

## A Survey of Road Traffic Accidents Causes and Consequences in Yobe State Nigeria

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### Abstract

Road accidents have become a major concern in relation with global public health issues. Road accident can be defined as colliding of a road vehicle with something such as vehicles, pedestrians, animals, road debris or other geographical and architectural obstacles. In 2018 the global status report on road safety also projects road traffic injuries to rank seventh in the global causes of death by 2030. African continent was not exempted from this global road safety crisis because Africa accounts 16% of global road fatalities, despite having only about 2% of the world's vehicles. Road crashes are identified as one of the leading causes of death in Nigeria, especially among age groups 5 to 29. (NBS, 2020). According to the Dennis Amata reported in 17<sup>th</sup> January, 2022, road accident in Nigeria claims 41,709 lives in 8 years. Similarly, in eighteen months covering Q4 2020 and Q1 2022 where a total of 24,992 road crashes were recorded across the country, 9,857 persons were confirmed dead by Federal Road Safety Corps (FRSC) from the 67,926 casualties recorded. In total, 129,252 persons were involved in the crashes nationwide. Therefore, the researcher need to determine the causes of road accident in Yobe state, consequences happened as a results of road accident in Yobe state and find out how this causes and consequences of road accident can be minimize. The researcher has design the research work were quantitative analysis will be apply. The research work will also consider primary data. Five motorist motor parks was selected respectively. The total population of this five motor parks drivers are three hundred (300) people and the number of questionnaires distributed among these people are 175 questionnaires. 150 were able to return from the respondents and all the fifteen questions inside the questionnaires were answered. From the surveyed conducted on the causes of road accident and consequences in Yobe state in seven major motor parks in the state, majority of the accidents happened as a result of driver high speed, road conditions, driven age (21-24), pedestrian behavior when crossing the road, driver education status, driver experience and trucks driven which carries no any sign of alert on their vehicle while on the road. The researcher recommended that high speed limitation and severe verdicts on violation of the law, improve road conditions in the state, training and orientation to drivers on the road rules and regulation, change the pedestrians' behavior toward the use of road and re-enforced all roads agencies to do their work.

**Key words:** *Road accident, Global, motor park, road crashes.*

## **Introduction**

Road accidents have become a major concern in relation with global public health issues. Road accident or traffic road accident can be defined as colliding of a road vehicle with something such as vehicles, pedestrians, animals, road debris or other geographical and architectural obstacles. It has been estimated globally that about 1.35 million lives are lost annually to injuries from road traffic crashes (RTC). In 2018 the global status report on road safety also projects road traffic injuries to rank seventh in the global causes of death by 2030. African continent was not exempted from this global road safety crisis because Africa accounts 16% of global road fatalities, despite having only about 2% of the world's vehicles. Formerly in Nigeria, official road accident or crash data were solely collected by the Nigerian Police Force (NPF) from 1960–1988. However, since the formation of the Federal Road Safety Commission (now Federal Road Safety Corps) in 1988, the Federal Road Safety Corps (FRSC) has been responsible for the collection of road traffic accident data nationwide. The annual FRSC crash data for all the 36 states in Nigeria including the Federal Capital Territory (Abuja) are aggregated, but are

divided on a state-by-state basis into the numbers of fatal cases; serious cases, minor cases, total cases, persons killed, and persons injured, as well as total casualty (WHO, 2018). Road crashes are identified as one of the leading causes of death in Nigeria, especially among age groups 5 to 29. In fact, hardly without the news of a road traffic crash resulting in loss of lives, properties, injuries either temporary or permanent disability (NBS, 2020). According to the Dennis Amata reported in 17<sup>th</sup> January, 2022, road traffic accident in Nigeria claims 41,709 lives in 8 years. Similarly, in eighteen months covering Q4 2020 and Q1 2022 where a total of 24,992 road crashes were recorded across the country, 9,857 persons were confirmed dead by FRSC from the 67,926 casualties recorded. In total, 129,252 persons were involved in the crashes nationwide. According to the FRSC, apart from insurgency and banditry happening in Nigeria, road traffic accident is among the leading causes of death in Nigeria...” said Sanusi Ibrahim, Borno State Sector Commander of the FRSC. Below are the data from FRSC and National Bureau of Statistics (NBS) 2020, number of people killed in road traffic crashes in Nigeria from 2013-2020.

## Number of People Killed in Road Traffic Crashes in Nigeria (2013-2020)

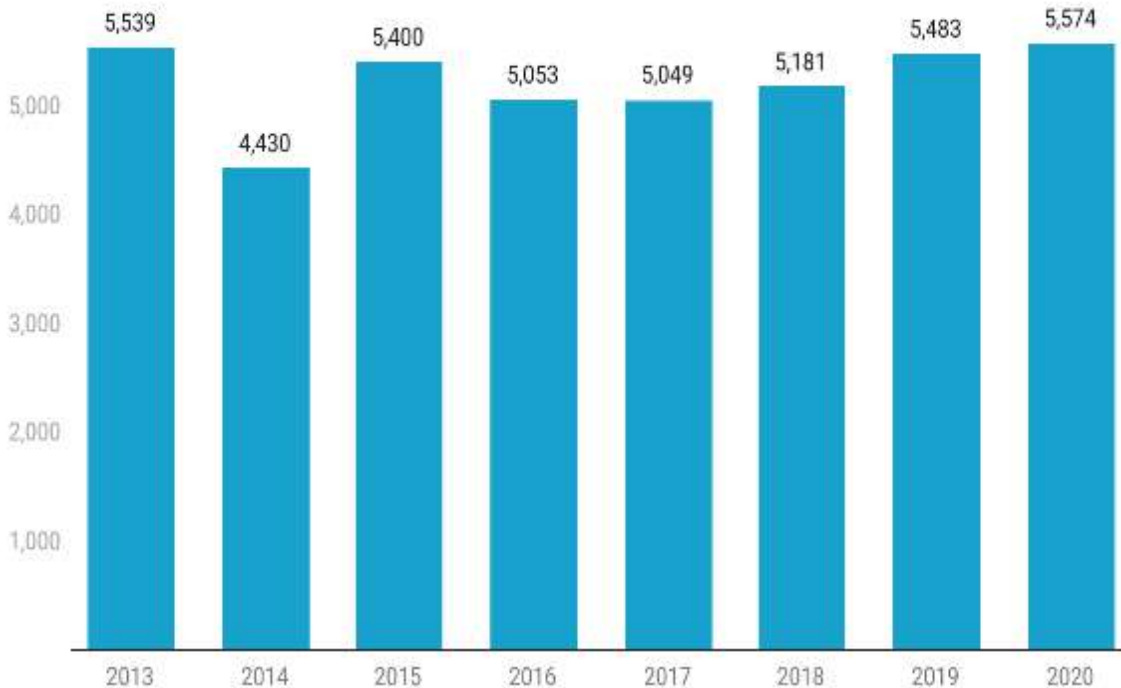


Figure 1 Number of people killed by accident between 2013-2020

Source: FRSC & NBS, 2020.

Yobe state is not an exemption too in regards to traffic road accident, because in February 3, 2022, 19 persons have been confirmed dead while two others sustained serious injuries following a fatal motor accident along the damaturu-potiskum road in yobe state speaking to *Channels Television* via telephone. Some eyewitnesses blamed the accident on over speeding by both drivers of the vehicles.

In April 3, 2022 six killed, 10 others injured in yobe car accident. Six persons have died while others sustained injuries in a motor accident involving a Honda Civic car with registration number US 027 JAK and 18 seater Hummer Bus with registration number KTG 703 ZZ in Yobe

state. The incident happened on Sunday at Kwanan Garin Baduku along Potiskum-Gashua road at about 11.15am. The Zonal Commanding Officer, Federal Road Safety Corps, Zone 12 Covering Bauchi, Yobe, and Borno states, Assistant Corps Marshal Rotimi Adeleye, confirmed to *Channels Television*. He said that the accident happened as a result of tyre burst by the Honda Civic car which led to the collision. Six persons were burnt beyond recognition while 10 persons were injured and are receiving medication at General Hospital, Potiskum. The picture below shows the two clashes of the vehicles.



Figure 2 Potiskum-Damaturu Vehicle Collusion

**FRSC, 2022.**

4<sup>th</sup> February 2022, FRSC reported that eighteen people were killed when a car collided head-on with a passenger bus in Yobe State. The crash happened late Thursday along a highway in Yobe State outside the commercial city of Potiskum, said Hussaini Haruna, a spokesman for the federal road safety corps in the state. No fewer than 10 people were feared dead in a road accident along Potiskum-Gombe Road while seven others were hospitalized following severe injuries sustained from the crash. The accident,

according to sources, occurred along the Potiskum-Gombe road in Yobe State at about 10.15 am and involved a Sharon bus conveying passengers from Kano to Gadaka, Fika local government area of Yobe State. Speaking with journalists, the zonal commanding officer, Federal Road Safety Corps (FRSC), Zone 12 covering Bauchi, Yobe, and Borno states, assistant corps marshal Rotimi Adeleye, confirmed the incident as shown in Fig.3.



Figure 3 Bauchi-Potiskum Accident

**Source:** Hussaini Jirgi

In another traffic road accident on July 13, 2022 reported by Shehu Usman, road crash claims 7 lives, 13 others injured in Yobe. A fatal road crash has claimed the lives of seven commuters, with thirteen others sustaining varying degrees of injuries in Yobe State. The incident, which occurred along Buni Gari-Gulani highway, was said to have been caused by over speeding, as well as dangerous overtaking.

#### Objectives of the research:

1. To determine the causes of road accident in Yobe state.
2. To underline the consequences made as a results of road accident in Yobe state.
3. To find out how this causes and consequences of road accident can be minimize.

#### Methodology

##### Study area

### YOBE STATE



Figure 4 Yobe State Location on Nigeria Map

Source: Yobe state report 2010.



Figure 5 Map of Yobe, showing its 17 local government areas INSORPAD, 2020.



Yobe state is located within latitude 11 North and longitude 13.5 East with a total land area of 47,153 square kilometers. It shares common boundaries with Borno state to the east and southeast, Jigawa state to the northwest, Bauchi and Gombe states to the southwest. It also shares an international border with the Republic of Niger. This boundary stretches over 323km to the north of the State. The population of the State according to the National Head Count conducted in 2006 is about 2.6 million. The state was created on August 27, 1991 having been carved out of the old Borno State in the year 1991 with Damaturu as the state capital. Yobe state is politically divided into three geopolitical zones namely; Zone A comprising Damaturu, Gujba, Gulani, Tarmuwa, Bursari, Gaidam, Yunusari; Zone B comprising Potiskum, Fika, Fune and Nangere while Zone C is made up of Bade, Jakusko, Karasuwa, Nguru, Yusufari and Machina LGAs. This makes the total of 17 LGAs in the state (Yobe State Report, 2010).

#### **The economic potentials and investment policies:**

Yobe state economy is a relatively small economy when compared to other states in Nigeria. The Gross State Product (GSP) which measures the magnitude of output of annual economic activities in the state was estimated to be about N60.57 billion in 2005. The per capita GSP was equally estimated to be about US\$222.99 which the national average for the same year was US\$887.63. Its economy makes a modest contribution of about 0.42% to the national Gross Domestic Product (GDP) (Yobe State Report, 2010).

The economy of the state is largely driven by agriculture. Yobe State is generally agrarian with more than 80% of the citizens engaged in small scale subsistence farming. Food crops such as millet, sorghum, beans, and maize are grown by small-scale farmers to generate household income. Cash crops that are commonly grown by

peasant farmers in the state include groundnut, sesame seed, and cotton and Benny seed. In the past, these crops were exported to earn foreign exchange and for local industrials as raw materials. Tree crops such as shear butter, Gum Arabic has also potentials for export. The state is also noted to be the largest producer of gum Arabic in Nigeria. A significant proportion of the population is pastoralists who pastor commercial livestock including cattle, sheep, goats, donkeys and horses (Yobe State Report, 2010).

The State has the largest cattle markets in West Africa. It supplies meat, hides and skin to other parts of the country particularly to the south. Thus, the state has the potentials not only to become an agricultural base of the country but also net foreign exchange earner. Yet, a lot needs to be done in terms of agricultural investments to realize these potentials. The major business centers in the state include Potiskum, Nguru, Gashua, Geidam and Damaturu. However, informal trading flourishes among communities on the Nigeria-Niger borders. Yobe state has not only agricultural potentials; it is also blessed with a number of solid minerals. The solid minerals that have been proven to exist in commercial quantities in the state include limestone, Kaolin, diatomite, gypsum, clay shale, trona, sandstone, silica sand and granite. These solid minerals have remained largely unexplored and unexploited although illegal miners are making fortune out of them. Thus, investment in solid mineral exploration could transform the economic fortune of the state by providing job opportunities to the population and attract investors to the State (Yobe State Report, 2010).

#### **Study design**

The researcher has design the research work were quantitative analysis will be apply. The research work will also consider primary data, this is because there is less available literature on this particular topic mainly on Yobe state. Similarly, the primary data is sounder of information that

collected from its origin or direct from the target community. The target community under this research work are National Union of Transport Road workers Nigeria (NURTWN) Yobe state chapter. The reasons for selecting National Union of Transport Road workers Nigeria Yobe state chapter, majority of the passengers' cars in Yobe state are under the above association and at the same time most of the Yobe state passengers joint this motorist to travel from one destination to another. Five motorist motor parks was selected that includes; Geidam, Gashua, Bursari, Nguru, Tarmuwa, Damaturu and Potiskum respectively. These five motor parks stations are the major towns of Yobe state which most of the passengers' movement in the state past through these motor parks stated above. The total population of this five motor parks drivers are three hundred (300) people and the number of questionnaires distributed among these motor parks are 175 questionnaires. Out of these questionnaires, one hundred and fifty questionnaires (150) were able to return from the respondents and all the fifteen questions inside the questionnaires were answered.

In formulating the data collection tool, the researcher has undergone extensive reading so that appropriate method of collecting data for this research is use. Lastly, the present researcher concluded to use questionnaire that is giving as handout to the respondents so that the information looking from the target groups can be obtain easily and within a limited time. The reasons for selecting the questionnaire to collect the primary data is that, it is less expensive and offers greater privacy to the respondents' and at the same time research bias into the study is

minimize. The questionnaires were given to the respondents' in form of hand out and collected after an interval of time. As a data collection technique, the study used closed-ended questions. The reasons why closed questions have been chosen, the respondents or the participants do not have enough time to be able to answer open-ended questions. Secondly, closed-ended questions are easier to answer by merely ticking the possible options already provided. Moreover, since the questions are categorized, the researcher will find it easier to analyze the results (Kumar, 2005; Cheung 2009; and Bacchus, 2012).

A Four – two range scale in the questionnaire was used to allow the respondents' to select one option. The research approach used by the present researcher is quantitative research method. This is because; it is defined as inquiries that rely on testing hypothesis. Secondly, the information collected from the questionnaire is not in form of numerical but rather in form of opinion from the respondents. Therefore, the data has to be converted from non-numerical to numerical form to be able to interpret them statistically. Similarly, based on the research topic or the subject matter of the discussion, quantitative research method will assist in achieving what the study has predicted. With regards to statistical analysis method, this depends on the objectives of the research, the research method used, the availability of data, types of data collection and the variable. Frequency tables and percentage of the table was taken to evaluate relationships between causes of accident and percentage that carries higher among of the causes of the accident in Yobe state.

Table 1 Surveyed of causes of road accident in Yobe state

Road accident variables	Frequency	Percentage (%)
<b>Mobile Phone</b>		
Receiving call	100	66.7
Making call	25	16.7
Writing text	25	16.7
Using eyepiece	0	0
<b>Total</b>	<b>150</b>	<b>100</b>
<b>Sleep Disorder</b>		
Fatigue	90	60
Sleep preventives	0	0
Type of road	50	33.3
Night time driving	10	6.7
<b>Total</b>	<b>150</b>	<b>100</b>
<b>High Speed</b>		
Yes	150	100
No	0	0
<b>Total</b>	<b>150</b>	<b>100</b>
<b>Driver Age</b>		
16-20	0	0
21-24	130	86.7
25-64	20	13.3
65-above	0	0
<b>Total</b>	<b>150</b>	<b>100</b>
<b>Driver Education Status</b>		
Agree	130	86.7
Not Agree	20	13.3
<b>Total</b>	<b>150</b>	<b>100</b>
<b>Pedestrians Behavior</b>		



Agree	130	86.7
Not Agree	20	13.3
<b>Total</b>	<b>150</b>	<b>100</b>

**Vehicle Factor**

Old Tyres	90	60
Poor Head Light	0	0
Poor Braking System	30	20
Poor Steering System	30	20
<b>Total</b>	<b>150</b>	<b>100</b>

**Trucks Drivers**

Yes	120	80
No	30	20
<b>Total</b>	<b>150</b>	<b>100</b>

**Driver Experience**

Careful Driving	20	13.3
Use of Sign and Symbol	120	80
Poor overtaking	10	6.6
Driving in Day time	0	0
<b>Total</b>	<b>150</b>	<b>100</b>

**Road Condition**

Pothole	138	92
Narrow Road	0	0
Check-Point	4	2.7
Animal Crossing	8	5.3
<b>Total</b>	<b>150</b>	<b>100</b>

**Results discussion**

From the research conducted in seven major motor parks in Yobe state that includes; includes; Geidam, Gashua, Bursari, Nguru, Tarmuwa, Damaturu and Potiskum respectively. The results indicated that the major causes of accident in road transport in Yobe state is high speed of the

vehicles. The respondents answered YES as 100% as the causes of accident and NO option scored 0%. The second major causes of road accident in Yobe state that follows high speed is the road condition. 92% of the respondents agreed that potholes in the Yobe state road accident contributed a lot in road accident and

ranking it as the second contributor of road accident in the state. The third position of road accident factors in Yobe state are; driver age (21-24), pedestrian behavior (Agree) and driver education status all got 86.7% in the questionnaire responded by the targeted group. Driver experience regarding the use of signs and symbols and trucks driver as contributor of car accident represented 80%. Other variables of road accident causes; receiving call with 66.7%, sleep disorder in relation with fatigue is 60%, vehicle factor that link with old tyres is also 60%, types of road with 33.3%, poor braking system, poor steering all represented by 20%. Another variables that has no much significant compare to the above variables of road accident are; making a call and writing text represents 16.7%, driver age from 25-64, pedestrian behavior represent 13.3%, night time driving 6.7%, poor overtaking 6.6%, animal crossing 5.3% and check-point represent 2.7%. The remaining variables scores 0% which indicating no accident noticed by the respondents as a result of any of them; using earpiece, sleep preventives, low speed, driving age of 16-20 and 65 and above respectively.

### Conclusion

From the surveyed conducted on the causes of road accident and consequences in Yobe state in seven major motor parks in the state and the reported road accident by road accident agencies such as FRSC and NBS, majority of the accidents happened as a result of driver high speed by the drivers, road conditions which is very poor and cannot move on the road to some distance kilometers without potholes, driven age (21-24) that has no or less responsibilities, pedestrian behavior when crossing the road in area where Zebra line was not provided, driver education status which most of them did not undergo even primary education, driver experience and trucks driven which carries no any sign of alert on their vehicles while on the road. Other factors that lead to road accident in the state includes; receiving

call while driving, sleep disorder in relation with fatigue, vehicle factor that link with old tyres that need replacement, types of road, poor braking system and poor steering in old vehicles. Another variables that has no much significant compare to the above variables of road accident are; making a phone call while driving, writing a text, driven age from 25-64, night time driving which is less in Yobe state due to Boko Haram insurgency, poor overtaking, animal crossing the road in the early morning or late evening and check-point of Military or Police. The remaining variables scores 0% indicating no accident noticed by the respondents as a result of any of them; using eyepiece, sleep preventives, low speed, driving age of 16-20 and 65 and above respectively.

### Recommendations

1. High speed limitation and severe verdicts on violation of the law.
2. Improve road conditions in the state.
3. Change the pedestrians behavior toward the use of road
4. Enforcement of training and orientation to drivers on the road rules and regulation.
5. Prohibit making a phone call or receiving while driving in the state.
6. Provide all signs and symbols on the road.
7. Re-enforced all roads agencies to do their work.

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