

# The Federal Road Safety Corps Public Education And Road Traffic Law Enforcement: A Veritable Tool For Road Traffic Crash Control

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*Abstract: This research seeks to study the impact of Federal Road Safety Corps (FRSC) Public Enlightenment and traffic Law enforcement on road users in controlling traffic crashes in Maiduguri metropolis from 2013-2015. The methodology used for this study is simple random sampling technique. Data was collected from 150 respondents comprising drivers and passengers and analysed using percentage. The findings from the study reveal that FRSC RS12.2 Borno Sector Command has done well in its performance in the aspect of educating road users through various public enlightenment campaigns. It further observes that road users' behaviours cannot be influenced or changed by education alone but by proper enforcement. The study shows that those who were at any point fined by FRSC never found wanting again for the same offence. It also highlights that drivers are uncomfortable whenever they are stopped by FRSC for routine safety checks; they therefore compromise their safety than to wait for the checks.*

*Keywords: Crash Control, Federal Road Safety Corps (FRSC), Traffic Law Enforcement, Transportation, Public Enlightenment.*

## I. INTRODUCTION

Federal Road Safety Corps (FRSC) (2008:1) defines Road as "a path established over land for the passage of vehicles, people, and animals". It provides dependable pathway for moving people and goods from one place to another. Roads are typically smooth, paved, or otherwise, prepared to allow easy travel. There are five (5) types of roads as follows: private drive pathway, two-lane highways, dual carriageways, expressways and pathways.

Samuel in FRSC (2010) observes that a dominant and most dependable mode of transportation in Nigeria is Road Transportation with patronage cutting across private, corporate, Government organizations and individuals. According to him, this is due to a total collapse in rail transport system, poor / underdeveloped waterways and unreliable airways with very high fare for air travel. Despite the fact that transportation is said to have contributed enormously to mankind, it has been worldwide identified as a major cause of injury and death to human life.

Consequently (Heidi, 2015) reports that in (March 2006), Road traffic accidents were the leading cause of death by injury and the tenth-leading cause of all deaths globally. Now it makes up a surprisingly significant portion of the worldwide burden of ill-health. He further posits that the number of people killed in road crashes yearly are 1.2 million, and as many as 50 million people are injured. If present trends continue, road traffic injuries are predicted to be the third-leading contributor to global burden of disease and injury by 2020. According to the author, males between 15 and 44 years old suffer more road traffic injuries; this burden is creating enormous economic hardship due to the loss of family breadwinners.

In like fashion, Oyeyemi (2003) views Road Traffic Accidents as a major cause of death and loss of property in Nigeria, depleting the workforce of the nation and rendering victims and their relatives to suffer severe psychological trauma. He further postulates that property worth Billions of naira belonging to the productive age group is consumed through automobile fire incidents on the roads including

human beings due to accidents. According to FRSC (2010), the major cause of premature deaths in Nigeria is attributed to Road Traffic Crashes. It is also responsible for maiming and incapacitating many activities and productive lives. These have the consequences of low productivity and poverty among other negative effects.

FRSC (2008) points out three major causes of roads traffic crashes, namely: Human factors, Mechanical factors and Environmental factors, Out of the 3 major factors that causes road traffic crashes, human factors constitute about 90% of the causes of road traffic accidents recorded in the country. This includes over speeding, overconfidence, lack of concentration, dangerous overtaking at bends, crest of a hill, driving under the influence of alcohol/drugs, the use of mobile phone while driving, and nonchalant attitude among others. In support of the above assertion, Mohammed (2005) defines accident as an unexpected happening with a potential to cause injury or damage. Thus, he envisages the causes of accidents on the highways are as a result of simple or multiple causes. He argues that the end product of road traffic accident is always on loss of lives and properties. He further explains that the task of preventing road traffic accident and ensuring safety on our highway and on the road is a collective responsibility for all drivers, other road users and the traffic enforcement agencies since road accidents are foreseen and can be avoided. There are strangers on our roads that are not used to the road and it calls for better road signs on our roads.

Epicson (1980) in Agbeboh and Osarumwense (2013) asserts that training will help driver to cultivate the ability to make decision in traffic which is both quick and accurate. A decision may be worse than useless if it is unduly delayed. To entail large margins of safety on the road, a driver should see other drivers as fools and he/she is the only sensible driver on the road since there is no way of knowing who is a foolish driver. Agbeboh and Osarumwense (2013).

Heidi (2015) identifies poor road conditions, rapid population growth, and lack of safety features in cars, crowded roads, poor road maintenance, and lack of police enforcement in developing countries as factors which have exposed people to potential road traffic injuries. To reduce the exposure of vulnerable road users, efficient patterns of land use should be promoted and provide shorter and safer routes for them. Pedestrians would rather cross a dangerous road than go out of their way to take a pedestrian bridge, even though such preferences increase their exposure to injury risk. In situations like this, educating such categories of people on the importance of pedestrian bridge will go a long way in imbibing the culture of safety in them and also positioning traffic law enforcement agents to be controlling them and punish any violator.

Likewise (Yakasai, 1998 in Gana & Emmanuel, 2014) divulge that improper driving habits, poor mental and physical condition of the driver are directly or indirectly causes of most accidents. He also sees ignorance and disregard for traffic regulations as well as lack of consideration for other road users as causes of accidents. He identifies lack of knowledge and attention to the vehicle behavior as causes. Rom Kalilu (2008) opines that road accidents must not be seen with worm eye-view (i.e. limited to the levels of involvement of those on the road alone). It should be seen with bird eye-view (i.e. in

relation to everyone as well everything that is in many ways connected to road transport). He further states that the traffic congestion, pollution, stress, emotional imbalance, depression, time hour loss, accidents are cumulative effects of all the problems. Others are injuries, disabilities, death, and destruction of transport facilities, economic loss to individuals and the nation in terms of Gross Domestic Product (GDP). The span of life as well as peace and security of the country are affected by all these.

In addition, he identifies the problem of enforcement challenges which he said law enforcement agents are largely ill-equipped with unserviceable vehicles and poor communication and tracking devices.

The Federal Government of Nigeria in order to cushion the challenges of road traffic accident in the country established a Lead Agency with specific responsibilities to addressing the wanton destruction of lives and property on the highways. It therefore, established FRSC by Decree No 45 of 1988 as amended by decree 35 of 1992, later cited as FRSC act (CAP 141) Laws of the Federation of Nigeria (LFN) 1990 and re-enacted as FRSC (Establishment) Act 2007 in line with the principles of good governance.

The pivot on which the wheel of modern economy revolves are efficient transport system and effective traffic management. It further speeds significant changes for promoting tourism and projecting good quality of life through safer roads and fuller life. (Samuel in FRSC, 2010).

In the same way, transport sector is crucial in sustainability and the economic development of any nation whether developed or developing. This can be affirmed through fast transforming the world into one big global village apart from generating numerous employment opportunities for the teeming population of the world. Also, the rapid urbanization process and the insatiable need for exchange of goods and services have made transportation an indispensable aspect of any modern city. (Lohor, A.A, Binbol, N.L, Fanol, K.J, and Gontul, T.K. 2013).

The set goals by fleet operators and Drivers has jeopardized through Poor fleet management by owners and compromised vehicle safety standards thereby resulting in unavoidable road traffic crashes. It is in consideration of this that the FRSC introduced the Road Transport Safety Standardization Scheme (RTSSS) which is a policy document that makes it compulsory for all fleet operators with five (5) vehicles or more to be properly registered and regulated by the scheme in order to improve and ensure smooth fleet operation, so as to provide safe and enduring motoring environment. The strictly compliance with safety standards by fleet owners and drivers of such fleets is the primary aim for initiating the RTSSS. (Olagunju 2009).

## II. SPEED LIMITS FOR DIFFERENT VEHICLES AND ON DIFFERENT ROADS IN NIGERIA

Speed is an important aspect of a vehicular movement. The speed of a vehicle is the pace of a moving vehicle at a given time frame, according to extant traffic laws. Every vehicle on the road (highway) is on a particular speed. This presupposes that there are different speed limits on different

roads and for different vehicles. The law prescribes the maximum legal permissible speed a driver can travel on the road under ideal conditions. Speed limit therefore differs in application depending on the nature and types of road, vehicles and environment. FRSC (2015). Different vehicles are required by law to keep within specified and acceptable speed limits. Anything outside this constitutes a violation and therefore traffic offence. In Nigeria, FRSC Establishment Act 2007 section 10(3m), entrusts FRSC to determine speed limits for all categories of roads and vehicles plying the roads. The law imposes the maximum speed limit for different vehicles in the country. (see table 1)

Speed Limit	Built-up area	Highways	Expressways
Motorcycles	50	-	-
Cars	50	80	100
Taxis and Buses	50	80	90
Tankers and Trailers	45	50	60

Source: FRSC (2015)

Table 1: Recommended Speed limits for vehicles in km/hr

### III. FRSC PUBLIC EDUCATION

FRSC Establishment Act 2007, section 10(3c) enshrine Public Enlightenment as part of FRSC core values for entrenching safer road culture in Nigeria. The basic applications of safety practices by an average road user in order to avoid a road traffic crash are achievable through Public Enlightenment campaigns. (Samuel in FRSC, 2010).

The effective components of injury prevention are: Education for at-risk groups, Enforcement of safety regulations and Engineering. The approach cannot be considered effective to prevent injuries if taken in isolation (Zavareh, 2009).

The potential to improve road safety by raising community awareness and by influencing road user behaviour and community attitudes can be achieved through Road safety education. Driver training and school/community based education programs can also promote best road user practice and increase community awareness of road safety issues. The use of mass media information campaigns have also been shown to improve road safety (Elliott, 1993). These campaigns increase awareness of road safety problems, stress the importance of, and need for, road safety countermeasures and can ensure that road users are aware of the risks associated with violating road traffic laws.

In section 10(3a & c) of FRSC (Establishment) Act 2007, saddled FRSC with the responsibilities of: preventing or minimizing accidents on the highways, and educating drivers, motorists and other members of the public generally on the proper use of the highways respectively. FRSC, in order to make the responsibilities vested on her by the Establishment Act, established Corps Public Enlightenment Department (CPED) towards ensuring safer road environment for haulage operations in the country.

A campaign is important to lift the profile of a road safety problem, say speeding, as a legal/criminal issue, and to make drivers aware of the risk of prosecution. For example,

publicity about the number of deaths and injuries caused by overspeeding, combined with information about how lower speeds reduce the number of deaths and injuries, may change attitudes to overspeeding, or make lower speed limits and higher penalties for infringements more acceptable.

Public Enlightenment (PE) is a means through which the road users and the general public are enlightened on issues that relate to safety of lives and properties on the road. In this bid, the FRSC Borno Sector command has relentlessly embarked on enlightenment campaigns through radio and Television stations operating in the state. These programmes are aired at least (4) four times a week on NTA, BRTV and Peace FM. The enlightenment campaign to motorists is also incorporated to enforcement patrols, where motorists are mostly found to commit traffic infractions. This avenue serves as subtle educative and corrective measures especially when motorists are enlightened on the spot.

In the first quarter durbar held in the RS12.2 Borno Sector Command on 18<sup>th</sup> February, 2015, Stakeholders in the state (RTEAN, NURTW, NURPENG, TIPPER UNION, and KEKE-NAPEP UNION) were invited. The sector commander in his address said, road safety management is the collective responsibility of every stakeholder in the state's transport sector. He further urged them to support the command in sensitizing their members on the dangers of dangerous driving, underage driving, overspeeding and traffic rule violation. The command will not relent on the motor park rallies on road safety management said the commander. All these are geared towards achieving FRSC vision statement which is "to reduce road traffic crashes and create Safe Motoring Environment in Nigeria.

A Well planned and targeted road safety campaigns are more likely to encourage personal commitment. Otherwise, individuals may see little or no relevance in them adopting a changed behavior and their direct personal experience may run counter to the evidence being presented. For example, a driver who has regularly exceeded the speed limit and is yet to be involved in a crash does not readily accept that the statistical evidence linking speed and risk applies to him. This illustrates why it is important to link most publicity campaigns with law enforcement in order to achieve the desired change in behavior.

### IV. FRSC AND ROAD TRAFFIC LAWS ENFORCEMENT

OECD (1974) quoted in Zaal (1994:6) defines Traffic law enforcement as "the area of activity aimed at controlling road user behavior by preventative, persuasive and punitive measures in order to effect the safe and efficient movement of traffic". Oyeyemi in FRSC (2010:99) defines Enforcement as a process by which adherence to specific rules and regulations are imposed in a society by force of punishments initiated by the laws of the land. All safety managers and drivers are expected to be familiar to road traffic rules and regulations, including the Nigeria Highway code which will help them understand the legal and safety implications of different driving conditions, habits and the general conducts and behaviour of drivers on the roads. Traffic policing encompasses the area of enforcement activity aimed at

moderating road user behaviour by policing the laws and regulations that govern the use of the road network, (Zaal, 1994).

It was observed that several accidents in the country especially among motorcycle operators is as a result of lack of efficient and effective traffic law enforcement, (Olagunju, 2009).

The fear of being caught and penalized for traffic offences appears to be a more powerful motive for reducing speed than the fear of being involved in a crash. Research shows that a road safety publicity campaign, by itself, has only modest impact on attitudes and behaviour and no significant impact on crashes. Campaigns work best when combined with other interventions, such as enforcement of traffic laws and regulations, or provision of other safety services and products.

Rothengatter (1990) identifies 3 actual processes of traffic law enforcement as follows:

- ✓ The first is that of legislation which specifies the laws and regulations governing the safe use of the traffic system by road users.
- ✓ The second step is traffic policing to ensure that road users comply with the specified legislation.
- ✓ The final step is that of legal sanctions imposed on the road user when a breach of the legislation has been committed.

The impact and effectiveness of a traffic law enforcement system is determined by these three step-wise components. However, the central elements of an enforcement system are the activities associated with the actual policing of traffic laws. Such activities form the link between the other components of the system, providing the means of regulating compliance with the specified legislation and identifying those road users whose behaviours require some form of disciplinary action.

Nwachukwu (1998) posits that the observance and enforcement of road safety laws and regulations have contributed positively to the significant reduction of loss of lives and property on the roads. He further states that these laws and regulations have suffered violent abuses from motorists and unscrupulous members of the public as well as misinterpretations. The author adds that there are instances where Special Mobile Courts are circumstantial: any defaulter who is convicted is sentenced to a term of imprisonment with option of fine.

The fundamental aspect of traffic crash control is the use of enforcement techniques and this has resulted in numerous studies relating to the development and implementation of strategies designed to improve the effectiveness and efficiency of road safety operations (Zaal, 1994).

Samuel in FRSC (2010) suggests that motor park rallies and motorized campaigns to impart safety consciousness among motorists in Nigeria should be organized by FRSC in collaboration with fleet operators. In-house education programmes can also be organized among drivers and staff of transport companies to enshrine routine vehicle maintenance and morning parade before leaving the terminus on daily trips. He further suggests that after the motor park rallies and motorized campaigns to impart safety consciousness, fleet operators can boldly inscribe specific phone numbers to provide an easy access for members of the public in case of

any complaints concerning drivers' conduct in the course of the journey. In line with curtailing breach of traffic laws, similarly, FRSC on her part can send her patrol men on the roads for any driver found violating the traffic law to be punished when necessary. This is to achieve her vision statement which is "to reduce road traffic crashes and create Safe Motoring Environment in Nigeria," the FRSC has set an agenda of "Safer Roads, fuller lives" through several operational programmes especially, in enforcement of traffic laws.

Attempts at enforcing road traffic legislation will not have any lasting effect, either on the road user behaviour or on road traffic crashes unless the enforcement is continued for a long time, and is perceived to be so by road users. Enforcement levels need to be high, and high levels need to be maintained, so as to ensure that the perceived risk of being caught remains high.

#### TYPES OF PENALTIES

There are a range of possible penalty options available to police when a traffic offence is detected which include, in order of severity: no action, verbal or written warning, and fixed penalty to prosecution or arrest (Southgate & Mirrlees-Black, 1991). The use of these various penalty options has been shown to affect road user behaviour in a number of different ways.

#### WARNING

Southgate & Mirrlees-Black (1991), highlight the potential benefits of warning approach and emphasises the importance of fairness of enforcement, the need to educate drivers as opposed to punishing them and the potential increase in police efficiency due to the time saved in offence processing. FRSC before deploying enforcement strategies embraces a lot of public education such as public enlightenment programmes, workshops and Seminars on drivers' improvement training and mandatory drivers' education courses, (Oyeyemi in FRSC, 2010).

Babatunde, L.O. et al (2013) who sees education as a crucial way of reducing disaster risk states that reducing risk and vulnerability to disasters requires people to understand how they can best protect themselves, their property and their livelihoods.

Wilden et al (1989) in Zaal, (1994) suggests that a large number of road users are often ignorant of the offence they have committed due to lack of local knowledge or poor attention to the road environment. They argued that there may be greater merit and fairness of punishment in issuing a warning to these offenders and issuing more severe penalties to those road users who blatantly breach traffic laws. A one day workshop on motorcycle operations in Nigeria, organized by the Federal Road Safety Corps in March 2006 shows high level of disobedience to traffic rules and regulations by the riders. The conduct of these commercial motorcyclists is characterized by poor knowledge of traffic rules and regulations. It has been concluded (Roulston, 1973 in Zaal, 1994) that warnings issued to road users can significantly reduce the time consuming procedures associated with 'on-the-

spot' fines, offence processing and notification tasks as well as the subsequent legal proceedings.

#### *FINES*

The use of fixed amount of fines is the most common type of traffic violation penalty. It has been shown that the use of this type of sanction has an impact on the level of illegal road user behaviour. Increasing the fine amount can also lead to an increase the level of overall deterrence if the risk of apprehension is high (Ross, 1988). However, substantial increases in fine amounts may have only a minimal deterrence threat if road users believe that the risk of apprehension is low (Bjornskau & Elvik, 1990 cited in Zaal, 1994).

Zaal, (1994) has suggested that the use of fines has the following number of benefits:

- ✓ Firstly, they provide a means of relating penalty severity to the type of traffic offence committed.
- ✓ Secondly, they can provide needed income for the implementation of enforcement based countermeasures.
- ✓ Thirdly, they provide a meaningful deterrent because financial punishment means that offenders have less disposable income for other purposes.
- ✓ Finally, they can increase the efficiency of offence processing tasks because they are simple to administer and reduce the workload placed upon the legal system.

According to Nwachukwu (1998), to ensure discipline on the highways, the idea of the Mobile court for trying of road traffic offenders on the road should be given paramount consideration.

#### V. STATUTORY FUNCTIONS OF FRSC

The functions of the commission include:

- ✓ Making the highway safer for motorists and other road users.
- ✓ Recommending work and devices designed to eliminate or minimize accidents on the highway and advising the government on what to do about road problem in Nigeria.
- ✓ Educating motorist and members of the public on the importance of discipline on the road.
- ✓ Designing and production of drivers' license and plate numbers to be used by various road users.
- ✓ Giving prompt attention and care to victims of road accidents, conduct researches into the causes of the accident and method of preventing them and putting into use such findings.
- ✓ Determining speed limit for all road users.
- ✓ Providing roadside and mobile clinics for the treatment of accident victims free of charge.

#### VI. MATERIALS AND METHODS

The research applied use of both primary and secondary data. Primary data was generated with the use of questionnaire. Questions were both structured and unstructured so that it can capture precise information required as well as enable the respondent to give his/her opinion.

Questionnaires were prepared for commercial drivers, private car owners and passengers. Secondary data consists of documented materials obtained from print and electronic media and also from the office of the federal Road Safety Corps (FRSC) RS12.2 Borno Sector Command.

Questionnaires were administered using the simple random sampling technique. The selected locations for administration of questionnaires are:

- ✓ Bama motor park
- ✓ Borno Express motor park and
- ✓ Baga Motor Park.

A focus group discussion was also undertaken with FRSC as law enforcement agency in order to obtain expert opinions and to corroborate the response of the respondents.

*DATA ANALYSIS:* The research employed the use of tables.

#### VII. RESULTS AND DISCUSSION

##### SOCIO-DEMOGRAPHIC CHARACTERISTICS OF THE RESPONDENTS

The responses of commercial drivers, private car owners and passengers are both captured in this study. 150 questionnaires were administered out of which only 146 were retrieved and analyzed. Result from table 2 shows that majority of the respondents are within the age grade of 31-50 constituting 41%. 31.50% are within the age grade of 30 years and below. The aged, 50 years and above are sparsely represented in the study with 27.0%. It therefore implies that majority of the respondents are youths who are strong and active. In terms of gender, the result indicates that 66.0% of the respondents are male, 34.0% are female. This clearly shows that most road users are men. In the same vein, respondents' educational status shows that 22.0% possess primary education, 36.0% secondary education and 21.0% are OND/NCE holders. This shows that most of the respondents can read and write. Thus this enables them to read road safety management handbills and identify road signs and symbols while driving.

Majority of the respondents (59.60%) testify to the fact that they own vehicles, while 40.0% do not own vehicles. The predominant vehicle types used for transportation in the study area are Buses (41.0%) and cars (37.0%). The respondents (51.0%) attest to the fact that they own vehicles purposely for commercial use as 49.0% uses theirs for private purposes. Similarly, 33.0% of the respondents have 1-5 years driving experience, 26.0% have 6-10 years experience and 20.50% have 11-20 and above 21 years experience. This shows that most of the respondents are inexperienced drivers who may be responsible for road traffic crashes.

*THE EXTENT TO WHICH FRSC PUBLIC EDUCATION IMPACT ON THE PUBLIC PROPER USE OF THE ROAD:* Here attempt is made to assess the extent to which FRSC public education impact on the public proper use of the road. Findings in table 2 reveal that 60.0% of the respondents claim they have come across FRSC Borno public Enlightenment campaign on either TV, Radio or on the road. However 40.0% are of the contrary opinion. Similarly, 59.0% of the

respondents indicate that they have learnt new things from FRSC Public Enlightenment while 41.0% of the respondent claim that they have learnt nothing new from public education by FRSC. Result in Table 2 also shows that 60.0% of the respondents agree that traffic violation may lead to loss of lives and properties on the road while 40.0% disagree with the statement. A greater number of respondents (86) constituting 59% agree that they can identify road traffic violations on the road.

Variables	Class	Response	Percentage
Have you ever come across FRSC Borno public enlightenment campaign either on TV, Radio or on the road?	Yes	87	60.00
	No	59	40.00
Did you learn any new thing from what FRSC is teaching the public on safe driving?	Yes	86	59.00
	No	60	41.00
Do you know that traffic violation may lead to loss of life and properties on the road?	Yes	88	60.00
	No	58	40.00
Can you identify road traffic violations on the road?	Yes	86	59.00
	No	60	41.00
Do you agree that public behaviour on the road is positively changing due to FRSC public education?	Yes	89	61.00
	No	57	39.00
Are you satisfied with the level of enlightenment campaign carried out by the FRSC in the state?	Yes	76	52.00
	No	70	48.00
Speed limit maintained by drivers (km/h-1)	50-69	02	01.00
	70-99	50	34.00
	100-120	62	42.00
	above 121	32	23.00
Are you familiar with road signs and symbols?	Yes	87	60.00
	No	59	40.00

Table 2: The extent to which FRSC Public Education Impacts on the public proper use of the road

When asked if public behaviour on the road is positively changing due to FRSC public education, most respondents answer in affirmative (61%). In a further probe as to whether they were satisfied with the level of enlightenment campaign carried out by the FRSC in Borno state, about 52% respondents say they are satisfied while 48% are not. On the issue of speed limit observed by drivers, about 42% of respondents maintain that the drivers move within the speed limit of 100-120 km/h-1. Another 23% of the respondents are of the view that the drivers speed above 121kmh-1. In Nigeria, the regulatory speed limit allowed is 90km/h-1 for commercial vehicles and 100km/h-1 for private vehicles.

Variables	Class	Response	Percentage
Is it true that people's behaviour on the road will not change by only warning, but by making violators pay fine?	Yes	85	58.00
	No	61	42.00
Have you ever been charged/ fined by FRSC on a particular traffic offence?	Yes	80	55.00
	No	66	45.00

After paying for the above traffic offence, have you been found wanting on that same traffic offence again?	No	66	45.00
	Yes	68	47.00
Has your friend ever been charged/ fined by FRSC on a particular traffic offence?	No	78	53.00
	Yes	74	51.00
After paying for the above traffic offence, has he been found wanting on that same traffic offence again?	No	72	49.00
	Yes	61	42.00
	No	85	58.00

Table 3: How does FRSC public education and traffic law enforcement help in changing road users' behaviour towards safer roads?

Table 3 indicates that (85) respondents constituting 58% agree that traffic enforcement agency should charge anyone who violates traffic rules while 42% are of the contrary opinion. When asked if respondents are ever charged/ fined by FRSC on a particular traffic offence, 55% of the respondents agree they are charged by FRSC. 53% of the respondents affirm that after being fined on a particular offence by FRSC, they have never committed the same offence again. Result from Table 3 also shows that 51% of the respondents attest to witness their friends being charged by law enforcement agency (FRSC) for a particular offence. A great number of respondents (85) constituting 58% affirm that their friends who were charged before on a particular offence have never been found wanting on that same offence again.

**FOCUS GROUP DISCUSSION:** A focus group discussion was carried out with officers of the Federal Road Safety Corps in order to validate some of the research findings. The law enforcement officers confirm that to a large extent they have done very well in their performance especially in Educating motorists through various public enlightenment campaigns such as motor park rallies, TV and Radio programs.

The campaign is geared towards giving people the knowledge of highway codes, which is the publication of FRSC to enlighten road users on basic road signs and safety rules for pedestrians, cyclists, motorists and other group of road users to reduce the number and severity of road carnages.

The road safety officers claim offenders are not fined arbitrarily; rather, they deterre unsafe road user behaviour by educating the public to adopt safer road user behaviour after which those road users who breach traffic laws are punished when necessary. They hold that making people to be fearful of the consequences of committing illegal acts will modifies their behaviours.

On the effectiveness of FRSC public education and road traffic law enforcement on traffic violators, the FRSC staff unanimously said they should be rated high because within the period under review the rate of traffic crashes has reduced. See Table 4.

Month	2013		2014		2015	
	No. of Crash	Total casualty	No. of Crash	Total casualty	No. of Crash	Total casualty
January	05	30	05	14	-	-
February	12	97	07	34	-	-
March	05	13	-	-	01	08
April	03	10	-	-	02	11
May	05	58	01	-	-	-

June	02	07	-	-	01	06
July	08	28	-	-	-	-
August	05	25	01	-	01	06
September	02	12	03	-	-	-
October	05	27	01	03	01	01
November	06	21	01	03	01	16
December	-	-	-	-	01	02
<b>Total</b>	<b>58</b>	<b>328</b>	<b>19</b>	<b>54</b>	<b>08</b>	<b>50</b>

Source: (FRSC RS12.2 Borno Sector Command, Maiduguri)

Table 4: Monthly Crash Data from 2013-2015

FRSC further points that, the most potent causes of traffic crashes is human factor. The presence of FRSC on the road helps to reduce the rate of traffic crashes. Also some drivers see it as a waste of time whenever they are stopped by FRSC officers for routine safety checks. Therefore, they compromise on their safety than allow their time to be wasted.

### VIII. RISK BEHAVIOUR OF ROAD USERS

A road may be considered “safer” if it warns, informs, guides, controls, and forgives the errors of road users. Education, effective and continuous enforcement of rules and regulations, and driver training can improve road users’ behaviour. There is need to monitor and develop human performance characteristic and behavioural patterns in different traffic situations in order to unveil the risk behaviour of road users as it relates to decisions concerning vehicles and traffic environment, and measures already put in place. Numerous data or information from scientific investigation and analysis of traffic collisions can concretize these behaviours.

The appropriate measures are then applied to reform the particular targeted behaviour. Some of these behaviours include but not limited to inappropriate speed, inattention and misjudgment of situations alcohol and drug impairment, risky maneuvers, aggressive driving, lack of skills and experience as well as lapses in concentration. (Njuku in FRSC, 2010)

### IX. ROAD SIGNS

Every driver is expected to have a thorough knowledge of traffic signs, signals and road markings, Traffic signs are made of various shapes and colours to direct, warn or inform drivers about traffic regulations, special hazards and other road conditions, construction areas, speed limits and so on. The signs are categorized into three, namely, regulatory, warning and informative signs.

### X. CONCLUSION

It has been established that though transportation is said to have contributed enormously to mankind, it has been worldwide identified as a major cause of injury and death to human life. Youths suffer more road traffic injuries which incapacitate many activities and productive lives. Most studies attribute the causes of traffic crashes to poor road conditions, rapid population growth, lack of safety features in cars, crowded roads, over speeding and poor road maintenance.

The research observes that FRSC Borno Sector Command is carrying its public enlightenment on TV, radio and motor parks. The public is benefiting from the enlightenment which is building their safety driving culture. They also agree that the FRSC fines any erring offender on the road for any offence they violate while driving, because warning alone cannot change the negative attitude of some drivers.

On the FRSC part, they acknowledge the fact that they are trying their best in public enlightenment campaigns through motor parks rallies, TV and radio programs. They also claim that offenders are not charged arbitrarily; rather they educate the public on any identified negative driving attitude of drivers before enforcement of law on drivers who refuse to adhere to the warning. They also assert that their presence on the road helps in curtailing traffic crashes.

The study concludes that FRSC’s good performance has been noted with strong emphasis, but for the FRSC to carry out its activities more efficiently and effectively, a lot more is still desired. The Government is also encouraged to provide the agency with adequate funds to operate with.

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