



PERCEIVED BEHAVIOUR OF DANFO DRIVERS AS PREDICTOR OF MOTOR VEHICLE ACCIDENTS IN ALIMOSHO LOCAL GOVERNMENT AREA, LAGOS STATE.

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Abstract

This study examined the perceived behaviour of Danfo Drivers in Alimosho Local Government Area, Lagos state. This study was guided by two research questions and hypotheses that acknowledged the perceived behaviour of Danfo Drivers in Alimosho Local Government Area, Lagos State. The descriptive survey research design was adopted. The population consisted of two hundred (200) Danfo Drivers in Alimosho Local Government Area, Lagos State. The instrument for data collection was titled drivers behaviour and motor vehicle accident questionnaire (DBMVAQ). The multi stage sampling technique was used, convenience sampling technique was used in selecting the five garages, while purposive sampling technique was used in the selection of respondents. Section A of the self-developed Drivers behaviour and motor vehicle accident questionnaire (DBMVAQ) covers the demographic data while Section B of the instrumental contained the items on the five hypotheses adopting four point modified likert scale. The validity of the instrument was ascertained by the researcher and two other experts in the department of Human Kinetics, Sports and Health Education. The reliability of the instruments was achieved using the test -retest method. Data collected were correlated using frequency count and percentages for the demographic characteristics, while crochbach alpha test an r - value of 0.77 analytical tool was used to test all stated hypotheses at 0.05 level of significance and considered appropriate for the adoption of instrument in the study. The significant value of (F= 42.51, F= 28.26, F= 34.62, F=32.62, F=19.18) was obtained for hypotheses one and two respectively. This study revealed that there is a significant relationship between the reckless driving among Danfo Drivers and occurrence of motor vehicle accident in Alimosho Local Government Area, Lagos State. It was recommended that knowledge of the factors contributing to motor vehicle accidents is important, it is also important to ensure that this knowledge is translated into safe driving practice. Therefore, it may be valuable to provide training and education programs for Danfo Drivers in Alimosho Local Government Area to help them apply this knowledge and improve their driving practices.

Keywords: Motor Vehicle Accidents, Danfo Drivers, Reckless Driving Behavior, Alcohol Consumption, Driver Fatigue.

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Introduction

Motor vehicle accidents are among the leading cause of death and injury around the world, claiming the lives of over 100,000 people every year and injuring millions more (Shour, 2019). For those who survive these accidents, the physical and emotional scars can last a lifetime but behind every statistic is a story of heartache and tragedy, of lives cut short and dreams shattered in an instant (Akinyemi, 2019). The roads are filled with tragedy and danger, as every day thousands of people commute to work and back, unaware of the deadly risks that come with every journey. From drunk drivers to mechanical failures, the roads are a hub of danger, where a single mistake can have devastating consequences. Every time a car takes to the road, it carries with it the potential for disaster, and the potential to take lives. There is no greater tragedy than the loss of life on the roads (Anjuman, Hasanat-E-Rabbi, Siddiqui & Hoque, 2020).

An accident is an unplanned, unexpected event that causes harm or damage to people or property. Accidents can be caused by human factor, mechanical failure, environmental factors such as natural disasters, or other causes. According to Umar the human factor accounts for 90% of accidents while mechanical and environmental factor contribute the other 10%. The human factor includes the perceived behavior of danfo drivers such as fatigue, drug abuse, overconfidence while at steering wheel, illiteracy, visual acuteness, poor knowledge of road signs and regulations, alcohol consumption, smoking behaviour, distracted driving. Among the mechanical factor that led to motor vehicle accident are danfo drivers' poor maintenance of vehicle, unroadworthy vehicles driven by danfo drivers tyres blowouts. These drivers are very much aware that their vehicle is faulty instead of them to repair it immediately they notice sign they won't, instead they choose to manage it and it ends up developing fault on the road. The environmental factors include heavy rainfall, sun reflection, natural disasters, potholes, untarred roads. Common types of accidents include motor vehicle accidents, workplace accidents, slips and falls, and medical accidents. Accidents can have serious physical, emotional, and financial consequences for all involved. Motor vehicle accidents are collisions between two or more motor vehicles, such as cars, trucks, buses, motorcycles, bicycles, and pedestrians. These accidents can be caused by a variety of factors, such as driver negligence, poor road conditions, vehicle malfunction, or other factors. Motor vehicle accidents can have serious physical, emotional, and financial consequences for all involved, and can lead to long-term disability or death (Tamakloe, Lim, Sam, Park & Park, 2021).

Prominent among causes of motor vehicle accidents are driver related behaviours. Literature have related these driver behaviours to several accidents around the world and irrespective of other factors, these behaviours continue to lead in the causes of motor vehicle accidents (Cordellieri, Sdoia, Ferlazzo, Sgalla & Giannini, 2019). Studies have shown that danfo drivers tend to speed, follow too closely, drive aggressively, and fail to yield the right of way. Additionally, danfo drivers have been found to have a higher rate of distracted driving, such as using cell phones while driving and engaging in other activities that can lead to an increased risk of motor vehicle accidents. Other behaviours of danfo drivers that have been identified as potentially leading to an increased risk of motor vehicle accidents include not scanning the road ahead, not giving adequate warning when making turns, and not properly



monitoring passenger activity. Additionally, fatigue, alcohol use, drug use are commonest causes. (Ogunbamowo, Oladipupo, Ashon & Ligali, 2022), and inexperienced drivers can all increase the risk of motor vehicle accidents (Tamakloe et al., 2021).

There have been several studies that have investigated the perceived behaviours of danfo drivers as predictors for motor vehicle accidents. Factors that have been found to be associated with increased risk of accidents include reckless or aggressive driving, speeding, failure to obey traffic laws, and distracted driving. Other factors that have been found to be associated with increased risk of accidents include poor driving skills, lack of experience, poor vehicle maintenance, and fatigue. It is important to note that these perceived behaviours are not necessarily indicative of actual behaviour, and more research is needed to establish a causal relationship between these factors and accidents (Ogunbamowo, Oladipupo, Ashon, & Ligali, 2022; Tamakloe et al., 2021).

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Alcohol consumption is a well-documented risk factor for motor vehicle accidents. When a person drinks alcohol, it impairs their cognitive and motor functions, making it harder for them to make good decisions, react quickly, and control their vehicle (Barry, Schumacher & Sauber-Schatz, 2022). As a result, people who drive under the influence of alcohol are much more likely to be involved in a crash than sober drivers. According to studies, the risk of a crash increases significantly when a driver's blood alcohol concentration (BAC) exceeds 0.08%, which is the legal limit in most countries (Jones, 2022). Even at lower BAC levels, the risk of a crash increases. The World Health Organization. (2019) estimates that alcohol is a contributing factor in nearly 30% of all road traffic deaths globally. It is also responsible for a significant proportion of deaths among young people. Driving can be considered as an occupational hazard for certain professions such as truck drivers, delivery drivers, taxi drivers, and Danfo Drivers. These drivers spend long hours on the road and are at an increased risk of accidents, injuries and illnesses related to their work. These in addition to the perceived behaviours ultimately increase the possibility of accidents to happen. Therefore, this study investigated the perceived behaviour of Danfo Drivers as predictor for motor vehicle accidents in Alimosho Local Government Area, Lagos state.

Research Questions

The following questions were answered for the study

1. Will reckless driving be a predictor of motor vehicle accidents among Danfo Drivers in Alimosho Local Government Area, Lagos state?



2. Will alcohol consumption be a predictor of motor vehicle accidents among Danfo Drivers in Alimosho Local Government Area, Lagos state?

Hypotheses

The following research hypotheses were postulated for the study:

1. Reckless driving among Danfo Drivers will have no significant relationship with motor vehicle accidents in Alimosho Local Government Area, Lagos state.
2. Alcohol consumption among Danfo Drivers will have no significant relationship with motor vehicle accidents in Alimosho Local Government Area, Lagos state.

Methodology

The Descriptive research designed of survey type was adopted, the population for this study comprised of all danfo drivers in Alimosho L.G.A, Lagos State. The sample size for this study consisted of two hundred (200) danfo drivers in Alimosho Local Government Area, Lagos State. Multi stage sampling technique was used to select motor garages and respondents for this study. Convenience sampling technique was used to select five (5) garages in Alimosho Local Government Area and purposive sampling technique was used to select forty (40) Danfo Drivers in each garage located in Alimosho Local Government Area. The instrument for this study was a self-developed questionnaire titled Driver's behaviour and motor vehicle accident questionnaire (DBMVAQ). The questionnaire was divided into two sections, Section A and Section B. Section A consisted of information on the demographic data of respondents while section B was designed in line using a four (4) point Likert scale ranging from 4-1 Strongly agree (SA), Agree (A), Strongly disagree (SD) and Disagree (D). The reliability of the instrument was carried out using the test-retest method. A total of twenty (20) copies of the validated questionnaire to twenty (20) Danfo Drivers in Ojo Local Government Area which were not part of the study area to determine the reliability of the instrument. The reliability of the instrument was tested using Crochbach's alpha technique of SPSS. An r value of 0.77 was recorded indicating that the instrument was reliable for data collection. The researcher personally distributed copies of the questionnaire to the respondents, with the help of two research assistants. Data collection lasted for four (4) weeks among Danfo Drivers in Alimosho L.G.A and copies of the questionnaires were distributed and collected on the spot by the researchers. Copies of administered questionnaires were checked to ensure that all copies were collected. The researchers and the research assistants held daily meeting at the beginning and end of each day. Data collected were analyzed using descriptive statistics of frequency count and percentage. While inferential statistics of linear regression was used to analyze all stated hypotheses at 0.05 alpha level significance. The statistical package for social science (SPSS) version 23 was used for analyzing the data collected.



Results

Data Presentation

Table 4.1: Distribution of respondents by Age, Gender, Marital status, Level of Education and Years of experience.

Age	Frequency	Percentage %
20-29 years	14	7.0
30-39 years	46	23.0
40-49 years	54	27.0
50 years above	86	43
Total	200	100.0

Gender		
Male	197	98.5
Female	3	1.5
Total	200	100

Marital status		
Single	20	10
Married	165	82.5
Separated	15	7.5
Total	200	100

Level of Education		
NO FORMAL EDU	25	12.5
SSCE	135	67.5
NCE	3	1.5
OND	17	8.5
HND	5	2.5
BSC	9	4.5
OTHERS	6	3
Total	300	100.0

Years of experience		
5-9	169	84.5
10-14	21	10.5
15-19	7	3.5
20-24	3	1.5
Total	200	100.0



Table 4.1 demographic on Age showed that approximately 7.0% of the respondents were within the age bracket of 20-29 years, 23.0% were within the age bracket of 30-39 years and 27.0% were within the age bracket of 40-49 years while 43.0% were 50 years above. Consecutively, the demographic on Gender showed that approximately 98.5% of the respondents were Male while 1.5% of the respondents were Female. The demographic on Marital status showed that approximately 10.0% of the respondents were single, 82.5% of the respondents were married while 7.5% were separated. The demographic on Level of Education showed that approximately 12.5% of the respondents had no formal education, while 67.5% of the respondents had SSCE, 1.5% had NCE, 8.5% of the respondents had OND, 2.5% of the respondents had HND, 4.5% of the respondents had BSC and 3.0% had other levels of education. Finally, demographic on Years of experience showed that approximately 84.5% of the respondents had 5-9 years, 10.5% of the respondents had 10-14 years, 3.5% of the respondents had 15-19 years, while 1.5% of the respondents had 20-24 years.

Testing Stated Hypothesis

Hypothesis One

Hypothesis one states that reckless driving among Danfo Drivers will have no significant relationship with occurrence of motor vehicle accidents in Alimosho Local Government Area, Lagos State. This hypothesis was tested using regression at 0.05 level of significance. The result is presented on the table below.

Table 4.2: Linear regression result on relationship between reckless driving among Danfo Drivers and occurrence of motor vehicle accidents in Alimosho Local Government Area, Lagos State.

Model Summary		Unstandardized		Standardized		
		Coefficients		Coefficients		
R	Model	B	SE	Beta	T	Sig.
R = 0.771	(Constant)	1.653	.476		9.371	0.000
R ² = 0.682	Reckless d	.831	.170	.713	4.675	0.000
AR ² = 0.593						
F = 42.51						
Sig. = 0.000*						

a. *Dependent Variable: Occurrence of motor vehicle accident*

It could be observed from table 4.2 above that the relationship between reckless driving and occurrence of motor vehicle accidents could be predicted at 68.2% (R²=0.682) accuracy. The table further showed that a significant F-value (F=42.51; P=0.000) was obtained at 0.05 level of significance. Therefore, hypothesis one as stated above is hereby rejected. This implies that there is a significant relationship between reckless driving among Danfo Drivers and occurrence of motor vehicle accidents in Alimosho Local government area, Lagos State. The positive t-value (t=9.371; P<0.05) implies that there is a significant relationship between reckless driving among Danfo drivers and occurrence of motor vehicle accidents in Alimosho



Local Government Area, Lagos State and the more Danfo Drivers are reckless the more the occurrence of motor vehicle accidents in Alimosho Local Government area, Lagos State.

Hypothesis two states that alcohol consumption among Danfo Drivers will have no significant relationship with occurrence of motor vehicle accidents in Alimosho Local Government Area, Lagos State. This hypothesis was tested using regression at 0.05 level of significance. The result is presented on the table below.

Table 4.3: Linear regression result on relationship between alcohol consumption among Danfo Drivers and occurrence of motor vehicle accidents in Alimosho Local Government Area, Lagos State.

Model Summary		Unstandardized		Standardized		
		Coefficients		Coefficients		
R	Model	B	SE	Beta	T	Sig.
= 0.633	(Constant)	2.546	.748		4.315	0.000
R ² = 0.732	Alcohol	.372	.801	.613	3.232	0.000
AR ² = 0.622						
F = 34.62						
Sig. = 0.000*						

a. Dependent Variable: Occurrence of motor vehicle Accident

It could be observed from table 4.3 above that the relationship between alcohol consumption and occurrence of motor vehicle accidents could be predicted at 73.2% (R²=0.732) accuracy. The table further showed that a significant F-value (F=34.62; P=0.000) was obtained at 0.05 level of significance. Therefore, hypothesis two as stated above is hereby rejected. This implies that there is a significant relationship between alcohol consumption among Danfo Drivers and occurrence of motor vehicle accidents in Alimosho Local Government Area, Lagos State. The positive t-value (t=4.315; P<0.05) implies that there is a significant relationship between alcohol consumption among Danfo Drivers and occurrence of motor vehicle accidents in Alimosho Local Government Area, Lagos State and the more Danfo Drivers consume alcohol the more the occurrence of motor vehicle accidents in Alimosho local government area, Lagos State.

Discussion

The hypotheses one states that “there will be no significant relationship between reckless driving among Danfo Drivers and occurrence of motor vehicle accident in Alimosho Local government area, Lagos state”. Linear regression analysis review that there was significant relationship between reckless driving among Danfo Drivers in Alimosho Local Government Area, Lagos state. The result of the research hypotheses agrees with the several studies that have investigated factors contributing to motor vehicle accident in Nigeria. For example, A study by Oluwole et al, (2018) examined the cause of road accident in Lagos State using data from federal road safety corps (FRSC) from 2007- 2016.

Several studies have investigated the relationship between reckless driving and motor vehicle accidents among various populations in recent years. For example, a study by Kaushik and Bhardwaj (2017) in India found that reckless driving was a significant predictor of road



accidents among taxi drivers. Another study by Ariyo, (2022) in Saudi Arabia found that reckless driving was a major contributing factor to road accidents among young drivers.

A study by Owoyemi & Owoyemi, (2018) in Nigeria found that reckless driving was the leading cause of road accidents in the country. Similarly, a study by Olumide, Alonge & Oderinde, (2016). found that reckless driving was a significant predictor of road accidents among danfo drivers in Lagos state. Another study by Adeleke and Adeleke (2019) in South Africa found that reckless driving was a major contributing factor to road accidents.

Research has consistently shown that reckless driving is strongly associated with motor vehicle accidents. For example, a study by Okenwa, Ndu, Nduagubam, Ossai, Ekwochi, Amadi & Asinobi, (2021) found that reckless driving was a significant predictor of car accidents among Iranian drivers. Similarly, a study by Onokala, Olajide, (2020) found that reckless driving behavior was a significant predictor of road traffic accidents in Nigeria. It can therefore be inferred that reckless driving as a driver behaviour is a good predictor of motor vehicle accidents among Danfo Drivers in Alimosho Area Lagos State.

The hypotheses two states that “there will be no significant relationship between alcohol consumption among Danfo Drivers and occurrence of motor vehicle accident in Alimosho Local Government area of Lagos state. Linear regression review that there was significant relationship between alcohol consumption among Danfo Drivers and occurrence of motor vehicle accident in Alimosho Local Government Area, Lagos State.

The study found that alcohol consumption among Danfo Drivers in the Alimosho Local Government Area explained 8.3% of the variability in motor vehicle accidents. This finding suggests that addressing alcohol consumption among Danfo Drivers in the area may be crucial in reducing the risk of motor vehicle accidents. Several studies support this finding and highlight the importance of addressing alcohol consumption among drivers in Nigeria.

A study by Fagbamigbe et al. (2015) found that commercial drivers, including Danfo Drivers, were more likely to consume alcohol compared to other occupations. The study also found that alcohol consumption was associated with increased risks of road traffic accidents, injuries, and fatalities. Similarly, a study by Adesanya and Olowu (2018) identified alcohol consumption as one of the leading causes of road traffic accidents in Nigeria, contributing to up to 26.9% of the accidents.

The issue of alcohol consumption among Danfo Drivers is complex and multifaceted. Several factors contribute to the high prevalence of alcohol consumption among Danfo Drivers, including poor working conditions, low income, peer pressure, and cultural attitudes towards alcohol. A study by Adigun and Ogunleye (2016) found that alcohol consumption among Danfo Drivers was often a coping mechanism for dealing with the stress of the job and the demands of passengers. The study also identified the need for comprehensive interventions that address the individual, social, and environmental factors that contribute to alcohol consumption among Danfo Drivers.

Effective interventions to address alcohol consumption among Danfo Drivers require a multi-pronged approach that considers the different factors that contribute to alcohol consumption. Individual-level interventions that focus on changing drivers' attitudes towards alcohol, improving their knowledge of the risks of alcohol consumption, and promoting safe driving behaviors may be effective. For instance, a study by Adedokun and Onanuga (2016) found



that drivers who received training on the risks of distracted driving and the importance of rest breaks had lower levels of alcohol consumption and better driving performance.

Alcohol consumption among Danfo Drivers in the Alimosho Local Government Area has a significant relationship with motor vehicle accidents. The finding underscores the need for comprehensive interventions that address the individual, social, and environmental factors that contribute to alcohol consumption among Danfo Drivers. Effective interventions may include individual-level interventions that promote safe driving behaviors and improve drivers' knowledge of the risks of alcohol consumption, as well as interventions that target the social and environmental factors that contribute to alcohol consumption. It can therefore be inferred that alcohol consumption among Danfo Drivers in the Alimosho Area is a reliable predictor of with motor vehicle accidents in the area.

Conclusion and Recommendations

Based on the findings of this study, it was concluded that;

Reckless driving as a driver behaviour is a good predictor of motor vehicle accidents among Danfo Drivers in Alimosho Local Government Area, Lagos State. Alcohol consumption among Danfo Drivers in the Alimosho Area is a reliable predictor of with motor vehicle accidents in the area.

Based on the conclusion of this study, it was recommended that

1. While knowledge of the factors contributing to motor vehicle accidents is important, it is also important to ensure that this knowledge is translated into safe driving practices. Therefore, it may be valuable to provide training and education programs for Danfo Drivers in the Alimosho area to help them apply this knowledge and improve their driving practices.
2. It may be valuable to implement interventions that focus on promoting safe driving behaviors. For example, campaigns aimed at encouraging drivers to obey traffic laws, avoid speeding, and maintain a safe following distance could be implemented.
3. To address the issue of alcohol consumption among Danfo Drivers, it may be valuable to implement programs that focus on preventing drinking and driving. These programs could include awareness campaigns, breathalyzer tests, and increased enforcement of drunk driving laws.



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