

Date: Thursday, July 18, 2019 Statistics: 295 words Plagiarized / 2962 Total words Remarks: Low Plagiarism Detected - Your Document needs Optional Improvement.

DOI Number: 10.5958/0973-5674.2018.00112.0 Family Support as a Determinant Safety Riding Student Behavior in SMKN 2 Kediri Nia Sari1, Amarin Yudhana1, Chandra Wahyuni2, Aprin Rusmawati3, Indasah4, Muhammad Ali Sodik1 1Lecturer of Public Health Science Program STIKes Surya Mitra Husada, 2Lecturer of Midwifery Science Program STIKes Surya Mitra Husada, 3Lecturer of Nursing Science Program STIKes Surya Mitra Husada, 4Lecture of Master Publich Health Science Program STIKes Surya Mitra Husada ABSTRACT Safety ridingan attempt was made to reduce the number of traffic accidents and the impact caused by traffic accidents.

Traffic accidents in Indonesia is now the third killer after heart disease and stroke. Statistical data Kediri in number in 2014 about traffic accidents showed that most of the victims have high levels of high school education as much as 396 children (70%) with the actors also most have a high school education a number of 293 (79%), with the type of motorcycle 561 (78%).

The purpose of this study was to analyze the factors that influence the behavior of Student Safety Riding SMKN I Kediri. The method used is the analytic survey with cross sectional approach. The samples are students SMKN I Kediri taken using cluster sampling and tested by Binary logistic regression.

The results of the 103 respondents indicated respondents aged 15-17 years by sex mostly women (76%). Most respondents stated that the system of allowances by means of the average daily and given by parents around Rp. 10.000, -. The results also indicate if all respondents do not have a license and start the first age to ride a motorcycle from the age of 10 years.

Knowledge of respondents mostly in the high category 70%, positive attitude 51.5%, 63.1% higher family support but the majority of respondents have 73% of bad behavior in driving. The results of logistic regression analysis showed no effect on the SIM ownership Safety Riding Student Conduct SMKN I Kediri.

There is the influence of the Behavioral Sciences Student Safety Riding SMKN I Kediri. No Influence Behavior Attitudes toward Student Safety Riding SMKN I Kediri. There's Influence on Behavior Family Support Student Safety Riding SMKN I Kediri. Results of a phase II logitik regression showed no knowledge of Knowledge and Behavior Support Safety Riding family against students SMKN I Kediri.

Family support is a determinant factor. Keywords: Family Support, Safety Riding

INTRODUCTION Eera millennia, people are required to have a high mobility, particularly in urban areas. Every day people are traveling from one place to another in order to meet their needs by using a convenient means of transportation such as motorcycles.

Along with the increase of motorcycle users, so does the negative impact of the use of motorcycles in this case was an accident. To Correspondent Author: Muhammad Ali Sodik alisodik2012@gmail.com, alisodik@stikesstrada.ac.id, nia1980tirtoudan@gmail.com amariyudhanae8@gmail.com \_ memilimalisir safety riding accident then campaigned to reduce the number of traffic accidents continues to grow.1

safety ridingan attempt was made to reduce the number of traffic accidents and the impact caused by traffic accidents. Traffic accidents are a global problem due to a shift in the disease pattern from infectious diseases to non-communicable diseases. Based on the WHO report (2004), is currently the world's road transport accidents have reached 1.5

million deaths and 35 million injuries or disabilities caused by traffic accidents per year. As many as 85% of deaths due to accidents occur in developing countries2

Indian <mark>Journal of Physiotherapy and Occupational Therapy,</mark> October-December <mark>2018,</mark> Vol. 12, No. 4 Traffic accident has now become the third in Indonesia killer after heart disease and stroke.

Based on data from the Directorate General of Land Transportation incidence of traffic accidents in Indonesia continues to increase from year to year. Statistical data Kediri in number in 2014 about the traffic accident showed most of the victims had a high school education levels as much as 396 children (70%) with the actors also most have a high school education a number of 293 (79%). The type of vehicles used mostly motorcycle 561 (78%).3 \_ b.

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The purpose of this study is Knowing Behavior Model High School Students Safety Riding of Kediri With Binary Logistic Regression Approach MATERIALS AND METHOD This study was an observational study with cross sectional approach. The samples in the study include students SMKN 2 Kediri taken with cluster random sampling technique a number of 103 respondents.

Independent variables consist of X1 (Student Knowledge of Safety Riding) and X2 (Student Attitudes about Safety Riding). The dependent variable (Y) is the Safety Riding Student Conduct SMKN 2 Kediri. The research instrument was a questionnaire and analyzed using Binary Logistic Regression. Binary logistic regression analysis was used to observe the effect of independent variables on the dependent variable dichotomous nominal scale. 4,5.

RESEARCH RESULTS Subject characteristics a. System of Allowance Table 1. Distribution system of allowance of respondents System of Allowance \_Frequency \_Percentage \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ Daily \_69 \_67 \_ \_ \_ \_ \_ Weekly \_27 \_26.2 \_ \_ \_ \_ \_ Monthly \_7 \_6.8

\_\_\_\_\_ Table 1 shows if the majority of respondents are given a daily allowance system with 67%, while that given to the weekly system of 26.2% and 6.8% monthly. \_ The results showed when respondents are given an allowance between Rp 3,000, - to Rp 25,000, - per day with most of the average awarding Rp. 3,000 to Rp 5,000, - per day. Allowance given to respondents is the allowance used for snacks.

Excluding the allowance used for school assignments, gasoline or everyday transportation c. Owners SIM C (driver's license for motorcycles) Table 3. Distribution of ownership of SIM C rensponden SIM ownership \_Frequency \_Percentage \_ \_ \_ \_ Do not have \_103 \_100 \_ \_ \_ Table 3 shows if all respondents had no driver's license (SIM). d. Early age to ride a motorcycle Table 4.

Distribution of the early age of respondents on a motorcycle Early age (years) \_Frequency \_Percentage \_\_\_\_\_10-12 \_25 \_24.3 \_\_\_\_\_13-16 \_77 \_74.7 \_\_\_\_\_17 \_1 \_1 \_\_\_\_ Table 4 shows if the majority of respondents are in the lowest age of 10 years when riding a motorcycle first. On average respondents first time riding motorcycles at the age of 13-16 years (74.7%), then respondents in junior high school or anyone sitting in class 1 SMA.

However, there is 1% of respondents who drove the first motorcycle at the age of 17 years, the first time bought a motorcycle by both parents.

\_Indian Journal of Physiotherapy and Occupational Therapy. October-December 2018, Vol. 12, No. 4 \_232 \_ \_e. Cross tabulation of knowledge with behavioral safety riding \_ \_ \_ \_ \_ \_Table 5.

Cross tabulation of knowledge with behavioral safety riding \_\_\_\_\_\_variables \_\_\_\_behavior \_\_Total \_\_\_\_\_\_Good \_Bad \_\_\_\_\_\_ Low \_amount \_15 \_16 \_31 \_\_\_\_\_\_Knowledge \_ percentage \_14.6% \_15.5% \_30.1% \_\_\_\_\_\_ High \_amount \_13 \_59 \_72 \_\_\_\_\_ \_ \_\_\_percentage \_12.6% \_57.3% \_69.9% \_\_\_\_\_\_ Total \_ amount \_28 \_75 \_103 \_\_\_\_\_\_ percentage of total \_27.2% \_72.8% \_100% \_\_\_\_\_\_ \_ \_\_\_ Table 5 shows the majority of respondents have high knowledge but has a bad attitude as much as 57.3%.

Cross tabulation of family support with behavioral safety riding Table 7: Cross tabulation of family support with behavioral safety riding Variables \_ \_ behavior \_ \_Total \_ \_ \_ \_ \_ \_ \_ \_ \_ Good \_Bad \_ \_ \_ \_ \_ \_ Low \_amount \_18 \_20 \_38 \_ \_ \_ \_ \_ \_ \_ Support \_ percentage \_17.5% \_19.4% \_36.9% \_ \_ \_ \_ \_ Family \_High \_amount \_10 \_ 55 \_65 \_ \_ \_ \_ percentage \_9.7% \_53.4% \_63.1% \_ \_ \_ \_ Total \_ \_ amount \_28 \_75 \_103 \_ \_ \_ \_ percentage of total \_27.2% \_72.8% \_100% \_ \_ \_ Table 7 shows if high family support but riding safety behavior buuk 53.4%.

Indian <mark>Journal of Physiotherapy and Occupational Therapy,</mark> October-December <mark>2018,</mark> Vol. 12, No. 4 Test Results Statistics The results of logistic regression test phase I and II Table 8. Results of logistic regression test phase I and II Variables (Phase 1) \_Siginifikansi \_OR \_ \_ \_ \_ \_ Family support \_0,006 \_4,065 \_ \_ \_ \_ \_ Knowledge \_0,033 \_3.141 \_ \_ \_ \_ \_ Attitude \_ \_0.081 \_2,613 \_ \_ \_ \_ Variables (Phase II) \_Siginifikansi \_OR \_ \_ \_ \_ Family support \_0,001 \_4,915 \_ \_ \_ \_ Knowledge \_0,005 \_4,219 \_ \_ \_ Results Logistic regression analysis showed no effect of the first stage of knowledge and family support for safety riding behavior of the respondent and no influence on behavior attitude riding safety. In addition on Phase II, shows no effect of family support and knowledge of the behavior of the respondent riding safety.

Value 4,915 odds ratio indicates a high family support will increase the chances of behavioral safety riding 5 times lower than if the family support. Family support is a determinant of behavior riding safety,5 DISCUSSION Influence of knowledge on the behavior of riding safety Theory Green on health issues said that there are two causes of behavioral factors and non-behavioral factors.

Furthermore, according to Green that behavioral factors are influenced by predisposing, enabling and reinforcing factors. Predisposing factors include education, knowledge, attitudes, beliefs and values. Predisposing factors, many formed by exposure to cultural and social factors that exist around the individual.

We see if people are starting to get used to seeing kids driving with a motor vehicle, so that it will shape our perception related safety riding,6,7 Results showed if respondents mostly had bad behavior in driving 72.8% despite knowledge about safety riding in the high category 69.9%. This indicates a high knowledge does not always lead to behavior change.

\_ The results of logistic regression test showed significant value to the value of Odd Ratio 0.005 4.219 showed no effect on the driving behavior knowledge of high school students in the town of Kediri. Influence attitudes towards riding safety behavior The results showed 44.7% of respondents have a positive attitude but has a poor safety riding behavior.

A positive attitude shown by the respondent to have Rassa agreement that humans are the most important factor when driving, use of Personal Protective Equipment (PPE) will protect the rider against traffic accidents. The positive attitude but not shown with good driving behavior as well. This is demonstrated by the high driving accidents experienced by respondents.

Forms driving accidents such as being hit by other riders, crashing or slipping on the

pavement even until colliding with another rider and causing casualties. Safety riding behavior that determines the individual's own, while the public health personnel have a duty to change human behaviors that risk to public health by looking at the prevalence and factors predisposing, enabling, and reinforcing.

The results obtained are then communicated back to the population by taking into account the characteristics of the population or in the language of public health referred to as social marketing8. Driving in a healthy and safe is a shared responsibility. Improving perceptions, knowledge and a positive attitude to change the behavior of all community safety riding is one of the problems in public health9.

The results of logistic regression analysis obtained significance value of 0.081 indicates no influence attitudes towards riding safety behavior of teenagers in the town of Kediri. The results of this analysis can be seen in the percentage of respondents' attitudes are positive or negative both have a poor safety riding behavior.

The influence of family support to conduct safety riding Results showed if respondents have a high family support to conduct safety riding as much as 65%. Family support embodied in the form of vehicle maintenance such as servicing at regular intervals, to motivate children to use Personal Protective Equipment (PPE) in driving such as jackets, boots and chest protectors.

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Family support is one factor supporting (enabling factors) healthy behaviors can occur. In this study, family support is a determinant of riding safety. The significance of the test statistic of 0.001 indicates a significant family support influence the driving behavior is healthy for teens Kediri. Odd ratio value of 4, The causes of traffic accidents are due to unsafe driving behavior of motorists.

Usually unsafe behavior is dominated by a group of young people or teenagers (according to WHO early adolescents aged 10-14 years and late teens ages 15-20 years).(10) Accidents from the lightest to cause casualties or deaths. In this study, most of the age category 15-17 years. In theory of human development in adolescence is the transition to adulthood.

At this time they are looking for identity and one form of identity search process is on driving behavior. Environmental peer/friend relationships are very influential in the process10-12. CONCLUSION There Influence on Behavioral Safety Riding Science Students SMKN 2 Kediri No Influence Behavior Attitudes toward Student Safety Riding SMKN 2 Kediri There is the influence of family support to Conduct Safety Riding students SMKN 2 Kediri. Family support as a determinant of the behavior of riding safety.

SUGGESTION Improving health promotion efforts related to behavioral safety riding with the involvement of parents and the school to create integration safety riding that involves all parties. Ethical Clearence: Obtained from institute committee Conflict of Interest : None Source of Funding : Authors REFERENCES Du W, Yang J, Powis B, Zheng X, Ozanne-Smith J, Bilston L, et al. Understanding on-road practices \_ of electric bike riders: An observational study in a developed city of China. Accid Anal Prev.

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