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An Observation of Traffic Laws Violations by Motorists in Dutse Metropolis, Jigawa State, Nigeria

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Abstract:

This paper is aimed at empirically studying traffic violations by motorists in Dutse Metropolis, Jigawa State, Nigeria. Using multi-stage cluster sampling, the city was divided into four areas, 160 motorists are observed and 40 more respondents are interviewed. The paper found that there is high rate of traffic violations among the motorists and it is leading to fatal accidents. The types of violation include, driving without wearing seatbelt, wrong overtaking, running red light or failing to stop while traffic warder instructs the motorists, speed up and following wrong lane. Among other reasons, traffic laws are violated by the drivers because of illiteracy, impatience, and lack of awareness, disobedience of law by people of all classes in the country, including law enforcement agents, and poverty. In order to reduce traffic violations, the paper suggested that, more awareness shall be created; rule of law must prevail; poverty shall be tackled; more formal surveillance system ought to be intensified, such Automated Traffic System and total policing, etc.

Keywords: Moving traffic violation, road traffic accidents, traffic law

1. Introduction

Albeit, traffic law violations seem to be minor offences for many, they do have the potentials of causing terrific accidents, with consequent loss of lives, and damages on property. As society evolves or grows from rural areas to cities, urbanization sets in. In other words, population growth and shift of economic activities from agricultural to industrial setting and with rural to urban migration culminate in the dramatic transformation of a town. These combined, lead to corresponding increase in the number of vehicles for both, private and commercial purposes to accommodate the large population and commensurate the complexity of the city. Such trend of rising traffic activities invariably attracts new policies and laws to regulate the conduct of motorists for the safety and security of lives, property, and the environment, especially for road users. There are various categories of road users namely vehicle owners, motorcyclists, and pedestrians (Tunde, 2012).

To ensure the safety of the road users, Federal Government of Nigeria established the Federal Road Safety Commission in February 1988, through Decree No .45 as amended by Decree 35 of 1992 referred to in the statute books as the FRSC Act cap 141 Laws of the Federation of Nigeria (LFN), passed by the National Assembly as Federal Road Safety Commission (establishment) Act 200. Nigeria established the Federal Road Safety Corps (FRSC) in 1988 to achieve these objectives by monitoring the speed of motorists, checking of vehicles documents, emergency assistance for accident victims, and so on (Afolabi, 2015). The FRSC and other agencies, such as Vehicle Inspection Office (VIO) and the broader wing of the Nigeria Police Force have recorded some successes, although they are facing many challenges in the enforcement of traffic laws in the country.

This paper attempts to describe the extent of the Traffic Law Violations by Motorists in Dutse Metropolis. Traffic law violations, like other forms of crimes, occur mostly in towns, and cities. Dutse Metropolis has purposely been chosen for this study because it is currently one of the emerging cities in Nigeria. Related literature and theoretical explanations alongside primary data have been used in the study. These have aided in great deal in providing appropriate explanation of the problem, thereby making an objective conclusion, upon which some recommendations have been outlined.

2. Statement of the Problem

There are many traffic regulations codified by governments to set standard for the possession of vehicles, driving and even parking. Such standards are formulated in order to avoid unwanted scenarios associated with vehicle ownership or traffic accidents, yet there is high incidence of Road Traffic Injuries (RTIs), especially in major cities and towns. RTIs are a major cause of global mortality and morbidity, killing approximately 1.3 million people and injuring 20 million each year (Puvanachandra et al, 2012). In the same vein,

Afolabi (2015) said, approximately 1.24 million people die yearly on the world's roads and another 20 to 50 million sustain nonfatal injuries as a result of these accidents.

In Nigeria, road crashes started in Lagos in 1906 (Tunde et al. 2012). There is dramatic increase in the number of vehicles on Nigerian roads in recent years due to technological and economic development, but as Makinde and Oluwasegunfunmi (2014) find out, this has unfortunately increased the number of accidents and fatalities in the country. For instance, the Federal Road Safety Corps (FRSC) reported 1,903 children died and 8,667 others were injured in 61,806 cases of road crashes between 2010 and 2014 (News Agency Nigeria, 2015). And 1,138 males and 765 female children died in the last five years (NAN, 2015). For the general Nigerian population, Afolabi (2015), Nigeria has the highest fatalities in Africa with 33.7 deaths per 100,000 populations every year, making traffic road crashes the third cause of death in the country.

The above facts are indications that RTIs and accidents are causes of serious concern in Nigeria and to ensure enforcement of social order with regards to driving, the Federal Road Safety Commission (FRSC) has 37 offence and penalty schedule. The penalty ranges from a fine of N2000 (US\$13.3) to N50, 000 (US\$333.3); and a point system from 2 to 10 depending on the severity of the offence. In some of the offences, no points are attached, probably because they are institutional offences. Such offences are Hospital Rejecting Accident Victims (HRAV) and Inadequate Construction Warning sign (ICW) (Tunde et al., 2012). The sanctions reserved for these offences are necessary to reduce the dangers of irregular driving, because one of the major factors that lead to the traffic road accidents is traffic law violations by the motorists.

The trend is thus a serious social problem that requires theoretical explanations and empirical observation. This is what prompted the conduct of this study. The research would therefore come up with answers to such basic questions on traffic violations as; what is the extent of traffic violations among motorists in Dutse Metropolis? What types of traffic regulation do the motorists violate more? What are the causes of traffic violations? What are the consequences of traffic violations? What should be done to reduce traffic law violations in Dutse Metropolis and in other Nigerian cities?

3. Conceptual Explanations

Traffic law violation is an offence against traffic laws as enshrined in the environmental law or act. A moving traffic violation is any violation of vehicle laws that is committed by the driver of a vehicle, while the vehicle is moving. Such violations are also referred to as moving violations. Laws relating to moving violations and the associated penalties vary by jurisdiction (US Legal, 2014). Some common examples of moving violations are: driving while intoxicated, failure to signal for turns or lane changes, failing to drive within a single lane, driving over the speed limit, failure to stop at a stop sign or red light, driving in a car pool lane illegally, failure to stop for a school bus when children are boarding or exiting, failure to secure a load to a truck or lorry, and failure to yield to a vehicle with the right of way. Parking violations, equipment violations, or paperwork violations relating to insurance, registration, inspection, do not fall under the moving violation category. Contrariwise, Nwokoro (n.d.) combined directing and supervising traffic at gates, intersections and patrolling parking areas as all belonging to traffic duties. The ultimate purpose of traffic control is to allow vehicles to keep moving with a minimum delay and maximum safety.

4. Theoretical Frameworks

Two theories: Social Structure and Anomie theory by Merton (1938, cited in Tierney 2010), and Deterrence/Rational Choice by Beccaria (1764) and later by Cornish and Clarke (2003, cited in Burke, 2009) have been used to explain why some motorists have the tendency to violate traffic laws in the Dutse Metropolis.

The Social Structural and Anomie Theory by Robert K. Merton (1938) is a modification of Anomie Theory, which was initially explicated by Durkheim in the late 19th Century. Durkheim discusses the effects of the 'boundless aspirations' generated by economic change. For him, poverty operates against suicide because it limits the temptation of paupers to indefinitely extend their needs. Wealth, on the other hand, may lead to feeling that unlimited success is possible and, he argued, 'wealth exalting the individual may always arouse the spirit of rebellion which is the very source of immorality' (Durkheim 1897, cited in Croall 2010: 91). In Nigeria, the greediness of the political class and the humble lifestyle of the poor can justify these assertions by Durkheim.

Merton's "Social Structure and Anomie" theory, however, represent a special version of anomic theory. For Merton, criminal or deviant acts like corruption are products of the society itself. His theory helps not just why rule breaking exists, but also why it takes various forms. Merton begins by saying that society defines being successful in terms of certain goals (such as financial security) but does not always provide the means (including schooling and good jobs) to reach these goals or cultural expectations. Therefore, Merton continues, patterns of rule breaking depend on whether or not people accept society's goals and whether or not they have the opportunity to reach them. He, thus, identified five modes in which all individuals are falling in one or the other. The first is non-deviant while the other four are guilty of violating the either of the cultural expectations: the goals or means of achieving the goals.

Conformity is likely when people accept society's goals and have approved means to get there. But what if legitimate means to success are not available? As a result of the strain between cultural goals and limited means to achieve them, people may engage in what Merton calls innovation. Innovation is the use of unconventional means to achieve a conventional goal. Another option for people who lack legitimate means to achieve success is ritualism, which Merton defined as living almost obsessively by the rules. Doing this does not bring great success, but it does offer some measure of respectability. Retreatism is another response to lack of opportunities. It is the turning away from both approved goals and legitimate means; in effect, retreatists "drop out" of society. They include some alcoholics, drug addicts, and street, people. Finally, rebellion involves not only rejecting conventional goals and means but also advocating, substituting and institutionalizing some new ones. Instead of dropping out of society the way retreatists do, rebels

come up with a new system, playing out their ideas as religious zealots, economic extremists, political terrorists, and/or revolutionaries (Macionis, 2009).

In this context, the traffic law violator is said to be constrained by the traffic legislation and because of the commitment, or primary laced on his course, may decide to accept the goal and reject the means for achieving the goal. If we accept so, then we can place traffic law violators in the innovation category. Despite the ability of Mertonian Social Structure and Anomie theory to explain variety of deviant and criminal acts, it is not immune to criticisms. First, it fails to recognize that society's values are ever-changing social processes. The society might have wealth or material success as the major social values today, but spiritual purity tomorrow. As a result, violation of the religious standards is not universally defined as deviant. Merton's analysis on ritualism also generated controversy over the question of whether strict adherence to organizational rituals should be labeled as deviant.

While the social structure and anomie theory explains why people commit crime, **deterrence theory** focuses on how criminal tendency can be deterred or prevented through punitive measures. Cesare Beccaria (1738-1794) offered in a profound rational breakthrough in the area of penology. Generally regarded as the father of 'deterrence theory', Beccaria (1764) suggested three characteristics of punishment that would make a significant difference; to deal with any crime effectively. First is **swiftness** or **celerity** of punishment because,

"the more promptly and more closely punishment follows upon commission of a crime, the more just and useful will it be. And promptness of punishment is more useful because when the length of time that passes between the punishment and the misdeed is less, so much the stronger and more lasting the human mind is the association of these two ideas, crime and punishment"(Beccaria, quoted in Tibbets and Hemmens,2010:59).

Second was **certainty** of punishment because Beccaria believes that,

"even the least of evils, when they are certain, always terrify men's minds...the certainty of punishment, even if it be moderate, will always make a stronger impression than the fear of another which more terrible but combined with the hope of impunity"(ibid p. 60).

The third characteristic highlighted by Beccaria was the severity of punishment. For him, a punishment will only be effective if the possible penalty will outweigh the potential benefits of the given crime. This philosophy is also vividly quoted in Tibbets and Hemmens (2010:60): "for a punishment to attain its end the evil which it inflicts has to exceed the advantage derivable from the crime; in this excess of evil one should include the... loss of the good which the crime might have produced. All beyond this is superfluous and for that reason tyrannical".

If Nigerian criminal justice will adhere to these three doctrines Beccaria believes in, in checking the excesses of traffic law violators, a relatively traffic-law-conforming Nigeria might be enhanced and/or achieved, because people will be filled with the fear of repercussion for their misdeeds. Beccaria's philosophy on the characteristics of effective punishment in terms of deterrence-swiftness, certainty and severity-is still highly respected and followed in most Western criminal justice systems. Despite that, the theory has been bombarded by a number of criticisms. First, it was not in line with the scientific methodology. The theory was also criticize on the celerity of punishment because, it is said "justice hurried is justice buried". Furthermore, the theory was only focusing on *actus reus*-guilty act or the criminal act", disregarding means *rea*, i.e., "guilty mind or evil intent" (Tibbets and Hemmens, 2010).

For this study, deterrence theory has been adopted, essentially because, if all forms of traffic crimes perpetrated in Nigeria, sometimes even by law enforcement agencies themselves, are followed by severe and commensurable penalties, the rate of such violations will certainly be reduced.

5. Dutse Metropolitan – A Brief Profile

Dutse is the administrative capital of Jigawa State, one of the thirty six (36) states of the Federal Republic of Nigeria. The state was created on Tuesday August 27, 1991, when the Federal Military Government under General Ibrahim Babangida announced the creation of nine additional states in the country bringing the total number of states to thirty. Excised from Kano State, Jigawa State covers a total land area of about 22,410sq Km. It is bordered on the West by Kano State, on the East by Bauchi and Yobe States and on the North by Katsina States and the Republic of Niger (Jigawa State Government, 2015). The state has 27 local government areas, including the capital, Dutse LGA (NAN, 2014).

According to the 2006 population census, the Dutse Local Government Area has an estimated population of (153,000) inhabitants as per year 2006 population. Because of the peaceful nature of the Jigawa state and the rapid development of the Dutse Metropolitan, in terms of infrastructural facilities and potential for economic opportunity, the city is receiving multitude of immigrants from different parts of the country, especially people from states affected by the Boko Haram (religious militant group with stronghold in Borno State) insurgency- Yobe state, Adamawa state and Borno State.

6. Research Method

From the angle of its purpose, the research is largely descriptive, as it sought to describe the way and manner motorists do violate the traffic rules in Dutse Metropolis. The research is also cross-sectional; the data was collected in a day. The population of the study involved all motorists in the Dutse Metropolis, traffic warders (yellow fifa), the Federal Road Safety Corps staff, and members of National Union of Road Transport Workers (NURTW) and Nigeria Police Force. Data has also been collected from few people who spend most of their daily hours by the road sides, such as shop owners, recharge card sellers and some taxi and bus passengers.

The sample size is 200. Out of the total sampled, 160 of the sample selected were only being observed while they drive, to see whether or not they comply with the traffic rules and regulations. The sampling technique is multi-stage cluster; involving simple random sampling in which five (4) areas- Danmasara/Huguma, Yadi/Gida dubu, Shuwarin/Fatara, Zai/Takur- form the clusters. From these areas, four most busy streets-Danmasara to Kwanar Huguma Road (Danmasara/Huguma) Bank/Kiyawa Road (Shuwarin/Fatara)

Hakimi Street (in Yadi/Gida dubu), and Pentagon/Government House Round about (Zai/Takur) were purposively chosen. The instruments of data collection were observation (both participant and non participant), and interview. Combination of observation and interview is somehow natural as Radda (2008:79) argued, "if one observes something, it is natural to ask questions on what has been observed and this is called interview".

The observation was exclusively upon the private and commercial motorists, while 10 bystanders and traders/business owners along the roads are interviewed to share their experiences with the researchers. Five (5) drivers, five (5) passengers, five (5) Traffic Warders, five (5) staff of the NURTW, five (5) FRSC personnel, and five (5) officers in the NSCDC were also interviewed. Apart from primary data, secondary data are also used generated from text-books, journals, newspapers and internet. The method of data analysis is mixed- quantitative and qualitative.

7. Results and Discussions

This section consist the presentation and discussions of the major findings of the study. The tables are outcomes of the observation, which would better be represented on a frequency distribution table. Using the participant observation, many things were observed. For instance, some of the drivers moved with the researchers for about twenty kilometers, from Shuwarin to Huguma (two villages that formed an end-to-end to the Dutse Metropolis). But because they speed up, they disappeared to the researchers along the way. Some were also heading to the same area, but they run the red light and passed since. Although, there are some conditions that warrant the traffic officers or police to compromise the traffic regulations, a traffic warder gave the category of drivers who are allowed to pass even when it is not their right time:

If an ambulance is passing, we will allow her way even if it is not her turn because it usually carries in it a seriously ill, or injured person(s) and failure to let her go might risk the lives of people; a fire service vehicle is also allowed to pass especially when it rings siren because there is likely disastrous scenario elsewhere; car belonging to a particular bank carrying money is also not stopped because of the level of risk associated with money in city streets. If you look carefully, you will appreciate the fact that, all is done for the sake of emergency consideration and assistance...

The above reasons are cogent enough to let the people evade the traffic rules under urgent conditions. For the people who were observed speeding through intersections and ignoring red light, none belonged to any of the three categories of motorists mentioned by traffic warder above and it is short to the traffic standards, because Nwokoro (n.d.) affirmed that, it is once a driver holds a driver's license it is assumed, s/he has the knowledge and awareness of most traffic signs. Another traffic officer intimated the researchers that,

Although some politicians-governors, chairmen, etc. are not obeying the traffic regulation, the rule is applicable to every Nigerian citizen, including president. In fact, President (Buhari) recently vowed to stop and obey the law whenever the traffic lights or warders stop him. Then what about ordinary masses?

S/N	Gender	Frequency	%
1	Males	149	93.1
2	Females	11	6.9
	Total	160	100

Table 1: Sex of the Motorists (N=160)
Source: Fieldwork, 2015

Table 1 illustrates the gender distribution of the drivers at the time of the study. As expected, there are very few females who drive vehicles in the study area. The study also found that 6.9% of the drivers are females. The result also reflected the Saleh and Mukhtar's (2015) assertion that, females are under-represented in Dutse and other northern parts of the country when it comes to various social and economic activities. Unlike their female counterparts, male drivers are disproportionately taking largest share (93.1%) in the opportunity to drive cars in our society.

But it is interesting to find that, of all the motorists, none of the female drivers violated the traffic light and traffic line rules. Only that they all fell within the largest number of people driving without seatbelt. It was observed that, in an occasion, red light turned on and one female driver stopped accordingly. Her obedience to the instruction influenced other subsequent drivers (all of whom were males) who met her around to also stop because, as Goffman (1959, cited in Ritzer, 2008) argued, for we want to manage the impression others have on us, the presence of others usually influenced our actions consciously or unconsciously. A police officer was asked about how motorists are complying with the traffic law, he said that,

They do not obey the law, unless we come with sticks to threaten to beat them or to break some parts of their vehicles, such as windscreen, or glass. But once we seat under a shade to rest for some minutes, they will continue to break the law.

The above statement justified Goffman's assertion, that presence of others coerces us to maintain social order, in Goffman's words "interaction order" or "interaction ritual".

S/N	Description	Frequency	%
1	Failed to stop	106	66.3
2	Stopped but crossed line	33	20.6
3	Stopped without crossing line	21	13.1
	Total	160	100

Table 2: Description of drivers' tendency while red light is on (N=160)
Source: Fieldwork, 2015

Table 2 presents the observation of the researchers on the tendency of the motorists to either abide by the traffic instructions or to violate. At the moment of the observation, majority of the motorists (66.3%) failed to stop while the red light is on. Some of them, 20.6%, stopped but they crossed the STOP line. The rest of them who account for 13.1% stopped and never crossed the STOP line until they were permitted to go by the green light sign. It should however be noted that, this does not mean the final category (row 3 on the Table 2) is completely law abiding. They exhibit some form of compliance to the traffic law, but as would be seen on Table 3, virtually all of the drivers are driving without seatbelt.

When the drivers were interviewed on why they violate the traffic law, one of the commercial motorists said:

We violate the traffic law because even the law enforcement agents are violating it in a broad day light... the upper-class are also looking down at the law. Then why must the application of law be restricted to the ordinary people?

There is another motorist that metaphorically pictures the political sphere, which made the traffic laws, as tantamount to other private spheres such as family. He said,

This institution is like a family institution. If the father is putting things in order from the very beginning, each and every individual member, including mother or wife, will also behave positively. But by the time the father begins to violate the norm governing the family, there is every tendency that all the family members-children and so on-will imitate since he is the role model. Similarly, if politicians and law enforcement agents will come and run the red light while other citizens are watching, there is tendency that the ordinary citizens will look down at the law as something not worthy of being obeyed.

A respondent linked traffic violations by the commercial drivers with poverty and other family pressures in the following statement:

Wallahi (swearing with God) is due to tension and pressure of life. Sometime the traffic light may us to stop, but because we are thinking of what to take home for family to eat, one may not even noticed the instruction. I am straying without carrying any load for seven consecutive days, nor do I carry any passenger. Do you think I can bother to live by these regulations?

The above quotation implies that poverty, as the principal feature of underdevelopment, is also associated with traffic violation. Not only would poverty lead to illiteracy among the motorists, it will also lead to inefficiency and ineffectiveness on the role of the traffic law enforcement agents. Take for instance the glamorized SURE-P (Subsidy Re-investment and Empowerment Program) and other youth employment schemes embarked on by some of the state governments where graduates of tertiary institutions are recruited as street sweepers and traffic managers only to be paid N10, 000 a month. Ojo (2013) saw this as 'pure under-employment', just like the researchers saw it as 'pure underdevelopment'.

In interview with Police officers, one of them states the types of traffic violation commonly perpetrated by both private and commercial motorists:

There are many violations while driving...failed to stop is the most common. One way (following wrong lane), wrong parking, overload, and over-speed are also occurring at alarming rate. The most deadly traffic violation is one-way (wrong or pool lane), because it leads to fatal accidents.

But while the police mentioning these traffic violations, a police car came and run red light and he is asked why their colleagues failed to stop, he said "they are usually violating this rule but the rule is applicable upon all Nigerians irrespective of status or affiliation". By virtue of this, the violators are observed to be of all age categories and from all socio-economic and political statuses. Age is considered as one of the key determinants for deviant and criminal tendencies, because in another study on red light violations, logistic regression modeling shows that the predicted odds of a younger driver running a red light at speeds greater than the speed limit is about 1.5 times the odds of a middle-aged driver and run red light more than drivers of thirty years and above (Yang and Najm, 2006). In other words, younger drivers are more likely to violate traffic laws more than their older age counterparts.

S/N	Observation	Frequency	%
1	Driving with untied seatbelt	159	99.4
2	Used seatbelt while driving	1	0.6
	Total	160	100

Table 3: Observation of use of Seatbelt by the motorists while driving (N=160)

Source: Fieldwork, 2015

As if driving without seatbelt is a norm, 99.4% of the observed drivers are driving without wearing seatbelt. Only 0.6% wore it. When a Road Safety officer is asked on what punishment reserved to be meted out to these categories of people, he said:

It depends. It involves some monetary charges (fine). But if it is traffic warders or police, they initially take the offender to police station and give him/her a warning. If the person repeats similar offence, the police will either use mobile court (a court by the road side near police operators in which a violator is sentenced based on the gravity of an offence with mild or less severe sanction) or take offender to area or magistrate court.

8. Conclusion

The paper studied how motorists violate traffic laws in Dutse Metropolis. In conclusion, the paper found that, there is gross violation of traffic laws in the study area. Among other forms of traffic violation, failure to stop while the motorist is asked to stopped (or run red light), unnecessary speed up, following wrong or pool lane, overload, and driving without wearing seatbelt are very common in the study area. Many factors accounted for such gross traffic violations, including illiteracy among majority of the commercial motorists. Even those who are literate are not adequately enlightened on the rules and regulations governing the driving. Also among the causes

of traffic violations is the way and manner the political leaders and law enforcement agents, including police, NSCDC, and VIO are violating the law themselves. Poverty and other underdevelopment features cannot be ruled out in the country and they also contribute in law defiance. These causes should therefore be addressed in order to reduce the rate of traffic violations and consequently reduce the mortality due to RTI and crashes in the country. To address the traffic law violation, below are some policy recommendations.

9. Policy Implications and Recommendations

To reduce traffic violations, the principle of the rule of law must be applied; nobody is above the law. Whoever violates must pay the price of his/her wrong act. Again, the tenets of the Beccaria's deterrence instrumental in ensuring rule of law prevails; whoever violates the traffic law has it in mind that, punishment will certainly accompany the wrongdoing, the punishment is severe to be proportionate to the wrong act, and it will quickly be executed. By so doing, the dual deterrence purposes (individual and general deterrence) could be achieved. Individual deterrence is achievable if the perpetrator is penalized accordingly to feel the pain of losing something of value such as financial lost or fine, infliction of physical pain, emotional sanction, or incarceration. General deterrence might also be achieved if other motorists ascertain, traffic violator will not go scot free.

But punishment will make little sense if it is not preceded by awareness on the existence of traffic law and that there is zero-tolerance for traffic violations in Dutse Metropolis and the country in general, at least over the media outlets. After enlightenment, both commercial and private motorists shall be receiving workshops and this will be costly, there shall be some posters, sign boards and pamphlets to be distributed to car owners for awareness.

The paper also recommends that, the FRSC shall form a department which will serve as a watchdog of driving learning schools. There is proliferation of these schools just like the proliferation of private schools over the years, but there is no proper monitoring by the government genuine qualification of operators of such schools. The driving schools must also incorporate driving ethics into their teaching curricular in order to produce qualified students (drivers).

There is also the need for the government to make sure it fights other factors that indirectly influenced traffic violations. Poverty is the major problem that corrupts the minds of the law enforcement agents and the drivers. The police and traffic warders cannot properly discharge their responsibilities if they are left wallowing in poverty. The drivers will also rationalize carrying too much load in their trucks, even if it is against the law and even if it amounts to risking the lives of others because of poverty.

The traffic light is not an end in effort to tackle traffic violations; indicating the stop, ready and go by the traffic lights do not mean detection and apprehension of traffic violators. Therefore, it is suggested that, formal surveillance such CCTV (closed circuit television) camera and other high technological instruments must be employed. For instance, ATEC (automated traffic enforcement camera) which is used in other developed countries of the world. This will aid subjecting drivers to remain under surveillance within and without the city.

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