

Dangerous Driving Behaviour on the Bike Rider Motorcycle (Descriptive Study in Jakarta and Bekasi)

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ABSTRACT

Dangerous Driving Behavior is the behavior of a person who is driving a vehicle that can harm himself or other riders either intentionally or not. Dangerous driving behavior has three aspects, namely, aggressive driving, risky driving and negative cognitive emotion driving. This research uses a quantitative approach with descriptive research type. Respondents in the study 200 people. The measurements of this study used a modified scale and the development of a scale from Dula Dangerous Driving Index (DDDI), a Likert scale. Data collection techniques used were using questionnaires. The results of this study indicate that dangerous driving behavior on motorcyclists in the low category with mean mean 72.27. By group of sex, age, ethnicity and experience of all groups are in the low category where the highest mean value in each group is in the group of men, young adult, Sumatran ethnic and driving experience more than five years.

Keywords : Dangerous Driving Behavior

INTRODUCTION

Motorcycles are one of the most widely used transportation options today. Indonesia itself, especially the capital city of Jakarta and Bekasi, the inhabitants use motorcycles in transportation. In accordance with the survey conducted by Jakarta Urban Transport Policy Intergration (in Parikesit, 2011) where

the use of motorcycles as a means of transportation in the Jakarta area tops the list.

This is reinforced by data on the Central Bureau of Statistics (BPS). It was found that there was an increasing number of motorcycles in Indonesia, in the year 2013 recorded as many as 84,732,652 units which increased from the previous year amounted to 76,381,183 units.

Increasing the volume of vehicles on the highway, including motorbikes can be one cause of high death rates due to accidents on the highway. WHO (2013) in Global Status Report on Road Safety 2013, said that worldwide estimated 1.24 million people died while 20-50 million people were seriously injured as a result of road accidents. Furthermore, in the report also illustrated that in Indonesia in 2010, the mortality rate on roads due to accidents amounted to 31,234 cases.

This phenomenon brings the issue of driving safety to be one of the topics studied today, not least from the aspect psychology. Several pre-existing psychological studies related to driving safety are more focused on driving behavior.

The driving behavior of motorcyclists on the street is often neglected, but it is important to investigate further. This is because many motorcyclists' behavior deviates from prevailing legal rules and makes driving dangerous for both the riders themselves and for other road users. Such behavior is heavily associated with dangerous driving behavior.

From the terms that have been used, there is a mention of the term driving a dangerous term with aggressive riders or aggressive driving behavior. This is reinforced by Dula's (Dula and Geller, 2003) remarks that distinguish between risky driving and aggressive driving where the next is distinguished by the presence or absence of someone's intention to threaten others or deliberately take actions that endanger other road users while driving.

Some literature there are mentioning the term dangerous driving behavior as risky driving, unsafe driving, aggressive driving and dangerous driving behavior. However, further in this study dangerous driving behavior is discussed using the term dangerous driving behavior.

Furthermore, developed from existing theories, Dula (in Dula and Geller, 2003) combines several dangerous terminologies and restrictions into a model called the dangerous driving behavior. In developing this model Dula (in Dula and Geller, 2003) combining risky driving, aggressive driving and negative cognition emotion into aspects that support the dangerous driving behavior model which is the basis for the preparation of Dula Dangerous Driving Index (DDDI).

Research conducted by Fitrianti (2013) using DDDI to measure dangerous driving behavior by involving 200 riders aged 18-24 years in Bandung as respondents. From result of research got that 76.5% responden dangerous driving behavior where students are the highest group of respondents who

have dangerous driving behavior. Based on the above background then the researcher wanted to know the description of dangerous driving behavior on motorcyclists precisely on motorcyclists in Jakarta and Bekasi based on gender, age, driving experience and tribe.

RESEARCH METHODS

To measure dangerous driving behavior, the dangerous driving behavior scale is based on three aspects of modified dangerous driving behavior from Dula (in Dula and Ballard 2003): a) aggressive driving, b) risky driving, c) negative cognitive emotion driving.

The population in the study were motorcyclists located in Jakarta and Bekasi areas. Characteristics of subjects in the study were male and female riders aged between 17-65 years in Jakarta and Bekasi.

The sampling technique used is non-probability sampling, because it does not know exactly how many populations are there so that the chances of each individual to be a research sample can not be known. Furthermore, by accidental sampling is based on chance meet. Samples were taken as many as 200 people in Jakarta and Bekasi.

The data collection in this research is obtained through questionnaire of likert model. The data analysis in this research uses descriptive statistic using value of frequency, percentage, mean, distribution of response result of kusioner data and difference of hypothetical mean, which is processed as discussion about dangerous driving behavior.

NO	Group	N	%						Categori
				Aggressive Driving	Risky Driving	Negative Cognitive Emotion Driving	Hypothetic	Empiric	
1	Total Respondents	200	100	18.76	33.94	19.56	111	72.27	Low
2	Men	155	77.5	19.52	34.47	19.74	111	73.73	Low
	Gender Woman	45	22.5	16.13	32.13	18.93	111	67.19	Low
3	Java	174	87	18.62	33.77	19.65	111	72.04	Low
	Ethnicity Sumatra	21	10	20.33	37.66	20.19	111	78.18	Low
	Other	5	2.5	17.2	24.40	13.60	111	55.20	Low
4	<2 tahun	8	4	16.25	30.87	17.75	111	64.87	Low
	Experience 2-5 tahun	42	21	18.64	33.54	19.83	111	72.01	Low
	>5	150	75	18.93	34.22	19.58	111	72.73	Low
5	Adolesence	23	11.5	16.26	30.95	18.13	111	65.34	Low
	Age Adult	150	75	19.37	35.30	20.25	111	74.92	Low
	Middle Adulthood	27	13.5	17.51	28.92	16.92	111	63.35	Low

The analysis was done with the help of computer program SPSS version 17.0 for windows. The result showed that aitem discrimination ranged from 0.301 to 0.724, with the reliability of the dangerous driving behavior scale obtained by Alpha Cronbach's value of 0.922. Based on the results of analysis by measuring the mean value or mean of every aspect of dangerous driving behavior on the whole subject of research that is as much as 200 people motorcycle riders obtained average of 72.27. Furthermore, if viewed based on aspects of dangerous driving

behavior then it is known that the average value or highest mean is in the aspect of risky driving with mean value or mean 33.94 then followed by cognitive negative emotion driving 19.56 and agressive driving 18.76 last. For more details can be seen through the categorization table dangerous driving behavior below.

RESULT AND DISCUSSION

This study aims to describe the dangerous driving behavior of motorcyclists in general and with diverse backgrounds such as gender, ethnicity, experience, and age. Here's a discussion of each description:

Dangerous Driving Behavior Overview On Motorcyclists: Based on the general description of the mean value of dangerous driving behavior is 72.27 where in the categorization norms are in the low category. Furthermore, the results of the calculations show that of the 3 types of aspects of driving behavior studied, the level of aspects of the subject from the highest to the lowest are as follows: risky driving, negative cognitive emotion driving, and aggressive driving. From the result of research, it is known that the highest mean or mean is in the risky driving aspect type with mean value or mean 33.94. This type of aspect is dangerous to motorcyclists because although there is no intention to harm others, the behavior will be more likely to cause harm to themselves or others around the rider.

The second aspect type of sequence, negative cognitive emotion driving with a mean value of 19.56. This type of aspect can be dangerous to motorists who are in a state of emotion that is not good on him, such as frustration, anger, and reflection. Because of bad conditions can also cause a danger when driving, this is because the rider's attention to be divided, causing the rider can not focus on the road and other riders around.

Aggressive driving aspect type is in third place with mean value or mean 18.76. This aspect to motorcyclists does have the intention to harm or harm other riders, so as to cause an unwanted situation such as an accident, or loss of life of another rider or himself.

Seen from the categorization analysis (very low to very high) sample of research, for each aspect known that the aggressive

driving, risky driving, and negative cognitive emotion driving aspects have a low sample category.

Dangerous Driving Behavior on Motorcycle Riders by Sex: Viewed from by sex, men are higher in dangerous driving behavior than women, according to research conducted by Kurniasari (2013), that women (65.38%) have a very high discipline attitude in traffic more positive than men, male (34.61).

Later research conducted by Evelyn majority of motorcyclists involved male sex accidents of 83% and women 17%. This is similar to that of Harree et al (in Rhodes & Pivik, 2010) in a study of fatal accidents, that male drivers drive much faster and perform more dangerous driving behaviors more frequently than female drivers in the same age group.

Dangerous Driving Behavior On Motorbike Drivers Based on Ethnicity: Viewed from ethnic based, ethnic Sumatra is higher dangerous driving behavior compared with Javanese ethnic and others. This is in line with research conducted by Hidayah (2015) on traffic violations by motorcyclists, where Minang tribe originated from Sumatra.

Dangerous Driving Behavior's Image On Motorcycle Riders Based on Experience: In accordance with Indonesian traffic regulations, the ownership of Driver License (SIM) for both two-wheeled and four-wheeled vehicles is for five years therefore a group with experience over five years is assumed to be a group with experience. While groups of less than 2 years are considered as an inexperienced group. It also refers to previous research which says it takes at least adaptation to gain sufficient experience in driving (Smorti & Guarnieri, 2014).

Furthermore, some studies also suggest that new drivers when compared to experienced drivers will have differences in the ability to detect hazards and also to respond to those hazards where new drivers

are less capable than experienced drivers (Hartos, et al in Smorti and Guarnieri, 2014).

In this research, the result is that when viewed from experience, riders who have experience > 5 years dangerous driving behavior is higher compared to riders who have experience < 2 years and 2-5 years.

Dangerous Driving Behavior Profile On Motorcycle Riders by Age: Judging by age, in this study riders who were in the early adult age range had a higher dangerous driving behavior compared to riders in the late teens and middle adolescents. It can be a bit more to explain the WHO data in the Global Status Report on Road Safety 2013, citing road accidents as the leading cause of death by the ages of 15-29. Furthermore, Bina et al (in Smorti & Guarnieri, 2014) mentioned that in previous studies driving behavior is at risk the most common problems in adolescents and young adults.

Cognitive processes and mental activities that occur when driving is a complex activity that involves many factors including one related to decision-making or decision-making process. (Damasio, 1994; Epstein, 1994; Finucane et al., 2000; Zajonc, 1980 in Rhodes & Pivik, 2010). Further explained the variations and differences that exist at each stage of development makes adolescence and early adulthood more inclined to experiential decision-making process including while driving (Rhodes & Pivik, 2010).

In addition, previous studies related to risky driving behaviors have found that sensation seeking has a significant relationship to risky and aggressive behavior (Arnett, Offer, Fine., 1996), where self-sensation seeking increases as teenagers reach their peak in early adulthood Zuckerman in Arnett, Offer, Fine., 1996).

CONCLUSIONS AND SUGGESTIONS

Based on the result of the research, it can be concluded that generally dangerous

driving behavior is low, where if viewed based on dangerous driving behavior aspect from highest to lowest is risky driving aspect or low risk, negative cognitive emotion driving or emotional cognition negative (low), and aggressive driving is aggressive (low) driving.

Judging from the background of sex, it was concluded that the dangerous driving behavior of both men and women alike in the low category, although seen from the average value, men are higher in value. By age group, ethnicity and experience of all groups are in the low category where the highest mean value in each group is in young adulthood, Sumatran ethnicity and driving experience more than five years.

The results of this study can be used as a basis for other research such as by looking at factors related to dangerous driving behavior or by doing research on other road users.

To the general public, based on research, researchers suggest that the public take care to the bikers. It is expected that the public to reprimand or advise to motorists who have dangerous driving behavior.

Based on the results of the research, the researcher suggests that the police to provide counseling or guidance to people who use motorcycles, and improve performance on duty, such as more vigil at guard posts, patrols, and raids. So that the motorcycle riders can be careful. While driving, and also to reduce dangerous driving behavior on motorcyclists.

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