Afropolitan Journals

ISSN: 2760-5689X www.afropolitanjournals.com

Perceived Predictors of Effective Safety Strategies Among Taxi Drivers in Akure South Local Government Ondo State, Nigeria

Ariyo Ayodele Oluwakayode (Ph.D)

Department of Physical and Health Education, School of Science, Adeyemi Federal University of Education, Ondo, Nigeria.

Corresponding author: joyboyza@yahoo.co.uk

Abstract

Safety should be of concern to both the motorists and commuters. It is against this background that the ensuing paper considered predictors of effective safety strategies among taxi drivers in Akure south Local Government Area (LGA), Ondo state, Nigeria. A descriptive research design was adopted with a population of two hundred male respondents. The research data was collected through a self-developed structured and validated questionnaire tagged (PPESSTAD) registered taxi drivers in Akure south LGA, Ondo state, Nigeria. The simple frequency count and percentages were used to answer the research question while inferential statistics of chi-square (x^2) was used to test the significance of each hypothesis at 0.05 alpha level. Five hypotheses were formulated and were all significant ($p<0.05$). The conclusion of the study was that effective drivers' education, reckless driving, use of seat belt, vehicular inspection and obedience to road traffic rules and regulations are all predictors of effective safety strategies among taxi drivers in Akure south LGA, Ondo state, Nigeria. Based on the findings, recommendations that could enhance effective safety strategies among taxi drivers in Akure south LGA, Ondo state, Nigeria were suggested.

Keywords: safety strategies, taxi drivers, driver's education, vehicular inspection, road safety.

Introduction

Being cautious and careful will bring about a safe and healthy environment, precaution is always cheaper and better than cure. According to Alonso, Esteban, Usche, and Manso (2019), in times past, there have been several road accidents which emanated from reckless driving, over speeding, coalition and bad roads, as a result of this, there have been frequent and persistent loss of lives and other valuable properties. Death on Nigerian roads have become a regular occurrence, owing to the attitudes of road users, condition of vehicles, standard of vehicle parts and activities of miscreants, among other things. Robertson and Williams (2018), advised that road traffic rules are compulsory for all participants in road traffic, including drivers, pedestrians, and passengers. The regulations apply not only to streets and roads but also to all places where traffic is possible, road traffic rules promote safe, fast traffic, establish the meaning of the signals of traffic lights and traffic controllers, road signs, and road markings and describe the movements of participants in road traffic in the most typical conditions and situations. Owolabi (2020) asserted that the rules regulate the positioning of vehicles on the roadway, the changing of position, passing, stopping, parking, and traversing intersections and railroad crossings, it also establishes speed limits for populated areas. An important part of the traffic rules is the list of requirements that vehicles in operation must meet. The law provides for criminal prosecution, fines, or disciplinary measures when the regulations are violated, depending on the nature of the violation and its consequences. Special measures of social influence may also be applied (Gidado, 2017).

In the opinion of Babatope (2019), it appears that as Nigeria advanced in civilization and technology, importation of motor cars, motorcycles, vehicular movements and road traffic accidents on the highways was also increasing (Babatunde, 2019). The increase in vehicular movement made the issue of road safety a Federal Government concern. Consequently, in 1974 the National Road Safety Commission under the auspices of the Federal Ministry of Works and Housing was set up. The Commission was supervised by the Nigeria Police Force. The activities of the National Road Safety Commission lasted for a period of 14 years, 1974-1988. Within the period of 14 years, it seems as if not much was achieved because it was merely a daily routine check by the Federal Highway Patrol team of the Nigeria Police Force. Many traffic rules and regulation acts were established between 1974 and 1988 before the establishment of Federal Road Safety Commission. Many road safety campaigns were set up by the Federal Ministry of Works and Housing and the Nigeria Police Force before 1988 (Ajimba, 2018). Abidakun (2017) posited that, the road traffic accidents perceived by some people are an integral element of human fate. This is because death and injury resulting from road traffic accidents are taken together to be as the destiny of human beings. Therefore, it is assumed that, it is something that human beings are not capable of avoiding. The establishment of the Federal Road Safety Commission in 1998 has not been able to save the critical problem of road traffic accidents. Its aim and objective is just letters which are not properly implemented. Okoroafor (2017) however contended that good road, condition, road signs, which will enable the drivers to understand the traffic operation and weather condition are major factors to be considered in the precaution of road accident. However, for effective safety strategies among taxi drivers, regular seminars or symposia should at all times be organized for drivers and commuters. motorists can only be safe when proper driving attitudes is cultivated and sufficient skills in driving is acquired, mechanical factors, poor vehicle maintenance, failure of engine system, failure of engine system, break system and electrical fault and drivers nonchalant attitude, such as careless overtaking, over speeding, over confidence, alcohol and drug intake, lack of concentration while driving should be addressed. Shope (2021) postulated that seat belt is a vehicle safety device designed to secure the driver or a passenger of a vehicle against harmful movement that may result during a collision or a sudden stop, it reduces the likelihood of death or serious injury in a traffic collision by reducing the force of secondary impacts with interior strike hazards, by keeping occupants positioned correctly for maximum effectiveness of the airbag if equipped and by preventing occupants being ejected from the vehicle in a crash or if the vehicle rolls over.

The researchers observed that taxis in Akure are cars painted in yellow and blue colours and a maximum of four passengers' seats in a taxi at any given time. In the opinion of Ariyo (2017), commercial drivers and their passengers in Nigeria seldom use the seat belt owing to the fact that the drivers often come down whenever some passengers alight to pick their luggage from the boot of the vehicle, on the part of the passengers, they believe they travel short distance and hence, do not need to bother about the use of seat belt. All these predispose road users to road accident. Wouters and Bosh (2018) insisted that the menace of road traffic accident is on the increase, hence, the role of relevant agencies and stakeholders should be looked into. Though extensive research on safety has been done, study on effective safety strategies among taxi drivers is a grey area. Therefore, this study was carried out to find out the predictors of effective safety strategies among taxi drivers in Akure South Local Government Area (LGA), Ondo state, Nigeria. Akure is the capital city and administrative centre of Ondo state located in the western part of Nigeria with a population of about 500,798.

Purpose of the Study

The purpose of this study was to assess the perceived predictors of effective safety strategies among taxi drivers in Akure South LGA, Ondo state, Nigeria.

Statement of the Problem

Taxi driving can be a really rewarding job and meeting new people every day. However, there are problems associated with the job. It has been observed that a good number of taxi drivers have little or no form of drivers' education; some of the drivers learnt how to drive from a friend of just started driving without being taught. Majority of the crash cases recorded stems from the fact that the drivers are reckless in driving; most the taxis do not have side mirrors, while some do not even have a functioning horn. Most taxi drivers speed beyond the require speed limit while others are observed to have taken alcohol before driving or have smoked before diving. In some other cases, taxi drivers are found to play music very loud and disrespect road traffic signs while driving.

Objectives of the Study

The specific objectives of the study sought to:

i. Identify predictors of effective safety strategies among taxi drivers Akure South LGA, Ondo state, Nigeria.
ii. Recommend solutions for effective safety strategies among taxi drivers Akure South LGA, Ondo state, Nigeria.

Research question

i. What are the perceived predictors of effective safety strategies among taxi drivers in Akure South LGA, Ondo state, Nigeria?

Research Hypotheses

The following research hypothesis were formulated and tested at $p<0.05$ level of significance.

i. Effective drivers' education will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.
ii. Reckless driving will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.
iii. Use of seat belt will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.
iv. Vehicular inspection before driving will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.
v. Obedience to road traffic rules and regulations will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.

Conceptual Framework

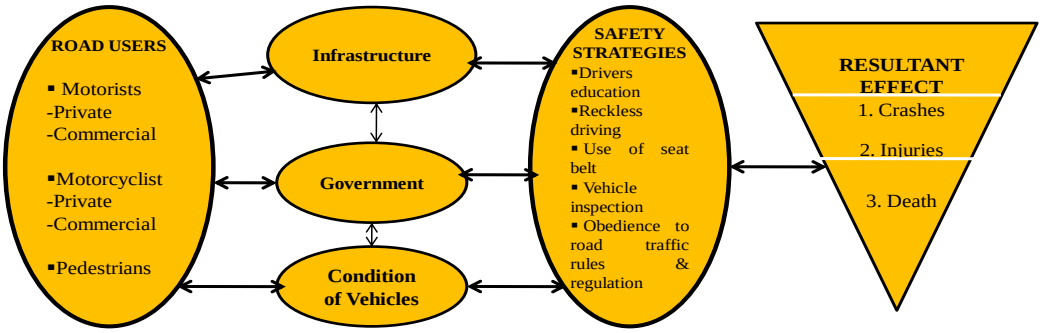

Figure 1: Flow diagram of perceived predictor of effective safety strategies among motorists.
Source: Xchare and Mac-Quisere Model 2018.

The conceptual framework presents the categories of road users such as the motorists which include private and commercial. Motorcyclists who are of two types namely private and commercial, the last category are the pedestrians. The frame work reveals the interplay between the infrastructure, government and condition of vehicles and the variables of perceived predictors of safety strategies which include drivers' education, reckless driving, use of seat belts, vehicle inspection and obedience to all road traffic rule and regulations. Hence, if motorists will adhere to all road traffic rules and regulations, all safety strategies would have been taken care of.

Methodology

The study adopted a descriptive research design because it examined perceived predictors of effective safety strategies among taxi drivers in Akure South Local Government Area, Ondo state, Nigeria in which self-reported data were collected from sampled participants in describing the population on the relevant variables of interest without manipulating any of the variables. The population for the study consisted of a total of (200) male taxi drivers in Akure South LGA, Ondo state, Nigeria. Respondents were selected from taxi drivers' in Akure South LGA, Ondo state, Nigeria using the multistage sampling technique. The respondents were stratified by age, years of driving experience and academic qualification. Simple random sampling technique with replacement was used to select (200) respondents out of the over (1500) registered taxi drivers in Akure South LGA, Ondo state, Nigeria. A self-designed questionnaire tagged predictors of effective safety strategies among taxi drivers in Akure South LGA, Ondo state, Nigeria (PPESSTAD) that was in English and Yoruba version was used to elicit information from the respondents. The instrument consisted of two sections identified as sections A and B. Section A contained demographic characteristics of the respondents. In section B, the items were designed to ask specific questions directed towards perceived predictors of effective safety strategies among taxi drivers in Akure South LGA, Ondo

state, Nigeria. The instrument consists of 20 questions of Yes or No. A reliable coefficient of 0.86 was obtained through the use of Pearson Product Moment Correlation Analysis. Therefore, the instrument was considered adequate and appropriate enough to be used for data collection for the study.

Administration of Research Instrument

Copies of the questionnaire were administered to the drivers on a scheduled meeting day at the state National Union of Road Transport Workers secretariat through the corporation of the officers at the state secretariat. The respondents independently spent a minimum of 10 minutes on the average to carefully and accurately complete the questionnaire as it decreased the possibilities of sharing opinion and discussing the questionnaire items. Submission was done individually and a hundred percent return rate was achieved.

Data Analysis

Completed copies of the questionnaire were collected, coded and analyzed using both descriptive and inferential statistics. The descriptive statistics of frequency count and percentage, were used to analyze the demographic information, while inferential statistics of Chi-square was used to test hypotheses 1 to 5 all at 0.05 alpha level of significance

Demographic Information

Table 1: Demographic information of respondents

Variables	Description	Frequency	Percentage
Age	18-22	10	5%
	23-27	30	15%
	28-32	30	15%
	33-37	30	15%
	38-42	40	20%
	43-47	20	10%
	48-52	20	10%
	53-57	10	5%
	58 and above	10	5%
	Total	**200**	**100%**
Academic qualification	Pry 6	40	20%
	JSS3	30	15%
	SSCE/WAEC	60	30%
	OND	30	15%
	HND/BSc	20	10%
	MSc/Med	0	0%
	PhD	0	0%
	No Certificate	20	10%
	Total	**200**	**100%**
Driving experience	1-5 years	10	5%
	6-10 years	20	10%
	11-15 years	40	20%

	16-20 years	30	15%
	21 -25 years	50	25%
	26-30 years	30	15%
	30 years and above	20	10%
	Total	**200**	**100%**

The analysis of the demographic variables is presented in table 1

Table 1 showed the demographic characteristics of the respondents. The result showed that respondents between the age-range of 38-42 are the majority with 40 (20%), while the least fall within the age-range of 18-22, 53-57, 58 and above with 10 (5%) respectively. Distribution according to academic qualification revealed that majority of the respondents had SSCE/WAEC 60 (30%). Respondents with the longest driving experience falls within the age range of 21-25, 50 (25%).

Hypotheses Testing

Hypothesis 1

Effective drivers' education will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.

Table 2: Summary of Chi-square analysis of effective drivers' education as predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.

Effective drivers' education	Yes	No	Total	x^2	0.05	Df
1. 1. Do you learn driving from a friend?	140 (70%)	60 (30%)	200 (100%)	36.663	12.592	6
2. 2. Did you attend a driving school to learn driving?	50 (25%)	150 (75%)	200 (100%)			
3. 3. Did you start driving without being taught?	20 (10%)	180 (90%)	200 (100%)			
4. 4. Do you feel you have adequate drivers' education?	160 (80%)	40 (20%)	200 (100%)			

x^2calculated = 36.663, Alpha level = 0.05, Critical value= 12.592, df = 6.

Table 2 showed that the calculated chi-square (x^2) value of 36.663 is far greater than the x^2 critical value of 12.592 with the degree of freedom (df = 6) at 0.05 alpha level. In view of this result, the null hypothesis which stated that effective drivers' education will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria was rejected.

Hypothesis 2

Reckless driving will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.

Table 3: Summary of Chi-square analysis of reckless driving as predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.

Reckless driving	Yes	No	Total	x^2	0.05	Df
1. 5. Do you usually speed above 100km/h?	130 (65%)	70 (35%)	200 (100%)			

2.	6. Do you speed above 100km/h when you are travelling a far distance?	150 (75%)	50 (25%)	200 (100%)	54.623	12.592	6
3.	7. I do not speed because of the nature of my job	100 (50%)	100 (50%)	200 (100%)			
4.	8. I do not speed because my taxi is not functioning optimally	40 (20%)	160 (80%)	200 (100%)			

x^2calculated = 54.623, Alpha level = 0.05, Critical value= 12.592, df = 6.

Table 3 revealed that the calculated chi-square (x^2) value of 54.623 is greater than x^2 critical value of 12.592 with the degree of freedom (df = 6) at 0.05 alpha level. Hence, the null hypothesis which stated that moderate speeding will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA Ondo state, Nigeria was rejected.

Hypothesis 3

Use of seat belt will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.

Table 4: Summary of Chi-square analysis of use of seat belt as predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.

Use of seat belt	Yes	No	Total	x^2	0.05	Df
1. 9. I always ask my passengers to use the seat belt	30 (15%)	170 (85%)	200 (100%)	42.966	12.592	6
2. 10. Does your car have a seat belt?	150 (75%)	50 (25%)	200 (100%)			
3. 11. Whenever a child seats in front of your car, do you insist he/she use the seat belt?	40 (20%)	160 (80%)	200 (100%)			
4. 12. Do you think the seat belt is disturbing?	180 (90%)	20 (10%)	200 (100%)			

x^2calculated = 42.966, Alpha level = 0.05, Critical value=12.592, df = 6.

Table 4 showed that the calculated chi-square (x^2) value of 42.966 is far greater than the x^2 critical value of 12.592 with the degree of freedom (df =6) at 0.05 alpha level. In view of this result, the null hypothesis which stated that use of seat belt will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria was rejected.

Hypothesis 4

Vehicle inspection before driving will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.

Table 5: Summary of Chi-square analysis of vehicle inspection before driving as predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.

Vehicle inspection before driving	Yes	No	Total	x^2	0.05	Df
1. 13. Do you always check your car radiator before using the car?	90 (45%)	110 (55%)	200 (100%)	53.235	12.592	6
2. 14. Do you always check the tyres before using the car?	70 (35%)	130 (65%)	200 (100%)			
3. 15. Do you always check the lights of the car before using the car?	50 (25%)	150 (75%)	200 (100%)			
4. 16. Do you always check the oil and fuel levels of the car before using the car?	100 (50%)	100 (50%)	200 (100%)			

x^2 calculated = 53.235, Alpha level = 0.05, Critical value=12.592, df = 6.

Table 5 showed that the calculated chi-square (x^2) value of 53.235 is far greater than the x^2 critical value of 12.592 with the degree of freedom (df = 6) at 0.05 alpha level. Hence, the null hypothesis which stated that vehicle inspection before driving will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria was rejected.

Hypothesis 5

Obedience to road traffic rules and regulations will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.

Table 6: Summary of Chi-square analysis of obedience to road traffic rules and regulations as predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria.

Obedience to road traffic rules and regulations	Yes	No	Total	x^2	0.05	Df
1. 17. Do you always obey traffic rules and regulations?	160 (80%)	40 (20%)	200 (100%)	28.642	12.592	6
2. 18. Do you always obey road traffic signs?	150 (75%)	50 (25%)	200 (100%)			
3. 19. Do you see road traffic signs along the road in the metropolis?	140 (70%)	60 (30%)	200 (100%)			
4. 20. Will obeying road traffic signs affect your target for the day?	150 (75%)	50 (25%)	200 (100%)			

x^2 calculated = 28.642, Alpha level = 0.05, Critical value= 12.592, df = 6.

Table 6 showed that the calculated chi-square (x^2) value of 28.642 is far greater than the x^2 critical value of 12.592 with the degree of freedom (df = 6) at 0.05 alpha level. In view of this result, the null hypothesis which stated that obedience to road traffic rules and regulations will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria was rejected.

Discussion of Results

The study presented perceived predictors of effective safety strategies among taxi drivers in Akure South LGA, Ondo state, Nigeria. The results of the demographic characteristics of respondents showed that respondents between the age-range of 38-42 are the majority with 40 (20%), while the least fall within the age-range of 18-22, 53-57, 58 and above with 10 (5%) respectively. Distribution according to academic qualification revealed that majority of the respondents had SSCE/WAEC 60 (30%). Respondents with the longest driving experience falls within the age range of 21-25, 50 (25%). Table 2 showed that the calculated chi-square (x^2) value of 36.663 is far greater than the x^2 critical value of 12.592 with the degree of freedom (df = 6) at 0.05 alpha level. In view of this result, the null hypothesis which stated that effective drivers' education will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria was rejected. From the result in hypothesis one table two, the calculated chi-square (X^2) value of 36.663 is far greater than the x^2 critical value of 12.592 with the degree of freedom (df = 6) at 0.05 alpha level. In view of the result, the null hypothesis which stated that effective drivers' education will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria was rejected. To corroborate the findings of this result, Otutu (2020) affirmed that drivers' education helps in learning the laws that will keep the driver safe on the road. In many states, the purpose of drivers' education is also to provide the knowledge of the rules and regulations of the road, increase mechanical knowledge, create greater awareness of hazards, increase confidence level, skills, and attitudes needed for vehicle safety both as a driver and as a pedestrian. It is required by law before anyone is issued a drivers' license. On the contrary, Odule (2019) asserted that drivers' education has little or nothing to do with commercial drivers as majority of them took to driving after spending few years at the motor park. The result in hypothesis two table three revealed that the calculated chi-square (x^2) value of 54.623 is greater than x^2 critical value of 12.592 with the degree of freedom (df = 6) at 0.05 alpha level. Hence, the null hypothesis which stated that moderate speeding will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria was rejected. The findings of this result supports the submission of Xchare and Mac-Quisere (2018) which posited that speeding is regarded as driving beyond the posted speed limit's rate of speed or driving too fast for the condition of the road, while it is tempting to drive fast, the dangers of excessive speeding do not outweigh the benefits. Most drivers speed in order to get to work or an appointment on time. Some just are not paying attention to the manner in which they are driving. A handful of others do it just to have fun. While one may not always get caught while speeding, one might cause horrible damage on self, vehicle and other people.

Furthermore, from the result of hypothesis three, table four revealed that the calculated chi-square (x^2) value of 42.966 is far greater than the x^2 critical value of 12.592 with the degree of freedom (df =6) at 0.05 alpha level. Therefore, the null hypothesis which stated that use of seat belt will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria was rejected. In support of this result, Shope (2021) postulated that seat belt is a vehicle safety device designed to secure the driver or a passenger of a vehicle against harmful movement that may result during a collision or a sudden stop, it reduces the likelihood of death or serious injury in a traffic collision by reducing the force of secondary impacts with interior strike hazards, by keeping occupants positioned correctly for maximum effectiveness of the airbag if equipped and by preventing occupants being ejected from the vehicle in a crash or if the vehicle rolls over. In the opinion of Ariyo (2017) commercial drivers and their passengers in Nigeria seldom use the seat belt

owing to the fact that the drivers often come down whenever some passengers alight to pick their luggage from the boot of the vehicle, on the part of the passengers, they believe they travel short distance and hence, do not need to bother about the use of seat belt. The result from hypothesis four, table five showed that the calculated chi-square (x^2) value of 53.235 is far greater than the x^2 critical value of 12.592 with the degree of freedom (df = 6) at 0.05 alpha level. This means that the null hypothesis which stated that vehicular inspection before driving will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria was rejected. The submission of Aipoh (2017), corroborate the findings of this result that keeping a vehicle in peak operating condition is the best way to ensure safety on the road as well as reducing overall monitoring costs, regular inspections can help identify potential hazards and save life and money by preventing additional damage before it happens. In the affirmation Ademola (2018) added that vehicle inspection is a procedure mandated by national or state governments in many countries, in which a vehicle is inspected to ensure that it conforms to regulations governing safety, emissions, or both. Inspection can be required at various times, periodically or on the transfer of title to a vehicle. If required periodically, it is often termed periodic motor vehicle inspection. Typical intervals are every two years and every year. When a vehicle passes inspection, often an inspection sticker is placed on the vehicle's windshield or registration plate. Table 6 showed that the calculated chi-square (x^2) value of 28.642 is far greater than the x^2 critical value of 12.592 with the degree of freedom (df = 6) at 0.05 alpha level. In view of this result, the null hypothesis which stated that obedience to road traffic rules and regulations will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria was rejected.

Finally, the result from hypothesis five, table six revealed that the calculated chi-square (x^2) value of 28.642 is far greater than the x^2 critical value of 12.592 with the degree of freedom (df = 6) at 0.05 alpha level. In view of this result, the null hypothesis which stated that obedience to traffic rules and regulations will not be a significant predictor to safety strategy among taxi drivers in Akure South LGA, Ondo state, Nigeria was rejected. From the assertions of Fredriksson, Rosén, and Kullgren (2019), Aipoh (2017), Ariyo (2017) and Shope (2021) road traffic rules are compulsory for all participants in road traffic, including drivers, pedestrians, and passengers. The regulations apply not only to streets and roads but also to all places where traffic is possible. The road traffic rules promote safe and fast traffic, establishing the meaning of the signals of traffic lights and traffic controllers, road signs, and road markings and describe the movements of participants in road traffic in the most typical conditions and situations. The rules regulate the positioning of vehicles on the roadway, the changing of position, passing, stopping, parking, and traversing intersections and railroad crossings. They also establish speed limits for populated areas. An important part of the traffic rules is the list of requirements that vehicles in operation must meet. The law provides for criminal prosecution, fines, or disciplinary measures when the regulations are violated, depending on the nature of the violation and its consequences. Special measures of social influence may also be applied.

Conclusion

The findings of this study clearly showed that effective drivers' education, reckless driving, use of seat belt, vehicle inspection and obedience to road traffic rules and regulations are all predictors of effective safety strategies among taxi drivers in Akure South LGA, Ondo state, Nigeria.

Recommendations

Based on the findings of this study, it is therefore recommended that:

1. The government should enlighten the public on effective drivers' education.
2. Health education should be given its rightful place in the curriculum where safety education will be properly taught.
3. Government should come up with a policy that will look into curtailing the abysmal act of reckless driving most especially among taxi drivers
4. Non-governmental Organizations should partner with the government on the issue of road traffic rules and regulations.

References

Abidakun, T.O. (2017). Low back pain among taxi drivers in Lagos state. *International Journal of Therapeutic Medical Sciences (IJTMS). 27(11), 5562–5578.* http://doi.orgIJMTSlowbacktheraupy.gov.ng/xtc/latestrelease/ssd2017.pdf. Retrieved 3rd May, 2019.

Ademola, R.A. (2018). Attitude of taxi drivers in Southwest Nigeria: a glance into causes of avoidable road traffic crashes. *Journal of Behavioural Management Science (JOBMS). 2 (8), 3244–3269.*

Aipoh, A. (2017). Resultant effect of road crash in Nigeria. *The Voice of Safety Publication. Newsweek.* https://www.newsweek.com/voice-of-safety-pub30639dz. Retrieved 12th October, 2019.

Ajimba, G.P. (2018). Road transport system in Nigeria: a call to duty for vehicle inspection officers. http://www.roadtransportstion-vio.org/xtc/latestrelease/ssd09.pdf. Retrieved 2nd November, 2019.

Alonso, F., Esteban, C., Useche, S.A. and Manso, V. (2019). Analysis of the state and development of road safety education in America higher education institutions. *America Journal of Drivers Education Research. 1 (2), 10–18.* http://doi.org.joade.org/safety09.pdf. Retrieved 13th July, 2019.

Ariyo, A. O. (2017). Assessment of the operation of Federal Road Safety Corps in reducing road traffic accident in Nigeria. *Journal of Education and Research. 1 (21), 24154-24161.*

Babatope, V.I. (2019). Special road safety marshals: functions and achievements 2010-2020 in Nigeria. *International Journal of Experimental Psychology (IJOEP). 15 (22), 4533–9. doi: 10.1016/j.aap.2016.11.001.* Retrieved 21st July, 2019.

Babatunde, F.P. (2019). Operations of the Federal Road Safety Corps in Nigeria. http://doi.org-operational-reponsibilities-frsc-index/pdx. Retrieved 12th January, 2012.

Fredriksson, R., Rosén, E., and Kullgren, A. (2019). Priorities of pedestrian protection in public places: A study of severe injuries and fatal crashes. *Accident Analysis and Prevention. Newsweek.* *https://*doi.org:10.1016/j.aap.2010.04.006. Retrieved 30th September, 2020.

Gidado, M.M. (2017). Accidents: causes and prevention on the highways. *Journal of Community Health. 27 (40), 55562–55578.*

Odule, O.S. (2019). The factor of daily delivery for taxi drivers and the rush of work hour in Oyo state, Nigeria. *Journal of Environmental Care (JOEC). 8 (6), 212-221.* https://doi.org.joec-daily-delivery-taxis-rush-hour.2019.pdf. Retrieved 2nd May, 2020.

Owolabi, A.A. (2020). The place of drivers' education in curbing road traffic jam in developing nations. *International Journal of Safety Education (IJOSE). 5 (7), 163-172.*

Otutu, A.L. (2020). Causes of recklessness and morbidity in road traffic accidents in developing countries. *International Journal of Public Health Matters. 46 (21), 135–143.* https://doi.org.ijophm10.1016/C0020-1361(10)31133-7pdf. Retrieved 11th April, 2018.

Okoroafor (2017). Factors contributing to crashes among taxi drivers in south east Nigeria. *International Journal of Caregivers. 14 (3), 97–105.* *https://*doi.org.10/C20.2678533- Retrieved 15th August, 2019.

Robertson, P.O. and Williams, H.S. (2018). Incentives and work performance in non-managerial jobs. *International Journal of Management Sciences. 3 (2), 1117-1114.*

Shope, J. T. (2021). Influence on youthful driving behavior: risk behavior in road crashes. *Journal of Educational Psychology. 13 (9) 29–34.* *https://*doi.org.doi.jep10.1136/ip.2074. Retrieved 30th January, 2022.

Wouters, I. J., and Bosh, J. M. (2018). Traffic accident reduction: role of VIO officers in monitoring drivers' behaviour and road crash. *International Journal of Management Practice. 32 (5), 143–155.* Retrieved 27th June, 2017.

Xchare, D.O. and Mac-Quisere, L.B. (2018). Road safety strategies among young drivers in America: *data processing analysis and prevention. America Journal of Road Safety Incorporation. 9 (9), 30–38.* https://doi:org.ajrsi-road-safety-10.1016/j.aap.2018.11.001. Retrieved 21st July, 2019.