

The Effects of Traffic Accidents on the Emergence of Psychological Disorders Among Drivers of “3rd Category”: Private License in Jordan “A Field Research”

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Abstract

The study aimed to know the effects of traffic accidents on the emergence of psychological disorders among drivers from “3rd category” private license in the city of Salt in Jordan. That would be through knowing whether the traffic accidents have an impact on the driver’s psychological trauma and if traffic accidents cause an emergence of state of depression, nervousness, and lack of concentration at work.

A psychological trauma questionnaire which consisted of (17) paragraphs was used. In addition, a questionnaire which consisted of (28) paragraphs was laid out and spread over several pivots (depression, nervousness and the lack of concentration at work). The research sample has been formed of (50) drivers 14 of them were females, after that averages, and standard deviations and calculating of the value of the test (T) were extracted to come to the study conclusions.

The study concluded that there were statistical differences which confirm that the drivers who were involved in traffic accidents have been exposed to psychological trauma, states of depression and nervousness. Also, the study indicated that there were no statistical differences between traffic accidents and the lack of concentration at work.

Key words: Traffic Accidents; Psychological Disorders; Driving license from 3rd category; Depression; Nervousness; Emotion

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INTRODUCTION

Traffic accidents are considered modern problems which are causing enormous human and material losses to many people and resulting of them many temporary and permanent injuries and they cause enormous damages to the public and private properties. It is not an exaggeration to say that victims of the road accidents are more than the victims of wars and terrorist operations in the world.

Some statistics indicated that the number of deaths resulting from car accidents were over (300) thousand people annually, and the estimated number of the injured people between the (10-15) million. Moreover, statistics indicated that the numbers of injuries in the United States alone were more than three and a half million yearly (Butler *et al.*, 1999).

It is sad that (10%) of those injured people are children and the percentage of children who are exposed to injuries caused by traffic accidents in some countries might be increasing to reach more than (20%) as indicated in the Bulletin of Jordanian Traffic Institute. Some reports indicated that more than (300,000) children are exposed to injuries caused by road accidents in the United States alone (Hauschildt, 2002).

What should be mentioned in this regard is that the victims of traffic accidents in the developing world

countries are much more comparing with those in the developed countries as referred to in bulletin of the World Health Organization (Gender & Health, (2002). All governments make efforts to reduce accidents and thus reduce their negative effects. It is unfortunate that the negative effects of car accidents are linked to the minds of many as material loss, pain and suffering physical disabilities only, but the psychological effects perhaps because of its disappearance of the human eye wasn't paid attention to and was ignored by many other people even by those who linked to researchers in the third world. It is logical that physical injuries and some psychological symptoms resulting directly from the accident receive priority in care and attention, but scientific researches confirm that some of the road accidents or those who witnessed them could show that they subsequently cause psychological disorders which may develop into severe symptoms (Butler *et al.*, 1999).

Although the injured in traffic accidents may receive some kind of social support of their natural resources like relatives and friends in attempting to ease the negative effects resulting from traffic accidents, there are things we must draw attention to, which are:

- I. All the people who were exposed to such incidents do not receive the appropriate degree of support.
- II. Ordinary people had been unaware of the type of the appropriate or desired social support for the victim (of an accident).
- III. Professional specialists have the necessary knowledge to monitor the indicators or symptoms which may be hidden from ordinary people, or difficult for them to interpret, especially in the light of the available knowledge. Although many of the symptoms resulting from traffic accidents do not appear immediately after the accident. It should be noted here that psychological wounds which inflicted on those who are exposed to traffic accidents may stay with them for a long time even after physical injuries heal.

Perhaps the reason behind some athletes not recovering to their previous levels of performance before their exposure to an injury is psychological wounds are not less damaging than physical injuries; they even might be more serious in their effects. It is striking that the insurance companies in the developed countries pay profitable compensations for the effects of psychological wounds resulting from car accidents (Butler *et al.*, 1999).

In this context, traffic accidents partially result of violations committed by an individual who hurt another individual or group of members of the society. Perhaps the gravity of the dangers of traffic accidents increases the awareness and stimulates efforts to alleviate the psychological effects.

PROBLEM OF THE STUDY

Accidents cause numerous physical and moral losses reflected on the driver and society alike, represented in human losses up to death of the driver himself or a member of his family or his/her entire family. The losses may fully exceed in one accident to several persons or a family, and the driver remains alive. There were losses that reached cutting one of the organs or an injury that caused the driver a permanent disability. All of this would deeply generate painful psychological disorders and wounds, such as psychological trauma, depression and excess irritable emotions and loss and lack of concentration at work, thus we can sum up the problem of the study that there are psychological disorders and problems resulting from traffic accidents of the 3rd category private license drivers who are responsible for traffic accidents.

THE IMPORTANCE OF THE STUDY

The importance of this study could be formulated in the following:

First: The theoretical aspect:

- The issues of traffic accidents and what these accidents' backward of damages considered from the humanitarian issues affecting society feelings and leaving deep wounds in the human soul.

- The results of traffic accidents are not only confined to the participants in the incident only, but to the whole society, whether the psychological, social, human and economic level.

- This research is considered a serious attempt to shed light on the psychological disorders suffered by the driver, who cause accidents.

Second: the practical aspect:

- Access to results that help to reduce traffic accidents' results on the human psyche.

- This research paves the way for the subsequent researches in different and divers environments, cultures and variables.

RESEARCH HYPOTHESES

The following nihilism hypotheses have been formulated to answer in this study:

- I. There are no statistical differences between traffic accidents and psychological trauma for the drivers who are involved in the traffic accidents from the holders of 3rd category-private driving license.
- II. There are no statistical differences between traffic accidents and a state of depression among the drivers who are involved in the traffic accidents from the holders of 3rd category-private driving license.
- III. There are no statistical differences between

traffic accidents and cases of nervousness for the drivers who are involved in the traffic accidents from the holders of 3rd category-private driving license.

- IV. There are no statistical differences between traffic accidents and the lack of concentration at work for the drivers who are involved in the traffic accidents from the holders of 3rd category-private driving license.

STUDY OBJECTIVES

Traffic accidents constitute a negative and dangerous challenge to society. They are considered an influential factor in the material and human losses through the increasing of mortality rates or the increasing of the number of injured people because of them. The implications of traffic accidents connected to the losses of many of the humans or injury of a large proportion of them causing different types of disability, which affect the individual and limit his different abilities and what attending it extreme complicated crises and social, economic and psychological problems. Hence, this study aims to identify the impact of traffic accidents in the emergence of psychological disorders among 3rd category private license drivers in Jordan, who are involved in traffic accidents and whether traffic accidents actually caused increasing in the psychological disorders among the drivers. Moreover, this study aims to attempt to determine the impact of these incidents on the increase of the state of depression and what depression causes of deep problems on human soul. One of the objectives of this study is also to know the impact of traffic accidents on the increase of the case of nervousness among the drivers. One of the goals that the study is trying to achieve is to know whether the traffic accidents have an impact on in the lack of concentration at work and the loss of the job.

THE STUDY DETERMINATIONS

As the subject of the study is psychological disorders resulting from traffic accidents for those who are carrying the private driving license of the 3rd category, so the current study is determined by its subject matter, and it is also determined by the study sample and they are the drivers who are involved in traffic accidents (carriers of the 3rd category private driving license). Furthermore, it determines by the used tools, which are the test (T), averages and standard deviations, which had been extracted to answer the study hypotheses and also determined by the time: which are the traffic accidents that occurred in (2010), place: Salt city in the Hashemite Kingdom of Jordan. Thereby, we must be cautious in circulating the results of this study, which must be taken into account these boundaries when their circulation.

PROCEDURAL TERMS

Several procedural concepts and terminologies have been used and could be defined procedurally for the purposes of the completion of this study as following:

- The definition of the Traffic Accident: we can define it procedurally as an event that occur without advance planning by a car/vehicle or more with other cars/vehicles or infantry, animals, or objects on the public or private road, and usually what damages resulting from it vary from minor damages in properties and vehicles to serious damages that lead to death or permanent disability.
- Psychological Disorders: they are the effects of traffic accidents left on the drivers; whether those effects are immediate or delayed.
- Driving license from 3rd category: a driving license to drive a car/vehicle that does not exceed the total weight of five tons or a car/vehicle that does not exceed the total number of passengers of nine including the driver (Jordanian Traffic Institute, 2011).
- Depression: emotional estate (passing or permanent) characterized by feeling of depression, sadness and anguish and infuse feelings like misfortune, anxiety, gloominess, despair, fear, helplessness. This case is associated with symptoms affecting the emotional and cognitive aspects, behavioural and physical, represented in the lack of motivation and inability to enjoy, loss of weight and lack of concentration with the lack of efficiency and suicidal thoughts (Ahmad Abdel-Khaleq, 1999).

-Nervousness: emotion which is a basic and natural feature for each human being. It allows him to respond to the other external and internal stimulants and all these stimulants could be called circumstances. Emotionality is an initial response provoked by sudden and direct changes and it could appear in wide responses like psychological response, physiological, nervous, muscular and expressive responses. Emotionality is an initial response and we can distinguish four main patterns: Pleasure, sadness, anger and fear (Al-Qatami, Adas, 1423 A.H).

-Emotion is defined as "it is psychological physical cases accompanied by severe tension with organic disorder glaze over the human body like Circulatory, Musculature, Respiratory, Digestive and Glandular systems with the nervous system. In general, emotion is a sudden emergence of psychological crisis the host did not adjust with as quickly as it should (Al-Hashemi, 1423 A.H).

THE STUDY THEORETICAL FRAMEWORK

Traffic Accidents and the Disruption of the Psychological Feeling of Security

The feeling of order and regularity in environmental events is a fundamental human need. Order would simply mean non-random events and therefore there is a possibility to predict it. The individual feeling of being regularly in his environmental events gives him a sense of control, then he will deal effectively with it, therefore, a human who can not live as a happy and active player in the environment; can not predict behaviours and its expressions (Myers, 1996; Anzi, 2003).

It could be said that the presumption of a positive correlation between the increase in the number of traffic violations and the increase in the number of incidents is logical and reasonable. The interruption of that correlation can be traced back to the method of data collection or the lack of systematic collection. Due to lack of awareness of the utmost importance to monitor the phenomena quantitatively; whether the increase in traffic violations associated with increase in the number of traffic accidents or not associated. This does not change anything from the substance of the case because the large number of violations and traffic accidents increase psychological distress resulting from the lack of sense of the individual in the events and regularity in his environment, which could result in the emergence of a lot of psychological problems. The impact of traffic accidents is not only on the increase of tensions felt by the individual; the increase in tensions generally leads to distraction of the individual and this in turn leads to an increase in traffic accidents (Hauschildt, 2002).

When the members of a community follow the regulations whether they are divine or man-made, one feels a degree of security that makes him be able to live in his environment effectively, interactively and happily; that is partially due to the individual's sense of events' regularity in his environment so that he would be able to predict it. Also, following the regulations provide that kind of effort he exerts to be careful whenever there is a slip of regulations. The more the members of the community commit to the regulations the more availability of human effort could be invested and increased to his feeling of happiness (McNally, 2004; McNally *et al.*, 2003)

In the opinion of the researcher that the impact of the weakness of the individual's ability to predict the events of his/her environment not only increases his/her tension, which is reflected negatively on his/her productivity and happiness but also affects his/her ability to interact with his/her environment and may even extends to individual's sense that his/her mental abilities does not help him/her to understand what is going on around him/her from events in his/her environment. Furthermore, if the individual reached the degree of scepticism in his/her ability to understand what is going on around him/her, his/her tension increases and the increase of his/her feeling that his/her environment is a hostile and insecure and this might lead him/her to reverse on him/herself and to keep away from interaction with others because communication

in such circumstances would be a costly effort from the Psychological aspect.

This may be reasonable to imagine that the decline in the pace of social interaction and communication with others, especially in big cities can be attributed partially to the attempt to protect one's self of the tensions resulting from the individual's sense of fear of traffic accidents; this fear increases whenever one's ability decreases to predict the behaviour of other vehicles drivers resulting from a lack of following traffic regulations, and more violations and traffic accidents will increase the feelings of concern and tension.

Traffic Accidents from Stressful Life Events and the Impact of that on Mental Health

Psychologists classify traffic accidents through stressful life events, and they have made great efforts to track the implications of those events on one's psychological, mental and organic health. It makes sense that the impact of traffic accidents vary with the degree of harm resulting from those incidents, but whatever the impact of stressful life events are limited, it has substantial effects on psychological, mental and organic health on the person.

We can understand that by viewing the positive effects of life events, no matter how small they are, like smile, for those simple positive events have a positive impact on psychological, mental and organic health of the person's life, so the negative effects of the stressful life events could be very harmful no matter how simple they were (Stecklov & Goldstein, 2004).

In this context, the shocking events result in a real threat or overtaking someone's life or others. It also results in serious injuries to him/her or others or the exposure of his/her or others' physical or psychological entity to threat, and the typical response for such feelings and perceptions are deep fear and a sense of helplessness to those events and perhaps the emergence of real horror responses. This exhausting turmoil represented in the controlling thoughts linked to the incident such as flashbacks; where the individuals who suffered the accident were. In short, shocking experiences suffered by many people may lead them to feel that they are not able to live a normal life. Some symptoms may not begin to emerge only after months of the accident (Hauschildt, 2002).

The impact of these symptoms could be extended to individual's social life as he/she may become very tired and very sensitive and his/her academic and functional life could be affected if his/her ability to focus was affected. The National Mental Health institutions estimate that more than five million Americans who fall between (18-54) years suffer from post traumatic stress disorder (PTSD) (Blanchard & Hickling, 2003). It is expected that the number has significantly increased, especially after the events (11) September which made Americans feel that they are targeted more than ever before. In this concern,

a study used the method of time series analysis indicated that traffic accidents increased after what is so-called terrorist attacks (Stecklov & Goldstein, 2004).

PREVIOUS STUDIES

Car accidents are the first cause of the Post Traumatic Stress Disorder (PTSD) to the public, which confirms, the findings by the study of (Blanchard & Hickling, 2003), where more than three million people annually got injuries resulting from traffic accidents. The study estimated that the rate of (10-45%) among those who are exposed to injuries, show that they have later symptoms of PTSD. Moreover, the study confirms that the possibility of the PTSD symptoms to women is (10.4%) more than double compared to men (5%). The study also found that fear of death as a result of the Traffic Accident and the degree of acute injury were increased among other factors of possible injury of the victim with PTSD. A large proportion of survivors from car accidents, who appeared with them some symptoms of PTSD is more likely to be exposed to traffic accidents or traumatic experiences compared to the sample that was not exposed to such accidents. the study also concluded that the sample of the car accidents survivors suffering from depression more than the control sample and (53%), who suffer from PTSD suffer from deep depression, while nearly (10%) of the survivors of road accidents, who appeared with them some PTSD symptoms, depressed at the time of the accident but (43.5%) of that sample appeared that they have severe depression symptoms after the accident, and one of the results of the study that psychological disorders such as depression makes victims of road accidents are more willing to show that they have PTSD.

Hauschildt (2002) study which held on (212) child victims of road accidents, the extent of age (5-17) years indicated that (88%) of the children, and (83%) of parents showed that they have at least one of the PTSD symptoms, and (90%) of children's families are victims of road accidents and they have been examined for PTSD impact.

In a working paper presented at the Conference of traffic accidents in the Gulf states (Al-Nabulsi, 2002) entitled "Relationship of traffic accidents of distorting psychological defences," Al-Nabulsi said that imagining personal exposure to life threatening danger hits the psychological defences with distorting from special kind so-called by psychologists Optimistic Bias. these optimistic involved in all cases of endangering one's self, beginning with the dangers of smoking to risks leading to death as in car accidents, these optimistic possible to define shorthand and simplified which the Al-Nabulsi indicated that the person believes that bad things and threats affecting others and does not hurt him/

her, which carry him to face risks with extraordinary boldness increases the potential of being exposed to risks so the consideration oneself that he less vulnerable to the dangers from others lead him/her to neglect the necessary preventive measures. Therefore, the objective will become (public awareness and information campaigns and individual awareness) and replace this distorted and fraught with risk Optimistic Bias with functional optimistic based on the person's feeling of less exposure to danger due to taking all necessary preventive measures, so this can be explained by the link between the level of maturity associated with the adjustment of the level of this optimism and low rates of risks among adults, patients and those who exposed to traumatic life events in return the increase of these rate among adolescents and those who troubled psychologically " those their disorder depends on the illness rising for the level of this kind of optimistic.

In the entitled study of Souad (2009) "The social and economic effects resulting from road accidents and the role of social service to reduce of such effects", the study pointed out that most of the injured supporting their families, where they accounted for about (50.7%) of the total number of casualties. The study showed that injured children have impoverished care that had existed before the accident and subjected to neglect their percentage reached (97.0%) of the total number of the injured children. The study showed that most of the injured were injured seriously and their proportion reached (90.7) of the total number. Most of the injured who have been exposed to disability and kept them away from their friends their percentage reached (71.3) of the total number of the injured. it is clear from the results of the study that most of the injured families were taking their decisions without consulting the injured ones and the number reached (53.3%) of the total the number of families. the accident has negative impact on the status of the injured within their families and their percentage (84.0) out of the total.

In a study to (Stallard et al., 1998) the researchers compared between two categories of children six weeks after the accident; one category exposed to car accidents and the others category get injured in sport's competitions. the researchers found that one third of the children of the first category apply symptoms of post traumatic stress disorder in comparing with (3%) to the members of the second category, the researchers did not find a link between type of injury, and the degree of severity in one hand and the presence of the symptoms of PTSD on the other hand. although girls seem to be more tolerable to be affected by traumas. it is unlikely that some children are more vulnerable than others traumas. To sum up, it is necessary to heed to psychological disorders resulting from exposure to road accidents, especially in developing societies that still suffering from scarcity of researches in the psychological effects resulting from traffic accidents.

THE STUDY METHODOLOGY

The researcher used analytical statistical descriptive approach in order to obtain the necessary data and information to answer questions and hypotheses of the study.

The Community of the Study: The community of this study consisted of (2150) driver from both genders were involved in traffic accidents in the Salt city in the Hashemite Kingdom of Jordan for the year (2010).

The Study Sample: The study sample consisted of (50) driver from both genders were involved in traffic accidents in the Salt city in Jordan were distributed (80) questionnaire and after obtaining the answers (30) questionnaire have been ruled out where the focus was on the samples that have caused fatal casualties or injuries permanent human injuries.

The Search Tool: a questionnaire was used (1995Davidson) for psychological trauma, consisted of (17) a paragraph to measure the trauma resulting from traffic accidents. An inventory of the answers was made as in the following (strongly agree, I agree, neither agree nor disagree, disagree, strongly disagree) the answers have been respectively developed as in the following (5, 4, 3, 2, 1).

A questionnaire was designed to measure depression, nervousness and the ability to concentrate at work, which consisted of (28) paragraph. An inventory of the answers was made as in the following (strongly agree, I agree, neither agree nor disagree, disagree, strongly disagree) the answers have been respectively developed as in the following (5, 4, 3, 2, 1).

- Averages, standard deviation and (T) test were extracted for the study sample.

- The Study Variables:

Two sets of variables were set in the study (independent variables and dependent variables):

- Independent variables: they are psychological trauma, depression, nervousness, concentration at work).

- Dependent variables: the extent of response and the increase of psychological disorders among the study sample.

The Fortitude and Credibility of the Psychological Trauma Scale

Davidson (1995) used this scale where the correlation coefficient reached (0.86).

The Credibility of Depression, Nervousness and Occupational Concentration:

The researcher introduced the research questionnaire to a panel of arbitrators of PhD degrees at the University of Jordan, and Balqa Applied University. The number of members of the panel were (10) members, were asked to express their opinions, and comments to all paragraphs of the questionnaire, in terms of language, and belonging to the pivot / field which came under, as well as technical aspect “standard” along with the observations and

opinions, for the questionnaire as a whole. it was adopted (80%) as a minimum to take any note, whether relating to deletion, addition, or amendment, in other words, one could say that the consensus of (8) members on a note, or opinion should be taken it without discussing where the numbers of paragraphs of the questionnaire were (28) paragraph of the type of five-point Likert’s item. The paragraphs were divided to (4) axes as in the next (depression, nervousness, occupational concentration).

The Stability of the Tool

To calculate the stability of the tool, the researcher applied the study tool on a sample from outside the study sample, and then re-applied after four days of the first application, then calculates the coefficient of Cronbach as following:

The value of correlation coefficients by using Cronbach Alpha Test (Table 1).

Table 1
The Value of Correlation Coefficients by Using Cronbach Alpha Test

Research Variables	Correlation coefficient
Depression	73%
Nervousness	60%
Occupational Concentration	73%

The Study Results

First: Demographic Data

Table 2 Shows the driver’s gender, educational level, age and job title.

Table 2
Driver’s Gender, Educational Level, Age and Job Title

Variable	Redundancy	Percentage
Gender		
Male	36	72
Female	14	28
Educational Level		
Less than Secondary	4	8
Secondary	38	76
University Degree(BA)	8	16
Post Graduate	-	
Age		
Under 20 years	6	12
Between 20 - 49 years	36	72
Between 50 - 60 years	8	16
60 years and above	-	
Job Title		
Manager	17	34
Head of a Department	10	20
Driver	23	46
Total	50	100%

Second: Table 3 Shows the casualties resulting of a traffic accident to the study sample.

Table 3
The Casualties Resulting of a Traffic Accident to the Study Sample

s	Type of losses	Number	Percentage%
1	The death of a family member	10	20
2	The death of relatives	7	14
3	The death of friends	13	28
4	Death of persons with no relation	12	24
5	Injury caused a deficit of one of the organs	8	16
Total		50	100%

We note in Table 3 that the deaths of friends is the highest, according to the results of the study sample in addition to the deaths of persons without any kind of connection to the study sample by up to (24%), followed by the death of a family member by up to 20.

Discussing the Results

The first hypothesis: No statistically differences between traffic accidents and psychological trauma for the drivers of the 3rd category private license who involved in traffic accidents. Table 4 Shows the averages, deviations and t-test of the study sample.

In Table 4 we note that the calculated (T) value of is equal (2.23) thereby we reject the nihilism hypothesis, which says that there are no statistical differences between the effects of traffic accidents and psychological trauma. Therefore, we accept the alternative hypothesis that confirm the existence of statistical differences that traffic accidents have trauma for those who cause a traffic accident from the drivers of the 3rd category private license in Jordan specially in the Salt city, and this is consistent with what Hauschildt, E. (2002), Stallard *et al.* (1998), and Blanchard & Hickling (2003) have reached.

The Second hypothesis: there are no significant differences between statistical traffic accidents and state of depression among the drivers of the 3rd category private license who involved in traffic accidents. Table 5 shows averages and standard deviations and the (T) test value.

Table 4
Averages, Deviations and T-Test of the Study Sample

Statement	Averages	Standard Deviations	Degrees of Freedom	Value (T)	Statistical significance
Trauma	3.9	0.67	64	2.55	0.000
Statistical significance at the level (0.05 = α)					

Table 5
Averages and Standard Deviations and the (T) Test Value

Statement	Averages	Standard Deviations	Degrees of Freedom	Value (T)	Statistical significance
Depression	3.35	0.53	36	2.48	0.000
Statistical significance at the level (0.05 = α)					

In Table 5 we note that the study sample and through the (T) test which amounted (2.48) rejects the nihilism hypothesis, which state that there are no statistical differences between traffic accidents and depression. Therefore, we accept the alternative hypothesis that says that traffic accidents have results lead to cases of depression, and we can accept this result if we know that there are traffic accidents caused the death of a whole family or more of one individual, and there are private cars caused traffic accidents that result in dozens of victims, this leads that drivers get affected in cases of depression and this is consistent with what Blanchard & Hickling (2003) reached.

Third hypothesis: No statistical differences between traffic accidents and nervousness to the drivers of the 3rd category private license who involved in traffic accidents. Table 6 Shows the averages and standard deviations and the (T) test value.

In Table 6 we note that the study sample and through the (T) test value which amounted (2.33) rejects the nihilism hypothesis which states that there are no statistical differences between traffic accidents and cases of nervousness. Therefore, we accept the alternative hypothesis, which says that the traffic accidents have clear cases of nervousness and this is due to the catastrophic human and material results of traffic accidents. Causing the driver accidents that could lead to deaths of friends, relatives and innocent people have dangerous psychological repercussion, and the accidents might cause severance or paralysis of one of the parties to the driver.

The fourth hypothesis: No statistical differences between traffic accidents and the lack of concentration at work for the drivers of the 3rd category private license who involved in traffic accidents. Table 7 Shows the averages, standard deviations and the (T) test value.

In Table 7 we note that the study sample accept the nihilism hypothesis, which state that there are no statistical differences between traffic accidents and the lack of concentration at work. Therefore, we reject the alternative hypothesis that says that traffic accidents have effects on the lack of concentration at work.

Table 6
Averages and Standard Deviations and the (T) Test Value

Statement	Averages	Standard Deviations	Degrees of Freedom	Value (T)	Statistical significance
Nervousness	3.80	0.48	28	2.33	0.000

Statistical significance at the level (0.05 = α)					

Table 7
Averages, Standard Deviations and the (T) Test Value

Statement	Averages	Standard Deviations	Degrees of Freedom	Value (T)	Statistical significance
Occupational Concentration	2.25	0.54	36	1.95	0.000

Statistical significance at the level (0.05 = α)					

RECOMMENDATIONS

- I. Intensify traffic awareness campaigns about the impact of traffic accidents on human and material resources.
- II. Highlight the role of media in spreading traffic awareness among drivers.
- III. Give attention to drivers who involved in traffic accidents in the way helping them to restore their psychological stability.
- IV. The subordination of the injured from traffic accidents to psychological treatment commensurate with the nature of trauma and psychological condition according to the driver situation.
- V. Build a center for psychological counselling to take care of the survivors of traffic accidents, whether they are drivers or pedestrians.
- VI. A zero-tolerance by law enforcement to the all that proved to cause a traffic accident as a result of the recklessness and indifference.
- VII. Set of strict conditions to obtain driver’s licenses of the 3rd category.

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APPENDIX

First: Traffic Accidents Questionnaire

The purpose of this questionnaire is to search for the effects of traffic accidents in the emergence of psychological disorders among drivers from the “3rd category” private license in Jordan. Please be cooperative in the information you believe it is true in your point of view, according to what is stated in this questionnaire.

Thank you for your cooperation.

The researcher

First: Personal Information. Put the sign (√) in front of the correct choice

1 – Gender:

Male..... female.

2. Educational level:

Less than a secondary: Secondary:

University degree: Postgraduate:

3. Age:

Under 20 years: 20 - 49 years:

50 - 60 years:Above 60:

4. Job Title:

Manager:

Head of Branch: Driver:

5. The results of the accident:

II: PSYCHOLOGICAL TRAUMA QUESTIONNAIRE

• Place the mark (*) in front of the appropriate case:

No	Paragraphs	Totally Agree	Agree	Neutral	Disagree	Totally Disagree
1	I imagine memories and images of traumatic experiences					
2	I have bad dreams related to traumatic experiences					
3	I have a sudden feel that what had happened could happen again					
4	I get disturbed of the things that reminds me of traumatic experiences					
5	I avoid events and ideas that reminds me of the traumatic event					
6	I avoid situations that reminds me of the traumatic event					
7	suffer from amnesia of traumatic event that happened to me					
8	find it difficult for me to enjoy my daily activities that I used to enjoy					
9	I feel dimension and isolation from the others, and I do not feel happy with them					
10	lost a sense of sadness and I became insensitive					
11	I find it difficult to imagine that I will stay a live for a long time to achieve my goals					
12	I find it difficult to sleep or staying asleep					
13	I fit of tension and anger					
14	I have difficulty in concentration					
15	I feel that I'm on the edge of breaking down and I easily distracted					
16	Easily provoked for silliest reasons, motivated and anticipate the worst					
17	The things that reminds me traumatic experience makes me feel shortness of breath and sweating					

III: Depression, Nervousness, Occupational Concentration Questionnaire

No	Paragraphs	Totally Agree	Agree	Neutral	Disagree	Totally Disagree
Depression Pivot						
1	I feel sad and depressed most of the times					
2	I move a lot and I cannot stay still					
3	I do not enjoy things as I used to in the past					
4	My mind is not clear as I used to					
5	I feel tired without reason					
6	I feel despair toward the future					
7	I suffer headaches a lot					
8	I feel no desire to eat and drink					
9	I feel the difficulty in sound thinking					
10	I tend to cry more than usual					
Nervousness Pivot						
11	I am always nervous					
12	tend to anger quickly					
13	my nerves arise from things that are not important					
14	in times of anger, I Break what I find around me					
15	my family has become complaining of my excessive temper since the accident					
16	my friends have become complaining of my excessive temper since the accident					
17	when I am driving the car I am always nervous					
18	I feel very nervous toward the drivers behavior in the street					
Occupational Concentration						
19	The accident affected my performance at work					
20	The accident affected my productivity at work					
21	I am no longer feel the importance and value of work after the accident					
22	I am no longer interested in developing my self at work after my human and material loss in the accident					
23	There is no work could compensate me for my loss in the accident					
24	Lack of precision in the implementation of my duties at work after the accident					
25	I had become attending late to work					
26	my colleagues at work complained of the lack of collaboration with them					
27	more than once, and after the incident, my managers had to direct me at work					
28	Thinking a lot to resign from my work					