



## **Awareness, Attitude, and Practices toward Road Safety Rules and Regulations among the Graduate School Students of ILOCOS Sur Polytechnic State College Tagudin Campus**

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### **ABSTRACT**

*This study aims to assess the awareness, attitude, and practices towards road safety rules and regulations among the Graduate School Students of Ilocos Sur Polytechnic State College Tagudin Campus. Specifically, it seeks to provide the following: What is the profile of the respondents in terms of: age, and gender. What is the level of awareness of the respondents in terms of: regulatory signs; warning signs; pavement markings; and laws. What is the level of attitude toward road safety rules and regulations among students? What is the level of practice toward road safety rules and regulations among students? Is there a significant difference between and among the perception on the level of awareness of the respondents along: age, and gender? Is there a significant difference between and among the perceptions on the level of attitude toward road safety rules and regulations of the respondents along: age, and gender? Is there a significant difference between and among the perception on the level of practice toward road safety rules and regulations of the respondents along: age, and gender? Is there a significant relationship between the profile of the respondents, awareness, attitude, and practices toward road safety rules and regulations among students at the Graduate School? What IEC material can be proposed to improve road safety? What is the level of acceptability of the proposed plan? The study uses a descriptive-correlational research design. Descriptive research involves observing behavior to describe attributes, objectivity and systematically. Also, it employed the use of correlational research to describe and predict how variables are naturally related in the real world, without any attempt by the researcher to alter them or assign causation between them to help in comparing two or more entities or variables. The respondents of the study are the total enumerated students of ISPSC-GS during the second semester of the academic year 2023-2024. Based on the findings of the study, the following conclusions were derived. The Graduate School Students of Ilocos Sur Polytechnic State College Tagudin Campus represents a variety of profile variables like age and sex; The level of Awareness among the Graduate School Students of Ilocos Sur Polytechnic State College Tagudin Campus is extremely aware of the different regulatory sign, however, moderately aware of the different warning signs, pavement marking, and laws in road safety. The level of Attitude of the Graduate School Students of Ilocos Sur Polytechnic State College Tagudin Campus towards road safety in terms of following road signs was always and never drove while drugged and drunk. The level of Practice of the Graduate School Students of Ilocos Sur Polytechnic State College Tagudin Campus towards road safety in terms of Looking to the left or right before crossing the street is always and rarely Jaywalked or crossed a street where there is a "no crossing sign". Based on the conclusions, the following are hereby recommended: The profile of the Graduate School Students of Ilocos Sur Polytechnic State College Tagudin Campus must include other variables. Inclusions of more road safety rules and regulations or indicators that are commonly present in highways. Inclusion of more variable that determines the respondents' attitudes and practices to road safety. A training program must be designed to address the need to increase the level of awareness, attitude, and practice of the students towards road safety. Further study must be conducted to determine the level of awareness, attitude, and practice of the students towards road safety not only in the Graduate School but even in the tertiary levels and senior high level.*

*Key words: Awareness, Attitude, Practices, Road Safety.*

### **INTRODUCTION**

Road safety is an important issue that affects individuals, families, and societies worldwide. The increasing number of road accidents that leads to injuries and fatalities has grown to be a serious public health concern due to the fast evolution of transportation system worldwide. Road accidents are increasing and steals millions of lives every year, thus it is essential to address this problem in its entirety. According to World Health Organization on Global status report on road safety (December 2018), road traffic deaths has reached to 1.35 million annually and has become the leading killer of people aged 15-29 years. This includes pedestrians, cyclists, and motorcycle drivers, particularly those living in developing countries. Whereas the global rate of road traffic death is 18.2 per 100,000 population, there is significant variation across the world's regions, where the rate of death ranges from 9.3 to 26.6 per 100,000 population. Africa and Sout-East Asia has the highest rates at 26.6 and 20.7 deaths per 100,000 population respectively in the regional rate of road traffic deaths. In the Philippines, road traffic deaths are increasing. Data from the Philippine Statistics Authority (PSA) indicate that road traffic deaths increased by 39% from 7,938 deaths in 2011 to 11,096 deaths in 2021. Road traffic injuries are the leading cause of death among Filipinos 15-29 years old, and a

major killer among children. In 2020, the number of deaths dropped to 8,746 deaths, and this is likely due to the reduced mobility of the population during that year because of the COVID-19 pandemic. In 2021, the number of deaths again increased to 11,096, coinciding with the end of lockdowns and mobility restrictions. When traveling to and from the institution, the Graduate School students of ISPSC Tagudin Campus come from many places, including places outside of Ilocos Sur. They commute using a variety of forms of transportation, both public and private, and are often the people walking along Tagudin's main highway. As a result of their regular exposure to and usage of the roadways, Graduate School students at the ISPSC Tagudin Campus are at risk of being involved in traffic accidents. If they are not familiar with the fundamental regulations of the road, this danger may increase. This is especially true given that the school is situated next to a major road that frequently sees heavy traffic from both private and public vehicles. Therefore, this research paper will attempt to add information in this line of literature by tackling how aware are the students of ISPSC Tagudin Campus specifically the Graduate School regarding road safety and whether this correlates to being safer road users in the Philippines. The purpose of the study is to determine whether students' awareness of road safety correlates to the student's level of attitude, and practice road safety rules and regulations. It also aims to disseminate information about road safety to help ISPSC-GS students become safer road users. Using the school as a context, the purpose of this paper is also to evaluate the efficacy of public awareness campaigns, forums, and other forms of road safety education. Last but not least, it is hoped that this study will be able to fill in some of the gaps in the existing literature on road safety in the Philippines and provide additional insight into how to better educate people from a young age on how to become safer road users in order to reduce the mortality rate from road accidents, which is highest among people in school and working age.

### ***Statement of the Problem***

This study aims to assess the awareness, attitude, and practices towards road safety rules and regulations among the Graduate School Students of Ilocos Sur Polytechnic State College Tagudin Campus. Specifically, it seeks to provide the following; What is the profile of the respondents in terms of; age, and gender. What is the level of awareness of the respondents in terms of: regulatory signs; warning signs; pavement markings; and laws. What is the level of attitude toward road safety rules and regulations among students? What is the level of practice toward road safety rules and regulations among students? Is there a significant difference between and among the perception on the level of awareness of the respondents along: age, and gender? Is there a significant difference between and among the perceptions on the level of attitude toward road safety rules and regulations of the respondents along: age, and gender? Is there a significant difference between and among the perception on the level of practice toward road safety rules and regulations of the respondents along: age, and gender? Is there a significant relationship between the profile of the respondents, awareness, attitude, and practices toward road safety rules and regulations among students at the Graduate School? What IEC material can be proposed to improve road safety? What is the level of acceptability of the proposed plan?

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## **METHODOLOGY**

The study uses a descriptive-correlational research design. Descriptive research involves observing behavior to describe attributes, objectivity and systematically. Also, it employed the use of correlational research to describe and predict how variables are naturally related in the real world, without any attempt by the researcher to alter them or assign causation between them to help in comparing two or more entities or variables. According to Koh and Owen (2000), the most common descriptive research method is the survey, which comprises questionnaires, normative surveys, open-ended surveys, and phone surveys. This implies that the gathered data analysis can use quantifiable information for statistical inference on the target respondents. The method used for this quantitative research is the utilization of the online survey Google form. The respondents of the study are the total enumerated students of ISPSC-GS during the second semester of the academic year 2023-2024. It is the adopted questionnaire with revisions to suit the needs of the study, which will be checked and validated by three experts in three different institutions.

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## **RESULTS AND DISCUSSIONS**

In terms of age, 94.57% or 87 of the respondents belonged to the age bracket of 25-54 years old while 5 of 5.43% are 24 years old and below. In general, there are more of the respondents belonged to the prime working age. This implies that the respondents in majority are in the prime working age seeking for higher education in the academe. In terms of gender of the respondents, there are more females with a frequency of 57 or 61.96% while male respondents comprise of 35 or 38.03% and none of the respondents identified themselves as part of the LGBTQA+. The findings yield that the respondents are well dominated by female ISPSC-GS students. The level of awareness in different regulatory sign of the respondents had obtained an overall mean of 4.48 described as Extremely Aware. This implies that respondents are more aware of the stop sign which is commonly seen in different road intersections while no stopping anytime sign that is typically seen in freeways or express highways in urban places. The level of awareness in different warning sign of the respondents had obtained an overall mean of 4.15 described as Moderately Aware. This implies that respondents are more aware of the curve signs that are commonly seen before approaching a curve road, while respondents are not highly aware of chevron signs which are typically chevron-shaped arrows pointed in the direction of the upcoming curve. The level of awareness in different pavement markings of the respondents had obtained an overall mean of 3.54 described as Moderately Aware. The table also shows that "Pedestrian Intersection" has the highest mean of 4.33 described as Extremely Aware while "Cat's Eye" has the lowest mean of 2.92 described as Somewhat Aware. This implies that respondents are more aware of the pedestrian intersection which is very common in highways with crowded pedestrian crossings like schools, while respondents are not highly aware with Cat's Eye which is a retroreflective safety device used in road marking. that the level of awareness in different land transportation related laws of the respondents had obtained an overall mean of 3.96 described as Moderately Aware. The table also shows that "Motorcycle Helmet Act Of

2009 (RA 10054)" has the highest mean of 4.42 described as Extremely Aware while "Land Transportation and Traffic Code (RA 4136)" has the lowest mean of 3.57 described as Moderately Aware. This implies that respondents are more aware of the law related to the use of helmet when riding a motorcycle, while respondents are not highly aware of the law relative to land transportation and traffic rules. The level of awareness regulatory signs have the highest sub mean of 4.48 described as extremely aware and pavement marking has the lowest sub mean of 3.54 described as moderately aware, while warning sign and laws has a sub mean of 4.15 and 3.96 described both as moderately aware. This implies that the respondents have a higher level of awareness to different regulatory sign but has a lower level of awareness in different pavement markings. The level of attitude of the respondents towards road safety had obtained an overall mean of 4.26 described as Always. This implies that respondent has a high level of attitude in following road sign, while has very low possibility of driving while on drugged. The level of practice of the respondents towards road safety had obtained an overall mean of 4.52 described as Always. The table also shows that "Looks to the left or right before crossing the street" has the highest overall mean of 4.89 described as always, while "Jaywalked (crossed a street where there is a "no crossing sign")" has the lowest overall mean of 2.16 described as rarely. This implies that respondent has always practice in looking to the left or right before crossing the street, while has they rarely practice jaywalking or crossing streets where there is a "no crossing sign".

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## CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of the study, the following conclusions were derived. The Graduate School Students of Ilocos Sur Polytechnic State College Tagudin Campus represents a variety of profile variables like age and sex; The level of Awareness among the Graduate School Students of Ilocos Sur Polytechnic State College Tagudin Campus is extremely aware of the different regulatory sign, however, moderately aware of the different warning signs, pavement marking, and laws in road safety. The level of Attitude of the Graduate School Students of Ilocos Sur Polytechnic State College Tagudin Campus towards road safety in terms of following road signs was always and never drove while drugged and drunk. The level of Practice of the Graduate School Students of Ilocos Sur Polytechnic State College Tagudin Campus towards road safety in terms of Looking to the left or right before crossing the street is always and rarely Jaywalked or crossed a street where there is a "no crossing sign". Based on the conclusions, the following are hereby recommended: The profile of the Graduate School Students of Ilocos Sur Polytechnic State College Tagudin Campus must include other variables. Inclusions of more road safety rules and regulations or indicators that are commonly present in highways. Inclusion of more variable that determines the respondents' attitudes and practices to road safety. A training program must be designed to address the need to increase the level of awareness, attitude, and practice of the students towards road safety. Further study must be conducted to determine the level of awareness, attitude, and practice of the students towards road safety not only in the Graduate School but even in the tertiary levels and senior high level.