

Research Article

Gender, Age, and Personality Types as Predictors of Motor Drivers' Attitude to Seatbelt Use in Enugu State

Patrick Igbonekwu Okoro¹ , Christopher Ewuzie Obianagwa^{2,*} ,
Ifeyanichukwu Dumtochukwu Okoro³ , Ijeoma Lauretta Oji⁴ ,
Ugochukwu Kingsley Ezeani² , Anselem Ifeanyi Ukwueze² ,
Emmanuel Sunday⁵

¹Department of Social Sciences, European University of Nigeria, Abuja, Nigeria

²Department of Political Science and Diplomacy, University of Nigeria, Nsukka, Nigeria

³Department of Social Science Education, University of Nigeria, Nsukka, Nigeria

⁴Department of Psychology, Peaceland University Enugu, Enugu, Nigeria

⁵Department of Political Science, University of Calabar, Calabar, Nigeria

Abstract

Safety belts are installed in vehicles to protect the lives of people who use such vehicles. For such belts to actually save lives and prevent socio-economic losses, vehicle users must wear them. In Nigeria, the national policy (as established in the Federal Road Safety Commission (FRSC) Act 2007) on the use of seatbelts in motorized vehicles makes it mandatory for motorists and front-seat passengers to fasten their seatbelts while the vehicle is in motion. This law was introduced to reduce fatalities from road crashes. Incidentally, many people do not wear their belts when boarding vehicles. This problem has been attributed to factors such as motorists' attitudes towards seatbelt usage and poor enforcement of road safety laws. This study examined gender, age, and personality types as predictors of attitude to seatbelt use among motor drivers in Nsukka (a city in Enugu State, Nigeria). Two hundred and two (202) private and commercial drivers participated in the study. Among the participants were male and female licensed drivers who had driven for at least two years. The average age of the drivers, who ranged in age from 21 to 50, was 38.5. The instruments used for data collection were the Big Five Personality Inventory-10 (BFI-10) and Attitude to Seat Belt Use Scale. Results showed that gender ($\beta = .32, t = 4.74, p < .000$), age ($\beta = .66, t = 13.39, p < .000$), age ($\beta = .66, t = 13.39, p < .000$), and conscientiousness personality trait ($\beta = .15, t = 2.96, p < .001$) were significant in positively predicting attitude to seatbelt usage. That is, findings identified gender, age, and conscientiousness as significant predictors of attitude toward seatbelt use among vehicle drivers. Thus, the results of this study have implications for road safety campaigns. Such campaigns could include scenarios illustrating the consequences of failure to wear seatbelts, particularly among men and boys who died due to failure to wear seatbelts. Additionally, the road safety campaigns should include measures aimed at encouraging the development of a positive attitude towards the use of seatbelts among drivers. This calls on seatbelt use campaign organizers, while educating the public, to target men and youths and, at the same time, tailor their programmes to individuals who exhibit extraversion, agreeableness, neuroticism, and openness to experience personality dimensions, to improve drivers' attitudes towards seatbelt use.

*Correspondence: Christopher Ewuzie Obianagwa (ewuzie.obianagwa@unn.edu.ng)

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Keywords

Road Safety Commission, Seatbelt, Gender, Age, Personality Types, Motor Drivers

1. Introduction

In the contemporary world of technology, mechanization, and motorization, individuals require more skills, standardization, discipline, and safety measures for life the protection and proper utilization of these innovations. In motorized vehicles or automobiles, one such safety measure is the use of seatbelts. The purpose of a seatbelt, often known as a safety belt, is to secure a driver or passenger in their seats. It is also defined as “a belt or strap worn in a vehicle to restrain forward motion in the event of a collision” [22]. In the event of a sudden stop, crash, or rollover, a seatbelt prevents occupants from being thrown forward, colliding with the interior, or being ejected from the vehicle. According to the FRSC Highway Code (1997), seatbelt use provides the optimum protection inside a car. The enforcement of the use of seatbelts by the FRSC in Nigeria has also reduced the number of deaths from motor vehicle injuries while excluding other factors [12]. Deaths from road traffic accidents may result from collisions, summer-saults, non-use of seatbelts, and so on [67]. The use of seatbelts, airbags and danger sensors in modern vehicles have reduced the deaths resulting from motor vehicle accidents [6, 25]. There are two major types of seatbelts, the lap belts used by children and the three point belts used by adults [77]. Each passenger and driver in the front seat has a seatbelt that is fastened across their right side of the chest and extends their anterior abdominal wall from right to left. During a head on collision, the vehicle will suddenly stop but the occupants still moving are suddenly restrained by the seatbelt torque, which is activated and prevents the victim from having severe injuries [30].

In Nigeria, the national policy (as established in the FRSC Act 2007) on the use of seatbelts in motorized vehicles makes it mandatory for drivers and front-seat passengers to fasten their seat belts while the vehicle is in motion [32]. This law was introduced to reduce fatalities from road crashes. Nigeria, like other developing countries, is experiencing a rapid increase in motorization without having adequate road traffic safety mechanisms in place to control the growing number of road traffic crashes and injuries [11]. The country faces a severe road safety crisis, with high crash, fatality, and injury rates, highlighting a critical need for improved infrastructure and safety management. While the National Bureau of Statistics (NBS) reported a 2.64 percent year-on-year increase in road accidents in Q1 2026, totaling 2,720 incidents [61], the country continues to face persistent challenges. These include inadequate infrastructure, weak law enforcement, and unsafe driving behaviour.

It has been noted that road traffic injury is the leading cause of trauma-related morbidity and mortality [2]. Road traffic accidents are a common epidemic that mostly affects the young age group and men [80]. This is because they are the more active segment of the population [92]. Also, they are also more likely to engage in non-use of safety measures, especially seatbelts. Data indicate that seatbelt non-compliance is high among younger Nigerian drivers (ages 18-30), often driven by a lack of awareness, discomfort, or the perception that seatbelt use is unnecessary. Studies identify this group as having lower usage rates compared to older drivers [17]. While overall compliance varies, studies show that only 40 percent of drivers use seatbelts, with lower rates among youth and commercial drivers [17].

Nigerian road traffic accident statistics show a severe and expanding phenomenon, with both the absolute death rate and casualty figures rising quickly. The number of people reported to have been killed in Nigeria's road accidents is alarming. For instance, between 1990 and 2005, deaths as a result of road crashes rose significantly, and the fatality rate remains consistently high [12]. [50] reported that the road traffic injury rate was 41/1,000 population, whereas the death rate from traffic injuries was 1.6/1,000 population. Men had an increased risk of injury, with a relative risk of 2.96 compared to women. According to [83], approximately 8.8 thousand injuries and 1.4 thousand deaths, both resulting from road traffic crashes, were counted in the country. In the fourth quarter of 2020, 9,702 injuries were recorded, whereas in the first quarter of 2021, 10,057 injuries, and 1,668 deaths occurred. [4] and [1] also reported high rates of injury as well as death due to road crashes. This persists despite government efforts in the construction and reconstruction of roads.

For children and young adults between the ages of 5 and 29, road traffic injuries are the leading cause of death; each year, approximately 1.19 million individuals die as a result of traffic accidents [91]. Most of the traffic deaths involve pedestrians, cyclists, and motorcyclists. It was also noted that, despite having about 60 percent of the world's automobiles, low- and middle-income countries account for 93 percent of all traffic deaths worldwide [90]. According to the World Health Organization, traffic accidents cost most countries 3 percent of their GDP in addition to human lives [91]. It has been established that over half of all traffic fatalities occur among vulnerable road users, including motorcyclists, cyclists, and pedestrians [91].

In Nigeria, road accidents remain frequent even on good

roads primarily due to risky road user behavior, which continues to undermine safety [19]. In Nigeria, better facilities in terms of good-quality and standardized roads have been accompanied by the increasing number of accidents [12]. This implies that road accidents in Nigeria are not solely due to lack of good quality roads in Nigeria. On the other hand, lack of adherence to safety measures, like seatbelts does not cause the initial crash, but it heavily intensifies the severity of road accidents in Nigeria. Unrestrained occupants are frequently ejected from vehicles or violently thrown against hard surfaces during a collision [33]. According to a statistical examination of traffic accidents in Nigeria since independence, a person's lifetime risk of being hurt in an accident is 1: 3, and the likelihood of dying in an accident is 1: 9 [10]. Accidents involving unbuckled passengers frequently result in more severe injuries, resulting in higher medical costs, longer hospital stays, and greater productivity losses [62].

Meanwhile, the use of seatbelts in motorized vehicles has elicited a wide range of scholarly investigations. Studies show that in developing countries, seatbelt use is generally low [3, 29, 43, 44, 58, 64, 65, 69, 82]. Some studies report that some vehicles plying the road do not have seatbelts [69]. In terms of compliance with seatbelt use, about a third of vehicle users do not comply [69]. Some road users comply depending on the time of day, type of vehicle, education, occupation, age, and attitude of the vehicle users [58, 64, 69]. [29] observed that the rate of seat belt wearing in the part of South East of Nigeria studied was low - less than 30 per cent of the vehicle users wore seat belt.

[65] evaluated the impact of seatbelt use in reducing the severity of injuries from road traffic crashes and determining the compliance and awareness of the importance of the use of seatbelts among Nigerian motorists. According to the survey, 59 patients (42.1%) did not use seat belts, whereas 81 patients (57%) did. Nineteen patients (13.6%) die as a result of their wounds; of these, 4 (21.1%) had used seatbelts, while 15 (79%) did not ($P = 0.001$). Patients who had not seatbelts had a statistically significant higher death rate of 79%. The authors concluded that seatbelts are a useful safety device that not only saves lives but also considerably lessens the seriousness of injuries that drivers may experience.

Gender is an important factor in seatbelt use. It has been reported that women use seatbelts more than men [3, 15, 16, 40, 41, 53, 59, 74, 76]. On the other hand, some studies report that men are more likely to wear seatbelts than women [5, 31, 39].

Age is also another variable that has been studied in connection with seatbelt usage. The findings have been inconsistent. Whereas some studies [31, 60, 66, 76] reported that older persons were more likely to use seatbelts, other studies [5, 14, 18, 49, 75, 79, 93] reported no age differences in seatbelt use.

Personality traits are considered to be the strongest predictors of attitudes and driver behavior [63]. Personality traits act

as fundamental, distal factors that shape a driver's or passenger's seat belt use [63]. Rather than directly forcing a behavior, stable personality dimensions, such as openness, conscientiousness, impulsivity, or sensation-seeking, influence how individuals perceive risk and adhere to traffic norms. Personality traits may therefore be regarded as distal factors influencing seatbelt use. Personality profiles are often categorized as low-risk or high-risk based on an individual's combination of traits [78]. These classifications indicate a person's psychological vulnerability to stress, emotional distress, or their propensity to engage in dangerous behaviors. A lower-risk personality profile characterizes those drivers who possess good self-control, express more assertiveness, empathy, and altruism [45]. Such personality profile complies with traffic rules. Drivers who have high-risk personality profile are more emotionally unstable, hostile to others, and tend to express their anger and anxiety while driving [45]. Drivers with high-risk personality profile are more likely to forget to put on seatbelt, and usually they violate road traffic rules intentionally [36, 54].

This study utilized the Big Five Inventory [BFI: 45], which comprises five distinct trait dimensions: extraversion, agreeableness, conscientiousness, neuroticism, and openness to experience. A wide range of individual personality variations are effectively captured by these five dimensions. Extraversion is a primary personality trait characterized by a preference for engaging with the outside world; people high in extraversion thrive in social settings, draw energy from human interaction, and are typically outgoing, talkative, and assertive [84]. In contrast, agreeableness involves pro-social behaviors such as kindness, compassion, empathy, trust, respectfulness, and cooperation [35]. Conscientiousness as a personality trait represents the tendency to be systematic, thorough, careful, deliberate, productive, responsible, as well as a preference for order, structure, and commitment to fulfilling duties and obligations [84]. Neuroticism is a core personality trait characterized by emotional instability, anxiety, and a heightened tendency to experience negative emotions such as fear, sadness, and anger [38]. Openness is a personality trait that emphasizes differences in individuals' intellectual curiosity, aesthetic sensitivity, and imagination. Individuals high in openness are typically sensitive to art and beauty and are inclined to generate original ideas [45].

Meanwhile, [55] studied personality dimensions of extraversion, agreeableness, conscientiousness, neuroticism, and openness to experience, and how they predict drivers' intentions to use seatbelts. They surveyed 400 participants using a convenience sampling technique to administer survey instruments in two cities: Lagos and Ibadan. The results of the linear regression analysis validated the predictive relationship between personality dimensions and participants' intentions to use seatbelts was validated ($R^2 = .14$; $F(5,394) = .14.09$; $p < .001$). Three personality traits (conscientiousness, agreeableness, and openness to experience) $r = -.27$; $p < .01$; $r = .32$; $p < .01$; $r = .27$; $p < .01$ were found to positively correlate with the intention to use seatbelts. Several studies have found that high

trait driving anger scores are associated with less frequent seatbelts use [27, 52]. Also, high sensation seeking has been reported to relate to not wearing seatbelts and a range of other unsafe driving behaviors [46, 47, 85].

Although studies have been conducted on various personality constructs and traffic-related challenges, for example, traffic violations [21, 73], vehicular accidents, fatalities, aggression while driving, and dislike of driving [7, 8, 28, 48, 56], driving outcomes or behavior [26, 46, 47, 57, 85, 89], risk taking [80], but studies focusing specifically on personality and seat belt usage remain relatively scarce. This study sought to determine whether personality traits (extraversion, agreeableness, conscientiousness, neuroticism, and openness to experience), age, and gender would significantly predict attitude towards seatbelt use among drivers in Enugu State, Nigeria. Based on extant literature, it is expected that all the variables will significantly predict seatbelt use among drivers.

The theory of planned behavior [70, 81] indicates that individuals' decisions (i.e., intentions) to carry out certain behaviors are based on a combination of: 1) attitudes toward the behavior; 2) subjective norms; and 3) perceived behavioral control. According to this theory, a person's decision to engage in a particular behavior or not is influenced by these three primary factors. For instance, people who think wearing a seatbelt is crucial are more likely to do so willingly. The same applies to a person who holds the opposite belief and has formed the attitude of driving without wearing a seatbelt. Due to a long-established habits of driving without seatbelts, many may even feel uncomfortable when wearing seatbelts and driving. That is why some will tend to put on their seatbelts when they arrive at the road safety checkpoints, only to remove them after passing the checkpoint. Although they are aware of the importance of seatbelt use, their attitudes and intentions often lead them to choose not to wear them consistently.

2. Method

2.1. Participants

The participants in this study consist of two hundred and two (202) vehicle drivers. They included male and female licensed drivers operating in Nsukka. Of the participants, 123 (60.9%) were male, while 79 (39.1%) were female. All participants had at least two (2) years of driving experience. Their ages ranged from 21 to 50 years, with a mean age of 36.21 and a standard deviation of 6.60.

2.2. Instruments

Two instruments used in the present study include: Big Five Inventory [BFI: 45] and Attitude to Seatbelt Use Scale [68].

The Big Five Inventory (BFI)

Personality was measured using the 10-item short version

of the Big Five Inventory [72]. Extraversion, agreeableness, conscientiousness, neuroticism, and openness to experience are among the personality traits it assesses. Participants were asked to rate themselves on a 5-point Likert scale 1 (strongly disagree) to 5 (strongly agree). The internal consistency coefficients reported by [71] are within acceptable reliability limits (Extraversion =.70; Agreeableness =.76; Conscientiousness =.78; Neuroticism =.74; Openness =.79). In addition, measures of the Big Five reveal moderate-to-strong agreement between self-ratings and peer ratings, as well as among ratings provided by different peers [23, 88]. [24] reported that CFAs indicated a good fit of the five-factor structure, with RMSEA=.077 (.072), CFI=.974 (.956), and SRMR=.029 (.027) in samples 1 and 2, respectively. With correlation coefficients ranging from .68 (Open-Mindedness) to .86 (Extraversion and Negative Emotionality), test-retest reliability was satisfactory.

The authors conducted a pilot study to determine the reliability of the instrument. The pilot study included 118 adults aged 20 to 68 years, with a mean age of 39.51 years. The participants comprised 75 (63.6%) male and 43 (36.4%) female drivers in Enugu City. Cronbach's Alpha values of $\alpha = .91$ for extraversion, $\alpha = .89$ for agreeableness, $\alpha = .58$ for conscientiousness, $\alpha = .88$ for neuroticism, and $\alpha = .68$ for openness to experience were obtained using item analysis.

Attitude to Seatbelt Use Scale

Attitude towards wearing seatbelts was measured using the sub-scale of Attitudes to Driving Violations Questionnaire that were developed by [68]. The instrument was used to assess attitudes towards wearing seatbelts in cars. It contains 5-items. A five-point Likert scale, ranging from 1 (strongly disagree) to 5 (strongly agree), was used to measure the items. An example of an item in the 5-item sub-scale dealing with attitude to seatbelt use is: "Everyone in a car must wear a seatbelt". The Cronbach's Alpha for the five items in the attitudes to wearing seatbelts subscale was .76 [68]. The authors conducted a pilot study to establish the instrument's reliability in the population under investigation. The item analysis yielded a Split-Half reliability coefficient of .93 and a Cronbach's alpha coefficient of .91.

2.3. Procedure

The researchers met the respondents individually in their various offices (for civil servants) and commercial drivers at their Motor Parks in Nsukka (a city in Enugu State). Those who had their driving licenses and were willing to participate in the study were given questionnaires to complete. The authors collected the questionnaires immediately after completion, scored them, and used the responses for data analysis.

2.4. Design/Statistics

The study used a cross-sectional design, and the data were analyzed using multiple hierarchical regression.

3. Result

Table 1. Multiple hierarchical regression predicting seatbelt use by gender, age, and various dimensions of the Big Five personality.

Predictors	Step 1			Step 2			Step 3		
	B	β	T	B	β		B	β	t
Gender	1.24	.32	4.74***	1.56	.40	8.10***	1.32	.34	5.56***
Age				.19	.66	13.39***	.20	.67	13.88***
Extraversion							-.17	-.08	-1.52
Agreeableness							-.02	-.01	-.21
Conscientiousness							.31	.15	2.96**
Neuroticism							.14	.08	1.64
Openness to Experience							-.09	-.06	-1.17
R^2	.10			.53			.56		
ΔR^2	.10			.52			.54		
F	22.48 (1, 200)***			110.84 (2, 199)***			35.08 (7, 194)***		
ΔF	22.48 (1, 200)***			179.16 (1, 199)***			2.79 (5, 194)*		

Note. *** $p < .000$; ** $p < .001$; * $p < .05$; ΔR^2 = Change in R^2 ; ΔF = Change in F

Table 1 shows the various hierarchical regression results. In step one, gender was significant in positively predicting seatbelt use attitude ($\beta = .32$, $t = 4.74$, $p < .000$). The unstandardized regression coefficient ($B = 1.24$) showed that attitude toward seatbelt use based on gender increases by 1.24 units for every unit rise. Men were coded 1, and women 2. Thus, women tend to have a more positive attitude toward seatbelt use. The contribution of gender to explaining the variance in attitudes towards seatbelt use was 1% ($\Delta R^2 = .10$), and the model was significant with $F(1, 200) = 22.48$.

In step two, age was found to be a significant predictor of attitude toward seatbelt use ($\beta = .66$, $t = 13.39$, $p < .000$). The unstandardized regression coefficient ($B = .19$) indicated that attitude toward seatbelt use increased by .19 units for every one-unit increase in age. Thus, as the age of the respondents increased, seatbelt use attitude increased. The contribution of age in explaining the variance in attitude towards seatbelt use was 5% ($\Delta R^2 = .52$), and the model was significant, $F(2, 199) = 110.84$.

In step three, personality dimensions were entered in the analysis. Extraversion did not predict attitude to seatbelt use among drivers ($\beta = -.08$, $t = -1.52$, $p > .05$). Furthermore, agreeableness failed to predict seatbelt use ($\beta = -.01$, $t = -.21$, $p > .05$). Conscientiousness positively and significantly predicted seatbelt use ($\beta = .15$, $t = 2.96$, $p < .001$). Unstandardized regression coefficient (B) showed that for every one-unit increase in conscientiousness, attitude towards seatbelt use increased by .31 units. The contribution of conscientiousness in

explaining the variance in seatbelt use was 3%. As personality trait of conscientiousness increased, attitudes towards seatbelt use also increased. Neuroticism failed to predict attitude to seatbelt use ($\beta = .08$, $t = 1.64$, $p > .05$). Also, Openness to experience failed to predict attitude to seatbelt use ($\beta = -.06$, $t = -1.17$, $p > .05$). The contribution of personality in explaining the variance in attitude to seatbelt use was 5% ($\Delta R^2 = .54$), and the model was significant, $F(7, 194) = 35.08$.

4. Discussion

This study examined the predictors of attitude towards seatbelt use among vehicle drivers, including gender, age, and personality traits (extraversion, agreeableness, conscientiousness, neuroticism, and openness to experience). The results indicated that gender significantly predicted attitude to seatbelt use. This means that women tend to have a more positive attitude towards seatbelt use than men. This result is consistent with the findings of previous studies [3, 15, 16, 40, 53, 74]. However, [5], as well as [31] reported the opposite. Supporting seatbelt use through a positive attitude is a way of preserving life, and women are often associated with nurturing and caregiving roles. In a study by [51], most women agreed that their domestic roles and responsibilities remain important in contemporary society. This is in line with the life nurturing role of women.

Furthermore, age predicted attitude towards seatbelt use.

Older respondents tended to support wearing seatbelts. This is supported by some research [31, 60, 66], but differs from [5, 18, 49, 75, 79, 93] that found no gender difference in seatbelt use. As individuals grow older, they become increasingly aware of their vulnerability to injury and death. This awareness may encourage older drivers to adopt a more positive attitude toward seatbelt use given its role in reducing the risk of serious injury or death in the event of a road traffic accident. Similarly, [87] identified age as a significant predictor of attitude towards seatbelt use, arguing that the use of seatbelt was higher among older drivers than among younger drivers. On a more specific note, [87] reported that seatbelt use among drivers of commercial vehicles in Nigeria was more often motivated by road traffic regulations and penalties associated with their breaches than safety.

In personality traits, extraversion, agreeableness, neuroticism, and openness to experience did not predict attitude towards seatbelt use. However, conscientiousness significantly predicted attitude to seatbelt use, indicating that vehicle drivers who exhibit “conscientiousness personality” had greater tendency toward endorsing seatbelt usage. This is in line with the report of [55]. A conscientious person is industrious, vigilant, and productive, and would want to do what is responsible. That is why persons with conscientious personality trait are more likely to endorse seatbelt use.

5. Socioeconomic Impact of Non-use of Seatbelts

The non-use of seatbelts causes immense socioeconomic burdens, especially in developing economies. [65] investigated the impact of non-use of seatbelts among motorists in Nigeria and found that 59 (42.1 percent) of road crash patients who presented to a university hospital had not used seatbelts. This results in increased crash fatalities, leading to billions in lost productivity [91], strain on healthcare systems, and intergenerational poverty. In developing regions, losing primary breadwinners to preventable injuries often devastates household economics, compounding inequalities within communities. The socioeconomic impact of non-use of seatbelts among drivers included the following:

1) Healthcare and medical costs:

- a) Emergency and Long-Term Care: Unrestrained vehicle occupants are more likely to suffer severe blunt-force trauma to the head, chest, and limbs. For instance, in New Zealand, between 2006 and 2016, vehicle occupant fatalities where a seatbelt was not worn accounted for 19 to 30 percent of the total road casualties [42]. This requires expensive ICU stays, surgeries, and long-term rehabilitation.
- b) Burden on Public Health: In regions with underfunded public health systems, the influx of severe, preventable trauma cases diverts limited resources and personnel away from other critical medical care [34].

2) Loss of Productivity and Economic Output:

- a) Workforce Depletion: Road traffic crashes are a leading cause of death among individuals, ages 5 to 29 [91]. The death or permanent disability of skilled workers and primary earners strips local economies of vital human capital.
- b) Lost Earnings: Families of crash victims suffer steep declines in household income, and survivors face long periods of unemployment due to physical disability [94].
- c) Impact Context: Studies show that lower socioeconomic groups often display lower compliance rates, widening the socioeconomic gap when fatal crashes occur [13, 20, 37].

3) Broad Societal and Household Impacts:

- a) Intergenerational Poverty: The loss of breadwinners from road clashes can create intergenerational poverty, especially among poor households [9]. When primary breadwinners are killed or incapacitated without adequate insurance or savings, dependent children may be forced to drop out of school to work, perpetuating poverty cycles.
- b) Insurance and Legal Costs: Higher rates of injury severity drive up the cost of public and private motor insurance. This also leads to increased litigation and pressure on local justice and compensation systems [86].

6. Limitation of the Study

This study is limited to vehicle drivers in one city in Nigeria. This study identified conscientiousness as a predictor of attitude towards seatbelt use. Therefore, future researchers should try to increase the sample size. They may extend this study to include all geopolitical zones in the country in order to obtain findings that are more representative and generalisable to the wider population. Again, researchers could examine personality factors with other psychological variables, such as substance abuse, aggression, etc in relation to seatbelt use.

7. Conclusion

This study examined the dynamics of age, gender, and personality characteristics in determining the attitude of drivers towards seatbelt use in Enugu state, Nigeria. The study was motivated by the observed decline in compliance with seatbelt use, despite evidence that seatbelts are an important safety measure that reduces the severity of injuries and fatalities resulting from road traffic accidents. The findings identified gender, age, and conscientiousness as significant predictors of attitude toward seatbelt use among vehicle drivers. The results of this study can guide the development of road safety campaign materials. Such campaigns could include scenarios il-

lustrating the consequences of failure to wear seatbelts, particularly among men and boys who died due to failure to wear seatbelts. Also, the findings of this study have implications for road safety campaigns aimed at encouraging the development of positive attitude towards the use of seatbelts among drivers. Such campaigns should target all persons, but with focus on younger people. Curriculum of such campaigns should include pictures of young people that died due to failure to wear seatbelt. Meanwhile, the services of social scientists, such as psychologists, political scientists, and social workers should be engaged in the Road Safety Commission to educate motorists on the importance of road traffic safety measures and regulations in Nigeria, and the need to comply with them. In addition, the expertise of psychologists is essential for providing cognitive restructuring therapy to those personalities that have poor attitude towards the use seatbelt while driving. This can be achieved structurally by employing more psychologists in the Road Safety Commission. The psychologists who work with road safety could easily apply the necessary therapy to the vehicle drivers when apprehended during road safety sensitization campaigns and referred to psychologists for therapy. Finally, upgrading seatbelt laws to primary enforcement (allowing officers to pull drivers over solely for non-use of seatbelts) is proven to increase compliance and significantly reduce traffic fatalities.

Abbreviations

BFI	Big Five Personality Inventory
CFA	Confirmatory Factor Analysis
CFI	Confirmatory Fit Index
FRSC	Federal Road Safety Commission
GDP	Gross Domestic Product
NBS	National Bureau of Statistics
RMSEA	Root Mean Square Error of Approximation
SRMR	Standardized Root Mean Square Residual
WHO	World Health Organization

Author Contributions

Patrick Igbonekwu Okoro: Conceptualization, Writing – original draft

Christopher Ewuzie Obianagwa: Writing – review & editing

Ifeyanichukwu Dumtochukwu Okoro: Methodology

Ijeoma Laurretta Oji: Formal Analysis

Ugochukwu Kingsley Ezeani: Validation

Anselem Ifeanyi Ukwueze: Data curation

Emmanuel Sunday: Methodology

Conflicts of Interest

The authors declare no conflicts of interest.

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