

Full Length Research Paper

Road Safety Awareness and Accident Reduction Among Nigerian Commercial Motorcyclists

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The availability of information on road safety on Nigerian roads especially by commercial motorcycle riders has been the subject of discussion by road transport administrators, medical practitioners and the media as a result of unsatisfactory performance. There is a general expression of dissatisfaction by users of services rendered by the commercial motorcyclists on our roads. As a result, the pedestrians have complained of the riding pattern of the motorcyclists, alcoholic drinking pattern, overconfidence, over speeding, effects of bad roads, and lack of understanding of road signs as factors influencing road accidents by commercial motorcyclists. However, there is paucity of research on road safety among commercial motorcyclists in Nigeria. It is against this background that this research examines the effect of road safety information availability on commercial motorcycle accidents in Nigeria. Simple Random Technique was used to cover a study population of four hundred and fifty (450) commercial motorcycle riders in Oyo State, Nigeria. Demographic data and road safety information availability were looked into. Data collected were analyzed using percentages, mean and standard deviation. The result revealed that road safety information is available to the population studied. However, its effect could not be traced. 337 respondents claimed to have had accident at one time or the other. 81.8% respondents do not possess a copy of the Nigeria Highway Codes which ought to serve as guides in the prevention of accident among the commercial motorcyclists. Few recommendations are given.

Key words: Road safety, road safety information, information availability, information utilisation, commercial motorcyclist, motorcyclist accidents.

INTRODUCTION

The concept of information is used differently by individuals in different walks of life, from specialists working in the communication and information professions, to those in the computing and cognitive sciences. Most people however defined information within the concept of their specific disciplines. These definitions, though restrictive in their applications, serve the purposes of the disciplines within which they are related.

In library and information science a number of

definitions exist. A statement or collection of letters and numbers can only become information if it has meaning to the recipient, that is the sequences of numbers, letters, and symbols must be logical for the statement to be understood. It is the basis of the understanding of the statement, that action, if necessary could then be taken. Information therefore is the meaning assigned to data within some context for the use of that data (Walters, 1992). Okwilagwe (1993) defined information as the

knowledge accumulated by people in different forms and from various sources, used in making rational decision by individuals, groups of individuals, civic organisations, governments etc. Therefore, no decision can be made without adequate and effective information.

Burch and Garry (1990) saw information as a recipient who uses it to make decision; Martins (1998) opined that information constitutes that which adds to our understanding of awareness of some topic, problem or event. The definition of Martin was further enhanced by Popoola (2006), who opined information as facts, news, opinion, messages, symbols, signals and processed data that are capable of improving the knowledge state of a user on a random phenomenon.

Furthermore, Oyewusi (2008), on the information use of bank managers of financial institutions, affirmed that information is a vital ingredient in financial managerial decisions. Though information is widely recognized as a catalyst for both natural and personal development, many people especially in the developing countries are still unaware of the need for information and fail to exploit it even when information materials are available free of charge either in the libraries or information centers. Hence information availability does not mean its accessibility, while both availability and accessibility does not necessarily mean information utilization. In view of these, the needs to study use of motorcycle as means of transportation so as to reduce accidents on our roads become imperative.

A motorcycle is an engine powered means of transportation, with two wheels and designed for carrying a maximum of two persons. The motorcycle performs a very special role in many Nigerian towns as a means of public transportation. It is generally called the Japanese name, "Okada".

The use of motorcycles has greatly increased accidents on Nigerian roads although it has to some degree solved transportation problems, both in the rural and urban centres. Onifade (2007) stressed that the use of motorcycles for commercial purposes began in Nigeria in the early 1990s as a result of the unemployment problems in Nigeria. The chaotic transportation problems in Nigeria also contributed to the emergence of the use of motorcycle as a means of public transport in Nigeria.

Motorcycle is exposed to great dangers because of its exposure, and thereby prone to accidents on Nigeria roads. Motorcycle accident could be very serious in the sense that it may lead to instant death; in some cases, it leads to loses of limbs and sight. At times terrible economic loses also arise from these accidents.

The consequence of motorcycle accidents includes convulsion and brain-damage as the head violently hits the other vehicles or object in the collision with the motorcycle. Breakage of joints, fingers, heels and spine are part of the aftermath of these accidents. Soft tissue damage as the body slides across the surface of the road at high speed is also one of the consequences of the

accidents. Others include collision with lamp posts, signs, fences etc (Onifade, 2007). Most causes of this accident include wrong negotiations of bends, over-speeding and other risky behaviors like alcoholic drinking of some riders on the highways.

It is on this note that this study attempts to know the road-safety information available for the commercial motorcyclist riders to use and their level of compliance with these road safety information. The level of use of this road safety information will determine its effect on the occurrence of accidents among the commercial motorcycle riders in Nigeria.

LITERATURE REVIEW

Information in its most restricted technical sense is an ordered sequence of symbols that records or transmits a message. It can be recorded as sign, or conveyed as signals by waves. Information is any kind of event that affects the state of a dynamic system. As a concept, however, information has numerous meanings. Moreover, the concept of information is closely related to notions of constraint, communication, control-data, form, instruction, knowledge, meaning, mental stimulus, pattern, perception, representation and especially entropy (Wikipedia, 2011).

Information is a common term. It is often in the mouth of people, attracting to itself diversity and ambivalence in meaning and interpretation (Uhegbu, 2007). Hardly can one mention the word information without somebody, especially the educated, understanding it from their various backgrounds. Information professionals, ordinary users of information, traders, scientists, company executives etc understand information from their respective professional, occupational and perspective standpoints. To attempt therefore, to define information is like navigating a world of varied options, interpretations and understanding of stakeholders on the word 'information'.

Aina (2004) asserted that information is used interchangeably as news, facts, data and knowledge. He further stressed that information could be defined in the following ways:

- 1) As factor used in increasing the state of a recipient knowledge;
- 2) As what is used in resolving uncertainty;
- 3) As value used in decision making;
- 4) As a published and unpublished knowledge about any given subject and;
- 5) As body of knowledge.

Defining information from general concept, Uhegbu (2007) saw information as a unique and critical source of living without which human life may be heading for crisis and isolation. Ojedokun (2007) infers that a statement or collection of letters can only become information if it has meaning to the recipient, that is, the sequences of

numbers, letters and symbols must be logical for the statement to be understood. It is on the basis of the understanding of a statement, that action, if necessary, could then be taken. Reitz (2004) describes it more concretely as “all facts, conclusions, ideas, and creative works of the human intellect and imagination that have been communicated, formally or informally, in any form”. He further defined information as statement of facts, figures, idea, and creative work of the human intellect, which are logically or by way of reasoning interrelated, and have been communicated, recorded, published and/or distributed formally or informally in any format. This suggests that meaningful data, facts and information are derived from logical and / or comprehensible statement.

The information age has been characterized by information implosion and explosion which keeps extending the frontier of knowledge and making some hitherto impossible information exchanges possible. It is an age of information through telecommunication, media, internet, satellites and digital machines (Telem, 1996). Therefore, at this crucial time in history, resistance to road safety information use by commercial motorcycle riders would be suicidal not only to the motorcyclist but also to the society in general.

Although, information use is a fundamental concept, there are no definitional or methodological approaches that are broadly accepted (Choo et al., 2008). The classic work of Taylor (1991) identifies the following eight classes of information uses.

Enlightenment

Information is used to develop a context or to make sense of a situation by answering questions such as, “Are there similar situations?”

Problem understanding

Information is used in a more specific way than enlightenment; it is used to develop a better comprehension of a particular problem.

Instrumental

Information is used so that the individual knows what to do and how to do something.

Confirmational

Information is used to verify another piece of information.

Factual

Information is used to determine the facts of a

phenomenon or event, to describe reality.

Projective

Information is used to predict what is likely to happen in the future.

Motivational

Information is used to initiate or sustain personal involvement in order to keep moving along a particular course of action.

Personal or political

Information is used to develop relationships, enhance status, reputation and personal fulfillment.

The categories are not mutually exclusive, so that information used in one class may also address the needs of other classes. Wenceslaus et al. (2010) stress that information use is vital to enhancing staff college- ability. Schmoker (1999) found the following evidence of the benefits of information use for collegiability:

- i) Remarkable gain achievement;
- ii) Higher-quality solutions to problems;
- iii) Increased confidence among all school community members;
- iv) The ability to examine information and test new ideas, methods and materials;
- v) More systematic utilization of reliable sources of information; and
- vi) Expanded pool of information, ideas, materials and method.

Information use is a dynamic, interactive social process of inquiry that may result in the making of meaning or the making of decisions. Todd (1999) discusses the trend in recent years to conceptualize information use as a multifaceted change process that makes the distinction between “utilization” as doing something with information and making a difference to the thoughts and actions of people. An important form of information use is instrumental utilization, which “describes the range of organizational outcomes, impacts, end-states and physical changes in practice and procedures which are a direct result of the applications of information”. Aina (2004), quoting Benjamin Disraeli, a one time British prime minister, who once said, “As a general rule, the most successful man in life is the man with the best information” (White, 1981). Stonier (1991) highlighted the importance of information when he stated that information was the most important factor of modern production system as opposed to land, labour and capital because

if one possessed enough information, one could reduce the requirements of land, labour and capital. Indeed many research workers are beginning to regard information as the fourth economic resource after land labour and capital (Aina, 2010). Best (1996) devoted a whole book to information as the fourth resource. In the book entitled "The Fourth Resource: Information and its Management" he stated that there was a recognition among theoreticians and practitioners alike that information has taken its place as the fourth resource, ranking equally with people (labour), money (capital), and physical resource (land) – the three key resources of economic importance.

The need, therefore, to study all aspects of information has been a concern to a large number of research workers. Today, we have what is called the information industry. In the developed world, especially Europe and the United States of America, a lot of money is invested in this industry given the important role of information in the national economy, as the industry employs a large workforce.

Ojedokun (2007) highlighted the importance of information when he stated that without information, no individual or business can anticipate circumstances. Information feeds anticipation. The more information, the better an individual or business can anticipate, and therefore make informed decision. People or business that can properly or better anticipate their circumstances become masters of circumstances, while people or business that cannot properly or better anticipate their circumstances become victims of circumstances.

How can information change the existing problems in Africa cum Nigeria positively? How can it serve as a change agent? Aina (2010) infers that it is well known that every individual or organization needs information. Thus, the regular provision and availability of information to all individuals and organization will accelerate all human activities that require decision making. Government, planners and policy makers in Africa take decisions without facts and figures (Aina, 2010). Information providers such as libraries, archives, and information centers are poorly funded. Access to computers and the Internet is very limited. Mass failures are often recorded in public examinations such as National Examinations Council (NECO) and West African Examinations Council (WAEC) examinations. The same thing applies to Joint Admissions Matriculation Board (JAMB) examination. People in the rural areas still die of preventable diseases like malaria, measles etc. In spite of large agricultural labour force, food productivity is low; farmers do not access information on input facilities that would increase agricultural productivity. These are some of the problems people face in Africa. In summary, it can be said that information is unavailable to all the strata of the society.

Nwalo (2000) speaking on technical information stressed that information help to reduce level of people's uncertainty while making decision which affects their lives. It

leads individual or corporate organization to avoid taking regrettable decision. This accounts for why there is the need to channel the right information to commercial motorcyclists, so that they can make the right judgment and avoid lots of factors that are hitherto viewed to be responsible for high rate of accidents among commercial motorcyclists. The finding of Tackie and Adams (2007) on the information needs and seeking behavior of engineers in Ghana revealed that the understudy engineers use information to solve problems, make decisions and for enlightenment.

METHODOLOGY

The instrument used for this study was questionnaire, which was designed to obtain information on demographic characteristics of the respondents and on road safety information available to commercial motorcycle riders in Oyo State, Nigeria. Nine research assistants were employed in the administration of questionnaire used for the study. The instrument used in this study was interpreted to the respondents in their local language where need arises. The target population of this study are the commercial motorcyclists in Oyo State located at the six divisional zones of the state namely Ibadan North, Ibadan South, Ibarapa, Ogbomoso, Oke-Ogun and Oyo, respectively. A total of four hundred and fifty (450) copies of questionnaires were administered on the respondents and were returned and found valid for analysis, giving a response rate of 100%. The findings were presented in descriptive form using frequencies, percentages, tables, mean and standard deviations.

FINDINGS

The result and analysis of the findings are presented in a descriptive format in Table 1.

The table shows that 164 (36.4%) respondents fall within 26 to 30 years of age and are the highest, 131 (29.1%) respondents were between 31 years and above, 119 (26.4%) respondents were within the age bracket of 20 to 25 years, while 13 (8.0%) were in the age bracket of 13 to 19 years, respectively.

Table 2 reveals that majority of the respondents were males 427 (94.9%) while 23 (5.1%) respondents were females. The result reveals that motorcycle riders are dominated by male when compared with female motorcyclist riders.

The Table 3 shows the level of education of commercial motorcyclist riders. It was discovered that majority of Okada riders are semi-illiterates. 167 (37.1%) respondents were holders of either West African School Certificate, General Certificate, or Senior Secondary School Certificate. 163 (36.2%) respondent only attended primary school, 94 (20.9%) respondents have post secondary school certificates, while 26 (5.8%) have never experienced what is called formal education. This may account for why majority of these motorcycle riders are prone to accidents because it would be difficult for them to interpret or decode road signs on our highways.

Table 1. Respondents distribution by age.

Age	Frequency	Percentage (%)	Cumulative percentage (%)
13-19	13	8.0	8.0
20-25	119	26.4	34.4
26-30	164	36.4	70.9
31+	131	29.1	100.0
Total	450	100.0	

Table 2. Sex of the respondents.

Sex	Frequency	Percentage (%)	Cumulative percentage (%)
Male	427	94.9	94.9
Female	23	5.1	100.0
Total	450	100.0	

Table 3. Distribution of the respondents based on their level of education.

Level of education	Frequency	Percentage (%)	Cumulative percentage (%)
None	26	5.8	5.8
Primary	163	36.2	42.0
Secondary	167	37.1	79.1
NCE/Poly/University	94	20.9	100.0

Table 4. Percentage distribution of marital status of the respondents.

Marital status	Frequency	Percentage (%)	Cumulative percentage (%)
Single	192	42.7	42.7
Married	208	46.2	88.9
Separated	45	10.0	98.9
Divorced	4	0.9	99.8
Others	1	0.2	100.0
Total	450	100.0	

In Table 4, the percentage distribution of the marital status of the respondents revealed that married people dominated the Okada riders business. It accounts for 208 (46.2%) of the total respondents; 192 (42.7%) were single, 45 (10.0%) are separated from their spouses, while 4 (0.9%) are divorced. One can infer from the result that extra caution is expected to be maintained among the commercial motorcyclists since they are married and ought to be responsible.

Table 5 reveals the years of experience the respondents have had riding commercial motorcycle. It can be deduced that 194 (43.1%) respondents have between three to five years of riding experience, 115 (25.6%) are the most recent on the table with respondents between

one to two years of riding experience, 81 (18.0%) respondents reportedly have between six and nine years of riding experience, 38 (8.4%) respondents affirmed they have between ten and fifteen years riding experience, 16 (3.6%) respondents said they have sixteen and twenty years of riding experience while 6 (1.3%) respondents have twenty-one years and above riding experience. It is clear from the table that majority of the riders are just been recent in the motorcycle riding business. This may be as a result of economic hardship and the increase in the rate of unemployment that led to the recent influx into the business.

Table 6 reveals the level of training received by the commercial motorcycle riders before embarking on

Table 5. The distribution of the respondents according to years of motorcycle riding.

Years	Frequency	Percentage (%)	Cumulative percentage (%)
1-2	115	25.6	25.6
3-5	194	43.1	68.7
6-9	81	18.0	86.7
10-15	38	8.4	95.1
16-20	16	3.6	98.7
21+	6	1.3	100.0
Total	450	100.0	

Table 6. Showing the distribution of the respondents on the duration of training received.

Training duration	Frequency	Percentage (%)	Cumulative percentage (%)
One week	273	60.7	60.7
<one month	103	22.9	83.6
1-6month	55	12.2	95.8
<one year+	4	0.9	100.0
Total	450	100.0	

Table 7. Showing road safety information availability to commercial motorcyclists.

Information availability	SD (%)	D (%)	U (%)	A (%)	SA (%)	Mean	S.D
Information about machine for example, manufacturer manual	57 (12.7%)	18 (4.0%)	28 (6.2%)	128 (28.4%)	219 (48.7%)	3.96	1.36
Information about road sign	57 (12.7%)	29 (6.4%)	23 (5.1%)	149 (33.1%)	192 (42.7%)	3.87	1.36
Information about speed limit	63 (14.0%)	19 (4.2%)	18 (4.0%)	168 (37.3%)	182 (40.4%)	3.86	1.36
Information about safety equipment	62 (13.8%)	24 (5.3%)	36 (8.0%)	137 (30.4%)	191 (42.4%)	3.82	1.39
Information about causes of accident	66 (14.7%)	44 (9.8%)	27 (6.0%)	120 (26.7%)	193 (42.9%)	3.73	1.46
Information about driver's license	60 (13.3%)	51 (11.3%)	40 (8.9%)	153 (34.0%)	146 (32.4%)	3.61	1.38
Nigerian Highway Code	68 (15.1%)	77 (17.1%)	128 (28.4%)	109 (24.2%)	68 (15.1%)	3.07	1.27
Documentary on accident prevention	82 (18.2%)	65 (14.4%)	142 (31.6%)	102 (22.7%)	59 (13.1%)	2.98	1.28
Information on safety leaflet	83 (18.4%)	76 (16.9%)	144 (32.0%)	102 (22.7%)	45 (10.0%)	2.89	1.23
Road safety flier	84 (18.7%)	80 (17.8%)	149 (33.1%)	86 (19.1%)	51 (11.3%)	2.87	1.25
Films on road safety	110 (24.4%)	66 (14.7%)	148 (32.9%)	82 (18.2%)	44 (9.8%)	2.74	1.28

motorcycle riding business. 273 (60.7%) respondents trained for one week, 103 (22.9%) respondents trained for less than one month, 55 (12.2%) respondents received training for between one and six months, 15 (3.3%) trained for less than a year, while 4 (0.9%) respondents account for one year and above period of training. It can be seen from the table why there is incessant increase of accidents among commercial motorcycle riders, which includes: lack of adequate training of the riders, 376 (83.6%) respondents received formal motorcycle riding training for between one and three weeks; meanwhile it is expected that the duration of training should not be less than one and half year, if sanity will be maintained on our highways.

RESEARCH QUESTION

Attempts are made at answering research questions posted for this study.

Research question: What is the road safety information available to commercial motorcycle riders?

Table 7 shows the road safety information available to commercial motorcycle riders as perceived by the respondents in their order of availability as follows:

Information about machine, example manufacturer's

Table 8. Showing commercial motorcycles possession of highway codes.

Parameter	Frequency	Percent (%)	Cumulative percent (%)
Yes	82	18.2	18.2
No	368	81.8	100
Total	450	100	

Table 9. Showing reasons for not possessing a copy of highway codes.

Parameter	Frequency	Percent (%)	Cumulative percent (%)
It is not necessary	131	29.1	29.1
I don't need it	90	20.0	49.1
I don't know it is for commercial motorcyclist	45	10.0	59.1
It is meant for car and bus drivers	16	3.6	62.7
Road safety official didn't tell us	168	37.3	100
Total	450	100	100

Table 10. Percentage distribution of number of time(s) they involved in accident.

Parameter	Frequency	Percent (%)	Cumulative percent (%)
None	113	25.1	25.1
1 – 2	159	35.3	60.4
3 – 4	47	10.4	70.9
5 – 6	37	8.2	79.1
6+	94	20.9	100
Total	450	100	

manual (Mean = 3.96), was ranked highest by their mean score, with 347 (77.1%) respondents agreeing that it was available, 75 (16.7%) respondents said it was not available; while 28 (6.2%), 341 (75.8%) respondents agreed that information about road sign was available, 86 (19.1%) respondents said it was not; 350 (77.7%) respondents agreed that Information about speed limit was available, while 82 (18.2%) disagreed to its availability; 328 (72.8%) respondents agreed that Information about safety equipment was available, while 86 (19.1%) respondents disagreed; 313 (69.6%) respondents affirmed that information about causes of accident was available, 110 (24.5%) respondents said it was not; 299 (66.4%) respondents agreed that there was adequate availability of information about drivers' license while 111 (23.6%) disagreed; 161 (39.3%) respondents agreed that Nigerian Highway Code was available, 145 (32.2%) disagreed; 161 (35.8%) respondents said information on documentary on accident prevention was available, while 147(32.6%) respondents disagreed.

Table 8 shows that majority of commercial motorcycle riders did not possess high way code which is to serve as a guide for them while riding their motorbikes. 368 (81.8%) agreed that they do not possess a copy of high

way code, not minding their earlier opinion that information about Nigerian highway code was highly available but riders do not read it; while 82 (18.2%) remarked that they possess a copy of Nigerian highway codes. This may account for why there is increase in the rate of accident among the riders.

Table 9 further gives clarification on why commercial motorcycle riders do not possess a copy of Highway Code which is expected to guide them on how to ride based on rules and regulations governing the riding of motorcycle. 168(37.3%) respondents shifted the blame of their inability to possess a copy of highway codes on the road safety officials, noted that they were not told. 131(29.1%) respondents affirmed that the reason for their not possessing a copy of highway codes was that it was not necessary, 90(20.0%) said they did not need it, 45(10.0%) claimed they did not know it is for commercial motorcyclist, while 16(3.6%) reported it was meant for car and bus drivers only. The result shows that the road safety officials should double their effort in sensitizing these Okada riders on the necessity of possessing a copy of road safety highway codes, and be made available in the three major Nigerian languages- Yoruba, Hausa and Ibo- for a quick understanding of its content.

Table 10 shows that 337 (74.8%) respondents had been involved in one motorcycle accidents at one time or the other, 113 (25.1%) respondents have not. It should be noted that information availability observed to be available by the majority ought to have had a positive effect on the rate with which accidents occur among the commercial motorcyclists, but the result showed that the commercial motorcycle riders did not utilize the road safety information available to them.

DISCUSSION

This study focuses on the road safety information used by commercial motorcycle riders in Oyo State. As noted from the analysis of the findings, the study found that majority of motorcycle riders in the study area fall within 20 and 30 years of age. These categories of people are in their late adolescence and early adulthood years and are characterized by high driving risky behaviors. This finding was in support of earlier findings of Ngim and Udosen (2007), Chang and Yeh (2007), Yannis et al. (2005) and Horswill and Helman (2003) that said age of motorcycle riders was a determinant factor responsible for the causes of accidents among commercial motorcyclists.

The finding of this study corroborates the existing finding of Adisa (2010) and Nakahara et al. (2005) who reported that commercial motorcyclists are more dominated by male than their female counterparts. The level of formal education of the respondents reveals that commercial motorcyclists do not have formal education training or are school drop-outs at early stage. This may account for high level of ignorance among them as most of the motorcyclists cannot interpret road traffic regulations or signs. This is in support of the finding of Ngim and Udozen (2007).

The study reveals that though the respondents claimed to have undergone former training before commencing the motorcyclist business, the duration of the training shows that 60.7% of the respondents only trained for one week, while 22.9% were trained for between two and three weeks. This was in line with the studies of Akinlade (2000) and Adisa (2010). This accounts for why the rate of accidents among commercial motorcyclists was on the increase because there was no adequate training given to the commercial motorcycle riders before embarking on riding expenditure. The finding of this study reveals that there was adequate road safety information available for the commercial motorcycle riders to use which ought to have reduced the rate of accidents occurrence among them. As noted from the analysis of the finding, manufacturer's manual produced to educate the motorcyclists about motorcycle and what is expected of them to know was available. 347(77.1%) agreed to this. It was observed that the remaining 22.9% respondents who either disagreed or could not decide on its availability may be those who purchased their motorcycles from second

hand buyers or have not read the manuals. Though information about machine was available, the level of education of the motorcyclists is a major threat to utilization of this information. This is because it is obvious that majority of those who have it only keep it at home because they cannot read and understand its contents. It is found that the commercial motorcyclist sees road signs on either inside the manufacturer's manual which accompanies the motorbike from the point of purchase or through other means, but the ability to read and understand is not there. From the study, it was discovered that information about speed limit was available, yet they drove with excessive speed. This finding was in support of the finding of Simoncic (2001), Meuleners et al. (2007) and Wong et al. (2010), respectively.

Other road safety information available for the use of commercial motorcycle riders includes information about safety equipment, causes of accidents and driver's license. The finding of this study was in support of the studies of Houston and Richardson (2008) and Hermans et al. (2008) who said that road safety information on the use of protective equipment like helmet was available to motorcycle riders in twenty one European countries surveyed by the author. As noted from the study information about Nigerian Highway Codes, documentary on accident prevention, road safety leaflet, road safety flier and films on road safety was available. This finding corroborates the finding of Akinlade (2000) where 56.2% of the respondents noted that they never saw a copy of Highway Code since they have been riding their commercial motorcycles.

CONCLUSION AND RECOMMENDATIONS

Based on the findings of the study, the following conclusions are drawn: the variables examined under road safety information availability reveal that road safety information that can easily have an attitudinal change on commercial motorcyclists like documentary on accident prevention, films on road safety and information on road safety leaflet was not available as expected and must be provided. The study also found that majority of commercial motorcycle riders studied and did not possess a copy of highway codes. The level of education of the respondents was also found to be a major factor that was capable of affecting the level of usage of road safety information.

Based on the findings of this study, the following recommendations are suggested for implementation:

- 1) Adult literacy classes are to be provided by the government for those who cannot read or write so that Nigeria citizens who are deficient in this area can improve themselves.
- 2) Funds should be made available by the government for the creation of road safety awareness using different media of communication as a form of national orientation

on road signs and their interpretations.

3) Road maintenance in Nigeria should be improved as bad roads need to be repaired.

4) Nigerian Highway Code should be given free of charge to the commercial motorcyclists by the government and should be produced in three major languages in Nigeria (Yoruba, Hausa and Ibo) to enable Okada riders who cannot understand English Language get the rudiment of its contents.

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