

ENVIRONMENTAL SUSTAINABILITY, CLIMATE CHANGE AND CHALLENGES OF INDIGENOUS KNOWLEDGE PERCEPTION IN 21ST CENTURY

A Festschrift in Honour Of



**PROFESSOR
LANRE TAJUDEEN AJIBADE**

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CENTURY

Edited by:

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CONTENTS

Foreword	iii
Editorial Member's Brief	iv
Acknowledgements	v
Contents	vi
 The Development of Biogeography with a Special Focus on Professor Lanre Tajudeen Ajibade's Scholarly Contributions in Nigeria <i>Ajadi Bolakale Saheed & Ajewole Davies Ojo</i>	ix
 The Man: Professor Lanre Tajudeen Ajibade	xvii
 GEOSPATIAL ANALYSIS AND ENVIRONMENTAL DIVERSITY	
GEOSTATISTICAL ASSESSMENT OF GROUNDWATER QUALITY IN LAGOS STATE, NIGERIA SOLADOYE, Olayemi	2
 EFFECT OF SOCIOECONOMIC AND DEMOGRAPHIC FACTORS ON MALARIA AMONG PREGNANT WOMEN IN SELECTED RELIEF REGIONS OF ONDO STATE, NIGERIA Akanbi F.R.	18
 IMPLICATIONS OF ABATTOIR WASTE ON HUMAN HEALTH IN ILORIN LOCAL GOVERNMENT AREA, KWARA STATE Echo, E.O., Ajibade, L.T. and Dabo, M. M.	27
 ASSESSMENT OF ROAD ACCIDENT PREVALENCE ON UNIVERSITY OF ILORIN MAIN CAMPUS ROAD ATIKU, A. A.; ADESINA, A. I.; JIMOH, B. E.; ABDULLAHI, K. I. and HUSSAIN A. D.	31
 PERCEPTION OF RESIDENTS ON THE MENACE ON ENVIRONMENTAL QUALITY IN THE BENIN METROPOLITAN AREA OF EDO STATE, NIGERIA Agbebaku, Henry Usiobaifo; Okhae, Ehiabhi Sunday; & ABU, Dada Rayleigh.	41
 MANUFACTURING INDUSTRIES AND ENVIRONMENTAL IMPLICATIONS - LAFARGE NIGERIA PLC. (EWEKORO PLANT) B. O. KOMOLAFE & A.A. ADEBAJO	52
 THE ACHIEVEMENTS OF MILLENNIUM DEVELOPMENT GOALS ON WATER AND SANITATION IN PLATEAU STATE CENTRAL SENATORIAL ZONE, NIGERIA Sule Haruna BIBOT & Samuel Ibbi IBRAHIM	62
 EVALUATION OF WASTE MANAGEMENT PERCEPTION IN SOUTHWEST NIGERIA FALAKE, Mary Adefunke	72
 MODELLING SURFACE WATER IN ABANDONED MINE PITS ON JOS PLATEAU, NIGERIA Solomon T. Oyeniya; Lanre T. Ajibade; & Paul R. Atanniyi	80

**A SURVEY OF GROUNDWATER QUALITY IN SELECTED AREAS OF MINNA
METROPOLIS, NIGER STATE, NIGERIA**

Kudu DANGANA; Samuel Ibhi IBRAHIM;
Racheal Sallau OSEISENEMO¹ & Idris ALIYU Auna

92

**SOIL, VEGETATION, AGRICULTURE AND NATIONAL
DEVELOPMENT**

PERSPECTIVE OF AGROFORESTRY POTENTIAL IN NIGERIA'S
TROPICAL HIGH FOREST ZONE
AFOLAYAN, O.S.

101

APPLICATION OF TILLAGE METHODS FOR CLIMATE CHANGE MITIGATION AND
ADAPTATION IN THE SAVANNA ECOLOGICAL ZONE OF KWARA STATE
Agaja, Toluwalope Mubo

110

EVALUATION OF WETLANDS FOR AGRICULTURAL LAND USE IN ILORIN,
KWARA STATE, NIGERIA
Mustapha, Taofeek Akintunde

121

EVALUATION OF SPATIO-TEMPORAL VARIABILITY IN SOIL LOSS IN
SELECTED PARTS OF SOUTH WEST NIGERIA

HABIB, Ademola. Oluwabusola & OKEKE, Peter. Tochukwu

129

EVALUATION OF EFFECTS OF URBANISATION ON VEGETATION IN
LOKOJA, KOGI STATE

OYESANMI, Olufayokemi Rasheedat and MAJEKODUNMI, Itta Makanjuola

140

PHYTOCHEMICAL CONSTITUENTS AND HISTOPATHOLOGICAL EFFECTS
OF *TELFARIA OCCIDENTALIS* ON THE GILLS AND LIVERS OF
CLARIAS GARIEPINUS (BURCHELL, 1822)

Abubakar, M.I.; Adeshina, I.; Patrick, E.I.; Aminu, M.O. & Moruf, R.O.

149

AN ASSESSMENT OF THE EFFECTS OF CONTINUOUS CULTIVATION ON
THE SOIL OF SMALLHOLDER FARMERS IN BIDA AND ITS ENVIRONS
Kudu DANGANA Ph.D, Racheal Sallau OSEISENEMO

162

**CLIMATE CHANGE, MITIGATION AND ADAPTATION
IN NIGERIA**

TEMPORAL ASSESSMENT OF RAINFALL VARIABILITY IN LOWER NIGER
RIVER BASIN DEVELOPMENT AUTHORITY CATCHMENT AREA
TUBOSUN, J.O.

169

RAINFALL AMOUNT AND DISTRIBUTION AND THEIR RELATIONSHIP WITH
DROUGHT RISK IN THE SEMI-ARID NORTHWESTERN NIGERIA

Abdullahi Umar and Hadi Aliyu

177

TEMPORAL ASSESSMENT OF PENTAD RAINFALL IN ABUJA, NIGERIA

AUDU, E.B¹; ABUBAKAR, A.S.; OJOYE, S.; MUSA, S.D.; AGYE, A. I. & SULE, A.

187

CLIMATE CHANGE AND WATER SECURITY IN NIGERIA: A REVIEW

Falilat O. Lawal; Evelyn O. Geoffrey; Modupe O. Adebayo; Salau Wahab &
Wungakah J. Sani

196

ASSESSMENT OF THERMAL DISCOMFORT AND ADAPTATION STRATEGIES AMONG URBAN RESIDENTS IN LOKOJA, KOGI STATE, NIGERIA Ogunkolu, Ayodeji Bolade & Atawodi Saidu	205
ASSESSMENT OF GREENHOUSE GAS INDEX IN MUNICIPAL SOLID WASTE IN SOUTHWEST NIGERIA L.T. Ajibade & Ogunleye Victor Tola	216
ASSESSMENT OF RAINFALL FREQUENCY IN LOKOJA AND ENVIRONS, KOGI STATE, NIGERIA AUDU, E.B.; AGYE, A.I.; ABUBAKAR, A.S.; OJOYE, S.; MUHAMMED, M. & SULE, A.	226
BIODIVERSITY LOSS, CONSERVATION AND RESILIENCE	
PATTERN OF TIMBER EXPLOITATION AND ITS SUSTAINABILITY IN IDO/OSI LOCAL GOVERNMENT AREA OF EKITI STATE Ajewole, Davies Ojo	234
IMPACT OF URBAN LANDUSE ON SURFACE RUNOFF IN ILORIN METROPOLIS Lanre T. Ajibade; Solomon T. Oyeniyi; Paul R. Atanniyi	245
INDIGENOUS KNOWLEDGE AND ENVIRONMENTAL MANAGEMENT	
THE NARRATIVE TOWARDS INDIGENOUS AND SCIENTIFIC KNOWLEDGE SYSTEMS' COLLABORATION AND RESILIENCE TO CLIMATE CHANGE IN NIGERIA Ajibade, L.T.; Ajadi, B.S & Tunde A.M.	253
ASSESSMENT OF INDIGENOUS KNOWLEDGE OF FLOOD RISK FACTORS IN IBAJI LOCAL GOVERNMENT AREA OF KOGI STATE, NIGERIA BALOGUNG.F; ABDULKADIRH; ATTEH M.M.; ENEFOLA A.F; IDAKWOJI M L. & ANJORIN O.J.	265
INDIGENOUS KNOWLEDGE AND SOIL CONSERVATION AMONG SMALL-SCALE FARMERS IN PLATEAU STATE, NIGERIA AJIBADE Lanre Tajudeen; FASILAT Olajumoke Rafiu & IDOKO Sunday	276

ASSESSMENT OF ROAD ACCIDENT PREVALENCE ON UNIVERSITY OF ILORIN MAIN CAMPUS ROAD

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Abstract

Road accident is the most unwanted thing to happen to a commuter though it happens so often that it is almost a daily occurrence. The study investigates the prevalence of road accidents in University of Ilorin main campus road and considering the risk factors responsible for the incidence. The major objectives of the study are to assess the incidence and prevalence of road accident if there is a relationship between the causes of road accident, demographic factors (age, gender, sex, tribe, etc). Both descriptive survey design and inferential statistics method were adopted for this study and a total sample size of 50 respondents and commuters participated in the study using the multi-stage sampling technique. The research instrument used in gathering data for the study was questionnaire and interview sessions. Percentage was used to analyse the data while the hypothesis testing was done using the Analysis of Variance at 0.05 level of significance. The interview was cross examined using content analysis. The findings of the study revealed that factors responsible for road accidents included the state of the University road, absence of road signs and high rate of vehicles plying the road, over speeding and simultaneous overtaking of vehicles and others. There was no significant difference in the factors responsible for the incidence and prevalence of road accidents as perceived by commuters of the University of Ilorin main campus road based on gender, religion, educational qualifications, though, significant difference was found while examining age demography. Based on these findings, the study therefore recommended that road transport committee (RTC) should be inaugurated, provision of mass transit buses to ease the ever populated crowds at peak periods be provided, building of hostels capable of accommodating 80% of the students be met, scraping away the old patched top surface of the road to a new asphalt blacktop surface be constructed, the use of speed limiter to all motorist plying the route be introduced, establishing the road safety club to all and sundries, regulating the street light control at night hours, leveling penalties to road offenders irrespective of persons, and above all, dualizing the road to avoid continuous head collision of cars/motorcycles on the University of Ilorin main entrance road.

Keywords: Accident; Commuters; Incidence; Prevalence; Motor; Road.

Introduction

Over the years, transportation has been a source of necessity to human need. Man, nations, regions and the world at large would be severely limited in development without transportation (Oyesiku, 2002). People had travelled from one point to another trekking, cycling or using one form of transportation means to another such as: bicycles, auto-machines, tricycles, cars, buses, drains and the ease and comfort that accomplish these means of transportation are quite different, time saving and un-measurable when compared to trekking and the likes. A road traffic accident is an unexpected phenomenon that occurs as a result of the operation of vehicles (Onakomaiya, 1988). Accidents can be fatal, resulting in the death of the road user or minor resulting in injuries, loss of a part of the body or trauma. Accidents don't just happen, they are caused. Deaths from road accidents occur due to collisions which can result from being distracted while driving, texting while driving and reckless driving between vehicles and pedestrians. According to the National Institute of Statistic and Economic Studies (2014), "A road accident refers to any incident involving at least one road vehicle, occurring on a road open to public circulation, and in which at least one person is injured or killed. However, road accidents are more likely to happen in urban areas where the number of the population is high.

According to the World Health Organization (2010), nearly 1.3 million people die each year as a result of a road traffic collision; which translates to more than 3,000 deaths per day. Additionally, twenty to fifty million more people sustain non-fatal injuries from collisions, and these injuries are important causes of disabilities worldwide. The WHO report went further to state that 80 percent of road traffic deaths occur in low- and middle-income countries, even though these countries have only about one-third of the world's registered vehicle fleet. Road traffic injuries are among the three leading causes of death for people between 5 and 44 years of age. This is in part, a result of rapid increases in motorization without sufficient improvement in road safety strategies and land use planning. It has been estimated that Road Traffic Accidents (RTAs) or Crashes will be the third leading cause of death worldwide by the year 2020 if preventive actions are not taken to curb the menace (WHO, 2010).

However, South-East Asia has the highest proportion of global road fatalities, the road traffic injury mortality rate is the highest in Africa (28.3 per 100,000 population when corrected for under-reporting), compared with 11.0 in Europe (Peden, Scurfield & Sleet 2004). Nearly everywhere, the risk of dying in a road crash is far higher for vulnerable road users than for car occupants (European Transport Safety Council - ETSC, 2003) and in addition, the World Health Organization (2020) had it that, the statistics on death and injuries on highway-related crashes results in immeasurable pain and suffering while many billions of dollars in medical expenses and lost productivity had been spent. The economic consequences of motor vehicle crashes have been estimated between 1% and 3% of the respective GNP of the world countries, reaching a total of over \$500 billion (WHO, 2020).

The causes of road traffic accidents fall under three major categories viz – human factors due to deliberate risk taking, tiredness/fatigue leading to loss of concentration; mechanical factors through poor maintenance of vehicles and; the environmental factors such as the condition of the road and weather. Of these three categories, the human factors are said to be responsible for over 80% of all traffic crashes because the drivers' operational ability is very critical to the causes and prevention of traffic accidents, (Afolabi and Gbadamosi, 2017). According to the World Health Organization (2004), an estimated 1.2 million people are killed in road crashes. Nigeria has been ranked overtime as having the highest incidents of road accidents in the world for obvious reasons which includes; very bad roads arising from poor maintenance culture and poor road management, reckless driving, disregard for traffic rules etc.

Each year, road traffic crashes lead to loss of numerous lives, properties and economic shortages, which is a major societal concern for the general public and governmental agencies. An estimated figure of 1.2 million people died globally from road accidents yearly while 50 million were injured (WHO, 2004). The same figure approximated to 1.35 million people in 2020 that have died from road traffic crashes (WHO, 2020). In view of this, road accidents are a leading cause of death and injury in most developed and developing countries and Nigeria is not exceptional. Statistics show that there is a rising incidence of road traffic accidents (RTAs) in Nigeria. The situation with road accidents in Nigeria is uniquely high as a result of over-dependence on the spatial mobility demand of commuters on the road mode (Gbadamosi, 2015).

Road accident is Nigeria's third-leading cause of overall death, the leading cause of trauma-related deaths and the most common cause of disability. The spate of fatal road accidents in Nigeria is phenomenal. World Health Organization (2004) suggested that road accidents amount to 3.6% of the global mortality burden, road accidents have impacted negatively on the society and its economy, it has claimed the largest toll of human life and tend to be the most serious problem all over the world (Kualet *et al.*, 2005). In Nigeria, the genesis of road traffic accidents is intricately linked with road transport development in the country (Isa & Siyan, 2016). Nigeria recorded her first traffic accident in Lagos in 1906 (Oluduro, 1999). For more than half a century thereafter, accident rates in the country remained low due largely to low vehicular population (Ogunsanya, 2004). From the 1970s, following remarkable improvements in the national economic prosperity arising from the oil boom, the magnitude of the accident problem increased. However, whether at the global or national level, human and material resources vital for development process are destroyed in road crashes (Iyanda, 2018). The situation in Nigeria has been exacerbated by the near absence of alternative modes of transportation as an estimated 90% of passengers and freight in Nigeria rely on the road network, with the attendant challenge of increased number and incidence of road traffic crashes (Sumaila, 2013). Of all the modes of transportation in Nigeria, road transport is the dominant means of transportation that accounts for more than 90 percent of the sub-sectors contribution to the Gross Domestic Product (Siyan, 2017). A trend analysis of fatal road accidents in Nigeria from 1960 to 2017 shows annual increases in the number of cases and casualties.

The Federal Road Safety Commission in 2017 reported that there have been a recorded total of 1,129,942 Road Traffic Accidents (RTAs) and 1,596,066 casualties during the 58 years (FRSC, 2017). The FRSC (2012) reported that Nigeria was ranked 127 out of 175 on the country ranking based on the World Health Organization's estimated road traffic fatality per 100,000 populations in 2011. In terms of assessment, the Road Safety Management system in Nigeria is still a far cry from what it should be and this is because, the increasing rate of road accidents in Nigeria attests to the fact that a lot still needs to be done to improve the situation.

Nigerians who have had a fair share of losses from the effects of road traffic accidents are numerous with horrific aftermath tales, as family members still remain with retrospect of its recorded impact (Afolabi & Gbadamosi, 2017). In Nigeria, road accidents have become a daily occurrence and it is ranked high as one of the countries in Africa with high incidences of road traffic accidents. From the foregoing, this study assessed the prevalence of road accidents on the University of Ilorin main campus road, investigating its risk factors and proffering measures to ameliorate the continuous involvement of commuters plying this route from road accidents. Therefore, investigating the causes of road accidents on University of Ilorin main campus road, assessing the health status of commuters plying University of Ilorin main campus road, analysing the state of University of Ilorin main campus road plying by commuters and, examining the possible measures that can be used to ameliorate road accidents on University of Ilorin main campus road are the main objectives employed in shading light into the study.

Methodology

This study was conducted within the University of Ilorin with public and private drivers plying the university road and undergraduate students who as well ply this road are also the target population. The study adopted both snowball and convenience sample techniques and the sample size were determined by selecting from the categorical data of over 40,000 university of Ilorin undergraduates and their drivers. Questionnaires and in-depth interviews were used for data collection with the aid of a research assistant. Data analysis was done with a statistical package for social sciences (SPSS). Thus, critical attention to ethical consideration was duly observed and respondents were assured of anonymity and confidentiality while involvement was absolutely voluntary.

Results

Demographic Data

Table 1: Distribution of respondents by age

Age	Frequency	Percentage
15-24 years	15	37.5
35-44 years	14	35
25-34 years	9	22.5
45 years and above	2	5
Total	40	100

Source: Field survey, 2021

Table 1 shows frequency distribution of respondents by age range. Respondents within age range 15-24 years are the largest with 15 (37.5%), followed by respondents within age range 35-44 years with 14 (35%), then respondents within age range 25-34 years with 9 (22.5%), while respondents within age range 45 years and above are the smallest with 2 (5%).

Table 2: Distribution of respondents by gender

Gender	Frequency	Percentage
Male	27	67.5
Female	13	32.5
Total	40	100

Source: Field survey, 2021

Table 2 shows frequency distribution of respondents by gender, Male respondents are the largest with 27 (67.5%), while Female respondents are the smallest with 13 (32.5%).

Table 3: Distribution of respondents with driver's license

Driver's License	Frequency	Percentage
No	24	60
Yes	16	40
Total	150	100

Source: Field survey, 2021

Table 3 shows frequency distribution of respondents with driver's license and according to this, respondents without driver's license (NO) are the largest with 24 (60%), while respondents with driver's license (YES) are the smallest with 16 (40%).

Table 4: Mean Ranking of Causes of Road Accidents

S/N Variables	N	Mean	Ranks
12. Brake failure can cause road accident	40	4.5000	1 st
20. Reckless driving, fast and furious stunts, or total disregard for speed limit increases accident prevalence	40	4.3500	2 nd
9. Bad roads play a major role in road accident causation on the main campus	40	4.3250	3 rd
3. Ignoring traffic signs could cause accident	40	4.2750	4 th
10. Poorly maintained vehicles could trigger road accidents	40	4.2250	5 th
5. Driving under influence of drugs and substance always ends in road accident	40	4.2000	6 th
4. Following one-way causes motor crashes	40	4.1000	7 th
19. Busted tires can cause road accident or car crash	40	4.0750	8 th
11. Overtaking into lanes can result in road accident	40	4.0500	9 th
13. Pressing of phone or receiving of calls while driving contributes to road accident incidences	40	4.0250	10 th
8. Fatigue while behind the wheels can lead to car crash	40	4.0250	11 th
7. Irregularly checked vehicles are prone to cause road accident	40	4.0250	12 th
1. Accidents are caused by drivers	40	4.0250	13 th
22. Lateness or hurriedness to meet commitments causes road accident	40	3.9000	14 th
21. Dangerous bends, blind or sharp corners can cause road accident	40	3.9000	15 th
14. Not using the navigator or the direction cautionary device can cause confusion and motor accident	40	3.8500	16 th
18. Parking indiscriminately or without care can cause road accident	40	3.8250	17 th
6. Driving in bad weather conditions is a condition for road accident occurrence	40	3.6500	18 th
17. Distraction or arguments contributes to road accident incidence	40	3.5750	19 th
15. Driving when raining cause road accident	40	3.1000	20 th
16. Night driving can cause road accident	40	2.8000	21 st
2. Over speeding has no relevance to road accident	40	2.1750	22 nd
Valid N (listwise)	40		

Source: Field survey, 2021

Table 4 shows that item 12 was ranked 1st with a mean score of 4.5000 and states "Brake failure can cause road accident", then, item 20 was ranked 2nd with a mean score of 4.3500 and states "Reckless driving, fast and furious stunts, or total disregard for speed limit increases accident prevalence." However, item 16 was ranked 21st with a mean score of 2.9000 and states "Night driving can cause road accident" and item 2 was ranked 22nd with a mean score of 2.1750 and states "Over speeding has no relevance to road accident." All items except item 2 in the scale showed a mean score above the criterion mean of 2.5. That means, these are the causes of road accidents.

Table 5: Mean Ranking of Health Status of Commuters

S/N	Variables	N	Mean	Ranks
4.	The implication of road accident has physical, mental and financial consequences	40	4.1000	1 st
7.	Anxiety leads to traffic crashes	40	4.0500	2 nd
5.	Many of the drivers check their health status only when they are sick?	40	3.9750	3 rd
8.	Depression causes road accident	40	3.7750	4 th
6.	Thinking about past events that did not go well while driving results to road accident	40	3.4750	5 th
1.	A lot of drivers have family disagreements and upset minds while driving	40	3.4500	6 th
2.	Drivers using the Unilorin main campus road are physically and psychologically healthy?	40	3.3750	7 th
3.	The drivers make regular medical check-ups once in every three months	40	2.5250	8 th
	Valid N (list wise)	40		

Source: Field survey, 2021

Table 5 shows that item 4 was ranked 1st with a mean score of 4.1000 and states "The implication of road accident has physical, mental and financial consequences", then, item 7 was ranked 2nd with a mean score of 4.0500 and states "Anxiety leads to traffic crashes." However, item 2 was ranked 7th with a mean score of 2.9000 and states "Drivers using the Unilorin main campus road are physically and psychologically healthy?" and item 3 was ranked 8th with a mean score of 2.5250 and states "The drivers make regular medical check-ups once in every three months." All items in the scale showed a mean score above the criterion mean of 2.5, which means, these are health status of the commuters.

Table 6: Mean Ranking of State of University Road

S/N	Variables	N	Mean	Ranks
1.	There are a lot of potholes on the University Road	40	4.1750	1 st
6.	There are a lot of vehicles plying the University Road at once	40	3.7750	2 nd
3.	The roads are too small to contain vehicles overtaking each other	40	3.7500	3 rd
5.	The University Road is old and does not meet required standards	40	3.6250	4 th
2.	The University has dual lanes for vehicles	40	3.4750	5 th
4.	There are no road signs on the University Road	40	3.0000	6 th
7.	The University Road is properly maintained	40	2.8250	7 th
8.	The street lights in the University Road are all functional	40	2.3750	8 th
	Valid N (listwise)	40		

Source: Field survey, 2021

Table 6 shows that Item 1 was ranked 1st with a mean score of 4.1750 and states "There are a lot of potholes on the University Road", then, item 6 was ranked 2nd with a mean score of 3.7750 and states "There are a lot of vehicles plying the University Road at once." However, item 7 was ranked 7th with a mean score of 2.8250 and states "The University Road is properly maintained" and item 8 was ranked 8th with a mean score of 2.3750 and states "The street lights in the University Road are all functional." All items in the scale showed a mean score above the criterion mean of 2.5, which means, these are the state of university road.

Table 7: Mean Ranking of Measures to Ameliorate Road Accidents

S/N	Variables	N	Mean	Ranks
7.	The University Road street light should be frequent maintained	40	4.4500	1 st
1.	Awareness about road accident can help to limit the number of road crashes	40	4.3000	2 nd
4.	Speed limit and respect for traffic signs reduces road accident	40	4.2750	3 rd
6.	Proper road maintenance can help against the occurrence of an accident	40	4.2250	4 th
8.	Student road safety clubs should be formed and they should direct traffic at busy hours to reduce accident	40	4.0750	5 th
9.	Speed meter checks against over speeding and road accident	40	4.0250	6 th
3.	The University needs to dualize the road	40	3.9500	7 th
5.	Bumps should be placed at strategic places where accident frequently occurs	40	3.9000	8 th
11.	There are sanctions in place for those under the influence of drugs	40	3.9000	9 th
10.	There are sanctions in place to those who over speed	40	3.7750	10 th
2.	The University authorities are not doing enough to contain road crashes prevalence	40	3.0500	11 th
	Valid N (listwise)	40		

Source: Field survey, 2021

Table 7 shows that item 7 was ranked 1st with a mean score of 4.4500 and states "The University Road street light should be frequently maintained", then, item 1 was ranked 2nd with a mean score of 4.3000 and states "There Awareness about road accidents can help to limit the number of road crashes." However, item 10 was ranked 10th with a mean score of 3.7750 and states "There are sanctions in place to those who over speed" and item 2 was ranked 11th with a mean score of 3.0500 and states "The University authorities are not doing enough to contain road crashes prevalence." All items in the scale showed a mean score above the criterion mean of 2.5, which means, these are the measures to ameliorate road accidents.

Hypotheses Testing

Hypothesis One: There is no significant relationship between causes of road accidents and health status of commuters.

Table 8: Pearson's Product Moment Correlations for causes of road accidents and health status of commuters.

Variables	Mean	SD	N	R	P-Value	Decision
Causes of Road Accident	84.9750	8.65726	40	0.403	0.000	Rejected
Health Status of Commuters	28.7250	3.56613				

Table 8 shows the relationship between causes of road accidents and the health status of commuters. The table shows r-value (0.403), that is, a medium positive relationship between causes of road accidents and health status of commuters, thus, it indicates there is significant relationship ($p=0.000 < 0.05$ for a two-tailed test). Therefore, it can be inferred that the null hypothesis which states that there is no significant relationship between causes of road accidents and health status of commuters is rejected.

Hypothesis Two: There is no significant relationship between causes of road accidents and state of the road.

Table 9: Pearson's Product Moment Correlations for causes of road accident and state of road

Variables	Mean	SD	N	R	P-Value	Decision
Causes of Road Accident	84.9750	8.65726	40	0.120	0.461	Accepted
State of Road	27.000	3.01279				

Table 9 shows the relationship between causes of road accidents and state of the road. The table shows r-value (0.120), that is, a low positive relationship between causes of road accident and state of road, thus, it indicates there is significant relationship ($p=0.461 < 0.05$ for a two-tailed test). Therefore, it can be inferred that the null hypothesis which states that there is no significant relationship between causes of road accidents and state of the road is accepted.

Hypothesis Three: There is no significant relationship between causes of road accident and measure to ameliorate accident.

Table 10: Pearson's Product Moment Correlations causes of road accident and measure to ameliorate accident

Variables	Mean	SD	N	R	P-Value	Decision
Causes of Road Accident	84.9750	8.65726	40	0.531	0.000	Rejected
Measure to Ameliorate Accident	28.7250	3.56613				

Table 10 shows the relationship between causes of road accidents and measures to ameliorate accidents. The table shows r-value (0.531) that is, a medium positive relationship between causes of road accident and measure to ameliorate accident, thus, it indicates there is significant relationship ($p=0.000 < 0.05$ for a two-tailed test). Therefore, it can be inferred that the null hypothesis which states that, there is no significant relationship between causes of road accident and measure to ameliorate accident is rejected.

Discussion of Results and Findings

We cannot singly attribute or identify a lone factor to be the main cause of road accidents on any road channel. However, Gbadamosi (2015) argued that road accidents occur vis-à-vis either by mechanical, human, or environmental factors of which a respondent confirmed to be a cause of road accidents on the University of Ilorin main campus road. Drivers (commercial and privates) are sometimes in a hurry to meet up turnover rates/gains while others are committed thus, causing the occurrence of road accidents and these are prevailing factors that were mentioned in the interview as stated below:

If we the keke riders follow ourselves and if when trying to overtake without the knowledge that there is an oncoming car, this unawareness might make it too late to reroute back steering to the normal lane and that could lead to a fatal case of road accident. Also, one could be driving on high speed and the brake just fails, and this could cause an accident. Again, some people's minds are not connected with how they drive and some do not have idea or have the technical know-how on how they are driving, they are just there on the wheels to move the car. Sometimes, Students are on phone/carpiece while driving and when we horn at them, they rarely hear and that could cause accident too.

In the same vein, another respondent has this to say:

I was going on my way, with passengers in my keke, and a car from where I do not know just broke down in my front and I pressed the brake, reversed and went another way. if I am not chanced to see early i would have jammed him.

Furthermore, there is a significant interrelatedness between the health status of commuters and the causes of road accidents. It was proven positive, as other respondents pointed out to the fact that some of the drivers are deep in thoughts, more so, they really sleep well, leading to a prolonged and incurred stress and high rising fatigue levels which could cause accidents and make it prevalent on the road stated as thus:

Someone could be tired and needed rest but due to pressures and worries (duress) he/she may fall asleep and this too can cause road accident. Those who drink sometimes drink while driving. No one knows the kind of drink they consume and ordinary drinking while driving is a major cause leading to the occurrence of road accident.

From the responses and data, we can infer that major causes of accident on the University campus road includes the ditches, potholes, brake failure, over speeding, wrongful overtaking, been under duress, phones/unchecked distractions etc are the major causes of accidents that claim the lives of students, commercial drivers and other road users, and in rare cases, causes injuries and car damages.

However, most of the respondents were certain that there was no significant relationship between the state of the road and the causes of accidents and that it only depends on the driver's concentration. Thus, there are a lot of potholes and road patches on the University of Ilorin main campus road and that these facts cannot be denied because it is detrimental to cars and people plying the road. A respondent assessment on the state of the University of Ilorin road goes as thus,

Many of the drivers are accustomed to the road, and the daily passage of the road is not unusual to them. They know where certain ditches are and how to avoid them. But for a newbie who is plying the road only for the first time might find it hard and rough due to the fact that he/she is new on the road.

Another respondent affirmed that,

The school road is not smooth completely enough and it can lead to accident, due to its long overdue construction that needs revisit. And more so, that some drivers who are fragile and unhealthy may not have accurate knowledge of what they are driving holding to the state of the road which could lead to unwanted scenarios, - accident. He went further to talk on the university road that leads to the University of Ilorin Teaching Hospital as also a bad road to ply. It is dangerous for students and commuters alike to ply it for private and commercial purposes.

It is recorded that accidents happen frequently on the University of Ilorin road and it is not a non-existing phenomenon nor strange to the drivers, as they had at one time or the other witnessed the occurrence of road accidents on the University road. It was observed that it frequently happens between the senior staff quarter's junction immediately after the school gate and up to the junction that leads to the school motor park, adjacent to the University Multipurpose Hall. Therefore, a direct relationship between the acts in ameliorating road accident and the prevalence of the accident has been established. Hence, PricewaterhouseCoopers (2016) posited that reducing road casualties and fatalities will reduce suffering; unlock growth and free resources for more productive use.

The occurrence of road accident leaves a lasting effect that either remains temporary or permanent on the lives of every affected individual and their households. This could be so only if the concern person survives such an accident. From the foregoing, road accidents could still be destructive on properties and entities but, it can however be prevented by taking caution. A respondent was asked on measures they take against road accident and he explained as thus:

We do talk to ourselves to limit our speed and drive safely on the road to avoid accident and other road havocs. More so, our chairman usually charged us all to be responsible drivers.

Another respondent went further to explain the general practice of the Keke unit in school as thus,

From the KekeNapep association, we have this form, that once you are coming to join the association here in the campus, we give you a form, then you will be given a book that you are meant to read to know the rules and regulations of the school and the general guideline for riding KekeNapep on campus. And when you violate the rules, there is always a punishment, which in itself is based on the kind of error committed by you.

The researcher inquired about other processes the association takes in limiting the occurrence of road accident and ensue that its personnel are not instigators or victims of road accident, and he mentioned that,

As for the association, I know that we have a law that once you commit the same sin one, two and three times repeatedly, then the final judgement is for you to leave the school environment so as not to spoil the reputation of the association within the school environment.

It can be deduced from the responses, that there exist a structure and the presence of awareness on road accident with the commuter's unit doing enough to ensure that their members abide to their regulations and the University rules.

The private commercial transport units operating within the University community have sanctions and legislations that their members have to follow and these regulations of theirs align with school rules. It includes the zero tolerance for drinking and smoking while driving and any one found wanting is shown the way out of the University route. More so, a fine of N5000 is also a penalty to erring drivers while the severity of the offence committed is measured before decisions are taken in line with their bye-laws. One of the respondents mentioned that they do advise themselves and they do this regularly to ensure that they remind themselves of the University/their union rules and regulations in order not to fall prey to any of the offences listed against road use/worthiness.

Conclusion and Recommendations

Road accidents occur on all continents and in every country of the world. Every year it takes the lives of more than a million people and incapacitates many millions more. Pedestrians, users of non-motorized vehicles – including bicycles, rickshaws (Keke-napep, Maruwa), buses minibuses (Korope) and motorcycleists (Okada) in a low-income country like Nigeria carries a large proportion of the global burden of road accident fatalities and serious injuries. The study examined factors responsible for the incidence and prevalence of road accidents as expressed by commuters of the University of Ilorin main campus road. The findings of the study revealed that the factors responsible for the incidence and prevalence of road accidents as expressed by commuters of the University of Ilorin main campus road were the state of the University road, risk perception, unfamiliarity or newness to the environment, lack of functioning street lights, no dual road infrastructure, incessant potholes and countless patches, disregard of traffic signs and negligence on the part of some motorcycle riders without headlights at night, among others. There were no significant differences in the factors responsible for the incidence and prevalence of road accidents as perceived by commuters of University of Ilorin main campus road based on gender, religion, educational qualifications, though, significant differences were found while examining age demography. It is on this basis that the following recommendations were made towards ensuring safe driving and hatch free road accidents on the University of Ilorin road: That a transportation committee should be inaugurated with members from every department/unit of the university and perhaps executives of the commercial transporters in a bid to ensure that all motor vehicles meet safety standards; the University management should improvise means of providing enough mass transit buses to ease the influx of pressure on the commercial cars/buses plying the route at peak periods; building of adequate hostels for both fresh and satellite students in a bid to reduce tension in transport services; the University management should as a matter of urgency, scrap away the long overdue road surface with countless potholes and several patches, with an asphalt blacktop surface for a smooth and stable motoring; the use of speed limiter should be introduced to all motorists plying the University road; the street lights should always be on and burnt/dead bulbs be replaced at regular intervals without delay; road safety club like every other registered unions/associations should be introduced to members of the university community in a bid to create awareness and sensitization of the havoc caused by road accidents to all and sundries; stringent measures should be adhere to and penalties melted on both staff(s), commercial drivers and other reckless road users; and finally, the University administration should dualize the road for safe plying and as well, mitigating road accidents/head collisions.

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