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The Effectiveness of Frsc Public Education Programme on Drivers' Road Traffic Habit in Lagos and Oyo States of Nigeria

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Abstract

This study assessed the effectiveness of the Federal Road Safety Commission public education programme in improving drivers' habit/behaviour on Nigerian roads and highways. Multi- stage sampling technique was used in selecting subjects, which consists of 210 commercial vehicle drivers. Two instruments developed and validated by the researchers were administered on the drivers. Cronbach Alpha and Scot-pie formula were used to compute the reliability coefficients of the instruments which were 0.85 and 0.78 respectively, while construct validity of the instruments were determined using factor analysis. Data collected were analysed using percentages, t-test and ANOVA. Some of the research questions were tested at 0.05 level of significance. The result showed that the programme has improved commercial vehicle drivers' habit/behaviour on roads and also, that there was significant difference in the road traffic behaviour of drivers on state basis (t=9.99, df, 208). The study equally revealed a significant difference in the behaviour of drivers based on driving experience ($F_{4,205}$ $p<0.05$ = 2.795). It was therefore recommended that the Federal road safety commission should intensify their efforts in enlightenment campaign in order to inculcate good traffic culture in drivers with regard to the laws guiding road usage as well as enforce the traffic rules without fear or favour.

Key Words: Public education, traffic indiscipline, accident, behaviour, experience

Introduction

Road traffic situation in terms of the rate of indiscipline and accident on Nigerian road before 1988 cannot be overemphasized. Literature revealed that there was absence of good driving culture on most Nigerian roads and Highways (Yakassai, 1998; Maduagwu, 1998; Oyeyemi, 2003; Balogun, 2006; FRSC, 2007)). According to Yakassai (1998), Nigerian roads then, were dominated by abundant combination of inexperienced, drunk and overconfident drivers who were unconcerned about the lives of other road users as well as theirs. He further claimed that many commercial vehicle drivers knew nothing more than the rudiments of moving vehicles and hooting their horns ostensibly to attract the attention of passengers. Maduagwu (1998) corroborated this when he states that most Nigerian drivers have no regard whatsoever to traffic rules and regulations. They do not observe speed limit or traffic signs on highways, many drivers overtake anywhere and anyhow on roads and highways, while some park their vehicles anyhow on the roads with no thought of the other road users. The traffic situation then was described as chaotic and unpredictable, public interest on road safety matters was minimal and there was no concrete and sustained policy action to addressed road safety questions (FRSC, 2007). Hence, there was high rate of road traffic accident and fatalities.

Road accident is a serious problem throughout the world in terms of social, health and economic developments. Authorities in virtually all countries of the world are concerned about the growth in the number of people killed and seriously injured on their roads. According to Anthony-Albanese (2010), road trauma is one of the major public health problems facing Australia. While Tutu (2007) submits that road traffic accidents kill and maim millions of people annually in African countries. He also stated that they hamper economic development of many nations and cause enormous suffering. Furthermore, the rate of mortality in road traffic accident is very high among children and young adults in their prime and who constitute the work force in many countries (Peden, Mcgee and Krug, 2004; W.H.O, 2004; Sanger, 2010; Anthony-Albanese, 2010).

The magnitude of the road safety problem varied between different countries. Recent research has shown that many developing countries have serious road accident problems and that accident rates are higher than those of western industrial countries. According to Baluja (2010), India is a major developing country and has the world's worst road safety record. The government of India reports over 118,000 road accident fatalities in 2008 (NCRB 2010), which accounts for 9% of 1.2 million fatalities worldwide. The researcher further submits that motor vehicle injuries are the third most important cause of death in developing countries. It leads to significant death and disability. This affects mainly the young males who are economically active. In fact, the World Health Organisation has forecast that by the year 2020, road accidents will move up to sixth place as a cause of death, and in terms of years of life lost and 'disability adjusted life years, it will be in second and third place respectively and there will be a 65% increase in the statistics if no immediate action is taken (Baluja, 2010). Road accident problem therefore, is urgent and complicated. Thus, there has been the call for the need to give more attention to the safety of road users in developing countries

In Nigeria, road safety situation is an abuse of humanity for the exact number of people killed each year is outrageous and it has often generated controversies (Anyaoku 2009). Hence, daily death seriously threatens every family, killing and maiming innocent members and all age group of road users are at the risk of death. Accidents happen almost on daily basis on Nigerian roads and highways. According to Oyeyemi (2003), the frequent accidents experienced on roads and highways in Nigeria over the past years have caused many problems for the development of the country and the carnage arising from it has become the bane of the country's socio-economic development. While Odeleye

(2000) submits that there is hardly any day without the news of loss of lives and properties on highways as a result of road crashes and innocent children are often direct victim

Some available literature revealed that the primary causes of most road accidents include acts of indiscipline such as: overloading, reckless driving, impatience, dangerous overtaking, ignorance of traffic rules and regulations among others (Oyeyemi, 2003; Balogun, 2006; FRSC, 2007; Chukwu, 2007). According to Chukwu (2007) during an interview in punch news paper, many drivers overtake at corners or bends with the hope that no other vehicle is coming from the opposite direction at that moment and at times when they run out of luck, it often results in disasters. This was corroborated by Chidoka in Idoko (2010) that many drivers (most especially commercial vehicle drivers) behave irrationally on roads as they overtake at all odd spots and some even emerge from the side of the road to the main road without bothering about their own lives or those of the other road users.

The continuous increase in the trend of road accident on Nigerian roads and highways therefore, led to the establishment of the Federal Road Safety Commission in 1988 to look into road safety matter (FRSC 2007). One of the objectives of the commission is to educate road users most especially drivers on the importance of road discipline and proper use of roads and highways. The public enlightenment unit of the FRSC is charged with this responsibility. To achieve this objective, several strategies have been used and are still being used by the FRSC public education officers to educate road users in general and drivers in particular on the rules guiding road usage and the consequences of flagrant disobedience of traffic rules and regulations. These strategies include: organization of workshop/seminars/lectures and drivers' improvement courses, carrying out rallies at motor parks, literacy campaigns inculcating in the road users the knowledge of the highway traffic code, playing of jingles on radios and televisions among others (Sani, 2005).

In his own writing, Emejor (2010) submit that human and vehicular traffic are always on the increase in Nigeria during festival periods, and a high number of road accidents and deaths is always recorded. The recurring auto accidents in Nigeria appear to have defied solution in spite of the concerted efforts of the FRSC and other stakeholders to reverse the trend. An analysis of the statistics obtained from the Federal Road Safety Corps (FRSC) in Abuja showed that about 4,120 persons lost their lives while 20,975 others were seriously injured in fatal accidents that involved 11,031 vehicles across the nation in 2009. The FRSC recorded 11, 341 accidents with total number of deaths put at 6,661 and 27,980 injured in 2008. Also, between January and June 2010, 5,560 cases of auto accidents were recorded in which 3,183 persons lost their lives and 14,349 others sustained various degrees of injuries. Idoko (2010) submits that Nigeria loses three billion naira every year to road crashes and that road crashes cost Nigeria 13 percent of her Gross National Product (GNP). This loss undoubtedly inhibits economic and social development.

According to Chidoka (2009), FRSC have conceptualized, designed and implemented various public education programmes which cut across language, cultural and religious barriers. Since the introduction of the public education programme was seen as an innovation that will improve drivers' behaviour on roads and highways, the extent to which the programme is effective in improving driving culture of drivers in general and that of the commercial vehicle drivers in particular on Nigeria roads and highways need to be known.

The foregoing arguments have made it abundantly clear that all have not been well with the Nigerian highways in terms of safety of road users due to drivers' flagrant disobedience to traffic rules and regulations. Such situation gave rise to the establishment of FRSC. Having existed for twenty four years, the question then is; has it achieved its mandate of educating road users with the view of reducing the rate of accidents on highway with the concomitant consequences such as deaths? The answer to such

question, calls for investigation to ascertain the effectiveness of the public education of FRSC. Therefore, this study investigated the effect of FRSC public education programme on commercial vehicle drivers in Lagos and Oyo states.

Research Questions:

To provide answer to the problem of this investigation, the study addressed the following research questions:

1(a) How do the commercial vehicle drivers perceive the effectiveness of FRSC Public Enlightenment Programme vis-a-vis drivers' behaviour on roads?

(b) Has the FRSC public enlightenment programme improved commercial drivers' behaviour on roads and highways (from observation)?

(2) Is there any significant difference in the behaviour of Lagos and Oyo state commercial vehicle drivers on roads and highways?

3) Is there any significant difference in the commercial vehicle drivers' behaviour based on driving experience?

METHODOLOGY

Procedure

The study adapted the ex-post facto design to gather the data for the study.

Sampling technique and Sample

Multistage sampling technique was adopted for the study. Lagos and Oyo states were clustered along their senatorial districts and simple random sampling was used to select Lagos West and Oyo South senatorial districts. Simple random sampling technique was also used to select Ibadan North and Ibadan North-east local government areas from Oyo South senatorial district and Oshodi/Isolo and Ikeja from Lagos West senatorial district. Purposive sampling technique was used to select Iwo road and Sango motor parks in Oyo state and Oshodi and Ojota motor parks from Lagos state. Purposive sampling technique was also used to select thirty-five commercial vehicle drivers from each motor park. Purposive sampling technique was used so as to select drivers who have at one time or the other attended or listened to the FRSC public education programme. Thus, two hundred and ten commercial vehicle drivers participated in the study.

Instrumentation

Instruments

Two instruments were used in the study. These are:

(1) Drivers' perception of the effectiveness of FRSC Public education programme Questionnaire (DPEPEPQ).

(2) Drivers' Observance of Road Traffic Rules and Regulation Checklist (DORTRRC).

DRIVERS' PERCEPTION OF THE EFFECTIVENESS OF FRSC PUBLIC EDUCATION PROGRAMME QUESTIONNAIRE

Drivers' perception of the effectiveness of FRSC Public education programme Questionnaire (DPEPEPQ) aimed at measuring the drivers' view of the effectiveness of the FRSC public education programme on their behaviours on roads and highways was developed by the researchers. It contained two sections. Section A of the instrument dealt with the drivers' personal data while section B consisted

of fifteen items on the effect of the public education programme on drivers. The instrument was administered twice on a pre-study sample of thirty in Abeokuta, Ogun State, Nigeria. The data from the two pre-study administrations of the questionnaire were correlated using Pearson's Product Moment Correlation Statistic. The reliability coefficient of the instrument was 0.85

DRIVERS' OBSERVANCE OF ROAD TRAFFIC RULES AND REGULATION CHECKLIST

Drivers' Observance of Road Traffic Rules and Regulation Checklist (DORTRRC) was also developed by the researchers and consisted of a list of drivers' observable habits/behaviour on roads. The observations were carried by the researchers and four research assistants twice each. The aggregate intra-rater and aggregate inter-rater correlations using Scott Pie Statistic yielding aggregate intra-rater and inter-rater reliability coefficients of 0.78 and 0.74 respectively.

Data Collection and Analysis

The data collection, which lasted two months were collected by the researchers and four assistants by administering the questionnaire on the subjects and by observing them simultaneously.

Data Analysis

The culminating data were analysed utilising percentage, t-test statistics and ANOVA. All the strongly agree and Agree responses were lumped together under Agree while all the Strongly disagree and Disagree were also lumped together under Disagree.

RESULTS

Question 1

Table 1: **Commercial drivers' perception of the effectiveness of FRSC public education programme**

	With the FRSC public education programme, most drivers:	**AGREE F (%)**	**DISAGREE F (%)**
1	now make use of seat belts	86(40.2)	124 (59.8)
2	overtake at corners/bends	151 (71.9)	59 (28.1)
3	receive/make calls while driving	137(65))	73 (35)
4	overload their vehicles	93 (44.3)	117 (55.7)
5	consider the other road users' right	92 (43.8)	118 (56.2)
6	drive recklessly on roads	132 (62.8)	78 (37.2)
7	make U-turn anywhere on roads	53 (25.2)	157 (74.8)
8	disobey speed limit	125 (59.5)	85 (40.5)
9	do not obey traffic signs on roads	133 (63)	77 (37)
10	do not signal before changing lanes	102 (48.6)	108 (51.4)
11	drink alcohol/drug before driving	58 (29.6)	152 (70.4)
12	drive vehicles with worn out tyres	154 (73.3)	56 (26.4)
13	Smoke /eat while driving	64 (30.5)	146 (69.5)
14	drive without fire extinguisher	87 (41.4)	123 (58.6)

15	park their vehicle anywhere on roads and highways	82 (39)	128 (61)

Table 1 shows the commercial vehicle drivers' views about the behaviour/habits of most drivers on roads and highways in spite of the implementation of the public education programme by the Federal Road Safety Commission. The table shows that 71.9% and 62.8% of the respondents indicated that most drivers still overtake at corners/bend and drive recklessly respectively while 73% and 65% indicated that most drivers still drive vehicles with worn out tyres and also make use of G.S.M. phones while driving respectively. The table further shows that only 40.2% of the respondent agreed that most drivers now make use of seat belt while driving and 63% indicated that most drivers do not obey traffic signs on roads. However, less than 50% of the respondents indicated that most drivers still overload their vehicles, do not have fire extinguisher, have consideration for other road users and do not signal before changing lanes. As regards making U-turn anywhere on roads, drinking before driving and smoking or eating while driving, less than 30% of the respondents indicated that it is still common on roads while 59.5% of them indicated that many vehicle drivers still drive above the speed limit recommended for their vehicles.

To confirm the drivers' perception, the sampled commercial vehicle drivers were observed. Table two shows the frequency counts and percentages of the observed drivers' behaviour on roads and highways.

Table 2 Descriptive statistics showing observed drivers' behaviour on roads

	Statement	Yes F (%)	No F (%)
1	Overtake another vehicle wrongly	158 (75)	52 (25)
2	Did not obey road signs/pavement marking where available	131 (62.5)	79 (37.5)
3	Over sped while driving	124 (59)	86 (41)
4	Drive with worn out tyres	149 (71)	61 (29)
5	Use GSM phone while driving	113 (54)	97 (46)
6	Smokes or eats while driving	67 (32)	143 (68)
7	Drive with damaged wind screen	25 (12)	185 (88)
8	Drive recklessly	101(48) 101	109 (52)
9	Drive without wipers	102 (48.5)	108 (51.5)
10	Used safety belt while driving.	65 (30.5)	145 (69.5)
11	Overload his vehicles	90 (43)	120 (57)
12	Drive under the influence of alcohol.	31(15)	179 (85)
13	Drive without fire extinguisher	144 (68.5)	66 (31.5)

14	Drive without side mirrors	43 (20.5)	167 (79.5)
15	Drive with one hand	34 (16)	176 (84)

To confirm the extent of the effectiveness of the FRSC public enlightenment programme on commercial vehicle drivers' behaviour, the drivers were observed. Table 2 shows that 75% and 71% of the commercial vehicle drivers observed overtook another vehicle wrongly and drove vehicles with worn out tyres respectively. Only 37.5% of them obeyed traffic signs and 59% over sped on the road. As regards the use of G.S.M phones and seat belts while driving, 54% of the drivers observed made use of G.S.M while driving and only 30.5% of them made use of seat belts while driving. 68.5% of the drivers did not have fire extinguishers in their vehicles while driving. 84% and 79.5% of the observed drivers drove with the two hands and did not drive without side mirrors. The table further shows that 57% and 48% of the observed drivers neither overloaded their vehicles nor drive recklessly. 88% and 68% of the observed drivers neither drove vehicles with damaged windscreen nor ate or smoke while driving. In addition, 85% of the drivers observed did not drive under the influence of alcohol, while only 48.5% of them drove without having wipers.

Question 2

In answering this question, the scores from the observed behaviour of each driver was subjected to t-test analysis and the result is presented in table 3.

Table 3: Comparison of commercial vehicle drivers' behaviour on state basis

	State	N	Mean	SD	t	DF	Sig
Behaviour	Lagos	105	25.98	1.829	9.999	208	.000
	Oyo	105	23.30	2.057			

Table 3: presents the t-value observed indicating the difference between the Lagos and Oyo State drivers' behaviour on roads and highways. The $t_{(208)} = 9.99$ $p<0.05$. Since P value is less than 0.05, there is significant difference. The mean scores showed that Lagos state drivers have better behaviour on roads.

Question 3

In answering this question, the scores obtained from the observation of the drivers were analysed using ANOVA as shown in Table 4

Table 4 ANOVA table showing drivers' behaviour based on driving experience

	Sum of Squares	Df	Mean Square	F	Sig.
Between Groups	14.950	4	3.738	2.795	.027
Within Groups	274.174	205	1.337		
Total	289.124	209			

Table 4 shows that the F-value $_{(4,205)}$ is significant at 0.05 alpha level ($p<0.05$). The table shows that there is significant difference in the drivers' behaviour on the roads and highways based on the year of driving experience.

Post hoc analysis was carried out using Scheffe test. Table 5 shows where the difference lies.

Table 5 Scheffe table showing the mean scores of drivers behaviour based on driving experience

		Subset for alpha = 0.05
Driver type	N	1
1-5 years	82	25.95
5-10 years	24	25.96
11-15 years	15	26.07
16-20 years	49	26.35
21 years and above	40	26.63
Sig.		.280

Table 5 shows the subsets with the means of each drivers driving experience. The table shows that drivers who have been driving for more than twenty years experience have the best behaviour on roads followed by those who have been driving for more than fifteen years.

Discussion

Though some acts of indiscipline are still common on road, the effect of the programme has brought about some positive change. This is because 88% of the commercial vehicle drivers observed did not have damaged wind screen, 57% did not overload their vehicles and 85% of them did not drive under the influence of alcohol. 68% of them neither ate nor smokes while driving. This implies that the Public Enlightenment programme has brought about some changes in behaviour of drivers (most especially commercial vehicle drivers) on roads. This finding corroborates that of Hills (2008) in the United State when he found that the enactment and enforcement of traffic safety reinforced by public education brought about an improvement in the traffic situation of the country for the rate of accidents decreased greatly. It also supports Agunloye's (1989) assertion that road traffic situation could only improve if adequate measures (such as public education of road users) to improve human behaviour are put in place.

A comparison of the behaviour of drivers from Lagos and Oyo state in terms of the rate of obedience of the Highway Code revealed that there is significant difference in the behaviour of commercial vehicle drivers in the selected two states. The finding revealed that commercial vehicle drivers from Lagos state have better behaviour on roads when compared with those from Oyo state. This could be due to the support being given to the FRSC by the state government in enlightening drivers and in making sure that any drivers who misbehave is apprehended and such a driver will be asked to pay some amount as fines.

60% of Lagos State commercial vehicle drivers observed, obeyed traffic signs on the road and even made sure that they did not overload their vehicles. Furthermore, the finding revealed that experience played significant roles in determining drivers' behaviour on roads. Drivers who have been driving for more than twenty years behaved better on the road, this could be due to the fact that most of them have the Highway Code booklets and most of them claimed to have attended various rallies and seminars organised by FRSC.

Conclusion

Based on the data and findings from this study, it can be concluded that most of the objectives of the FRSC Public Enlightenment programme have not been effectively achieved as expected though some have been substantially achieved. More than fifty percent of the commercial vehicle drivers, (most especially those from Oyo state) still misbehave on roads. In addition, experience is very essential in anything one does.

Recommendation

The Federal road safety commission should intensify their efforts in enlightening road users most especially drivers on the laws guiding road usage and find a way of enforcing them. This will go a long to prevent accidents on roads and highways.

The other State governments should also support the FRSC in making sure that drivers comprehend with the laws guiding road usage, and who ever disobeys should be apprehended and given necessary punishment

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