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ASSESSMENT OF THE EFFICACY OF A CHILD-TO-CHILD PROGRAMME AIMED AT PROMOTING ROAD SAFETY AMONG SCHOOL CHILDREN IN RADHA KRISHNA PUBLIC SCHOOL, AMROHA

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ABSTRACT

RTI fatalities account for multiple of all deaths on the road in India occur in the 15–44 age groups. According to the Statista report 2015, in 2015, Between 0 to 14 years old, roughly 26.16 % of the Population in india, with 67.27 percent of the population being between the ages of 15 and 64. Uttar Pradesh, the most populous state in the country with a population share of 16.9%, has accounted for 7.6% of all unintentional deaths in the country according to The Department of Highways' and Road Transport Research Department issues a financial statement on incidents. In India, 20 youngsters under 14 years old are murdered in traffic accidents. The purpose of this study is to analyze and interpret data from 300 samples, 150 from Experimental Group I and 150 from Experimental Group II from Jan 2015 to March 2015. A research has beendone to evaluate the Programme for children to children impact in Radha Krishna Public School, Amroha, Uttar Pradesh, on knowledge level as well as expressed practices on road safety. The samples were chosen using a non-probability random sampling approach. Data on knowledge of road safety was obtained using a structured questionnaire with 25 closed ended multiple choice answers from which the student had to choose one right option. Since, travel is such an important part of modern life, a child who participates in a road safety forum and conversations should instill a lifetime respect for traffic rules and protect the safety of all road users, which must be recognized. The study provides a comprehensive framework in which researchers can consider multitude parameters that may play role in preventing road accidents among Children across globe.

Keywords:road safety, child to child, population, road accident

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INTRODUCTION

Road safety is a critical concern for any country's well-being. In India, the age range 15–44 years accounts for RTI fatalities account for multiple of all deaths on the road. [1] In 2017, There have been 464,910 officially recorded road accidents, resulted in 147,913 fatalities & 470,975 injuries, about 405 fatalities & 1,290 injuries each day from 1,274 incidents. In the lack of a trauma registry, and when you factor in unreported incidents, this percentage is alarmingly high when compared to affluent nations. (2). On Indian roads, one death occurs every six minutes, with one death occurring every three minutes expected by 2015. A road safety accident (Regional Transport Authority) is described as an accident that occurred on the road among or more devices, at least one of which must be a moving vehicle. Road accidents are one of the leading causes of death and injury among school-aged children. According to the latest research 2021 (16), "India has the highest number of road accident fatalities." "Every hour, 53 road accidents occur in the country, with one death occurring every four minutes."(3)

CHILD-to-CHILD programme

The age distribution of India from 2010 to 2015 is depicted in the Statista report 2015. Between the ages of 0 and 14, about 26.16 % of the Indian population is found in 2015, and 67.27 percent was between the ages of 15 and 64. (4)Everyday, 1214 street accidents occur in India. Two-wheelers account for 25% of all fatalities in traffic accidents. 20 youngsters under 14 years old are murdered in traffic accidents nearly everydayacross the country. Every day, 377 people die, comparable to the number of jumbo jets that crash every day.

Road Safety

All children have the right to be protected, to live in a safe environment, to get proper care, and to grow up in a loving environment (5). In India, road crashes were said being more likely among 14–18-year-old males and adolescents [6]. According to road accident report 2015, the state of Tamil Nadu had the most number of road accidents (57,228) in 2015, whereas the state of Uttar Pradesh had the highest number of people killed (22,655). Despite various road safety

initiatives undertaken by both the Central and State Governments, both of these States have maintained their lead in terms of the number of accidents and the number of people killed since 2016 (7). However, the study's ultimate goal has beento determine the success of the programmefor children to children in terms of ways to improve road safety.

MATERIALS AND METHODS

A study's dependability, feasibility, and practicability were tested in a pilot study. The study deals with the analyses and interprets data obtained from 300 samples, 150 from experimental group I and 150 from Experimental group IIfrom Jan 2015 to March 2015. Samples were selected through non probability purposive sampling technique. Data were collected regarding the knowledge on road safety, by using structured questionnaire with 25 closed ended multiple choice options for answers, where the student has to choose one correct option. The expressed practices on road safety contained 30 items where the samples chose from the options always, often, sometimes, rarely, never. The results were computed using descriptive and inferential statistics.

The experimental group I students are given an intervention by the researcher on knowledge about road safety, and after passing the post-test, the experimental group I students, under the supervision of the researcher, impart the intervention on road safety to the students of VI & VII standard, experimental group II, using flash cards on road safety and a lesson plan designed by the researcher. It has been directed to the boys and girls in Radha Krishna Public School, Kailsa Road, Amroha District Uttar Pradesh, who are in grades IX and VIII or VI and VII. Both experimental Groups I and II were taught a set of standard norms and regulations on procedures to prevent road traffic accidents among pedestrians and vehicle users. N is the sample size from which samples are obtained for data collection.

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	Group	Pre-test	Intervention	Post-test
Experimental group	E1	01	X1	O2
Experimental Group II	E2	O1	X2	O2

- E1 Students in standard VIII & IX in Radha Krishna Public School, Kailsa Road
- E2 Students in standard VI & VII inRadha Krishna Public School, Kailsa Road
- O1 for Group I and Group II will be conducted by the researcher
- X1 for Group I will be conducted by the researcher
- X2 for Group II will be conducted by Group I under the supervision of the researcher
- O2 for Group I and Group II will be conducted by the researcher

RESULTS

The analyzed data was presented in the form of diagrams tables and graphs.

Sl. No.	Demographic Variables		Group - 1		Group - 2	
			Frequency	Percentage	Frequency	Percentage
1.1	Age in year	A	45	30.00	130	86.67
1.2		B	105	70.00	20	13.33
	Total		**150**	**100%**	**150**	**100%**

Table 1: Schoolers' percentage and frequency distribution by age among Experimental Groups I and II

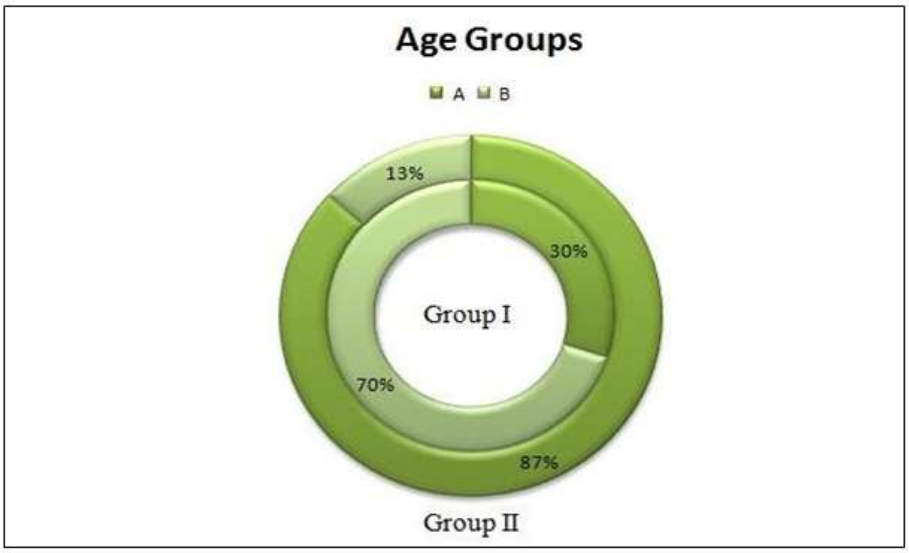

Figure 1: Schoolers' percentage and frequency distribution by age among Experimental Groups I and II

Table 1 & Figure 1 represent that, experimental group I and II have been in the 13 and 14 years old age group& 11 and 12 years respectively.The symbol A represented samples in the age of 14, and B represented age of 13 in the experimental group I. The symbol A represented samples in the age of 12, and B represented age of 11 in the experimental group II.

N = 300

Sl. No.	Demographic Variables		Group - 1		Group - 2	
			Frequency	Percentage	Frequency	Percentage
12.1	Previous	Yes	43	28.67	44	29.33
12.2	Knowledge	No	107	71.33	106	70.67
	Total		**150**	**100%**	**150**	**100%**

Table 2: percentage and Frequency distribution by previous understanding on Road Safety among Experimental Groups I and II

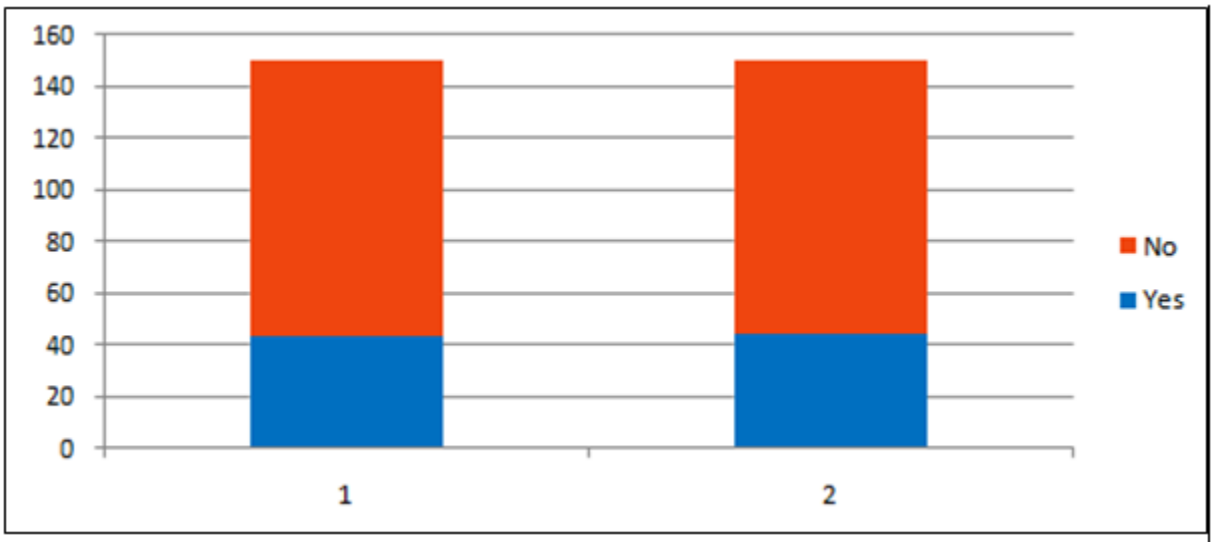

Figure 2: Column graph depicting frequency & percentage distribution according to previous Knowledge on Road Safety, among Experimental Groups I and II

Table 2 & Figure 2 represents the previous knowledge regarding to road safety, 28% and 29% reported yes and 71% and 70% reported that they had no previous knowledge regarding road safety among experimental group I and II respectively.

N = 150

Sl. No	Levels of knowledge	Pre-test		Mean & SD	Post-test		Mean & SD	Mean & SD df	Paired "t" Test Value
		N	%		N	%			
1.	Inadequate (1-8)	03	2.0	Mean 18.1 SD 4.2	-	-	Mean 19.9 SD 2.9	1.8 & 1.3	Paired "t" = 18.0***
2.	Moderate (9-16)	38	25.3		20	13.3			
3.	Adequate (17-25)	109	72.7		130	86.7			

Table 3: The impact of the program forchildren to children on experimental I group understanding of road safety

Table 3 depicts the analysis of the pre and post-test knowledge scores of Experimental Group I, regarding Road Safety. The table proves that a total number of 3 (2%) students had inadequate knowledge in the pre-test and none in the post-test. 38 (25.3%) students had moderate knowledge in the pre-test and 20 (13.3%) in the post-test.109 (72.7%) students had adequate knowledge in the pre-test which significantly increased to 130 (86.7%).

N = 150

Sl. No	Levels of knowledge	Pre-test		Mean & SD	Post-test		Mean & SD	Mean & SD df	Paired "t" Test Value
		N	%		N	%			
1.	Inadequate (1-8)	07	4.7	Mean 16.2 SD 4.9	-	-	Mean 20.0 SD 2.7	3.8 & 2.2	Paired "t" = 19.0***
2.	Moderate (9-16)	71	47.3		18	12.0			
3.	Adequate (17-25)	72	48.0		132	88.0			

Table 4: The impact of the program forchildren to children on experimental II group understanding of road safety

Table 4depicts the analysis of the pre and post-test knowledge scores of Experimental Group II, regarding Road Safety. The table proves that a total number of 7 (4.7%) students had inadequate knowledge in the pre-test and none in the post-test. 71 (47.33%) students had moderate knowledge in the pre-test and 18 (12.0%) in the post-test. A total of 72 students, (48.0%) had adequate knowledge in the pre-test which significantly increased to 132 (88.0%).

The mean increase was 3.8, Standard Deviation 2.2, and the calculated Paired "t" test was 19.0, at pis less than 0.001 level which proves that there has been highly majorincrease on experimental II group understanding of road safety after the structured teaching programme, conducted by the Experimental Group I.

DISCUSSION

Our results are in concordance with the study done by A. Reena Evency and AnnsNija.G (2015) who compared the efficacy of a researcher versus a CTC approach in terms of adolescent awareness of road traffic accidents in a Kanyakumari district school, and the paired "t" test was found to be important at the p=0.001 level, and both groups' post-test information scores increased. (10).Our results contradicted with the findings of Sharma R. et al., (2015), who found that only 7.57 percent of respondents were at risk in terms of road safety habits, which may be attributed to the urban-rural divide, and many of the students' mode of transportation to school was cycling or public transportation, not cars or two-wheelers. Sharma R et al. found that males and those in the younger age groups were found to be significantly more likely to engage in risky behaviour on the road. When it came to activities related to road safety, 77.5 percent of the respondents were at risk. According to the Mrs. Agin Navis Mary (April 2016) study, the mean knowledge pretest score was 11.4 and the post-test score was 18.4. The Programme for children to children increased understanding significantly. A paired "t" value was discovered to be 2 at the 0.05 level of significance, suggesting a substantial increase in information level. This result is similar to our findings, where the paired "t" test was found to be important at the p=0.001 level, and both groups' post-test information scores increase.This result is similar to our findings, where the paired "t" test was found to be important at the p=0.001 level, and both groups' post-test information scores increased.

CONCLUSION

As travel is an integral part of the modern day to day life, a child taking part in a Road safety forum and discussions, should inculcate a lifelong adherence to traffic rules and ensure safety for all road users, which needs to be recognized. Road usage 81% and 84% from group I and II were using bicycles, 71% and 70% reported that they had no previous knowledge regarding road safety. 42% and 36% used bus to reach school and the distance between school and home, 64% and 69% lived less than 5 kilometers, away from school. The planned health education campaign on road safety measures, which was implemented utilizing a CHILD-to-CHILD method, proved

to be successful.Indian roadways must to preserve the working age category population, all residents must be deemed safe. and so improve citizens' health. Because a huge part of the population — youngsters, pedestrians, motorcyclists,cyclists,as well asold people – On treacherous routes, they are the most susceptible, this will were an impact on our country's overall growth.Children must be taught how to interact with road safety through road safety education. Children who are part of the CHILD-to-CHILD system are known for being excellent safety ambassadors.

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