
Perceived Roles of the FRSC Education Programme for Reducing Rates of Road Traffic Accidents among Commercial Drivers in RS Zone 4, Nigeria.

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Abstract

The rate of accidents in Nigeria has raised serious concern among Nigerian governments. Nigeria created a Federal Road Safety Corps to help handle road safety. In her mandate, Pillars 3 and 4 focus on producing safe road users in Nigeria. In her opinion, education was considered a veritable tool for making road users safe in Nigeria. This became necessary due to the rising number of accidents in the nation. Research shows that Nigeria was second among 193 countries with a high rate of accidents. This research was guided by four objectives and four research questions. It used an ex-post facto research design. The main theoretical framework was the CIPP Model developed by Daniel Stufflebeam in the 1960s. The instruments used for data collection were questionnaires, interviews, and focus group discussions. The population studied consisted of Federal Road Safety Corps personnel and registered commercial drivers with National Union of Road Transport Workers in the Zone. A sample of 378 respondents was used in the study. Three research assistants were used for data collection, which was done through the face-to-face method. The findings indicated that FRSC education programme content was adequate and instructors were effective, among others, as agreed upon by both Federal Road Safety Corps personnel and commercial drivers. A few recommendations were made, among which are that the Federal Road Safety Corps, in collaboration with the Departments of Adult Education and Community Services at Bayero University, Kano, should partner in the area of curriculum review and development to incorporate emerging issues in road safety education in Nigeria.

Key words: road safety educational programme, national union of road transport workers, road traffic accidents, commercial drivers.

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Introduction

Road traffic accidents have been a major issue for the world, Africa and Nigeria in particular. The accidents are viewed as preventable, yet they keep on rising in the world and in Nigeria in particular. Nigeria was ranked 2nd among 193 countries in 2015 as a country with the worst cases of road accidents (Oyenuga, Ayoola, and Shitu 2016). Indeed, road accidents have been seen as one of the leading causes of death worldwide resulting in 1.27 million deaths. WHO (2017b) expressed that 1.25 million people die each year on the world's roads, and between 20 and 50 million sustain injuries that are not fatal in nature. According to the report, Nigeria has one of the highest rates in Africa, with 33.7 deaths per 100,000 people per year. In Nigeria, the record of these losses covered ministers, senators, and members of the National Assembly, Governors, Deputy Governors, academic staff, students, and farmers. Many have been incapacitated by obtaining lumber injuries, while others have become crippled due to very serious fractures owing to road accidents. Other forms of injuries sustained from road accidents include whiplash, back injuries, head injuries, including concussions, skull fractures, and brain injuries, facial injuries, cuts and bruises, lacerations, broken bones, strains and sprains, and crush injuries. Scholars such as Nantulya and Reich (2002), Naeem (2010), Okafor, Odeyemi, and Dolapo (2013), and Onyemaechi and Ofoma (2016), in light of varying degrees of injuries, refer to road transport accidents as a health epidemic in wider society.

The accidents were assessed by Ojo (2015) as a result of human error factors such as speeding, wrong overtaking, poor maintenance of the vehicles in use (partially worn components and broken wheel screens, exhausts, steering suspension, wheels and tyres, and brakes), and non-adherence to road traffic signs. This led to the current introduction of speed limiters on public vehicles, popularly known as commercial vehicles in Nigeria, and the report concluded that road traffic accidents happen in many ways. They happen in the form of collisions between vehicles, between vehicles and pedestrians, animals, road debris, objects along the roads, and

potholes, among others.

The report of the FRSC (2018) on road accidents shows that in 2015, 5,400 people were killed through road traffic accidents. In 2016, Nigeria lost 5,053 lives; in 2017, 5,049 lives were lost; and in 2018, in the second quarter, more than 2,034 lives were lost in several accidents across the nation. In 2018, Nigeria recorded 456 deaths through road accidents in one month and 3,404 injuries in 826 accidents in January 2018 (FRSC, 2018). Nasarawa State was identified by the corps as having 45 cases next to FCT with the highest accident rates in Nigeria. It was reported by NBS (2016) that Nigeria recorded 11,363 road accidents in the year 2016. The same report pointed out that Benue State recorded 183 road accidents in six months. The body also added, in a separate report, that 28,195 people were killed in road accidents in 68 months (National Bureau of Statistics (NBS) 2017).

The frequency of road accidents on Nigerian roads and RS Zone '4' in particular has placed travellers in a position in a position to leave in fear of the unknown and enjoy the sigh of journey mercy upon arrival at their destinations. On the other hand, relatives of travellers engage in prayers until they hear of the safe arrival of their loved ones due to losses incurred in road accidents. Muritala, Raji, and Udokang (2015) reported that the death toll from RTA will rise to 1.9 million in 2020 if adequate measures are not taken.

The Nigerian government thought of a measure to reduce accident rates. According to Abdul-Wahab (2016), in February 1988, the FRSC was established through Decree No. 45 of 1988 to reduce road accidents. This was later amended by Decree 35 of 1992 and is referred to in the statute books as the FRSC ACT Cap. 141, Laws of the Federation of Nigeria, Federal Republic of Nigeria, 1999. The functions of the Commission generally relate to: making the highway safe for motorists and other road users; recommending works and devices designed to eliminate or minimise accidents on the highways; advising the Federal and State Governments,

including the Federal Capital Territory Administration, and relevant governmental agencies, on the localities where such works and devices are required; and educating motorists and members of the public on the importance of discipline on the highway. In particular, the Corps is charged with the role of standardizing highway traffic codes, educating drivers, motorists, and other members of the public on the right use of the highways, among others, and producing safe road users towards reducing rates of accidents (Federal Road Safety Corps, 2016).

Education, considered a viable tool for any kind of change and development, was embraced by FRSC Nigeria as a workable tool for creating awareness among road users generally and commercial drivers in particular about reducing road accidents in the country. This educational activity has been going on through the Federal Road Safety Corps in collaboration with driving schools for many years to ensure that drivers are educated on road use ethics in both rural and urban settings. Educational programmes are a tool for achieving pillars 3 and 4 of the FRSC, which cover producing safe road users and reducing rates of accidents in society in general.

According to FRSC, in Abdul-Wahab (2016), the training is usually followed by an examination in practical forms. Trainees are taken out to the field to demonstrate the skills taught in the driving school as the instructors and inspectors watch to rate their expertise in driving skills. Although most, if not all, of the driving schools are owned by private individuals, they are supervised by the FRSC to ensure adherence to quality standards before certification of the trainees.

The key focus of this study is: how adequate is this program's content for reducing road traffic accidents? The instructors' effectiveness to some extent depends so much on how knowledgeable they are in both the subject matter and the good psychology of the adult learners (drivers). The kind of training and workshops undertaken by the instructors is what makes them effective in their service delivery. The programme is delivered through the

use of various instructional strategies to enhance effective lesson delivery to commercial drivers. As good as every strategy could be, it is not good to use any strategy to teach any topic at hand, as suitability to the topic concerned is an inevitable criterion for the use of the strategies. Delivery of a lesson through lecture could be good, but the best when it comes to mastery of driving skills, it has to be demonstration and practical. The use of film shows to teach risks in driving is a good strategy to employ for good instructional delivery; however, how many commands have these facilities to enhance their training delivery outcomes?

The reported rise in cases of RTAs in Nigeria and RS Zone 4, in particular, is in spite of the use of an effective tool such as an educational programme for reducing road traffic accidents among commercial drivers, yet cases of road accidents are still on the increase. Could it be that the educational programme is inadequate? Could the instructors be ineffective? Or could the strategies be faulty? These inspired the researcher to examine the perceived roles of the FRSC education programme in reducing rates of accidents among commercial drivers in RS Zone 4, Nigeria.

Statement of the Problem

Road traffic accidents have been a source of concern for the entire world, and Nigeria in particular. According to Oyenuga, Ayoola, and Shitu (2016), Nigeria is in second place on the list of countries with the highest number of road traffic accidents among 193 countries. The accidents were noticed by Ojo (2015) to be caused by human, environmental, and mechanical factors. According to the FRSC, speed violations accounted for 44.9 percent, followed by tyre bursts, which took 7.7 percent, wrongful overtaking got 6.8%, brake failure took 4.1 percent of accident cases in Nigeria as a whole, and RS Zone '4' in particular. It was reported on *Premium Time* (June 2, 2018) that Nigeria recorded 456 road accident deaths in one month. The death toll is too alarming to be neglected.

According to FRSC (2016), the institution operates on five pillars: pillar number 3, which has to do with safer vehicles, and pillar number 4, which

has to do with safer road users. Producing safer road users is seen as achievable through education. Drivers' training, information services, educational campaigns, offenders' education, and enforcement were all useful components for achieving pillars 3 and 4. The roads in Nigeria are used by different categories of users. They comprised commercial drivers, private drivers, official drivers, truck drivers, bus drivers, and even motorcycle riders.

The frequency of road accidents resulting in loss of lives and property makes it a great issue of concern to the world and to Nigeria, in particular. To reduce road accidents, the Federal Road Safety Corps established driving schools and training centers for different categories of road users in Nigeria and RS Zone 4, Nigeria. Other educational packages after trainings in the driving centres are visits to the motor parks for creating awareness on road safety tips, the production of posters, radio discussions, television programmes for safe driving, and drama presentations aimed at raising awareness among road users for reducing rates of road accidents in the nation at large and in RS Zone 4, in particular. This program has been ongoing for years, yet accident rates keep rising, and the blame falls on commercial drivers. Is the educational package not adequate enough to achieve pillars 3 and 4? Are the instructors not effective in their delivery? Are the delivery strategies not effective enough to bring results? Hence, the study examined the perceived roles of the Federal Road Safety Corps' educational programmes in reducing rates of road traffic accidents among commercial drivers in Zone '4', Nigeria.

Objectives of the Study

The objectives of the study are to:

1. examine commercial drivers' and the Federal Road Safety Corps' perceptions of the adequacy of the FRSC educational programme for reducing road accidents in RS Zone 4 states.
2. examine the commercial drivers' and Federal Road Safety Corps'

perceptions of the effectiveness of instructors of road safety education in reducing road accidents in RS Zone 4 States.

3. determine the perception of commercial drivers' and the Federal Road Safety Corps' of the effectiveness of the delivery strategies used in the FRSC educational programme for reducing rates of road traffic accidents in RS Zone 4 States.
4. find out the perception of commercial drivers and the Federal Road Safety Corps' on the effectiveness of FRSC educational programmes for reducing rates of road traffic accidents in RS Zone 4 States.

Research Questions

The following research questions were used to carry out the investigation:

1. How adequate is the content of educational programmes for commercial drivers for reducing rates of road traffic accidents in RS Zone 4, Nigeria?
2. How effective are the FRSC instructors in educating commercial drivers about reducing rates of road traffic accidents in Nigeria's RS Zone 4?
3. How effective are the delivery strategies used in the FRSC educational programme for reducing rates of road traffic accidents in RS Zone 4, Nigeria?
4. What is the effectiveness of the FRSC educational programme for reducing rates of road traffic accidents in RS Zone 4, Nigeria?

The study's methodology

Research Design

The research design used in this study was an ex-post facto research design. Ex-post facto design refers to a situation whereby a researcher makes an inquiry into a problem where he has no direct control over both the

independent and dependent variables because their manifestations have already occurred and cannot be manipulated. In such a case, the independent variable is studied in retrospect for the purpose of finding out the effects that might have influenced or impacted the dependent variable (Awotunde and Ugondulunwa 2002).

The ex-post-facto research design is considered appropriate for this study because the researcher is interested in investigating a situation that has already taken place and is assumed to have efficacious effects on the reduction of accident rates among commercial drivers, so as to establish the relationship between the two variables and the effectiveness of the educational programme in reducing accident rates among commercial drivers.

The population of this study comprised 26,398 people, made up of 24,720 registered commercial drivers with NURTW and 1,678 FRSC personnel in Plateau, Nassarawa, and Benue States under zone '4' Nigeria. This study has a sample size of 378, which includes registered commercial drivers and FRSC personnel. The figure was arrived at in line with Krenjcie and Morgan's table for sample size determination in Research Advisor 2006. On the table, under 5% margin error, 26,400 is the nearest figure to the population of this study, with a sample size of 378. Proportionate stratified sampling techniques and simple random sampling were used for the selection of respondents.

The proportionate sampling technique was used to allocate sample sizes to each stratum; the multi-stage sampling technique was used to select a State in the Zone; the stratified sampling technique was used to ensure representation of FRSC and NURTWs; and simple random sampling was used for the selection of the sample.

Table 1: Sample Size Distribution in the Study's Selected State

State	Senatorial zones	LGAs In each zone	No. of Registered Drivers	Sample size	No. of FRSC Staff	Sample size
Plateau	Plateau North	6	4140	161	260	9
	Plateau Central	5	3216	125	214	8
	Plateau South	6	1754	68	206	7
Total	3	17	9,120	354	680	24

Source: NURTW office in Plateau and FRSC Plateau Command 2018

Three instruments were used for the study. They were a questionnaire, a focus group discussion, and an interview. The instruments were validated by six specialists in adult education, test and measurement, and road safety education. The validity of the instrument was checked through a test-retest of the instrument on 20 respondents. The data were analysed using PPMC and found that the coefficient was 0.78, which implies that the instrument is reliable for administration, and the researcher went ahead and administered the instrument for data collection in the main study. The instrument was administered through face-to-face administration in the company of three trained research assistants.

Data Presentation and Results

Research QuestionOne:

How adequate is the educational program for commercial drivers to reduce rates of road traffic accidents in RS Zone 4, Nigeria?

Table 2: Adequacy of the Content of the FRSC Educational Programme.

S/N	Statement	N	Mean	Std. D	Decision
1	Road signs and expected driving maneuvers are taught.	378	3.44	.620	
2	Speed limits for safe driving and the use of speedometers are taught.	378	3.41	.709	
3	Avoiding the use of a phone and other distracted driving acts are taught.	378	3.54	.618	
4	Tyre burst management in driving is taught.	378	3.41	.709	
5	Overtaking techniques are taught.	378	3.58	.578	
6	Parking rules are taught in driving schools.	378	3.51	.688	
7	Brake failure and safety tips are taught.	378	3.42	.672	
8	The use of a mirror in driving is taught.	378	3.41	.642	
9	Driving techniques in the rain are taught.	378	3.37	.667	
10	Night driving techniques are taught.	378	3.43	.657	
11	We teach daily tire pressure checks.	378	3.38	.653	
12	Rules for daily brake checks are taught.	378	3.36	.677	
13	Adequate tire inspections are taught.	378	3.32	.664	
14	Daily light checks are taught.	378	3.37	.648	
15	Daily electrical and light system checks are taught.	378	3.31	.672	
16	Visual acuity checks are taught.	378	3.27	.736	
17	Hearing power checks are taught.	378	2.82	.914	
18	High blood pressure checks are taught.	378	2.73	1.017	
19	Diabetes checks are taught to drivers.	378	2.40	1.106	
20	Mental health assessments are taught.	378	2.37	1.177	
21	Driving under the influence of drugs is taught.	378	3.10	.937	
22	Driving under the influence of alcohol is taught.	378	3.19	.851	

Criterion Mean: 2.50

Cumulative Mean: 2.82

Source: Research Field Work, 2019

Going by the cumulative mean with respect to the adequacy of the educational programme (2.82), it is right to assert that the education programme run by FRSC for commercial drivers to reduce road traffic accidents is adequate.

Research Questions Two

How effective are the FRSC instructors in educating commercial drivers about reducing road traffic accident rates in RS Zone 4, Nigeria?

Table 3: Effectiveness of FRSC Instructors in Educating Commercial Drivers for Reducing Rates of Road Traffic Accidents

S/N	Statement	N	Mean	Std. D	Decision
1	Instructors of driver education programme are knowledgeable on the subject matter.	378	3.27	.899	
2	Instructors of driver education programs acquire good social skills on the job.	378	3.07	.871	
3	Instructors of driver education programmes have good facilitation skills for driver training.	378	2.92	.899	
4	The instructors of the driver education program have a serious commitment to their duties.	378	2.72	1.008	
5	During practical training, instructors in the driver education program have good demonstration skills.	378	3.19	.861	
6	Instructors of driver education programmes have a high level of tolerance to accommodate learners' weaknesses.	378	2.40	1.154	
		378			

Criterion Mean: 2.50 Cumulative Mean: 2.93

Source: Research Field Work, 2019

Table 3 shows that a cumulative mean of 2.93 was obtained, which is above the criterion mean of 2.50. This implies that both the FRSC and commercial drivers agreed that the instructors are effective in the delivery of their mandates.

Research Questions Three

How effective are road safety education instructors' strategies in delivering educational programs to reduce road traffic accidents in RS Zone 4, Nigeria?

Table 4: Effectiveness of Delivery Strategies Use in the Road Safety Education Educational Programme for Reducing Rates of Road Traffic Accidents

S/N	Strategies in use by road safety instructors	N	Mean	Std. D	Decision
1	The lecture strategy used in the delivery of drivers' education training is effective.	378	3.31	.904	
2	The focus group discussion strategy used in the delivery of drivers' education training is effective.	378	3.33	1.717	
3	The demonstration strategy used in the delivery of drivers' education training is effective.	378	3.26	.770	
4	The practical approach used in the delivery of drivers' education training is effective.	378	3.48	.610	
5	The television strategy used in the delivery of drivers' education training is effective.	378	3.45	.667	
6	The public campaign used in the delivery of drivers' education training is effective.	378	3.46	.647	
7	Radio talks are effective in delivering drivers' education training.	378	3.49	.565	

8	Participatory techniques used to deliver drivers' education training are effective.	378	3.07	.920
9	The discovery technique used in the delivery of drivers' education training is effective.	378	2.67	1.080
10	The learner-centred technique used in the delivery of drivers' education training is effective.	378	2.71	1.124
11	The questioning technique used in the delivery of drivers' education training is effective.	378	3.10	1.081
12	The evaluation technique used in the delivery of drivers' education training is effective.	378	2.69	1.052
13	Individualized instruction is effective in delivering drivers' education training.	378	2.72	.871
14	Case study techniques used in the delivery of drivers' education training are effective.	378	2.94	.961

Criterion Mean: 2.50 Cumulative Mean: 3.12

Source: Research Field Work, 2019

Table 3 shows that the cumulative mean of 3.12 was obtained from the data analyzed which is greater than the criterion mean of 2.50. This implies that the FRSC's strategies for delivering the educational program are effective.

Research Question Four

What is the effectiveness of the FRSC educational programme for reducing rates of road traffic accidents in RS Zone 4 in Nigeria?

Table 5: Effectiveness of the FRSC Educational Programme for Reducing Rates of Road traffic accidents

S/N	Statement	N	Mean	Std. D	Decision
1	The number of commercial drivers who drive under the influence of alcohol has decreased.	378	3.14	.919	Agree
2	Drug use for driving has decreased among commercial drivers.	378	2.92	.996	Agree
3	Commercial drivers who have poor vision have fewer accidents.	378	3.20	.829	Agree
4	Tyre burst -related accidents have decreased among commercial drivers.	378	3.25	.773	Agree
5	Brake-related accidents have decreased among commercial drivers.	378	3.21	.728	Agree
6	Poor light -related accidents have decreased among commercial drivers.	378	3.04	.834	Agree
7	High-speed-related accidents have decreased among commercial drivers.	378	2.89	.909	Agree
8	Wrong-overtake-related accidents have decreased among commercial drivers.	378	2.70	.989	Agree
9	Commercial drivers have reported fewer phone-call-related accidents.	378	2.62	1.016	Agree
10	Obstruction-related accidents have decreased among commercial drivers.	378	2.99	.899	Agree

Criterion mean: 2.50

Cumulative mean: 3.00

Source: Research Field Work, 2019

Table 5 suggests that the cumulative mean of data collected on the impact of the programme in reducing rates of accidents among commercial drivers in the area studied was 3.00, which is greater than the criterion mean of 2.50. This implies that both FRSC and commercial drivers in NURTW agree with the education program's effectiveness in reducing accidents in the Zone.

Summary of Findings and Discussions

The summary of the findings in this study is:

1. The FRSC education programme for reducing rates of accidents among commercial drivers was perceived to be adequate.
2. The instructors of the FRSC education programme were perceived to be effective in their instructional delivery in the area studied.
3. The instructional strategies used by the instructors of the FRSC education programme were perceived to be effective in reducing the rates of accidents among commercial drivers in the area studied.
4. Accident rates among commercial drivers were perceived to have reduced due to the FRSC education programme in the area studied.

Research Question One:

How adequate is the educational program for commercial drivers in RS Zone 4, Nigeria, to reduce rates of road traffic accidents?

Both FRSC personnel and the commercial drivers with NURTW agreed that the FRSC education programme for reducing rates of accidents among commercial drivers was perceived to be adequate. The findings of the present study corroborate the findings of Onuka and Akinyemi (2016) in a study titled "The effectiveness of the FRSC public education programme on drivers' road traffic habits in Lagos and Oyo States, Nigeria." They found that the programme has improved commercial vehicle drivers' habits and behaviours on the roads, although drivers' behaviours significantly differ on a state basis. This implies that the program is sufficient to reduce accident rates among drivers in the area studied. Oyo State is an area that has gone far educationally, going by the history of education in Nigeria. Therefore, it is possible that most drivers in the area are educated.

Education has been known for its good role in behaviour formation and modification. The educational status of commercial drivers may be a factor

that influences their responsible driving behavior. Okafor, Dolapo, Odeyemi Ilika, and Amosun (2014) buttressed this finding through a study titled "Effectiveness of Road Safety Education in Nigeria." The study found that there was a significant improvement in road safety after the intervention given to the groups studied. The study revealed a significant improvement from 3.5% to 66.1% in the pre-test and post-test performances of the drivers studied. The findings of the study agree with those of Okafor, Dolapo, Odeyemi Ilika, and Amosun (2014), which implies that the adequacy of the content in teaching drivers is a necessary element for safe driving.

Research Questions Two

How effective are the FRSC instructors in educating commercial drivers about reducing road traffic accident rates in RS Zone 4, Nigeria?

Findings on research question two revealed that both commercial drivers and FRSC personnel studied agreed that FRSC instructors are effective in the delivery of the FRSC educational programme. This implies that they had adequate knowledge and skills on how to go about their roles as transmitters of information and skills to their clients. This confirms Shinn's assertion, in Abama (2021), who says knowledge and understanding of the psychology of learning are essential to instructors making decisions about and using appropriate instructional strategies and techniques. Commitment to duty and good social skills, among others, are qualities which influence the success of instructors in general. This finding supported Wright, Horn, and Sanders' (2005) study on the impact of teacher effectiveness on students' achievement, in Pamela and James. They reported that the teacher is the most important factor influencing students' learning. This implies that instructors' effectiveness has a direct impact on delivery and overall goal achievement.

Research Questions Three

How effective are the strategies used by Road Safety education instructors in the delivery of educational program to reduce the rates of road traffic

accidents in RS Zone 4, Nigeria?

Findings on research question three revealed that the strategies in use by the FRSC in the delivery of the educational programme to commercial drivers were found effective. Strategies for educational delivery by FRSC were agreed upon by both FRSC personnel and commercial drivers on all the items above the criterion mean. This implies that different instructional strategies on the instrument were used by the instructors in their educational delivery and were effective. This corroborates Robinson (2016), who explained that demonstration classroom experience allows teachers to observe others in practice and includes an application piece for observers to demonstrate their understanding of the new learning. The demonstration method is one of the strategies in FRSC educational delivery strategies.

Research Question Four

What is the effectiveness of the FRSC educational programme for reducing rates of road traffic accidents in RS Zone 4 in Nigeria?

Both FRSC and commercial drivers agreed that accident rates among commercial drivers in the Zone have reduced as a result of encounters with the FRSC education programme. This finding corroborates that of Emmanuel (2016) in his study conducted on automobile accident control and the Nigerian Federal Road Safety Corps: A critical analysis of the commercial drivers' experience in Ogun State. He found that there was a good perception of the concept of accident control and management by the drivers and a significant change in the attitude of drivers towards safe road usage among the commercial drivers studied. Folagbade (2012) conducted a study to assess the effectiveness of the Federal Road Safety Corps in reducing road traffic accidents in Kaduna State. The study focused on Kaduna Metropolis, Kafanchan, Zaria, and Kakau. This study agrees with Falagbade's study, which found that both FRSC personnel and commercial drivers agreed that the level of compliance of road users with traffic rules and regulations in the State was good.

Conclusions and recommendations

This study concluded that both NURTW workers studied and FRSC personnel agreed that the content of the educational program meant to reduce rates of road traffic accidents among commercial drivers in RS Zone 4 is adequate. The instructors were found effective in their service delivery. The strategies in use by the instructors were found effective, as the rate of accidents was agreed to have been reduced among the commercial drivers in the area studied.

The study made the following recommendations:

1. The FRSC, in collaboration with the Departments of Adult Education and Community Services at Bayero University, Kano, will partner in curriculum review and development to incorporate emerging issues in road safety education in a Nigerian context.
2. The Federal Government, in collaboration with the Departments of Adult Education and Community Services at Bayero University, Kano, should embark on capacity-building workshops for instructors on training of trainers on adult learning methods and strategies to ensure effective delivery of the educational programme to commercial drivers for reducing rates of accidents among commercial drivers in RS Zone 4.
3. Although the strategies in use were found effective, it is suggested that FRSC should partner with Bayero University, Kano, to conduct a survey in order to identify other instructional strategies that are convenient and capable of delivering the educational content to the target audience.
4. The Federal Government, Ministry of Works, security arms, and FRSC should collaborate to ensure placing road signs in dangerous areas, regular road repair, and avoiding checkpoints at slopes and hills to reduce the rates of accidents in RS Zone 4 commands.

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