

Driver's Compliance Towards Traffic Law: A Case Study on Motorist Reluctant Behavior to Utilize the Additional Road Outer Lane

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Abstract: This study aims to identify why drivers are reluctant to use the outer lane on highways. One hundred drivers participated in this study through a paper and pencil test. Qualitative research was used. The researcher found out that driver's compliance towards traffic law and the reluctance of drivers to utilize the additional road outer lane is rooted in many factors. The data shows that drivers have enough knowledge about the basic rules and regulations on the road and they follow it. However, in terms of following the Slow Vehicle Ordinance, drivers are reluctant to follow it because of two main factors. The first one is that the drivers are just aware of the existing ordinance but are not well aware of what it contains and the bad infrastructure. The conclusion of the research offers insight for the LGUs on the things to be considered when they revise the ordinance.

Key Words: — *Motorist, Reluctant Behavior, Road Outer Lane.*

I. INTRODUCTION

The concept of the Philippine land transportation system originated when our ancestors began transporting goods and services from a certain point to another. It began with the use of land animals as a means of transportation up until recent years when vehicles were used. During the time of the Spanish colonial era, the first settlement roads were constructed by forced labor. The Philippines was also one of the signatories of the Geneva Convention on Road Traffic which was prepared and opened for signature by the United Nations Conference on Road and Motor Transport held in Geneva from 23 August to 19 September 1949. Since then, various laws, rules, and regulations have been passed to ensure peace and order as well as the safety of the public.

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The Republic Act No. 2159, which established driving rules and license requirements and regulated motor vehicles in the Philippines, was passed on February 6, 1912. The first official land transportation measure approved by Congress was this one. This statute created the Automobile Division under the Public Works Department's Administrative Division. This division was given responsibility for handling driving and motor vehicle services (Historical Background, 2016). This law is the first of many.

One of these laws is the Republic Act 4136 or Land Transportation and Traffic Code and Department of the Interior and Local Government which aims to "control, as far as they apply, the registration and operation of motor vehicles and the licensing of owners, dealers, conductors, drivers, and similar matters." (Republic Act No. 4136, 2022). This republic act is composed of 66 sections that state what should be followed before, during, and after, driving in the Philippines. The following are the highlights of the said Law:

CHAPTER I: PRELIMINARY PROVISIONS
ARTICLE III: Administration of Act

CHAPTER II, REGISTRATION OF MOTOR VEHICLES

ARTICLE I: Duty to Register, Reports, Applications, Classifications

ARTICLE II: Registration Fees

ARTICLE III: Registration Certificates, Records, Number Plates

CHAPTER III: OPERATION OF MOTOR VEHICLE

ARTICLE I License to Drive Motor Vehicles

ARTICLE II: Illegal Use of Licenses, Number Plates, Etc.

ARTICLE III: Passenger and Freight

ARTICLE IV: Accessories of Motor Vehicles

CHAPTER IV: TRAFFIC RULES

ARTICLE I: Speed Limit and Keeping to the Right

ARTICLE II: Overtaking and Passing a Vehicle, and Turning at Intersections

ARTICLE III: Right of Way and Signals

ARTICLE IV: Turning and Parking

ARTICLE V: Miscellaneous Traffic Rules

CHAPTER V: PENAL AND OTHER PROVISIONS

ARTICLE I: Penalties

ARTICLE II: Collection of Fees, Taxes and Fines, Liens, Allotment of Funds

These chapters of Republic Act 4136 or Land Transportation and Traffic Code specifies all the legal basis for making ordinances for the Local Government Units to implement new rules that are fitting for the community and the welfare of the community in order to avoid road-related accidents and implement road order.

Going back to the present day, during the time of the pandemic, road-related accidents declined due to the various protocols that were imposed. However, the lifting of most of the protocols as well as the gradual return of face-to-face transactions has led to the number of road dangers increasing again. To lessen these rising statistics, the national government as well as the local government has established laws and ordinances.

One of these is the use of an additional road outer lane where slower vehicles such as tricycles, motorcycles, bikes, e-bikes, and animal-driven vehicles are to use. Tricycles and other slow-moving vehicles are not permitted on national highways, according to the memo from the Department of Interior and Local Government (DILG) in response to the rise in online videos showing car crashes, often involving slow-moving tricycles on national highways that drivers were attempting to avoid.

Laoag City has already ordered the implementation of the use of the outer lane for slow vehicles. The Provincial director Cesar Pasiwen of the INPPO said: “all types of small or slow-moving vehicles such as tricycles, small motorcycles, electric bikes, bicycles, and kalesa must stay on the outer or shoulder lanes when driving along the national highway.” (Adriano, 2020).

In Angeles City in Pampanga, for example, they have enacted City Ordinance no. 423-S-2017 and prescribe PhP300.00 up to PhP1,000.00 in penalties for violators. In the town of Agoo, in La Union, the LGU explicitly says that motorcycles, along with tricycles and bicycles are prohibited from using the inner lane, which they claim as stipulated in RA 4136. The Province of Bataan has also enacted an ordinance banning motorcycles from using the inner lane of the Roman Superhighway (Why The Rightmost Lane Is Dangerous for Motorcycles - Motorcycle Features, 2020).

However, not all drivers agree with this. According to an article by TopGear Philippines cited in an interview that “Walang matibay na batayan kung paano masasabi na mabagal ang isang sasakyan, dahil kahit may mga speed limit na sinasaad ang batas, wala namang panukat ang manghuhuli ng bilis at walang nakalagay kung ano ang pamantayan ng mabagal. Pang-apat, may nakalagay sa RA No. 4136 patungkol sa speed limit, at ito ay para sa mga [sasakyan na may] apat na gulong pati na ang mga motor. Kung binigyan ng patakaran sa bilis ng sasakyan, makikita na walang nakalagay na dahil mabagal ay bawal at kung nasa gitna pero naayon sa speed limit ay bawal.” said Attorney Israel Calderon of Justitia Lex Machina (JLM), a motorcycle club composed of lawyers who are also motorbike enthusiasts. (Riders Question Some LGUs’ “Slow Lane” Policy for Motorcycles, 2019). It seems that varying ordinances can cause confusion among the drivers. The definition of slow vehicles also causes confusion among the drivers which leads them to scratch their heads.

Considering all the factors aforementioned, the researcher came up with a study entitled Driver’s Compliance Towards Traffic Law: A Case Study on Motorist Reluctant Behavior to Utilize the Additional Road Outer Lane, which generally aims to know why drivers in Nueva Ecija do not use the additional outer road in Maharlika Highway and what can be done to improve the policies proposed on this law.

II. STATEMENT OF THE PROBLEM

The purpose of this study is to evaluate the Driver's Compliance Towards Traffic Law: A Case Study on Motorist Reluctant Behavior to Utilize the Additional Road Outer Lane.

Specifically, this research seeks answers to the following questions:

- What are the Drivers' Demographic information?
- What is the extent of the drivers' knowledge of basic pavement markings?
- What is the driver's knowledge of ordinance/law regarding road lane vehicle designation and utilizations and the driver's preference, reasons, and usual customs related to their driver's behavior

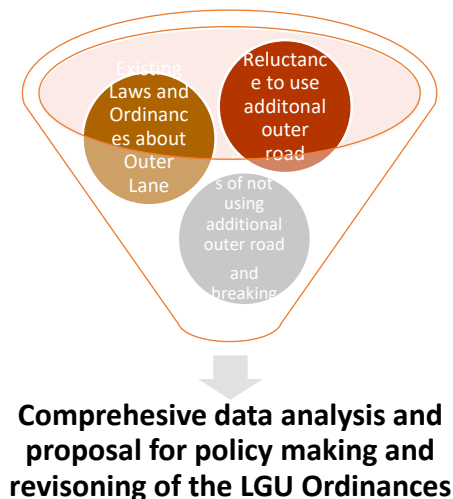


Fig.1. Conceptual Paradigm

1.3 Conceptual Framework

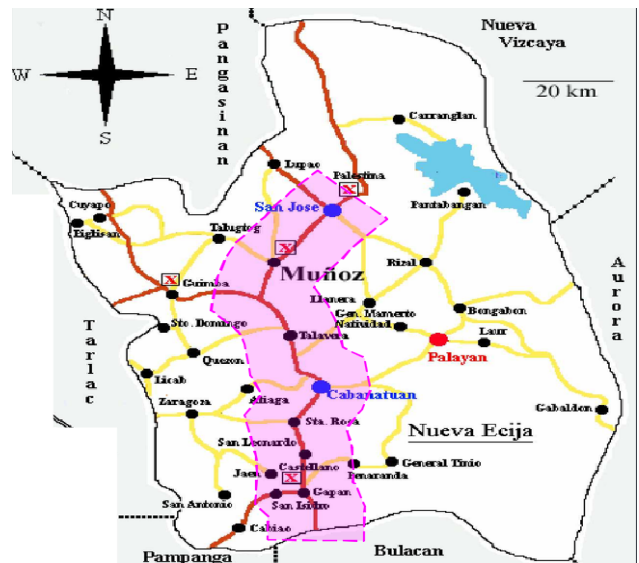
In the Coordination Theory, McAdams (2015) states that the law works as a focal point to help people avoid conflict or other undesirable situations. One example is a one-way traffic sign, which "we could imagine working without sanctions or legitimacy, because you would be a fool to ignore it," (Why Do People Obey the Law? | University of Chicago Law School, 2015). In this theory, people see the law as a rule that will guide a group of people in existing safely in a certain community. People also follow the law to avoid consequences. Still, laws

produced a change in behavior in people who follow or break them.

In this study, the Coordination Theory will help in explaining the aspects of the drivers who follow or do not the law on using the additional outer lane. In applying this theory, the researcher will gain a better understanding of how the mind of the drivers work which enables the researcher to produce meaningful results that will complement the changes imposed by the government without compromising the security and opinions of the citizens.

1.5 Scope and Delimitation of The Study

The study will be limited to evaluating 120 random drivers from Region III that uses Maharlika Highway (Gapan City, Nueva Ecija to San Jose City, Nueva Ecija). This study will focus on the reason why drivers are not using the additional outer lane despite existing laws, identifying the implications, and proposing valuable suggestions for better implementation of the law.



1.6 Significance of The Study

The result of the study will bring benefits to the following people/groups of people:

For the Land Transportation Office, to have a better understanding of the law and its practical application in the daily life of motorists.

For the Local Government Unit, the study's findings and analysis will serve as the primary framework for the road safety policies they would execute.

For the Drivers, not only would this study be of help to them, especially in providing a safer road, but their views and consultations on this study would be of great help to future researchers who would undergo the same situation.

For the Schools and Universities, this study would help them get a better view of road laws and implementations and would then understand situations within and outside the premises of their institution.

1.7 Definition of Terms

To facilitate understanding of this study, the following terminologies are defined using their operational meaning.

Outer Lane- part of the road closer to the road's exterior parts.

Slow Vehicles – is a vehicle being driven at a speed less than the normal speed of traffic moving in the same direction.

Ordinance- a law that a local government has passed.

III. REVIEW OF RELATED LITERATURE

This chapter presents various related literature taken from journals, books, local studies, and international studies that are related to the study.

3.1 Review of Related Literature

3.1.1. Outer Lane

Since road segments are rotationally symmetric, individual lanes cannot be treated in terms of left and right. Instead, the words "inside" and "outside" are used to indicate the position of the lane relative to the underlying road segment. Inside lanes are closer to the center of the road (eg., lanes supporting traffic in the opposite direction), and outside lanes are closer to the outer portion of the road (eg., where sidewalks are commonly found) (*Inner & Outer Lanes - Traffic Manager: President Edition*, 2017).

3.1.1. Road Law

REPUBLIC ACT No. 4136: An Act to Compile the Laws Relative to Land Transportation and Traffic Rules, To Create a Land Transportation Commission and For Other Purposes is An Act to Compile the Laws Relative to Land Transportation and Traffic Rules, to Create a Land Transportation Commission and for Other Purposes. The provisions of this Act shall control, as far as they apply, the registration and operation of motor vehicles and the licensing of owners, dealers, conductors, drivers, and similar matters. (Republic Act No. 4136, 2022).

3.2 Review of Related Studies

3.2.1 Outer Lane

In the study of (Sruthi Sekhar Pallela & Arpan Mehar (2022), Time lag is a microscopic traffic flow parameter used in the design and performance evaluation of transportation facilities. Most time interval studies are confined to uniform traffic conditions as performed under specific site characteristics. A study conducted in India considered the width of the entire lane for the analysis of the time gap when the vehicle was driving without lane restrictions. However, recent macroscopic studies in India have found that the presence of lateral friction, such as curbside bus stops, on-street parking, and encroachments, reduces the performance of urban boulevards. In addition, lateral friction affects vehicular traffic in the outermost lane. This paper presents a research study of time head start considering the movement of vehicles in the outside and inside lanes on urban roads with and without roadside bus stops.

Field data for the study will be collected on two sections of his four-lane urban highway in the town of Warangal. One leg is at the street bus stop and the other is in the middle of the carriageway upstream of the same bus stop. Field data analysis is performed both for the road as a whole and for individual lanes considering the 50-50 rule. Statistical parameters are analyzed and time interval distributions are fitted with 95% confidence intervals. Road segment capacities are calculated from the average time intervals obtained from the fitted distribution. Obstacle reduction rate is 7.92%, indicating that the smooth flow of vehicles at the street bus stop is impeded. The results of the time advance method are compared with INDO-HCM.

Liu et al. (2016) study entitled *Effects of Lane Width, Lane Position and Edge Shoulder Width on Driving Behavior in Underground Urban Expressways: A Driving Simulator Study*, tested the effects of lane width, lane position, and shoulder width on driving behavior of a three-lane underground urban highway. The driving simulator was used with 24 volunteer subjects. Five lane widths (2.85, 3.00, 3.25, 3.50, and 3.75 m) and three hard shoulder widths (0.50, 0.75, and 1.00 m) were investigated. Driving speed, lane departure, and subjective perception of driving behavior were collected as measures of performance. This result indicates that lane width and hard shoulder width have a significant effect on running speed. Average driving speed increases from 60.01 km/h in the narrowest lane to 88.05 km/h in the widest lane. Narrow lanes and hard shoulders

reduce speed and cause lateral lane departures, but lane width has a greater effect than shoulder width. In narrow lanes and hard shoulders, drivers in the left or right lane tend to avoid the tunnel wall and reach for the adjacent center lane.

As the lane or shoulder widens, drivers tend to stay in the middle of the lane. An interesting finding was that although few participants admitted that lane position had a significant effect on driving behavior, when the lane width was narrow, the observed driving speed in the left lane was significantly higher than that of his other two lanes. is statistically higher than (2, 85, 3.00, and 3.25 m lanes). These findings provided support for changing current design specifications for inner-city underpasses. B. Relationship between design speed and lane width, speed limit, and lane combination configuration.

Exploring the Impact of Differentiated Per-Lane Speed Limits on Traffic Safety of Freeways with Considering the Compliance Rate (Liu & Shi, 2018) Is a follow-up study of a two-lane cellular automaton (CA) traffic simulation model proposed by the authors. Current research focuses on understanding the impact of lane-by-lane speed limit (DPLSL) configuration and its adherence rate on road safety metrics, such as frequency of lane changes, coefficient of variation of speed, and frequency of hazardous situations. I'm here. The results show that highway sections with DPLSL, especially those with complex DPLSL, may reduce speed fluctuations, lane change frequency and dangerous situations, resulting in higher traffic safety levels. It shows that it will be Furthermore, in DPLSL configurations, lane matching for slow vehicles can have a positive impact on traffic safety levels. Specifically, the lower the compliance rate, the higher the frequency of lane changes, and the greater the coefficient of variation of the speed on the outside of the lane in particular, and the higher the incidence of right overtaking situations. In contrast to simple DPLSL, highway sections in complex DPLSL configurations are more sensitive to compliance effects.

3.2.2 Road Law

In the study entitled *Knowledge, Perceived Effectiveness and Qualification of Traffic Rules, Police Supervision, Sanctions and Justice* (2017), Road safety is a complex process that relies heavily on technological and environmental improvements as well as the human factor. In this sense, recent empirical research recognizes the need to examine the interplay of fact and law with respect to

several factors that precede road traffic behavior. It is a factor that influences attitudes, opinions, and perceptions about road safety and how issues such as traffic rules, police, penalties, and street fairness are addressed. The purpose of this study was to describe self-assessed knowledge and awareness of traffic norms and their interaction with traffic safety among drivers. For this study, a sample of 1,100 Spanish drivers was drawn from a nationwide sampling process. The results show that the majority of drivers clearly understand traffic rules and consider them effective. As for enforcement, nearly 70% of them think they are effective, but they generally say that traffic cops are better off in strategic places to catch criminals than in really dangerous places. thinking about. I am here. As for penalties, drivers design penalties for traffic offenders primarily as educational and tax collection measures. Finally, Spain's overall driver fairness rating regularly shows poor ratings. The results obtained promote active law enforcement as a way to build a traffic safety culture. In addition, it stimulates discussion about traffic standards and road-user interaction.

On the other hand, in the study of Hussin A.M Yahia & Amiruddin Bin Ismail (2014) with the title *Knowledge of Traffic Laws and Drivers Behavior on the Roads of Tripoli City, Libya*, founds that the reason of this consider was to look at the information and behavior of activity rules and laws in a test of drivers within the city of Tripoli. 416 arbitrarily examined drivers from distinctive locales of Tripoli i.e., Tadjoura, Abosareem, City Center and Janzur were selected and outlined to gather and record their information and behavior with respect to street activity rules and directions. I was sent to a survey. In this think about, we found that activity mishaps were most emphatically affected by certain vital behavioral factors and were measurably emphatically connected with these determinants such as sickness and count calories whereas driving. The overview found that 56% did not take after the speed constrain, as it were 41% of them wore seatbelts whereas driving, and 71% of them utilized their versatile phones whereas driving. I was. He 69% of drivers chose to be fined for utilizing their versatile phone whereas driving. This seem demonstrate that another activity run the show punishment may be forced to debilitate drivers from rehashing offenses.

In a local study by Pinera (2020) with the title, *Knowledge and Compliance with Traffic Rules Among Drivers in Cagayan*, it concluded that due to the increase in road traffic accidents

(RTAs) in Cagayan, a study was conducted to generate important scientific information to promote road safety in the state. According to Cagayan Police records, he had 2,679 traffic accidents involving motor vehicles between 2015 and 2016. Respondents were 322 drivers of official and private vehicles involved in traffic accidents. The study assessed drivers' level of knowledge and adherence to traffic rules. The results show that the drivers surveyed have a "very high" knowledge of passing rules, parks; drunk driving and distracted driving; wearing seat belts and helmets; and interpreting hazard warnings and information signs, but have "little" knowledge of right-of-way. They are "moderately" compliant with traffic rules for lane markings, but "widely" compliant overall. Furthermore, the results show a positive relationship between the level of knowledge and the degree of adherence to traffic rules. From the results it was concluded that drivers are familiar with most traffic rules and may tend to follow them, with the exception of the right-of-way rules and the rules under lane markings, thus they are more likely to follow his RTA are involved in Based on the results, the following are recommended. Strengthen driver education, enforce concession rules, and emphasize the importance of lane markings when implementing driver education. Strengthening patrols in accident-prone areas and installing electronic devices to detect traffic violations.

In *Attitude and Practice Towards Road Traffic Regulations Among Students of Health Sciences College in Aseer Region* (Al-Khaldi, 2006), states that Road traffic accidents (RTAs) are one of the leading causes of death and disability in Saudi Arabia. The RTA said 20269.2 The majority of the dead were Saudi men between the ages of 25 and 40.2 Surveys conducted in different parts of the Kingdom show that this health problem is on the rise. 3,4 These studies discussed the risk factors, incidence of RTA, and the importance of wearing seatbelts to reduce complications to minimize this problem, particularly those involved in RTA. drivers' knowledge and attitudes to the road have an important impact, but few studies have been conducted in Arabia on RTA.5,6

The purpose of this study was to assess the knowledge, attitudes and practices of a student at Her College of Health Her Science Her for Boys in Abha, southwestern Saudi Arabia, regarding road traffic rules and his RTA. This study was conducted in the second semester of 2002 with students studying at the Health Science College for Boys in Abha, capital of the Aseer region in southwestern Saudi Arabia.

Questionnaires prepared by investigators were distributed to all available students within the university through heads of six different departments. Foundations, Nursing, Laboratories, Anesthesiology, Pharmacy, Dentistry. This was done under the direct supervision of the department head, who returned it to the investigator on the same day.

The questionnaire consisted of 28 questions. The first block of questions related to socio-demographic data: (age, education level, area of expertise, place of residence, car ownership), and knowledge of road traffic laws. The second group of questions dealt with attitudes toward seat belt use and practice while driving. Data entry and analysis were performed using the Statistical Package for Social Sciences (SPSS). Student's t-test and chi-square test were used to test significance where applicable (p-values less than his 0.05 were considered significant). The total number of students studying at Abha Health Science College for Boys was 297. 238 students (80%) responded to the questionnaire. Those who did not reply were absent that day. The sociodemographic characteristics and history of student RTA are shown in Table 1. The average age of students was 21, and about half (47%) of them lived in the city. More than one-third were founded (35%), more than two-thirds (70.6%) owned a car, and 72% had a driver's license.

Another study about Road Law is *the effect of road safety education on the relationship between Driver's errors, violations and accidents: Slovenian case study* conducted by Topolšek et al., (2019) One of the pillars of road safety strategies in almost every country in the world is education and training. The impact of education and training programs on road safety is still limited due to the diversity and scope of assessment methods. The purpose of this study is to evaluate the effect of the Slovenian educational program 'I still drive but I can't walk'. For this purpose, 183 participants, divided into his two groups, those who participated in the program and those who did not, completed a Driver Behavior Questionnaire (DBQ) and identified the most common mistakes and violations. identified. Results based on best models of multigroup moderator effects show that the association between violations and accidents differs significantly between those who participated in the program and those who did not. This association is weaker for those who participated in the program than for those who did not. This could lead to the conclusion that the group of drivers who participated in the program had "lower" accident injury outcomes.

Research on Traffic Laws and Regulatory Framework for Autonomous Driving by (Geng et al., 2020) states that the transportation sector is constantly improving, subverting and transforming under the influence of technological revolutions represented by artificial intelligence.

In order to advance the development of autonomous driving, it is necessary to develop a new governance architecture for autonomous driving in the sense of a management model, in addition to the technical structure of the roadway cooperation system. Governments around the world generally recognize the legal status of autonomous driving systems and regulate rules for conducting road tests. However, this new technology is generally not licensed for commercial use in transportation services. This article analyzes the fundamental impact of automated driving on road systems. Explore changes in roads, vehicles, transportation services, and governance models. We invest in potential legal and institutional barriers to autonomous driving entering the transportation sector, mainly road infrastructure, vehicle equipment, drivers and transportation management. This paper presents the basic principles of legislation in transportation to promote automated driving. Also, supervisory instructions are proposed to ensure transport safety. According to different characteristics of the development process, this article divides the development process into a public road test stage and a commercial stage. In addition, the commercial phase is divided into three detailed periods. At various stages of development, proposals have been made to repeal and reform relevant regulations and documents in order to clarify the regulatory regime to facilitate the commercialization of autonomous driving.

All of the aforementioned studies show various variables that is included in this research however, none of them are the same as the proposed study, therefore, proving the uniqueness of the study.

IV. METHODOLOGY

This chapter describes the research techniques the researcher will use to carry out the study, including Research Design, Instrument, Respondents of the Study, and Data Gathering Procedure.

4.1 Research Design

A descriptive research design is one that seeks data in order to methodically characterize phenomena, circumstances, or

populations. More particular, it assists in providing answers to the research problem's what, when, where, and how questions rather than its why (Descriptive Research Design - Voxco, 2021).

4.2 Instrument

In this study, the researcher used both online and paper and pencil test questionnaire which is composed of four parts namely, PART 1: Driver's Demographic information., PART 2: Driver's Knowledge of basic traffic road signs and pavement markings., PART 3: Driver's Preference, reasons, and usual customs related to their driver's behavior., and lastly PART 4: Driver's Lack of knowledge of Ordinance/Law regarding road lane vehicle designation and utilization with a total number of 30 questions.

4.3 Respondents of The Study

The said questionnaire was answered by 120 randomly picked drivers that uses Maharlika Highway (Gapan City, Nueva Ecija to San Jose City, Nueva Ecija). The researcher believes that by having a random sampling technique can alleviate the bias in the study.

4.4 Data Gathering Procedure

After confirming the validity and dependability of the data collection method, appropriate study-related questions were developed. The distribution of 120 copies of e-surveys and paper and pencil test were administered to random drivers who uses the Maharlika Highway. The information gathered was arranged and tallied for interpretation.

V. RESULTS AND DISCUSSION

This chapter tackles the data collected through the online and paper and pencil test and the interpretation of the research in understanding the values of the drivers in a road traffic contravention.

5.1 Drivers' Demographic Information

Researchers can learn more about their subjects' backgrounds by including demographic questions in surveys. These inquiries give context to the survey data that have been

gathered, enabling researchers to define their participants and do more accurate data analysis.

nurses, Researchers, Sales, supervisors, and Teachers. Farmers are composed a fraction of the user of Maharlika Highway.

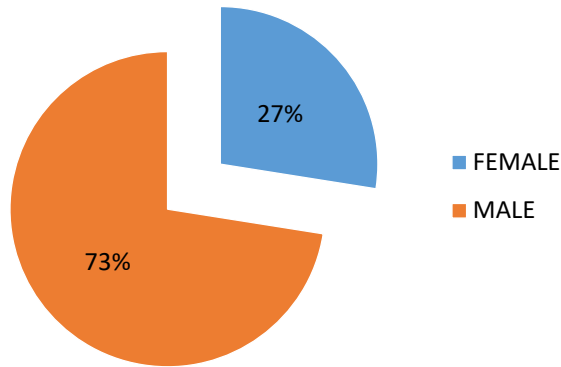


Chart 5.1 Gender of the Drivers using Maharlika Highway

In general, there are more male drivers than female drivers who are using the Maharlika Highway with only more than one-fourth of the respondents being female. According to recent studies, women are more likely to get involved in an accident than men. Evaluation of the accident rates of male and female drivers. (n.d.).

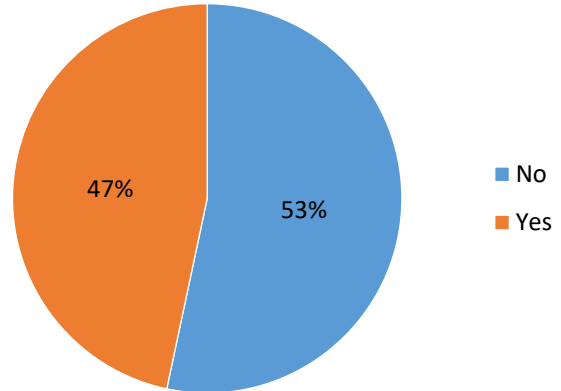


Chart 5.3 Percentage of Drivers using Maharlika Highway who attended Driving School

On the other hand, there is a close number of those who attended driving school and those who did not. Data shows a bit over half of the respondents did not attend driving school. However, research shows that even though a driver had attended a driving school it does not guarantee that the drivers are well aware of all the road rules because of factors such as the quality of the driving school and the attitude of the driver during driving lessons. (Hudec et al., 2021).

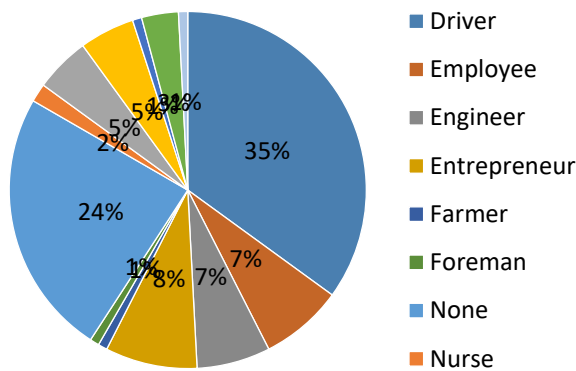


Chart 5.2 Common Occupation of the Drivers using Maharlika Highway

Majority the occupation of the drivers are Professional drivers itself which are composed of 35%, followed mostly by white-collar jobs such as office employees, Engineers, Entrepreneurs,

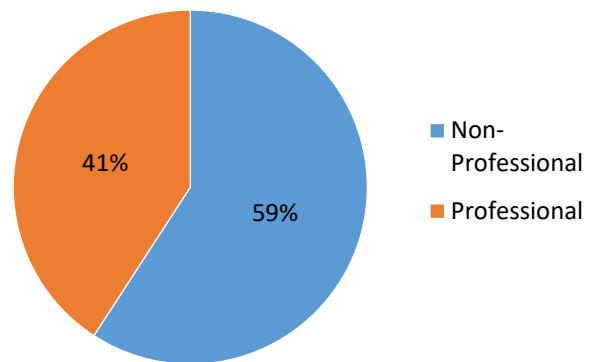


Chart 5.4 Type of License of the drivers

A license is a government-issued document that gives someone permission to drive a car. The Land Transportation Office is the only organization that issues licenses in the Philippines

(LTO). It applies to both vehicles and trucks and is evidence that you've received the necessary instruction and possess the necessary driving skills.

It also serves as a valid government-issued ID when you are asked to provide identification.

There are three different license types available in the Philippines, and each one limits the holder's ability to drive in particular situations. Their differences primarily relate to the license's prerequisites and intended use. A student driving permit is a form of license that enables the holder to operate a vehicle so long as another licensed driver, either professionally or recreationally, is present. This enables the user to get driving experience under the guidance of a teacher or certified individual. A non-professional license is a kind of license that enables a person to drive a car solely for personal or household use. And lastly, A professional license is a kind of license that enables a person to operate a vehicle for a living or for compensation. Those who must operate large commercial vehicles for a living typically fall under this category.

Data shows that the majority of the drivers possess a non-professional license which indicates that more respondents drive a personal use vehicle.

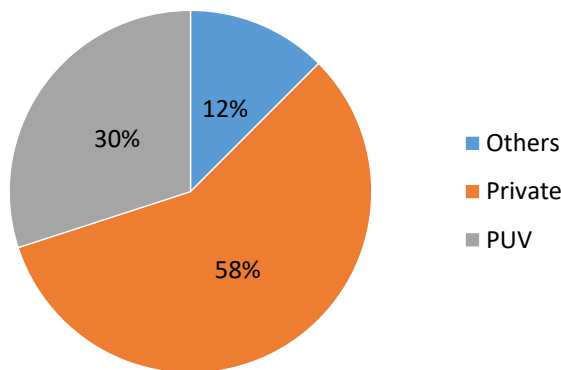




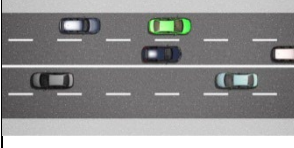
Chart 5.5 Type of vehicles used by the driver

The majority of the drivers use a private vehicle, while 30% are drivers of PUV or Pubic Utility Vehicle. This reflects chart 4.4 which states that the majority of the drivers hold a non-professional license which is for drivers of private vehicles.

5. 2 Driver's Knowledge of Basic Pavement Markings

This part of the study shows the basic knowledge of the drivers about the common road signs and pavement marking commonly used in the Philippines. By determining this data, the researcher can have a grasp on where the driver's knowledge of the pavement markings will be suitable in analyzing the data regarding the use of the outer lane.

Table.1. Awareness of Drivers Regarding Common Road Signs

	WELL AWARE	SLIGHTLY AWARE	UNAWARE
 <p>Solid line — do not change lanes</p>	82	37	1
 <p>Broken line — lane changing is allowed when safe</p>	89	30	1
	86	32	2

Drivers were shown three common lines that can be seen on the road and they were asked to rate if they were aware, slightly aware, and unaware of these markings.

On Solid Center lines which inform the motorist that overtaking or changing lanes is not allowed., data shows that 82% are Well aware, 37% are Slightly aware, and only 1% are

unaware. On Broken Center lines which inform the motorist that overtaking or changing lanes is allowed, data shows that 89% are Well aware, 30% are Slightly aware, and only 1% are unaware. Combination of Solid and Broken lines on a 4-lane road, data shows that 86% are Well aware, 32% are Slightly aware, and only 2% are unaware.

Data shows that only a very small percent of the motorist population is unaware of the meaning and intended use of these lines while the majority of the drivers are very much aware of the uses of these lines while the remaining numbers are just slightly aware.

With these gathered data, the researcher has concluded that there is no lack of awareness of the basic road markings and therefore, most motorists are informed of its proper uses.

5.3 Driver's Knowledge of Ordinance/Law Regarding Road Lane Vehicle Designation and Utilizations and Driver's Preference, Reasons, And Usual Customs Related to Their Driver's Behavior.

After consolidating the data from random drivers that uses Maharlika Highway, the following data shows the various aspects of the drivers use and misuse of the outer lane.

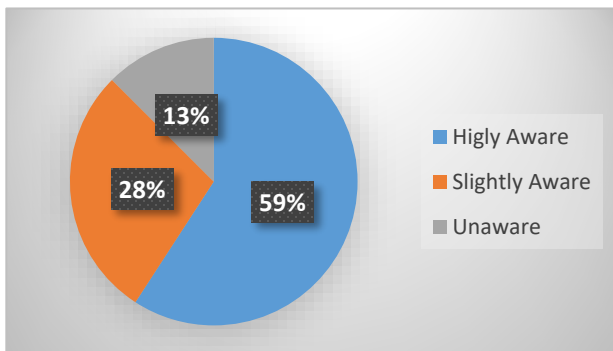


Chart 5.6 Drivers' Awareness of the Slow Vehicle Ordinance

Data shows that over half of the drivers are aware of the existence of the Slow Vehicle Ordinance however, awareness does not equate to practice. About 37% of the population admitted that they do not follow the slow vehicle ordinance, still, the remaining 61% said that they do. These can cause road trouble because a large number of the

population still does not follow ordinances that promote public safety.

On the other hand, drivers were asked about their thoughts about the benefits that they can gain from having a Slow Vehicle Ordinance, and most believed that it will offer safer highways, manageable traffic, observation of speed limit, and awareness of the rules and law. Considering this data, we can see that the drivers have some positive outlook on the use of the outer lane because it is a good tool for a safer road and more responsible driving.

The drivers were also asked about their thoughts about the negative implications of the said Ordinance, thought the drivers see the idea of the Ordinance as something that will give a positive impact, they believe that people can be harmed because of the poorly built outer roads which also causes a delay in travel time.

However, when asked if this ordinance should be demolished, most of the driver believes that it will more trouble.

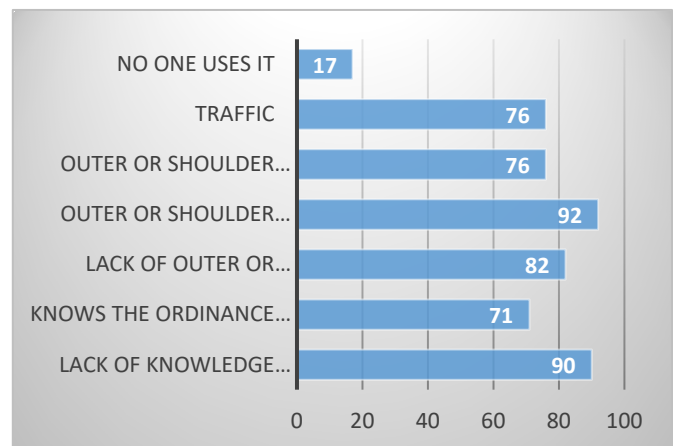


Chart 5.7 Drivers' Reasons for Not Using the Outer Lane

This table shows the most common reasons why drivers have reluctant in using the road Outer Lane. The lack of knowledge about the Ordinance is the main reason why they do not follow it. Yes, the drivers are aware that it exists but the proper dissemination of the details comes in a short end. Drivers do not have knowledge of the limitations, penalties, and other matters that comes with the implementation of the ordinance. Moreover, there is no unified rule because each municipality has its own ordinances about the use of this lane which can confuse motorists.

Another reason why drivers do not follow it is the outer lane is being used for other purposes such as parking for other vehicles and moving stalls. There are instances where the problems do not come from the drivers but from the civilians that are misusing the outer lanes. This is why local commuters and car owners must have the comfort of driving to their destination knowing that parking will never be an issue, whether provided by the government or by private businesses. Another issue about the use of the outer lane is the makeshift stores that pop up on the side lane and resulting in it not being usable by the drivers.

In addition, the driver also noticed that there are roads that do not have outer roads or shoulders along the highway or if there is an existing road, it is badly built and so the drivers refuse to take it.

The data shows that there is no need to abolish this ordinance however there are still much room for improvement. Drivers say that the Local Government Unit must consider the inclusion of the law, infrastructures, penalties, and motorist's opinion in formulating the Ordinance as well as an effective means of disseminating the information.

VI. RECAPITULATION, SUMMARY OF FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

6.1 Recapitulation

To recap, this study aims to know motorists' reluctant behavior to utilize the additional road outer lane.

Chapter One shows the origin of the country's law-making procedure as well as the overview of the implementation of the use of Additional Road Outer Lane in the Philippines.

The Statement of the problem posed three questions that evaluate the driver's compliance towards traffic law and the motorist's reluctant behavior to utilize the additional road outer lane. Specifically, the questions stated are the following. First, what is the Drivers' Demographic information? Second, what is the extent of the drivers' knowledge of basic pavement markings? Lastly What are the driver's knowledge of ordinance/law regarding road lane vehicle designation and utilizations and the driver's preference, reasons, and usual customs related to their driver's behavior?

In Chapter Two, in the Review of Related Literature, the researchers further concluded important information about the given variables.

In the study entitled Knowledge, Perceived Effectiveness and Qualification of Traffic Rules, Police Supervision, Sanctions and Justice (2017), Road safety is a complex process that relies heavily on technological and environmental improvements as well as the human factor. In this sense, recent empirical research recognizes the need to examine the interplay of fact and law with respect to several factors that precede road traffic behavior. It is a factor that influences attitudes, opinions, and perceptions about road safety and how issues such as traffic rules, police, penalties, and street fairness are addressed.

There are also entries on studies about traffic contravention but none of them have the same variable as the study thus ensuring that the researcher has covered a knowledge gap.

In Chapter Three of this research which is the methodology contains the research design, Instrument, Procedures, and Data analysis. The research design followed descriptive qualitative research which "studies is a comprehensive summarization, in everyday terms, of specific events experienced by individuals or groups of individuals." Pacific Rim International Journal of Nursing Research (2012).

In a local study by Pinera (2020) with the title, *Knowledge and Compliance with Traffic Rules Among Drivers in Cagayan*, it concluded that due to the increase in road traffic accidents (RTAs) in Cagayan, a study was conducted to generate important scientific information to promote road safety in the state. The study assessed drivers' level of knowledge and adherence to traffic rules. The results show that the drivers surveyed have a "very high" knowledge of passing rules. parks; drunk driving and distracted driving; wearing seat belts and helmets, and interpreting hazard warnings and information signs, but have "little" knowledge of right-of-way.

Studies in Chapter 3 show various variables that are included in this research however, none of them are the same as the proposed study, therefore, proving the uniqueness of the study.

Chapter 4 includes the respondents of the study which is composed of 120 randomly picked drivers that uses the Maharlika Highway. In this study, the researcher used paper and pencil test questionnaire which is composed of four parts namely, PART 1: Driver's Demographic information., PART 2: Driver's Knowledge of basic traffic road signs and pavement markings., PART 3: Driver's Preference, reasons, and usual customs related to their driver's behavior., and lastly PART 4: Driver's Lack of knowledge of Ordinance/Law regarding road

lane vehicle designation and utilization with a total number of 30 questions.

In Chapter Four, the researcher analyzed the data from the 30-item questionnaire and answered the three questions from the Statement of the Problem. The researcher concluded that drivers are willing to follow the rules but cannot because of poor implementation of the ordinance.

6.2 Summary of Findings

The following are the findings drawn by the researcher.

6.2.1 SOP 1

- There are more male drivers than female.
- Majority of the drivers are working in a professional field.
- A little over half of the drivers did not attend driving school.
- Majority of the drivers have a non-professional license.
- Most of the drivers drive a private vehicle.

6.2.2 SOP 2

- Most drivers have a basic knowledge of road signs.
- Only a small percent of the drivers is completely ignorant of the road signs.

6.2.3 SOP 3

- Majority of the drivers are aware of the existing ordinance about the use of the outer lane.
- Most of the drivers are aware of but do not follow the ordinance because of the lack of knowledge about the details of the ordinance.
- Badly built outer lanes are also to blame for the violation of the ordinance.
- Improper use of the outer lane by citizens is also a problem that leads to the violation of the ordinance.
- Drivers recommend having better dissemination of the details about the ordinances and considering factors such as the infrastructure, the driver's opinion, and the sanctions to be given to the violators.

VII. CONCLUSION

In conclusion, driver's compliance towards traffic law and the reluctant behavior of drivers to utilize the additional road outer lane is rooted in many factors. The data shows that drivers have enough knowledge about the basic rules and regulations on the road and they follow it. However, in terms of following the Slow Vehicle Ordinance, drivers are reluctant to follow it

because of two main factors. The first one is that the drivers are just aware of the existing ordinance but are not well aware of what it contains. There is no effective dissemination of information regarding the ordinances leaving the drivers guessing as to what they should follow or do when there is an available outer lane.

Drivers suggest that the LGUs should first consider how to effectively inform the drivers about the rules while monitoring the drivers if they are following this ordinance.

Another reason for the reluctance of the drivers in using the outer lane is the bad infrastructure. Drivers prefer to drive on a safe road than a road that is not stable or well-built mostly because of the protection for the vehicles as well as the safety of the drivers and the passengers. The things to be considered also in terms of infrastructure is the use of the outer lane as a parking space by the other vehicles as well as a spot for pop-up stores which cause drivers to be unable to use the outer lane. A suggestion to the LGU is to be stricter in implementing the laws and ordinances that cater to the misuse of the outer lane so that the drivers can have a safe space for travel.

In all, the Slow Vehicle Ordinance is a good way to ensure the safety of both the motorist and the general public however there are still areas to improve this ordinance.

Recommendations:

Based on the findings and conclusion presented, the following recommendation is suggested.

- The researchers recommend that another research can be done about the misuse of the outer lane.
- The researcher recommends changing the geographical data of the research to gather more complex data such as a place where the outer lane is being neglected.
- The researcher recommends looking into the side of the DPWH for the assessment of infrastructures like the outer lane.

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