

## IMPACT EVALUATION OF OGUN STATE TRAFFIC COMPLIANCE AND ENFORCEMENT CORPS INTERVENTION ON NIGERIAN HIGHWAYS

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### **Abstract**

This study sought to evaluate the impact of TRACE Corps intervention on Nigerian highways in Ogun state. The study adopted a descriptive survey design with CIPP evaluation model. A sample of three hundred ( $n=300$ ) road users participated in the study. Road Users Perception Questionnaire (RUPQ) ( $r = .77$ ) and TRACE Corps Efficiency Questionnaire (TCES) ( $r = .72$ ) were used in data collection. The findings reveal that the number of road crashes within a period of five years under review was on the increase (191 in 2010 - 409 in 2014). However, the crash-fatal ratio was on decline while the crash-injured ratio was on the increase. Road users' perception of activities of TRACE Corps operatives on Nigerian highways was positive ( $\bar{x} = 2.62$ ). TRACE Corps operatives were efficient ( $\bar{x} = 2.67$ ). Therefore, TRACE Corps agency is a worthwhile intervention. Thus, the management of the agency should enhance and sustain productivity of corps operatives with periodic trainings, seminars, and workshops.

**Keywords:** evaluation, intervention, road users' perception, trace corps operatives, efficiency.

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## **Introduction**

The Nigerian populace deserve a better deal in terms of ensuring safety of lives, vehicles and goods being moved on the roads. The fact that Nigeria's rating in the world as regards the number of fatalities and serious injuries resulting from road crashes is high and its calls for collective and concerted efforts of all and sundry. Road accidents have become a recurring decimal on Nigerian roads. Road crashes from reckless driving constitutes the leading cause of death in Nigeria. According to Federal Road Safety Corps (FRSC) (2012), 473 persons died from a total of 1,115 road crashes nationwide. The research also revealed that in the same year 2012, an average of 11 persons died daily from road accidents across Nigeria (FRSC, 2013).

Road accidents occur worldwide but the incidence is more in developing countries. According to World Health Organization (WHO, 2004), about 1.24 million people die annually as a result of road accident. Road traffic injuries are seen as the leading causes of death among young people, aged 15-29 years. Ninety-one per cent of the world fatalities on the roads occurs in low income and middle income countries, even though these countries have approximately half of the world's vehicles. Half of those dying on the world's roads are vulnerable road users, pedestrians, cyclists and motorcyclists. Without action, road crashes is predicted to account for death of about 1.9 million people annually by 2020 (WHO, 2013). Only 28 countries, representing 416 million people (7% of the worlds' population) have adequate laws that address all five risks factors such as over speeding, driving under the influence of alcohol, riding motorcycle without using helmet, driving without using seats belts and child restraints (WHO,2013). Fadare (2005) noted that road transport which is the major source of road traffic remains the most unregulated and driving or riding on Nigerian road has become free entry and free exit venture without consideration for safety. He added that the standard of driving education has fallen below acceptable limit as drivers and riders' licenses can be obtained without proper education thereby causing

disregard for traffic regulations by a large majority of motorists and other road users. The significance of education to safety on roads world-over cannot be overemphasized bearing in mind that education is a universal tool for human growth and development. Experience from use of Nigerian roads questions the road safety education status of the motorists and other road users in general. Observation suggests that these people are grossly deficient in road safety consciousness and awareness.

Between January 1949 and 2004, several efforts were made towards ensuring the safety of all road users (TRACE Corps, 2009). Efforts made include the establishment of road safety commission in 1974, which was renamed in 1984 as Federal Road Safety Commission, as well as installation of traffic signals which greatly enhance safety and reduce capacity at the intersection. However, the fluctuating nature of electricity supply, and at times, total black-out affects the effectiveness of traffic signals. Thus, the use of traffic wardens becomes pertinent. The socio-economic development of Ogun State in the recent years, which can be progressively measured in every sphere of life for which transportation is an important integral call for concern (Osibanjo, 2013). One of the greatest challenges of this new status is a free safe road transport system where efficient and effective movement of goods and human are expected to be at its optimum. Across the nation, the transport sub-sections are plagued with problems such as lack of adequate regulatory machinery that could monitor, manage and enforce road traffic rules and regulations.

Road traffic accidents' statistics in Nigeria revealed a serious and growing problem with absolute fatality rate and casualty figures increasing rapidly (TRACE Corps, 2015). In majority of the developing countries, accidents occurrence and related deaths are related to either population or number of vehicles. Ironically, in Nigeria, studies have indicated that better facilities in terms of good quality and standardized roads have been accompanied by increasing number of accidents (Gbadamosi, 2002). Studies showed mixed

results regarding traffic law effectiveness. According to Yagil (2002), two assumptions are made about traffic laws: citizen must obey regulations and laws are passed to ensure safety. Yagil argued that not everyone accepts this as true.

The appearances of the motorcycle operators in the public transport system have added a new dimension to the traffic accident phenomenon in the state. The aggressiveness of motorcyclists and vehicular traffic often run in contrast to traffic regulation and sometimes leads to fatal accidents (TRACE corps, 2014). Nigerian highways and its usage are of great importance to many stakeholders when we talk of safety issues. Ogun state as a gateway to industrialization of the country has many economic and social benefits because of the road network in the state. Nevertheless, the rate of accidents on the major highways in the state is becoming worrisome because valuable lives and properties are always involved (Osibanjo, 2013). The emergence of Ogun state traffic compliance and enforcement corps (TRACE) is traceable to resurgence of civilian regime in Nigeria.

Traffic Compliances and Enforcement Corps (TRACE) was established by the enabling law of Ogun state House of Assembly in March, 2005 and an amendment to that law was made in 2007 by the Governor of the state then (TRACE Corps, 2009). The corps began public enlightenment campaign for all road users in the state in the year 2005 but whether or not this lofty arrangement was sustained is a question begging for an answer and by June 2006, subtle enforcement was introduced. The state traffic management agency was established using Lagos State Traffic Management Authority (LASTMA) as a model with Major Dapo Sunmola (Rtd) as the pioneer corps commander (TRACE Mayor Handbook, 2009). TRACE commenced operations with five directorates and two zonal operational commands immediately after the training of the first batch of its operators. The directorates in TRACE then include:

- a. Directorate of Operation;
- b. Directorate of Planning, Research and Statistics;

- c. Directorate of Training and Provost;
- d. Directorate of Finance and Accounts; and
- e. Directorate of Administration and Supply.

The major goal of TRACE corps is to maintain road traffic regulations while the vision of the corps is to ensure discipline among road users, protect and enhance safety of all road users. Meanwhile, the mission of the agency is to ensure a drastic reduction in road traffic accident that may result into economic losses, conflicts, congestions and delays on public highways by employing modern traffic management techniques to inject orders and control the road system in the state. Ogun State has three international transit corridors, namely; Ota-Ildiroko, Sagamu interchange-Ilaro Ohunbe and Abeokuta –Imeko –Ilara. In addition, the state has seven national transit corridors namely, Lagos-Ibadan, Lagos-Abeokuta, Agbara-Sokoto, Ikorodu-Ijebu-Ode, Epe - Ijebu-Ode and Sagamu-Benin (Osibanjo, 2013). The Ogun State Traffic Compliance and Enforcement Corps according to Sangofadeji is set in order to accomplish the following objectives based on the TRACE law 2005 and 2007:

1. Provide traffic management services in solving the envisaged transport problems attendants with investment drive.
2. Checkmate and control road traffic spillover effect of neighboring states.
3. Manage the heavy traffic flow on the extensive Ogun State corridor on Lagos, North and East bound expressway linkage.
4. Ensure safety of lives and properties of citizenry in the state through adequate traffic monitoring and rescue of accident victims.

Premised on the above' this study sought to evaluate the impact of Ogun State Traffic Compliance and Enforcement Corps (TRACE) intervention on Nigerian highways. The issue of raising the consciousness of people's safety on the road through a proactive traffic regulations and management is important and the increase in road traffic accidents resulting in loss of lives and properties in the

state is worrisome. Road crashes have emerged the major source of human and material loss worldwide and the casualty and fatality vary significantly across different regions in population, traffic intensity, compliance with traffic regulations, and extent of preventive and remedial measures put in place. Ogun State, being the gateway state to industrialization in Nigeria, records a high incidence of road accident and this calls for concern of all and sundry. Few researches on the impact of traffic management on how to prevent road crashes have been documented, but the findings are not consistent. Beyond, none on comparison between the obtained and the obtainable in respect of impact of TRACE has been found documented. Therefore, this study sought to evaluate the impact of Traffic Compliance and Enforcement Corps' intervention on highways in Ogun State.

The main purpose of this study is to evaluate the impact of TRACE corps' intervention on Nigerian highways in the state. In order to achieve this, the following specific objectives were highlighted:

1. Determine the profile of road crashes in Ogun State in the last five years
2. Investigate the perception of road users on the activities of TRACE corps operatives on Nigerian highways
3. Determine the adequacy of TRACE corps operatives' efficiency in the state.

The following questions were raised to guide the study:

1. What is the profile of road crashes in the last five years in Ogun State?
2. What is the perception of road users of the activities of TRACE corps operatives on Nigerian highways in Ogun State?
3. How adequate is TRACE corps operatives' efficiency in Ogun state?

## Methodology

This research work adopted descriptive survey research design. This design is considered appropriate because it relies on the use of questionnaire for the collection of data from the target population. In addition, the study adopted a Context, Input, Process and Product (CIPP) evaluation model. The application of the model to the study is shown in Table 1 that follows.

**Table 1: Evaluation Framework**

Component	Variable indicator	Data source	Instrument for data collection	Research Questions	Statistical Tools
Context	-	-	-	-	-
Input	-	-	-	-	-
Process	-	-	-	-	-
Product	1. TRACE Corps Efficiency	Road users	TCES  RUPQ	3	Frequency counts, simple per centages, mean scores and standard deviation
	2. Road users perception	Road users		2	
	3. Profile of road crashes	Directorate of Planning, Research and Statistics of TRACE	Road crashes record	1	Ratio

The population comprises all the public intercity/inter-states road users (strictly public drivers) in Ogun East Senatorial District of Ogun State. The researchers used multi stage sampling technique in the selection of sample of study. Ogun East Senatorial District has nine (9) Local Government Areas out of which five (5) were drawn using simple random sampling technique. From each Local Government Area two major towns were selected using simple random sampling technique to make a total of ten (10). A notable terminal for intercity or inter-state routes was purposively selected in each town. Thirty (30)

road users per terminal were selected from the group of road users that was met on ground as at the time data were collected using simple random sampling technique to give a sample size of three hundred (300) participants. The sample size was considered adequate for a population of road users in the selected District estimated to be less than 2000.

Three instruments were employed in data collection. They are: Road Users Perception Questionnaire (RUPQ), TRACE Corps Efficiency Scale (TCES) and Road Crashes Statistical Record. RUPQ is designed by the researcher for road users which has two sections. Section A captures demographic details such as name of LGA, gender, age, and highest qualification. Section B measures road users' perception about TRACE Corps activities in the state using the scale of SD = Strongly Disagree A = Agree and SA = Strongly Agree. TCES is an adapted version of Teacher efficiency scale developed by Ajayi (2015). The scale is meant for TRACE operatives using the scale of SD = Strongly Disagree A = Agree and SA = Strongly Agree. The third instrument was the road crashes profile adapted from the Directorate of Planning, Research and Statistics (DPRAS) of the TRACE Corps. The RUPQ and TCES were given to experts in Educational Evaluation for review in terms of content, language and structure after which the instruments were administered to a sample of participants that were not part of the main study and alpha coefficients 0.77 for RUPQ and 0.72 TCES were obtained using Cronbach alpha.

The instruments for data collection were administered personally by the researchers. Prior to the administration of the instruments, informed consent of the respondents was obtained to participate in the study. The administration and retrieval of the instruments were closely monitored to ensure that they were properly filled. This exercise lasted for six weeks. The data collected were analyzed using frequency counts, simple per centages, mean scores, standard deviation and ratio scores.



## Results

**Table 2: Profile of Road Crashes in Ogun State from 2010 -2014**

Year	Number of crashes	Number of persons killed	Crash-killed ratio	Number of persons injured	Crash-injured ratio
2010	191	84	2:1	50	3:1
2011	270	175	1:1.5	331	1:1
2012	339	136	2:1	442	1:1
2013	478	134	4:1	826	2:1
2014	409	132	3:1	743	2:1

*Source:* Directorate of Planning, Research and Statistics (TRACE Corps)

The results presented in Table 2 indicate a steady rise in number of road crashes within the state from 191(2010) to 270 (2011), 339 (2012), 478 (2013) and 409 (2014). The breakdown of the results shows that 84 persons were killed with a crash-fatality ratio of 2:1 in 2010 while 50 others were injured with a crash-injured ratio of 3:1. In 2011, 175 persons were reportedly killed giving a ratio of 1.5:1 while the number of individuals injured was 331 with ratio 1:1 compared to the number of crashes. For 2012, 136 persons with a ratio of 2:1 were killed with 442 others with a ratio of 1:1 injured. In 2013, 134 persons representing a ratio of 4:1 were killed while additional 826 persons with a ratio of 2:1 were injured. The data for 2014 were as presented in Table 2.

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**Table 3: Frequency Counts, Simple Per Centages, Mean and Standard Deviation indicating Road Users' Perception of TRACE Corps Operatives**

S/N	Items	SA	D	A	SA	$\bar{X}$	S.D
1	The motive of TRACE Corps appears to be an attempt to generate revenue for the state government	6(2.0)	31(10.3)	39(13.0)	224(74.7)	3.60	.75
2	TRACE Corps operatives do not care to educate traffic offenders they apprehend on the highways	42(14.0)	55(18.3)	186(62.0)	17(5.7)	2.59	.80
3	TRACE Corps operatives are more violent in approach to erring road users	58(19.3)	127(42.3)	78(26.0)	37(12.3)	2.31	.92
4	The allegation that TRACE Corps operatives pursue traffic offenders with their vehicles not minding the consequence is true	120(40.0)	105(35.0)	46(15.3)	29(9.7)	1.95	.97
5	The TRACE Corps operatives have oppressive manner of approach while on duty	97(32.3)	62(20.7)	62(20.7)	79(26.3)	2.41	1.19
6	TRACE Corps operatives are courteous with motorists while performing their duty	19(6.3)	104(34.7)	119(39.7)	58(19.3)	2.72	.85
7	The intervention of TRACE Corps have led to a decrease in road crashes on Nigerian highways in the state	27(9.0)	82 (27.3)	105(35.0)	86(28.7)	2.83	.95
8	TRACE Corps is not relevant except that it provides employment opportunities to citizens of the state	41(13.7)	131(43.7)	96(32.0)	32(10.7)	2.40	.85
9	TRACE Corps operatives promptly respond to the scene of accidents on our highways	62(20.7)	44(14.7)	94(31.3)	100(33.3)	2.77	1.12

\*Figures in parentheses indicate per centages. Grand Mean = 2.62

The perception of road users of activities of TRACE Corps operatives on Nigerian highways as indicated on Table 3 was positive ( $\bar{x} = 2.62$ ). In other words, the perception of the road users on account of greater number of items being measured was positive. A high per centage (87.7%) of the road users perceived ( $\bar{x} = 3.60$ ) that the motive behind the operation of TRACE Corps appears to be more of revenue generation. The road users (67%) were of the opinion ( $\bar{x} = 2.59$ ) that TRACE Corps operatives did not care to educate erring motorists but rather what is paramount to them is booking for a financial penalty. However, TRACE Corps operatives were perceived ( $\bar{x} = 2.31$ ) by the road users (61.6%) as being more civilised in approach rather than being violent. Further, the road users (75%) perceived ( $\bar{x} = 1.95$ ) the allegation that TRACE Corps operatives pursue traffic offenders with their vehicles not minding the consequence was not true. A slightly above average (53%) proportion of the respondents disagreed ( $\bar{x} = 2.41$ ) that TRACE Corps operatives were oppressive in approach.

A good proportion (59%) of the respondents believed ( $\bar{x} = 2.72$ ) that TRACE Corps operatives have good interpersonal relationships with the public. Similarly, 63.7% of the respondents agreed ( $\bar{x} = 2.83$ ) that the intervention of TRACE Corps have actually reduced the number of road crashes within the state. The road users (57.4%) believed ( $\bar{x} = 2.40$ ) that TRACE Corps is much more relevant beyond provision of employment opportunities to the citizens of the state. Finally, TRACE Corps operatives were seen ( $\bar{x} = 2.77$ ) by the road users (64.6%) as being prompt to distress call whenever an accident occurs on the highways.

**Table 4: Frequency Counts, Simple Per Centage Mean and Standard Deviation indicating adequacy of Efficiency of TRACE Corps Operatives**

S/N	Items	NE	IE	AE	VAE	$\bar{x}$	SD
1	TRACE Corps operatives are always punctual on their beat	177(59.0)	14(4.7)	64(21.3)	45(15.0)	1.92	1.18
2	TRACE Corps are always found performing their duties on the road	10(3.3)	154(51.3)	85(28.3)	51(17.0)	2.59	.81
3	Operatives of TRACE Corps always respond promptly to distress calls at the scenes of accident	20(6.7)	43(14.3)	140(46.7)	97(32.3)	3.05	.86
4	TRACE Corps always penalize erring motorists by issuing fine tickets	31(10.3)	80(26.7)	73(24.3)	110(38.7)	2.91	1.03
5	Operatives of TRACE Corps considers taking bribe as a serious offence	127(42.3)	50(16.7)	53(17.7)	70(23.3)	2.22	1.22
6	TRACE Corps operatives are courteous when relating with the public	23(7.7)	68(22.7)	151(50.3)	58(19.3)	2.81	.83
7	Operatives of TRACE Corps are always in possession of writing materials while on duty	29(9.7)	130(43.3)	72(24.0)	69(23.0)	2.60	.95
8	Operatives of TRACE Corps are always found fully kitted while performing their duties	37(12.3)	36(12.0)	49(16.3)	178(59.3)	3.23	1.08

\*Figures in parentheses indicate per centages, Grand Mean =2.67

Note: NE (Not Efficient), IE (Inadequately Efficient), AE (Adequately Efficient), VAE (Very Adequately Efficient)

**Ground Rule:** Mean score of less 2.5 indicates inefficiency while a mean score of 2.5 and above indicates efficiency of TRACE Corps operatives.

Given the Grand Mean score of 2.67, it can be deduced from Table 4 TRACE Corps that the operatives were observed to be efficient. Disaggregating the results, a large proportion (75.6%) of the respondents rated TRACE corps operatives as efficient ( $\bar{x}=3.23$ ) in terms of being fully kitted when on duty. Similarly, 79% of the respondents with high rating ( $\bar{x}=3.05$ ) affirm that TRACE corps operatives were efficient in terms of prompt response to distress calls. The operatives of TRACE corps were also rated efficient ( $\bar{x}=2.91$ ) by 63% of the respondents. The efficiency index ( $\bar{x}=2.81$ ) of TRACE corps operative in use of courtesy when relating with the public was high supported by a positive rating of 69.6% of the respondents. The results on Table 4 further reveal that the operatives were efficient ( $\bar{x}=2.60$ ) for being in possession of writing materials each time they were on duty among other things. This was reported by a slightly high proportion (57%) of respondents. It was also reported by 54.6% of the respondents that the operatives of TRACE Corps were efficient ( $\bar{x}=2.59$ ) on regularity at their duty posts on the road. However, their efficiency was reportedly low in two items. A slightly high proportion (59%) of respondents with a Mean score of 2.22 observed that TRACE Corps operatives were inefficient for non-consideration of bribe as a criminal offence. Finally, the operatives were reportedly (63.7%) inefficient ( $\bar{x}=1.92$ ) in terms of being punctual at their duty posts on the road.

### **Discussion of Findings**

The number of road crashes within a period of five years under review was on the increase. The fatality of the crashes was represented by a huge increase in per centages of people injured and a corresponding decrease in the per centage of people killed. This result is similar to

the one by TRACE Corps (2009) that, 'Prior to year 2004, road traffic situation in Ogun state was so pathetic that the state was known as the "mortuary" of Nigeria. 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. Tutu (2007) further argued that the rate of fatality in road traffic accidents is very high among children and young adults who are in their prime and constitute the work force in many countries. In 2004, the rate of road traffic accident was very high and deaths recorded on Ogun state highways were ranked among the first ten in the country, an indication that there was an increase in the rate of road crashes across the years in review as recorded by TRACE Corps (2009). The reason for this result may likely be due to changes that have taken place in population parameters in terms of steady increase in population size with a corresponding increase in the number of vehicles on the road. In addition, deteriorated state of the road overtime is another likely factor. However, steady reduction in per centages of people killed may be traced to prompt response of TRACE Corps operatives and operatives of the Federal Government sister agency to victims of road accidents who needed support and aid, road accident emergency clinic intervention of the state hospital at designated locations on the roads also deserves mention and credit.

The perception of road users of the activities of the TRACE Corps operatives was a positive one. Reported evidences show that users were of the impression that the operatives were civilised, rather than being violent, oppressive and ruthless when apprehending erring motorists. Road users were also of the impression that TRACE Corps agency is relevant both for its core mandate and employment opportunities. The agency was also positively reported for a decrease in the number of road crashes, being courteous in approach with motorists and prompt response at the scene of accident. These results were consistent with the findings of Olorunponmi (2010) in which it

was stated that the intervention and dedication of traffic managers like the FRSC, TRACE Corps and LASTMA to work have indeed helped in drastic reduction of road crashes, though some officials of these agencies are corrupt and unfriendly with motorists.

However, road users were of the impression that the operatives of the TRACE Corps were not favourably disposed to giving education to erring motorists and that revenue generations appear to be their hidden motive behind the operation of the agency. The explanation for this report may likely be a product of direct experience of the road users with the operatives of TRACE Corps on the road or at terminals. Opinions shared by the road users with other members of the public cannot be ruled out as well. Public education in terms of road safety consciousness enlightenment was not being properly addressed and harnessed which of course is a big minus to the intended outcome of the activities of TRACE Corps operatives. The finding is in contrast to the submission of Hill (2008) in the United States who argued that the enactment and enforcement of traffic safety reinforced by public education brought about an improvement in the traffic situation of the country evidenced in the decrease in the rate of accidents.

Meanwhile, the efficiency of the TRACE Corps operatives was high. The operatives were efficient in being fully kitted when on duty, prompt response to distress calls from the scene of accident and use of a fine to book erring motorists. Other areas by which they were efficient include use of courtesy when dealing with motorists, being in possession of writing materials among others when on duty and display of regularity in attendance at their duty posts when on the road. The result contradicts the findings of Ajayi and Longe (2015) where it was submitted that majority of the members of the public described the relationship between them and law enforcement agents as very antagonistic. However, the findings align properly with the submission of Sangofadeji (2013) who argued that high level of dedication and commitment to duty of TRACE Corps operatives is a reflection of their efficiency, and that capacity building and training



with proper remunerations of traffic managers will motivate them to discharge their duty without fear or favour. The explanation for this may likely be that effective monitoring and supervision is in place. Beyond this, it must be noted that they were conscious of being a public official whose duty post is in the full glare of the public who can make a report of any inadequacies noticed to the relevant constituted authority using social media platforms or any other means considered convenient at any time of the day.

### **Conclusion and Recommendations**

On the basis of the results of the study, the TRACE Corps agency is a worthwhile intervention strategy addressing the need for which it was established. Quite interesting, the agency enjoys good public image impression. Based on the major findings of this work, it is recommended that the management of the agency should organise periodic trainings, seminars and workshops for road traffic managers to enhance and sustain their productivity. At the same time, they should pursue vigorously road safety education on periodic basis among motorists with the aim of promoting road safety consciousness and awareness among. The government of other states in the federation should also make efforts to replicate the intervention as the issue of road safety is everybody's business.

In addition, it is vital to make a strategic traffic management plan with relevant programmes developed across the country. TRACE Corps should collaborate with other sister agencies like FRSC to ensure an integrated and enhanced traffic management in the state. Finally, there is the need to start thinking of how to reduce dependence on roads as the commonest mode of transportation available to over 180 million Nigerians. With concerted efforts, government should revive other means of transport and this will obviously reduce dependence on the road, and by implication reduce the rate of crashes on Nigerian roads.

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