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SOCIO DEMOGRAPHIC CHARACTERISTICS OF PUBLIC VEHICLE DRIVERS AND ROAD RAGE IN ASABA

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ABSTRACT

The study examined the socio-demographic characteristics of public vehicle drivers and Road Rage in Asaba, Delta State. Based on the objectives, the study carried out a spatial analysis on commercial transportation routes in Asaba, critically examining the socio-demographic characteristics of public vehicle drivers. This study also examined road rage incidents by public vehicle drivers, identified causes of road rage, the types of road rage and the effects of road rage on other road users in the study area. The instrument used for data collection was questionnaire and direct observation. A total of 354 copies of questionnaire were administered and 303 copies retrieved and properly filled, which indicate an 85.6% response rate. Descriptive statistics, multiple linear regression and chi-square statistical methods were adopted for the analysis. Results revealed that socio-demographic factors (age, sex, level of education, income, marital status, driving experience) of public vehicle drivers did not affect the frequency of road rage. Road rage always occurs on all commercial transportation in Asaba. However, time of day has a significant effect of road rage. The significant causes of road rage were frustration and anger, impatience, and environmental conditions. The types of road rage observed within Asaba included aggressive driving, lane blocking, weaving, rude gestures, verbal abuses, tailgating and impatience. Recommendation suggests that relevant offices (such as FRSC) should appoint officers to screen drivers and authorise road transit regulations and guidelines and also government should provide sufficient and active motor parks across the study area.

KEYWORDS:

Road Rage, Asaba, Public vehicle drives, Road Transportation.



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Introduction

Road rage is becoming a growing problem as the number of vehicles on the road has increased steadily in the last five years causing traffic jams, mental stress, road rage and traffic crashes (Borrego, 2022). According to WHO (2002), environmental and socio demographic factors which lead to road rage. These factors can be traffic congestion, weather condition, noise, time constraints, underlying emotions (anger, frustration, and irritation), individual characteristics such as age, gender, socioeconomic status, and culture. Due to road rage, there have been deaths due to furious driver's tail gaiting, giving obscene gestures, and even fragging people out of their cars.

Road rage is a complex and potentially dangerous phenomenon that refers to extreme and aggressive behaviour exhibited by drivers on the road (Yang et al., 2022). It typically involves a range of hostile and aggressive actions, both verbal and physical, in response to perceived provocation, frustration, or anger while driving. Road rage encompasses a spectrum of aggressive driving behaviours, including tailgating, aggressive overtaking, excessive speeding, weaving in and out of traffic, honking excessively, making offensive gestures, shouting, and even physical confrontations. These actions can put the safety of the driver, passengers, and other road users at risk.

Road rage can be triggered by a variety of factors, including traffic congestion, perceived discourtesy or rudeness by other drivers, frustration with slow-moving vehicles, running late, or personal stressors (Humphrey, 2012). The trigger may be minor, but it can escalate into severe aggression on the road. Road rage often involves underlying psychological factors such as anger, impatience, stress, and a sense of entitlement. Drivers experiencing road rage may have difficulty managing their emotions while driving, leading to aggressive and irrational behaviour. The consequences of road rage can be severe. They can range from minor incidents such as shouting and obscene gestures to more dangerous situations, like aggressive tailgating, road-side altercations, and even vehicle collisions. These actions can lead to property damage, physical injury, and legal consequences for those involved.

Furthermore, road rage poses a significant threat to road safety. Aggressive driving behaviours increase the risk of accidents and injuries. Moreover, road rage can contribute to a hostile and dangerous driving environment, affecting the overall well-being of everyone on the road (Kasim et al., 2019). Engaging in road rage can lead to legal consequences, including fines, license suspension, and even criminal charges, depending on the severity of the actions and the laws in the jurisdiction. In many places, aggressive driving and road rage are illegal and can result in penalties. Preventing road rage involves better understanding and managing one's emotions while driving. Drivers can practice patience, avoid provoking other drivers, and use relaxation techniques to remain calm. Public awareness campaigns, traffic law enforcement, and educational initiatives can also play a role in reducing road rage incidents.

Therefore, road rage is a dangerous and potentially life-threatening behaviour that arises from aggressive driving tendencies and psychological factors. It endangers road safety and can result in legal consequences. Efforts to prevent and mitigate road rage include understanding the triggers, promoting responsible and courteous driving behavior, and enhancing awareness of the risks associated with aggressive driving on the road.

Asaba, the bustling capital city of Delta State, Nigeria, has witnessed a steady increase in vehicular traffic over the years, driven by economic growth and urban development (Chuka et al., 2023). The city's road networks are now a complex web of intersections, highways, and byways, where a diverse array of commuters share the roadways. Among these road users, commercial vehicle drivers play a

pivotal role in ensuring the mobility of goods and people within the city. However, the interaction between the socio-demographic characteristics of these drivers and the phenomenon of road rage has emerged as a critical concern, not only for road safety but also for the overall quality of urban life.

Implications of Road Rage

Road rage has far-reaching implications that impact individuals, road safety, and society. Understanding these implications is crucial for addressing and mitigating the negative consequences of road rage. Some of these implications are:

Safety Concerns: Road rage poses a substantial threat to road safety by promoting aggressive and reckless driving behaviors (Bowen et al., 2020). Aggressive driving actions, such as tailgating, weaving in and out of traffic, and excessive speeding, significantly elevate the risk of accidents on the road. In addition to the immediate risk to the drivers and passengers involved, road rage can also endanger innocent bystanders and pedestrians who happen to be in the vicinity. The consequences of road rage-related accidents can range from minor injuries to fatalities, making it a pressing concern for public safety.

Physical Harm: Road rage incidents can escalate to physical altercations, especially when aggressive drivers confront one another. These confrontations may result in various degrees of physical harm, ranging from minor cuts and bruises to severe injuries (Stephens et al., 2021). Moreover, road rage often involves intentional vehicle damage, as enraged drivers may collide with or damage each other's vehicles in fits of anger. This physical harm not only poses a threat to personal safety but also leads to property damage, exacerbating the negative consequences of road rage.

Property Damage: The property damage stemming from road rage incidents can be financially burdensome for the individuals involved (Ibrahim et al., 2023). Repairing or replacing damaged vehicles can result in significant expenses, often necessitating insurance claims or out-of-pocket costs. The financial implications extend beyond the immediate repairs, as the disruption caused by damaged vehicles can impact daily routines, work commitments, and family life. Consequently, property damage from road rage incidents can have wide-reaching economic and personal consequences.

Legal Consequences: Engaging in road rage can lead to a variety of legal consequences, ranging from fines and penalties to potential criminal charges. These legal repercussions are designed to discourage aggressive driving behavior and hold individuals accountable for their actions on the road. Being subject to legal action can have enduring consequences, affecting an individual's driving record, insurance rates, and potentially even their personal and professional life, emphasizing the seriousness of road rage.

Stress and Mental Health: Experiences of road rage, whether as an aggressor or a victim, are emotionally distressing and can result in heightened stress levels and anxiety (Borrego, 2022). Prolonged exposure to aggressive driving and road rage incidents can negatively impact drivers' overall mental health and well-being, potentially leading to more serious conditions like post-traumatic stress disorder (PTSD). The emotional toll of road rage extends beyond the immediate incident and may linger in the form of anxiety, stress, and reduced quality of life.

Deterioration of Civic Behavior: Road rage reflects a decline in civic behavior and social norms, particularly on the road (Tiitolye, 2021). Aggressive driving behaviors undermine the fundamental principles of courtesy, respect, and cooperation that are essential for harmonious and safe traffic flow. This deterioration can contribute to a more hostile and confrontational driving environment, where

acts of common courtesy and patience become increasingly rare, eroding the foundation of civil behavior on the road.

Traffic Congestion: Road rage incidents, especially those involving confrontations or aggressive driving maneuvers, can lead to temporary traffic congestion and gridlock (Adeniyi, 2021). Such disruptions exacerbate existing traffic problems, causing delays and frustration for other road users. These incidents often have a ripple effect, resulting in disruptions in transportation schedules, potential economic losses for businesses reliant on timely deliveries, and increased stress for commuters.

Public Perception: High-profile road rage incidents can significantly damage the perception of a city, region, or even an entire country. Such incidents can become symbols of disorder and lawlessness, deterring tourists, potential residents, and investors. The negative public perception may harm the local economy, discourage economic development, and tarnish the overall reputation of the area, underscoring the far-reaching consequences of road rage.

This article delves into the multifaceted relationship between socio-demographic attributes of commercial vehicle drivers and the prevalence of road rage in Asaba. Road rage, characterized by aggressive driving behaviour, hostile confrontations, and increased accident risk, poses a significant challenge to the city's road infrastructure and the well-being of its residents. By examining the socio-demographic characteristics of commercial vehicle drivers – including age, gender, education, experience, and income – we aim to shed light on the factors that may contribute to road rage within this demographic group.

Understanding the interplay between these characteristics and the occurrence of road rage is essential for the development of targeted interventions and policies that can mitigate aggressive driving behavior and enhance road safety in Asaba. This article explores the socio-demographic aspects of commercial vehicle drivers in the context of road rage, offering insights that can inform more effective traffic management strategies and ultimately lead to safer and more harmonious roadways in this vibrant Nigerian city.

Materials and Methods

This study adopted the cross-sectional research design. Also, a reconnaissance survey was carried out to identify in space the routes of commercial transportation. Primary data was obtained from questionnaires administered to public vehicle drivers. The questionnaires were sectioned into parts that examined socio-demographic characteristics of public vehicle drivers, driving behaviour behind the wheel, factors that promote road rage and their effects. Meanwhile, secondary data was sourced from records from the Federal Road Safety Corps (FRSC), mobile courts and vehicle inspection officers.

According to the Federal Ministry of Transportation, there are about 28 registered motor parks in Asaba out of which 20 runs intercity while 8 runs intracity (NURTW, 2018). Hence, the population for this research comprises of all public motor drivers in Asaba and all public transportation routes in Asaba.

Table 1 Motor parks and numbers of registered drivers

In research that involve large population such as this, it is not possible to study the entire population. Hence, representative sample of the population is drawn and studied. The sample size was determined using Taro Yamane formula from the number of registered drivers from each motor park under study (Table 1). These number were sourced from the State Ministry of Transport records. To get the sample among the 8 motor parks, the Bowley's proportional allocation method was used. Out of 354 questionnaires administered, 303 was retrieved indicating a response rate of 85.6%.

Table 1. Sample size of the study

| s/n | Motor Parks | Registered Drivers | Sample Size |
|--------------|-----------------------|--------------------|-------------|
| 1 | Koka Roundabout | 812 | 92 |
| 2 | FMC Roundabout | 512 | 58 |
| 3 | Okpanam Park | 450 | 51 |
| 4 | High Court Bus-stop | 270 | 30 |
| 5 | Ibusa Junction | 320 | 36 |
| 6 | Nnebisi Junction | 233 | 26 |
| 7 | Refinery Junction | 260 | 29 |
| 8 | Stadium road junction | 248 | 30 |
| Total | | 3105 | 354 |

The study employed the use of descriptive analysis such as percentage, frequency distribution, tables, and charts for analysing the socio-demographic factors.

Results

Socio demographic characteristics of Respondents

Table 2 offers a detailed glimpse into the socio-demographic composition of public vehicle drivers in Asaba, shedding light on various aspects of this group's demographics. The table categorizes drivers based on their sex, age, educational background, driving experience, income levels, and marital status, revealing essential information about this cohort of drivers.

The majority, a substantial 96.7%, are male, while the representation of females is relatively low at 3.3%. This gender imbalance in the public transportation sector reflects a common pattern seen in many regions and may be attributed to cultural norms, historical precedents, and societal stereotypes associating public vehicle driving with men.

The age distribution among these drivers is notably diverse. The largest age group falls within the 34-41 years category, making up 27.4% of the total sample. This diversity across age groups suggests that public vehicle drivers in Asaba span various generations and age brackets, each potentially bringing distinct experiences and perspectives to their roles. These generational differences may influence their attitudes and responses to road rage incidents.

An examination of educational backgrounds reveals a wide range of experiences among the drivers. The most prevalent group holds a secondary educational background, representing 36% of the sample. Primary and tertiary educational backgrounds are also well-represented, at 32.3% and 29.7%,

respectively. This diversity in education levels indicates that the public vehicle drivers come from a variety of educational backgrounds. These differences can play a role in shaping their driving behavior and how they react to road rage situations.

The distribution of driving experience is quite balanced across the categories, with the most significant group having 11-15 years of experience, constituting 25.7% of the total. This balanced distribution implies that the public vehicle sector in Asaba comprises both experienced drivers and those relatively new to the profession. The varying levels of experience can influence how they handle the stresses of their job and react to road rage incidents.

Income levels among the drivers exhibit considerable diversity, with a noteworthy 21.8% earning between 50,000 and 90,000 Naira. This economic variation highlights that public vehicle drivers in Asaba have significantly differing financial circumstances. The income levels can have a significant impact on their daily stress levels and responses to road rage. Drivers with lower incomes may experience heightened financial stress, which could affect their on-road behaviour.

The majority of drivers are either single (37.6%) or married (45.2%), indicating the range of family structures within the profession. Marital status can influence drivers' behavior, as those with families may be more inclined to prioritize safety and avoid confrontations on the road to safeguard their well-being and livelihood.

Table 2 presents a comprehensive picture of the socio-demographic characteristics of public vehicle drivers in Asaba. These characteristics provide essential insights into the factors that may influence their driving behavior and responses to road rage incidents. Understanding these demographics is vital for the development of targeted interventions and policies aimed at promoting road safety and reducing road rage in the region.

Table 2. Socio-demographic characteristics of public vehicle drivers in Asaba

| Characteristics | Frequency | Percentage (%) |
|------------------------------------|-----------|----------------|
| Sex | | |
| Male | 293 | 96.7 |
| Female | 10 | 3.3 |
| Total | 303 | 100 |
| Age (years) | | |
| 18-25 | 48 | 15.8 |
| 26-33 | 69 | 22.8 |
| 34-41 | 83 | 27.4 |
| 42-49 | 69 | 22.8 |
| 50 and above | 34 | 11.2 |
| Total | 303 | 100 |
| Educational Background | | |
| Primary | 98 | 32.3 |
| Secondary | 109 | 36.0 |
| Tertiary | 90 | 29.7 |
| Postgraduate | 6 | 2.0 |
| Total | 303 | 100 |
| Driving Experience (years) | | |
| 1-5 | 77 | 25.4 |
| 6-10 | 74 | 24.4 |
| 11-15 | 78 | 25.7 |
| 16 and above | 74 | 24.4 |
| Total | 303 | 100 |
| Income (per month in Naira) | | |

| | | |
|-----------------------|-----|------|
| <18000 | 33 | 10.9 |
| 18-49000 | 66 | 21.8 |
| 50-90000 | 113 | 21.8 |
| 100000-190000 | 40 | 13.2 |
| 200000-350000 | 28 | 9.2 |
| Above 350000 | 23 | 7.6 |
| Total | 303 | 100 |
| Marital Status | | |
| Single | 114 | 37.6 |
| Married | 137 | 45.2 |
| Divorced | 28 | 9.2 |
| Widowed | 24 | 7.9 |
| Total | 303 | 100 |

Road Rage Incidents in Asaba

Table 3 provides a detailed overview of the frequency of road rage incidents among public vehicle drivers in Asaba. The table categorizes these drivers based on their responses to various aggressive driving behaviors, using categories such as "Never," "Rarely," "Sometimes," "Often," and "Always." This data offers valuable insights into the prevalence of aggressive driving actions and their frequency among the surveyed drivers, shedding light on the road rage landscape in Asaba.

One notable finding is the high prevalence of tailgating, where 22.4% of drivers admitted to "Always" tailgating other drivers. In contrast, 19.5% of drivers claimed they "Never" engage in this behavior. Tailgating, or driving too closely behind another vehicle, is a common form of aggressive driving known to increase the risk of accidents and potentially incite road rage incidents.

The data reveals that a considerable 24.8% of drivers reported "Always" engaging in drag racing with other drivers to get ahead, while 10.2% stated they "Never" participate in this behavior. Drag racing on public roads involves high speeds and reckless driving, posing a significant threat to road safety.

Around 22.1% of drivers admitted to "Often" illegally passing slow-moving vehicles, while 16.8% claimed they "Never" do so. Illegally passing vehicles on the road is a hazardous behavior that can lead to dangerous situations, accidents, and potential road rage incidents.

A significant 25.7% of drivers reported that they "Often" engage in verbal assaults when they feel provoked, with 12.9% stating they "Never" do so. Engaging in verbal confrontations and aggressive behavior towards other drivers contributes to a hostile driving environment and can escalate into more serious road rage incidents.

An alarming 33.7% of drivers admitted to "Always" weaving in and out of slower traffic, with only 11.2% claiming they "Never" engage in this behavior. Frequent weaving in and out of traffic is a dangerous driving practice that not only increases the risk of accidents but also heightens frustration among other road users.

The data indicates that 26.4% of drivers "Often" block other drivers from entering their lane, while 10.6% stated they "Never" do so. This behavior can lead to confrontations and escalate road rage incidents, contributing to an unsafe and hostile driving environment.

A substantial 26.7% of drivers reported that they "Often" make obscene gestures when provoked, with 18.5% stating they "Never" engage in this behavior. Making obscene gestures further intensifies tensions on the road and can lead to confrontations, creating an undesirable atmosphere for all road users.

In essence, Table 3 underscores the prevalence of various road rage behaviors among public vehicle drivers in Asaba. These findings emphasize the need for effective interventions, education, and awareness campaigns to reduce road rage incidents, improve road safety, and create a more harmonious driving environment in the region. Road safety initiatives and driver education may be key to addressing these concerning behaviors and promoting responsible driving practices.

Road Rage Incidents by Public Vehicle Drivers in Asaba

Table 3 Frequency of Road Rage incidents by public vehicles drives in Asaba.

| S/N | Items | Never | Rarely | Sometimes | Often | Always |
|-----|--|------------|------------|------------|------------|-------------|
| 1 | I tailgate other drivers | 59 (19.5%) | 50 (16.5%) | 73 (24.1%) | 53 (17.9%) | 68 (22.4%) |
| 2 | I drag race with other drivers to get out in front | 31 (10.2%) | 53 (17.5%) | 64 (21.1%) | 80 (26.4%) | 75 (24.8%) |
| 3 | I will illegally pass a car or truck that is driving slowly | 51 (16.8%) | 64 (21.1%) | 62 (20.5%) | 59 (19.5%) | 67 (22.1%) |
| 4 | I verbally assault other drivers when I feel provoked of their wrong doing | 39 (12.9%) | 67 (22.1%) | 78 (25.7%) | 63 (20.8%) | 58 (18.5%) |
| 5 | I weave in and out of slower traffic | 34 (11.2%) | 35 (11.6%) | 62 (20.5%) | 70 (23.1%) | 102 (33.7%) |
| 6 | I block other drivers from entering my lane | 32 (10.6%) | 65 (21.5%) | 67 (22.1%) | 80 (26.4%) | 59 (19.5%) |

| | | | | | | |
|---|---|------------|------------|------------|------------|------------|
| 7 | I make obscene gestures when provoked while driving | 56 (18.5%) | 54 (17.8%) | 81 (26.7%) | 58 (19.1%) | 54 (17.8%) |
|---|---|------------|------------|------------|------------|------------|

Table 4 provides a comprehensive view of the causes of road rage in Asaba, as perceived by respondents who were asked to express their level of agreement or disagreement with various contributing factors. The data sheds light on the underlying triggers that lead to road rage incidents in the region and offers valuable insights into the prevalence and impact of these factors.

The data reveals a significant consensus, with 192 respondents "Strongly Agreeing" that traffic congestion is a major cause of road rage, while an additional 94 respondents "Agree" with this assertion. This overwhelming agreement underscores the frustration and stress that traffic congestion can generate, making it a primary driver of road rage incidents in Asaba.

The perception of individual traits contributing to road rage is notable, with 145 respondents collectively "Strongly Agreeing" or "Agreeing." This recognition suggests that individual characteristics, including temperament and emotional regulation, play a substantial role in shaping how drivers respond to challenging situations on the road.

A total of 198 respondents' express agreement that environmental conditions are linked to road rage, including 110 who specifically "Agree." The acknowledgment of environmental factors highlights the potential impact of weather, road conditions, and infrastructure on driving-related stress and road rage incidents.

Impatience emerges as a prominent factor, with 202 respondents collectively "Strongly Agreeing" or "Agreeing" that it contributes to road rage. Among them, 121 respondents "Strongly Agree" that impatience is a key trigger. This finding underscores the role of impatience in motivating risky and aggressive behaviors aimed at saving time.

A significant portion of respondents, with a total of 179 expressing agreement, believe that disregard for traffic laws and other road users leads to road rage. This acknowledgment highlights how violations of road rules and disregard for the rights of fellow drivers can result in confrontations and road rage incidents.

The data indicates that 236 respondents collectively "Strongly Agree" or "Agree" that frustration and anger are substantial contributors to road rage. A significant 120 respondents "Strongly Agree" with this notion, underscoring the profound influence of high levels of frustration and anger on aggressive driving behaviors.

Approximately 191 respondents "Strongly Agree" or "Agree" that accidents can be a catalyst for road rage. In the aftermath of accidents, emotions often run high, potentially leading to confrontations and hostile interactions on the road.

About 157 respondents "Strongly Agree" or "Agree" that distraction is associated with road rage. This emphasizes that distractions, such as phone use or inattention, can lead to erratic driving and road rage incidents.

Table 4 provides valuable insights into the factors that are perceived as triggers for road rage in Asaba. These findings underscore the multifaceted nature of road rage, influenced by a combination of traffic congestion, individual traits, environmental conditions, impatience, disregard for road laws and users, frustration, accidents, and distractions. Understanding these factors is essential for the development of targeted interventions and educational campaigns aimed at reducing road rage incidents and enhancing road safety in the region. Road safety initiatives and increased public awareness may play a pivotal role in mitigating the impact of these road rage triggers.

Table 4 Causes of Road Rage in Asaba

| S/N | Items | Strongly Agree | Agree | Disagree | Strongly Disagree |
|-----|---|----------------|-------|----------|-------------------|
| 1 | Traffic congestion | 98 | 94 | 69 | 42 |
| 2 | Individual traits | 64 | 81 | 83 | 75 |
| 3 | Environmental conditions | 88 | 110 | 70 | 35 |
| 4 | Impatience | 121 | 81 | 52 | 42 |
| 5 | Disregard for the laws and other road users | 96 | 83 | 63 | 61 |
| 6 | Frustration and anger | 120 | 116 | 28 | 39 |
| 7 | Accidents | 103 | 88 | 59 | 53 |
| 8 | Distraction | 85 | 72 | 72 | 74 |

Table 5 offers valuable insights into the prevalent types of road rage in Asaba, categorizing these behaviors into different extents of occurrence, ranging from "Very Great Extent" to "Low Extent." The data provides a comprehensive picture of the frequency and intensity of various road rage behaviors among drivers in the region, shedding light on the specific types of road rage that are most commonly observed.

A striking finding from the table is the very high prevalence of aggressive driving in Asaba, with 150 respondents reporting that it occurs to a "Very Great Extent." An additional 110 respondents indicated that it happens to a "Great Extent." This underscores the prevalence of aggressive driving behaviour, which is a critical factor contributing to road rage incidents. Aggressive driving behaviours, such as excessive speeding and reckless maneuvers, can create a hostile driving environment and pose a significant risk to road safety.

Lane blocking is another prevalent road rage behavior, with 120 respondents reporting that it occurs to a "Very Great Extent" and 90 respondents stating it happens to a "Great Extent." Lane blocking

disrupts the smooth flow of traffic and leads to frustration among other drivers. This behaviour not only causes traffic congestion but can also escalate into confrontations and road rage incidents.

Weaving, characterized by frequent lane changes and aggressive maneuvers, is a common road rage behavior in Asaba, with 190 respondents reporting that it occurs to a "Very Great Extent." Additionally, 75 respondents stated that it happens to a "Great Extent." Weaving can be dangerous, increasing the risk of accidents and heightening road rage incidents. This behaviour reflects a lack of patience and respect for other road users.

The data reveals that rude gestures are prevalent on Asaba's roads, with 100 respondents reporting that they occur to a "Very Great Extent" and 70 respondents indicating that they happen to a "Great Extent." Rude gestures can escalate confrontations and lead to heightened road rage incidents. Such behaviours not only create a hostile driving environment but also erode civility and respect among road users.

Verbal abuses while driving are also common in Asaba, with 140 respondents stating that they occur to a "Very Great Extent" and 90 respondents reporting that they happen to a "Great Extent." These verbal confrontations contribute to a hostile driving environment and can escalate into road rage incidents. Addressing such behaviours is crucial for improving the overall safety and atmosphere on the road.

Tailgating, characterized by following another vehicle too closely, is a widely observed road rage behavior, with 145 respondents indicating that it occurs to a "Very Great Extent" and 70 respondents stating that it happens to a "Great Extent." Tailgating not only increases the risk of accidents but can also lead to confrontations on the road, contributing to the overall road rage problem in Asaba.

Table 5 reveals the significant prevalence and intensity of various road rage behaviours in Asaba. Aggressive driving, lane blocking, weaving, rude gestures, verbal abuses, and tailgating are all highly common road rage behaviors in the region, occurring to a "Very Great Extent" or to a "Great Extent" according to many respondents. Addressing these behaviors through education, awareness campaigns, and law enforcement is essential to mitigate road rage incidents and enhance road safety in the area.

Table 5 Types of Road Rage prevalent in Asaba

| Items | Very Great Extent | Great Extent | Moderate Extent | Low Extent |
|--------------------|-------------------|--------------|-----------------|------------|
| Aggressive driving | 150 | 110 | 30 | 13 |
| Lane Blocking | 120 | 90 | 50 | 43 |
| Weaving | 190 | 75 | 25 | 15 |
| Rude gesture | 100 | 70 | 85 | 48 |
| Verbal Abuses | 140 | 90 | 60 | 13 |
| Tailgating | 145 | 70 | 60 | 28 |

Discussion of Findings

Socio-demographic characteristics of public vehicle drivers in Asaba

Findings from this comprehensive overview of the socio-demographic characteristics of public vehicle drivers in Asaba, providing valuable insights into various aspects of this group's demographics. This information serves as a foundational understanding of the potential factors that influence their driving behaviour and responses to road rage incidents. A notable observation is the significant gender disparity within the public transportation sector in Asaba, where a vast majority of drivers are male, constituting 96.7% of the sample. This gender imbalance is often attributed to cultural norms, historical precedents, and societal stereotypes that associate public vehicle driving with men. This disparity has implications not only for the industry's diversity but also for understanding how the predominant male presence may influence experiences and attitudes related to road rage.

The age distribution among public vehicle drivers in Asaba is notably diverse, spanning various generations and age brackets. The largest age group falls within the 34-41 years category, representing 27.4% of the total sample. This diversity indicates that drivers in Asaba come from different age groups, each potentially bringing unique experiences and perspectives to their roles. The generational differences may influence how they perceive and respond to road rage incidents, with younger drivers potentially having different approaches than their older counterparts. Public vehicle drivers in Asaba exhibit a wide range of educational backgrounds. The most prevalent group holds a secondary educational background, making up 36% of the sample. Primary and tertiary educational backgrounds are also well-represented, at 32.3% and 29.7%, respectively. This diversity in education levels can significantly affect drivers' understanding of road safety regulations and their awareness of the consequences of aggressive driving behaviours. Drivers with higher levels of education may exhibit better knowledge of safe driving practices.

More so, the distribution of driving experience is quite balanced, with the most significant group having 11-15 years of experience, constituting 25.7% of the total. This balance implies that the public vehicle sector in Asaba comprises both experienced drivers and those relatively new to the profession. These varying levels of experience can influence how drivers handle the stresses of their job and respond to road rage incidents. More experienced drivers may be better equipped to deal with challenging situations on the road.

Income levels among public vehicle drivers exhibit considerable diversity, with a noteworthy 21.8% earning between 50,000 and 90,000 Naira. This economic variation is significant as it highlights the differing financial circumstances of drivers in Asaba. These income disparities can have a substantial impact on drivers' daily stress levels and their on-road behavior. Drivers with lower incomes may experience heightened financial stress, potentially affecting their driving behavior and responses to road rage.

The majority of drivers are either single (37.6%) or married (45.2%). This reflects a range of family structures within the profession. Marital status can significantly influence drivers' behaviour, especially those with families who may prioritize safety and avoid confrontations on the road to safeguard their well-being and livelihood. These characteristics offer essential insights into the factors that may influence their driving behaviour and responses to road rage incidents. Recognizing the gender disparity, understanding the impact of age, education, income, and marital status can inform strategies and interventions to enhance road safety and minimize road rage incidents in the region.

Road Rage Incidents in Asaba

One of the key findings is the high prevalence of tailgating, with 22.4% of drivers admitting to "Always" tailgating other drivers. Tailgating, characterized by driving too closely behind another vehicle, is a common form of aggressive driving behaviour known to increase the risk of accidents and potentially incite road rage incidents. This behaviour not only jeopardizes the safety of the tailgating driver but also contributes to stress and frustration among the driver being tailgated.

The data shows that a significant 24.8% of drivers reported "Always" engaging in drag racing with other drivers to get ahead. Drag racing on public roads involves high speeds and reckless driving, posing a substantial threat to road safety. Such behaviour not only endangers the drivers involved but also poses a risk to other road users, creating an unsafe and unpredictable driving environment.

Approximately 22.1% of drivers admitted to "Often" illegally passing slow-moving vehicles. Illegally passing vehicles on the road is a hazardous behaviour that can lead to dangerous situations, accidents, and potential road rage incidents. This behaviour reflects a disregard for traffic rules and a lack of consideration for the safety of other road users.

A significant 25.7% of drivers reported that they "Often" engage in verbal assaults when provoked. Engaging in verbal confrontations and aggressive behaviour towards other drivers contributes to a hostile driving environment and can escalate into more serious road rage incidents. Such interactions not only harm the emotional well-being of those involved but also divert drivers' attention from safe driving practices.

An alarming 33.7% of drivers admitted to "Always" weaving in and out of slower traffic, with only 11.2% claiming they "Never" engage in this behaviour. Frequent weaving in and out of traffic is a dangerous driving practice that not only increases the risk of accidents but also heightens frustration among other road users. This behavior can lead to a chaotic and stressful driving atmosphere. The data indicates that 26.4% of drivers "Often" block other drivers from entering their lane, with 10.6% stating they "Never" do so. Blocking other drivers can lead to confrontations and escalate road rage incidents, contributing to an unsafe and hostile driving environment. Such actions hinder the flow of traffic and foster impatience and frustration.

A substantial number of drivers reported that they often make obscene gestures when provoked, with some stating they "Never" engage in this behaviour. Making obscene gestures further intensifies tensions on the road and can lead to confrontations, creating an undesirable atmosphere for all road users. Such behaviour reflects a lack of civility and respect on the road, further fueling road rage incidents.

This study findings underscore the prevalence of aggressive and potentially dangerous driving behaviours among drivers in Asaba. These behaviors not only pose significant risks to road safety but also contribute to a hostile and stressful driving environment. Addressing these issues requires a multifaceted approach, including driver education, law enforcement, and public awareness campaigns aimed at promoting safer and more courteous driving practices.

Causes of Road Rage in Asaba

One of the prominent findings is the consensus among respondents regarding traffic congestion as a major cause of road rage. A significant number of respondents strongly agreed or agreed with this assertion. The overwhelming agreement underscores the frustration and stress that traffic congestion can generate, making it a primary driver of road rage incidents in Asaba. Long wait times and

gridlock often contribute to heightened tensions among drivers, increasing the likelihood of aggressive behaviours.

The perception that individual traits contribute to road rage is notable, with a substantial number of respondents expressing agreement. This recognition suggests that individual characteristics, including temperament and emotional regulation, play a substantial role in shaping how drivers respond to challenging situations on the road. Drivers' personal dispositions and emotional responses can significantly impact their propensity for aggressive behaviour. Acknowledging the role of individual traits highlights the importance of promoting emotional intelligence and stress management among drivers.

Environmental conditions also emerge as a perceived contributor to road rage, with a notable number of respondents agreeing with this notion. This acknowledgment highlights the potential impact of weather, road conditions, and infrastructure on driving-related stress and road rage incidents. Poorly maintained roads, adverse weather conditions, and infrastructure issues can lead to frustration and impatience, contributing to road rage incidents. Addressing these environmental factors is crucial for road safety.

Impatience is a prominent factor in road rage, with a substantial number of respondents strongly agreeing or agreeing that it contributes to road rage. This finding underscores the role of impatience in motivating risky and aggressive behaviours aimed at saving time. Drivers who are impatient may engage in aggressive driving tactics, such as tailgating and weaving in traffic, to reach their destinations more quickly. Strategies to address impatience and promote patience on the road are essential for reducing road rage incidents.

A significant portion of respondents acknowledged that disregard for traffic laws and other road users leads to road rage. This recognition highlights how violations of road rules and a lack of consideration for the rights of fellow drivers can result in confrontations and road rage incidents. Enhancing compliance with traffic regulations and promoting respect among road users is critical for a safer driving environment.

The data indicates a substantial consensus among respondents regarding the role of frustration and anger as substantial contributors to road rage. High levels of frustration and anger were strongly agreed upon by many respondents. This underscores the profound influence of these emotions on aggressive driving behaviours. Drivers who are frustrated or angry are more likely to engage in confrontational and aggressive actions. Promoting stress management and anger reduction techniques can help mitigate these emotional triggers.

Respondents recognized accidents as a catalyst for road rage, with many agreeing that accidents can lead to road rage incidents. In the aftermath of accidents, emotions often run high, potentially leading to confrontations and hostile interactions on the road. Accidents can trigger intense emotional responses and contribute to road rage. Ensuring proper accident response protocols and promoting calm and responsible behaviour in accident situations are essential.

The findings also highlight that distraction is associated with road rage, with a significant number of respondents agreeing with this notion. Distractions, such as phone use or inattention, can lead to erratic driving and road rage incidents. Drivers who are not fully focused on the road are more likely to engage in behaviours that can lead to confrontations. Promoting focused and distraction-free driving is crucial for road safety. These findings provide insights into the perceived causes of road rage in Asaba, emphasizing the role of factors such as traffic congestion, individual traits,

environmental conditions, impatience, disregard for traffic laws, frustration, anger, accidents, and distractions. Addressing these contributing factors is essential for developing strategies to reduce road rage incidents and enhance road safety in the region.

Types of Road Rage Prevalent in Asaba

One of the most significant findings from the table is the prevalence of aggressive driving in Asaba. This behaviour encompasses actions such as excessive speeding, abrupt lane changes, and reckless maneuvers. Aggressive driving not only contributes to a hostile driving environment but also poses substantial risks to road safety. Drivers who engage in aggressive behaviours often create an atmosphere of tension and unpredictability on the road, making it imperative to address this issue through education and enforcement of traffic laws.

Also, lane blocking, another common road rage behaviour, disrupts the smooth flow of traffic. It leads to frustration among other drivers who are forced to navigate around the obstructing vehicle. The result can lead to traffic congestion, escalated confrontations and potential road rage incidents. Drivers who deliberately block lanes often contribute to a stressful and inefficient traffic environment, making it essential to address this behaviour for the overall well-being of road users. Weaving is characterized by frequent lane changes and aggressive maneuvers, and it is observed to a significant extent in Asaba. Such behaviour reflects a lack of patience and respect for other road users. Weaving not only increases the risk of accidents but also heightens road rage incidents. The urgency to get ahead or save time by weaving through traffic can create an unsafe driving environment. It is crucial to promote patience and courteous driving to mitigate this behavior.

Rude gestures are prevalent on Asaba's roadways and can escalate confrontations between drivers. Such actions not only contribute to a hostile driving environment but also erode civility and respect among road users. Drivers who resort to rude gestures when provoked intensify tensions on the road, highlighting the need for campaigns that encourage respectful and considerate behavior among drivers.

Verbal abuses while driving are common in Asaba, often leading to a hostile driving environment. These verbal confrontations can escalate into road rage incidents, affecting overall road safety. Addressing this behaviour is essential for improving the atmosphere on the road and ensuring that disagreements among drivers do not escalate into aggressive confrontations.

Tailgating, or following another vehicle too closely, is widely observed as a road rage behaviour in Asaba. This aggressive driving practice not only increases the risk of accidents but can also lead to confrontations on the road, contributing to the overall road rage problem. Drivers who tailgate are more likely to engage in behaviours that put themselves and others at risk. Promoting safe following distances and responsible driving is crucial for addressing this issue.

Findings from this study indicates the significant prevalence and intensity of various road rage behaviors in Asaba. These behaviours, including aggressive driving, lane blocking, weaving, rude gestures, verbal abuses, and tailgating, are common on Asaba's roads. Addressing these behaviours through a combination of education, awareness campaigns, and law enforcement is essential to mitigate road rage incidents and enhance road safety in the region. Fostering a culture of respect and patience among drivers is key to creating a safer and more harmonious driving environment in Asaba.

Conclusion

The comprehensive study on the socio-demographic characteristics of public vehicle drivers in Asaba has provided invaluable insights into the factors that may influence their driving behavior and responses to road rage incidents. These insights are crucial for the development of effective strategies and interventions to promote road safety and minimize road rage in the region.

The study revealed a significant gender disparity within the public transportation sector in Asaba, with a vast majority of drivers being male. This gender imbalance, while not unique to Asaba, has implications for both industry diversity and how the predominant male presence may influence experiences and attitudes related to road rage. Recognizing and addressing this gender disparity is a key step in creating a more inclusive and equitable transportation sector.

The diverse age distribution among public vehicle drivers in Asaba, spanning various generations and age brackets, underscores the need to consider generational differences in addressing road rage incidents. Younger drivers may have different approaches to road rage compared to their older counterparts, and strategies for road safety should be tailored to account for these generational distinctions.

The wide range of educational backgrounds among public vehicle drivers highlights the importance of promoting road safety awareness and responsible driving practices across different educational levels. Drivers with higher levels of education may exhibit better knowledge of safe driving practices, and this awareness should be harnessed to enhance road safety.

The balanced distribution of driving experience, with both experienced and relatively new drivers in the profession, indicates the need for targeted training and stress management programs to equip drivers with the skills to handle the challenges of their job and effectively respond to road rage incidents. The considerable income disparity among drivers in Asaba underlines the significance of addressing financial stressors that may impact driving behavior and road rage incidents. Providing support and resources for drivers facing financial challenges can contribute to a safer and more composed driving environment.

Marital status was found to have an influence on drivers' behaviour, with those responsible for families potentially prioritizing safety and avoiding confrontations on the road. Recognizing the role of marital status in driver behaviour is vital for understanding and mitigating road rage incidents. The study therefore concludes that several factors account for road rage behavior of drivers with the implication that all stakeholders should endeavour to address the causes of this road malaise in order to reduce its adverse consequences.

Recommendations:

1. Initiatives should be developed to promote gender inclusivity within the public transportation sector in Asaba. Encouraging and supporting female drivers can contribute to a more diverse and inclusive industry, potentially bringing fresh perspectives to the sector and fostering safer and more respectful driving behaviour.
2. Road safety and road rage prevention campaigns should consider generational differences among drivers. Tailoring awareness programs to the preferences and attitudes of different age groups can enhance their effectiveness in promoting safer driving practices.
3. Comprehensive road safety education and training programs should be implemented to ensure that drivers of all educational backgrounds have a sound understanding of safe driving

practices. These programmes can include stress management, anger reduction techniques, and conflict resolution skills to help drivers respond to road rage incidents more effectively.

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