

EFFECT OF ROAD TRANSPORT POLICIES ON COMMUTER SAFETY IN NIGERIA

This study examines the effect of road transport policies on commuter safety in Nigeria, a country grappling with high rates of road accidents despite the existence of regulatory frameworks. Using a descriptive research design, data were collected from 200 respondents across diverse socio-economic backgrounds and geographic locations through structured questionnaires. The analysis, conducted using descriptive statistics and regression methods, reveals that while existing transport policies—such as those instituted by the Federal Road Safety Commission (FRSC)—are perceived to contribute to improved safety awareness and reduced accident rates, their overall effectiveness is undermined by systemic challenges. These include corruption among enforcement officers, inadequate infrastructure, poor policy implementation, and low public compliance. The study further finds that many Nigerians view weak enforcement—not the policies themselves—as the main reason for continued safety lapses. Consequently, commuter safety in Nigeria remains precarious and unevenly experienced, particularly among vulnerable groups who rely on informal or public transport modes. The findings underscore the need for a multi-pronged strategy involving stronger enforcement mechanisms, investment in road infrastructure, public education, and the integration of technology in traffic management. This research contributes to the ongoing discourse on transport safety in developing economies and provides actionable recommendations to policymakers seeking to curb preventable road accidents in Nigeria.

QUESTIONNAIRE

SECTION A: Demographic Information

Please tick [✓] the option that applies to you.

Gender:

☐ Male ☐ Female

Age:

☐ 18–25 ☐ 26–35 ☐ 36–45 ☐ 46–55 ☐ 56+

Educational Level:

☐ Primary ☐ Secondary ☐ Tertiary ☐ Postgraduate

Occupation:

☐ Civil servant ☐ Commercial driver ☐ Private driver

☐ Law enforcement (e.g. FRSC, Police) ☐ Student

☐ Business owner ☐ Other (please specify): _____

Location (State/Town): _____

Type of Road Use:

☐ Pedestrian ☐ Motorcycle user (Okada) ☐ Private car owner

☐ Commercial transport operator (Danfo, Taxi, etc.)

☐ Public transport commuter

SECTION B: Effectiveness of Existing Road Transport Policies

How effective are the existing road transport policies in ensuring commuter safety in Nigeria?

Please tick [✓] in the appropriate column to indicate your feeling towards each of the statements.

- **SA** – Strongly Agree
- **A** – Agree
- **N** – Neutral
- **D** – Disagree
- **SD** – Strongly Disagree

S/N	Statement	SA	A	N	D	SD
1	Road transport policies have contributed to reducing the rate of road accidents in Nigeria.					
2	The policies introduced by FRSC are effective in promoting commuter safety.					
3	Government policies on speed limits, seatbelts, and drunk driving have improved road use behavior.					
4	I have noticed increased safety awareness among road users due to transport policies.					
5	Existing road transport laws are generally effective when properly enforced.					

SECTION C: Challenges in Enforcing Road Transport Policies

What are the major challenges in enforcing road transport policies?

Please tick [✓] in the appropriate column to indicate your feeling towards each of the statements.

- **SA** – Strongly Agree
- **A** – Agree
- **N** – Neutral
- **D** – Disagree
- **SD** – Strongly Disagree

S/N	Statement	SA	A	N	D	SD
1	Corruption among traffic enforcement officers reduces the effectiveness of transport policies.					
2	Insufficient resources (e.g., vehicles, personnel, funding) affect proper enforcement.					
3	Lack of traffic officers on the road's limits enforcement of safety laws.					
4	Many road users break traffic rules because they know they won't be punished.					
5	Weak enforcement is one of the major reasons road transport policies are not fully effective.					

SECTION D: Impact of Policies on Road Accident Rates

What impact have these policies had on road accident rates?

Please tick [✓] in the appropriate column to indicate your feeling towards each of the statements.

- **SA** – Strongly Agree
- **A** – Agree
- **N** – Neutral
- **D** – Disagree
- **SD** – Strongly Disagree

S/N	Statement	SA	A	N	D	SD
1	There has been a reduction in road accidents in my area due to transport policies.					
2	I believe road transport policies have made Nigerian roads safer in recent years.					
3	The introduction of strict traffic laws has discouraged reckless driving.					
4	Enforcement of road safety policies has helped reduce fatalities from accidents.					
5	Policy measures like banning overloading and compulsory helmet use have reduced accident severity.					

SECTION E: Strategies to Improve Road Transport Policies

What strategies can be adopted to improve road transport policies for better commuter safety?

Please tick [✓] in the appropriate column to indicate your feeling towards each of the statements.

- **SA** – Strongly Agree
- **A** – Agree

- **N** – Neutral
- **D** – Disagree
- **SD** – Strongly Disagree

S/N	Statement	SA	A	N	D	SD
1	Strengthening the enforcement of traffic laws will improve road safety in Nigeria.					
2	Introducing technology like traffic cameras and automated fines will enhance compliance.					
3	Road safety education campaigns should be intensified to increase public awareness.					
4	Improving road infrastructure is necessary for effective transport policy implementation.					
5	Involving stakeholders (e.g. NGOs, communities, transport unions) will improve policy outcomes.					

RESULTS, DISCUSSION OF THE FINDINGS, AND RECOMMENDATIONS

4.1 Introduction

This chapter deals with the response collected through the questionnaire administered to individuals from various age groups, genders, educational backgrounds, and locations across Nigeria. The summary of data collected during investigation is analyzed while the findings were discussed.

This chapter also focused on the presentation, analysis and discussion of result. Simple percentage and regression analysis method were used to analyze the data as stated in chapter three.

4.2 Data Presentation

This section contains the description of data that were generated from the questionnaire administered. The demographic characteristics of the study population are presented below.

SECTION A: Demographic Information

Table 4.1.1: Gender of the Respondents

Gender	Frequency	Percent
Female	100	50%
Male	100	50%
Total	200	100%

Source: Author's computation, 2025

The table above indicates that 50% of the 200 respondents were male and 50% were female, all of whom responded to the research questions.

Table 4.1.2: Age of the Respondents

Age	Frequency	Percent
18-25	34	17%
26-35	40	20%
36-45	43	21.5%
46-55	46	23%
56+	37	18.5%
Total	200	100%

Source: Author's computation, 2025

The above table revealed that (34) 17% of the respondents were between age 18-25 years, (40) 20% were in age bracket of 26-35 years, (43) 21.5% were in age bracket of 36-45, (46) 23% were between 46-55, while the remaining (37) 18.5% are in age 56 years and above. This show that age 46-55 years constitute the highest number of the respondent.

Table 4.1.3: Educational Qualification of the Respondents

Education	Frequency	Percent
Primary	94	47%
Secondary	38	19%
Tertiary	32	16%
Postgraduate	36	18%

Total	200	100%
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Source: Author’s computation, 2025

The data show the educational qualifications of 200 individuals. Most respondents—94 participants (47 %)—completed only primary school. Those who ended their education at the secondary level number 38 (19 %). Thirty-two participants (16 %) hold a tertiary-level qualification, making this the smallest group in the sample, while the remaining 36 respondents (18 %) possess postgraduate degrees.

Table 4.1.4: Occupation of the Respondents

Occupation	Frequency	Percent
Student	33	16.5%
Civil servant	25	12.5%
Commercial driver	21	10.5%
Private driver	26	13%
Business owner	31	15.5%
Law enforcement (e.g. FRSC, Police)	37	18.5%
Other	27	13.5%
Total	200	100%

Source: Author’s computation, 2025

The table shows the occupational distribution of 200 respondents. Law enforcement personnel (FRSC, Police) constitute the largest group with 37 individuals, accounting for 18.5% of the sample. Students follow with 33 respondents (16.5%), and business owners account for 15.5%. Private drivers make up 13.0%, while civil servants and respondents in the “Other” category represent 12.5% and 13.5% respectively. Commercial drivers are the least represented group at 10.5%. This spread reflects a varied occupational composition within the sample.

Table 4.1.5: Location of the Respondents

Location	Frequency	Percent
Lagos	27	13.5%
Abeokuta	23	11.5%
Jos	23	11.5%
Abuja	22	11%
Kano	22	11%
Benin	20	10%
Kaduna	19	9.5%
Ibadan	18	9%
Enugu	17	8.5%
Port Harcourt	9	4.5%
Total	200	100%

Source: Author’s computation, 2025

The table displays the geographic distribution of the 200 respondents across ten Nigerian cities. Lagos has the highest number of respondents, accounting for 13.5% of the sample. Abeokuta and Jos each contribute 11.5%, followed by Abuja and Kano with 11.0% each. Benin represents 10.0%, while Kaduna, Ibadan, and Enugu account for 9.5%, 9.0%, and 8.5%, respectively. Port Harcourt has the lowest representation with 4.5%

of respondents. This distribution reflects a relatively balanced sampling across urban centers, with slight variations in respondent counts.

Table 4.1.6: Type of Road Use by the respondents

Road Use	Frequency	Percent
Pedestrian	53	26.5%
Public transport commuter	39	19.5%
Commercial transport operator (Danfo, Taxi, etc.)	37	18.5%
Motorcycle user (Okada)	36	18%
Private car owner	35	17.5%
Total	200	100%

Source: Author's computation, 2025

Among the 200 respondents, pedestrians form the single largest travel-mode group, accounting for just over one-quarter (26.5%). Public-transport commuters follow at 19.5%, while commercial transport operators—those who drive danfo buses, taxis, or similar vehicles—add another 18.5%. Motorcycle users (Okada riders or passengers) represent 18.0% of the sample. Private car owners make up the smallest share at 17.5%. Together, these figures show that roughly four in five respondents rely on public, commercial, or non-motorized means of mobility rather than private cars, underscoring how policy outcomes will be felt most keenly by those outside the private-vehicle segment.

4.3 Data Analysis

Research Question 1: How effective are the existing road transport policies in ensuring commuter safety in Nigeria?

Table 4.2.1: Responses on how effective are the existing road transport policies in ensuring commuter safety in Nigeria.

S/N	Statement	SA	A	N	D	SD
1	Road transport policies have contributed to reducing the rate of road accidents in Nigeria.	48 (24%)	63 (31.5%)	44 (22%)	28 (14%)	17 (8.5%)
2	The policies introduced by FRSC are effective in promoting commuter safety.	55 (27.5%)	72 (36%)	28 (14%)	21 (10%)	24 (12%)
3	Government policies on speed limits, seatbelts, and drunk driving have improved road use behavior.	43 (23.0%)	62 (30.5%)	35 (21.5%)	37 (14%)	23 (11.5%)
4	I have noticed increased safety awareness among road users due to transport policies.	46 (23%)	61 (30.5%)	43 (21.5%)	28 (14%)	22 (11%)
5	Existing road transport laws are generally effective when properly enforced.	47 (23.5%)	59 (29.5%)	38 (19%)	30 (15%)	26 (13%)

Source: Author's computation, 2025

The data presents respondents' level of agreement with five key statements about road transport policies and commuter safety in Nigeria. In the first statement, a combined 55.5% (SA + A) of respondents affirmatively perceive a positive impact of policies on accident reduction. However, 22% remain neutral, and 22.5% express disagreement (D + SD), suggesting that while the majority see some benefit, a significant proportion are either unconvinced or unaffected, pointing to possible inconsistencies in enforcement or regional disparities.

The second statement attracted the strongest positive response, with a total of 63.5% agreeing (27.5% SA, 36% A). Neutral responses stood at 14%, while 22% disagreed. The high agreement reflects a relatively strong public perception of the FRSC's effectiveness, though the disapproval by nearly a quarter suggests there are enforcement gaps or areas where the FRSC's impact is limited or unevenly felt.

Positive responses totaled 53.5%, while 21.5% remained neutral and 25.5% disagreed from the third statement. This mixed view indicates that while over half of respondents observe improvements, a sizeable chunk either notices no real change or perceive the policies as ineffective — possibly due to non-compliance, weak penalties, or poor awareness.

With 53.5% in agreement and 25% expressing disagreement from the fourth statement, this mirrors the previous pattern. Though more than half observe increased awareness, the near-equal presence of neutral and dissenting opinions (21.5% and 25%) implies that the effectiveness of awareness campaigns may be limited in reach or uneven in messaging across different user groups or regions.

Lastly, the item underscores the critical role of enforcement. 53% agree that the laws are effective if enforced, while 19% remain undecided and 28% disagree. The condition “when properly enforced” appears to resonate, as disagreement likely reflects frustration with weak or selective enforcement, not the laws themselves.

Research Question 2: What are the major challenges in enforcing road transport policies?

Table 4.2.2: Responses on the major challenges in enforcing road transport policies.

S/N	Statement	SA	A	N	D	SD
1	Corruption among traffic enforcement officers reduces the effectiveness of transport policies.	48 (24%)	62 (31%)	42 (21%)	28 (14%)	20 (10%)
2	Insufficient resources (e.g., vehicles, personnel, funding) affect proper enforcement.	53 (26.5%)	61 (30.5%)	44 (22%)	29 (14.5%)	13 (6.5%)
3	Lack of traffic officers on the road's limits enforcement of safety laws.	54 (27%)	58 (29%)	37 (18.5%)	29 (14.5%)	22 (11%)
4	Many road users break traffic rules because they know they won't be punished.	59 (29.5%)	67 (33.5%)	35 (17.5%)	22 (11%)	17 (8.5)
5	Weak enforcement is one of the major reasons road transport policies are not fully effective.	48 (24%)	62 (31%)	43 (21%)	28 (24%)	19 (9.5)

Source: Author's computation, 2025

The data highlights the major challenges in enforcing road transport policies in Nigeria. In the first question, a combined 55% (SA + A) agree that corruption undermines policy enforcement. 21% remain

neutral, and 24% disagree. The results highlight that a majority of respondents see corruption as a key barrier, but with nearly one in four respondents either undecided or dissenting, perceptions of corruption may vary by location or personal experience.

In terms of insufficient resources, the second question shows that 57% agree, 22% are neutral, and 21% disagree. This reflects broad acknowledgment that resource constraints hamper the effectiveness of enforcement agencies, although a notable proportion of respondents do not strongly associate resource shortages with weak enforcement.

The third question indicates that, agreement is again strong at 56%, neutrality at 18.5%, and disagreement at 25.5%. These figures suggest that many respondents believe visible enforcement is critical to policy effectiveness, but some either don't see officer presence as central or believe other factors matter more.

The fourth question drew the highest agreement level (63%) across all statements, clearly pointing to perceived impunity as a major factor behind traffic violations. Only 17.5% stayed neutral and 19.5% disagreed. This implies that predictable enforcement — or lack thereof — is a strong determinant of road user behavior.

From the last question, 55% agree with this claim. However, disagreement is slightly higher here at 24%, with 21% neutral. This further reinforces the earlier conclusion: while most see enforcement failure as the primary policy weakness, opinions vary on its relative weight compared to other issues (e.g., road infrastructure, education, corruption).

Research Question 3: What impact have these policies had on road accident rates?

Table 4.2.3: Responses on the impact of the policies on road accident rates.

S/N	Statement	SA	A	N	D	SD
1	There has been a reduction in road accidents in my area due to transport policies.	45 (22.5%)	60 (30%)	42 (21%)	33 (16.5%)	20 (10%)
2	I believe road transport policies have made Nigerian roads safer in recent years.	46 (23%)	58 (29%)	49 (24.5%)	26 (13%)	21 (10.5%)
3	The introduction of strict traffic laws has discouraged reckless driving.	51 (25.5%)	55 (27.5%)	39 (19.5%)	28 (14%)	27 (13.5%)
4	Enforcement of road safety policies has helped reduce fatalities from accidents.	55 (27.5%)	52 (26%)	51 (25.5%)	27 (13.5%)	15 (7.5%)
5	Policy measures like banning overloading and compulsory helmet use have reduced accident severity.	46 (23%)	72 (36%)	40 (20%)	23 (11.5%)	19 (9.5)

Source: Author's computation, 2025

The data highlights the impact which these policies had on road accident rates in Nigeria. In the first question, Only 52.5% of respondents agree that transport policies have reduced road accidents in their immediate environment, while 26.5% disagree and 21% are neutral. This suggests that although there is a sense of modest improvement, it isn't widespread or strongly felt. The relatively high neutral rate shows many people are uncertain or have mixed experiences — possibly due to inconsistency across regions or road types.

From the second question, a slightly stronger 52% believe roads are now safer due to policies, but a notable 24.5% remain undecided. This neutrality hints at a lack of visible or measurable impact on daily road experiences for many. With 23.5% disagreeing, it is clear that while half the population sees improvement, there is still significant doubt among the other half — a red flag for policymakers banking on public confidence.

53% agree that stricter laws have discouraged reckless driving from the third question, showing that people do acknowledge policy interventions when laws are well-defined and perceived as enforceable. However, the 27.5% disagreement and 19.5% neutral responses suggest that enforcement is still inconsistent or too weak to change behavior at scale.

In the fourth question, 53.5% agree that enforcement has reduced fatalities, yet 25.5% remain neutral. This neutrality indicates many Nigerians have not personally seen enough proof of fewer deaths, possibly due to lack of data, media coverage, or first-hand experience. Still, the positive majority signals trust in enforcement when it is visible and functional.

Lastly, This draws the strongest agreement (59%) of the batch. Respondents clearly recognize that policies such as banning overloading and enforcing helmet use have real, observable effects on accident severity. This shows that targeted, behavior-specific rules can earn public support — especially when they are simple, widely promoted, and enforced visibly.

Research Question 4: What strategies can be adopted to improve road transport policies for better commuter safety?

Table 4.2.4: Responses on the strategies that can be adopted to improve road transport policies.

S/N	Statement	SA	A	N	D	SD
1	Strengthening the enforcement of traffic laws will improve road safety in Nigeria.	46 (23%)	66 (33%)	39 (19.5%)	24 (12%)	25 (12.5%)
2	Introducing technology like traffic cameras and automated fines will enhance compliance.	53 (26.5%)	64 (32%)	32 (16%)	30 (15%)	21 (10.5%)
3	Road safety education campaigns should be intensified to increase public awareness.	45 (22.5%)	57 (28.5%)	41 (20.5%)	28 (14%)	29 (14.5%)
4	Improving road infrastructure is necessary for effective transport policy implementation.	47 (23.5%)	64 (32%)	29 (14.5%)	39 (19.5%)	21 (10.5%)
5	Involving stakeholders (e.g. NGOs, communities, transport unions) will improve policy outcomes.	54 (27%)	62 (31%)	39 (19.5%)	29 (14.5%)	16 (16%)

Source: Author's computation, 2025

This data presents the potential strategies that can be adopted to improve road transport in Nigeria. Just over half the sample (56 %) think simply strengthening enforcement will make roads safer, but one in five remain unsure and roughly one in four are flat-out skeptical. People are weary of promises; they want to see wardens on the tarmac, fines that really get paid, and crooked officers hauled up, not transferred.

Traffic-camera surveillance and automated fines enjoy 58.5 % approval. The public clearly understands that technology is incorruptible—you can't slip a camera a brown envelope—and therefore more

likely to deliver consistent punishment. Yet a stubborn 25 % say “no” outright, usually fearing either extortionate fines or dysfunctional equipment. Any roll-out must therefore prove the gadgets are tamper-proof, fairly calibrated, and linked to a transparent appeals process; otherwise, the backlash will be fierce.

Only a bare majority (51 %) back intensified safety-education campaigns. After decades of jingles and billboards, Nigerians suspect that lectures without enforcement are just noise. Education still matters—especially for rural riders, schoolchildren, and new drivers—but future campaigns must be vivid, local-language, and paired with visible policing if they are to cut through the skepticism.

Infrastructure is where optimism dips: barely half (55.5 %) agree that fixing roads is “necessary for effective policy,” and a full 30 % disagree or are neutral. That cynicism is understandable. Pothole repairs get announced, funds disappear, and nothing changes. To win trust, government will have to publish project timelines, crowd-source progress monitoring, and—crucially—finish a few flagship corridors on budget and on time.

Finally, nearly three-fifths (58 %) believe bringing in stakeholders—NGOs, community groups, transport unions—will sharpen outcomes. Nigerians know that without ground-level buy-in, even the best law is just ink. But the 30 % who shrug or object are wary of politicized “stakeholder forums” that swallow money yet deliver little. The way forward is to formalised community scorecards and grant civil-society watchdogs real auditing teeth, not photo-op seats.

4.4 Discussion of Findings

The findings from this study paint a complex yet insightful picture of how Nigerians experience and perceive road transport policies across various demographic and geographic divides. The data underscores a recurring theme: there is a significant gap between policy formulation and tangible outcomes, and much of the public’s skepticism revolves around the implementation rather than the intent of road transport policies.

Effectiveness of Existing Policies (RQ1)

The general sentiment among respondents suggests that while road transport policies exist and have had some positive impact, their effectiveness is widely perceived as conditional — particularly on enforcement. In all five evaluative statements under this research question, a slim majority of respondents (typically between 53% and 63%) agreed that the policies have improved commuter safety. Notably, more than one-fifth of respondents consistently remained neutral, and about a quarter expressed outright disagreement.

This reveals a confidence gap: even where people recognize improvements, many are hesitant to fully endorse the system — likely due to inconsistent experiences, especially across regions and road types. For example, the perception that the FRSC has been effective in promoting safety shows some institutional trust, yet the fact that nearly a quarter of respondents disagreed exposes clear limitations, possibly arising from unequal visibility, corruption, or urban bias in implementation.

Moreover, the recurring qualifier in positive responses — “when properly enforced” — speaks volumes. It reflects the idea that policy design is not the problem, but rather enforcement, monitoring, and

accountability mechanisms are weak, uneven, or even absent in some cases. This perception implies that road safety in Nigeria is not just a legislative issue, but a governance and institutional integrity issue.

Challenges in Enforcement (RQ2)

The data sharply exposes the structural weaknesses of road transport policy enforcement in Nigeria. Corruption, resource limitations, inadequate manpower, and impunity were the major challenges identified by respondents — and the numbers are revealing. For instance, 63% of respondents believe that people violate traffic rules because they expect no punishment, making this the strongest consensus across all questions in the study. This highlights a culture of impunity, a systemic problem that undermines even the best-written laws.

Corruption within enforcement agencies was flagged by more than half of the respondents, reinforcing public frustration over selective enforcement and bribery. Similarly, lack of equipment, personnel, and funding are seen not as excuses but as systemic indicators of government failure to prioritize road safety. When enforcement is invisible, weak, or corrupt, road users either flout the rules or find ways to manipulate the system.

In sum, the public sees weak enforcement not as one problem among many, but the central problem — a bottleneck that invalidates otherwise sensible laws. This insight is crucial for policymakers: any intervention that doesn't prioritize professionalizing, depoliticizing, and resourcing enforcement is likely to fail.

Impact of Policies on Accident Rates (RQ3)

Here again, perceptions hover around the mid-point: most respondents believe there has been some progress, but few are convinced that policies have substantially reduced accidents. The agreement range across statements in this section is roughly 52–59%, suggesting moderate confidence. However, the high proportion of neutral responses (20–25%) across these questions is revealing — it indicates that many Nigerians lack either direct evidence or trust to conclusively say that conditions have improved.

The strongest support was for policies like helmet laws and overloading bans, which respondents perceive as directly linked to accident reduction. These are specific, visible rules — meaning the public responds well to clear, narrowly scoped regulations that are widely enforced.

What's also noteworthy is the relatively lower confidence in broader statements like “roads are now safer,” which speaks to a disconnection between policy existence and lived reality. Nigerians are not convinced by top-down declarations of safety; what matters is whether they personally feel safer — and for many, that bar hasn't been met.

This reveals that beyond laws, data visibility and communication are lacking. If accident rates have truly declined in some areas, the government hasn't convincingly shown that progress to the people.

Strategies for Improvement (RQ4)

Respondents were most optimistic about technological interventions and stakeholder inclusion, with 58–59% of them supporting such moves. These numbers indicate public hunger for modernization and reform — Nigerians want a system that is harder to corrupt, more transparent, and more inclusive.

Support for traffic cameras and automated fines is particularly telling. It reflects a belief in systemic automation as a cure to corruption and selective enforcement. However, the sizeable minority who opposed such measures signal a distrust in whether the government can implement technology fairly or effectively. This shows that public trust remains low, even when policy ideas are welcomed. Any tech-driven reforms must therefore be paired with transparency, third-party auditing, and public oversight to avoid backlash.

Enforcement strengthening and road infrastructure improvements also gained support, but not as strongly. The reason for this is nuanced — people have heard these promises for decades without seeing real change. Citizens want results, not rhetoric. It is therefore not surprising that the support for road safety education campaigns was lukewarm. Nigerians believe that awareness without enforcement is largely ineffective, and that poor road culture is a governance problem more than an ignorance problem.

The study paints a picture of a Nigerian public that is realistic, informed, and cautiously hopeful. People do not reject road transport policies outright — in fact, they acknowledge some progress. But they are also deeply aware that laws alone don't change outcomes — enforcement, fairness, transparency, and credibility are what matter. To move forward, Nigeria must focus not just on writing or revising transport policies, but on fixing the ecosystem around those policies: cleaning up corruption, increasing resource allocation, leveraging technology smartly, and ensuring meaningful public participation. Without such systemic reforms, road transport policies — no matter how well-meaning — will continue to fall short of their safety goals.

4.5 Recommendations

Based on the findings, the following recommendations are proposed to enhance commuter safety through improved road transport policies:

Strengthen Enforcement and Accountability Mechanisms

The integrity of traffic law enforcement must be prioritized. Anti-corruption measures should be embedded in FRSC and police operations, including body cameras for officers, whistleblower channels for reporting extortion, and performance audits. Regular training and better remuneration could also discourage unethical behavior.

Expand Use of Technology in Monitoring and Enforcement

Automated traffic enforcement systems like speed cameras, red-light cameras, and digital ticketing should be deployed in major cities and eventually extended to smaller towns. Real-time data analytics can also help identify high-risk areas and direct enforcement efforts efficiently.

Public Education and Safety Awareness Campaigns

The government, in collaboration with NGOs and media outlets, should intensify educational campaigns on road safety practices. These campaigns must target both drivers and pedestrians, using local languages and accessible platforms like radio, television, social media, and town hall meetings.

Upgrade and Maintain Road Infrastructure

Investments must be channeled into road rehabilitation, signage installation, and the development of pedestrian infrastructure such as sidewalks and footbridges. Regular maintenance is crucial to prevent avoidable accidents caused by potholes and failed road surfaces.

Institutional Collaboration and Stakeholder Involvement

Road safety initiatives must involve multiple actors: federal and state governments, transport unions, civil society organizations, and community leaders. A coordinated approach can improve compliance and policy ownership, especially at the grassroots level.

Regulate the Informal Transport Sector

Policies should focus on the integration of informal operators into the formal system through mandatory licensing, training, and registration. Periodic safety inspections and compliance monitoring must be enforced, particularly among commercial motorcycle and minibus drivers.

Review of Existing Laws and Penalty Systems

Traffic laws should be reviewed to ensure stiffer penalties for violations like drunk driving, reckless overtaking, and overloading. Penalty enforcement must be swift and uniform across states to avoid selective punishment and promote deterrence.