

Pengaruh script pengendara berisiko persepsi jarak dan persepsi risiko terhadap perilaku pengendara berisiko pada pengendara sepeda motor dalam situasi pro risk dan anti risk = influence of risky riding script distance perception and risk perception on risky riding behavior among motorcyclists in pro risk and anti risk situations / Dewi Maulina

Dewi Maulina, author

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Abstrak

[ABSTRAK

Tingginya angka kecelakaan lalu lintas di Indonesia dalam 5 tahun terakhir terutama melibatkan sepeda motor. Kecelakaan antara lain disebabkan oleh perilaku pengendara sepeda motor yang berisiko tinggi untuk menimbulkan kecelakaan. Disertasi ini mengintegrasikan antara perspektif kognitif dan kognisi sosial untuk menjelaskan pengaruh script pengendara berisiko, persepsi jarak, dan persepsi risiko terhadap keputusan pengendara untuk melakukan tiga jenis perilaku pengendara berisiko yang khas dilakukan di kota besar Indonesia, yaitu menyelip, menyiap, dan melawan arah, dalam situasi pro-risk dan anti-risk. Dua studi pertama (studi 1 dan studi 2) dilakukan untuk menggali situasi pro-risk (mendorong) dan anti-risk (menghambat) pengendara untuk menampilkan perilaku menyelip, menyiap dan melawan arah dan mengembangkan instrumen penelitian. Pada studi 3 dilakukan penelitian eksperimental dengan desain within subject terhadap 231 pengendara laki-laki berusia 20-35 tahun di wilayah Jabodetabek. Hasil penelitian menunjukkan adanya pengaruh tidak langsung dari script pengendara berisiko melalui persepsi risiko terhadap keputusan untuk menyelip dan menyiap dalam situasi pro-risk dan anti-risk. Untuk keputusan pengendara melawan arah pada situasi pro-risk dipengaruhi secara langsung oleh persepsi risiko dan script pengendara berisiko, sedangkan pada situasi anti-risk faktor yang berpengaruh hanya persepsi risiko. Dari hasil penelitian ini, sejumlah kegiatan pelatihan dan pemberian informasi diperlukan untuk membentuk script pengendara aman dan mengembangkan keterampilan mempersepsi risiko secara akurat.;

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ABSTRACT

In the past 5 years, the high rate of traffic accidents in Indonesia mostly involved motorcyclists, many of whom often perform risky riding behaviors. This dissertation is intended to integrate cognitive and social cognitive perspectives in explaining the influence of risky riding script, distance perception, and risk perception on riders' decision to perform three typical risky riding behaviors on Indonesian urban roads, namely lane splitting, dangerous overtaking, and riding in opposite direction at pro-risk and anti-risk situations. Two preliminary studies were conducted to explore the pro-risk and anti-risk situations related to lane splitting, dangerous overtaking, and

riding in opposite direction, as well as to aid in the development of research instruments. A within-subjects experiment involving the manipulation of 2 traffic situations (pro-risk x anti-risk) and 3 types of risky riding behavior (lane splitting, dangerous overtaking, riding in opposite direction) was then conducted on 231 male riders aged 20-35 years in Jabodetabek area. The results show that risk perception has an indirect effect of risky riding script on riders' decision to perform lane splitting and dangerous overtaking at pro-risk and anti-risk situations. On the other hand, the decision to perform riding in opposite direction at pro-risk situation was directly influenced by risk perception and risky riding script, but there was only a direct effect of risk perception at anti-risk situation. Based on the results, it can be inferred that further training and provision of information are necessary to help, In the past 5 years, the high rate of traffic accidents in Indonesia mostly involved motorcyclists, many of whom often perform risky riding behaviors. This dissertation is intended to integrate cognitive and social cognitive perspectives in explaining the influence of risky riding script, distance perception, and risk perception on riders' decision to perform three typical risky riding behaviors on Indonesian urban roads, namely lane splitting, dangerous overtaking, and riding in opposite direction at pro-risk and anti-risk situations. Two preliminary studies were conducted to explore the pro-risk and anti-risk situations related to lane splitting, dangerous overtaking, and riding in opposite direction, as well as to aid in the development of research instruments. A within-subjects experiment involving the manipulation of 2 traffic situations (pro-risk x anti-risk) and 3 types of risky riding behavior (lane splitting, dangerous overtaking, riding in opposite direction) was then conducted on 231 male riders aged 20-35 years in Jabodetabek area. The results show that risk perception has an indirect effect of risky riding script on riders' decision to perform lane splitting and dangerous overtaking at pro-risk and anti-risk situations. On the other hand, the decision to perform riding in opposite direction at pro-risk situation was directly influenced by risk perception and risky riding script, but there was only a direct effect of risk perception at anti-risk situation. Based on the results, it can be inferred that further training and provision of information are necessary to help]