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Family Support as A Determinant Safety Riding Student Behavior In SMKN 2 Kediri

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ABSTRACT

Safety riding 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 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 logistic 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

PRELIMINARY

Era millenia, 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 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 countries.(2)

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)

The purpose of this study is Knowing Behavior Model High School Students Safety Riding of Kediri With Binary Logistic Regression Approach

RESEARCH METHODS

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 RESULT

Subject characteristics

a. Respondents age

Table 1. Distribution of respondents age

Age	Frequency	Percentage
15	10	9.7
16	63	61.2
17	27	26.2
18	3	2.9

Most respondents had 16 years of age with a percentage of 61.2%, while the rest had ages 15, 17 and 18 years old.

b. Gender

Table 2. Distribution of respondents' gender

Gender	Frequency	Percentage
Man	25	24.3
woman	78	75.7

Most respondents have 75.7% of the female sex while 24.3% of men.

c. System of Allowance

Table 3. Distribution system of allowance of respondents

System of Allowance	Frequency	Percentage
Daily	69	67
Weekly	27	26.2
Monthly	7	6.8

Table 3 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.

d. On average Allowance Per Day

Table 4. Distribution of the average allowance per day

Average allowance / Day (Thousand)	Frequency	Percentage
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3-5	29	28.2
6-10	62	60.2
More than 10	12	11.6

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

e. Owners SIM C (driver's license for motorcycles)

Table 5. Distribution of ownership of SIM C respondents

SIM ownership	Frequency	Percentage
Do not have	103	100

Table 5 shows if all respondents had no driver's license (SIM).

f. Early age to ride a motorcycle

Table 6. 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 6 shows if the ¹²majority 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.

g. Cross tabulation of knowledge with behavioral safety riding

Table 7. Cross tabulation of knowledge with behavioral safety riding

variables		behavior		Total	
		Good	Bad		
Knowledge	Low	amount	15	16	31
		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 7 shows the majority of respondents have high knowledge but has a bad attitude as much as 57.3%.

h. Cross tabulation of safety riding attitude to behavior

Table 8. Cross tabulation of safety riding attitude to behavior

variables		behavior		Total	
		Good	Bad		
Attitude	Negative	amount	21	29	50
		percentage	20.4%	28.2%	48.5%
	Positive	amount	7	46	53
		percentage	6.8%	44.7%	51.5%
Total		amount	28	75	103
		percentage of total	27.2%	72.8%	100%

Table 8 shows if the majority of respondents have a positive attitude but with bad behavior as much as 44.7%.

i. Cross tabulation of family support with behavioral safety riding

Table 5.9 Cross tabulation of family support with behavioral safety riding

variables		behavior		Total	
		Good	Bad		
Support family	Low	amount	18	20	38
		percentage	17.5%	19.4%	36.9%
	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 9 shows if high family support but riding safety behavior buuk 53.4%.

Test Results Statistics

- a. The result of logistic regression test phase I
Table 10. Results of logistic regression test phase I

variables	Siginifikansi	OR
Family support	0,006	4,065
Knowledge	0,033	3.141
Attitude	0.081	2,613

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.

- b. Logistic regression results of phase II
Table 11. Results of logistic regression test phase II

variables	Siginifikansi	OR
Family support	0,001	4,915
Knowledge	0,005	4,219

Table 11 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

- a. **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.

b. 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 marketing.(8)

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 health.(9)

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.

c. 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. 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 process.(10)

CONCLUSION

- a. There Influence on Behavioral Safety Riding Science Students SMKN 2 Kediri
- b. No Influence Behavior Attitudes toward Student Safety Riding SMKN 2 Kediri
- c. 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.

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Komite Etik Penelitian Kesehatan STIKes Surya Mitra Husada dalam upaya melindungi hak asasi dan kesejahteraan subyek penelitian kesehatan, telah mengkaji dengan teliti protokol berjudul :

Health Research Ethics Committee STIKes Surya Mitra Husada in the effort to protect the rights and welfare of research subjects of health, has reviewed carefully the protocol entitled:

" Analisis Perilaku Safety Riding Pelajar SMA Kota Kediri Dengan Pendekatan Regresi Logistik Biner"

Peneliti Utama : Amarin Yudhana, SKM.,M.Kes.

Principal Investigator

Nama Institusi : STIKes Surya Mitra Husada Kediri

Name of the Institution

Anggota Peneliti : Dr. Nia Sari, S.Si.,M.Kes.

Members of the Researchers


Dan telah menyetujui protokol tersebut di atas.

And approved the above-mentioned protocol.

Kediri, 19 Maret 2018

KETUA

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