ADMINISTRATIVE STAFF COLLEGE OF NIGERIA (ASCON)
TOPO - BADAGRY

APPRAISAL OF THE FEDERAL ROAD SAFETY CORPS EFFORTS TOWARDS REDUCTION OF ACCIDENTS IN BADAGRY LOCAL GOVERNMENT AREA

BY

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CERTIFICATION

THE ADMINISTRATIVE STAFF COLLEGE OF NIGERIA (ASCON)

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SUBMISSION OF RESEARCH PAPER

I certify that **AFOLABI OLU GODWIN, PGDPA 34/2013/2014/1573** has successfully completed his research work on the subject: **"APPRAISAL OF THE FEDERAL ROAD SAFETY CORPS EFFORTS TOWARDS REDUCTION OF ACCIDENTS IN BADAGRY LOCAL GOVERNMENT AREA"** under my supervision.

The participant has accordingly been directed to submit the research paper to the Department.

MR. J. F. A. OBAOYE _____

Supervisor Date

DEDICATION

I dedicate this research work to Almighty God.

ACKNOWLEDGEMENT

I wish to express my sincere gratitude to God Almighty for His grace, strength, mercies, kindness, knowledge, divine support and guidance showered on me to make this study a success.

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ACRONYMS

FRSC: Federal Road Safety Commission.

COMACE: Corps Marshal and Chief Executive

B. U. C.: Badagry Unit Command

R. T. A.: Road Traffic Accidents

LASTMA: Lagos State Traffic Management Authority

ABSTRACT

Road traffic accidents are a major national problem in Nigeria. They constitute a serious health burden because of the resultant morbidity, disability, injuries and healthcare costs. Furthermore, road traffic accident costs represent a heavy loss to the national income and human resource base.

The study population is made up of three hundred (300) persons comprising sixty-two (62) staff of the FRSC, Badagry Unit Command, one hundred and fifty (150) transport union members from National Union of Road Transport Workers (NURTW) and Road Transport Employers Association of Nigeria (RTEAN), as well as other road-users within Badagry Local Government Area. The sample size is two hundred (200) persons to whom questionnaires were administered. Out of these, one hundred and twenty (120) questionnaires were completed and retrieved. The instrument used was a questionnaire designed by the researcher. The study adopted a survey research design.

The study revealed that majority of the respondents believe that FRSC operational activities have significantly reduced traffic accidents, drunk driving as well as the use of phone while driving. It was also deduced that majority of the respondents benefitted from FRSC public enlightenment programmes. It was also found out that, though FRSC Badagry Unit Command performed creditably well, there is need for improvement on performance.

The study concluded by recommending that more patrol equipment should be provided for operational activities, a re-emphasis on public enlightenment for road users to obey speed limit and the need to increase road furniture on the highway.

CHAPTER ONE

INTRODUCTION

1.1 BACKGROUND TO THE STUDY

Road traffic accidents have become a major cause of deaths worldwide. Over three hundred thousand people die and between ten to fifteen million persons are injured each year in road accidents in the world.

Comparatively, however, while the death and injury rates are declining in the developed world, the opposite prevails in the developing world, particularly with reference to Africa. While the number of death per ten thousand vehicles is between three and six in so many developed nations, the situation could be as worst as one hundred and fifth in some Third World countries.

Olagunju (2011) posits that Nigeria has one of the highest road traffic crash figures in the world. The country has an unenviable record of nine hundred and thirty-nine thousand, four hundred and sixty-six total accidents between 1960 and 2001 with two hundred and fifty-five thousand, eight hundred and seventy-three deaths on the roads, seven hundred and ninety-six thousand five hundred and thirty-eight others sustained various injuries with some being bedridden till the last breath. It then means that one million, fifty-two thousand, four hundred and twelve persons have either been killed or injured on our dangerous roads.

Despite various accidents recorded as a result of increase in the activities of road transportation, road transpiration has always been described as the livewire of any society and hence the bedrock of any economy. The development of transportation system makes it possible for people to acquire many benefits through the use of well-provided transport infrastructure and variety of transportation mode, people are becoming more and more mobile than before in doing their activities. This development also benefits the economic sector since the distribution of commodities and other trading activities could be done in a more efficient manner.

Undoubtedly, as quoted from Owen, transportation in general indeed have an important impact on our daily life. Many factors contribute to economic and social progress, but mobility is especially significant because the ingredients of a satisfactory life, from food and health to education and employment, are generally available only if there is adequate means of conveying people, goods and ideas. (Owen, 1987).

The collapse of the Nigerian Railway system, the high cost of air travel and the incomplete accessibility to sea/river transport system has discharged into the road sector excess load and responsibility that have remained unprecedented in the history of developing economies (Utomi, 2001). The absence of the above has placed so much burden on the roads including the use of all sorts of vehicles.

The period from 1971 to 1987 fall within the Nigerian oil boom era. The boom led to a rise in income and high standard of living. The subsequent increase in economic and social activities including state creation, government activities and more money in circulation made a lot of people purchase vehicles.

1.1.1 Historical Background/Development of the FRSC

The high number of vehicles on the highways led to increased number of unavoidable road traffic accidents. The Nigerian road traffic crash took an alarming dimension to the extent of attracting the attention of both the state and federal governments. This development however aroused the attention of the former Military Governor of old Oyo State, Brigadier David M. Jemibewon to create Oyo State Road Safety Corps in 1977.

According to Adeleye (1977), Oyo State Road Safety Corps was small but efficient and quick action corps of men and women who were properly equipped to combat the menace of road accidents in the then Oyo state. But on return to democratic rule in 1979, the first Executive Governor of Oyo State, late Chief Bola Ige further returned the state-run road safety outfit to maturity. Available records show that states like Lagos, Ogun, Edo, Anambra and Kano followed suit in imitation of the success which the Oyo State Road Safety Corps had experienced.

With the operations of the former Oyo State Road Safety Corps, significant improvement in road safety and discipline became evident. The success of the first road safety project in old Oyo State was so significant that other states of the federation began to copy the approach.

In a move which many analysts believe is more political than expedient, the then government of the Federal Republic of Nigeria banned activities of all such initiatives from state governments in tackling the rising problem of road carnage in their respective domains.

By 1987, the National Road Safety Commission has been in existence for fourteen years. But its impact was not felt with respect to traffic administration and crash control. To say the least,

the standing atrophy was worsened after the various states Road Safety Corps were banned in 1983. According to Soyinka, the situation was so bad in 1988 that Nigeria was labelled as the most dangerous country worldwide with fatality index of road accidents exceeding one hundred and twenty percent mark. Soyinka followed up this situation in his characteristic altruism with extensive research, by submission of multiple proposals to the Federal Government. It was against this background that the Federal Road Safety Commission (Corps) was created on 18th February, 1988 during the administration of General Ibrahim Badamasi Babangida (retired).

The corps runs a command structure that comprises the National Headquarters. The office of the Corps Marshal and Chief Executive is supported by eight Directorates, headed by eight Deputy Corps Marshals.

Activities of the corps are carried out nationwide by dissemination of instructions and command through a hierarchy from the National Headquarters, through the Zonal Commands, thirty-seven Sector Commands and in response to the exigencies of road traffic administration.

However, Decree Number 45 of 1988 as amended by Decree 35 of 1992 referred in the Statute Books as the FRSC Act, Cap. 141, Laws of the Federation of Nigeria (LFN), 1990. These enabling laws were repealed and replaced with the FRSC (Establishment) Act, 2007 to perform the following statutory functions.

(a) Preventing or minimizing road traffic accidents on the highway to the barest minimum.

(b) Clearing obstructions on any part of the highways.

(c) Educating drivers, motorists and other members of the public generally on the proper use of the highways.

(d) Giving prompt attention and care to victims of road traffic accidents.

(e) Conduct researches into causes of motor accidents and methods of preventing them and putting into use the result of such researches.

(f) Cooperating with bodies of agencies or groups engaged in safety activities on the highways.

(g) Determining and enforcing speed limits for all categories of roads.

1.2 STATEMENT OF PROBLEM

Despite various measures and counter-measures that have been put in place at reducing the high rate of road accidents, statistics show that not much has been achieve in this regard. The high rate of carnage on the Nigerian highways resulting in the loss of lives and properties continues to be a source of grave concern.

These losses, no doubt, have affected economic development of the nation as well as caused other social problems in the society. Wanton destruction of lives and properties associated with rampant road accidents accounts for over 25% of the GNP resource which the nation cannot afford to lose, since in many cases, replacement of vehicle parts, drugs and hospital equipments all have to be imported. These losses to the economy can often include significant foreign exchange elements which would have been used for development purposes.

Among the factors that may probably be responsible for road traffic accidents are: human factor, mechanical factor and environmental factors. It is as a result of the problems identified in the foregoing that this research was undertaken.

1.3 OBJECTIVES OF THE STUDY

The specific objectives of the study are as follows:

i) to enumerate the causes of traffic accidents in Badagry Local Government Area.

ii) to identify the effects of road accidents in Badagry Local Government Area.

iii) to discuss the possible solutions and recommendations in reducing road accidents in Badagry Local government Area.

1.4 RESEARCH QUESTIONS

The following questions are to be critically examined in the course of the study through empirical evidence to show whether FRSC, Badagry Unit Command has contributed immensely towards reduction of traffic accident in Badagry Local Government Area.

i. To what extent has FRSC Badagry Unit Command operational activities reduced traffic accident in Badagry Local Government Area?

ii. To what extent has training and public enlightenment organized for drivers reduced traffic accident in Badagry Local Government Area?

iii. To what extent did the attitude, behaviour and condition of the road influence the rate of traffic accidents in Badagry Local Government Area?

1.5 RESEARCH HYPOTHESIS

i. H_1 There is a significant relationship between FRSC operational activities and traffic accidents in Badagry Local Government Area.

H_0 There is no significant relationship between FRSC operational activities and traffic accidents in Badagry Local Government Area.

ii. H_1 There is a significant relationship between public enlightenment cum training and the incidence of traffic accidents in Badagry Local Government Area.

H_0 There is no significant relationship between public enlightenment cum training and the incidence of traffic accidents in Badagry Local Government Area.

iii. H_1 There is a significant relationship between the condition of the road, behaviour and attitude of motorists, and traffic accident in Badagry Local Government Area.

H_0 There is no significant relationship between the condition of the road, behaviour and attitude of motorists, and traffic accident in Badagry Local Government Area.

1.6 SIGNIFICANCE OF THE STUDY

i) The findings of the study will assist relevant agencies like the Federal Road Safety Corps, FERMA and the Badagry Local Government Council to focus their energy and attention on how best to minimise accidents in Badagry Local Government Area.

ii) The study will contain educative information for all current and potential road users on how to drive safely on the road.

iii) The study will give awareness on the age groups mostly affected by traffic accidents.

1.7 SCOPE OF THE STUDY

The scope of the study is Badagry Local Government Area, and was not extended to other local government areas. The research was limited to FRSC Badagry Unit Command as well as some selected transport unions.

1.8 LIMITATION OF THE STUDY

The limitations of the study were:

i) Time constraint

ii) The fear of respondents mistaking questionnaires for administration of income tax.

1.9 DEFINITION OF TERMS

There are certainly some technical terms or words which may not be familiar to persons other than those who have the desire in safety technology. This has resulted in outlining the meanings and uses of some of the following terms.

Appraisal: The Oxford Advanced Learner's Dictionary defines appraisal as "to access the value, quality, judgement of performance over time of a person or worker in the context of his assigned task or job".

Corps means the entire staff of Federal Road Safety Corps.

Road Furniture encompasses all roadside objects used for safety and control of traffic in addition to those for assisting the driver. Road furniture items provide drivers with the necessary warnings, rules, distance and directional information in order to travel roads and thoroughfares safely. It includes fixtures on the road surface such as steel covers and traffic domes or lane markers, light poles, signposts, bus shelters and crash barriers.

Road Traffic Crash is an incident that is caused by motorist, but can be avoided.

Road Traffic Accident is an incident that cannot be avoided by motorists. It is when a road vehicle collides with another vehicle, pedestrian, animal, geographical or architectural obstacle.

Safety: The state of being certain that adverse effects will not be caused by some agent under defined conditions.

CHAPTER TWO

LITERATURE REVIEW

2.1 CONCEPTUAL ANALYSIS

A key issue that bothers scholars in Nigeria is how productivity can be enhanced in road traffic administration. Productivity, according to Egbegunle (1980), is not subject to the narrower sense of the input-output equation. Rather, it captures the rate at which human effort discharged into the art of managing road use to ensure safety of lives and property on the highways. Egbegunle further submits that productivity is a higher order concept and practical term; being a gigantic task in itself, its achievement demands a corps of players who understand and share a common philosophy and rationale; and who are at home with their essentials.

Crashes are common features of road transportation in Nigeria. Carnage arising therefore have therefore become the country's bane of socio-economic development. Oyeleke (1987) submits that hardly any day passes without news of loss of lives and property on the highways as a result of road accidents. However, Osuagwu (1990), Wakawa (2000), Balogun (2001) and Oyeyemi (2002) categorise major causes of road accidents in Nigeria into three:

(a) Human factor;

(b) Mechanical factor; and

(c) Environmental factor

As far as Elekwa (1990) and Ouah (1992) are concerned, productivity is a function of how the three factors mentioned above can be managed in order that the highways are safe for road use. Adigun (1996) faults the argument that they are inconclusive and do not capture the total dimensions of the concept of productivity. They argue that, first capacity must have to be developed and utilised before any meaningful enterprise can be pursued effectively. It therefore follows that human resource development and utilisation must be thoroughly addressed as critical issues before productivity can take place in road traffic administration. Udo-Aka (1998) stretched the position of Adigun further by viewing human resources utilisation as a sequence in the relationships between development and utilisation of human resources by emphasizing their relevance to the manpower requirements and their actual deployment in their appropriate mix to meet macro and micro-needs. However, Wakawa (2000) believes that productivity must also be a consequence of the available human resource that roundly address issues bothering on the underlisted causes of road accidents categorised under human factors.

(A) Human Factor

i. Over-speeding, over-confidence, recklessness, dangerous driving, etc. often result in road traffic accidents.
ii. Psychological factors such as stress, fatigue, tiredness, Road Accident Immunity Delusion Syndrome (RAIDS) are often causes of road traffic accidents.
iii. Drunk driving, drug abuse – long distance drivers especially are known to undertake journeys without having adequate rest, enjoy driving at night and are in the habit of consuming stimulants to beef up alertness. Quite often than not, they suffer various

degree of hallucinations, lack of sense of judgement and attempt daring manoeuvres and suicidal overtaking on the highways.

iv. Poor eyesight or visual impairment of varying degree often results in accidents.

v. Illiteracy and poor diving driving skill inhibits proper knowledge and application of road furniture, highway code, road signs, etc. to the detriment of other road users.

vi. Under-age drivers – the last decade witnessed new trends in road traffic with the well-to-do parents buying vehicles for their under-aged children, creating new tension for road traffic in cities. Often times, young children steal their parent's car keys to cause dangers to other users.

Anenu (2001), Nkwonta (2001) and Uchegbu (2001) all agree that even though the driver (human factor) takes a lion's share of about 80 percent of the causative index of road accidents in Nigeria, vehicle conditions nevertheless, constitute part of it that cannot be disregarded in this kind of considerations. For purpose of clarity, the concept of mechanical factors covers the problems that emanate from the vehicle itself. The abundance of mechanically defective vehicles are common sights on our roads which are in reality death traps for motorists.

(b) Mechanical Factor

In their separate but similar researches on the causes, effects and methods of reducing road accidents, Ananenu, Nkwonta and Uchegbu mentioned the following as constituting mechanical factors of road accidents.

i) Brake failure

ii) Burst tyres

iii) Propeller and wheel pull-out

iv) Ball joint/shaft breakdown

v) Engine failure

vi) Use of fake spare parts

vii) Poorly maintained vehicle

(c) Environmental Factors

The topography of the Nigerian terrain constitutes a remarkable obstruction in road construction. Mountains, valleys and rivers constitute sharp bends, steep hills, sides and sharp slopes which are dangerous features against road users, all these are major causes of road traffic accidents.

The tropical climate is another challenge to road use. Heavy torrential rainfall causes gully erosion while extreme sunshine also affects the road network negatively causing potholes and deadly black-spots which constitute major causes of road traffic accidents. The weather condition militating against road usage in terms of foggy, hazy, misty and heavy rainfall causes poor visibility and consequently accidents.

Productivity is a consequence of proper manpower plan (Chukwu, 1997). Critical skills of players engaged in road traffic administration must be adequately addressed to enable them tackle the contentious issues bother on the factors that contribute to road accidents as already categorised under human, mechanical and environmental factors.

Road traffic administration must be exposed to training and re-training in order to acquaint them with the philosophy and technicalities involved in their daunting job. Jucious (1990)

holds the opinion that since training is any process by which the aptitude, skills and attitude of employee to perform specific jobs are increased, then, training must be justified as it serves to improve the employee's skills which in turn increases the quality and quantity of output.

Facts show that some road traffic agencies in Nigeria are gazetted as para-military organisation e.g. the Federal Road Safety Corps, Nigeria Police and Vehicle Inspection Officers. The modes of operations therefore take the form of command and control. Obande (1997) warns however achieved in road traffic administration, there must be a sense of team work at all levels. To do this, he insists that it is always imperative that the factors which influence how training plans are made are taken cognisance of as follows:

i) Training of officers and men should have a specific purpose. For example, what is the tactical doctrine and the overall concept?

ii) Training must be relevant to the purpose for which it is being conducted.

iii) Training should be progressive; one leading to the other.

iv) It should be realistic and demanding.

v) Training programmes and exercises should be imaginative. They do not always have to be serious. Some training can be fun, for example sports.

vi) Training should make maximum use of the latest training development and simulation for better results.

Udoji (1992) attests to the fact that training must be a continuous process in every para-military organisation. As of necessity, training programmes should always be arranged for staff as a way of improving efficiency and quality services. In order to improve the

efficiency and productivity of road traffic administrations, the type of training they are made to undergo must incorporate the following:

i) Assessment of training needs before embarking on it

ii) Placing the persons who have undergone training back in the para-military organisation so that they can apply the new skill and knowledge.

iii) Conducting the training in the expected way

iv) Selecting the most appropriate persons to participate in the training effort

v) Designing the most relevant training effort to meet their needs

Okoli (2000) maintains that training is a process through which experience are deliberately offered to trainers to enable them absorb some new perspectives, understanding, value, attitude, technique or skill.

McGhee and Thayer (1961) define training in paramilitary organisations as the formal procedures which they use to facilitate employee's learning so that their resultant behaviour contributes to the attainment of the organisation's goals and objectives.

Aina (1992) explains further than before officers and men can perform these tasks of policing the highways satisfactorily, they must master the operational perspectives and dimensions of the para-military organisations. This, therefore, entails acquisition of skills. Sometimes, this acquisition is needed immediately after recruitment. Sometimes, it is needed because the organisations change its operational perspectives and dimensions. At other times, it is necessary if an officer is to move from the administrative headquarters to the field commands, or by lateral transfer or promotion.

Training Needs

According to Boydel (1975), Priori (1991), Yahaya and Akinyele (1992), the word 'need' implies that something is lacking; while 'training' implies that this lack can be supplied by systematic training in a para-military organisation. They conclude that training needs will always exist for road traffic administrators as long as emerging challenges threaten the safety of lives and property on the highways. One could therefore say that a training need is a gap between the kind of performance or competence an employee has and the kind of performance and competence which he is expected to have. Ouah subtracts the knowledge, skills and attitude (KSA) which a randomly selected group of road traffic administration have from those they require to effectively patrol the highways and comes up with a gap. To bridge this gap in FRSC, specialised programmes have been organised and conducted within and outside the commission. Such training programmes include Marshals and Commanders' Basic Course, Conversion Courses, Provost Basic Course, Intelligent Basic Course, Personnel Management Courses are organised to impact the requisite knowledge as well as indoctrinate staff on the commission's work ethics.

Regularly, the commission organises various seminars and workshops in relevant discipline for staff development, as such staff of the commission participates in the many training programmes organised by the commission's temporary training school in Jos. Some staff have also benefitted from various training programmes organised by NIPSS, War College, ASCON, Police Staff College, Staff College, Jaji.

Also many staff have been sponsored for further studies at the universities, and other tertiary institutions. All these training programmes are meant to ensure high staff capacity building for improved performances.

2.2 REVIEW OF EMPIRICAL STUDIES

Each year, 1.2 million people are killed in road traffic crashes worldwide. Unless action is taken, global road deaths are forecasted to double by 2020. Most of these deaths happen in developing countries. Worst affected are vulnerable road uses: children, pedestrians, cyclists and motorcyclists. Today, road traffic injuries are already the number one killer of 10 to 24 years olds. Yet much of this tragic loss of life is preventable.

In industrialised countries, road traffic causalities have been falling for three decades. This is as a result of sophisticated designing road safety systems, cars have achieved five-star independent crash tests vide electronic stability control. Roads have five-star safety design. Road users comply with the usage of seat-belts, helmets and thus avoid excessive speed and drink driving.

Yet on the streets of Southeast Asia, South America and Africa, road users are facing an avoidable epidemic of death and injury on the road. Today, road crashes kill on the scale of malaria or tuberculosis, yet the international community has not woken up to this horrific waste of life. Already, China and India each lose at least 100,000 people a year to road crashes. In Africa, which has the most dangerous roads in the world, the World Health Organisation (WHO) estimates that 200,000 people die each year, despite a relatively low level of motorisation. The cost of road injury to developing countries alone is estimated at up

to $100 billion a year – equivalent to all overseas aid from donor government – but road safety is not recognised as a development priority.

According to the World Health Organisation (WHO), many programmes and policies exist to prevent road traffic accidents. They include strategies to address rates of speed and alcohol consumption, promotion of use of helmets and seat-belts and other restraints, a greater visibility of people walking and cycling. A concerted effort on the part of government and other partners to improve road safety can make a world of difference.

2.2.1 Summary of Road Traffic Accidents in Nigeria between 1960 and 2004

Road traffic accidents are a major national problem in Nigeria. They constitute serious health problem because of the resultant morbidity, disability, injuries and healthcare cost. Furthermore, road traffic accident costs represent a heavy loss to the national income and human resources base. Find below the summary of road traffic accidents in Nigeria between 1960 and 2004.

Table 2.1: Summary of Road Traffic Accidents in Nigeria from 1960 to 1987

Year	Total Cases Reported	Persons Killed	Persons Injured
1960	14130	1083	10216
1961	15963	1313	10614
1962	16317	1578	10342
1963	19835	1532	7771
1964	15927	1769	12581
1965	16904	1918	12024
1966	14000	2000	13000
1967	13000	2400	10000
1968	12163	2808	9474
1969	12998	2347	8804
1970	16666	2893	8804
1971	17745	3206	13154
1972	23287	3921	14592
1973	24844	4537	16161
1974	28893	4992	18154
1975	23651	5552	18660
1976	40881	6761	20132
1977	35351	8000	28153
1978	36111	92252	30023
1979	29271	8022	28854
1980	32138	8736	21203
1981	33777	10202	25484
1982	37094	11382	26337
1983	32109	10462	28539
1984	28892	8830	26866
1985	28976	9221	23861
1986	25188	8154	23858
1987	26215	7912	22176
Total	**672326**	**150783**	**499837**

Source: FRSC Abuja

Summary of road traffic accident between 1960 and 1987 vide Table 2.1 indicated a total number of 672,326 cases reported. Out of this number, 150,783 persons were killed while 499,837 persons were seriously injured. A trend of reported road accident from 1960 to 1971 shows single digit percentile. From 1972 to 1975, the trend shows double digit percentile. In 1976, the trend shows unprecedented fourth percentile. In 1977 to 1978, the traffic crash trend reflected triple percentile. However, the trend reduced to double in 1979. In 1980 to 1983, the traffic crash trend increased to triple while in 1984 to 1987, it fell to double percentile.

The progressive rises of digit from one percentile to two between 1972 and 1975 is a variable of economic growth, liberalisation, economic empowerment and such other factors that provide for more automobiles, movement of goods and persons in a driving environment where all the factors of road use are never constant. In 1976, the traffic trend was unprecedented. This may be due to increase of numbers of vehicles on the Nigerian roads, the deteriorating situation of Nigerian railway may have forced people from the rail to the road. In 1977-1978, the traffic accident fell to triple percentile, a little better than cases of crash in 1976. Between 1979, 1984 to 1987, digitations remained constant among triple and double respectively.

Table 2.2 Summary of Road Traffic Accidents in Nigeria from 1988 to 2004

Year	Total Cases Reported	Persons Killed	Persons Injured
1988	25792	9077	22747
1989	23987	6714	24413
1990	21721	8154	23687
1991	22498	9525	22686
1992	22909	9620	24508
1993	21412	9454	25759
1994	18218	7420	14146
1995	17000	6647	17938
1996	16793	6364	14554
1997	9034	3616	15290
1998	160146	6538	10786
1999	12424	5429	17341
2000	12705	6521	20677
2001	13801	8012	23249
2002	14544	74047	22112
2003	14363	6452	18116
2004	14279	5351	16897
2005	0	0	0
2006	0	0	0
2007	8000	4900	17000
2008	11100	6120	27120
2009	10120	5130	35100
2010	3700	2120	7100
Total	**330446**	**140571**	**431226**

Source: FRSC Abuja

Summary of Road Traffic Accidents in Nigeria from 1988 to 2004 vide Table 2.2 indicated a total number of 330,446 cases reported. Out of this number, 140,571 persons were killed while 431,226 persons were seriously injured.

A trend of reported road traffic accidents from 1988 (when FRSC was established) to 1993 reflected double digit percentile. However, the number of traffic accidents reported was lower than the number prior to the establishment of FRSC in 1988. In 1994 to 2010, it is truism that traffic crash record a digit one percentile quotient. To date, the corps is at home with the essentials of its duties of road transport management an accident control.

Table 2.3: Road Safety in Nigeria – The Brutal Facts

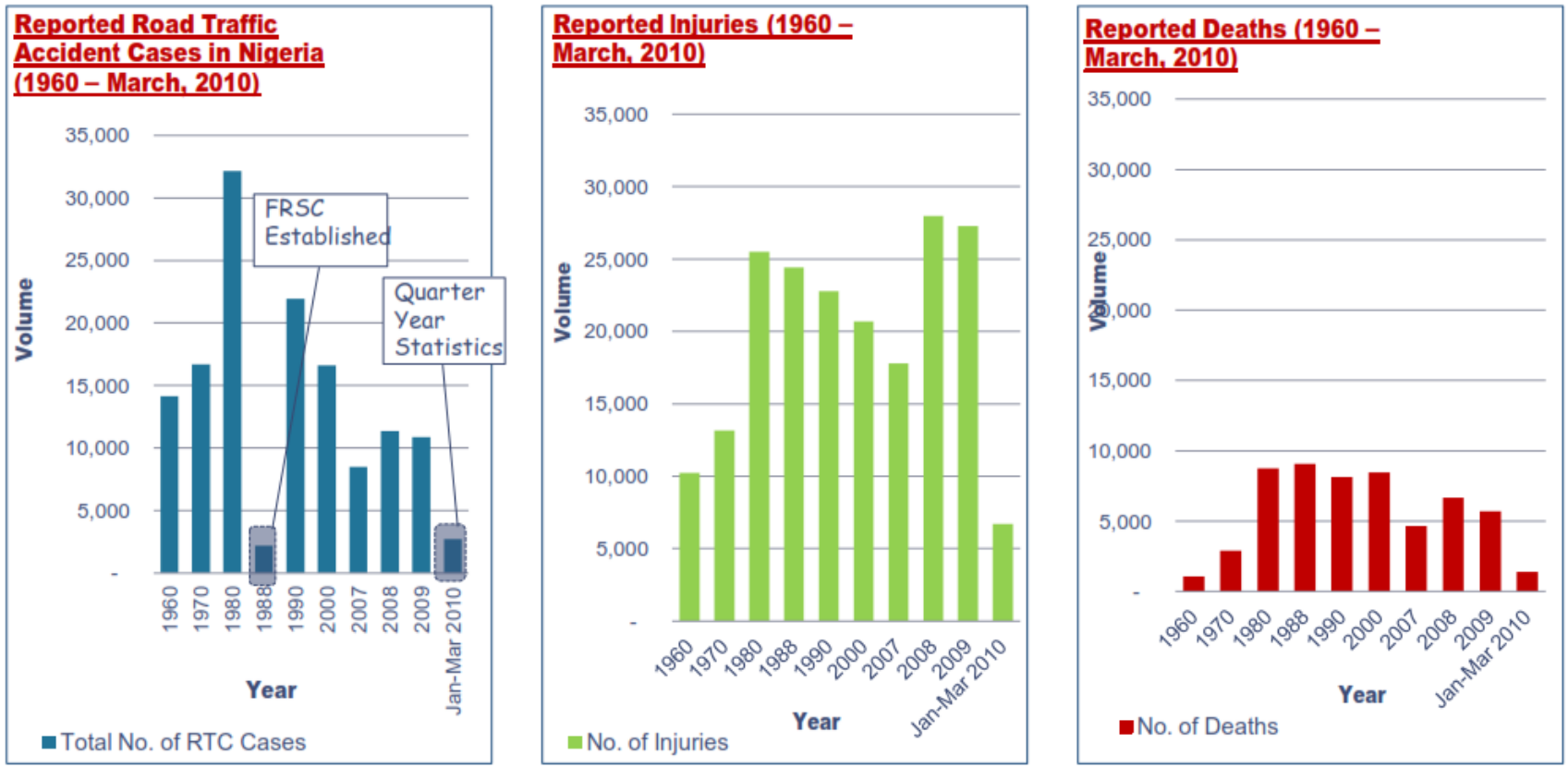


Table 2.3 shows the graphical representation of reported road traffic accidents, persons killed, persons injured from 1960 to March 2010 in Nigeria.

2.3 THEORETICAL FRAMEWORK

Several scholars have propounded theories on road traffic accidents, prevention and severity reduction. For example, H. W. Heinrich wrote on industrial accident safety.

Makay (1974), William Hadon classified road traffic accident into three parts. So many schools of thought also propounded theories on traffic administration such as the Classical School of Management, Behavioural Science Approach, Human Relations School, Motivation Approach, Theory X ∝ Y and Abraham Maslow's Hierarchy of Needs.

In 1932, H. W. Heinrich classified causes of industrial accident into three parts:

First and foremost, industrial accidents are mostly as a result of social environment and inherited behaviour, for example alcoholism, smoking of Indian hemp, drug abuse, etc.

Secondly, industrial accident can occur as a result of fault of a person, for example carelessness, bad temper and recklessness, etc.

Thirdly, industrial accident may be as a result of unsafe act or condition. Performing a task without the appropriate people may result in accident which the outcome may be injury or death, etc. H. W. Heinrich went further by emphasizing these errors are categorised as follows:

1) Overload – the work task is beyond the capability of the worker. It includes physical and psychological factors. It also influenced by environmental factors, internal factors and situational factors.

2) Inappropriate worker response, for example worker's fault, incompatible work environment.
3) Inappropriate activities – lack of training and misjudgement of risk.

However, H. W. Heinrich suggested corrective action sequence which he termed as three 'E's – Engineering, Education and Enforcement.

William Haddon, Makay classified road accidents in three phases: pre-crash, crash and post-crash. They emphasised that accidents are not a result of a single cause. They result from a chain of circumstances and therefore present multiple opportunities to establish preventive measures. They classified *human beings* as the *host*, *vehicle/machine* as *agent* and *environment* as *circumstances* before, during and after the injury.

i) Pre-Crash: This is characterised by heavy drinking, poor eye sight, deficiency in highway and road design, poor vehicle construction standard, poor enforcement of highway regulation. The objective here is crash incidence avoidance.
ii) Crash Stage: This is characterised by all circumstances internal and external to the vehicle which in case of an accident determines the possibility of injury, nature and severity.

    Existence of sharp ridges, guard rails and protrusions cause injuries to both vehicle occupants and pedestrians if an accident occurs. Therefore, the vehicle should be:

    a. Crash designed so that doors do not open at speed.
    b. Vehicle should be provided with energy absorbing steering shaft as this will serve as safety not for sudden deceleration of the driver.

c. The side structure of the passenger compartment must be designed so that on lateral impact impinging vehicles do not substantially penetrate the passenger space. Resistance devices such as safety belts, headrests are provided to prevent occupant from being ejected from the car. The objective here is injury prevention.

iii) Post-Crash Stage: This is characterised with saving those that need not die, hence there is need for ambulance, communication gadgets, first aid equipment and a good Samaritan. The objective here is severity reduction.

Closely related to human factor is Accident/Incident Theory. This theory is classified into three elements – Ergonomic traps, decision to err and system failure.

i) Ergonomic traps are incompatible work stations, tools or expectation (management failure).

ii) Decision to err is conscious or unconscious (personal failure).

iii) Systems failure – inadequate training poor policy formulation and implementation and perhaps management failure.

The Classical School of Thought or classical writers like Taylor (1974), Gant (1970) and Frank (1989) propose fourteen principles which should guide the thinking of road traffic administrators in resolving concrete problems: division of labour, authority and responsibility, discipline, unity of command, unity of direction, subordination of individual interest to general interest, remuneration of personnel, centralisation, scaler chain order, equity, initiative stability of tenure of personnel, esprit de corps all to enhance productivity.

The Human Relation Theory concentrates on the social environment surrounding the job, for the student of road traffic administration. The human relations movement has left a wealth of important ideas, research findings and values about the role of the individual in a road traffic organisation.

An analysis of McGregor's Theory X and Theory Y distinction display a traditional and behavioural approach to motivation for staff in road traffic agencies. The difference lie in the assumptions each manager makes about the needs of their subordinates. If it is assumed that workers have Theory X needs management will create tighter controls and use coercion to motivate better performance. On the other hand, if Theory Y assumptions are made about subordinates, managers would probably be involved in helping to create an environment under which a full range of needs can be fulfilled.

Another theory about traffic administration is Maslow's Hierarchy of Needs. The five level of need emphasised by Maslow are as follows: (i) physiological, safety, social, esteem, self-actualisation. Road traffic administrators must always be guided by Maslow's hierarchy of needs in dealing with their subordinates. A good understanding of the needs staff expect to be met in their place of work will definitely promote productivity in road traffic administration.

2.4 SUMMARY OF LITERATURE AND IDENTIFICATION OF GAP IN KNOWLEDGE

Literature review encompasses various causes of road traffic accidents such as human, mechanical and environmental factors. United Nations pronounced that globally, road traffic accidents are the second leading causes of death for young men after HIV/AIDS in some

African countries like Nigeria, Ethiopia, etc. Recent development indicated that road traffic accidents have surpassed HIV/AIDS, malaria and cardio-vascular diseases as the leading cause of death in most of the African countries. This assertion was corroborated by World Health Organisation that by 2015 road accidents are going to be the number one cause of death and disability most especially in developing countries.

CHAPTER THREE

RESEARCH METHODOLOGY

3.1 PREAMBLE

The chapter focuses on the methods used in conducting the research. It deals with the following: research design, area of study, population of study, sample and sampling techniques, measuring instruments, administration of the instrument as well as the method of data analysis.

3.2 RESEARCH DESIGN

The study employs a descriptive survey research design. It involves investigation of a specific phenomenon with a view of gaining a deeper understanding through information obtained by respondents during a survey.

3.3 AREA OF STUDY

This research covered the activities of Federal Road Safety Commission, Badagry Unit Command as well as selected transport unions within Badagry Local Government Area.

3.4 STUDY POPULATION

The research study covered three hundred (300) persons, comprising sixty-two (62) staff of the FRSC, Badagry Unit Command, one hundred and fifty (150) transport union members

from National Union of Road Transport Workers (NURTW) and Road Transport Employers Association of Nigeria (RTEAN), as well as other road-users within Badagry Local Government Area.

3.5 SAMPLES AND SAMPLING PROCEDURE

To get a general view across the population, a random sampling technique was employed whereby every staff of FRSC, Badagry Unit Command as well as members of selected transport unions and other road-users were given equal chance. The sample size is two hundred (200) persons to whom questionnaires were administered.

3.6 RESEARCH INSTRUMENT

The instruments the researcher used for data collection was a questionnaire designed by the researcher. The questionnaire was divided into two (2) sections – A and B. Section A focused on the personal data of the respondents, while Section B consisted of substantive questions intended to obtain the views of the respondents on the subject matter of the research. Two hundred (200) questionnaires were administered, out of which one hundred and twenty (120) were completed, retrieved and found useful for data analysis. This represents 60% of the total number of questionnaires administered.

3.7 DATA COLLECTION

The information used in this research was obtained through primary and secondary sources.

3.7.1 **Primary Source:** The primary source of data was collected vide interview, structured questionnaires and observation.

3.7.2 **Secondary Source:** Other sources of data include information from newspapers, magazines and published works.

3.8 ADMINISTRATION OF INSTRUMENTS

The researcher administered the questionnaire through the Unit Commander, FRSC Badagry Unit Command to FRSC staff, members of transport unions and other road users in Badagry Local Government Area. In the same vein, the researcher, with the assistance of some staff of FRSC, Badagry Unit Command conducted oral interview to obtain information from road users. Efforts were made to obtain information through observation by visiting road construction sites, police road-blocks, hospitals and crash or accident-prone areas.

3.9 METHOD OF DATA ANALYSIS

The data collected were analysed using both qualitative and quantitative methods through tables and simple percentages. Chi-square (x^2) statistical method was also used in testing the hypotheses of the research.

CHAPTER FOUR

PRESENTATION, INTERPRETATION AND ANALYSIS OF DATA

4.1 PREAMBLE

This chapter deals with the presentation and analysis of the data collected by this researcher. The survey instrument used in this research was a questionnaire, which was designed into two segments to elicit relevant information as it relates to the research. Out of the two hundred (200) questionnaires administered, one hundred and twenty (120) questionnaires were completed, retrieved and found useful for the purpose of this research.

The first segment (Section A) of the questionnaire deals with the bio-data of the respondents such as sex and age, while the second segment (Section B) consisted of eighteen (18) close-ended questions that are meant to obtain relevant information from the respondents for the purpose of this research (See Appendix).

4.2 ANALYSIS AND INTERPRETATION OF DATA

4.2.1 Analysis of Demographic Variables

Table 4.2.1 Gender

Gender	No. of Respondents	Percentage (%)
Male	80	66.67
Female	40	33.33
Total	120	100

Table 4.2.1 reveals that eighty (80) respondents representing 66.67% are male, while forty (40) respondents representing 33.33% of the respondents are female. This implies that more males responded to the questionnaire. However, it will not affect the objectivity of the responses.

Table 4.2.2 Age

Age Range	No. of Respondents	Percentage (%)
18 – 25 years	15	12.5
26 – 40 years	75	62.5
Above 40 years	30	25
Total	120	100

Table 4.2.2 reveals that out of the respondents, those between the ages of eighteen and twenty-five (18 – 25) are 15 representing 12.5%, while those between twenty-six to forty years of age are 75 representing 62.5%, and 30 respondents representing 25% are above 40 years of age. Hence, the age range of 26 – 40 years responded more to the questionnaire. This means that the respondents are within the matured age group that might have given objective answers to the questionnaires.

4.2.2 Analysis of Substantive Research Questions

Table 4.2.3 FRSC operational activities have reduced drunk driving in Badagry Local Government Area.

Variables	No. of Respondents	Percentage (%)
Agreed	100	83.33
Disagreed	08	6.67
Undecided	12	10.00
Total	120	100

Table 4.2.3 reveals that 100 respondents representing 83.33% believe that FRSC operational activities have reduced drunk driving in Badagry Local Government Area, while eight respondents representing 6.67% disagreed with the notion, and the remaining 12 respondents representing 10% were undecided. The implication of this is that more FRSC operational activities should be encouraged to reduce drunk driving.

Table 4.2.4 FRSC operational activities have reduced the use of phone while driving in Badagry Local Government Area.

Variables	No. of Respondents	Percentage (%)
Agreed	72	60.00
Disagreed	32	26.67
Undecided	16	13.33
Total	120	100

Table 4.2.4 indicates that 72 respondents representing 60% are of the view that FRSC operational activities have reduced the use of phone while driving in Badagry Local Government Area, while 32 respondents representing 26.67% disagreed with the notion, and

the remaining 16 respondents representing 13.33% were undecided. The implication of this is that more FRSC operational activities should be encouraged to reduce use of phone while driving.

Table 4.2.5 FRSC operational activities have prevented road traffic accidents in Badagry Local Government Area.

Variables	No. of Respondents	Percentage (%)
Agreed	82	68.33
Disagreed	27	22.50
Undecided	11	9.17
Total	120	100

Table 4.2.5 indicates that 82 respondents representing 68% are of the view that FRSC operational activities have reduced traffic accidents in Badagry Local Government Area, while 27 respondents representing 22.5% disagreed with the notion, and the remaining 11 respondents representing 9.17% were undecided. The implication of this is that more FRSC operational activities will prevent road accidents.

Table 4.2.6 FRSC is adequately equipped to cope with patrol operations and rescue activities.

Variables	No. of Respondents	Percentage (%)
Agreed	46	38.33
Disagreed	52	43.33
Undecided	22	18.33
Total	120	100

Table 4.2.6 reveals that 46 respondents representing 38.33% are of the opinion that FRSC is adequately equipped to cope with operational activities and rescue operations, while 52 respondents representing 43.33% disagreed with the view, and the remaining 22 respondents representing 18.33% were undecided. This implies that FRSC was not adequately equipped and this will affect their efficiency and effectiveness.

Table 4.2.7 FRSC operational activities is excellent in Badagry Local Government Area

Variables	No. of Respondents	Percentage (%)
Agreed	53	44.17
Disagreed	56	46.67
Undecided	11	9.17
Total	120	100

Table 4.2.7 reveals that 53 respondents representing 44.17% believe that FRSC operational activities in Badagry Local Government Area is excellent, while 56 respondents representing 46.67% disagreed with the view, and the remaining 11 respondents representing 9.17% were undecided. This implies that FRSC operational activities is not excellent, and other factors must be considered to make it excellent.

Table 4.2.8 Reckless driving constitutes one of the causes of traffic accident in Badagry Local Government Area.

Variables	No. of Respondents	Percentage (%)
Agreed	115	95.83
Disagreed	2	1.67
Undecided	3	2.5
Total	120	100

Table 4.2.8 reveals 115 respondents representing 95.83% believe that reckless driving is a cause of majority of traffic accidents in Badagry Local Government Area, while 2 respondents representing 1.67% disagreed with the view, and the remaining 3 respondents representing 2.5% were undecided. This implies that if people are careful in their driving pattern, accident rate will be reduced to the barest minimum.

Table 4.2.9 Over-confidence on the part of drivers is one of the causes of road traffic accidents in Badagry Local Government Area.

Variables	No. of Respondents	Percentage (%)
Agreed	112	93.33
Disagreed	4	3.33
Undecided	4	3.33
Total	120	100

Table 4.2.9 indicates that 112 respondents representing 93.33% believe that over-confidence on the part of drivers constitutes one of the causes of road traffic accidents in Badagry Local Government Area, while 4 respondents representing 3.33% disagreed with the view, and the remaining 4 respondents representing 3.33% were undecided. The implication of this is that people should not be over-confident when driving and more orientation should be done for drivers on this.

Table 4.2.10 Wrong and improper overtaking is another cause of road traffic accidents in Badagry Local Government Area.

Variables	No. of Respondents	Percentage (%)
Agreed	111	92.50
Disagreed	5	4.17
Undecided	4	3.33
Total	120	100

Table 4.2.10 reveals that 111 respondents representing 92.5% believe that wrong and improper overtaking is one of the causes of road traffic accidents in Badagry Local Government Area, while 5 respondents representing 4.17% disagreed with the view, and the remaining 4 respondents representing 3.33% were undecided. The implication of this is that drivers should be enlightened about the dangers of overtaking to reduce accidents on the road.

Table 4.2.11 Lack of road maintenance coupled with inadequate road furniture has resulted into various road traffic accidents in Badagry Local Government Area.

Variables	No. of Respondents	Percentage (%)
Agreed	105	87.50
Disagreed	14	11.67
Undecided	1	0.83
Total	120	100

Table 4.2.11 reveals that 105 respondents representing 87.5% believe that lack of road maintenance and inadequate road furniture have resulted in various road traffic accidents in

Badagry Local Government Area, while 14 respondents representing 11.67% disagreed with the view, and only 1 respondent representing 0.83% were undecided. This implies that if the road is not properly maintained, there would be more road accidents.

Table 4.2.12 Improved state of the roads will go a long way to reduce traffic accident in Badagry Local Government Area.

Variables	No. of Respondents	Percentage (%)
Agreed	88	73.33
Disagreed	22	18.33
Undecided	10	8.33
Total	120	100

Table 4.2.12 indicate that 88 respondents representing 73.33% believe that improved state of the roads will go a long way to reduce traffic accidents in Badagry Local Government Area, while 22 respondents representing 18.33% disagreed with the view, and 10 respondents representing 8.33% were undecided. The implication of this is that improved state of the road will drastically reduce road accidents.

Table 4.2.13 What do you use your vehicle for?

Variables	No. of Respondents	Percentage (%)
Private	106	88.33
Business	8	6.67
Goods only	6	5.00
Total	120	100

Table 4.2.13 indicate that 106 respondents representing 88.33% use their vehicles as private transportation, while 8 respondents representing 6.67% use theirs for business transportation,

and the remaining 6 respondents representing 5% use their vehicles for conveying goods only. The implication of this is that more people that drive on the road are using their own vehicle privately.

Table 4.2.14 How often do you check your vehicle oil and water in view of public enlightenment and training received from FRSC?

Variables	No. of Respondents	Percentage (%)
Daily	90	75.00
Weekly	20	16.67
Monthly	10	9.33
Total	120	100

Table 4.2.14 reveals that 90 respondents representing 75% comply with FRSC directive to check their vehicle oil and water daily, while 20 respondents representing 16.67% check their weekly, and the remaining 10 respondents representing 9.33% only check theirs monthly. The implication of this is that people who check their vehicles daily will experience lesser rates of accidents.

Table 4.2.15 How often do you get your brakes checked by a qualified mechanic in view of public enlightenment and training programmes received from FRSC?

Variables	No. of Respondents	Percentage (%)
Daily	26	21.67
Monthly	74	61.67
Yearly	20	16.66
Total	120	100

Table 4.2.15 reveals that 26 respondents representing 21.67% get their brakes checked daily, while 74 respondents representing 61.67% get theirs checked monthly in compliance with the advice of FRSC, and the remaining 20 respondents representing 16.66% do so yearly. The implication of this is that when respondents get their brakes checked by a qualified mechanic regularly, it will reduce the occurrence of road accidents.

Table 4.2.16 How often do you check your lights and indicators in view of public enlightenment received from FRSC?

Variables	No. of Respondents	Percentage (%)
Daily	82	68.33
Weekly	24	20
Monthly	14	11.67
Total	120	100

Table 4.2.16 reveals that 82 respondents representing 68.33% benefitted from FRSC public enlightenment and complied according by making a routine to check the lights and indicators of their vehicles daily, while 24 respondents representing 20% only do so weekly, and the remaining 14 respondents representing 11.67% only check theirs monthly. This implies that vehicle lights and indicators should be checked regularly to reduce road accidents.

Table 4.2.17 Training and public enlightenment programmes often organised by FRSC for drivers have positive effects on traffic accidents in Badagry Local Government Area.

Variables	No. of Respondents	Percentage (%)
True	85	70.83
False	20	16.67
I don't know	15	12.50
Total	120	100

Table 4.2.17 reveals that 85 respondents representing 70.83% believe that the training and public enlightenment programmes often organised by FRSC for drivers have had positive effects on traffic accidents in Badagry Local Government Area. On the other hand, 20 respondents representing 16.67% disagree with the opinion, while the remaining 15 respondents representing 12.5% claim ignorance with regards to the opinion. This implies that the more public enlightenment programmes are organised for motorists, the lesser the occurrence of accidents.

Question 1: To what extent has FRSC Badagry Unit Command's operational activities reduced traffic accidents in Badagry Local Government Area?

From the analysis of data obtained from respondents vide Tables 4.2.3, 4.2.4 and 4.2.5, FRSC operational activities have reduced drunk driving by 83%, and the use of phones while driving by 60%. Respondents also revealed that FRSC operational activities have prevented road traffic accidents by 68%. Records of traffic accidents obtained from FRSC Badagry Unit Command revealed that trends of traffic accidents is reducing on yearly basis in view of the

operational activities and rescue operations carried out on daily basis in Badagry Local Government Area. (See below traffic accident records from 2012 to 2013 in Badagry Local Government Area as follows.)

Table 4.2.18: Road Traffic Accidents in Badagry Local Government Area in 2012

	Male	Female	Total
No. Injured	134	65	199
No. Killed	5	3	8
Total	139	68	207

Source: FRSC Badagry Unit Command

Table 4.2.19: Road Traffic Accidents in Badagry Local Government Area in 2013

	Male	Female	Total
No. Injured	41	31	72
No. Killed	5	2	7
Total	46	33	79

Source: FRSC Badagry Unit Command

Question II: To what extent has training and public enlightenment organised for drivers reduced traffic accidents in Badagry Local Government Area?

From the analysis of data obtained from respondents vide Tables 4.2.14, 4.2.15, 4.2.16 and 4.2.17, road users have benefitted immensely by checking the oil and water of their vehicles daily. Also, according to some respondents, these enlightenment programmes have often reminded them to check their vehicle lights and indicators daily. In all, 85 of the respondents vide Table 4.2.17 revealed that public enlightenment programmes cum training organised by

FRSC have had positive effects on accident reduction in Badagry Local Government Area. This implies that the organising training and public enlightenment programmes for motorists will reduce road accidents in Badagry Local Government Area.

Question III: To what extent did the attitude, behaviour and condition of the road influence the rate of traffic accidents in Badagry Local Government Area?

From the analysis of data obtained from respondents vide Tables 4.2.8, 4.2.9 and 4.2.10, reckless driving constitute 97%, over-confidence constitute 93% while wrong and improper over-taking constitute 92% of the causes of traffic accidents in Badagry Local Government Area. There is need for improvements in attitude and behaviour of road users to reduce the rate of accidents in Badagry Local Government Area.

Analysis of data vide Tables 4.2.11 and 4.2.12 revealed that lack of road maintenance coupled with inadequate furniture also constitute part of the causes of road traffic accidents. However, improved state of the roads by different levels of government will go a long way to reduce traffic accidents in Badagry Local Government Area. The implication of this is that until the behaviour, attitude and condition of the roads change positively, there will be no improvement in the road accident rate.

4.3 TEST OF HYPOTHESES

The following are the three (3) hypotheses and their alternatives that will be tested in this study.

Hypothesis 1 H_1 There is a significant relationship between FRSC operational activities and traffic accidents in Badagry Local Government Area.

H_0 There is no significant relationship between FRSC operational activities and traffic accidents in Badagry Local Government Area.

Hypothesis 2 H_1 There is a significant relationship between public enlightenment cum training and the incidence of traffic accidents in Badagry Local Government Area.

H_0 There is no significant relationship between public enlightenment cum training and the incidence of traffic accidents in Badagry Local Government Area.

Hypothesis 3 H_1 There is a significant relationship between the condition of the road, behaviour and attitude of motorists, and traffic accident in Badagry Local Government Area.

H_0 There is no significant relationship between the condition of the road, behaviour and attitude of motorists, and traffic accident in Badagry Local Government Area.

The chi-square x^2 at 0.5% level of significance was used based on the data collected from the field study.

By definition

$$x^2 = \sum \frac{(O - E)^2}{E}$$

Where x^2 = chi-square

Σ = summation sign

O = observed frequencies

E = expected frequencies

Degree of freedom = (r – 1) (c – 1)

Where r = number of rows

c = number of columns

Hypothesis 1

Alternative Hypothesis: There is a significant relationship between FRSC operational activities and traffic accidents in Badagry Local Government Area.

Null Hypothesis: There is no significant relationship between FRSC operational activities and traffic accidents in Badagry Local Government Area.

Table 4.3.1 Hypothesis I Composite Table

Items	Agreed	Disagreed	Undecided	Total
1	100	08	12	120
2	72	32	16	120
3	82	27	11	120
4	46	52	22	120
5	53	56	11	120
Total	353	175	72	600

Table 4.3.2 Hypothesis I Contingency Table

Variables	O	E	$O - E$	$(O - E)^2$	$\frac{(O - E)^2}{E}$
Agree	100	70.6	29.4	864.36	12.243
Disagree	08	35.0	-27.0	729.00	20.829
Undecided	12	14.4	-2.4	5.76	0.400
Agree	72	70.6	1.4	1.96	0.028
Disagree	32	35.0	-3.0	9.00	0.257
Undecided	16	14.4	1.6	2.56	0.178
Agree	82	70.6	9.4	88.36	1.251
Disagree	27	35.0	-8	64.00	1.829
Undecided	11	14.0	-3	9.00	0.643
Agree	46	70.6	-24.6	605.16	8.572
Disagree	52	35.0	17.0	289.00	8.257
Undecided	22	14.4	7.6	57.76	4.011
Agree	53	70.6	-17.6	309.76	4.388
Disagree	56	35.0	21	441.00	12.6
Undecided	11	14.4	-3	9.00	0.625
Total	600				76.111

Table 4.3.3 Hypothesis I

Items	Agreed	Disagreed	Undecided	Total	df	sl	x^2 Cal	x^2Tab	Decision
1	100	08	12	120	15	0.5	76.111	24.996	Rejected
2	72	32	16	120					
3	82	27	11	120					
4	46	52	22	120					
5	53	56	11	120					
Total	353	175	72	600					

Test Statistics

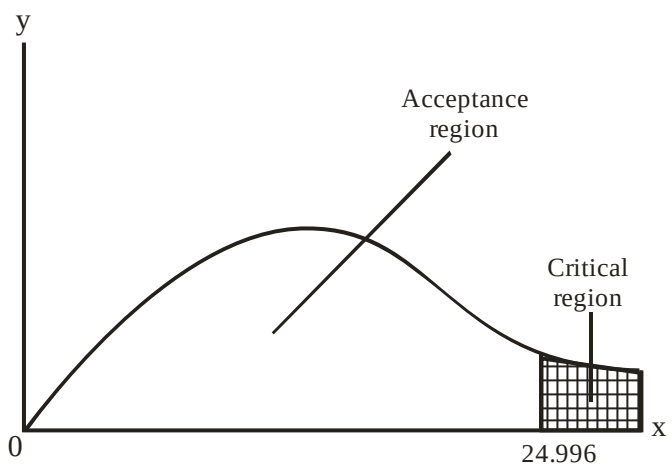
Chi-square $x^2 = \sum \frac{(O-E)^2}{E}$

From the x^2 table

At x^2 = 0.5

Degree of Freedom = 15

x^2 tab = 24.996



Decision and Conclusion

From Table 4.3.3, the value calculated x^2 = 76.111, which is > 24.996 the value of tabulated x^2. Therefore, the hypothesis falls in the critical region or rejection region.

Therefore, we reject the null hypothesis (H_0) which states that there is no significant relationship between FRSC operational activities and traffic accidents in Badagry Local Government Area, and accept the alternative hypothesis (H_1) which states that there is significant relationship between FRSC operational activities and traffic accidents in Badagry Local Government Area.

Hypothesis II

Alternative Hypothesis: There is a significant relationship between public enlightenment cum training and the incidence of traffic accidents in Badagry Local Government Area.

Null Hypothesis: There is no significant relationship between public enlightenment cum training and the incidence of traffic accidents in Badagry Local Government Area.

Table 4.3.4 Hypothesis II Composite Table

Items	Agreed	Disagreed	Undecided	Total
1	115	2	3	120
2	112	4	4	120
3	111	5	4	120
4	105	14	1	120
5	88	22	10	120
Total	531	47	22	600

Table 4.3.5 Hypothesis II Contingency Table

Variables	O	E	$O - E$	$(O - E)^2$	$\frac{(O-E)^2}{E}$
Agreed	115	106.2	8.8	77.44	0.729
Disagree	2	9.4	-7.4	54.76	5.826
Undecided	3	4.4	-1.4	1.96	0.445
Agreed	112	106.2	5.8	33.64	0.317
Disagree	4	9.4	-5.4	29.16	3.102
Undecided	4	4.4	-0.4	0.16	0.036
Agreed	111	106.2	4.8	23.04	0.217
Disagree	5	9.4	-4.4	19.36	2.059
Undecided	4	4.4	-0.4	0.16	0.036
Agreed	105	106.2	-1.2	1.44	0.014
Disagree	14	9.4	4.6	21.16	0.014
Undecided	1	4.4	-.34	11.56	2.627
Agreed	88	106.2	-1.2	1.44	0.014
Disagree	22	9.4	12.6	158.76	16.889
Undecided	10	4.4	5.6	31.36	7.127
Total					35.430

Table 4.3.6 Hypothesis II

Items	Agreed	Disagreed	Undecided	Total	df	Sl	x^2 Cal	x^2Tab	Decision
1	115	2	3	120	15	0.5	35.43	24.996	Rejected
2	112	4	4	120					
3	111	5	4	120					
4	105	14	1	120					
5	88	22	10	120					
Total	531	47	22	600					

Test Statistics

Chi-square $x^2 = \sum \frac{(O-E)^2}{E}$

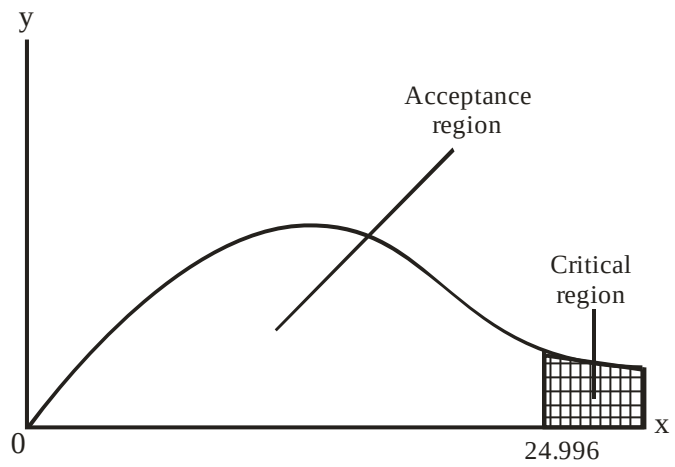
From the x^2 table

At x^2 = 0.5

Degree of Freedom = 15

x^2 tab = 24.996

Calculated x^2 = 35.43



Decision and Conclusion

From Table 4.3.3, the value calculated x^2 = 35.43, which is > 24.996 the value of tabulated x^2. Therefore, the hypothesis falls in the critical region or rejection region.

Therefore, we reject the null hypothesis (H_0) which states that there is no significant relationship between public enlightenment cum training and traffic accidents in Badagry Local Government Area, and accept the alternative hypothesis (H_1) which states that there is

significant relationship between public enlightenment cum training and traffic accidents in Badagry Local Government Area.

Hypothesis III

Alternative Hypothesis: There is a significant relationship between the condition of the road, behaviour and attitude of motorists, and traffic accident in Badagry Local Government Area.

Null Hypothesis: There is no significant relationship between the condition of the road, behaviour and attitude of motorists, and traffic accident in Badagry Local Government Area.

Table 4.3.7 Hypothesis III Composite Table

Items	Daily	Weekly	Monthly
1	90	20	10
2	26	74	20
3	82	24	14
Total	198	118	44

Table 4.3.5 Hypothesis III Contingency Table

Variables	O	E	$O - E$	$(O - E)^2$	$\frac{(O-E)^2}{E}$
Daily	90	66.0	24	576	8.727
Weekly	20	39.3	-19.3	372.49	9.478
Monthly	10	14.67	-4.67	21.8089	1.487
Daily	26	66.0	-40	1600	24.242
Weekly	74	39.3	34.7	1204.09	30.638
Monthly	20	14.67	5.33	28.4089	1.937
Daily	82	66.0	16	256	3.879
Weekly	24	39.3	-15.3	234.09	5.956
Monthly	14	14.67	-0.67	0.4489	0.031
Total	600				86.375

Table 4.3.6 Hypothesis III

Items	Daily	Weekly	Monthly	Total	df	sl	x^2 Cal	x^2Tab	Decision
1	90	20	10	120	15	0.5	86.375	24.996	Rejected
2	26	74	20	120					
3	82	24	14	120					
Total	198	118	44	360					

Test Statistics

Chi-square $x^2 = \sum \frac{(O-E)^2}{E}$

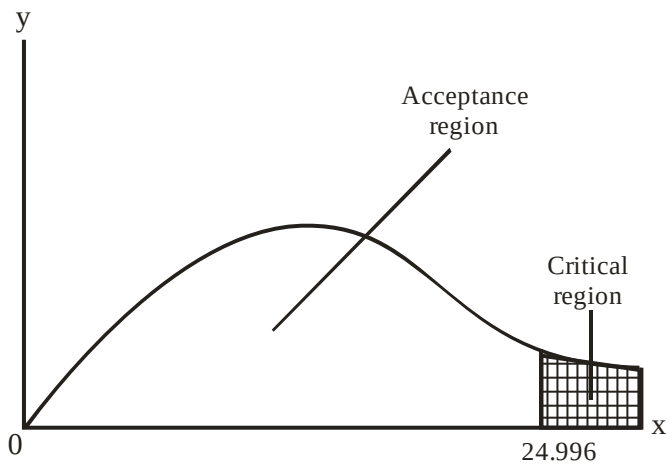
From the x^2 table

At x^2 = 0.5

Degree of Freedom = 15

x^2 tab = 24.996

Calculated x^2 = 86.375



Decision and Conclusion

From Table 4.3.3, the value calculated x^2 = 86.375, which is > 24.996 the value of tabulated x^2. Therefore, the hypothesis falls in the critical region or rejection region. Therefore, we reject the null hypothesis (H_0) which states that there is no significant relationship between attitude, behaviour of the road users and condition of the road and road traffic accidents in Badagry Local Government Area, and accept the alternative hypothesis (H_1) which states that there is significant relationship between attitude, behaviour of the road users and condition of the road and road traffic accidents in Badagry Local Government Area.

4.4 FINDINGS AND OUTCOME OF STUDY

Observation Method: The researcher visited FRSC Badagry Unit Command and found out that the command is made up of sixty-two staff both male and female who are capable

enough to comb the nooks and crannies of Badagry Local Government Area in terms of operational activities.

However, the Unit Command has only two patrol vehicles and one patrol bike, which are considered not enough for patrol activities considering the number of patrolling routes and routes linking neighbouring countries. Other patrol equipments like tow truck, fireman axe, first aid kits, alcoholiser, patrolite, radar gun, body bags, etc. are in short supply.

From the field survey of the researcher, almost every motorist on the Badagry – Seme Expressway exceeds the 100 kilometre per hour speed limit. Hence, reckless driving is still unabated. The local gin, *ogogoro,* as well as palm wine were seen to be freely sold to drivers in the motor parks such as Badagry Roundabout International Park and Seme Border Park.

Interview Method: Interview conducted vide some selected members of transport unions indicated that FRSC is doing all its best to prevent traffic accidents. Their rescue operations are also considered an improvement of what obtained in the past.

Findings from Analysis of Responses in Questionnaires:

From the analysis of the responses given in the questionnaires, one finds that:

i) 68% of the respondents believe that FRSC operational activities have reduced traffic accidents (Table 4.2.5),

ii) Majority of the respondents (83%) opined that FRSC operational activities have reduced drunk driving (Table 4.2.3),

iii) 60% of the respondents maintained that FRSC operational activities have reduced the use of phone while driving % (Table 4.2.4).

iv) 75% of the respondents benefitted from FRSC public enlightenment by making it a routine to check the oil and water of their vehicle daily (Table 4.2.14).

v) Also, 83% of the respondents benefited from FRSC public enlightenment programmes by checking the brakes of their vehicles monthly (Table 4.2.15).

Findings from the Testing of Hypotheses: From the hypotheses tested in this study, it is concluded that: (i) there is a significant relationship between FRSC operational activities and traffic accidents in Badagry Local Government Area; (ii) there is a significant relationship between public enlightenment cum training and traffic accidents in Badagry Local Government Area; (iii) there is a significant relationship between attitude, behaviour of road users and condition of the road and traffic accidents in Badagry Local Government Area.

CHAPTER FIVE

SUMMARY, CONCLUSION AND RECOMMENDATIONS

5.1 SUMMARY

FRSC Badagry Unit Command has performed creditably well in terms of operational activities as well as rescue operations. However, the management of the corps should endeavour to furnish the command with adequate patrol equipment and the level of motivations for staff should be improved upon to enhance productivity in traffic administration.

5.2 CONCLUSION

All hands must be on deck to ensure improvement in traffic administration in Nigeria. A situation where avoidable road accidents consume lives and properties is not good for the national psyche. Many have bade goodbye to their families while embarking on journeys never to return home again.

5.3 POLICY IMPLICATIONS

Road use in Nigeria is one risky enterprise. More than half of road traffic casualties are within the 15 to 44 age group, the key wage-earning and child-raising group. In Nigeria, for example, more than 75% of road traffic casualties are amongst economically active young

adults. The loss of main wage earners and heads of households due to death or disability from road traffic accidents can be disastrous. This often translates to low gross domestic product. It is also worrisome that adequate attention is not being paid to the vexed question of road accidents in the country at the policy level.

Government officials relish in making international representations on the issue of the Acquired Immunity Deficiency Syndrome (AIDS), which no doubt advance their political interests. However, the issue of road accidents which destroys citizens a million times more than that of AIDS is not given the required attention. There is no way that much needed foreign investment can be attracted to the nation in a situation where the lives of expatriates who must use the road are not safe at all. Therefore, there must be attitudinal change if productivity has to be achieved in road traffic administration in Nigeria.

5.4 RECOMMENDATIONS

Despite the relative success achieved by FRSC Badagry Unit Command, there are lots of rooms for improvement. The following recommendations are forwarded to further enhance productivity:

i) The Federal Government should make more funds available to FRSC to enable the corps procure more equipment for operational activities.

ii) The Federal, State and Local Governments should endeavour to rehabilitate roads, ensure road signs, and black spots are adequately addressed.

iii) Enforcement of traffic laws on the highway should be improved upon to reduce the level of accidents.

iv) The philosophy that no one is above the law should be promoted in dealing with road traffic offenders.

v) Adequate political support must be given to FRSC in the discharge of its duties.

vi) More personnel should be recruited to assist in road traffic control.

vii) Staff training and development should be highly considered.

viii) Staff welfare as well as other enablement must be put in place for better productivity.

ix) Commands at various levels should intensify public enlightenments to enhance the attitude and behaviour of motorists towards safety culture.

The strategies for the implementation of these recommendations are patriotism, dedication, and discipline at all levels.

Safer roads, fuller life.

5.5 IMPLEMENTATION STRATEGY

No	What?	By Who?	Where?	When?	How?
1.	Procurement of more equipment for operational activities	Federal Government	All FRSC Commands	Yearly	Adequate budgetary allocation should be made available to FRSC to enable the corps procure need equipment
2.	Prompt rehabilitation of roads	The Federal, State and Local Governments together with FERMA and other state Ministries of Works	Across the federation	As at when due	Potholes and bad roads should be promptly fixed. Black spots should also be appropriately addressed.
3.	Enforcement of traffic laws on the highway should be improved upon	FRSC and other traffic management outfits	All the roads across the federation	Always	FRSC should ensure that road furniture are adequately put in place and that road-users obey traffic lights and other road-signs
4.	Recruitment of more personnel to handle road traffic management	The Federal Government	All FRSC Commands	Yearly	More staff should be employed into FRSC to in road traffic control.
5.	Training and welfare of the corps should be given priority	FRSC	All FRSC Commands	Regularly	FRSC should ensure that its staff are more frequently trained in order to make them competent for their job

7.	Motorists should be educated on 'defensive driving' through public enlightenment programmes	FRSC	Motor Parks, Town Halls, FRSC offices, etc. across the federation	Regularly	The principles of defensive driving, as one of the most important aspects of road safety should be translated into the three main languages in Nigeria – Hausa, Yoruba and Igbo for circulation to motorists and other road-users. These principles should be printed in artistic forms and signs, and placed in strategic places as billboards to constantly educate motorists on what they must do while driving. Also, these principles should be imparted during drivers' training programmes.

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APPENDIX 1

ADMINISTRATIVE STAFF COLLEGE OF NIGERIA (ASCON)

PUBLIC ADMINISTRATION STUDIES DEPARTMENT (PASD),

TOPO - BADAGRY

Dear Sir/Madam,

QUESTIONNAIRE ON APPRAISAL OF FRSC TOWARDS REDUCTION OF ROAD TRAFFIC ACCIDENTS IN BADAGRY LOCAL GOVERNMENT AREA

I am a Post-Graduate Student of the above institution. I am conducting a research on the above topic, and will be grateful if you can help complete the attached questionnaire.

All information will be treated in strict confidence and will be used mainly for purpose of the research.

Thank you.

Yours sincerely,

Olu Afolabi

(ASCON Student)

Please tick [√] as appropriate.

PERSONAL DATA

1. Sex (a) Male ☐ (b) Female ☐
2. Age (a) 18 – 25 years ☐ (b) 26 – 40 years ☐ (c) Over 40 years ☐

CAUSES OF ROAD TRAFFIC ACCIDENT:

HUMAN FACTOR

3. Reckless driving constitutes major causes of road traffic accidents in Badagry Local Government Area. (a) Agreed ☐ (b) Disagreed ☐ (c) Undecided ☐
4. Over-confidence on the part of drivers is another major cause of road traffic accident in B. L. G. Area. (a) Agreed ☐ (b) Disagreed ☐ (c) Undecided ☐
5. Wrong and improper overtaking is one reason for road traffic accidents in B. L. G. Area. (a) Agreed ☐ (b) Disagreed ☐ (c) Undecided ☐
6. Driving under the influence of alcohol drinks has caused traffic accidents in B. L. G. Area. (a) Agreed ☐ (b) Disagreed ☐ (c) Undecided ☐
7. The use of mobile phones while driving is a major cause of traffic accidents in B. L. G. Area. (a) Agreed ☐ (b) Disagreed ☐ (c) Undecided ☐

MECHANICAL FACTORS/VEHICLE MAINTENANCE

8. What do you use your car for? (a) Private ☐ (b) Business ☐ (c) Goods only ☐
9. How often do you check your vehicle oil and water? (a) Daily ☐ (b) Weekly ☐ (c) Monthly ☐
10. How often do you get your brakes checked by a qualified mechanic? (a) Daily ☐ (b) Monthly ☐ (c) Once yearly ☐

11. How often do you check your lights and indicators whether they are working properly?

(a) Daily ☐ (b) Weekly ☐ (c) Monthly ☐

ROAD CONDITION

12. Lack of road maintenance coupled with inadequate road furniture has resulted into various road traffic accidents in B. L. G. Area. (a) Agreed ☐ (b) Disagreed ☐ (c) Undecided ☐

13. Do you think that improved state of the roads will go a long way to reduce traffic accident in B. L. G. Area? (a) Agreed ☐ (b) Disagreed ☐ (c) Undecided ☐

FRSC OPERATIONAL ACTIVITIES

14. Do you think FRSC operational activities have prevented road traffic accidents in B. L. G. Area? (a) True ☐ (b) False ☐ (c) I don't know ☐

15. Training and public enlightenment programmes often organized by FRSC for drivers have positive effect on traffic accident in B. L. G. Area.

(a) True ☐ (b) False ☐ (c) I don't know ☐

16. FRSC is adequately equipped to cope with patrol operations and rescue activities.

(a) True ☐ (b) False ☐ (c) I don't know ☐

17. How will you rate the performance of FRSC in B. L. G. Area for the past five years?

(a) Good ☐ (b) Fair ☐ (c) Poor ☐

18. What aspect of the operations of the FRSC would you like to be improved upon?

(a) Field Operations ☐ (b) Rescue Operations ☐ (c) Public Enlightenment Programme ☐