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Relationship between Knowledge and Attitude Bus Drivers About *Safety Driving* Against Accidents At Rajabasa Terminal, Bandar Lampung City 2024

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ABSTRACT

The number of accidents at the Rajabasa terminal increases every year, namely in 2018 there were 178 cases, in 2019 there were 185 cases, in 2020 there were 166 cases, in 2021 there were 176 and in 2022 there were 193. At the Rajabasa Terminal, the most bus accidents were on the Rajabasa - Bakauheni route with 69 bus accidents, both minor and serious accidents. The purpose of this study was to determine the relationship between *safety driving* behavior and vehicle conditions with traffic accidents in bus drivers. The type of quantitative research with a cross-sectional approach. This study was conducted in June 2024 at the Rajabasa Terminal in Bandar Lampung City. The population was 111 drivers with a sample of 61 drivers. This study used an ethical review with the results being said to be ethically feasible with No.S.25/165/FKES10/2023 equalizing burdens and benefits, risks, inducements, confidentiality and *privacy* and consent based on the 2018 CIOMS guidelines . The research analysis included *univariate* and *bivariate. Bivariate* analysis used the *chi square test* . The results of the study said that there was a relationship between *safety driving* behavior (*p value* 0.001) and vehicle condition (*p value* 0.019) with the incident of traffic accidents on bus drivers in 2023. It is expected that Rajabasa terminal officers can appeal to bus operators to select and monitor buses and bus drivers, researchers suggest installing *safety driving behavior awareness stickers* on each vehicle and bus companies can instruct drivers and conductors to always check bus vehicles before operating .

Introduction

Transportation as a supporter and supporter of aspects of human life, as well as one of the supporting efforts in the movement and mobility of society will have a positive impact on the increasing number of population growth and development of a region. However, the development of transportation does not only provide positive impacts but also negative impacts such as congestion, irregular road conditions, and traffic accidents (Kurniawan, 2021).

According to WHO data, around 1.19 million people die each year due to road traffic accidents. As many as 92% of road deaths in the world occur in low- and middle-income countries, even though these countries have around 60% of the world's vehicles. Every year, around 1.19 million lives are at risk due to road traffic accidents. Between 20 and 50 million more people suffer non-fatal injuries, many of whom are disabled (WHO, 2023). In Indonesia, traffic accidents increase every year in 2017 by 104,327 cases with 30,694 deaths, increasing in 2018 by 109,215 cases with 29,472 deaths and increasing again in 2019 by 116,411 cases with 25,671

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deaths (BPS data, 2019). Then in 2022 there were 140,248 traffic accidents with 19,054 deaths and in 2023 there were 148,307 cases with 20,054 deaths (Head of Sub-Directorate of Dikmas Ditkamsel Korlantas Polri , 2023).

In Lampung Province, in 2021 there were 1,272 traffic accidents consisting of 1,040 serious injuries and 232 deaths and increased in 2022 to 1,439 cases consisting of 822 people seriously injured and 526 deaths, then in 2023 there were 1,524 cases consisting of 865 people seriously injured and 659 deaths. In detail, in 2023, the Bandar Lampung Police had 141 cases, the South Lampung Police 351 cases, the Metro Police 63 cases, the Central Lampung Police 203 cases, the North Lampung Police 145 cases, the West Lampung Police 76 cases, and the Tulang Bawang Police 71 cases, the Tanggamus Police 81 cases, the East Lampung Police 138 cases, the Way Kanan Police 73 cases, the Mesuji Police 38 cases, the Pesawaran Police 49 cases, the Pringsewu Police 85 cases and the West Tulang Bawang Police 44 cases (Traffic Directorate, Traffic Directorate, Lampung Police, 2023).

The number of bus accidents at the Rajabasa terminal fluctuates every year, namely in 2018 there were 178 cases, in 2019 there were 185 cases, in 2020 there were 98 cases, in 2021 there were 104, in 2022 there were 112 and in 2023 there were 121 (Lampung Provincial Transportation Agency, 2023). Based on the results of interviews with officers at the Rajabasa Terminal in 2023, there are many routes at the Rajabasa Terminal, namely the Rajabasa - Bakauheni route , the Rajabasa - Metro route, the Rajabasa - Kota Bumi route, the Rajabasa - Liwa route, the Rajabasa - Krui route, the Rajabasa - Kota Agung route, the Rajabasa - Way Kanan route, the Rajabasa - Unit 2 / Mesuji route, there are even routes to out of town such as Jakarta, East Java, Central Java, West Java, Bengkulu, Riau, Palembang and Jambi. In 2023 at the Rajabasa Terminal, the most bus accidents were on the Rajabasa - Bakauheni route with 53 bus accidents, both minor and serious accidents (Rajabasa Terminal, 2023).

Factors that influence traffic accidents are human factors, vehicle factors and environmental factors. 1) Human factors as drivers have factors that influence driving, namely psychological factors can be mental, attitude, knowledge, and skills and physiological factors include sight, hearing, touch, smell, fatigue, and the nervous system 2) Vehicle factors are factors that influence the occurrence of traffic accidents. Vehicles that undergo regular and continuous maintenance will create a sense of security, comfort and safety for drivers and passengers. The physical condition and engine of the bus which includes brakes, tires, rearview mirrors, headlights, sign lights and so on will also affect the occurrence of traffic accidents 3) The physical environment is an external factor that influences the occurrence of traffic accidents, the physical environment in question consists of two elements, namely road factors and environmental factors. Road factors include damaged road conditions, potholes, slippery, dark, without markings/signs, and sharp bends/inclines/declines, in addition to the location of the road such as in the city or outside the city (Kurniasih, 2020).

The importance *of safety driving* is to maintain safety while driving so that unwanted bad things do not happen during the trip; by minimizing the risk of accidents. In an effort to minimize the risk of accidents while driving, among others, is to improve skills in driving vehicles, understand driving safety standards and rules. Drivers who do not do *safety driving* can experience traffic accidents that have physical impacts due to traffic accidents including permanent disability, death, collisions, damage to motion sensors, to burns and economic losses (Kurniasih, 2020).

Based on the results of a pre- survey conducted at the Rajabasa Terminal from 10 Bus Drivers, 7 drivers had poor *safety driving* , namely from alertness such as not always wearing a

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seat belt, awareness such as making a phone call while driving and driving with one hand, attitudes and mentality such as not keeping a distance from the car in front of them and when overtaking not always using the right lane especially on toll roads and large roads, anticipation such as obeying traffic when driving when turning. While 3 drivers had good *safety driving* , namely driving already had alertness, awareness, attitude and mentality, good anticipation when driving a bus. 7 drivers had poor *safety driving due to factors of driver knowledge and attitude about safety driving* is lacking . While 3 drivers had good *safety driving* due to factors of driver knowledge and attitude about *safety driving* is good.

Based on the description, the researcher took the title Relationship between Knowledge and Attitude of Bus Drivers Regarding *Safety Driving* to Accidents at the Rajabasa Terminal, Rajabasa - Bakauheni Route, Bandar Lampung City in 2024. The purpose of the study was to analyze the relationship between knowledge and attitudes of bus drivers regarding *safety driving* to Accidents at the Rajabasa Terminal, Rajabasa - Bakauheni Route , Bandar Lampung City in 2024.

Methods

Quantitative research type with a *cross-sectional approach.* This study was conducted on June 12-30, 2024 at the Rajabasa Terminal, Bandar Lampung City. The population was 111 drivers with a sample of 61 drivers using random sampling techniques with inclusion criteria willing to be respondents by signing *the Informed Consent* and bus drivers at the Rajabasa Terminal, Bandar Lampung City, Rajabasa - Bakauheni route. Exclusive Criteria Absent from work during the study and Sick during the study . The instrument in this study used a questionnaire sheet that had previously been tested for validity and reliability. Research analysis includes *univariate* and *bivariate. Bivariate* analysis using the *chi square test* . This study uses an ethical review with the results being said to be ethically appropriate with No.S.25/165/FKES10/2023 equal distribution of burdens and benefits, risks, inducements, confidentiality and *privacy* and consent based on the 2018 CIOMS guidelines .

Results

Univariate Analysis

Table 1 Frequency Distribution of Accident Events

Accident Event Variable	Amount	Percentage (%)
Once	38	62.3
Never	23	37.7
Total	**61**	**100**

Based on Table 1 above, it is known that the majority of drivers experienced accidents, namely 38 drivers (62.3%).

Table 2 Frequency Distribution of Driver Knowledge at Rajabasa Terminal

Knowledge Variable	Amount	Percentage (%)
Low	36	59
Currently	20	32.8
Tall	5	8.2
Total	**61**	**100**

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Based on Table 2 above, it is known that the majority of drivers have low knowledge, namely 36 drivers (59%).

Table 3 Frequency Distribution of Driver Attitudes at Rajabasa Terminal

Attitude Variable	Amount	Percentage (%)
Negative	36	59
Positive	25	41
Total	**61**	**100**

Based on Table 3 above, it is known that the majority have a negative attitude, namely 36 drivers (59%).

Bivariate analysis

Table 4 The Relationship Between Bus Drivers' Knowledge About *Safety Driving* and Accidents

Variables Knowledge	Accident Incident				Total		P *value*
	Once		Never				
	n	%	n	%	n	%	
Low	24	66.7	12	33.3	36	1 00	0, 011
Currently	14	7 0	6	3 0	2 0	100	
Tall	0	0	5	1 00	5	100	
Total	**38**	**62.3**	**23**	**37.7**	**61**	**100**	

Based on Table 4 It is known that of the 36 drivers who have low knowledge, 24 drivers (66.7%) have experienced accidents and 12 drivers (33.3%) have never experienced accidents, of the 20 drivers who have moderate knowledge, 14 drivers have (70%) have experienced an accident and 6 drivers (30%) have never experienced an accident. And of the 5 drivers with high knowledge, 5 drivers (100%) have never experienced an accident. From the statistical results, a p value of 0.011 or *p value* > α (0.05) was obtained, which means that there is a relationship between bus driver knowledge about *safety driving* and accidents at the Rajabasa Terminal, Rajabasa - Bakauheni Route, Bandar Lampung City in 2024. Because the table is 2x3, the OR is unknown or does not appear in the SPSS program .

Table 5 Relationship between Bus Drivers' Attitudes about *Safety Driving* and Accidents

Variables Attitude	Accident Incident				Total		P *value*	OR
	Once		Never					
	n	%	n	%	n	%		
Negative	33	91.7	3	8.3	36	1 00	0, 00	44
Positive	5	2 0	2 0	8 0	25	1 00		
Total	**38**	**62.3**	**23**	**37.7**	**61**	1 00		

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Based on Table 5 above, it is known that of the 36 drivers who have negative attitudes, there are 33 drivers (91.7%) who have experienced accidents and 3 drivers (8.3%) have never experienced accidents. Meanwhile, of the 25 drivers who have positive attitudes, there are 5 drivers (20%) who have experienced accidents and 20 drivers (80%) have never experienced accidents. From the statistical results, a p value of 0.00 or *p value* > α (0.05) was obtained, which means that there is a relationship between bus drivers' attitudes about *safety driving* and accidents at the Rajabasa Terminal, Rajabasa - Bakauheni Route, Bandar Lampung City in 2024. From the *Odds Ratio calculation* , an OR value of 44 or OR> 1 was obtained, this means that drivers who have negative attitudes are 44 times more at risk of experiencing accidents compared to drivers who have positive attitudes.

Discussion

The Relationship Between Bus Drivers' Knowledge About *Safety Driving* and Accidents

From the statistical results, a *p value* of 0.011 or *p value* > α (0.05) was obtained, which means that there is a relationship between bus drivers' knowledge of *safety driving* and accidents at the Rajabasa Terminal on the Rajabasa - Bakauheni Route, Bandar Lampung City in 2024.

This study is in line with Akhmad David's (2015) study on PO Jember Indah Bus Drivers which shows that there is a relationship between knowledge and traffic accidents. The results of the study showed that most drivers who lack knowledge about *safety driving* and traffic regulations often experience traffic accidents. And on average, drivers with less work experience as bus drivers. This study is in line with Zhafran Mufadal (2022) on Pekanbaru Trans Metro Bus drivers who showed that there is a relationship between knowledge and traffic accidents. His research shows that most drivers have low knowledge so that drivers no longer understand and do not know the importance of what the consequences of traffic accidents are. Every driver who does not know and has low knowledge tends to drive his bus carelessly.

According to Kurniasih (2020) important factors in *safety driving* are *Alertness* , namely having skills in *safety driving* , meaning that the driver will know how to control the car and get out of the dangerous conditions that exist at that time, because in *safety driving* , special techniques are also taught regarding *oversteering, understeering* , and *recovery* . *Awareness* , namely Self-awareness is important, where as a driver you are required to have knowledge about driving properly, correctly and safely. The right knowledge and understanding in terms of driving properly will be able to minimize traffic accidents. *Attitude* , namely the importance of the perspective that as a driver you should not be selfish and want to win alone, therefore what must be prioritized is the public interest. Drivers who have a good attitude and mentality will be willing to take turns if they find a queue on the road. *Anticipation* , namely This attitude is important because as a driver, proper anticipation of something that happens while driving will affect driving safety (Kurniasih, 2020).

Knowledge is the result of knowing something after someone senses an object, this sensing can be done through sight, hearing, smell, taste and touch. Most knowledge is obtained from the eyes and ears. In behavioral theory, knowledge is an important component in changing a person's behavior because at the level before a person can behave, he must know about the material he has learned, then he must understand the material, then he practices the material, then analyzes whether the advantages and disadvantages of the material after being practiced to him in everyday life and then evaluates, namely assessing (Notoadmojo, 2018).

Behavior that is based on positive knowledge and awareness will be long lasting, *but* conversely, if the behavior is not based on knowledge and awareness, the behavior will be temporary or will not last long (Wawan and Dewi, 2010).

But in this study there is also a discrepancy between the theory and related research, namely the results of the study found 12 drivers who had low knowledge but had never experienced a traffic accident due to the length of work or long experience as a bus driver. On average, they have been bus drivers for > 5 years. In addition, the results of this study also show that 14 drivers who have moderate knowledge but have experienced traffic accidents. This is because the vehicles at the Raja Basa terminal are said to be not all suitable, especially the fleet in the area such as the route from the Rajabasa - Bakauhuni terminal. Because if we compare the KUR issued and the condition of the car, it does not match. But not all buses are like that. This is because the KUR tembak factor still exists. In addition, most of the SIMs owned are shooting SIMs, then there is no *test drive* conducted by the Raja Basa terminal to see the understanding of the bus

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drivers when driving and understand the regulations that are in accordance with traffic safety in accordance with Government Regulation Number 55 of 2012 concerning Vehicles and the lack of activities such as socialization from the transportation agency regarding procedures for good *safety driving behavior* when driving to avoid traffic accidents.

Based on the description above, the researcher argues that if a driver has insufficient knowledge of traffic rules or driving techniques, this can be a risk factor for accidents. Lack of experience in driving results in drivers who are not familiar with certain road conditions, such as slippery or winding roads, may not be able to anticipate possible dangers. Knowledge is a major factor causing traffic accidents. The quality and relevance of knowledge possessed by a driver can affect the risk of an accident. To prevent traffic accidents, a combination of proper knowledge, good driving skills, and a responsible attitude on the road is needed.

The Relationship Between Bus Drivers' Attitudes About *Safety Driving* and Accidents

From the statistical results, a *p value* of 0.00 or *p value* > α (0.05) was obtained, which means that there is a relationship between bus drivers' attitudes about *safety driving* and accidents at the Rajabasa Terminal on the Rajabasa - Bakauheni Route, Bandar Lampung City in 2024.

This study is in line with Akhmad David's (2015) study on PO Jember Indah Bus Drivers which showed that there was a relationship between attitude and traffic accidents. The results of the study showed that most drivers who had negative attitudes about *safety driving* experienced many traffic accidents. And on average, drivers with less work experience as bus drivers and also because of unworthy vehicles.

This study is in line with Zhafran Mufadal (2022) on Pekanbaru Trans Metro Bus drivers who showed that there was a relationship between attitude and traffic accidents. The results of the study showed that drivers who had poor attitudes were because the drivers were still unable to respond to certain incidents while driving a vehicle, for example, answering the phone while driving, eating snacks and drinking to relieve drowsiness. Of course, this can reduce the driver's concentration and can cause the driver to be careless while driving. Drivers who have a good attitude in driving a vehicle tend to behave in good safety driving, because they know about things that might happen while driving and know how to behave.

According to Notoadmodjo (2018), Attitude is a reaction or response that is still closed from a person to a stimulus or object. The stages of attitude start from a person being able to change their attitude and behavior starting from receiving information and stimulation in the form of problems, situations or symptoms. After getting information, usually a person begins to involve themselves in a problem, so they start to think about what will happen if they don't do something. In the final stage, a person will begin to appreciate the impact they receive and will control their behavior more so that it becomes a permanent attitude.

According to Allport (1954) in Notoatmodjo (2018), attitudes have three main components, namely beliefs, ideas and concepts towards an object, emotional life or evaluation of an object and a tendency to act (*tend to behave*). These three components together form a complete attitude (*total attitude*). In determining this complete attitude, knowledge, thoughts, beliefs, and emotions play an important role. For example, a mother has heard about polio (its causes, effects, prevention and so on). This knowledge will lead the mother to think and try so that her child does not get polio. In this thinking, the emotional and belief components work together so that the mother intends to immunize her child to prevent her child from getting polio. This mother has a certain attitude towards the object in the form of polio

Based on the results of the study, there were 3 drivers who had negative attitudes but had never experienced a traffic accident due to factors of experience or length of work as a driver owned by bus drivers and buses with roadworthy or good conditions. In addition, there were 5 drivers who had positive attitudes but had experienced traffic accidents because the condition of the bus vehicle being driven was no longer roadworthy, such as no seat belts, tires were 50% and actually had to be replaced. Vehicle factors are one of the causes of traffic accidents. Vehicle conditions that are not well maintained have the potential to cause accidents. This shows that good vehicle conditions will be able to provide a guarantee of avoiding traffic accidents. Most drivers' vehicle conditions are mostly unroadworthy due to lack of attention from the terminal to supervise and check vehicles regularly, most drivers experience traffic accidents not only because of vehicle conditions but also because drivers also have poor *safety driving behavior*

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Based on the description above, the researcher argues that the attitude of bus drivers plays a very crucial role in preventing traffic accidents. Many attitude factors can trigger accidents, some of which are carelessness and lack of concentration: Drivers who are careless, sleepy, or not focused on the road can easily lose control of the bus. Using a cell phone while driving, listening to music at too high a volume, or chatting with passengers can also distract the driver. Reckless driving: Driving at high speeds, overtaking vehicles in places where they shouldn't be, or making sudden maneuvers can increase the risk of accidents. Unstable emotions: Drivers who are easily angered, stressed, or affected by other negative emotions tend to make impulsive and irrational decisions while driving. Lack of knowledge of traffic rules: Drivers who do not understand traffic signs, road markings, and other regulations will have difficulty anticipating situations on the road and taking appropriate action. Physical fatigue: Drivers who are tired due to lack of sleep or working too long will experience decreased concentration and reflexes, making them more likely to be involved in accidents. Vehicle condition: Buses that are not well maintained, such as failing brakes or bald tires, can increase the risk of accidents. Road conditions: Damaged, slippery, or potholed roads can make it difficult for drivers to control the bus. Weather factors: Heavy rain, thick fog, or other adverse weather conditions can reduce visibility and make the road slippery. Bus traffic accidents are often caused by a combination of factors, including driver behavior, vehicle conditions, road conditions, and weather factors. By raising awareness of the importance of road safety and implementing comprehensive prevention efforts, we can reduce the risk of accidents and create safer transportation.

Conclusion

Based on the research results, there is a relationship *safety driving* behavior (*p value* 0.001) and vehicle condition (*p value* 0.019) with the incident of traffic accidents on bus drivers in 2023. It is expected that Rajabasa terminal officers can appeal to bus operators to select and monitor buses and bus drivers, researchers suggest installing *safety driving behavior awareness stickers* on each vehicle and bus companies can instruct drivers and conductors to always check bus vehicles before operating .

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