

Social Factors Affecting The Commission Of Traffic Violations In The City Of Riyadh

Abdullah bin Abdulaziz Al-Yousef*

*Department of Sociology and Social Services, College of Social Sciences in Riyadh, Imam Mohammed bin Saud Islamic University, Saudi Arabia

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ABSTRACT

The aim of this study is to discuss the most significant social factors influencing the traffic violations by surveying a sample of 400 residents of Riyadh. The study has reached a set of findings; the most important of which is that high speed, wrong parking, running the light, and not wearing seat belts while driving are the most common violations among the study sample. The motives for committing such violations were urgency, the way others drive, life pressures, the length of traffic procedures and insufficient time to complete transactions. This paper has come up with a set of recommendations; the most important of which are the need to intensify traffic patrols in the streets and squares, strictly enforce penalties on violators, and provide parking lots in public places.

Keywords: social factors, traffic violations, city of Riyadh, running red lights, seat belt non-compliance.

1 Introduction

Nowadays, traffic violations are one of the root causes of traffic accidents that plague all societies. Since the vehicle has become one of the most prominent symbols of modern civilization, traffic violations committed by drivers have brought about many traffic problems. Global statistical indicators demonstrate that road accidents result in more injuries and deaths than those caused by wars, diseases and epidemics, and that they occur every minute around the globe. The rates of traffic accidents are increasing in developing countries and countries that have come a long way in modernizing.

The Kingdom of Saudi Arabia, one of the most prominent countries to have achieved a high degree of progress and modernization, is no exception. Traffic accidents and the resulting injuries and deaths have become a patriotic and national concern that worries every citizen and official living in the kingdom. For example, the number of traffic violations recorded in 1424 AH from Muharram to Rabi' al-Awwal was 1,848,849 for Saudis, and 1,077,206 for foreigners. Traffic violations in 1423 AH amounted to 7,932,427 compared to 5,401,103 during the year 1422 AH. Violations committed by Saudis in 1423 AH amounted to 5,101,896, compared to (283,031) violations for non-Saudis. This means that the violations of Saudis accounted to 64% of the violations compared to 36% for non-Saudis in 1423 AH (Department of Studies and Statistics, 1424 AH).

2 Study Problem

The rapid development that the Kingdom of Saudi Arabia has recently witnessed has led to increasing pressure on all public facilities, including transportation.

Automobiles are the dominant and most widely used means of transportation. Hence, traffic departments, at the national and local levels, had to take responsibility for dealing with more than 50 million vehicles and more than 100,000 kilometers of roads, and to make great efforts to increase awareness among vehicle drivers and raise their steering efficiency. Official statistics prepared by the General Traffic Department of the Ministry of Interior in the Kingdom of Saudi Arabia show frightening numbers of car accidents. For example, the total number of accidents committed by Saudis from the month of Muharram to Rabi' al-Awwal of 1424 AH reached 1,848,849 accidents, while those committed by foreigners reached 1,077,206 traffic accidents during the same period. These violations impose a lot of questions and hypotheses that require a scientific study to answer. These are some of the questions raised:

- What causes drivers to commit traffic violations?
- What are the characteristics of drivers who violate traffic regulations?
- Are there objective reasons associated with the culture of Saudi society that prompt drivers to commit traffic violations?
- How can the various factors mentioned above be addressed so as to minimize traffic accidents in the future?

3 Significance of the study

3.1 This study is important for a set of reasons:

First: Despite the numerous research and studies that have addressed the phenomenon of traffic violations in Saudi Arabia, they didn't have a remarkable impact on these violations. We believe that there are a number of reasons why this phenomenon has worsened and proliferated, having many social and economic impacts on society, including:

1. Dealing with the phenomenon from a purely security point of view; a lot of researches, studies, seminars and scientific meetings have focused on this aspect. However, we believe it is a social phenomenon in the first place and must be treated from a sociological point of view.
2. Most of the studies that dealt with this phenomenon mixed traffic violations committed by (Saudi) citizens with those committed by non-Saudis, which led to many inaccurate findings. However, scientific research has to be accurate, clear, and objective in identifying and analyzing these factors in order to reach accurate, genuine results.
3. Most of these studies relied primarily on marginal data from the statistics provided by the Planning and Statistics Department of the Ministry of Interior and the General Traffic Department. Despite their importance in highlighting the general trend of traffic violations over several years, those studies couldn't be relied upon in a systematic scientific study because they simply do not aim to provide a systematic scientific explanation for traffic violation, although they address some of the factors that may lead to it.
4. Most of these studies were not clear or accurate in determining the study sample, in the sense that those who collected the data relied mainly on the traffic policeman, who was performing his duty by recording accidents that occurred in his work area, who was mainly concentrating on recording the violation and determining the legal liability. However, the data on which a social researcher relies in his endeavor to analyze the social phenomenon are somewhat different.

Secondly: The findings and recommendations of the study will surely help decision makers in the Kingdom to develop traffic policies that could overcome this phenomenon. The findings of this study will also support scientific and academic efforts, given that traffic violation is a global phenomenon that affects all countries of the world.

3.2 Study Objectives

This study aims to identify the social factors affecting the commission of traffic violations in the city of Riyadh from the respondents' perspective.

3.3 Study Concepts

Social factors are the variables influencing motorists' adherence to preventive driving techniques, including age, occupation, economic status, educational level, and nationality. These factors interact with each other and affect behavior on the one hand and social relationships on the other. They consist of a number of variables that affect motorists' commitment to preventive driving methods. They also integrate to make driving a dependent variable that could be identified and measured scientifically.

3.4 Traffic Violation

It is an offence resulting from the use of a vehicle or vehicles. It occurs when a driver violates one of the laws that regulate motor vehicle movement on streets or highways.

4 .Theoretical framework

Theory is the general intellectual and philosophical framework through which a method of intervention is determined to bring about the desired change when facing certain situations related to human life in any form. This is due to the theory's ability to explain and clarify the situation or topic it is concerned with, as well as its ability to anticipate or scientifically predict the future on a rational and logical basis (Tahoun, 1990). Surely, there is no single theory capable of explaining and interpreting all social phenomena at all times and places. A theory is an abstract cognitive framework that helps researchers determine the field of their study, the type of variables, and the nature of the data that the research may require. It also gives researchers some indicators that could help them understand and interpret the data. The utilization of any theory depends on the goal of the study, the specificity of the research community, the time period of the re-

search, and other factors known to researchers in the field of Social Research. This research will rely on more than one theoretical approach, as the traffic system can be viewed as a system of social relations, consisting of social structures with positive and negative social functions. The traffic system includes several modes, including a technical mode related to technical and artistic activities (automobiles and how they work, technical aspects of preparing the traffic police, technical inspection of vehicles, traffic lights, traffic engineering, road networks and directions). As in the case of social interaction between individuals, where language and linguistic signals convey shared meanings, symbolic traffic signals (indicative, prohibition and obligatory signs) in turn constitute an integrated symbolic system governed by the relationship between motorists on the road. The traffic system represents a social construct, with its physical structures such as traffic lights, signs, roads, traffic regulations, traffic policemen, and police stations. The social structure of the traffic system determines the type and manner of interactions that take place within it. Merton (1959) argued that the structure affects behavior, and positivist criminologists argued that biological, social, and cultural structures cause deviant behavior (Vold & Bennard, 1986). Similarly, traffic structures are largely responsible for traffic behavior in society. There are specific social roles for each party in the traffic interaction: driver, pedestrian, passenger, traffic policeman, and accident observers. A traffic accident is considered deviant and criminal behavior because it violates the norms of public safety in society and the laws regulating traffic. Role theory is based on the premise that each member of society occupies a social position in the social hierarchy and performs a role related to that position.

This entails a set of rights and obligations that regulate the interaction of the role-holder with other members of society occupying other social positions and determine the expected role of each individual towards others. The gap between actual roles, expected ones, and various social positions that depend on each other on one hand and on mutual benefits on the other, should be bridged (Wallace & Wolfe, 1991). The researcher here will employ social role theory on the basis that the failure of vehicle drivers to adhere to preventive driving methods is due to their failure to identify the requirements of the roles assigned to them. This affects others through the failure of their expectations of the requirements and tasks of their expected roles. These mutual expectations, whether on the part of the motorist, the road user, or the traffic management regulatory body, are usually derived from culture, and the outcome of this joint interaction, if it fails, affects the extent to which individuals' roles are fully fulfilled.

The role is the expected behavior of someone who occupies a specific position, and is represented in a set of rights, duties, and actions in a specific situation (Ramzi, 1999). The behaviors specific to a certain role are learned. The car driver, for example, knows that he has a major role in traffic movement by following the rules and regulations of traffic while driving. If he fails to do this, the behavior of road users will be affected too; which could lead to accidents and traffic violations.

Each role has its own expectations, represented by the perceptions, ideas, or knowledge that road users, including pedestrians, drivers, or members of the traffic police, have. They all expect the car driver to adhere to traffic rules and regulations, such as stopping on seeing the red light, or not crossing pedestrian lines, and giving preference to those who have priority. Thanks to adhering to these rules, they keep safe. The traffic policeman expects the car driver to follow regulations and traffic instructions. The driver himself has certain expectations from other road users. If these expectations fail, chaos prevails, and traffic violations that cause traffic accidents increase.

5 Previous Studies

The findings of Al-Nafi and Al-Saif's study (1988) showed that the accident rate in the Kingdom of Saudi Arabia per 1,000 cars is about 7 accidents, resulting in one death and five injuries annually, that is, an average of 10 deaths and 64 injuries per day, which is the highest accident rate in the world. They also showed that the human factor was responsible for 84% of the accidents. Death rates due to traffic accidents in the Gulf countries (Oman, Saudi Arabia, Qatar, UAE, Bahrain, and Kuwait) are known to be the highest in the world. The most important behaviors related to accidents are: speeding, overtaking at curves and on narrow roads, wrong overtaking, changing lanes without signaling, distracted driving, sudden starts, racing with other vehicles, running red lights, and overtaking from the right. The most important behaviors related to violations are: excessive speeding, racing with others, driving in the opposite direction, and running the red light. A correlation is found between the number of violations and traffic accidents. The average number of violations is found to be 3.9, with a relatively large standard deviation of 13.5.

Fahim's study (1405 AH) showed that the annoying behaviors of motorists in the Holy City of Mecca largely included the following behaviors: close driving, shouting, arguing, cursing, swearing, stopping on the road to witness accidents, using horns, stopping and talking to other motorists, high speed, and young people driving vehicles. It was also found that awareness of annoying behaviors increases with age.

Al-Saleh's study (1415 AH), in which traffic accidents in Mecca from 1403 AH to 1412 AH were analyzed, showed that traffic accidents amounted to 16,393, with an annual average of 163,903 accidents. The study also confirmed the steady increase in the number of accidents, and that most accidents occur on Friday due to the arrival of Umrah pilgrims. Daytime accidents were proved to be more than nighttime accidents. Young people (18-29 years) were the most frequent perpetrators of accidents (38.3), and 7.1% of those under the legal age (under 18 years old) were found to have caused such accidents.

Al-Sayyad's study (1410 AH) showed that 65% of traffic accidents in Saudi Arabia (1396 AH -1403 AH) occurred during the day, and that 35% of the accidents occurred at night. It also showed that the majority of accidents occurred inside cities (72%), collisions amounted to 85% of the accidents, and excessive speed was responsible for 65% of the accidents. As for the perpetrators of traffic accidents, their ages were concentrated in the 18-30 age group, with 10.4% of drivers under the age of 18 (illegal driving). The majority of traffic accident perpetrators were married (61%) and educated (68.2%), and 24.7% of them did not have driving licenses.

Al-Asiri's study (1418 AH) showed that speeding ranks first among traffic violations in the Kingdom of Saudi Arabia. Al-Tuwaijri et al. (1421 AH) also showed that speeding is the first cause of traffic accidents from the students' point of view, followed by distracted driving, then fatigue and exhaustion. The study of Al-Sanan et al. (2002) showed that most speeding violations are concentrated in the age group of 18-24 years, and that the percentage of speeding violators among Saudis is much higher than that of speeding violators of other nationalities.

6 Study Community

In order to collect the information required to complete this study, which deals with the social factors affecting the commission of traffic violations in the city of Riyadh, the research community here was limited to respondents who answered that they had previously violated traffic regulations.

The geographical boundaries of this study were the city of Riyadh. The study sample was drawn from the following places: Recruitment, Passports, Al-Murabba', Al Nasiriyah and Al-Tawuniya Traffic; because a large number of individuals frequent these departments to complete their transactions, which allows for a random sample of drivers.

7 Study Sample

The study sample included 400 respondents who were interviewed in the aforementioned places during the period from 5/1/1424 AH to 5/24/1424 AH who had previously committed one or more traffic violations during the conduct of the study. Those who answered that they had not committed any traffic violation were excluded.

8 Study Unit

The study unit aims to investigate information related to the causes of traffic violations. Therefore, the study unit here is the respondent who committed traffic violations

9 Study methodology and tools

The social survey approach was used in this study, using a questionnaire consisting of a set of questions measuring the social characteristics of the respondents. The questionnaire also included questions that measured the types of violations committed by the respondents, in addition to the social causes of traffic violations from the respondents' point of view.

9.1 Statistical method of data analysis

Descriptive statistics was used to describe the study population in a simplified manner and in a way that reflects the reality of the problem studied. Percentages, frequency distributions, cross tables in addition to the relationship matrix were used in this study.

9.2 Characteristics of the study community

- Age: The majority of the respondents' ages fall into the age group of 18-24 years, at a rate of 25%, followed by the age group of 25-30 years, at a rate of 24.50%, and then the age group of 31-35 years, at a rate of 20%, which reflects that the majority of the sample members are young people, who are mostly the ones who drive cars and commit some traffic violations.
- Occupation: The majority of respondents work in the private sector at a rate of 56%, followed by respondents with government jobs at a rate of 17.25%.
- Marital status: Married people represent 74.75% of the sample, followed by singles at 24.55%.
- Educational level: Most of the respondents held university degrees at 45.25%, followed by those with high school degrees at 21.5%.
- Nationality: The majority of respondents were Saudis, at 52.75%, followed by Egyptians, at 19.50%.

9.3 Traffic behavior of the sample members

• Type of Violation:

The most common violations among sample members are speeding, wrong parking, running the light, and not wearing a belt. The percentage of those who exceeded the legal speed limit was 20.6% of the total sample, followed by the percentage of those who parked incorrectly at 19.74%. The percentage of those whose violation was running the light reached 16.94%, while the percentage of those who did not wear a seat belt was 14.46%.

• **Motives for the violations:**

When the respondents were asked about their motives for committing traffic violations, 37% of the them answered that the rushing to reach a certain place is the main reason for committing a traffic violation. 24.13% of the respondents confirmed that the way others drive their cars is the main reason. Life pressures ranked third with 15%, and in fourth place came the length of the procedures needed to finish traffic transactions and the lack of time with 10.47%. The rest of the reasons were very few and insignificant.

9.4 Relationship between the basic variables of the study:

This part of the study aims to reveal the relationship between the type of traffic violation and the motives for committing it, and its relationship with the social characteristics of the respondents, namely age, educational level, marital status, and nationality. This will be reviewed as follows:

The relationship between age and type of offense:

Table 1 . The relationship between age and type of violation

Age \ Violation Type	24-18	30-25	35-31	40-36	45-41	or 46 more
Running the light	15.29	31.21	15.29	12.74	14.01	11.46
Lack of license	35.29	35.29	17.65	5.88	5.88	0.00
Non-renewal of license	12.73	36.36	16.36	9.09	14.55	10.91
No seatbelt	20.15	31.34	20.15	11.94	8.96	7.46
Wrong Parking	15.30	25.14	21.31	15.30	13.11	9.84
Lack of vehicle inspection	15.79	31.58	21.05	10.53	10.53	10.53
Speeding	15.05	36.02	18.82	10.75	10.22	9.14
No license	23.81	33.33	19.05	9.52	9.52	4.76
non-renewal of license	15.52	27.59	31.03	12.07	8.62	5.17
Drifting	63.64	27.27	0.00	0.00	9.09	0.00
Wrong overtaking	17.65	41.18	11.76	8.82	8.82	11.76
Tinting the windshield	80.00	20.00	0.00	0.00	0.00	0.00
Reversing direction	37.50	37.50	25.00	0.00	0.00	0.00
Passenger Loading	20.00	40.00	0.00	0.00	40.00	0.00
Failure to turn on lights at night	0.00	0.00	0.00	100.00	0.00	0.00

Data from Table No. (1) shows that the most prominent traffic violations committed by members of the 18-24 age group are tinting windshields at a rate of 80%, followed by drifting at a rate of 63.64%, then reversing the direction at a rate of 37.50%, and then not having a license at a rate of 35.29%.

Violations in the 25-30 age group are concentrated in 41.18% wrong overtaking, followed by 40% passenger loading, 37.50% reversal and 36.36% non-renewal of license, 36.02% speeding and 35.29% lack of license.

As for the 31-35 age group, traffic violations mainly occur because of not renewing the license at a rate of 31.03%, followed by reversing direction at a rate of 25%, then wrong parking and lack of vehicle inspection at rates of 21.31% and 21.05%, respectively.

Violations in the 36-40 age group mainly occur due to the failure to turn on lights at night at a rate of 100%, followed by 15.30% wrong parking, 12.74% running the light, and 12.07% non-renewal of the license.

Loading passengers is the most common violation in the 41-45 age group with 40%, followed by non-renewal of license and running the light with 14.55% and 14.01%, respectively.

Finally, violations in the 46+ age group are concentrated in wrong overtaking at 11.76%, followed by running the light at 11.46%, and non-renewal of license at 10.91

The relationship between occupation and the type of traffic violation:**Table 2.** Relationship between occupation and type of violation

Occupation Violation Type	Government employee	Civil employee	Military	Self-employed	Student	Worker	Unemployed
Running the light	14.01	55.41	2.55	12.74	10.83	3.18	1.27
Lack of license	7.84	35.29	1.96	21.57	27.45	3.92	1.96
Non-renewal of license	20.00	36.36	3.64	25.45	10.91	3.64	0.00
No seatbelt	17.16	53.73	1.49	14.93	8.21	3.73	0.75
Wrong Parking	15.85	57.92	3.83	8.20	8.20	6.01	0.00
Lack of vehicle inspection	21.05	31.58	5.26	10.53	10.53	10.53	10.53
Speeding	15.05	56.99	3.23	12.37	7.53	4.30	0.54
No license	23.81	52.38	0.00	9.52	14.29	0.00	0.00
non-renewal of license	20.69	44.83	1.72	20.69	6.90	3.45	1.72
Drifting	18.18	27.27	0.00	9.09	45.45	0.00	0.00
Wrong overtaking	8.82	67.65	2.94	5.88	8.82	5.88	0.00
Tinting the windshield	0.00	20.00	0.00	20.00	20.00	20.00	20.00
Reversing direction	0.00	75.00	0.00	0.00	25.00	0.00	0.00
Passenger Loading	40.00	40.00	0.00	0.00	20.00	0.00	0.00
Failure to turn on lights at night	0.00	100.00	0.00	0.00	0.00	0.00	0.00

Table 2 shows that the majority of government employees' violations are concentrated in loading passengers by 40%, followed by not having a license by 23.81%, not inspecting the vehicle by 21.05%, and not renewing the license by 20.69%.

Traffic violations committed by private sector employees are concentrated in not turning on lights at night at 100%, reversing direction at 75%, followed by wrong overtaking at 67.65%, wrong parking at 57.92%, speeding at 56.99%, running the light at 55.41%, not wearing a seatbelt at 53.73%, and finally not having a license at 52.38%.

Military violations represent small percentages, including failure to check the vehicle at a rate of 5.26%, and wrong parking at a rate of 3.83%.

As for the self-employed, traffic violations are concentrated in not renewing their license at a rate of 25.45%, followed by not having a license at a rate of 21.57%, while students' violations are concentrated in drifting at a rate of 45.45%, followed by not having a license at a rate of 27.45%, then reversing direction at a rate of 25%. Followed by tinting windshields and loading passengers at a rate of 20% for each.

Workers' violations are concentrated in windshield tinting at 20%, followed by not inspecting the vehicle at 10.53%, wrong parking at 6.01%, and wrong overtaking at 5.88%. Windshield tinting also dominates the violations of the unemployed with 20%, followed by not inspecting the vehicle with 10.53%.

The relationship between marital status and the type of violation:**Table 3.** Relationship between marital status and type of violation

Marital Status Violation Type	Single	Married	Divorced
Running the light	29.30	70.06	0.64

Lack of license	45.10	52.94	1.96
Non-renewal of license	32.73	67.27	0.00
No seatbelt	29.85	69.40	0.75
Wrong Parking	23.50	75.41	1.09
Lack of vehicle inspection	36.84	63.16	0.00
Speeding	32.26	66.13	1.61
No license	47.62	52.38	0.00
non-renewal of license	32.76	67.24	0.00
Drifting	81.82	18.18	0.00
Wrong overtaking	35.29	61.76	2.94
Tinting the windshield	80.00	20.00	0.00
Reversing direction	50.00	50.00	0.00
Passenger Loading	20.00	80.00	0.00
Failure to turn on lights at night	0.00	100.00	0.00

Data from Table 3 indicate that the majority of single people's violations are concentrated in drifting by 81.82%, followed by windshield tinting by 80%, then reversing direction by 50%, while married people's violations are concentrated in not turning on the lights at night by 100%, followed by loading passengers by 80%, wrong parking by 75.41% and running the light by 70.06%, while divorced people have few violations compared to other social statuses, as they are concentrated in wrong overtaking by 2.94%, followed by not having a license by 1.96%.

The relationship between educational level and type of traffic violation:

Table 4. The relationship between educational level and type of violation

Educational Level Violation Type	Literate	Elementary School	Middle School	High School	Diploma	University Graduate
Running the light	3.82	2.55	12.74	22.29	15.29	43.31
Lack of license	0.00	7.84	17.65	29.41	5.88	39.22
Non-renewal of license	7.32	7.32	39.02	34.15	12.20	0.00
No seatbelt	3.73	3.73	12.69	26.12	15.67	38.06
Wrong Parking	2.73	2.73	13.11	21.86	14.21	45.36
Lack of vehicle inspection	0.00	10.53	26.32	26.32	10.53	26.32
Speeding	3.23	2.69	16.13	23.66	14.52	39.78
No license	4.76	0.00	23.81	23.81	23.81	23.81
non-renewal of license	1.72	1.72	17.24	25.86	15.52	37.93
Drifting	18.18	0.00	18.18	9.09	27.27	27.27
Wrong overtaking	2.94	0.00	20.59	23.53	17.65	35.29
Tinting the windshield	0.00	0.00	0.00	40.00	20.00	40.00

Reversing direction	0.00	0.00	0.00	37.50	0.00	62.50
Passenger Loading	0.00	0.00	20.00	0.00	0.00	80.00
Failure to turn on lights at night	0.00	0.00	0.00	0.00	100.00	0.00

Table 4 data shows that drifting is the dominant behavior in violations of the literate at a rate of 18.18%, followed by the non-renewal of the license at a rate of 7.32%, then not having a license at a rate of 4.76%. As for the elementary degree holders, the main violation was not inspecting the vehicle at a rate of 10.53%, followed by not having a license at a rate of 7.84%, and not renewing the license by 7.32%. Intermediate certificate holders' main violations were concentrated in not renewing the license by 39.02%, followed by not inspecting the vehicle by 26.32%, and not having a license by 23.81%. The violation of tinting the windshield was common among respondents with a high school diploma at 40%, followed by reversing direction at 37.50%, and not renewing the license at 34.15%. The violation of not turning on the lights at night stands out among diploma holders at 100%, followed by drifting at 27.27%, not having a license at 23.81%, and windshield tinting at 20%. Finally, the university students' violations were mainly concentrated in loading passengers by 80%, followed by wrong overtaking by 62.50%, and wrong parking by 45.36%.

The relationship between the respondent's nationality and the type of traffic violation:

Table 5. Relationship between respondent's nationality and type of violation

Nationality / Violation Type	Saudi	Yemeni	Egyptian	Palestinian	Other
Running the light	48.41	1.91	19.75	4.46	25.48
Lack of license	74.51	1.96	15.69	0.00	7.84
Non-renewal of license	88.89	1.85	0.00	0.00	9.26
No seatbelt	59.40	3.01	15.04	2.26	20.30
Wrong Parking	51.65	1.10	22.53	3.85	20.88
Lack of vehicle inspection	73.68	5.26	10.53	0.00	10.53
Speeding	65.59	2.15	13.44	2.15	16.67
No license	76.19	0.00	4.76	0.00	19.05
non-renewal of license	72.41	1.72	5.17	3.45	17.24
Drifting	81.82	0.00	0.00	0.00	18.18
Wrong overtaking	50.00	2.94	20.59	0.00	26.47
Tinting the windshield	80.00	20.00	0.00	0.00	0.00
Reversing direction	0.00	25.00	50.00	0.00	25.00
Passenger Loading	0.00	0.00	33.33	0.00	66.67
Failure to turn on lights at night	0.00	0.00	0.00	0.00	100.00

Data from Table 5 show that the majority of Saudi violations are concentrated in not renewing the license by 88.89%, followed by drifting by 81.82%, then windshield tinting by 80%, then not having a form by 76.19%, followed by no license by 74.51%, then not inspecting the vehicle by 73.68%. Yemeni violations are mainly concentrated in reversing direction by 25%, followed by windshield tinting by 20%. As for Egyptians, their violations were mainly concentrated in reversing direction by 50%, followed by loading passengers by 33.33%, wrong parking by 22.53%, and wrong overtaking by 20.59%. Palestinians' violations were concentrated in running the light at 4.46%, followed by wrong parking at 3.85% and non-renewal of license at 3.45%

The relationship between age and the causes of traffic violations from the respondents' point of view:

Table 6. The relationship between age and the reasons for traffic violations from the respondent's point of view

Age Reasons for violation	24-18	30-25	35-31	40-36	45-41	46 or more
Friends encouraging me to violate traffic regulations	44.44	44.44	11.11	0.00	0.00	0.00
Ignorance of the system and procedures	16.67	25.00	27.78	8.33	13.89	8.33
Long procedures and lack of time	23.19	36.23	20.29	8.70	7.25	4.35
Family problems	24.24	18.18	12.12	9.09	30.30	6.06
Pressures of life	17.71	34.38	14.58	11.46	14.58	7.29
Urgency	13.69	26.97	19.92	14.94	14.52	9.96
The way other people drive urges me to violate	16.35	27.04	16.35	12.58	15.72	11.95
Lack of a strict traffic system in Saudi Arabia	0.00	100.00	0.00	0.00	0.00	0.00
Lack of clear no-parking signs	0.00	66.67	33.33	0.00	0.00	0.00
Lack of parking at government offices	0.00	40.00	40.00	0.00	0.00	20.00
Lack of security personnel	0.00	33.33	0.00	66.67	0.00	0.00
An emergency case for a patient	0.00	0.00	0.00	0.00	0.00	0.00
To avoid an accident	0.00	0.00	0.00	0.00	100.00	0.00
Failure to follow traffic rules properly	100.00	0.00	0.00	0.00	0.00	0.00
Leniency with motorists in light running	0.00	0.00	0.00	100.00	0.00	0.00

Table 6 shows that all respondents in the 18-24 age group agree that the cause of traffic violations is not following the traffic rules by 100%, followed by friends' encouragement to violate traffic regulations by 24.24%, and then the length of procedures and lack of time by 23.19%.

All sample members, aged between 25 and 30 agree that the main reason for violating traffic regulations is the lack of a strict traffic system in the Kingdom by 100%, followed by the lack of clear no-parking signs (66.67%), their friends' encouragement to violate traffic regulations (44.44%), and the lack of parking lots at government offices (40%). The 31-35 age group stated that the lack of parking lots at government departments is one of the most important reasons that lead to traffic violations at 40%, followed by the lack of clear no-parking signs by 33.33%, and ignorance of the system and procedures by 27.78%.

The 36-40 age group attributes 100% of their violations to the leniency towards drivers running the light, followed by the lack of security personnel (66.67%). The 41-45 age group attributes 100% of their violations to avoiding accidents, followed by family issues at 30.30%. The 46+ age group believes that the most important motive for committing a traffic violation is the lack of parking lots at government departments (20%), followed by the way others drive (11.95%), urgency (9.96%), and ignorance of the system and procedure (8.33%).

The relationship between occupation and the causes of traffic violations from the respondents' point of view:

Table 7. The relationship between the respondent's occupation and the causes of traffic violations from the respondent's point of view

Occupation Reasons for violation	Government Employee	Private Sector Employee	Military	Self-Employed	Student	Worker	Unemployed
	Friends encouraging me to violate traffic regulations	11.11	55.56	0.00	0.00	33.33	0.00
Ignorance of the system and procedures	11.11	66.67	0.00	11.11	5.56	5.56	0.00
Long procedures and lack of time	15.94	50.72	4.35	10.14	14.49	2.90	1.45
Family problems	24.24	51.52	0.00	12.12	9.09	0.00	3.03
Pressures of life	14.58	52.08	2.08	14.58	10.42	4.17	2.08
Urgency	18.26	54.36	2.07	10.79	8.30	5.81	0.41
The way other people drive urges me to violate	11.95	55.35	1.89	12.58	10.06	6.29	1.89
Lack of a strict traffic system in Saudi Arabia	0.00	100.0	0.00	0.00	0.00	0.00	0.00
Lack of clear no-parking signs	0.00	100.0	0.00	0.00	0.00	0.00	0.00
Lack of parking at government offices	16.67	16.67	16.67	16.67	33.33	0.00	0.00
Lack of security personnel	0.00	66.67	33.33	0.00	0.00	0.00	0.00
An emergency case for a patient	0.00	0.00	0.00	0.00	0.00	0.00	0.00
To avoid an accident	0.00	100.0	0.00	0.00	0.00	0.00	0.00
Failure to follow traffic rules properly	0.00	0.00	0.00	0.00	100.0	0.00	0.00
Leniency with motorists in light running	0.00	100.0	0.00	0.00	0.00	0.00	0.00

Table 7 shows that the majority of employees attribute the reasons for their traffic violations to family issues (24.24%), then urgency (18.26%), and lack of parking at government departments(16.67%) .

Private sector employees agreed by 100% that the causes of traffic violations from their point of view are due to the lack of a strict traffic system, the lack of no-parking signs, and finally the leniency with drivers running the light. Military personnel, on the other hand, believe that the reason for committing traffic violations is the lack of security personnel (33.33%), followed by the lack of parking lots at government departments (16.67%) .

The self-employed attribute the causes of traffic violations by 16.67% to the lack of parking at government departments, 14.58% to urgency, and 12.58% to the way others drive.

Students confirmed that not following traffic rules is the main reason for committing traffic violations (100%), followed by friends encouraging them to violate, and lack of parking at government departments (33.33% each). Workers attributed their traffic violations to the way others drive (6.29%), urgency (5.81%), and ignorance of the traffic system (5.56%). The unemployed attributed their traffic violations to family issues (3.03%), life pressures (2.08%), and the way others drive(1.89%) .

The relationship between marital status and the causes of traffic violations from the respondents' point of view:

Table 8. The relationship between marital status and the reasons for traffic violations from the respondent's point of view

Marital Status	Single	Married	Divorced
Reasons for violation			
Friends encouraging me to violate traffic regulations	55.56	44.44	0.00
Ignorance of the system and procedures	22.22	77.78	0.00
Long procedures and lack of time	42.03	56.52	1.45
Family problems	36.36	63.64	0.00
Pressures of life	31.25	67.71	1.04
Urgency	24.48	74.69	0.83
The way other people drive urges me to violate	28.93	70.44	0.63
Lack of a strict traffic system in Saudi Arabia	100.00	0.00	0.00
Lack of clear no-parking signs	0.00	100.00	0.00
Lack of parking at government offices	16.67	83.33	0.00
Lack of security personnel	0.00	100.00	0.00
An emergency case for a patient	0.00	0.00	0.00
To avoid an accident	0.00	100.00	0.00
Failure to follow traffic rules properly	100.00	0.00	0.00
Leniency with motorists in light running	0.00	100.00	0.00

Table 8 indicates that 100% of single people believe that the absence of a strict traffic system and the failure to follow traffic rules are the most important motives for committing traffic violations, followed by the encouragement of friends (55.56%), then the length of traffic procedures and lack of time (42.03%). Married people, 100% agree that the lack of clear no-parking signs, absence of security personnel and leniency with drivers running the light are the most important reasons that encourage people to commit traffic violations, followed by the lack of parking lots at government departments by 83.33%, and ignorance of the system and procedures by 77.78%.

The relationship between educational level and the causes of traffic violations from the respondents' point of view:

Table 9. The relationship between educational level and the reasons for traffic violations from the respondent's point of view

Educational Level	Literate	Middle School	High School	Diploma	University Graduate
Reasons for violation					
Friends encouraging me to violate traffic regulations	0.00	0.00	0.00	96.00	0.00
Ignorance of the system and procedures	0.00	22.22	11.11	11.11	52.78
Long procedures and lack of time	7.25	14.49	27.54	11.59	37.68
Family problems	3.03	9.09	24.24	24.24	36.36
Pressures of life	6.25	20.83	21.88	18.75	27.08

Urgency	4.56	14.52	21.16	9.96	46.47
The way other people drive urges me to violate	4.40	13.84	22.01	10.06	45.28
Lack of a strict traffic system in Saudi Arabia	0.00	0.00	0.00	0.00	100.00
Lack of clear no-parking signs	0.00	0.00	0.00	0.00	100.00
Lack of parking at government offices	0.00	33.33	0.00	0.00	66.67
Lack of security personnel	0.00	0.00	66.67	0.00	33.33
An emergency case for a patient	0.00	0.00	0.00	0.00	0.00
To avoid an accident	0.00	0.00	100.00	0.00	0.00
Failure to follow traffic rules properly	0.00	0.00	0.00	0.00	100.00
Leniency with motorists in light running	0.00	0.00	0.00	100.00	0.00

Table 9 indicates that the length of procedures and lack of time are the most important reasons for the literate to commit traffic violations by 7.25%, followed by life pressures by 6.25%. Those with intermediate degree believe that the lack of parking lots at government departments is the most important reason for traffic violations by 33.33%, followed by ignorance of the system and procedures by 22.22%, and life pressures by 20.83%.

Avoiding accidents is the reason for committing traffic violations for respondents with high school graduates (100%), followed by the absence of security personnel (66.67%), long procedures and lack of time (27.54%). Respondents with a diploma believe that the leniency with drivers running the light is the cause of traffic violations by 100%, followed by the encouragement of friends by 96%, and family issues by 24.24%.

Failure to follow traffic rules, lack of a strict traffic system in Saudi Arabia and the absence of clear no-parking signs are the most prominent factors that make university graduates commit traffic violations by 100%, followed by the lack of parking lots at government departments by 66.67%, and ignorance of the system and procedures by 52.28%.

The relationship between the respondent's nationality and the reasons for traffic violations from the respondents' point of view:

Table 10. The relationship between the respondent's nationality and the reasons for traffic violations from the respondent's point of view

Nationality \ Reasons for violation	Saudi	Yemeni	Egyptian	Palestinian	Other
Friends encouraging me to violate traffic regulations	55.56	11.11	11.11	0.00	22.22
Ignorance of the system and procedures	41.67	2.78	25.00	2.78	27.78
Long procedures and lack of time	72.46	1.45	10.14	2.90	13.04
Family problems	60.61	0.00	27.27	0.00	12.12
Pressures of life	65.63	1.04	14.58	5.21	13.54
Urgency	55.83	3.75	16.25	1.67	22.50
The way other people drive urges me to violate	54.09	2.52	18.87	1.89	22.64
Lack of a strict traffic system in Saudi Arabia	100.00	0.00	0.00	0.00	0.00
Lack of clear no-parking signs	33.33	0.00	33.33	33.33	0.00
Lack of parking at government offices	83.33	0.00	0.00	0.00	16.67
Lack of security personnel	0.00	0.00	66.67	0.00	33.33

An emergency case for a patient	0.00	0.00	0.00	0.00	0.00
To avoid an accident	0.00	0.00	0.00	0.00	100.00
Failure to follow traffic rules properly	100.00	0.00	0.00	0.00	0.00
Leniency with motorists in light running	0.00	0.00	0.00	0.00	100.00

The data in Table 10 indicate that the absence of a strict traffic system in addition to not following the traffic guidelines are the most important reasons that make Saudis violate traffic regulations by 100%, followed by the lack of parking lots at government departments by 83.33%, then the length of procedures and lack of time by 72.46%.

Yemenis attribute their motives for committing traffic violations to encouragement from friends at 11.11%, followed by urgency at 3.75%. Egyptians believe that traffic violations are motivated by the absence of security personnel (66.67%), followed by the lack of clear no-parking signs (33.33%), and family issues by 27.27%. Palestinians believe that the most important reason for traffic violations is the lack of clear no-parking signs (33.33%), followed by life pressures.(%5.21)

The relationship between the causes of traffic violations and the type of violation from the respondent's point of view:

Table 11. Correlation matrix between the causes of traffic violations and the type of violation from the respondent's point of view

Reasons for violation Type of violation	Encouragement from friends	Ignorance of systems	Lack of time	Family issues	Life stress	Urgency	The way others drive
Running the light	0.085	0.038-	0.040	0.038	0.064	0.119*	0.153**
No license	0.094	0.037	0.222**	0.033-	0.048	0.011-	0.011
Failure to renew license	0.012-	0.001	0.144**	0.039	0.167**	0.057	0.032
Failure to fasten seat belt	0.142**	0.017	0.097	0.134**	0.159**	0.089	0.019
Wrong parking	0.004-	0.097	0.072	0.016	0.093-	0.100*	0.095
Failure to check vehicle	0.125*	0.029-	0.085	0.061	0.205**	0.011-	0.035
Speeding	0.006-	0.066-	0.065	0.012	0.063	0.214**	0.042
Lack of a form	0.115*	0.043	0.160**	0.092	0.156	0.031	0.054-
Failure to renew a form	0.015-	0.005-	0.188**	0.031	0.134**	0.015	0.015-
Drifting	0.181**	0.001	0.206**	0.172**	0.192**	0.012	0.113*
Wrong overtaking	0.196**	0.029	0.074	0.072	0.024-	0.009	0.100*
Other violations	0.045	0.012	0.009-	0.018	0.012	0.013	0.035

*Statistical significance at alpha < 0.05

**Statistical significance at alpha < 0.01

Table 11 data indicate a statistically significant correlation between other people's way of driving and light running at the indicator level of 0.01, and a statistically significant correlation between urgency and light running at the indicator level of 0.05, meaning that other people's driving and urgency prompt some drivers to run the light. The violation of not having a license was statistically significant at the indicative level of 0.01, with lack of time. It indicates that some people's lack of time may lead them not to hold the license.

Lack of time and life pressures are fundamental variables in the non-renewal of some respondents' licenses; Table 11 data show a statistically significant relationship at the 0.01 indicative level between these two variables and the non-renewal of the license, which means that lack of time and life pressures are the main reasons for the respondents' non-renewal of the license.

Table 11 data show that the encouragement of friends, family issue and life pressures are statistically significant at the indicative level of 0.01 with the seat belt violation. This means that encouragement from friends, family issues and life pressures prompt respondents to practice the seat belt violation. Table 11 data also reflect a statistically significant correlation between urgency and wrong parking at an indicative level of 0.05. In other words, who are in a hurry are more likely to park in a no-parking area. Not inspecting the vehicle is also statistically related to the indicative level of 0.01 with life pressures and the level of 0.05 with the encouragement from friends; meaning that the pressures of life and friends' encouragement push individuals to commit the violation of not inspection the vehicle.

There is a statistically significant relationship at the indicative level of 0.01 between speeding and urgency as reflected in Table 11. In other words, people who are in a hurry often exceed the legal speed limit. Table 11 data show a statistically significant relationship at the 0.01 indicative level between the lack of time and the absence of a form, as well as the encouragement of friends and the absence of a form at the 0.05 indicative level, which means that people who do not find time and are encouraged by friends not to take the form while driving.

Not renewing the form is statistically significant at a function level of 0.01 with life pressures and lack of time, which means that people who do not find time and suffer from life pressures do not renew their vehicle forms. There is also a statistically significant relationship at an indicative level of 0.01 with both drifting and friends' encouragement and: lack of time, family issues and life pressures. There is also a statistically significant relationship at an indicative level of 0.05 with the way others drive. In other words, respondents attribute the reasons for drifting to the encouragement of friends, lack of time, family issues, life pressures, and the way others drive.

Wrong overtaking is statistically significant at an indicative level of 0.01 with friends' encouragement and statistically significant at an indicative level of 0.05 with the way others drive, meaning that friends' encouragement and the way others drive prompts drivers to wrong overtaking.

10 Discussion of the findings

The findings of the study showed that speeding, wrong parking, running a traffic light, and not wearing a seat belt while driving are the most common violations among the study sample. As for the motives that lead to committing traffic violations, urgency was the first reason for most traffic violations, which is consistent with the studies of Al-Nafea and Al-Saif (1988); Al-Asiri (1418H); Al-Tuwaijri (1421H); Al-Sinan (2002). In second place comes the way others drive, which is consistent with the study of Al-Nafi and Al-Saif (1988 AD); Fahim, (1405 AH). Life pressures come in third place, and in fourth place comes the length of procedures and the lack of time to complete transactions. As for the social characteristics of the perpetrators of traffic violations, it was found that most of the violations of young people in the 18-24 age group occur as a result of windshield tinting, drifting and reversing direction, which is consistent with the studies of Al-Saleh (1415 AH) and Sinan (2002 AH). It is noticeable that this type of violations aims to attract the attention of others; this age group is characterized by the desire to defy rules and break laws. Members of this group attribute the reasons for their violation to the failure to follow traffic guidelines.

As for the 25-30 age group, their violations are dominated by wrong overtaking and loading passengers. It is noteworthy that the older the age of the respondent, the more the pattern and style of the offense changes. This group attributes the reasons for their violations to the lack of a strict traffic system in the Kingdom. Most of the violations of government employees are centered around loading passengers and not having a form. These employees attribute reasons for violating traffic regulations to the feeling of uneasiness at home, which prompts them to drive and violate traffic regulations.

As for private sector employees, their violations are concentrated in reversing direction and wrong overtaking. These employees attribute the reasons for their violations to the lack of a strict traffic system in the kingdom.

As for the social status of the respondents and its relationship to the type of violation, the findings of the study revealed that the majority of the singles' violations are concentrated in drifting and windshield tinting. This group attributes the reasons for their violations to the lack of a strict traffic system inside the Kingdom of Saudi Arabia.

As for married people, their violations are centered around loading passengers and wrong parking. The different patterns of violations between singles and married people can be explained by the fact that singles are

mostly young people who want to draw attention with their violations. Married people are family owners looking for additional sources to improve their income; therefore, they violate by loading passengers in their cars that are not intended for that. They attribute the reasons for their traffic violations to the absence of security personnel, which is consistent with the study (Saleh, 1415 AH).

Because the majority of respondents are university graduates, their violations are centered around loading passengers, wrong overtaking and wrong parking. This group attributes the reasons for their traffic violations to the absence of a strict traffic system in the Kingdom.

The violations of those with a high school diploma centered around windshield tinting and reversing direction; they attribute the reasons for their violations to avoiding accidents.

As for the relationship between the nationality of the respondent and the type of traffic violation, the Saudis' violations were concentrated in not renewing the license, drifting and windshield tinting. They attribute the reasons for their violations to the lack of a strict traffic system in the Kingdom, which is consistent with the results of Al-Sanan's study.(2002)

The violations of the Yemenis are concentrated in reversing the direction and shading, and they attribute their violations to the encouragement of friends.

As for the Egyptians, their violations were concentrated in reversing direction and wrong overtaking. They attribute the reasons for their violations to the absence of security personnel.

Most of the findings are consistent with the theoretical orientation of the study, which is based on the vision of traffic violations as a product of society's culture. The expectations of drivers' behaviors, of speeding, disregard of traffic regulations and other wrong driving styles, have been found to be influenced by the prevailing pattern of culture in society. In addition, the findings of the current study support the findings of many previous in that speeding, running the light, and wrong overtaking are the main causes of many traffic accidents.

As for the relationship between the reasons for traffic violations and the type of violation from the respondent's point of view, the study revealed that there is a strong relationship between the way others drive their cars, and rushing and crossing the signal. This means that rushing drivers who are affected by the way others drive, will run the traffic light.

The study also indicated that the lack of time on the part of some drivers may lead them not to hold the traffic license, and that the lack of time and life pressures may prompt researchers not to renew the license. This requires the traffic departments to consider and facilitate traffic procedures so as to help people adhere to the traffic system.

Fastening the seat belt is one of the new regulations in the Kingdom of Saudi Arabia. The respondents noted that in the event of friends encouraging them in addition to family problems, they will not wear seat belts, which requires more awareness of the importance of fastening the belt.

Urgency is the reason why people park incorrectly, which requires educating people on the need to go to work early so that they do not have to park incorrectly. The study data also reflects that encouragement from friends as well as life pressures prompts drivers to commit the violation of not inspecting the car, which shows that some may be encouraged by their colleagues not to comply with the traffic system regarding vehicle inspection.

The results of the study indicate that speeding is associated with urgency, an important social dimension that reflects the speeding pattern of doing business in Saudi society, which requires a person to head to his destination early so as not to violate traffic regulations.

Encouragement from friends and lack of time prompt motorists not to keep the form while driving. Lack of time and life pressures may lead some drivers not to renew the form, which requires the authorities to facilitate traffic procedures so that everyone adheres to them.

It was found that the violation of overtaking may arise from the encouragement of friends, lack of time, family issues, life stress, and the way others drive. Wrongful overtaking was found to be related to the encouragement of friends and the way others drive.

Overall, it can be said that urban life in Saudi society, and in the study community in particular, has given rise to different types of traffic violations such as speeding, wrongful overtaking, and failure to park properly. The researcher believes that all the behaviors demonstrated through the findings of the study are related to the social and cultural structures of the Saudi society, which is undergoing major changes. These changes, in turn, lead to new behavioral patterns such as traffic violations, which came as a natural result of the rapid urban changes in the Riyadh region. This region is characterized by rapid change and urbanization compared to other regions of the Kingdom, which constitutes more pressure on citizens.

11 Recommendations

First, the findings of the field study showed that excessive speeding, wrongful parking, running a traffic light and not wearing a seat belt while driving are the most common violations among the study community. From these findings, a set of recommendations can be summarized as follows:

The need to educate drivers about the danger of speeding and running traffic lights on the likelihood of having traffic accidents.

Providing sufficient parking lots near markets and government departments, as some drivers indicate that the main reason for violation is the lack of sufficient parking lots.

Increasing intensive media campaigns about the importance of wearing seat belts.

Secondly: Traffic violations vary according to age, social circumstances, and educational level. Therefore, special programs must be developed to suit the different society segments.

Third: The majority of respondents believe that they tend to violate traffic regulations due to the lack of a specific traffic system, and it is necessary to check with the Traffic Department to find out the reasons.

Fourth: The findings of the study revealed that the prevailing societal culture prompt drivers to commit traffic violations; encouragement from colleagues and the way others drive prompt some motorists to violate traffic regulations. Therefore, we recommend the following:

A) emphasizing the importance of educating young people on moral and religious values that urge them to comply with regulations (including traffic regulations).

B) Developing traffic awareness and conducting researches that deal with social aspects, as most traffic violations are due to cultural factors, such as speeding and friends' encouragement to commit traffic violations.

Fifth: The findings of the study revealed that most traffic violations result from the absence of supervision, leniency in applying regulations, and lack of clarity in laws. Therefore, the current study recommends increasing traffic strictness and intensifying traffic patrols, as some respondents indicated that the reason for their violation of traffic rules is due to the lack of traffic control.

Sixth: The findings of the study demonstrated that there is a relationship between lack of time and violations of license and form renewal, and periodic vehicle inspection, which requires traffic departments to facilitate procedures so that everyone can adhere to the regulations.

Seventh: The study data indicates that wrong parking violation is related to the lack of parking lots at government departments, which requires more consideration on part of the authorities to provide more parking lots for the visitors' cars.

12 How to apply these recommendations

Based on the recommendations discussed, a set of mechanisms can be devised for implementing them, as follows:

Punitive aspect:

Punishment and deterrence are important factors in getting rid of all forms of wrong behavior that could lead to traffic accidents, so strict penalties must be applied to violators.

Preventive aspect:

- Emphasizing the need to abide by traffic rules and regulations through schools, mosques and various media outlets.
- Intensifying the presence of traffic patrols to stop violators from committing violations.

Therapeutic counseling aspect:

- Publicizing traffic rules and linking them to rationale to address the recipient's mentality so as to believe in the importance of adhering to these rules in order to preserve his or her life or the lives of passengers or pedestrians using the road.
- Publicizing the laws governing traffic, including the laws of deterrence and punishment, clarifying that punishment is inflicted on wrongdoers, regardless of their status or position.

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