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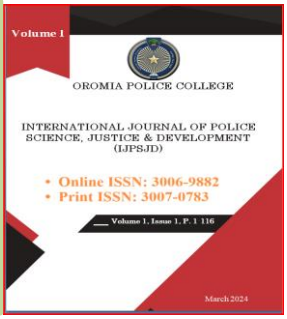

Road Traffic Safety Enforcement Practices and Challenges in Selected Urban of Oromia National Regional State, Ethiopia

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Abstract

The primary objective of this study was to assess the practices and challenges associated with enforcing road traffic safety in selected urban areas of the Oromia National Regional State. Descriptive research design was employed for the study. To analyze the data, samples were used, and the Taro Yemane formula was employed to determine the quantitative data respondents' sample size, while data saturation was utilized for qualitative data. Qualitative and quantitative data were collected through interviews and questionnaires using purposive and simple random sampling, respectively. The collected quantitative data were analyzed using mean and standard deviation. On the other hand, qualitative data were analyzed using thematic analysis. The results of the study revealed that drivers and passengers in the study area had accessed and normally used seat belts, fire extinguishers, and first aid kits. However, a significant number of drivers in the study area lacked professional discipline and driving skills. The study also found that creating a program that raised community awareness through media campaigns and road safety campaigns was a moderately effective practice in the study area. The personnel of the Transport Agency and the Traffic Police professionals employed to enforce traffic safety laws and regulations on transportation routes were found to be inadequate. The study concludes by recommending that the traffic police division and other relevant sectors should monitor the technical quality and service years of vehicles, traffic congestion, and road infrastructure. These measures can enhance road safety enforcement in the study area and promote more efficient traffic management to reduce the high number of road traffic accident.

Key words: Road, Traffic, Safety, Enforcement and Police

INTRODUCTION

Road traffic safety reflects the degree of safe interaction of participants of traffic between themselves and the environment (Batrakova & Gredasova, 2016). Road safety is the final outcome of regulations and prevention techniques that, acting on the three basic interacting elements of the road: the human behavior, the vehicles security features and the road infrastructure, make roads more secure (Battiato et al. 2018).

Traffic on roads consists of road users including pedestrians, ride or herd animals, vehicles, streetcars, bus and other conveyances, either singly or together use community way for purposes of travel. Road traffic safety reflects the degree of safety of traffic participants from road traffic accidents and their consequences. It also understood as the result of the safe interaction of participants of traffic between themselves and the environment (Batrakova & Gredasova, 2016).

The World Health Organization estimated that road injuries are the 8th leading cause of death worldwide, resulting in 1.4 million deaths annually. Perhaps more importantly, the incidence of such crashes and their severity are on the rise. In higher-income countries road traffic accidents are among the top ten leading causes of disease burden whereas in less developed countries, they are the most significant cause of injuries. However, lower fatality and injury rates can be found in the developed world. By 2030, traffic-related deaths are predicted to become the 7th leading cause of death worldwide (World Health Organization 2019). Ethiopia has the highest fatality rate followed by Uganda. Pedestrians were found to be the most vulnerable group of road users in Ghana and South Africa (WHO, 2015).

Road traffic related legislation and regulations provide a basic framework for the traffic system. Traffic law enforcement has been defined as the area of activity aimed at controlling road user behavior by preventive, persuasive and punitive measures in order to effect the safe and efficient movement of traffic (Mohammed & Labuschagne, 2008). The most prominent of these are the traffic regulations, which are primarily intended to reduce the number and severity of road traffic accidents and to make the traffic process in general orderly (Lu, 2007).

Enforcement is all about enforcing the regulation and laws on weight of the vehicle, speed, drivability of the vehicle, driver‟s license and driving skills. Enforcement is in the hands of the police department in

cooperation with courts. „Traffic controller" means a recognized controller empowered by an appropriate law to control traffic flow and is known as traffic controller police or transport controller. „Traffic controller police" means a member of police recognized as controller and empowered by appropriate law to control traffic flow. „Transport controller" means a person recognized as controller and empowered by appropriate law to control the technical competence of vehicles and enforcement of directives related to transport administration (Eshetu, 2019).

Moreover, road traffic enforcement encompasses all activities of police on street which is usually done by patrolling for the objectives of deterring /discourage/ violators, Detecting and apprehending violators, observing and reporting traffic conditions, observing road conditions, handling emergencies and keeping traffic moving smoothly (Friday, 2012). So far, road traffic safety enforcement is base for favorable condition for the safety of individual human life by reducing accident and improving the quality of life at large in development of society. This study targeted to assess road traffic safety enforcement practices and challenges in selected urban area of Oromia Regional state.

Statement of the Problem

Road traffic crashes affect **not only** the health of individuals **but also** their family members, including the costs of medical care, rehabilitation and loss of family (WHO 2009). Ethiopia has a major road safety problem. The problem is likely to be concentrated in areas with the highest population and traffic volumes (Bliss, & Breen, 2009). This indicates relatively Addis Ababa city and Oromia National Regional State. Road related problem were relatively high than other regions. Some of the studies which compared the situation in Ethiopia with that of least developed countries and described the road traffic safety by comparing the situation with developed countries. For instance, studies by (Jadaan, et al., 2018) revealed that the status of Road safety is more appreciated in developed countries. On the other hand (Abegaz, et al. 2014) indicates that a statistically significant reduction of non-injury crashes and fatalities after the implementation of the improved road safety regulation on Addis Ababa - Adama/Hawassa main road.

Assessment conducted by Oromia Police College in (2016) indicates that there were poor professional ethics reflected from traffic police. In addition attentions given to decrease road traffic accident were very

weak. The most recent finding of road crash and road safety survey was conducted by (Tola et al., 2021) state that identified crash hot spot locations are along the entrance and exit of Addis Ababa city; therefore, the concerned bodies and traffic management agencies should give these areas top priority and conduct a thorough study in order to reduce the socio-economic impact of traffic collisions.

Besides, all the above studies were conducted at different level. Due to the wide areas they covered, these studies could not address the situation in Oromia National Regional State in the required depth. Moreover, the studies analyses were based on statistical traffic accidents data. However, they had strategically gap in analyzing and focusing road users and inter operational practice that lead to an accident in order to prevent it. For instance, in the study conducted by (Jadaan, etal. 2018) respondents were drawn from selected developing countries and compared with European countries (EU). Study by Abegaz etal. (2014) indicate that data were collected from the police officers from 16 district traffic offices and from the Ethiopian Road Authority. In addition, assessment conducted by Oromia Police College in 2016 was focus only on Traffic Police Performance and Professional ethics and ignored other related traffic safety issues.

However, these researches had gap of addressing factors that affect road traffic safety enforcement like driver discipline and capacity, vehicle owner responses‟, passengers‟ responsibility, pedestrians roll and safety around roads environments were not well addressed. In these all years a lot of developments dynamics like technology, rules and regulations and safety variables have been observed and recorded on the issue related to traffic safety enforcement. Moreover it had time gap with the current study. Research conducted by (Tola et al. 2021) indicate that data were collected from the Ethiopian federal police commission and traffic police division which had gap in addressing the context of road safety of selected cities and town of Oromia Regional State.

As a result, the findings of these surveys do not provide the most accurate, disaggregated and actionable data for current practice of road traffic safety enforcement in Oromia national regional state context. So, it could be difficult for traffic safety enforcers to rely on the findings of these studies in designing effective road traffic safety enforcement strategies in the region. That's why; there is a need for conducting a comprehensive

traffic safety enforcement survey which can serve as a source of up-to-date empirical data regarding the current status of practice and challenges to road traffic safety enforcement in Oromia.

Hence, these regionally selected Urban area baseline research would be aimed at filling the above mentioned information gaps. To be specific, this study diagnosed the practice and challenges to road traffic safety enforcement in Oromia National Regional State by using mixed research approach. It aimed at assessing the practice of road traffic safety implementation, examine road environment traffic safety implementation and identifying main challenges to road traffic safety enforcement in study areas through the eyes of the community and come up with up-to-date information that can be used by traffic safety enforcers to intensify its prevention of accident prevention and maintain effective road traffic safety preservation for individuals and societies in the region in a systematic and scientific manner.

Objective of the Study

1. To assess the practice of road traffic safety implementation in the study areas,
2. To identifying main challenges to road traffic safety enforcement in study areas.

MATERIAL AND METHODS

Research Design

Descriptive research design was employed for the study. Descriptive design studies concerned with specific predictions, with narration of facts and characteristics concerning individual, group or situation are all examples of descriptive research studies (Kothari, 2004). This design helps to describe and analyze the existing practice and challenges to road traffic safety enforcement in selected urban area of Oromia National Regional State. In addition, more appropriate method to answer questions concerning the status of the subject under study. Because descriptive research includes surveys and fact-finding enquiries of different kinds and its major purpose was description of the state of affairs, as it exists at present.

The researchers also implemented mixed research approach for different facets of the project, by using triangulation. Thus, to gain a better understanding of the contextual variables and their processes in the study, the researchers used quantitative and qualitative data collection methods to collect

the desired data and information from the sample population. By combining the two approaches, one covers the information missed by the other. Therefore, the researchers employed a descriptive research design with a mixed research approach to gather intended primary and secondary data information from the sample of the population and interpret the information collected.

Target Population

The target populations of the study were police officers, transport agency officers, household, and employees of transport business firms or co-operations, drivers and vehicle owners, leaders of religious. These target populations would be selected mainly based on their vulnerability to trafficking accident to their property, the leading role that they could play in enforcing road traffic safety, risk of damage and lose of life. On the other hand, the populations of Sebeta, Burayu, Adama, Sululta, Dukum, Shashemenne, Jimma, and Modjo Urban area were selected for the study, because of their relatively high traffic accident and access to doors to many passengers that cross each city from more than two regions. According to Population Projection of Oromia Region by Zone, Wereda, Urban and Rural as of July 1, 2018, the total populations of residents in the above selected urban area were projected 1,042,850.

Sample Size

The sample size of this research was calculated by using Taro Yamane (Yamane, 1967) formula.

Where, N = number of total population in selected Urban area,

n = sample size required,

e = allowable error (%)

n= 399.85

Total sample size selected for this study **were 400**

The study sample size was proportionate by using the following proportionate formula:

$$ni = \frac{n * Ni}{N}$$

Where: ni= sample size for each Urban area

Ni= the total population of each selected Urban area

N=the total population in each city,

n= the total sample size for each city

Table-2: Proportional sample for each selected cities

No.	Cities	Population	Sample size
1	Sebeta	153,606	60
2	Burayu	99,702	38
3	Adama	375,764	144
4	Sululta	24,087	10
5	Dukam	12,398	5
6	Shashamanne	132,434	50
7	Jimma	190,598	73
8	Modjo	54261	20
	Total	1,042,850	400

Source: Population Projection of Oromia Region by Zone, Wereda, Urban and Rural as of July 1, 2018

Data Collection Instruments

In this study, data collection instruments were mainly survey questionnaires. However, to triangulate the data collected through the questionnaire, focus group discussion (FGD), interview and document analysis also used.

Questionnaire

Summated scales (Likert-type scales) are developed by utilizing the item analysis approach wherein a particular item is evaluated on the basis of how well it discriminates between those persons whose total score is high and those whose score is low. Those items or statements that best meet this sort of discrimination test are included in the final instrument (Kothari, 2004). The survey questionnaire was preferred to address respondents‟ perception, attitude and practice of road safety enforcement in each selected cities. It includes both open-ended and close-ended items and was distributed randomly to residents of the selected cities.

Document Analysis

The document for analysis was obtained from Oromia Police, respective zone or city Police and transport agency. The documents used for analysis include annual reports of the road traffic safety enforcement which contains on the number of cases that road traffic accident prevention daily reported and number of cases investigated. In addition to the reports, guidelines and directives developed by police and transport agencies on various issues such as mandates of the traffic police and transport officers, appointment and duties of ethics officers, road traffic accident protection rules was also referred to. Moreover, other published and non-published document was reviewed.

Focus Group Discussion

Focus Group Discussion (FGD) helps to generate information that may not be elicited through other data collection instruments. In the current study, FGDs were conducted with various groups was selected from police and transport officers, and business firms in selected cities. A total of 2 FGDs were conducted.

3.4.4 Key Informant Interview

The potential key informants for this study were be involved purposively 2victim of car accident, 2 traffic police and 2 transport officers working in each cities and 4 regional officers concerned about traffic safety enforcement (Hospital, Prosecutor and Court).

Data Processing and Analyzing Methods

Following the completion of data collection data processing was conducted through filtering inaccuracy, inconsistency; incompleteness and illegibility of the raw data to make analysis very easy. To solve such problems manual editing, coding, data entry, and consistency checking were done. The data collected from questionnaire were analyzed through quantitative descriptive statistical tools such as mean and standard deviations using stata version 14.0 computer software. The likert scale was categorized 1= strongly disagree, 2= disagree, 3=neutral, 4=agree and 5= strongly agree. The range = 5-1=4. To get value of range for each category we divide range by number of category (4/5=0.8). Accordingly, strongly disagree = 1.00-1.8, Disagree = 1.9-2.6, Neutral = 2.7-3.4, agree= 3.5-4.2 and strongly agree = 4.3-5.00. While qualitative data obtained through interviews and focus group discussions were analyzed qualitatively in sentence form. Finally, the results were interpreted to draw important conclusions, recommendations and implication.

RESULTS AND DISCUSSIONS

Measuring Traffic Law Enforcement Practice

Table-1: Respondents‟ perception to ward Traffic law Enforcement Practice

No	Items	N	Mean	Std. Deviation
1	Traffic Police Professional development plan	394	3.32	1.35
2	Applying speed detection (radar) to identify speed limit of the cars.	394	2.59	1.38
3	Testing alcohol content in the blood of drivers	394	2.48	1.35
4	Enforcing seat belt wearing measure for safety	394	2.70	1.31
5	Enforcing wearing helmet for safety	394	2.57	1.30

Source: Field Survey (2022)

As it can be seen from the Table 1 above, the scored mean value of the first sub-construct i.e. Traffic Police Professional development plan was 3.32, with the standard deviation 1.35. This shows that the majority of the respondents were "neutral". The scored mean value of this sub-construct convey that the respondents were uncertain or indifferent with the case described i.e. advancing or developing traffic police profession which is the crucial factor of protecting human and property safety were not well addressed.

Kockott, (2020), stated in his study since time immemorial education, has been a fundamental and universal determinant of human development. It has accompanied humankind for centuries and is a variable of its security, sustainability and continuity in the development of its basic characteristics. A professional development plan documents contain the goals, required skill and competency development, and objectives a staff member need to accomplish in order to support continuous improvement and career development. However, in the selected cities with regard to setting plan to develop traffic police profession due attention was not given as the determinant factor for enforcing low of traffic. This may reduce professional effectiveness and efficiency.

Item two of above table also reveals that, the scored mean value of the respondents to the second sub-construct i.e. applying speed detection (radar) to identify speed limit of the cars was 2.59 signifying that "disagree". This shows that the respondents were dissatisfied with the case described and the standard deviation of the sub-construct was 1.38. High speeds make a crash more likely because drivers have less time to react and because it requires a longer distance to stop or slow down. They also make collisions more deadly because unassuming increases in speed cause large increases in crash energy. There is no reasonable doubts that if speed increases while other conditions (vehicles, roads, and medical services) remain unchanged, the accidents that occur tend to be more severe (Hauer, 2009). However, in the selected cities as the finding implies that the existence of problems with respect controlling car speed which is a determining factor for ensuring road transports safety. This shows that much was not done from this perspective in order to realize road transport safety.

As illustrated in the Table 1 third sub-construct i.e. testing alcohol content in the blood of drivers the respondents‟ response

scored mean value were 2.48. This signifies that the respondents‟ agreement response rating scale was “disagree” response rating scale implying that the dissatisfaction of the respondents with the issues described and the standard deviation was 1.35. From this sub-construct one can clearly infer that the selected cities were not in a position of identifying wither drivers blood alcohol was legal permitted or not. Alcohol blood testing may be used during an investigation or court case. This test can be used to determine if a person is driving while impaired. From this perspective the implication is unless in the selected cities testing drivers blood alcohol were effectively enforced, Drinking and driving increases the risk of car accidents. Moreover, these side effects put the driver, potential passengers, other vehicles, and pedestrians at risk. Accidents involving drunk drivers are often fatal.

Seat belts are the best defense against impaired, aggressive, and distracted drivers. Being buckled up during a crash helps keep you safe and secure inside your vehicle; being completely ejected from a vehicle is almost always deadly. With regard to the fourth sub-construct i.e. enforcing seat belt wearing measure for safety the scored mean value response of the respondents was 2.7 with a standard deviation 1.31. This shows that the majority of the respondents were “neutral”. The scored mean value of this idea suggests that the respondents were doubtful or indifferent with the case described. This result signifies that the selected cities are lagging behind in enforcing and aware societies on the value of wearing seat belts.

As it is vividly indicated in Table one above, the respondents were asked to scale the measurement i.e. the existence of enforcing wearing helmet for safety. They responded having a scored mean value of 2.57 this shows that the respondents were “disagree” about the wearing helmet for safety with standard deviation 1.30. This depicts that the respondents were dissatisfied with the practice of the case described (Cusimano & Kwok 2010). Wearing a helmet reduces your risk of a serious brain injury and death because during a fall or collision, most of the impact energy is absorbed by the helmet, rather than your head and brain. However, the selected cities were reluctant in enforcing wearing helmet to reduce risks of serious injury and death.

According to the information gathered from interviewees and focus group participants in each selected sector bureau they replied, code-01 revealed that the law says pedestrian should walk on the left of the

transport road but in practices the society‟s had lack of awareness and commitments to respect this regulation. While Traffic Police enforce this rule some of the societies say “in morning I pray to walk in right direction not in lefty direction „ganama waaqayyoon mirgaa irra na‟olchii jedhee kadhadheen mana bahee maal godhi naan jetuu ijooleeko‟”. On the other hand majority of the societies including Traffic Police unknowingly try to consider always the driver were responsible for any accident even if he/she is innocent person. Moreover there is a practice over transporting passengers by drivers even though passengers have the right to abstain from this illegal act. Therefore, it is better to enforce road traffic safety if over transported passengers were liable for their act. In addition interview with code-06 also reveal that societies had weak awareness on Road Traffic safety “Gara Kofalee kanatti kankalaachisaan waatwateetu daandii konkolaata gadhisisaa malee wari lafo beekanii daandi konkolaata gadhisaa hinjiraani. From the above data it is possible to infer that Societies including students in the study area had weak awareness and commitment on road traffic safety enforcements.

Road Transport Safety Practice

Road safety is the prevention and protection of road accidents by using all the road safety measures, Wear seatbelts and helmets. Walk carefully on the sidewalks and only cross on the zebra crossing. Be careful of speed limits. Never drink and drive. It is to secure people while traveling on the roads. It is to make safe all the road users such as pedestrians, two-wheelers, four-wheelers, multi-wheelers, and other transport vehicle users. With regard to road transport safety the respondents were given the following statements to convey their degree of agreement as stated in Table 2 below.

Table-2: Respondents‟ perception to ward road transport safety practice

No.	Items	N	Mean	Std. Deviation
1	Road Transport safety issues were addressed by mass media and campaigns to increase public awareness.	394	3.09	1.39
2	Students at school had an opportunity to train on road safety	394	3.16	1.32
3	Pedestrians respect traffic rules and regulation on the street.	394	2.66	1.28
4	Road safety crossing zebra was clearly visible and	394	2.82	1.32

	appropriately used by pedestrian,			
5	Road Traffic safety signs were available on necessary areas of the road.	394	2.97	1.39

Source: Field Survey (2022)

From the Table 2 above, it is possible to draw the following facts. As it is clearly illustrated in the Table, the scored mean value of the sub-constructs i.e. Road Transport safety issues were addressed by mass media and campaigns to increase public awareness, Students at school had an opportunity to train on road safety, pedestrians respect traffic rules and regulation on the street, road safety crossing zebra was clearly visible and appropriately used by pedestrian, Road Traffic safety signs were available on necessary areas of the road fall between ranges of 2.66-3.16. This shows that the majority of the respondents were "neutral" with the statements given to them. The scored mean value of this idea convey that the respondents were uncertain or indifferent with the case described i.e. advancing road transport safety practice which is the crucial factor of protecting human and property safety were not well addressed.

Data from key informant interview with code-01 also revealed that the law says pedestrian should walk on the left of the transport road but in practices the society"s lack of awareness and commitments to respect this regulation. While Traffic Police enforce this rule some of the societies say "in morning I pray to walk in right direction not in lefty direction „ganama waaqayyoon mirgaa irra naolchii jedhee kadhadheen mana bahee maal godhi naan jetuu ijooleeko"". On the other hand majority of the societies including Traffic Police unknowingly try to consider always the driver were responsible for any accident even if he/she is innocent person. Moreover there is a practice over transporting passengers by drivers even though passengers have the right to abstain from this illegal act. Therefore, it is better to enforce road traffic safety if over transported passengers were liable for their act. In addition interview with code-06 also reveal that societies had weak awareness on Road Traffic safety "Gara Kofalee kanatti kankalaachisaan waatwateetu daandii konkolaata gadhisisaa malee wari lafo beekanii daandi konkolaata gadhisaa hinjiraani. From the above data it is possible to infer that Societies including students in the study area had weak awareness and

commitment on road traffic safety enforcements.

Table-3: Road Environments physical speed restraint measures

No.	Items	N	Mean	Std. Deviation
1	Pedestrians road were free from obstacles	394	2.71	1.33
2	Physical speed restraint measures were installed appropriately	394	2.80	1.35
3	Street light were available on the side of the road	394	2.61	1.45
4	Cyclists were encouraged to drive on alternative to car way	394	2.28	1.41

Source: Field Survey (2022)

The Table 3 above clearly shows that, the majority of the respondents were "neutral" with sub-construct i.e. pedestrians road were free from obstacles with the scored mean value 2.71. The scored mean value points out that the dissatisfaction of the respondents with the case described and the standard deviation was 1.33. From this fact one can deduce that in the selected cities pedestrian roads were not in a position free from obstacles to consider safety of pedestrian. This implies that the selected biros have limitations in promoting safety of pedestrian road to prevent traffic accidents.

As it is also illustrated in the Table 3 above, in the second sub-construct i.e. Physical speed restraint measures were installed appropriately the respondents‟ response scored mean value was 2.80. This signifies that the respondents‟ agreement response rating scale was "neutral" response rating scale implying that the dissatisfaction of the respondents with the issues described and the standard deviation was 0.719. From this sub-construct one can clearly infer that the selected cities were not in a position to consider installing speed breakers appropriately as utmost importance for areas where the speed limit is low, such as residential areas, school zones, and parking lots, to ensure the safety of pedestrians and other road users. Nowadays it becomes very challenging for developing as well as developed countries to control over-speeding, mostly fatal accidents occur due to over-speeding (Shobayo et al. 2020).

When we come to the third sub-construct i.e. street light were available on the side of the road the average scored mean value of respondents‟ response was 2.61 with the standard deviation 1.45. This shows that the majority of the respondents were

"disagree"". From this one can deduce that the selected cities have to do a lot of tasks to facilitate light service on transport roads. Beyer, & Ker, (2009), systematic review suggests that street lighting may prevent road traffic crashes, injuries and fatalities.

The Table 3 above also reveals that, the scored mean value of the respondents to the forth sub-construct i.e. cyclists were encouraged to drive on alternative to car way was 2.28 signifying that "disagree." This shows that the respondents were dissatisfied with the case described and the standard deviation of the sub-construct was 1.41. Cycling environments in ways that support sociable riding and relaxed engagement with natural landscapes and urban design features (Wibowo, 2019). However, in the selected cities as the finding implies that the existence of problems with respect to encouraging cyclists to ride on alternative to car way which is a determining factor for transport safety and security. This shows that much was not done from this perspective in order to realize transport safety.

CONCLUSION AND RECOMMENDATION

Conclusions

Both the Transport Agency and the Traffic Police in the study area were inadequately assign number of professionals to enforce traffic rules and regulations around transport roads. Some of the assigned professionals" levels of commitments were weak. Moreover, there were observed deficiencies in the application of sophisticated technology, including radars, speed controllers, and alcohol testers.

Most of car driver in the study area professional discipline and capacity of driving were not in a good manner. Majority of them use mobile phone while driving, driving beyond speed limit, some of them chewing chat and use Hashish. Moreover, almost all of bicyclist and cyclist drivers were not wearing helmets for their safety. Exceeding speed limits, drink or distracted driving and failure to wear a seat belt were practiced and insecure road transport passengers safety.

Pedestrians are not committed enough to enforcing road traffic safety regulations and practices, such as walking on the left side of the road and crossing the road on the zebra. The study revealed that administrations in most cities did not give priority attention to road traffic safety implementation issues. As a result implementation through road safety campaign and using media were

moderately good practice. However, the practice and commitment of the society to implement road traffic safety rules and regulation like crossing the road on zebra and working left side of the road were poorly practiced.

In most area of study the issues of road traffic safety implementation were not get priority attention of city administrations. Because of this society‟s engagement and commitments to implement road traffic safety rules and regulations were weak. Moreover availability and practice of road traffic safety tools like seat belts, fire extinguishers and first aid kit were occasionally presented and practiced by driver and passengers.

The study also revealed the following as the main challenges to road traffic safety practice:-

Absences of safe sidewalks which are free from obstacles for pedestrians travels, Most of physical speed-reducing (speed breakers) were not properly install, In most cities, street light were not available on the side of the road and not function appropriately. Absences of alternative way of travel for cyclists, Road Traffic safety rule and regulation enforcements were not supported by technology Excessive or inappropriate speed of driving.

Recommendation

To minimize the frequency and occurrences of road traffic accidents in the study area the Government body, None-Government Organization, Private organization and Every capable Individuals should give attention and priority for traffic safety and develop awareness on the negative impacts of road traffic accidents on an individual‟s life and country economic development.

The traffic police division and transport agency workers will follow up the technical quality of vehicles, vehicle service years, traffic jam, road infrastructure such as visible zebra, separation and road traffic light, and traffic law enforcement to minimize the risks of fatalities and property damage.

The frequency of traffic police checks determines the traffic violators‟ chance of being caught. The effectiveness of enforcement is better if police controls are sufficiently supported by community member, take place regularly over a long period, are unpredictable and difficult to avoid, combine highly visible and less visible activities, focus on traffic offences that have a direct, Proven relationship with collisions or their severity (e.g. speeding, drink and drug driving, failure to wear a seat

belt, red-light running, close following, mobile phone use…),

Police enforcement, combined with community campaigns, has the potential to reduce illegal use of a mobile phone while driving,

Seat belt use for front seat and back seat passengers should be enforced seriously by Police and transport officers‟ authority in order to save the passengers from accidents of damage and lose of life.

The equipment for road-side alcohol breath test checks should be fulfilled. And Illegal Blood Alcohol Concentration of drivers would be continuously checked and controlled in order to minimize alcohol related accidents and damages.

Oromia Police College should develop formal education curricula in the field of traffic at the certificate, diploma, and degree level and above. By doing so, traffic safety enforcers will gain basic and advanced knowledge.

Driver training centers would be focuses on quality of professional training and discipline of drivers before delivering licenses.

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