can be highlighted in promotion of adopting preventive measures. In the light of increasing incidence of road traffic accidents, we should make students aware of this dangerous problem.

Nursing research

Very few studies have been done in this area. In Indian setting there is increased incidence of road traffic accidents. So it necessitates the need for further research on the same aspect in various areas of our country. Further research can be conducted for prevention of road traffic accidents.

LIMITATIONS

The sample size is small and limited to 50.

The limited size puts limitation on generalization of the study finding.

Duration of the study was very short.

Study was limited to one school.

RECOMMENDATIONS

The study can be conducted in large sample size

Periodic education programme can be conducted to increase the knowledge of high school students. The same study can be conducted in other students.

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