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Road Safety Awareness in Reducing Road Traffic Crashes among Commercial Bus Drivers in Ado Odo Ota Local Government Area of Ogun State

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ABSTRACT

Road traffic crashes remain a major public health and transportation challenge, particularly in developing countries where commercial drivers play a significant role in the movement of people and goods. Promoting road safety awareness among commercial bus drivers is therefore essential for reducing the incidence of road traffic crashes and improving overall road safety. This study examined road safety awareness in reducing road traffic crashes among commercial bus drivers in Ado Odo Ota Local Government Area. The study was premised on the understanding that comprehensive knowledge of road signs and adequate driver awareness are fundamental prerequisites for safe driving practices. A descriptive survey research design was adopted, while stratified and simple random sampling techniques were used to select 100 commercial bus drivers from the study area. The research instrument was validated by experts and produced a test-retest reliability coefficient of 0.89, indicating high reliability. Data were analysed using frequency counts and percentages to describe respondents' demographic characteristics, while the hypotheses were tested using the Chi-square statistic at the 0.05 level of significance. The findings revealed that strict adherence to traffic regulations, regular vehicle maintenance, and speed moderation significantly contributed to reducing road traffic crashes among commercial bus drivers. The study concludes that improving road safety awareness can substantially reduce road traffic crashes and recommends the implementation of comprehensive and continuous road safety education programmes for commercial drivers, with emphasis on traffic regulations, defensive driving practices, and accident prevention strategies.

Key Words: Road safety education, Traffic crashes, Commercial drivers, Driver education, Traffic rules

Introduction

Road traffic crashes (RTCs) remain one of the leading causes of preventable deaths and disabilities worldwide, constituting a major public health and socioeconomic challenge. According to the World Health Organization (WHO, 2023), approximately 1.19 million people die annually as a result of road traffic crashes, while between 20 and 50 million others sustain non-fatal injuries, many of which result in long-term disabilities. Although low- and middle-income countries account for only about 60% of the world's registered vehicles, they bear over 90% of global road traffic fatalities, highlighting significant disparities in road safety systems and driver behaviour (WHO, 2023).

Nigeria continues to experience one of the highest burdens of road traffic crashes in Sub-Saharan Africa. According to the Federal Road Safety Corps (FRSC, 2024), thousands of road traffic crashes are

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recorded annually across the country, resulting in significant numbers of deaths and injuries despite sustained enforcement campaigns and public enlightenment programmes. The Commission identifies speeding, dangerous overtaking, driver fatigue, wrongful overtaking, mechanical defects, overloading, and non-compliance with traffic regulations as some of the leading causes of crashes involving commercial vehicles. These trends continue to impose substantial economic costs through healthcare expenditure, property damage, productivity losses, and the loss of human lives.

Commercial bus drivers occupy a strategic position within Nigeria's transport system because they transport millions of commuters daily. Consequently, their level of road safety awareness, compliance with traffic regulations, understanding of road signs, and adherence to safe driving practices significantly influence road safety outcomes. Studies have consistently shown that drivers with adequate road safety knowledge and positive safety attitudes are less likely to engage in risky driving behaviours such as speeding, dangerous overtaking, distracted driving, and disregard for traffic signs, all of which substantially increase the likelihood of road traffic crashes (World Health Organization, 2023).

Road safety awareness extends beyond the ability to operate a vehicle. It encompasses knowledge of road signs, understanding of highway codes, recognition of potential hazards, defensive driving skills, vehicle maintenance practices, and compliance with traffic laws. Driver education programmes therefore seek to improve drivers' knowledge, attitudes, and behavioural responses that contribute to safer road use. Evidence suggests that continuous road safety education, combined with effective enforcement of traffic regulations, significantly reduces crash risks among commercial drivers by promoting responsible driving behaviour and improving compliance with established road safety standards (WHO, 2023).

Despite continuous public enlightenment campaigns by the Federal Road Safety Corps, road traffic crashes involving commercial vehicles remain common in many parts of Nigeria. This suggests that awareness alone may not always translate into safe driving practices, especially where economic pressures, poor road infrastructure, weak enforcement, and risky driving cultures persist. In rapidly urbanising areas such as Ado Odo/Ota Local Government Area of Ogun State, increasing population growth, expanding commercial activities, and rising traffic volumes have intensified pressure on the road transport system, making the promotion of road safety awareness among commercial bus drivers increasingly important.

Against this background, this study examines the extent to which road safety awareness contributes to reducing road traffic crashes among commercial bus drivers in Ado Odo/Ota Local Government Area, Ogun State. The findings are expected to provide empirical evidence that will support policymakers, the Federal Road Safety Corps, transport unions, and other stakeholders in designing more effective road safety education and intervention programmes aimed at reducing road traffic crashes among commercial drivers.

LITERATURE REVIEW

Conceptual Review

Concept of Road Safety Awareness

Road safety awareness refers to the knowledge, attitudes, values and behavioural practices that enable road users to recognize hazards, comply with traffic regulations and adopt safe driving practices. It encompasses understanding traffic signs, road markings, speed limits, highway codes, vehicle maintenance requirements and defensive driving techniques. According to the World Health Organization (WHO, 2023), road safety awareness is an important component of road crash prevention because informed road users are more likely to make safe driving decisions and avoid behaviours that increase crash risks.

Among commercial bus drivers, road safety awareness extends beyond basic driving skills. It

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involves continuous learning about emerging traffic regulations, recognizing hazardous road conditions, maintaining vehicles in roadworthy condition and demonstrating responsible attitudes toward passengers and other road users. Commercial drivers spend longer periods on the road than private motorists, making them more vulnerable to fatigue, distraction and other occupational hazards. Consequently, adequate road safety awareness contributes significantly to reducing crashes and promoting safer public transportation.

Road safety awareness also involves behavioural change. Simply knowing traffic regulations does not necessarily translate into compliance. Effective awareness programmes therefore combine education with practical training, regular refresher courses and enforcement activities aimed at encouraging safer driving behaviour. The Federal Road Safety Corps (FRSC) continues to organize campaigns, workshops and public enlightenment programmes to improve commercial drivers' compliance with road safety regulations throughout Nigeria.

Road Traffic Crashes

A road traffic crash is any collision involving one or more vehicles occurring on a public roadway that results in injury, death or property damage. The WHO (2023) reported that approximately 1.19 million people die annually from road traffic crashes, while between 20 and 50 million others sustain injuries, many resulting in permanent disability. These crashes represent one of the leading causes of death among people between the ages of 5 and 29 years.

Road traffic crashes result from interactions among human, mechanical, environmental and institutional factors. Human factors include speeding, distracted driving, alcohol or drug use, fatigue, dangerous overtaking and failure to obey traffic signs. Mechanical factors include poor vehicle maintenance, tyre failure and brake malfunction, while environmental factors involve poor road conditions, adverse weather and inadequate road infrastructure. Institutional factors include weak enforcement of traffic laws and inadequate driver education.

In Nigeria, road traffic crashes continue to constitute a significant public safety challenge despite the establishment of the Federal Road Safety Corps and various road safety interventions. Commercial vehicles are frequently involved in crashes because of overloading, excessive speed, mechanical defects and driver negligence. The consequences extend beyond fatalities to include economic losses, psychological trauma, healthcare costs and reduced national productivity.

Commercial Bus Drivers and Road Safety

Commercial bus drivers constitute one of the most important categories of professional drivers in Nigeria because they provide daily transportation services for millions of commuters. Their activities contribute significantly to economic development by facilitating the movement of people and goods across urban and rural communities. However, the nature of commercial driving exposes drivers to long working hours, traffic congestion, passenger pressure and intense competition, factors that may encourage risky driving behaviour.

Driver behaviour has consistently been identified as one of the strongest predictors of road traffic crashes. Commercial drivers who frequently violate speed limits, ignore road signs or engage in dangerous overtaking increase the likelihood of crashes. Conversely, drivers who comply with traffic regulations, maintain safe following distances and regularly inspect their vehicles contribute to safer road environments.

The FRSC has emphasized that continuous education and monitoring of commercial drivers are necessary to improve compliance with road safety regulations. Transport unions also play important roles by enforcing operational standards among their members and collaborating with government agencies during road safety campaigns.

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Driver Education and Road Safety Awareness

Driver education refers to organized instructional programmes designed to equip drivers with the knowledge, skills and attitudes required for safe vehicle operation. Such programmes typically cover traffic regulations, highway codes, defensive driving, vehicle maintenance, hazard perception and emergency response.

Research has shown that driver education contributes significantly to reducing risky driving behaviour. Continuous training enables drivers to remain updated on changing traffic laws and improves their ability to identify potential hazards before they develop into crashes. Educational programmes are most effective when they combine classroom instruction with practical demonstrations and periodic refresher training.

In Nigeria, the FRSC regularly organizes driver improvement programmes, safety campaigns, seminars and public enlightenment exercises targeted at commercial drivers. These interventions seek to improve compliance with road traffic regulations and reduce crash occurrence. Nevertheless, the effectiveness of these programmes depends largely on drivers' willingness to apply acquired knowledge during daily transport operations.

Traffic Rule Compliance, Vehicle Maintenance and Speed Moderation

Compliance with traffic regulations remains one of the most effective approaches to reducing road traffic crashes. Traffic rules regulate driver behaviour by prescribing safe speed limits, lane discipline, overtaking procedures and the proper use of road signs. Drivers who consistently obey these regulations reduce the likelihood of collisions and improve overall road safety.

Regular vehicle maintenance is equally important. Mechanical defects resulting from worn tyres, faulty braking systems, defective steering mechanisms and poor lighting systems significantly increase crash risks. Routine inspection and timely maintenance ensure that vehicles remain roadworthy and capable of responding effectively to emergency situations.

Speed moderation is another critical component of road safety awareness. Excessive speed reduces reaction time, increases stopping distance and amplifies the severity of crashes. International evidence indicates that even small reductions in average vehicle speed can substantially reduce crash frequency and fatalities. Consequently, speed control remains one of the most effective strategies for preventing road traffic crashes among commercial drivers.

Empirical Review

Several empirical studies have examined the relationship between road safety awareness and road traffic crash reduction among commercial drivers. Adekoya et al. (2021) investigated road safety practices among commercial vehicle drivers in southwestern Nigeria and found that compliance with traffic regulations significantly reduced unsafe driving behaviour. Drivers who regularly participated in road safety education programmes demonstrated better knowledge of traffic rules than those who had not attended such programmes.

Ogunleye and Adekunle (2022) examined the influence of driver education on road safety compliance among commercial bus drivers in Ogun State. Using a descriptive survey design, the researchers reported that continuous safety education significantly improved drivers' understanding of road signs, vehicle inspection and speed management. The study concluded that periodic retraining should be institutionalized among commercial transport operators.

A study by Afolabi and Bello (2023) assessed the effect of vehicle maintenance practices on crash occurrence among commercial transport operators in Lagos State. The findings revealed that drivers who conducted routine maintenance experienced fewer mechanical failures and significantly lower crash

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involvement than drivers who neglected regular vehicle servicing.

Similarly, Ibrahim and Yusuf (2022) investigated speeding behaviour among commercial drivers in northern Nigeria. Their findings showed that excessive speed remained one of the strongest predictors of road traffic crashes despite widespread awareness of speed regulations. Economic pressure, passenger demands and weak enforcement were identified as major contributors to speeding.

The WHO (2023) reported that behavioural factors, particularly speeding, distracted driving, alcohol consumption and failure to comply with traffic regulations, account for the majority of road traffic crashes globally. The report emphasized that effective driver education, stronger law enforcement and continuous public awareness campaigns remain among the most cost-effective interventions for reducing road traffic fatalities.

Although previous studies have established positive relationships between driver education and safer driving behaviour, most were conducted in major urban centres such as Lagos, Abuja and Port Harcourt. Few studies have specifically examined how traffic rule adherence, regular vehicle maintenance and speed moderation collectively contribute to reducing road traffic crashes among commercial bus drivers in Ado Odo Ota Local Government Area of Ogun State. This geographical and empirical gap provides the justification for the present study.

Theoretical Framework

This study is anchored on the **Theory of Planned Behavior (TPB)** developed by Icek Ajzen (1991). The theory explains that an individual's behaviour is determined by behavioural intention, which is influenced by attitude toward the behaviour, subjective norms and perceived behavioural control.

According to the theory, drivers are more likely to comply with traffic regulations when they possess positive attitudes toward safe driving, perceive that significant others expect them to obey traffic rules and believe they have the ability to practise safe driving behaviours. Commercial drivers who understand the benefits of obeying traffic regulations are more likely to moderate speed, maintain their vehicles regularly and comply with road safety requirements.

The Theory of Planned Behavior is particularly relevant to this study because road safety awareness influences drivers' attitudes and intentions toward safe driving. Increased awareness strengthens positive behavioural intentions, leading to improved compliance with traffic regulations and ultimately reducing road traffic crashes among commercial bus drivers.

Summary of Literature and Gap

The literature reviewed established that road safety awareness remains an important determinant of safe driving behaviour. Conceptually, the review showed that awareness encompasses knowledge of traffic regulations, road signs, vehicle maintenance and speed management. Empirical studies consistently indicate that drivers who receive continuous safety education are more likely to comply with traffic regulations and less likely to be involved in road traffic crashes. The theoretical framework further explains that drivers' attitudes, social influences and perceived control determine their compliance with road safety practices.

However, despite the substantial body of literature on road safety awareness in Nigeria, limited empirical evidence exists regarding the combined influence of traffic rule adherence, regular vehicle maintenance and speed moderation on crash reduction among commercial bus drivers in Ado Odo Ota Local Government Area of Ogun State. Most previous studies concentrated on larger metropolitan areas or examined individual determinants of road safety separately. This study therefore seeks to bridge this geographical and empirical gap by providing evidence on the contribution of key road safety awareness practices to reducing road traffic crashes among commercial bus drivers in the study area.

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Materials and Methods

This study was conducted in Ado Odo/Ota Local Government Area of Ogun State, Nigeria. The Local Government Area is one of the most commercially active regions in Ogun State due to its proximity to Lagos State and the presence of numerous industries, markets and interstate transport routes. The area experiences heavy vehicular movement, particularly by commercial buses that provide intra-city and inter-state transportation services. Major motor parks within the Local Government Area, including Sango Ota, Lusada, Atan-Iju and Ijoko Motor Parks, served as the locations for data collection because they constitute the principal operational centres for commercial bus drivers.

The study adopted a descriptive survey research design. The design was considered appropriate because it enabled the researcher to obtain firsthand information on the level of road safety awareness among commercial bus drivers and to examine its relationship with road traffic crash reduction without manipulating any of the study variables. The design also facilitated the collection of quantitative data from a relatively large number of respondents within a limited period.

The target population comprised all registered commercial bus drivers operating within the selected motor parks in Ado Odo/Ota Local Government Area, Ogun State. These drivers constitute an appropriate population because they are directly involved in commercial transportation and are expected to possess varying levels of knowledge and practice regarding road safety regulations.

A sample size of one hundred (100) commercial bus drivers was used for the study. The respondents were selected using a multistage sampling procedure. First, stratified sampling was employed by grouping the respondents according to the four selected motor parks: Sango Ota, Lusada, Atan-Iju and Ijoko Motor Parks. This ensured adequate representation of drivers from each operational location. Thereafter, simple random sampling was used within each stratum to select respondents, thereby giving every eligible commercial bus driver an equal opportunity to participate in the study and minimizing selection bias. Commercial bus drivers who were actively operating within the selected motor parks, possessed valid membership of the transport union or were recognized operators within the parks, and voluntarily consented to participate were included in the study. Drivers who were unavailable during the period of data collection, declined participation, or submitted incomplete questionnaires were excluded from the final analysis.

Data were collected using a structured, self-administered questionnaire developed by the researcher after an extensive review of relevant literature on road safety awareness and road traffic crashes. The questionnaire consisted of two sections. Section A elicited information on respondents' socio-demographic characteristics, including age, educational qualification and years of driving experience. Section B contained items designed to measure the major variables of the study, namely adherence to traffic regulations, regular vehicle maintenance, speed moderation and perceptions regarding the reduction of road traffic crashes. Responses were measured using an appropriate Likert-type response format.

Prior to data collection, permission was obtained from the leadership of the selected motor parks and transport unions. The researcher, with the assistance of three trained research assistants, visited the selected parks and personally administered the questionnaires to the respondents. The purpose of the study was clearly explained to all participants before administration of the instrument. A total of one hundred and ten (110) questionnaires were distributed to account for possible non-response. Of these, one hundred (100) questionnaires were correctly completed, retrieved and found suitable for analysis, representing a response rate of 90.9%.

Data collected were coded, entered and analysed using the Statistical Package for the Social Sciences (SPSS), Version 25. Descriptive statistics, including frequencies and percentages, were used to

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summarize the socio-demographic characteristics of respondents and describe the study variables. Inferential statistics were employed to test the research hypotheses. Specifically, the Chi-square (χ^2) test of independence was used at the 0.05 level of significance to determine whether significant relationships existed between road safety awareness variables (adherence to traffic regulations, regular vehicle maintenance and speed moderation) and the reduction of road traffic crashes among commercial bus drivers. The Chi-square statistic was considered appropriate because the variables analysed were categorical and the study sought to establish statistically significant associations between them.

Results Analysis

SECTION A: Demographic data of respondents

Table 1: Age Range of the Respondents

Age Range	Frequency	Percentage (%)
18 – 24 Years	9	9
25– 34 Years	22	22
35 – 44 Years	42	42
45 Years and above	27	27
Total	**100**	**100**

Source: Researcher's Field-Survey, (2024)

From the information above, 9 respondents (9%) were within the age range of 18–24 years, 22 respondents (22%) were within the age range of 25–34 years, 42 respondents (42%) were within the age range of 35–44 years, while 27 respondents (27%) were 45 years and above. This shows that the majority of the respondents fell within the age range of 35–44 years.

Table 2: Ethnic Group of the Respondents

Ethnic Group	Frequency	Percentage (%)
Igbo	23	23
Hausa	11	11
Yoruba	61	61
Other	5	5
Total	**100**	**100**

Source: Researcher's Field-Survey, (2024)

From the table above, 23 respondents (23%) were Igbo, 11 respondents (11%) were Hausa, 61 respondents (61%) were Yoruba, while 5 respondents (5%) belonged to other ethnic groups. It can therefore be concluded that the majority of the respondents were Yoruba.

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Table 3: Religion of the Respondents

Religion	Frequency	Percentage (%)
Christian	61	61
Muslim	27	27
Others	12	12
Total	**100**	**100**

Source: Researcher's Field-Survey, (2024)

Table 3 indicates that 61 respondents (61%) were Christians, 27 respondents (27%) were Muslims, while 12 respondents (12%) belonged to other religious groups. This shows that the majority of the respondents were Christians.

Table 4: Educational Level of the Respondents

Educational Level	Frequency	Percentage (%)
Primary	58	58
Secondary	13	13
Tertiary	29	29
Total	**100**	**100**

Table 4 shows that 58 respondents (58%) had primary education, 13 respondents (13%) had secondary education, and 29 respondents (29%) had tertiary education. It can therefore be concluded that the majority of the respondents had primary education.

Table 5: Family Type of the Respondents

Family Type	Frequency	Percentage
Nuclear	35	35%
Extended	65	65%
Total	**100**	**100%**

Source: Researcher's Field-Survey, (2024)

From the information above, 35 respondents (35%) had nuclear families, while 65 respondents (65%) had extended families. This shows that the majority of the respondents had extended families.

Testing of Hypotheses

Hypothesis 1: Adherence to traffic rules as a component of road safety awareness does not significantly reduce road traffic crashes among commercial bus drivers in Ado Odo Ota Local Government Area of Ogun State.

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Table 6: Chi-Square analysis on adherence to traffic rules

Responses	Frequency	%	df	Tab val	Cal val	Remark
SA	14	14				
A	49	49				
D	27	27				
SD	10	10				
Total	100	100.0	3	7.815	37.04	Significant

X^2 Calculated value = 37.04
X^2 Table value = 7.815
Df =3

Table 6 shows that 63 respondents, representing 63% of the sampled population, agreed with the statements under the hypothesis, while 37 respondents, representing 37%, disagreed. The Chi-square analysis showed a calculated value of 37.04, while the table value was 7.815 at 3 degrees of freedom. Since the calculated Chi-square value was greater than the table value, the result was significant and the null hypothesis was rejected. This implies that adherence to traffic rules as a component of road safety awareness significantly reduces road traffic crashes among commercial bus drivers in Ado Odo Ota Local Government Area of Ogun State.

The outcome of this finding agrees with Olagunju (2013), who opined that road traffic crashes can be minimized through strict enforcement of traffic laws. Traffic rules are implemented by government to protect the lives of road users. Similarly, Tahir (2014) stated that road crashes can be minimized through strict law enforcement.

Hypothesis 2: Regular vehicle maintenance as a component of road safety awareness does not significantly reduce road traffic crashes among commercial bus drivers in Ado Odo Ota Local Government Area of Ogun State.

Table 7: Chi-Square analysis on regular vehicle maintenance

Responses	Frequency	%	Df	Tab val	Cal val	Remark
SA	49	49				
A	32	32				
D	10	10				
SD	9	9				
Total	100	100.0	3	7.815	44.21	Significant

X^2 Calculated value = 44.21
X^2 Table value = 7.815
Df =3

Table 7 shows that 81 respondents, representing 81% of the sampled population, agreed with the statements under the hypothesis, while 19 respondents, representing 19%, disagreed. The Chi-square analysis showed a calculated value of 44.21, while the table value was 7.815 at 3 degrees of freedom. Since the calculated Chi-square value was greater than the table value, the result was significant and the null hypothesis was rejected. This implies that regular vehicle maintenance as a component of road safety awareness significantly reduces road traffic crashes among commercial bus drivers in Ado Odo Ota Local Government Area of Ogun State.

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This finding is in line with Lewis (2015), who asserted that routine vehicle checks reduce the risk of serious problems occurring in the future, prevent road traffic crashes caused by mechanical factors, enhance driver and passenger safety, increase vehicle lifespan and improve driving quality. Many vehicle owners fail to perform necessary vehicle maintenance tasks due to ignorance, lack of awareness or negligence. Routine vehicle checks should therefore be emphasized among commercial drivers.

Hypothesis 3: Speed moderation practices learned through road safety awareness do not significantly reduce road traffic crashes among commercial bus drivers in Ado Odo Ota Local Government Area of Ogun State.

Table 8: Chi-Square analysis on speed moderation practices

Responses	Frequency	%	Df	Tab val	Cal Val	Remark
SA	**35**	**35**				
A	**45**	**45**				
D	**15**	**15**				
SD	**5**	**5**				
Total	**100**	**100.0**	**3**	**7.815**	**40**	**Significant**

X^2 Calculated value = 40
X^2 Table value = 7.815
Df =3

Table 8 shows that 80 respondents, representing 80% of the sampled population, agreed with the statements under the hypothesis, while 20 respondents, representing 20%, disagreed. The Chi-square analysis showed a calculated value of 40, while the table value was 7.815 at 3 degrees of freedom. Since the calculated Chi-square value was greater than the table value, the result was significant and the null hypothesis was rejected. This implies that speed moderation practices learned through road safety awareness significantly reduce road traffic crashes among commercial bus drivers in Ado Odo Ota Local Government Area of Ogun State.

The outcome of this finding agrees with the World Health Organization (2018), which stated that traffic speed strongly influences impact speed in crashes and therefore has major implications for public health. The organization also noted that excessive and inappropriate speed is a major cause of serious and fatal crashes in countries with high rates of motor vehicle use. This explains why many governments consider speeding a major road safety problem. Speeding is one of the key risk factors in traffic and has negative effects on the road environment and people's quality of life.

Discussion of Findings

The findings indicate that adherence to traffic rules significantly reduces road traffic crashes among commercial bus drivers in Ado Odo Ota Local Government Area. This result suggests that drivers who observe road signs, obey speed limits, avoid wrongful overtaking and comply with traffic regulations are less likely to engage in behaviours that lead to crashes. The finding agrees with previous studies which emphasize that effective enforcement and driver compliance are essential components of road safety management.

The study also found that regular vehicle maintenance significantly reduces road traffic crashes. This finding is important because mechanical faults such as brake failure, worn tyres, poor lighting and defective steering systems can increase crash risk,

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especially where vehicles operate for long hours. The result supports the view that routine inspection and preventive maintenance should be treated as core elements of road safety awareness rather than as optional mechanical practices.

Furthermore, speed moderation practices were found to significantly reduce road traffic crashes. This is consistent with global road safety evidence that speed influences both the likelihood of a crash and the severity of resulting injuries. In the context of commercial bus driving, pressure to make more trips, passenger demand and competition for routes may encourage speeding. Therefore, speed control interventions should combine education, enforcement, transport union monitoring and the use of speed limiting devices.

Overall, the findings show that road safety awareness is not limited to knowing traffic rules; it also involves translating knowledge into consistent driving behaviour. The practical implication is that road safety programmes for commercial bus drivers should be continuous, evidence-based and targeted at the specific behaviours that contribute most directly to crashes in the study area.

Conclusion

The study concluded that road safety awareness plays a significant role in reducing road traffic crashes among commercial bus drivers in Ado Odo Ota Local Government Area of Ogun State. Specifically, adherence to traffic rules, regular vehicle maintenance and speed moderation were found to be important practices that can reduce crash risk. These findings show that road safety interventions should focus not only on general awareness but also on practical behavioural change among commercial bus drivers.

Recommendations

Based on the conclusion of this study, the following recommendations were made:

1. The Federal Road Safety Corps should intensify regular road safety education for commercial bus drivers in Ado Odo Ota, with emphasis on traffic rule compliance, speed moderation, vehicle inspection and passenger safety.
2. Transport unions should establish routine park-based safety briefings and monitor members' compliance with speed limits, road signs, loading rules and vehicle maintenance requirements.
3. Commercial bus drivers should conduct daily pre-trip vehicle checks, including brakes, tyres, lights, mirrors, wipers, fire extinguishers and first-aid kits, before commencing operations.
4. Ogun State Government and transport regulators should strengthen enforcement of speed limits, overloading rules and vehicle roadworthiness standards, particularly around major motor parks and high-risk corridors.
5. Driving schools and driver training centres should include practical modules on defensive driving, road signs, emergency response, fatigue management and safe passenger transport.
6. Road safety campaigns should be delivered in clear language and, where necessary, local languages to ensure that drivers with different educational backgrounds can understand and apply the safety messages.

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