UNIVERSITY OF GHANA
DEPARTMENT OF SOCIOLOGY

POLICE - DRIVER INTERACTION AND TRAFFIC LAW ENFORCEMENT IN MADINA AND ADENTA-GHANA

BY

SAMUEL KOFI ODAME
(10247988)

THIS THESIS IS SUBMITTED TO THE UNIVERSITY OF GHANA, LEGON IN PARTIAL FULFILLMENT OF THE REQUIREMENT FOR THE AWARD OF A MASTER OF PHILOSOPHY (M.PHIL) DEGREE IN SOCIOLOGY

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DECLARATION

I hereby declare that this project work is the outcome of my original research work carried out in the Department of Sociology under the supervision of Dr. Akosua Darkwah and Professor Chris Abotchie. References cited in this work have been duly acknowledged. I take responsibility for any error(s) that may be found in this project work.

SAMUEL KOFI ODAME
(STUDENT)

DR. AKOSUA DARKWAH
(SUPERVISOR)

PROFESSOR CHRIS ABOTCHIE
(SUPERVISOR)
ABSTRACT

Road traffic accidents and fatalities are a serious concern globally due to its negative implications on health, social and economic wellbeing of the people. This preventable phenomenon is wiping away millions of lives and also depleting economic resources of countries especially developing countries who own 48% only of the world’s vehicles yet account for 90% of all road accidents and fatalities in the world. Several attempts such as legislation, engineering and technological improvement of cars have yielded minimal gains. The solution seems to be with rigorous traffic law enforcement. In Ghana this interaction between the main actors in the traffic law enforcement is actively taking place yet the impact has been oblivious. Therefore, the main thrust of the study has been to explore nature of interaction between the main actors and to ascertain the impact of the alleged police corruptibility on traffic law enforcement in Madina and Adenta. Using the mixed method approach and drawing from the theories of social encounter and differential association, the study relies on observation, interviews and survey to obtain data from 60 police officers and 120 drivers. The findings strongly suggest that drivers and the Police viewed the interaction between them as cordial and hostile respectively. The data also showed that the police is corruptible and extort monies from drivers in their official duties. This result gives credence to the outcome of the hypothesis that there is a significant relationship between bribe giving and the likelihood of drivers not to adhere to traffic regulations. The results of the second hypothesis tested, revealed significant relationship between being conversant with traffic laws and the propensity to violate it. The study recommended that enforcement activities should be designed to maximise deterrence effects, encourage the Police to undertake highly visible enforcement operations and also introduce automated red light cameras and turning lanes at high accident risk intersections.
DEDICATION

To my parents, and the family of Gyamfi for showing me love, support, and favour.

And to Naomi, the love of my life, thank you. You have held me up when all I wanted was to fall. Thank you for making me laugh, challenging me to grow, and helping me see the world in a new way. Without you, my life would be less.
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LIST OF ABBREVIATION

ATP    Attitude towards the Police
BLS    Bureau of Labor Statistics
CD     Commercial Driver
CEPS   Customs, Exercise and Preventive Service
CHRAJ  Commission on Human Rights and Administrative Justice
DVL A  Driver and Vehicle Licensing Authority
GCC    Gold Coast Constabulary
GCAPF  Gold Coast Armed Police Force
GPS    Ghana Police Service
GCMP   Gold Coast Militia and Police
GCR    Gold Coast Regiment
MTTU/D Motor Traffic and Transport Unit/ Department
NRSC   National Road Safety Commission
OECD   Organisation for Economic Cooperative Development
PD     Private Driver
PO     Police Officer
PSG    Passenger
RS     Researcher
TLE    Traffic Law Enforcement
W.H.O World Health Organisation
CHAPTER ONE

1.1 BACKGROUND INTRODUCTION

Road traffic fatalities are health concerns globally (Agnihotri & Joshi, 2006) as it is the second leading cause of death among the youth from the ages 15-29 years in the world (Kudebong et al, 2011). According to W.H.O (2010), the death of people between the ages of 15 and 49, account for 59% of all road traffic accidents in the world. Developing countries, including Ghana, own 48% of the world’s cars but record over 90% of all road fatalities worldwide (Bloomberg Global Road Safety Program, 2010). Yearly, 1.3 million people die in car crashes and 20-50 million people suffer severe injuries as a result (Bloomberg Global Road Safety Program, 2010). In response to these fatalities, the UN in 2010 declared 2011-2020 as a decade of action to reduce preventable car crashes which constitute over 90% of the fatalities. The U.N. estimates road accidents to be the 5th leading cause of all deaths in the world by 2030 (W.H.O, 2004).

Accordingly, the repercussions of these car crashes cannot be underestimated. According to the World Health Organisation (2011), an estimated 1.2 million and 50 million people die and sustain injuries respectively every year in the world. The Motor Traffic and Transport Unit (MTTU) of the Ghana Police Service reported that 20,000 people died from vehicle accidents and over the same figure sustained different degrees of injuries between 2000 and 2010. The economic cost of car crashes in developing countries is over $ 100 billion a year (Kudebong, et al, 2011).

In Ghana, the estimated economic cost of road accidents less the direct and indirect cost borne by relatives of victims and funeral costs is $230 million a year representing over 1.7% of Gross Domestic Product (Sarpong, 2011). Apart from the psychological and emotional
traumas inflicted on victims and their families, it also brings about incalculable pressure on the health facilities in addition to loss of human resource and damage to properties. Of much concern is the fact that most road crashes are preventable (Krug, 2002; WHO, 2004; National Road Safety Commission (NRSC), 2007; Bloomberg Global Road Safety Program, 2010).

The first counter-measure in the world to reduce road accidents in the 1970s was on education and training of drivers. This approach is from the first cell of the Haddon Matrix (O’Neill & Mohan, 2002). Education may seem to have failed because most drivers could not be convinced that they are at risk of a crash that may result in fatalities. Mohan & Tiwari (1998) reviewed driver education and training programs and found no studies indicating a reduction in road fatalities. The world’s attention was then shifted to traffic law enforcement to help change road user behaviour.

Interestingly, traffic law enforcement has been more effective in combating road crashes than any other interventions including intensive education and training programs and the designing of better vehicles (WHO, 2011; Zaal, 1994; Krug, 2002; O’Neill & Mohan, 2002). Traffic law enforcement has been an effective approach because it is aimed at controlling road user behaviour (Zaal, 1994). But Zaal, (1994) was quick to add that for enforcement to be effective and efficient it has to ride on meaningful interaction between enforcement agencies (police) and public or road users.

According to the NRSC (2013), in Ghana, 60% of all accidents in the country are due to over speeding which can be prevented through effective road traffic law enforcements. Additionally, Haadi (2012) asserts that overloading and over speeding are the two major causes of accidents on the roads of Ghana which are also preventable through effective road traffic law enforcement.
1.2 STATEMENT OF THE PROBLEM

Traffic fatalities remain a serious public health problem particularly for low and middle income countries that boast of comprehensive traffic laws yet have weak enforcements (WHO, 2009). If the current accident rate persists up to 2020, there will be a global frequency of one serious accident per second and one fatality per minute (WHO, 2011). Data on accidents record indicate low traffic fatalities for countries with well enforced traffic laws such as United Kingdom, Norway and America (WHO, 2011). According to Bloomberg Global Road Safety Program (2010), death itself is the fact that, along with education and engineering, there is no safeguard against this new and deadly enemy of the people other than effective law enforcement and individual self-discipline.

The impact of traffic law enforcement is dependent on the type and frequency of enforcement and public perception of enforcement agents (Zaal, 1994). In a three step-wise components of traffic law enforcement namely: legislation; traffic policing and legal sanctions, Rothengatter (1990) intimated that the most important of these components is traffic policing. Traffic policing is the most important component because it is the most visible and interactive aspect of traffic law enforcement; it regulates compliance with specific regulations; identifies road users whose behaviour needs disciplinary actions and forms the bases of public opinion on traffic law enforcement (Zaal, 1994). The magic in the effectiveness of traffic law enforcement is the view from motorists that they are at risk of being detected, apprehended and punished whenever they violate traffic rules (O’Neill & Mohan, 2002).

In Ghana, the key partners at the fore front of combating road accidents include the Driver and Vehicle Licensing Authority (DVLA), the National Road Safety Commission (NRSC), Department of Urban and Feeder roads and more importantly the Motto Traffic and Transport University of Ghana http://ugspace.ug.edu.gh
Unit (MTTU) of the Ghana Police Service and motorists. On traffic law enforcement, the major actors who engage in interactions are the drivers and the police. Studies suggest that constant interaction and cooperation among the partners in the spirit of law enforcement will breed compliance with traffic laws and hence a reduction in accidents on the roads (Rothengatter, 1990; Evans, 1991; Zaal, 1994). In addition, positive interaction will result in a favourable attitude from the public towards the police (Scaglion & Condon, 1980; Cox & White, 1988).

Unfortunately in Ghana, although these partners are engaged in constant interactions, the rate of accident and its fatalities are still on the rise. Data indicates that 20,507 accidents were recorded from the year 2000 to 2010, 13,572 in 2011, 13,761 in 2012 and 10,558 by September, 2013¹. The study will therefore explain the nature of these encounters between motorists and the police who are regarded as the primary partners in traffic law enforcement on our roads. Research on police–motorists’ interactions on traffic law enforcement are rare in Africa especially in Ghana. Rather, studies abound on police-public partnership on combating other forms of crimes where public perceptions of the police are deeply explored with scant attention to police perception of the public. For example, Soh (2004), in his study on community-police relationship, asserted that there is no collaboration between the police and community due to what he calls the “intrinsic nature” of the police. This nature has resulted in antagonism between the public and police culminating in poor law enforcement. Tankebe (2009) indicated that the public have a negative attitude towards the police and mentioned higher levels of discrimination, ineffective performance of duties and concentration on large scale issues to the neglect of basic community duties on the part of the police as the bases for such conclusion. In these instances, for example, Rock (1998), Tyler &

Huo (2002), Sunshine & Tyler (2003), Jackson & Sunshine (2007), did not cover the views the police have about the public. Thus this study explored this area.

Most studies indicate that the public have negative perception about traffic police due to the bribery and corruption albatross hanging on their necks (Tankebe, 2010). But positive image of the police is a catalyst for effectiveness and efficiency (Murty, Roebuck & Smith, 1990). In effect thus, bribery and corruption has undermined the moral authority of the police in enforcing laws (Tankebe, 2010). Yet most studies have ignored the role played by those who pay it. They have rather concentrated their attention on the receivers (police) to the neglect of the givers (drivers). In view of this the study explored the predisposing factors of the alleged Police corruptibility.

Furthermore the qualitative research procedure is mostly absent in literature on police-public attitudes or perceptions (Dirikx et al., 2012). According to Parmentier et al., (2004a, 2004b), the use of general evaluative questions based on the quantitative survey will not result in affirmative answers. This is because people tend to answer general questions more negatively than specific questions. According to Roberts & Stalans (2000), people think about questions well before answering and more importantly base their opinion on concrete information when specific questions are asked from the qualitative survey method- interview. Dirikx et al (2012) assert that even where the general survey was used (for example, Brunson, 2007; Carr et al., 2007), these studies have mainly been conducted in developed countries such as US and UK. There was therefore the need to go beyond the Anglo-Saxon world to developing countries like Ghana to test the area with the triangulation method where observation and questionnaires were utilized. The idea is that the observation helped to answer some of the
research questions and also filled in the gaps that were left by the survey instruments due to the nature of the study.

1.3 RESEARCH QUESTIONS
The research, will among other things, answer the following questions:-

1. What is the nature of interaction between the police and motorists?
2. What explains the attitude of the Police towards motorists’ i.e. private, government, diplomatic corps and commercial drivers during traffic law enforcement?
3. What are the pre-disposing factors (if any) of the alleged bribery and corruption among motorists and the police in terms of traffic law enforcement?
4. What is the extent of motorists and police knowledge on traffic laws in Ghana?
5. What are the possible effect(s) of bribery and corruption on traffic law enforcement?

1.4 OBJECTIVES OF THE STUDY
The broad objective of the study is to explore the nature of the interaction among the key partners effective traffic law enforcement, and ascertain the extent of the alleged corruption of the Police and the effects on traffic law enforcement outcomes. The specific objectives are

1. To observe and explain the nature of interaction between drivers and the Police.
2. To explore and explain the attitude of the Police towards motorists’ i.e. private, government, diplomatic corps and commercial drivers during traffic law enforcement.
3. To identify from drivers the pre-disposing factors of the alleged corruptibility of the Motor Traffic Police.
4. To find out the extent of the knowledge on traffic regulations by both motorists and police and its possible effect(s) on traffic law enforcement.
To ascertain the effects of bribery and corruption on traffic law enforcement.

1.5 HYPOTHESES

- The higher the knowledge drivers have about the traffic laws, the less likely they are to violate them.

- The more often drivers give bribes the less likely they will adhere to traffic regulations.

1.6 CONCEPTUAL FRAMEWORK

This study finds expression in Goffman’s social encounters and Sutherland’s differential theory.

In his book ‘Encounters: Two Studies in the Sociology of Interaction’, Goffman (1961), differentiated between encounters and small groups. An encounter occurs when social actors converge, pay particular attention to a specific activity and then disperse. In most cases these actors may not converge on this specific activity again because they cease to exist after the activity. This is what Goffman calls focused interaction. According to Sykes & Clark (1975), it is described as focused interaction due to the fact that actors focus on a particular agenda and disband after its execution. Police-drivers’ interaction can therefore be described as an encounter because it is an interaction between two actors i.e. police and drivers, where most of their interactions are short and cease to exist after the meeting. For instance the interaction between a driver who is stopped by a policeman for over speeding ends right there if the officer chooses to warn the driver. Even if he decides to hand him over for prosecution, his encounter with him also will end after a prosecutor has taken charge of the case.

But police-civilian encounters are a special kind because the roles the actors perform contrast with the normal roles social actors perform in an encounter (Sykes & Clark 1975). In police-
driver encounters, the police accept and cherish their role as an authority mandated by law to enforce order and laws which the drivers must accept. This acceptance of the police of their roles is termed as ‘role embracement’ (Goffman, 1961:106). According to Sykes & Clark (1975), citizens often do not accept their roles as the ruled or powerless and hence do not engage in role embracement. The simple reason of their encounter with the police is often embarrassing i.e. after a violation, or a distressing event i.e. after being an accident victim.

The behavior of social actors in an encounter is governed by rules of conduct. These rules of conduct fall under two kinds of act, namely deference and demeanour. I postulate that there is an exchange of deference and demeanour in Police-Driver encounter. Deference according to Goffman (1956:477),“... refer to that component of activity which functions as a symbolic means by which appreciation is regularly conveyed to a recipient, or of something of which this recipient is taken as a symbol, extension, or agent”. With regards to police-driver interaction, drivers usually yield or submit to the judgment of the police. But to execute an act of deference, a social actor must convey an image of him or her through demeanour as well as rely on how people interpret the demeanour. Demeanour is described as any behavior depicted by appearance, nature of movement, self-control and other outward visible presentation. Now to carry out this act of deference in a police-driver interaction, drivers demonstrate gentleness, calmness, soft in speech, self-control, give bribe and sometimes create their own demeanour depending on how they want the police to view them.

Another theory that best explains the alleged corrupt activities between the police and the drivers is Sutherland’s differential theory. Differential association is a learning theory that postulates that individual become deviants through imitation or learning from the in-group. Differential association was propounded by Edwin H. Sutherland in 1939. According to
Sunderland, criminal behaviours are transferred among in-groups where new members are socialized to pick up the attitudes of the primary group. Central to the theory are the postulations that committing deviant behaviour or crime is not an inherent trait of an individual. Instead, they are learned from constant interaction among close-knit groups where new members are taught the rubrics and intricacies of the deviant behaviour thereby perpetuating the act. In addition, deviant or criminal act as defined by the legal codes are not subject to motives, needs or values. This is because others failure to commit crime is equally based on such factors. Instead anybody can become a criminal.

In relating the theory to the study, the activities of these two groups- the police and the commercial drivers, no doubt mirror the differential association theory of Sunderland. The police and the commercial drivers at this point are considered close in-group or a subgroup. Each group’s constant communication and interaction with new members leads to socialisation of new members into the group. Since individuals are exposed to positive acts likewise are similar acts of corruption and deviant acts of bribery and the techniques taught them to ensure survival. In order to perpetuate the act in the system the rubrics of it are taught to ensure that each survive in achieving the motive for which those deviant acts are committed in their constant engagement with each other. For instance though there are always new recruit of people into the police system yet these new group of people in no time collect bribes from drivers despite having gone through formal training. On the other hand, commercial drivers are made aware of traffic rules/regulations but fail to adhere to them rather with the motive of subverting the system and paying their way through. In some of these deviant acts of bribery on the part of the drivers and the police are not intrinsic parts of the system or inherent behaviour of the actors rather these are acts that emanate from association with groups that teach members avenues of breaking the rules.
1.7 DEFINITION OF TERMS

A concept must have a meaning that has an ascertainable and agreed content. It must not be so generally accepted but can apply across a broad spectrum of societies as possible. In addition, simple explanations are more testable (Stinchcombe, 1968). This is because the more such tests it survives, the greater its explanatory power. In the context of this research therefore the following concepts have been defined.

**Police**

Police refers to the peace preservation body whose main function is to protect life, limb and property specifically the MTTU/D officials of the Ghana Police Service.

**Commercial Drivers**

Commercial drivers, according to Bureau of Labor Statistics (BLS) (2009: 435), “encompass a variety of professions including bus drivers, long-haul truck drivers, pick-up and delivery drivers”. For the purposes of this study, commercial drivers are referred to as bus “trotro” and taxi drivers.

**Traffic law enforcement**

Traffic law enforcement is the process of enforcing traffic laws as enshrined in the road safety Act. Enforcement is based upon the assumption that not all road users will adhere to the specified traffic rules and regulations, and may need to be encouraged, educated and persuaded to do so (Zaal, 1994). It is the area of activity aimed at controlling road user behaviour through preventative, persuasive and punitive measures in order to affect the safe and efficient movement of traffic (Zaal, 1994)

1.8 SIGNIFICANCE OF THE STUDY

Academically, the study will introduced new literature on police- motorists’ interaction in Ghana. It has helped to advance literature by exploring the state and nature of interactions
between police and motorists, the meanings of these perceptions formed out of the interactions and the effects it has on traffic law enforcement outcomes.

Adopting the survey and observation as my methods, I have advanced the triangulation method in this area of research. In addition, conducting the study in a developing country like Ghana will broaden literature in this area which has received scant attention according to Dirikx et al, (2012). The study will also be a useful tool in the hand of road safety agencies like NRSC and the Police MTTU/D.

1.9 ORGANISATION OF THE STUDY
This study contains seven chapters which are organized in a concise, logical and systematic order. Chapter one starts with the introduction which deals with the background information on the study. The chapter then plunges the reader into the problem under study after which research questions were formulated. The chapter further stated the objectives of the study. These were classified into two; the broad and specific objectives. Hypotheses were formulated to test the relationship between the dependent and independent variables on the police-driver interactions. The justification of the study was then discussed. This was followed by a discussion of the theoretical framework of the study, definition of key concepts and the chapter ended with the organisation of the study.

Chapter two reviews the literature relevant to the study. The review includes materials on the police-drivers interaction on traffic law enforcements and the traffic law enforcement situation in Ghana. The chapter also looked at Traffic Police and drivers relationship, Traffic Police corruption, and the public attitude towards the police (ATP)
Chapter three dealt with the Research Method of the study. The site of the study – Adenta and Madina was focused on. Attention was paid to the social structure of Adenta and Madina. The study sample and selection procedures were considered. The chapter deliberated further on data collection methods and instruments as well as explanation of the underlying reasons for the adoption of such methods and instruments. This was followed by methods of data management and ethical considerations. The chapter was concluded with the limitations of the study.

Chapter four highlighted the history of Ghana Police Service and traffic law enforcement. Chapter five and six, which is the next stage of the research process, focused on the presentation and discussions of the field data. Both descriptive and inferential statistics were used. The research hypotheses were tested and conclusions were drawn in this chapter.

The final stage of the study was the chapter seven. This consisted of a summary, the conclusions and the policy implication of the study.
CHAPTER TWO

LITERATURE REVIEW

2.1 INTRODUCTION

Literature on police-driver’s interaction is limited. However literature abounds on police-public relationships. This chapter will therefore review findings and argument related to the specific objectives. The areas to be covered are the concept of traffic law enforcement, Public attitude and behaviour towards the police and police attitude and behaviour towards the public, police-public relations, and police corruption.

2.2 CONCEPT OF TRAFFIC LAW ENFORCEMENT

According to the Organisation for Economic Co-operation and Development (OECD) (1974), traffic law enforcement (TLE) is the area of activity aimed at controlling road user behaviour. Human behaviour on the road needs to be controlled and regulated so as to reduce the rampant occurrence of road accidents, hence the essence of traffic laws. Laws are made to regulate the behaviour of individuals in a society so as to ensure conformity and reduce chaos among people interacting with one another in a society and it is for this reason that traffic laws were enacted to ensure sanity on the roads and perhaps reduce road accidents to its barest minimum.

Traffic laws are enforced by using three main measures (preventive, persuasive and punitive) to effect a change in driving behaviour to ensure efficient movement of traffic and avoid accidents on our roads. These three measures are enforced by the law enforcing agencies which in most cases are the police officers so as to ensure that drivers put up the best of behaviour on the road and observe all traffic rules and regulations in order to reduce accidents.
Preventive traffic measures are traffic laws that are put in place to reduce and possibly prevent the occurrence of road accidents. Such measures include: Avoiding over speeding and avoiding drinking of alcohol whiles driving. All these measures are put in place as preventive measures to reduce the occurrence of road accidents. Persuasive measures are more or less like preventive measures but the only distinction that can be drawn between them is that, persuasive measures in most cases do attract severe punishment but rather law enforcing agencies persuade drivers to adopt such measures for their own safety. The most persuasive traffic measure which has been mentioned by most scholars is “not to drive under fatigue”. Drivers are mostly persuaded and advised to take some rest when they began to feel fatigue and continue their journey later after they have rested for a while. Punitive traffic laws are laws that specify the type of punishment associated with the violation of any traffic law. Punitive traffic laws differ in magnitude depending on the type of offence that the driver commits. These measures are put in place to deter drivers from voluntarily disobeying traffic laws and encourage compliance of traffic regulations on the road (Elvik & Vaa, 2004).

The traffic laws and regulations that specify acceptable road user behaviour are important elements in the development of a safe road environment and it is the enforcement of these laws that is commonly regarded as one of the most effective means of moderating and reinforcing compliant road user behaviour (Elvik & Vaa, 2004). Searles (1985) asserts that the type and frequency of enforcement and public perception of enforcement activities are critical issues that affect road users’ behaviour. Drivers, road users and police must be encouraged, educated and persuaded to obey these specific traffic rules and regulations and also to promote road safety. A cordial relationship and interaction between drivers and police who are two important stakeholders in traffic laws in a country is of high importance and
should be encouraged in all circles so as to ensure the smooth enforcement of traffic rules and regulations on the road (Elvik & Vaa, 2004).

In developed countries like Norway, traffic law enforcement provides the means of modifying road user behaviour and this has been demonstrated to reduce a number of road injury accidents (Pennay, 2008). Similarly, Sisiopiku & Patel (1999) found out that speed limits were normal where the police patrol car was visibly positioned but drivers unusually increased their speed where no patrol car was visible along the road. Thus for the fear of being punished for over speeding, drivers who notice the presence of a police patrol team on the way reduce their speeding limit so as to avoid being accused for over speeding and this explains why the study conducted by Sisiopiku & Patel in 1999 find speed limits to be normal at place where there were police patrol teams and the vice-versa.

It is the activities associated with the actual policing of traffic laws that are regarded as the central element of the enforcement system in Ghana (Tankebe, 2010). Such activities form the link between the other components of the system and provide the means for regulating compliance with specific legislation as well as identifying those road users whose behaviour require some form of disciplinary actions. If traffic laws are not strictly enforced and the punishments for noncompliance are not applied where necessary, road accidents are likely to increase as the behaviour of drivers on the road will not be regulated by any rules and where there are no rules and regulations regulating behaviour, chaos is likely to become the order of the day.

In Ghana, the Police bear the main responsibility for traffic control, although in some large urban areas civilians are now employed by local councils to control traffic and supervise
specified metered and unmetered parking zones (Atuguba, 2007). The police do not only perform such typical control duties as directing traffic at busy intersections, but are also required to detect and apprehend criminals as well as act as the quasi-prosecuting agency on behalf of the Attorney General.

Traffic authorities have dedicated considerable effort to increasing driver awareness of the risks associated with drunk driving, speeding, driving while fatigued, and failing to wear a seatbelt (Pennay, 2008). Their efforts have been more successful in changing some attitudes and behaviours than others. For instance, they have been largely successful in persuading drivers to rob their seat belts before they drive but have not succeeded curbing over speeding and drunk driving (Pennay, 2008). According to Elvik & Vaa (2004), speeding remains by far the most common traffic infringement, with most drivers ignoring posted speed limits with impunity.

2.3 DETERMINANTS OF TRAFFIC LAW COMPLIANCE

Studies have it that several factors can influence the individual’s willingness and ability to comply with traffic laws and regulations. Among these factors are the perceived risk of various driving attitude and legitimacy of laws and associated enforcements (McKenna, 2007), Sex and age (Oltedal & Rundmo, 2006), the drivers motive Tyler, (1990) the deterrence effect Homel, (1988), defiance (Sherman, 1993) and visibility of law enforcement officers on the road.

2.2.1 Friction

Studies show that several factors inhibit the smooth operations of TLE. Firstly, friction between drivers and the police is a major concern. Radelet & Carter (1994) asserted that
traffic law enforcements serve as the biggest avenue for friction between the police and the public (drivers). Tos et al (2004) supported this argument by saying that it is so due to the personal interaction that takes place between the police and the public. This friction often results in negative attitude towards the police. Meanwhile negative attitude towards the police in enforcing traffic laws have wide ramifications on its effectiveness (Skogan & Hartnett, 1997; Stoutland, 2001; Sunshine & Tyler, 2003).

2.2.2 Culture
The second has to do with culture (Hayden, 1989). In a comparative study of the USA and former Yugoslavia where compliance was achieved in USA as opposed to former Yugoslavia, Hayden (1989) argued that culture is a major but not exclusive determinant of compliance to enforcement of traffic legislations. Watson (1986), however, disagrees and attributed the outcome of the implementation to stricter traffic enforcement by the Police in America as compared to that of former Yugoslavia. This is a clear indication that some cultures inherently breeds compliance.

2.2.3 Cost
The third factor that militates against the effectiveness of a TLE system is cost. Evans (1991) intimated that traffic law enforcement can be an extremely costly exercise especially the financial and human resources. He argues that, a lot of money is needed to be invested in educating the public on traffic regulations as well as the training of personnel to be on the road to ensure compliance and enforcement of these laws. Elvik (2000) disagree with this assertion and argues that TLE is the most cost effective of all the road safety measures. He opined that the estimated benefit of TLE is four times greater than the cost involved in executing it. The lost that is going to occur in the form of losing lives and property cannot be
equated to the amount of money that is needed to be invested in the enforcement of traffic laws hence Elvik, (2000), disagrees with the assertion that cost is one of the variables that inhibits the effective enforcement of traffic laws.

2.3.4 Perceived Risk of Driving Attitude and Legitimacy of Enforcements.

Some perceived attitude of motorists that cause crashes include over speeding, drunk driving, driving while fatigued, and failing to wear a seatbelt (Pennay, 2008). A remarkable proportion of individuals drive when they are feeling fatigued with a large proportion of drivers stating that they would continue to drive even when aware of their increasing levels of fatigue (Pennay, 2008). Nordbakke & Sagberg (2007) also reported that there is emerging evidence that driver fatigue is still largely underappreciated by drivers. The risk of driving without seat belt, driving whiles receiving phone calls and drink driving among motorists have more implications on individuals although speeding and fatigued driving are also aligned with perceptions of risk and behaviours (Pennay, 2008). If people’s perceptions of the different driving behaviours differ, it follows that the perceived fairness of traffic law enforcement activities targeting these behaviours may also differ. In addition, if the behaviour and its enforcement methods are perceived as legitimate, then it could be expected that compliance is more likely (McKenna, 2007). Individuals who do not think speeding is a high crash risk may not be likely to comply with speed limits voluntarily (McKenna, 2007) and may also not think it is legitimate for police to enforce speeding laws and issue harsh penalties for speeding.

2.3.5 Sex and Age

The sex of motorists can also predict compliance (Ol tedal & Rundmo, 2006). It is so because studies have shown that sex and normlessness are strong predictors of risky driving behaviour
and accident involvement (Oltedal & Rundmo, 2006). Normlessness is explained by these scholars as low respect for traffic rules and regulations and irresponsibility on the part of drivers. The fact that males were found to be involved in risky driving behaviour was also emphasized (Oltedal & Rundmo, 2006). This means that males are likely to disobey traffic regulations as compared to females. This line of argument is also supported by Rosen & Peterson (1990) who posits that boys take more risks than girls. (Byrnes et al., 1999) also argue male adults engage in more road traffic violations than female. Yagil (1998) and Rossenbloom (2004) for instance report that male pedestrians violate more rules than females.

Similarly men expect less negative effect of traffic violations than women. Thus men do not attach much weight and importance to the violation of traffic regulations and its possible consequences if an individual is apprehended and as such they violate most traffic regulations as compared to their female counterparts. These scholars argue that is quite rare to see a female drivers been apprehended for violation of traffic laws like over speeding and drunk driving but most men are almost always apprehended by the police for over speeding and drunk driving. Most female drivers fear harassment and humiliation in public and as such they try their possible best to desist from acts that will call for such public embarrassment unlike some male drivers who perceive the act of violating traffic laws and challenging a police officer in that regard as a sign of braveness hence traffic law violation on the part of males are much higher than that of females.

Young drivers perceive low levels of risk in driving (Deery, 1999). They underestimate the risk involved in driving hence they over speed (Milech et al, 1989). Gregersen (1996) argues
that young men overrate their driving skills. Young men perceive themselves as having lesser risk for traffic accidents compared to older men and women in general (Glik, et al., 1999).

2.3.6 The Drivers Motive

Tyler (1990) argues that there are two main reasons why an individual may decide to obey laws or not.

The first is based on instrumental motive related to the benefit or losses one will incur if he or she comply or do not comply with the laws. This means that an individual will decide to comply with laws or not only when the individual perceived the losses of such disobedience as higher than the likely benefit to be accrued. Thus if the individual does a cost benefit analysis of his or her actions and comes to the realization that the consequences of disobeying a law is massive than the benefit he or she is likely to acquire, then that individual will refrain from such an act and the vice versa. Young drivers in this regard perceived themselves as smart in driving and have lesser risk of traffic accidents and as such violate most traffic laws like over speeding as compared to older drivers hence age is a an important determinant of traffic law compliance on the part of drivers.

The second has to do with normative motive. This where the individual has internalized the law and holds it as a value which he strongly feels and is obliged to it. Here, the individual obeys the laws because the individual holds the laws in high esteem and has the belief that such laws are made for the benefit of the entire society and as such compliance is seen as a civic responsibility to ensure peace and development in the society.
2.3.7 The Deterrence Principle

The deterrence principle proposes that the perceived consequences of being caught while engaging in an illegal driving behaviour will dissuade the illegal behaviour (Homel, 1988). Classical deterrence is centered on three factors; certainty, severity and swiftness of punishment. Taxman & Piquero (1998) argue that individuals are likely to be deterred, as the certainty of punishment is high, the punishment is severe, and dispensation of punishment is swift (Homel, 1988).

The attitudes of road users toward drink driving, speeding, receiving calls, driving while fatigued and driving without a seatbelt may appear to differ and therefore, the severity of a penalty must be consistent with the severity of the offence and that it must be substantial to influence illegal behaviour (King & Shi, 2009). However, the purpose of traffic law enforcement is to encourage road users to comply with established traffic law, and it is traditionally underpinned by deterrence theories and principles. When the certainty of detection is low, automatically the certainty of punishment will also be low (Sisiopiku & Patel, 1999). Thus, mandatory penalties can ensure that certainty of punishment exists for detected offenders. Issues of low certainty of detection and low certainty of punishment are particularly problematic for behaviours that are more difficult for police to detect (Sisiopiku & Patel, 1999). This is indeed the case for fatigued driving, compared to speeding and drink driving where objective measures like speed readings, observing drivers who receive mobile phones calls, breath alcohol concentrations can be obtained and used to determine the appropriate offence categories and sanctions. Swiftness of punishment can be enhanced with the use of administrative penalties rather than court processes (Homel, 1988).
The understanding of the factors that influence compliance with traffic laws is required to explore the attitudes of road users towards illegal driving behaviours and their influence on perceived behaviours that examine the enforcement strategies designed to target these behaviours. Moreover, enhancing individuals’ understanding of the factors that influence one’s ability to comply with traffic laws can facilitate the identification of appropriate targets for intervention (Akers, 1990). This is an important measure for road safety compliance, especially when the likelihood of apprehension may be low and certain penalties may not be perceived as severe. The practical problem with these enforcement strategies is that it imposes significant resource implications on police services although Elvik (2000) disagree with this assertion and argues that TLE is the most cost effective of all the road safety measures. He opined that the estimated benefit of TLE is four times greater than the cost involved in executing it.

The ability of traffic authorities and police services to manipulate deterrence variables to compel individuals to adhere to traffic laws is also limited. First, research indicated that more than 30% of people convicted for traffic offenses, especially, drunk driving are repeat offenders or recidivists (Brewer et al., 1994; Hedlund & McCart, 2002). This reason defeats the argument that consistent application of legal sanctions will breed compliance to road traffic laws and regulations. Brewer et al. (1994) and Taxman & Piquero (1998) argue that people become immune to specific legal sanctions when the same punishment is metered out on several occasions. Homel (1988) and Piquero & Pogarsky (2002) add that some deterrence theory principles are counterproductive because some violations are positively correlated with punishment. Sherman (1993) argues that deterrence cannot adequately explain why drunk drivers are continuously being punished but yet they are engaging in the
act. In view of this, Sherman proposed defiance theory to explain the aspect of offending that deterrence theory failed to do (Freeman, 2006).

### 2.3.8 Defiance

Defiance is “the net increase in the prevalence, incidence, or seriousness of future offending against a sanctioning community caused by a proud, shameless reaction to the administration of a criminal sanction” (Sherman, 1993:459). The main thrust of the theory is the interaction between an offender and the punitive system. Three main themes explain defiance theory namely: Offenders perceived fairness of sanctions, feeling of shame, and the perceived legitimacy of the sanctioning authority (Freeman, 2006).

Studies indicate that the penal system engineer compliance with laws but may be ineffective if the offender believes that the sanctioning system is not fair (Tyler, 1990). This means that fair punishment increases compliance and conformity whiles unfair sanctions reduces the rate of compliance with the law (Sherman, 1988). According to Homel (1988) and Tyler (1990) for any offender to categorize a sanction as fair, two issues are considered; whether justice has been served and equality of treatment as compared to others in the same area of offending. Studies show that more people perceive legal punishment around the world as fair (Searle, et al., 2003). For example Williams et al. (1984) found out that more than half of people convicted for traffic offences believe that the penal system is fair.

On the issue of shame, Freeman (2006), explain shame as an inert feeling emanating from embarrassment and humiliation as a result of a person acting badly. Shaming techniques have been found to effective in changing unacceptable behaviour than traditional legal punishment
(Sherman, et al., 2000). It has however been found to be ineffective in changing road traffic violations such as drunk driving (Sherman & Strang, 2000).

On the legitimacy of the sanctioning authority, individuals who perceive the legal sanction system as illegitimate, may not conform even after being punished (Tyler, 1990). Meanwhile, there is a positive correlation between an individual and his or her perception about legitimacy of the sanctioning system (Freeman, 2006). Despite all the strength that deterrence theory wills in explaining why people comply or do not comply with laws, it is difficult to objectively define some of the tenant of the theory namely fairness, severity and immediacy. This weakness thus empowers deviance as a way of filling in the weaknesses.

2.3.9 Deviance

Deviance has been explained in different ways across space, time and fields. For the purpose of this discussion, I will adopt the explanation from Freeman (2006:7) “who defined deviance as a state, condition or behaviour that is markedly different from the norm”. The two main factors that focus on deviations from this norm are moral commitment to the norm and respect for the law. According to Brown (1998), moral commitment and respect for the law have effects on compliance. Research indicate that people who have strong moral commitment to norms and respect for laws have been found to have low prevalence in violating laws (Silberman, 1976; Tittle, 1977; Homel, 1988). Relating this to traffic laws and its compliance, Berger & Snortum, (1986) and Green (1989), reported that people who have strong moral attachment to laws refrained from constant and consistent violations to traffic laws. Freeman has however disputed this argument by asserting that when recidivists are subjected to the same test, the contrary would be obtained.
2.3.10 Visibility of Law Enforcement Officers on the Roads

The presence or absence of law enforcement officials and the intensity of the enforcements on the road, are crucial factors which explains traffic law violations or otherwise. Highly visible enforcement is very effective in reducing crashes on our roads (Lacey, et al., 2008). Studies again show that when the volume of traffic enforcement intensifies, Montag (2014) reported that there was a decrease in accident related crashes on the road when the law was passed and strictly enforced. Montag (2014) argued that as time goes by, the police reduce the resources invested in the implementation unintentionally and this affects its effectiveness negatively going forward.

2.4 THE ATTITUDE AND BEHAVIOUR OF THE PUBLIC TOWARDS THE POLICE

The rudimental ground for effective law enforcement program is the mutual interaction between the public and police, public attitude towards the police and police attitude towards the public (Radelet, 1986; Skolnick & Bayley, 1986). Decker (1981) posited that police need attitudinal support from the public in order to achieve their goals. Similarly, Murty, Roebuck & Smith (1990) intimate that positive image of the police is a catalyst for effectiveness and efficiency in enforcement of laws. In addition, Radelet (1986), Skolnick & Bayley (1986) agree that unfavourable attitude towards the police will breed ill feelings, lack of respect, inefficient and ineffective policing as well as ineffective collaboration between the police and the public.

Citizens generally give favourable attitude towards the police. Abbrecht & Green (1977); Bell (1979); Hindelang (1974); and Corbett (1981) for instance, intimated that the police are even rated higher than supreme and lower court judges, congress and the president in the United State of America. Others have rated the activities of the police as negative (Peek, et al,
1981; Parker, et al, 1995; Sampson & Bartusah, 1999; Weitzer & Tuch, 1999, 2005). All these rating are done based on the consideration of some influential factors. Specifically, the attitude and behaviour of motorists towards the police is determined by values and morals of the community, policing perspective, race, age, gender, nature of community- urban or rural, class- low or high income, publicised and controversial policing, police contact, social relations and individual behaviour.

Literature indicates a raging argument about which of the aforementioned serves as the best determinant of ATP. Webb & Marshall (1995) asserted that race variables were the greatest in terms of variables that affect ATP followed by age, gender and police contact. This argument is consistent with other findings from (Block, 1971; Bouma, 1969; Gamson & McEvoy, 1970; Preiss & Erlich, 1966; Reiss, 1967; and Smith & Hawkins, 1973). Conversely, Peek et al, (1981) posited that age is a more significant predictor of ATP than race followed by neighbourhood contact. Race is seen as a key determinant of ATP (Hurst, et al, 2000) in countries such as USA and France but will not have any effect in Ghana since race has not been an issue in Ghana. I will therefore be silent on its influence as determining factor of ATP in Ghana.

2.4.1 Values and Morals of the Community

Jackson & Sunshine (2007) postulate that the values and morals that underpin community life shape the public’s trust and confidence in the police. They explained that crime and disorder often challenge moral structure of a society hence a deterioration of community values and morals will lead to a decline in the confidence that people have in the police. In a similar argument, Leiber et al. (1998:151), reported “that juvenile attitudes develop as a function of socialization in their communities’ social environment …” This implies that communities
with wide spread social vices and delinquent norms will have a negative attitude towards the police and hence evaluate them police.

2.4.2 Policing Perspectives

Dirikx et al (2012) outlines a three (3) dimensional policing perspective namely performance, procedural and distributive justice and how it affects the public attitude towards the police (ATP).

According to Dirikx et al (2012), the performance based perspective hold the view that people attitude towards police (ATP) is influenced by the effectiveness of the police in controlling crime and how it is carried out. Thus, people will have positive or negative attitude towards police when the rate of crime is low or high (Sunshine & Tyler, 2003b). For an illustration Kari, (2012), insisted that police work include patrolling and answering call which means that the police constantly interact with the public. Languages then become a key means by which these interactions take place. To Kari (2012), the communication process forms the basis for police legitimacy and consequently police success. He found out that dealing with the public in a polite and respectful way enables the police to maintain sound relationship between them and the public, thus earn a favourable impression from the public. Dirikx et al (2012) argue that the distributive justice perspective becomes operational when peoples’ attitudes toward the police are graded in the fairness of the distribution of police service across people and communities. The underlying factor here is that people will have a positive ATP if they believe that different people or group of people across race, gender, and age receive the same form of treatment from the police (Tyler, 2000). Nofziger& William (2005) stated that confidence in police is influenced by positive encounters with them. They suggested that since positive interactions between community and police can reduce fear of
crime, then good community-police relationships should be developed in order to make law enforcement more effective.

The procedural justice perspective also known as the instrumental justice perspective (Renauer & Covelli, 2010) thrives on fairness of the process of police decision making and exercise of police authority (Sunshine & Tyler 2003b). According to Tyler (2000) peoples judgment about procedural justice is encompassed by four elements namely opportunity for participation in decision making, friendliness and politeness, neutrality and trustworthy. Therefore attitude towards the police from the public will be rated based on these perspectives and dimensions such that a person who thinks he or she has been involved in decision making will evaluate the police positively. Similarly, a person is more likely to have a favourable impression about an officer if he is treated humanely and with dignity and respect (Tyler & Huo, 2002; Tyler, 2003) as well as to a positive outcome of the encounter (Engel, 2005). Unfavourable impression could emanate from being stopped or being arrested (Tyler & Huo, 2002; Shuck, et al., 2008; Reitzel & Piquero, 2006; Tyler & Wakslark, 2004). It stands to reason that people who are more likely to accuse the police of poor policing decisions are those that the police have badly or unfairly treated when they encountered them (Cox & White, 1988). In view of this, Stoutland (2001) found out that the public have positive perception towards the police because the public believe that the police are competent and trustworthy. Conversely, studies also show a negative ATP (Peek, et al, 1981; Parker,et al., 1995; Sampson & Bartusah, 1999; Weitzer & Tuch, 1999, 2005). According to these researchers, the public rate the police in this manner due to cases of corruption, brutalities and hostilities from them.
2.4.3 Age

Juveniles, youth or young people have unfavourable attitudes towards police as compared to adult (Hurst & Frank, 2000; Albrech & Greek, 1997; Peek et al, 1981; Wallach & Jackson 1973; Jacob, 1969; Campbell & Schuman, 1968). But Hurst (2007) argued that adults in urban areas have high positive attitude towards the police than the youth. In a comparative studies Hurst (2007) found out that rural youth were more positive in their evaluation of the police than the urban youth.

2.4.4 Class

With respect to the issue of class, Scaglion & Condon (1980) assert that research has proven that people within low income group give favourable impression about the police (Albrech & Greek 1997; Jacob 1969). In line with this assertion, minority groups such as non-whites and less income group expressed negative ATP (Bayley & Mendelsohn, 1969; Campbell & Schuman, 1972). However, Jesilow et al (1995) refuted this argument by stating that peoples’ attitude towards the police has nothing to do with group membership contrary to prevailing findings about low income group, black minority or white majority. The explanation from Jesilow et al (1995) is that people who disliked characteristics of their neighbourhoods which fell within a specific police jurisdiction were more likely to have negative feelings about the police. Additionally they posited that “…people who live in areas that they perceive of as crime free would have positive things to say about the police, while those who saw their neighborhoods as crime ridden would supply negative comments” (Jesilow et al, 1995: 81). This explanation is well articulated by Reising & Parks (2000) who stated that areas where there are high crimes, drugs and gang activities, the people are more likely to have negative ATP.
Beyond the issue of class, Scaglion & Condon (1980) set out to investigate factors such as past contact, arrest, record, residential history etc. and its effect on police attitude. Scaglion & Condon (1980) reported that people who have had an informal interaction but in an official way were satisfied with the attitude the police exhibited. Closely related to this fact is the argument that positive experience with the police increases the confidence the public have in the police whiles negative experience tarnishes public confidence in them (Bradford et al., 2000; Jackson & Sunshine, 2007; Sunshine & Tyler, 2003; Weitzer & Tuch, 2005). According to Sun & Wu (2000) the communal intimate relationships between the police and citizens have eroded leading to crisis of legitimacy as a result of police abuse of power, corruption and brutality. Sun, Wu & Hu (2013) on the other hand greater satisfaction and trust in police were expressed where there is law and order. Again, Scaglion & Condon (1980) reported that people who have police officers as family members or friends were more satisfied with the police.

2.4.5 Publicised and Controversial Policing

Tuch & Weitzer (2005) indicate that several research have explained public ATP based on one single year (cross-sectional) rather than tracking of attitudes over time (longitudinal). They further claimed that comparisons on immediate and long term effect of controversial policing have not be explored. They therefore analysed data taken before and after three well publicised brutalities in Los Angeles. They found out that whenever there is a well-publicised brutality, public confidence in the police is greatly affected.

Drivers exhibit several character traits and behavioural tendencies toward law enforcement officers and fellow motorists which eventually influences their evaluation of the police. The most prominent of these traits is drivers’ aggression. The behaviour of drivers and for that
matter driver’s aggression towards law enforcement officers emanate from frustration due to traffic congestion and delays (Shinar, 1998). Shinar (1998), premised the driver’s aggression on frustration-aggressive hypothesis. The hypothesis stipulates that drivers easily get annoyed and frustrated during traffic congestions. Conversely Lajunen et al (1999) reported that congestion does not increase drivers’ aggression as directly as suggested by Shinar (1998).

The American Auto Association (1998) reported that 25% of all drivers who get frustrated whiles driving engage in aggressive driving. Aggressive driving has been defined by Mizzell (1997:3), as “an accident in which an angry or impatient motorist or passenger intentionally injures or kills another motorist, passenger, or pedestrian, or attempts to intentionally injure or kill another motorist, passenger, or pedestrian, in response to a traffic dispute, altercation, or grievance”. According Parker, Lajunen et al. (1999) aggressive driving and behaviour in general among road users has become a common phenomenon. It has resulted in about 28,000 deaths in the US between 1980 and 1996 (Martinez, 1997).

Several factors have contributed to this. Parker et al (1998) attribute it to attitudes of drivers and drivers’ safety orientation whilst Underwood et al., (1999) associate it to personality factors. Lajunen et al. (1999) however attributed drivers aggression and behaviour to a national culture and stated that national culture determines traffic culture and not vice versa. This argument is firmly rooted in the findings of (Connell & Joint, 1997) who said that drivers’ aggression is a microcosm of the aggression in a particular society. Drivers who act aggressively towards law enforcement officers and other motorists drive aggressively. Drivers who drive aggressively often see themselves as good and skilful drivers instead of dangerous drivers (Miles & Johnson, 2003). Drivers who drive aggressively tend to have
negative attitude towards the police because their activities attract intensive policing (Cassidy, 2011).

2.5 POLICE ATTITUDE TOWARDS DRIVERS

Certain communication style and tactics can bring about compliance and reduce violence when it comes to traffic law enforcement (Thompson, 1983). Also failure to effectively communicate can bring about negative interactions that will adversely affect enforcement of traffic regulations (Forehand & McMahon, 1981). The Police must therefore develop a coherent communication style in order to ensure traffic safety. They must also be fair and firm in order to win the trust of all drivers.

Gender is very important variable when the attitude of the police is under consideration. Studies however show that in terms of decision making at traffic stops, no difference were found to exist between policemen and women (Lundman, 2009).

Day & Ross (2011) reported that drivers who exhibit remorse by saying sorry to law enforcement officers after traffic violation get lesser fines. To them, the Police favourably evaluate drivers who apologize and gave convincing excuses than those that give justifications and denials. This finding is similar if not the same to the findings from Gonzales et al. (1994) as well as Schonbach (1990) who reported that law enforcement officers value remorse and tend to be more lenient when one says sorry and that it won’t happen again. For instance Schafer & Matrofksi (2005), posited that the police are very lenient in issuing out sanctions but rather expected drivers to be responsible and accept their mistakes. Further they found out that the most common sanctions the police meted out were verbal warning.
Abbasi et al. (2014) indicated that new and current traffic police are more mature and refined in their dealings with the public. This according to them facilitates police-motorists interaction (Sykes & Clark, 1975). To them we must understand the behaviour of the police from the rules that order their relations with civilians and which are usually mutually acknowledged by both. Abbasi, et al., (2014), argued that officers expect civilians (drivers) to submit to their judgment of superiority because they occupy a lower status.

2.6 POLICE CORRUPTION

Police corruption spans cultures, countries, and generations simply because it is based on human weakness and motivations (Newham, 2002). It is associated with power and it is also inevitable (Carter, 1997). Public experiences of police corruption undermine the authority especially the moral authority of the police (Bayley, 1985). Despite its universality, empirical study of the phenomenon is very difficult because people do not want to report it and also officials record it in a bias manner (Klockers, 2000). It is however important to note that more people are willing to talk about corruption openly retrospectively (Bayley, 1985). Research indicates that personal experiences of police corruption do not downgrade the moral authority of the police (Tankabe, 2010). According to him, it is vicarious experiences that rather undermine the police authority. Public attitude on this subject worldwide is that the police is very corrupt and lacks integrity (Sayed & Bruce, 1998). In Ghana the citizenry view the police as very corrupt as any other institution (Blankson, 2006). To be more specific, Blankson (2006) asserts that Ghana is gradually gaining grounds of becoming the country with the most corrupt traffic police because it is practice in the full glare of the public without fear or favour.
Inyang & Ubong (2013) researched on police-drivers behaviour on highways in Nigeria and how it has been characterised by corruption and asserted that there is no link between police corruption and their entitlement rather police corruption is based on unavailability of police logistics like a vehicles to convey them to their duty points. They however found a direct relationship between motorist daily sales and police extortions. They also realized that corruption within the police force is a miniature of the larger society and that all other things being equal any Nigerian who found himself in the polices’ position will behave alike. Fred et al. (2010) conducted an experiment on corruption and inequality using four automobile drivers who commit identical traffic violation which are monitored by transit police. Fred et al (2010) were to identify effect of citizens’ wealth and police officers’ urge to take bribes and the size of bribe they take. They realized that the police are more likely to worn citizens with economic weight but extort those with less economic resources.
CHAPTER THREE
RESEARCH METHODS

3.1 INTRODUCTION
This chapter presents the method employed to address the research questions. The method discussed in this chapter includes research population, the design of the research, sampling procedure, research instrument, the description of how the instrument was administered during the data collection, data management and analysis limitations and ethical consideration of the study.

3.2 SOURCE OF DATA
Two major sources of information or data were used namely; Primary and secondary data. Primary data constitute data that the researcher himself collected from the field of the study and this information was gathered through the use of semi-structured questionnaires, encompassing open and closed ended questionnaires, and observation. Secondary sources of data on the other hand constituted data which had already been collected and documented by institutions or organizations e.g. polices’ accidents records, the hand book on learning to drive in Ghana and Ghana’s Road Safety Act of 2004. The secondary data also included data or information or literature collected from scholarly materials such as books and journals.

3.3 RESEARCH DESIGN
The study adopted the mixed method approach to research. This approach enabled me to gather data qualitatively and quantitatively to address the research questions (Baker, 1990; Creswell, 2003; Neuman 2003).

The qualitative approach enabled me to understand, observe and offer meaning (Bryman, 2004) to the motorists-police interactions with reference to traffic law enforcement due to its
effectiveness in constructing social reality (Neuman, 2003; Mikkelsen, 2005). The quantitative approach enabled me to use formal and generally recognized instruments to gather large quantity of structured data which helped me to establish effects and relationships (O’Brien, 1998; Newman, 2003; Mikkelsen, 2005) that exists between the nature of motorist-police encounters and enforcement outcomes.

Researchers have utilized several methods in studying police-motorists’ encounters (Briggs, 2007). Among these methods are surveys, observation and the use of police recorded data (Briggs, 2007). But all these methods have their strengths and weaknesses. Access to police recorded data in studying police-motorists’ encounters may not be too difficult but it comes with its problems. The data obtained from the police may be inaccurate and invalid since the police personally gather the data and may not want to implicate themselves (Novak, 2004). The sample may be biased (Petrocelli, Piquero & Smith, 2003) and the integrity of the data may also be compromised (Petrocelli, Piquero & Smith, 2003; Novak, 2004). According to Westly (1970) and Schafer & Matrofski (2005), although the use of observation in police-motorists studies are expensive, time consuming and there is the tendency of officers changing their natural behaviour when they become aware of being observed, better and efficient data are ascertained when this method is adopted. When it comes to data collection, especially interviews, the data obtained may have integrity problems due to the fact that not all motorists are willing to discuss their encounter with the police (Warren, Tomaskovic-Devey, Smith, Zingraff & Mason, 2006). Taking the aforementioned discussions and the thesis statement into consideration I decided to use observation and questionnaires. The use of the semi-structured questions dealt with some of the problems outlined whiles observation gave it the natural touch especially where the non-literate drivers were uncomfortable with responding to a questionnaire.
3.4 STUDY AREA

The study area for this research is Madina and Adenta. This area was selected based on a number of reasons. First, they have one of the busiest routes in Accra, described by the commander of Madina Divisional MTTU/D as accident prone road. Second, they boast of one division, 3 Police districts, 6 Police stations and over 15 police posts. And finally the researcher is conversant with the area and has witnessed and engaged in the interaction between motorists and the Police.

3.5 TARGET POPULATION

According to O’Brien (1998) and Neuman (2003), research should target a population that has all the necessary information for the research such as sampling elements, sampling units, and area of coverage. The population for this study is police and commercial drivers who are estimated to be 155 and 635. Specifically, the target people were policemen and women from the MTTD division and bus ‘trotro’ and taxi drivers in Adenta and Madina. The choice of commercial drivers is based on the fact that 71 percent of passengers are transported by bus “trotro” vehicles and taxi cabs (Quashie, 2007), they are accessible and also, the police are more likely to interact with bus drivers (Apostolopoulos, 2011).

3.6 SAMPLE SIZE AND SAMPLING TECHNIQUE

Due to the mixed method approach, both the probability and non-probability sampling techniques were adopted. The study employed the purposive sampling method for the observation. This non-probability sampling technique was selected based on the fact that the researcher needed to observe conveniently specific interactions. Aside the routine
observations made by the researcher, four major and hot spot police check points were selected for the observation of interaction between the police and all categories of drivers.

Random sampling was used to select the target group (police officers and drivers). This was done to give each member in the target group an equal chance of being selected from the target population (Creswell, 2003; Neuman, 2003; Bryman, 2004).

Using the random sampling technique, the researcher selected a total of 60 respondents from a sampled frame of 155 policemen obtained from the Madina Divisional Police Command who are road traffic policemen and women. The division has three districts with the following strength; Madina-60, Adenta-50 and Kwabenye-45. Using the aforementioned groups, I computed 40% of all the clusters since according to Duverger (1964), 10% of a population ought to be a representative sample. I then randomly selected 24, 20 and 18 from Madina, Adenta and Kwabenya districts respectively. To do this, the identifiable numbers of the officers from their respective districts were written on papers, folded and placed in one container. They were then drawn randomly from the bowl till the numbers required were obtained.

On the sampling of the commercial drivers, a sample frame was obtained from the various lorry stations as organized below. The lorry stations were selected based on the size and its wide recognition and organisation.

Bus drivers; Madina-250
   Adenta-120
   Kwabenya-51

Taxi drivers; Madina-101
   Adenta-65
   Kwabenya-48
From the above clusters, I calculated 20%, on the aforementioned, on the principle that 10% of a large population is representative and had the following figures respectively; 50, 24, 10, 20, 13, 10 totaling 123 respondents. I then wrote the numbers of all the cars on pieces of papers in a particular station, placed them in a bowl and randomly selected them till the required number was obtained.

Sample sizes randomly selected consisted of sixty (64) policemen and women and one hundred and twenty (123) drivers. However, additional 10 and 20 subjects from the police and drivers respectively were selected for questionnaire administration due to the limitations associated with self-administered questionnaires. At the end of questionnaire administering period, 60 and 120 respondents’ questionnaires were retrieved from the police and drivers respectively.

3.7 DATA COLLECTION INSTRUMENT AND METHOD

The questionnaire was pre-tested. Intimate rapport was created with respondents before data were collected. According to Emory and Cooper (1995), two primary types of data collection methods are used quantitatively, namely; interviewing and the use of questionnaires.

I used questionnaire as the research instrument to gather the data. This study further employed the semi-structured questionnaires. Semi-structured questionnaires were made up of open-ended and close-ended questions. Open-ended questions allowed respondents to express their views in their own words (Bryman, 2004). The questionnaires were self-administered to the police and literate drivers. On the other hand the questions were read to non-literate respondents and the responses were written down by the researcher.
Qualitatively, observation was used to gather the data. Four major hotspot checkpoints in the study area were selected. Also the researcher observed and took notes anytime the bus ‘trotro’ or the taxi he boarded encountered the police.

3.8 DATA MANAGEMENT AND ANALYSIS

The observations were typed and the data cleaned. The questionnaires on the other hand were cleaned and coded. Statistical Package for Social Science (SPSS) and Microsoft excel software were used for the analysis. Then I analysed the data using frequencies and tables. I also used non-parametric test e.g. chi-square to test the hypotheses.

3.9 ETHICAL CONSIDERATION

Letters were sent to the MTTU/D commander in the Division and the driver unions of my intention and it was duly approved. The MTTU/D commander even went further by sending messages to all the districts under his jurisdiction of my presence in the division. So the consent of the police and driver unions were sought before I moved to the field. The study ensured that all respondents were well-briefed about the purpose of the study before the questionnaires were administered. A covering letter was attached to the questionnaire to highlight the purpose of the study.

The names and identity of the police and drivers were not taken. It was their respective police and car numbers that were used for the random sampling and even that, their numbers were kept confidential till they were destroyed after the collection of the data. On the field, nobody was forced against his or her will to participate in the study.
3.10 LIMITATIONS

The demeanour, gestures utterances from some of the drivers and the police especially indicated an unwillingness to answer the questionnaire. Even though they answered them finally, I sensed that they thought they risked exposing themselves as evidenced in the utterance of one of the policemen; “Ah but these are sensitive issues, why won’t you allow our authorities to give you the responses?” There was a relatively low response rate apparently in fulfillment of the earlier gestures they exhibited. Out of the 80 police officers selected and given the questionnaire only 60 returned them. A follow up to retrieve the remaining proved futile.

3.11 DESCRIPTION OF THE STUDY AREA

This section unearths the social structure of the Adenta and Madina with special emphasis on the social institutions.

3.11.1 Adentan Municipal Assembly (ADMA)

According to AdMA (2010), Adentan Municipal Assembly with Adenta as its capital, lies 19kilometres to the northeast of Accra, which is specifically located on latitude 5°43’north and longitude 0°09’west. It shares boundaries with Tema Metropolitan Assembly in the east, Ga East Municipal Assembly in the west, Oyibi Township in the north and Madina a suburb of the Assembly in the south and in the Greater Accra Region. This municipality, due to its geographical location, is a nodal centre and one of the fascinating developing areas in the region. It offers to its inhabitant’s easy access to market centres like Madina, it also has the main Accra/Aburi/Koforidua and Accra/Dodowa trunk roads passing through. There is also, under construction, a road which runs parallel to the Accra/Tema motorway which upon completion will provide smooth transportation to and from various parts of the Eastern and
Greater Accra Regions. AdMA lies at the bottom, southward side of the Akuapem-Togo range. It has an undulating terrain, which barely rises above 50metres.

According to the 2010 population census and housing survey released in 2012, the estimated total population of the Assembly is 78,215 made up of 39,366 males and 38,849 females. The males form about 51% of the total population whiles the female population is 49%. Majority of the population falls within the economic active range between 15 and 49. The age-sex structure of the Adentan Municipality is influenced by most known factors, which contributes to population increases generally. These factors include natural birth rate, migration, mortality rate, socio-economic activities, etc.

The Municipal Assembly has fairly good road network within various communities. Most access roads, although partially surfaced with very little dressed kilometres, are generally very bumpy. A significant number of these roads have no drains or pedestrian facilities, and those that exist are generally in deplorable conditions. Roads in areas like Lakeside Estates are inadequate, whilst storm and road side drains are not available.

The Municipality is polarized into urban, semi-urban, and rural settlement. The linkage between the urban and rural is by roads classified into highways, urban and feeder roads. The major urban towns or places includes Adentan, (Housing Estates), Ashale Botwe, Ritz Area, Adjirigannor and Trasacco area, whereas rural settlements are Amrahia, part of Frafraha, and Foster Home (AdMA, 2010). Most rural settlements are fast developing into semi-urban and urban settlements.
Facilities such as banking institutions, police station or post, developed market centres and postal services appears to be non-existence in almost all the electoral areas. This implies that residents travel to nearly Metropolitan and Municipal areas to have such services. The implication of the above scenario is the continuous rural-urban drift existing in Ghana as a whole and also serving as a disincentive to investors.

The Traditional Political Structure

Traditionally, the seat of the traditional council is at “Adenta village” and occupied by the Mantse Nii Okataban II who is also a sub-chief under the Ga Mantse. However his lieutenants are dispersed in the entire traditional area.

The Local Government Structure

Adenta Municipal Assembly (AdMA) finds itself within the local government structure of Ghana initiated by Provisional National Defence Council (PNDC) in response to the need to have a more efficient mechanism of development in the country. Local government in Ghana is a three tier structure starting from Regional Coordinating Councils, District /municipal/ metropolitan assemblies as the second tier and sub structures, like town and area council, zonal councils and sub-district structures. The purpose of the district, metropolitan, municipal assemblies is for implementation of development projects and programmes. The Sub-structures are basically for grass root participation in decision making and the regional coordinating councils are for monitoring and harmonization of plans, projects and programmes.

According to AdMA (2010), AdMA was established by Legislative Instrument 1888 of 2007. The LI spells outs 86 functions to be performed by the assembly. The General Assembly is
the highest political and Administrative body in the District Assembly. The presiding member who is elected by the members of the assembly has oversight over all meetings of the General Assembly. In the exercise of the executive functions, the assembly has an executive committee which is chaired by the municipal chief executive.

**Health**

Adenta can only boast of six (6) health facilities with all of them being privately owned except a clinic in the SSNIT flat area. Among these six health facilities none has achieved the hospital status except that the construction of a multi-purpose hospital that is underway (AdMA, 2010).

**Education**

There are 18KG/Pre-schools, 19 Primary and 20 Junior High Schools which sum up the number of public schools in the municipality (AdMA, 2010). There are also 50KG/Pre-schools, 64 primaries, 45 junior high, 7 senior high and 2 tertiary private school but no public tertiary institutions.

**Religion**

The predominant religion in the Municipal area is Christianity. A proportion of the population is also Muslims, with few practicing Traditional Religion.

**Occupation**

The most common occupation in the Municipality is civil, public servants and other workers who work in Accra. Farming in the Municipality is fast giving way to housing estates. Stone quarry is another main occupation. Other economic activities being done include tourism (guest houses, hotels, etc), transport services, trading (SSNIT market centre is the biggest
shop centre in the municipality), commercial farming including rearing of piggery, poultry, cattle where dairy products are produced. The area also has many distribution points for daily essential commodities, artisans and hardware sellers. However, lack of raw materials and storage facilities hinders manufacturing activities.

3.11.2 LA Nkwantanang Madina Municipal Assembly (LANMMA)
La Nkwantanang Madina Municipal Assembly (LaNMMA) with Madina as its capital and inaugurated in 2012 is a cosmopolitan area with diverse people places and languages. Ninety one point six (91.6%) percent of the total population in the municipality are Ghanaians by birth, 4.0 percent dual nationals and 1.2 percent are Ghanaians by naturalisation (GSS, 2010 PHC)

According to the 2010 population and housing Census (2010 PHC), LaNMMA has an estimated total population of 111,926 and by 2014 the population of LaNMMA was estimated to be 136,421. All these are figures projected from the 2010 population and housing Census because LaNMMA was initially part of the Ga East Municipal Assembly (GEMA) and was split in 2012. Females constitute a majority of the population in the Municipality with 51.5 percent of the total population while male make up 48.5 percent. The changing spatial distributions of the population including rapid rural-urban migration and urbanization are affecting the nature of employment, poverty reduction, and environmental impacts and vulnerabilities. La Nkwantanang- Madina Municipal Assembly is predominantly an urban and this mirrors the distribution of population among rural and urban localities. Majority of residents (84%) live in urban area while the rest 16 percent of the population resides in rural area.
Traditional Authorities

LaNMMA covers two Ga traditional paramouncies; namely the La Nkwantanang traditional authority and the Oyarifa traditional authority (LaNMMA, 2014). These paramouncies are the structures of the indigenous Ga population. Below these paramouncies, every community in the Municipality has a chief. These chiefs wield a lot of authority in the community and a significant influence on the social organisation of the community. Among the Gas, lower level of social life is organised around clans and families with the heads of each entity responsible for a large array of functions and responsibilities in the lives of its members. Family and clan heads are responsible for organising and mobilizing each unit. For this reason, chiefs, clan and family heads are important in the developmental dynamics of each community in the Municipality.

They are seen as the natural representatives of the people and their status is also enhanced by the 1992 constitution that recognizes their authority and specifies their role in local governance. They control lands, which is a vital resource in every developmental effort, making it obligatory to involve them as part of the essential stakeholders in the planning and execution of activities in the Municipality. Urbanisation and migration may have reduced their influence and authority somewhat, but they remain a vital institution in the social, cultural and economic development of the Municipality.

As an urban and cosmopolitan area, there are large groups of settler communities in the Municipality who have evolved their own systems of organisation heavily influenced by their cultural heritage. The settlers communities comprise of settlers include Ewes, Akan, Gonja, Dagomba, Wala, Frafra, and Hausa stock. The Gonja, Dagomba, Wala, Frafra, and Hausa communities have evolved their own traditional systems with Zongo chiefs and tribal chiefs
(LaNMMA, 2014). They wield much influence over their kinsmen requiring their participation as decision makers on behalf of their people. The community and family leaders are part of the key stakeholders in the Municipality who are regularly consulted and involved in decision making on developmental issues. They have also on numerous occasions contributed immensely to development through the donation of lands for the constructions of economic and social amenities.

**Religious Institutions and Affiliation**

Religion plays an important role in the lives of the residents in the Municipality with 99.8 percent of the population professing one faith or another. The population of the Municipality is dominated by Christians (Catholic, Protestant, Pentecostal/Charismatic and other Christians) with approximately four out of every five persons (79.2%) being Christians (LaNMA, 2014). Residents of the Municipality who profess Islamic faith constitute 17.5 percent while traditionalists make up 0.2 percent. Two percent profess no religion while 0.9 percent belongs to various other religions (LaNMMA, 2014).

Religious institutions are influential in the lives of citizens. As a result local government institutions are required to properly involve them in decision making since they represent a large community of people. Some of the notable Churches that are in the community include Presbyterian, Catholic, Methodist, Pentecost and the growing number of large charismatic churches. Through social services such as schools, health facilities and orphanages, they have positioned themselves as formidable social partners. The Muslims community also wields much influence among its numerous followers and also through the schools and health facilities they run. Religious leaders are regularly consulted and incorporated into decision making processes of the Assembly.
Education

The recognition of education as the key to socio-economic development has motivated the Assembly to devote a substantial proportion of their resources to the provision and expansion of education infrastructure. The table below exhibits the distribution of schools in the municipality.

Table 1: Number of Schools in LaNMMA

<table>
<thead>
<tr>
<th>SCHOOLS</th>
<th>PRIVATE</th>
<th>PUBLIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-school</td>
<td>38</td>
<td>28</td>
</tr>
<tr>
<td>Primary</td>
<td>29</td>
<td>59</td>
</tr>
<tr>
<td>JHS</td>
<td>23</td>
<td>47</td>
</tr>
<tr>
<td>Totals</td>
<td>90</td>
<td>134</td>
</tr>
</tbody>
</table>

Source: LaNMMA, 2014.

There are two public Senior High Schools, three private SHS and one private Technical and Vocational Institute in the Municipality in addition to the National Community Development Training Centre that take care of secondary, technical/vocational education needs of residents and others from nearby areas. There is a public tertiary institution in the Municipality; the University of Professional Studies as well as other privately owned post-secondary professional institutions that offer tertiary education opportunities to residents.

Marital Status

Most of the households are headed by currently married persons; in general, the proportion of currently married male heads is higher than female heads. According to LaNMMA (2014) over half (51.2%) of all residents in the Municipality have never been married, while slightly more than one in three (37.2%) residents are married. This contrasts with those living in informal or consensual unions (3.8%), widowed (3.3%), divorced (2.7%), and separated (1.8%). A significantly higher proportion of households are headed by divorced and widowed females than males and the trend seems to be increasing.
Health
According to LaNMMA (2014), there are 23 health institutions in the Municipality with a majority of them (18) being private and 5 public health Institutions. Also the number of wards in the private health facilities is more than those in the public with only 1 in five wards in the Municipality being public. However public health institutions dominate in other indicators of capacity of the health facilities. The biggest hospital in the Municipality is the Pantang Specialist Psychiatrist Hospital though the Alpha Medical Centre in Madina is the biggest general hospital in the Municipality which is owned by the church of Pentecost.

Economic Activities
The major economic activities identified include agriculture-farming, trading-commerce, manufacturing, informal-artisan, service-tourism, mining-quarrying and public sector. Trading or commerce is the most widespread economic activity in the Municipality dominating in all electoral areas. It is the major sector in the La Nkwantanang electoral area which is probably as a result of the location of a market and it is highly urbanised. The manufacturing and fabrication sector is also found in all electoral areas contributing significantly in Tataana, Social Welfare, Madina West, and Danfa. Agriculture is also a major economic activity in the Municipality especially in the rural areas such as Danfa, Oyarifa and Pantang. Mining and quarrying is found in Oyarifa and Pantang while service and tourism is a major sector in many communities (LaNMMA, 2014).

Access to Safe and Potable Water
The main sources of potable water in the Municipality, according to LaNMMA (2014), are boreholes, wells (both protected and unprotected) and water trucks. Other sources of water include indoor plumbing, inside standpipe, outside standpipe, dugouts/dams and rivers and...
streams. Among the electoral areas, water truck is the biggest source of water for household use in the municipality. Most communities in the various electoral areas get their water from boreholes as the second most common source of water followed by indoor plumbing, outside standpipe and unprotected well. Indeed all the electoral areas depend largely on water trucks which show the level of acute water problems in the Municipality. Only two communities reported getting access to water from rivers or streams while inside plumbing was reported in Madina West, Pantang, Tataana and North Legon only. In fact, even where there is access to pipe-borne water, the frequency of access is so erratic most of them still have to depend on water trucks and sachet water.

**Road and Transportation**

Transportation is a major economic activity in the Municipality connecting it to the other parts of Accra and the country. This sub sector contributes at least 6.5 percent to the total employment in the Municipality (LaNMMA, 2014). Commercial transportation is by minibuses, buses, taxis and others. There are 3 main lorry parks and numerous satellites parks in Madina community serving many areas of Accra and other regions. Madina is gradually becoming a transport hub for the northern part of Accra as well as a major transit zone from Accra to Eastern Region, Ashanti Region and Volta Region (LaNMMA, 2014).

Road is the only form of transport in the Municipality. Maintenance and rehabilitation of these roads will facilitate and lower transportation cost and integrates the all parts of the Municipality to each other to reduce poverty. In general, the road network in the district can be described as fairly good. The total length of paved and unpaved road in the Municipality is 280km (LaNMMA, 2014). The paved which comprises asphalt and surface treatment is about 54km. This notwithstanding, there are specific areas that need urgent attention to
reduce travel time. The construction of the Madina-Ayimensah portion of the Accra-Aburi highway is a major intervention that has facilitates economic activities in the Municipality because of the linkages with other urban, peri-urban and rural communities.

3.12 SUMMARY

The main focus of this chapter has basically been on the research method and the social structure of the people under study. Here the investigator has sought to vividly explain the method adopted in ascertaining the requisite data for analysis and interpretation. The investigator further described the land and the people, the population, their traditional and modern political structure, and other social institutions in the area. This state of affairs is to able the reader know at first hand the factors likely to enhance or constrain the smooth interaction between the police and drivers.
CHAPTER FOUR
THE POLICE AND ROAD SAFETY IN GHANA

4.1 HISTORY OF THE GHANA POLICE SERVICE

According to Appiahene-Gyamfi (2009), formal policing in Ghana began in 1844 with the establishment of the Gold Coast Militia and Police (GCMP) to guard the English Castles, investigate crime and serve summons. In 1860, Her Majesty’ Messenger Corps replaced the GCMP. By the year 1871, the Hausa constabulary imported from Nigeria to aid in the Ashanti war was absorbed into the Queen’s Messenger Corps and renamed the Gold Coast Armed Police Force (GCAPF). By the year 1873, a new law brought in the Gold Coast Police Force (GCPF). In 1876, the GCPF was renamed the Gold Coast Constabulary (GCC) and assigned paramilitary and prosecuting roles in addition to the traditional roles. In 1901, the paramilitary role was reassigned to Gold Coast Regiment (GCR). In 1902, the GCC was split into General and Escort and Mines and Railways units. In 1916, a Marine Police Corp was established but disbanded in 1942 and replaced with Customs, Exercise and Preventive Service (CEPS). The CEPS was integrated into the police service in 1960 and renamed Border Guard Unit of the Ghana Armed Forces in 1972. In 1957, the GCPF was renamed Ghana Police Force and in 1958, the first Ghanaian commissioner of police E.R.T. Madjitey was appointed. In 1960, the GPF became part of the Public Service of Ghana and was renamed the Ghana Police Service (GPS).

The GPS has its headquarters in Accra. Article 203 and 204 of the 1992 constitution stipulates that the Inspector General of Police (IGP) is the chief executive officer of GPS shall be appointed by the president of Ghana. The IGP is assisted by two Deputy IGPs, commissioners and deputy commissioners and the headquarters. The GPS has several divisions such as Criminal Investigations Department (CID), Police Intelligence and Professional Standard Bureau, Strategic Direction and Monitoring Department, Armored
Division, Special Services, Operations, Motor Traffic, Services, Welfare, Finance, Human Resources, Legal Department and the Domestic, Violence and Victim Support Unit (DOVVSU). The GPS has 12 regional commands with Greater Accra divided into Accra and Tema regions and railways, ports and harbour police also constitute a region. The 12 regional commands have 51 divisions, 179 districts and 651 stations and posts. The current strength of the GPS is over 18,000 and police-civilian ratio is 1:1200.

The police are a peace preservation body whose functions are the protection of life, limb and property. The police see to crime investigation, detection, apprehension and prosecution of offenders (Abotchie, 2008). The Police also bear the main responsibility for traffic control, although in some large urban areas civilians are now employed by local councils to control traffic and supervise specified metered and unmetered parking zones (Atuguba, 2007). It should however be noted that traffic control causes the police more annoyance and subjects them to pressure from a greater number of sources than any other problem (Wilson, 1963).

On the advice of the police administration, the government has allowed the participation of the private sector in the provision of internal security. As a result, there are presently a number of private security organizations performing guard duties in various companies (i.e. banks, offices, foreign missions, recreational facilities, etc.). These companies operate under the supervision and directive of the police administration. The registration and licensing of these companies to operate are issued by the police after background checks and intensive training have been completed. The police also monitor and evaluate their performance as well as having regular meetings with the management of these private security organizations to ensure that they work within the confines of the laws in Ghana.
4.2 ROAD SAFETY

O’Neil & Mohan (2002) postulate that the earliest form of measures to curb road crashes, injuries and deaths were on education which in their view was too simplistic because the number of casualties kept rising. The attention was then shifted to public health approach. The public health approach consists of expanding prevention option and the evaluation of effective counter measure. This, they say has been effective though road crashes still persist. As a result of the public health approach, a mix of counter- measures has emerged. A typical example of this mix is the Haddon mix which gives you a complete range of options after dividing crash phases (Pre-crash, Crash and Post-crash) by human, vehicle and environmental factors and the result is nine cell matrixes (O’Neil & Mohan, 2002).

All these counter measures: environment; engineering; education; legislation enforcement; etc. have their weaknesses and strengths. Education alone, for instance, has been found to be ineffective (Tiwari, 1996). On the technological improvement of cars, Peltman (1975:677) analysed the effect of vehicle safety regulation of 1960’s in America and reported that mandating fixing of safety devices in new cars “had no effect on the highway death toll” instead “may have increased the share of this toll borne by pedestrians and increased the total number of accidents”. For instance, construction of better roads and provision of visible sight lines, as part of engineering, only helps drivers to drive faster and does not reduce the risks of accident in anyway (Evans, 1991). Consistent efforts to charge road users behaviour have resulted in enactment of several laws which is also ineffective since according to O’Neil & Mohan (2002:1143) “the key factor in the effectiveness of a traffic law is motorists’ perception that they run a high risk of being detected and punished for violating the law”. To O’Neil & Mohan (2002), therefore, the key to reducing road crashes is strict enforcement of traffic regulations.
Rothengatter (1990) identifies three approaches out of these counter measures as the best in improving road safety by road users. They include legislation which specifies laws and regulations governing road users’ safe use of the traffic system, traffic policing to ensure that road users comply with specified legislations and legal sanctions imposed on the road user when a breach of the legislation has been committed. He found out that these activities are very important elements that can shape or influence the public but it is traffic policing carried out as traffic law enforcement that has been found to be very effective in the process of moderating road user behaviour.

According to Lewin (1982) and Evans (1991), majority of traffic accidents and fatalities are caused by human factors of which traffic violation is the major one. To Elvik (1997) a country can reduce road traffic accidents and fatalities by 48% on the average if TLE are effectively enforced. For example through effective TLE, Norway was successful in reducing accidents by 48% (Elvik, 1997); USA reduced it by 40% (Evans, 1991) and Sweden by 76% (Elvik, 1999).

According to Groeger & Rothengatter (1998:5) the basic premise for traffic enforcement is “the alternative to providing incentives for desired behaviour which is providing disincentives or punishment for undesired risky behaviour”. Zaal (1994) asserted that the preventive and reductive approaches commonly prescribed by literature include environment and engineering solutions, education and enforcement. According to him, the most publicised approach is traffic enforcement which aimed at controlling road user behaviour. But he was quick to add that for enforcement to be effective and efficient it has to ride on meaningful interaction between enforcement agencies (police) and public or road users. To him, 80% to 90% of accidents are due to errors from drivers. Therefore, in the course of interaction.
between the police and drivers the police must be firm so that these mistakes from drivers will be minimized.

In the course of enforcing traffic laws, the police actively engage the public in order to be effective. Fell et al. (2014), Walker (2001), and Reising & Kane (2014) reported that a good measure of the level of police enforcement in the form of interaction and most frequent interaction between the police and citizens occur at traffic stops. According to Thompson (1983), 97% of the work of the police involves interacting with the public.

To be specific, Durose, Schmitt, & Langan, (2005) reported that 40% of all police contact with the citizenry transpires in traffic stops. Wilson (1963), Wilson & Chappell (1970) and Thompson (1983) added that the police can be very effective and efficient if there is public cooperation.

According to Fell et al (2004) US States with highly publicized enforcement programmes with police presence on the street tend to have lower rates of accidents. For instance, Fell et al (2008) assert that the State of Georgia has one of the lowest crash rates that is 56% reduction in proportion from 1982 to 2011 due to consistent and visible enforcement that has been conducted in the State for years.

There are two ways of assessing the effectiveness of T.L.E. These are; when no TLE exist and a new enforcement is initiated and when TLE is intensified or increased and compared with the normal enforcement. Under the intensification category, when the volume of enforcement was intensified over a certain period of time in a separate experiment, Zaal (1994), Elvik (2000), and Makeen (1990) all reported a drastic reduction in accidents. This therefore means that effective and intensified TLE decreases road fatalities and accidents.
Studies indicate that, there are two main periods when there was no enforcement and therefore comparisons were made when enforcement was initiated. The first one occurred in Finland in 1979 when police went on strike. Summala & Roine (1980) reported that, speeding of cars in both rural and urban centres increased just that it was slightly higher in urban centres by an average of 2 to 3 km/h. This gives a firm indication that the absence of Police officers on our roads impact negatively on motorists’ behaviour. The second instance when there was no enforcement was reported by Car et al. (1980). This happened when there was a contract dispute between traffic police in Nashville State and the State authorities. Car et al., (1980) reported that no significant difference in accidents and road fatalities were recorded. According to Makinen et al., (2003), the most effective road safety measure is TLE with the following as the most effective strategies; stationary speed enforcement, use of speed cameras, enforcement of red lights, drunk driving enforcements and wrong parking enforcements.

Elvik (2000) postulates that aside the overriding advantage of TLE as being able to change road user behaviour as a result of its deterrence principle, it is the most cost-effective of all the road safety measures including campaigning and education, engineering, legislation and technological enhancement of vehicles. In an assessment of human factors as determinant of road traffic accidents among commercial vehicle drivers, Adebayor (2015) found out that the most significant determinant of road traffic accident is driving under the influence of alcohol, followed in order by excess speeding, indiscriminate parking, impressionistic driving and sleepiness. He therefore called for a ban on the sale of alcohol in lorry parks, engage in proactive education and intensify enforcement.
CHAPTER FIVE

ANALYSIS OF SOCIO-DEMOGRAPHIC CHARACTERISTICS OF RESPONDENTS AND THE NATURE OF INTERACTION BETWEEN DRIVERS AND THE POLICE

5.1 INTRODUCTION

This chapter looks at the first part of the analysis and discussion of data obtained from the field, through the use of questionnaires as well as the observations. This is to enable the researcher establish how the interaction between the police and drivers on the road helps in the enforcement of traffic laws in Ghana and the attitude of the police towards motorists. In order to enable the researcher do a coherent comprehensive analysis of the data, the responses of both the drivers and police through the questionnaire and observation were analysed concurrently.

5.2 SOCIO-DEMOGRAPHIC CHARACTERISTICS OF DRIVERS AND THE POLICE

The socio-demographic characteristics of respondents give a clear picture of respondents who participated in the research. The socio-demographic variables which were considered include age, sex, educational background, marital status, religion and working experience of respondents.
Table 2: Distribution of Drivers by Demographic Characteristics.

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<th>Sex</th>
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<td>Not married</td>
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<tr>
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<td>10</td>
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<tr>
<td>Widowed</td>
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<td>5</td>
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<td>Total</td>
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<td>Ewe</td>
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<td>17</td>
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<td>Gur</td>
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<td>13</td>
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Source: Field survey, 2015. NB: Sample size (n): 120
Table 3: Distribution of Police by Demographic Characteristics.

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<tr>
<td>Secondary</td>
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<tbody>
<tr>
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<td>Not married</td>
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<td>18</td>
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<td>Cohabitation</td>
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<tr>
<td>Separation</td>
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<table>
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<tr>
<th>Religion</th>
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<td>Traditional</td>
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<th>Languages</th>
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<tr>
<th>Working experience</th>
<th>Frequency</th>
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<tr>
<td>1-4 yrs</td>
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<td>15-19 yrs</td>
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</tr>
<tr>
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5.2.1 Age

Age is related to wisdom in a traditional society like Ghana and for this reason elderly members of families in particular and society in general are seen as an embodiment of wisdom (Nukunya, 1992). The age of a person is usually believed to contribute greatly to shaping his knowledge and focus due to the experience he might have acquired as a result of his encounters in his day to day activities. But as one ages and grows older, he or she experiences declining strength and endurance (Brinkerhoff & White, 1988).

When the age distributions of drivers were analyzed, it revealed that (44%) were within the range of 30-34 years. The next ages were those within the range of 25-29 years (23%). The least represented age were those within the range of 20-24 years and lastly by those within the ranges of 40-44 years (4%) (Table 2). This shows that a greater portion of the drivers were matured enough to express their knowledge on the nature of interaction between them and the police on the road.

When the age distribution of the police on the other hand was analysed, it revealed that majority of them (25%) were between the ages of 35-39 years, followed by 20% who were between the ages of 25-29 years. Next to this were those between the ages of 30-34 years (18.3%). 15% had attained the ages of 50 years and above; 13.3% were between the ages of 40-44 years; 12% were within the ages of 45-49 years and lastly 3.3% were between the ages of 20-24 years (Table 3).

5.2.2 Sex Distribution of Drivers and Police

The researcher considered sex as important to the study because ones sex could influence ones views in an interaction between the police and drivers. Studies suggest that women have positive attitude towards police (Friedrich, 1980; Austin & Vodel, 1995; Hurst & Frank, 2000; Eschhol, 2002; Rowe, 2009). However, policewomen have been described as very
lenient in their dealings with the public (Yagil, 1998). The explanation is that women are treated politely and tenderly (Friedrich, 1980) hence their reciprocal evaluation. Additionally, men are more likely to be involved with the criminal justice system as offenders and victims (Eschhol, 2002).

The fact on the ground is that out of the one hundred and twenty (120) drivers sampled, only one driver was a female. This fact is supported by my observation in the sense that throughout the observation no woman was seen driving a commercial vehicle.

The analysis of the sex distribution of the police revealed that, out of the 60 police personnel that were sampled, the majority (77%) were male with the remaining representing 23% being female. This finding shows male dominance in the police service even though in recent times a lot of female personnel have joined the police service. Ghana police service has traditionally been dominated by males since independence and as a result, all the major positions in the service are occupied by males. The situation is however changing with more female personnel assuming some managerial positions.

5.2.3 Educational Background of Drivers and Police

Education was selected as one of the important demographic characteristics because of the argument that the greater the level of education of the individual, the less there is the need for him to be guided to obey laws. Rydberg & Terril (2010) postulates that a well-educated individual knows his or her rights and better understands laws and such a person will abide by such laws with or without the guidance or cohesion in any form. Education broadens ones

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knowledge and outlook to enable him learn to adapt to new roles after being widely informed (Rydberg & Terril, 2010).

When the education background of drivers was analyzed, the following results were obtained. The majority of drivers (55%) have attained only the basic (Primary and Junior High). This was followed by 30% high school graduates (SHS). About 5% only had attained tertiary education. They, however, informed me that the cars would have been with their drivers if not for their insincerity. The findings run counter to what transpired on the field. The majority of the respondents (77%) could not fill the questionnaires on their own and were assisted by the researcher, though the entire respondents claimed to have some formal education. Such an outcome will have effect on their ability to read and understand road traffic signs, laws and regulations as well as their interaction with the Police. This partly explains why Hinderlang (1974) found no relationship between having some form of formal education and their ATP. A large number of those who filled the questionnaires themselves were successful in identifying more than six road signs correctly. This finding is consistent with the results from Murty et al. (1990); Hudson (2006); and Gamson & McEvoy (1970), who found that those who are highly educated are more likely to have more knowledge on traffic laws and engage in a fruitful interaction with the police.

The educational background of the police also depicted the following responses. The majority (66%) have attained the secondary education, 20% had technical or vocation education, while 2% stated tertiary education (Table 3). Comparing the age distribution of respondents, one can draw the conclusion that the educational background of the police, to a large extent, is much better than that of the drivers due to the fact that whiles the majority of the drivers indicated basic education as their highest level of education, the majority of the police had secondary education as their highest level. The finding is considered as ideal for policing due to the argument from Rydberg & Terril (2010). To them, higher (tertiary) education has no influence on traffic policing. Rydberg & Terril (2010) argued that an average level (high) of education is adequate to ensure effective policing. They reasoned that enforcement of traffic
laws is mostly discretionally based, therefore, similar policing decision will be made across board no matter the level of education unless such discretionally powers are abused.

5.2.4 Marital Status of Respondents

The marital status was deemed important in this research because in the Ghanaian society, marriage is seen as a determinant of some level of responsibility.

Analysis of the marital status of drivers revealed that 35% were married with 30% divorced; 15% are cohabitating with their partners; 10% are separated; 5% are not married and another 5% indicated that they are widowed (Table 2). This indicates that most of the drivers that were sampled for the study are married and living with their families. Analysis of the marital status of the police also revealed that 48% were married; 18% were not married; 14% were divorced; 12% were separated; 5% were cohabitating with their partners and 2% indicated that they are widowed (Table 3). Thus, greater portions of the police that were sampled for the study were married just as the drivers.

4.2.5 Religion of Respondent

Religion is pervasive in Ghana. Religion serves to give assurances about the basic preoccupations of the society in terms of certain collectively expressed desires such as wealth, health, peace, security, and fertility (Abotchie, 2008). When one goes to the poor, who are unhappy, and asks them what prevents them from engaging in crime, their response will be the idea of duty to a supernatural authority (Assimeng, 1981). In the light of this, religion was seen as an important variable in assessing the views of respondents about the research.
The results from the public indicated that 40% of the respondents were Christians with Muslims constituting 35%. 20% of them were traditionalist and 5% indicated other forms of religion. This result goes a long way to confirm the religious plurality of Ghana with the three being dominant. It should however be noted that most of those whose professed to be Christians confessed having some form of links with their ancestral homes.

The responses of the police on their religious background also showed that many of them, 42%, were Christians with 30% being Muslims and 25% being traditionalists. 3% indicated other forms of religion.

5.2.6 Working Experience of Respondents

Since the researcher had the aim of establishing the nature of interaction between drivers and police and how their interaction impact on the enforcement of traffic laws, analysis on the working experience of drivers was necessary. The number of years the individual has served in a particular profession enables the individual to be well acquainted with rules and regulations of that profession. As such the working experience of drivers will give the researcher an insight as to the duration these drivers have been in the business and whether their working experience has helped them to relate better with the police in the enforcement of traffic regulations. According to Tankebe, (2010), some Ghanaian commercial drivers have established rapport with some police officers as a result of the long experience they have gained plying the route likewise the police.

When the responses of drivers on their working experience were analyzed, the following results were obtained. Majority of the respondents representing 53% indicated that their working experience range between 5-9 years, followed by 28% who indicated 10-14 years,
13% were between 15-19 years and lastly by 5% whose working experience as drivers range between 1-4 years.

Analysis of the working experience of the police revealed that 40% had attained a working experience of 10-14 years. This was followed by 23% who stated their working experience as between 5-9 years. 20% had been in the service for about 1-4 years and finally 17% who indicated 15-19 years as their working experience in the police service. This therefore means that majority of the police sampled for the study had attained a much longer working experience than the drivers as most of them indicated that they had worked in the police service for about 10-15 years and as such are much better to understand the extent to which interaction between the police and drivers affect traffic law enforcement on the road.

5.2.7 Language Spoken

According to Klemfuss et al. (2012) language provides an important means for describing the contents of our conscious experience. It enables us to share our perceptual experiences, thoughts, and intentions with other individuals. Language is a great determinant of effective communication and it shapes the ideas of man (Whorf, 1956). The individual in the interaction should be able to communicate effectively in a language that the recipient understands so as to get correct feedback from the recipient. Language is therefore an important determinant in the interaction between the police and drivers and as such, a discussion of the language spoken by drivers was important for this study.

From the data, 43% of the drivers indicated that they speak Akan. This was followed by 22% who indicated Ga as the language they speak; 17% were fluent in Ewe language; 13% speak Gur and 6% speak Guan. The greater portion of the police (38%) also indicated that they are
more fluent in the Akan language. This was followed by 25% who indicated they speak Ewe with 22% indicating that they speak Ga. Next to that was 10% who indicated that they speak Gur and lastly, 5% who indicated that they speak Guan. This results goes on to support the ethnic plurality of Ghana with Akans forming the greater section of the Ghanaian population.

5.3 NATURE OF INTERACTION BETWEEN DRIVERS AND POLICE

Interaction has a great impact on the reactions of individuals. If the nature of interaction between actors is hostile, it could have an impact on the outcome of the interaction. It was therefore important for the researcher to explore the nature of interaction that exists between the drivers and the police so as to help identify the possible impact of these interactions have on the enforcement of traffic laws in Ghana.

When drivers were asked to state some of the statements or reactions that they often hear from the police when the police stop them, the following response were obtained. Many (43%) indicated “Hey, why did you stop here”; followed by 26% who indicated “You people are too troublesome”; 23% indicated “why can’t you obey simple rules”; while 8% said they often hear the police say indicated “we will continue to pressure you till you do the right thing”. These statements depict frustrated actors. It could also show the preconceived ideas that the police have about commercial drivers. According to the police, commercial drivers are fond of intentionally violating traffic regulation without any tangible reasons (Apostolopoulos, 2011) hence the reaction of the police towards them. In most of the observations, the police were left frustrated by the indiscriminate violation of the traffic laws and regulation as evidenced in a remark from an officer:

You people, so can’t you abide by these simple rules, hey (referring to one officer), let all the passengers alit and lead those drivers to the station. We will not forgive any of them. We will take them to court. Take them away. Nobody should come here with an excuse. We know you and those flimsy excuses.
However, the police intimated that listening to drivers who have violated traffic regulations is essential due to the fact that drivers could engage in a violation for some tangible reasons such as ill health or when the car develops a fault.

Analysis of the response of drivers on whether they think the police are always right when they stop them revealed the following findings. The majority (68%) indicated “Yes” whiles the remaining 32% said “No”. This therefore means that the majority of the drivers in the study do agree with the fact that the police, in most cases, are right when they stop them. Meanwhile, the field observations portray a mixed reaction. Most drivers who were stopped at the main highway demonstrated a disapproving behaviour by murmuring and throwing their hands in the air whiles others were silent behind their seats when they were stopped. One driver remarked; “Oh, but we know why you are here. Why should you (Police) stop us in the middle of a highway? Yes we agree you have the right but I don’t support this. If it were not that my name will be in their bad book I would have driven away”.

The drivers who were of the view that the police are right when they stop them basically gave two main reasons for their answers. A greater portion of them (72%) indicated that the police are right whenever they stop them because they are mandated by the laws of the country to do so and the remaining 28% also gave the reason that the police are to check them to do the right thing when they are driving on the roads of Ghana. Thus, majority of drivers who agreed with the fact that the police are right in stopping them believe that the laws of Ghana have empowered police officers to do so. I, therefore, argue that, most of these drivers respond when they are stopped by the police because they respect the constitutional mandate of the Police and also would wish to be viewed as law abiding citizens.
Drivers who were of the view that the police are not always right when they stop them also gave various reasons for their answers. The greater portion (48%) indicated that the police stop them sometimes without any reason, 36% stated that the police stop them sometimes only because they just want to extort money from them, another 10% were of the view that the police are not interested in enforcing traffic laws and lastly, 6% who said that the police discriminate against them. Thus drivers who disagree with the fact that the police are not always right when they stop them harboured some negative perception about the police. This is due to their belief that the police sometimes stop them without any tangible reason(s) and most at times just to extort money from them.

An observation made by the researcher on the Madina- Adenta road supports this assertion. The researcher noticed that a police officer stopped about six commercial cars and two private cars at the Madina Zongo junction. The police officer then asked the drivers of the commercial vehicles to come out of their cars and wait for him whiles he went to talk to the drivers of the private vehicles. Whiles the police officer was talking to the private car drivers,
the drivers of the commercial vehicles assembled in one place waiting for the officer. The researcher quickly rushed to the commercial drivers and asked them whether they have an idea why they have been stopped by the police officer and one driver replied, “These police officer(s), they only stop us for no reason but only to extort money from us”. The researcher then moved a distance away from the drivers and observed what was happening. When the officer returned after the private car drivers have moved away he requested for their driving licenses which they obliged. He then went behind one of the cars, came back, handed over their licenses to them and said “go next time do not over speed”. When we got back to the car I asked the driver in the car why they did not explain their actions yet the police man allowed them to go and he replied “what do you expect, we gave it to him (meaning they placed money in the license for him). The researcher then remarked “but you did not do anything wrong so why waste such an amount?” The driver replied “why? Do you think we want to sleep here?”

Short (2015)\(^3\) in an interview stated that we constantly see the police stopping cars most especially commercial vehicles and draw them to the side of the road. He added that when you talk with such drivers why the police stop them, they will tell you that the police stop them normally to extort money from them. My observation at the Atomic junction check point further support this assertion. The researcher observed that the police officer stopped about eight commercial vehicles but the police allowed almost all the private drivers to pass away without stopping them. When the commercial driver came back to sit in the car after he has gone to talk to the police officer, the researcher asked him why the police had stopped a lot of commercial vehicles but has allowed almost all the private vehicles to drive on without

\(^3\)Emile Short is the immediate past Commissioner of the Commission of Human Rights and Administrative Justice (CHRAJ). He made these remarks on Star FM in March 2015.
stopping them and the driver answered “they say we often break traffic regulation and most of our cars do not have road worthy certificates so they often stop us and ignore the others.

However, the reality is that they stop us just to take money from us”. A passenger buttressed this point by saying that;“drivers accuse the traffic police of moving away from their core duty of enforcing road traffic regulations to the extortion of money from motorists”. It was therefore not surprising that the majority of the drivers interviewed for the study indicated that the police stop commercial drivers more frequently than any other drivers. Further, the police are more likely to stop a male than a female and conduct a search. This was portrayed in most of my observations. In one of such observations, the researcher recorded this scenario in a bus at Adenta barrier. A private car passed by after the policeman had stopped us including the private car. It was a young lady. This is what transpired;

Police: why did you do that? Didn’t you see me stop all of you? Why?
Lady: my brake failed me. That is why I passed by him to prevent collision.
Police: do you have a driving license
Lady: yes
Police: let me have it.
PSG1: look at him, he is only doing something for us not to suspect anything, he will not do anything to her. He will surely allow her to go but if it were a male, only payment could set you free especially with what has happened.
PSG2: ahhh these people (police) they give different treatment to different drivers. They usually pamper private and government car drivers.
PSG3: I know they are very soft on women but strict on men.
Trotro driver; whether male or female if it is a private car they are safe but commercial like mine, oh you will be sorry.

The police allowed her to move and we followed. This clearly depicts the gender bias the police are constantly being accused of. Some drivers are very bold to inform the police of their wrongs. This is depicted in the following observation where a private driver intimated.

I did so but the one behind me was very close. You cannot blame me. I was interested in what could have happened if I had applied the brake. In any case I stopped not because you said so but to inform the PO1 that what he did was dangerous. These are some of the things you do that results in the death of many innocent people.
It was also discovered that motorists, especially, private drivers who can make strong cases against the police and stand their grounds are allowed to go unpunished. This is exactly what happened when the private driver made the above comment. The police man allowed him to go leaving the others there.

As a result the other drivers accused the police of discrimination and unfair treatment. The findings from the observations were also dominated by these accusations and counter accusations. A typical example is the comment from a commercial driver;

See, you do not know these people (police) ehh. Two people can commit the same traffic offense at the same time but one can be allowed to go and the other left to his fate. I have witnessed this on countless occasions. They are very selective in the performance of their duties. They are always interested in what will benefit them first before they consider what we will call fairness or justice.

The interesting thing is that even passengers share similar perceptions about police. As one passenger stated:

This is an unfair treatment of the PD2 and CD. Why would you allow one to go and seize the keys of others? This is what we have been talking about. This is unfair. For us we are late, so say what you want to say so that we can go. If you do not have anything against them too, then give out their keys so that we can get out of here.

Even though the unfair treatment meted out by the police to drivers may involve drivers of all kinds, commercial drivers see themselves as worse victims. In one of the observations, a commercial driver after being stopped and unduly delayed lamented:

Hmm, these people see us as very different people. They claim we are the worst of all drivers in the country. Some police officers even claim that we violate traffic regulations more than any other category of drivers and that is why they treat us this way. But I am telling you today that some private drivers are worse. As for drivers of government vehicles they behave as if the traffic rules do not apply to them. Ehheeee did you not watch Anas’s expose of that driver of a government bus?

Generally, from the above discussions it is clear that from the perspective of the drivers, their relationship with the police is defined by unfairness, discrimination and biases. Drivers feel that the police treat some harshly whiles handling some and others with tender gloves.
Drivers think that the police do not apply the traffic laws uniformly and that they circumvent the law to suit their selfish interest.

Majority of the police (75%) were of the view that they are always right when they stop drivers. The police personnel were of the view that they stop drivers because they are mandated by the laws of the country to ensure sanity on the road and to make sure that drivers do the right thing so as to prevent unnecessary accidents on the road. The remaining 25%, however, were of the view that they are not always right when they stop drivers mainly because they do have the perception that commercial drivers are found of violating traffic regulations as well as not doing the right thing on the road. As a result of this perception, they sometimes stop drivers and realize that such drivers have everything in the right place and have not violated any regulation leading to an unnecessary and an unjustified delay of some drivers for no reason.

Generally speaking based on the data, both motorists and the Police agree that the Police have the right to stop them. This finding confirms the survey reported by Eith & Durose (2011) on a special report of the contact between the police and the public. The responses provided by the respondents during the survey showed that most motorists and the public at large support the fact that police have the right to stop drivers, since this enhances their work as police officers and reduces crime and accidents on the road. Even though there is a consensus that the police have every right to stop drivers, the police in this regard did not take the safety of the public into considerations. In almost all the observations, the researcher noticed that vehicles were stopped abruptly without due course which had repercussions on the safety of the public. This outcome is synonymous to the finding reported by Schafer & Matroski (2005) who argued that the police did not factor the safety of the public when stopping cars.
The question of how the police treat drivers is an important one because it is largely absent in the literature. 46% of the drivers indicated that the police treat them well; 34% indicated very well; and 15% and 5% were of the view that the police treat them “bad” and “very bad” respectively on the roads (Fig. 2). This means that in the view of majority of the drivers the treatment being meted out to them by the Traffic Police is not bad. That is, to a large extent, they believe that the police threat them in a good manner.

**Figure 2: Distribution of respondents by how the police threat them**

<table>
<thead>
<tr>
<th>How do the police threat you?</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good</td>
<td>46%</td>
</tr>
<tr>
<td>very Good</td>
<td>34%</td>
</tr>
<tr>
<td>Badly</td>
<td>15%</td>
</tr>
<tr>
<td>Very bad</td>
<td>5%</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 120

There is no doubt that the extent to which people interact with one another in the society has an influence on the way such people will collaborate with one another in the achievement of their social goals. If the nature of interaction between groups is hostile, it could have an impact on the way those groups will be willing to cooperate to achieve the goals that they have set for themselves. It was therefore important to measure the nature of interaction that exist between the police and drivers on the road so as to help the researcher see whether they nature of such relationship is an influencing factor when it comes to the enforcement of traffic laws in Ghana.
When drivers were asked to describe the nature of interaction that exist between them and the police, 48% indicated that the nature of interaction between them and the police is cordial, 22% indicated that it is hostile, this was followed by 20% who were of the view that their interaction with the police is a very cordial one, and lastly 10% who were of the view that the nature of interaction that exist between them and the police is very hostile (Fig. 3). This therefore means that in the view of majority of the drivers, they interact in a cordial manner with the police.

**Figure 3: Distribution of drivers by the nature of interaction between them and the police**

![Pie chart showing distribution of drivers by nature of interaction](image)

Describe the nature of interaction between you and the police

- 48% for Cordial
- 22% for Very cordial
- 20% for Hostile
- 10% for Very hostile

Source: Field survey, 2015. NB: Sample size (n): 120

Drivers gave various reasons for the answers they indicated with regards to the nature of interaction between them and the police. Drivers who were of the view that the nature of their interaction with the police is cordial basically gave two main reasons for their answers. The greater portion of them (78%) stated that the police listen to them, and the remaining 22% also stated that the police regard them as partners in enforcing traffic rules and regulation on the road. Thus these drivers were of the view that the police relate to them in a cordial manner mainly because the police always listen to them and sometimes direct them and
enlighten them on some of the traffic laws and regulation that they might not be familiar with.

Drivers who indicated that the nature of interaction between them and the police is hostile also gave different reasons for their answer. Majority of them (84%) stated that the reason for their response is due to the fact that the police shout at them and the remaining 16% also stated that the police treat them inhumanely. Thus these drivers were of the view that the way and manner the police treat them and sometimes shout at them with slightest provocation or mistakes they commit makes them think that the police do not relate to them in the best way and as such they will describe the nature of interaction between them and the police as a hostile one.

Drivers who indicated that the nature of interaction between them and the police is very cordial also gave different reasons why they chose that option. Analysis of the response of drivers who were of the view that the nature of interaction between them and the police is a very cordial one revealed that majority of them representing 74% indicated that the police listen to them, next to that was 16% who also stated that the police understands them and lastly 10% who were of the view that the police humbly take in their suggestion and respect their views. These drivers describe the nature of interaction between them and the Police as very cordial mainly because the police treat them with the maximum respect and sometimes humbly accept their views on some of the issues regarding the enforcement of traffic laws on the road.

Drivers who stated that the nature of interaction between them and the police is very hostile also gave different reasons for their answer. When the response of these drivers were
analysed, it revealed that majority of them (80%) stated that the police regard them as law
breakers and the remaining 20% also stated that the police see them as people whose
intentions are to refuse to obey simple rules and instructions. This suggests that drivers have
not been adhering to the traffic laws in the country.

**Figure 4: Distribution of drivers by reasons why they think the nature of interaction
between them and the police is very cordial**

![Graph showing reasons given by drivers as to why they think the nature of interaction between them and the police is very cordial]

Source: Field survey, 2015. NB: Sample size (n): 120

Data from the Police in Table 4 on the other hand indicate that a greater portion of them,
(38.3%) indicated that they see the nature of interaction between drivers and the police as a
hostile one and the reasons being that they have to apply force in their interaction with drivers
before they comply and also, drivers think that the police are only interested in extorting
money from them rather than helping them. A quarter on the other hand, stated that the nature
of their interaction between them and the drivers is a cordial one and the reasons they gave
was that the drivers corporate with them and also drivers ask question politely when they
want some clarification from the police. A fifth was of the view that the interaction between
them and drivers is very hostile because they force drivers to comply with simple rules and
regulations and also drivers speak aggressively to them. The remaining 16.7% described the
nature of interaction between them and the police as a very cordial one and the reasons they
gave was that drivers are always willing to stop and accept corrections from them and also
drivers engage in meaningful interactions with them and give them the maximum respect
they demand.

Table 4: Distribution of the police by the nature of interaction between them and the
drivers

<table>
<thead>
<tr>
<th></th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very hostile</td>
<td>14</td>
<td>23.3</td>
</tr>
<tr>
<td>Hostile</td>
<td>23</td>
<td>38.3</td>
</tr>
<tr>
<td>Cordial</td>
<td>13</td>
<td>21.7</td>
</tr>
<tr>
<td>Very cordial</td>
<td>10</td>
<td>16.7</td>
</tr>
<tr>
<td>Total</td>
<td>60</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 60

This means that majority of the Police agree that the nature of interaction that they have with
drivers is one that is characterized by some form of hostilities mainly because they have the
perception that drivers see them as people who are not concerned about their welfare and as
such the police has to use force to compel drivers to comply with the road traffic regulations.
This run counter with the finding from the drivers who see a cordial and cooperative
relationship though the observation indicated otherwise. It is in this regard that Iddrisu (2010)
urged the police to intensify their efforts in enforcing laws and fighting crime rather than
extorting money from drivers on the road. He added that, some police officers are only
interested in the pittance they take from drivers by way of extortion rather than concentrating
on the core issues for which they were employed by the state.

All the sixty police personnel that answered the questionnaires indicated that the nature of
interaction have effect on traffic law enforcement. They gave several reasons for their
responses; their interaction with the drivers enable them to know the problems of drivers; it
triggers positive road safety campaign and finally bad interaction between them and the drivers stifles the efforts of the police in law enforcement. The results show that the nature of interaction between the police and drivers has implications for traffic laws enforcement which is in consonance with the findings of Teye-Kwadjo (2011) who found that any deficiency in the traffic law enforcements e.g., risk taking, disposition of the road user and uncouth behaviour from drivers is thought to have a repercussion on effective traffic law enforcements.

An observation made by the researcher at Adenta barrier supports this assertion. The researcher observed that two police officers were directing the traffic at Adenta barrier and one officer suddenly raised his hand up to stop a commercial vehicle and a private driver simultaneously but the two drivers did not stop immediately but they went quite a distance and parked. The second police officer approached both the commercial and private driver and asked them why they did not stop immediately the first officer raised up his hand. One driver humbly remarked that, if he had stopped immediately the police raised his hand it could have caused an accident because they were speeding and applying the brakes immediately could have been disastrous. The officer said “if you had observed the head-on-interval that is supposed to exist between cars, you would have been able to stop at the first instance but nevertheless it was a good idea that you did not stop since that could have resulted in an accident but next time minimize your speed and also try and observe the normal interval”. The drivers said thank you to the officer and went away without being told why they were stopped initially.

Reciprocity

There are also some exchanges of items and services between drivers and police in the course of their interaction. This is where drivers willingly or unwillingly supply some specific police
officers with items such as food, drinks, recharge cards and money. Two drivers divulged this to the researcher at Zongo junction when they had parked their cars and were waiting for passengers. When the researcher engaged one of them in a conversation, this was his response;

Oh that man. I know him. He is called check-check (meaning fast food), if you fail to give or buy him something then rest assured that he will arrest you and send you away. As for me, I buy him food (check-check) every weekend when he comes here. In view of this he will pretend he has not seen me. He has also informed his colleagues about me so they too will not bother me. Oh yes they don’t worry me when I stop here and pick passengers”.

In the process of this interaction, drivers and police also engage in nonverbal communication in order to conceal their activities from the public. On the field, one driver commented;

Why? You want to see it. You know this is illegal so there is no way we will make it public. But you know that these are some of the things that help us in our job. It is hand go, hand come. We give them and they allow us to operate. Most of us will be unable to make sales if these exchanges do not take place.

This finding is no different from other findings. Klocker et al. (2000) reported that motorists are fond of bribing officers with materials so that they can violate traffic rules without being arrested. Tankabe (2010) indicates that, these exchanges are partly the cause of impunity on the roads in Ghana. Police-drivers interaction is also characterized by the use of jargons notably the names given to the cedi notes as depicted in a conversation in a mini bus when we were approaching a police barrier;

Driver: mate, give me 2 cedis and the mate handed it over.

PSG1; don’t they take the blood anymore?

Driver replied: if only you do not want to continue with your journey then give them blood to drink. They say they have graduated from drinking blood to digging gold.

PSG2: Hmmm a driver told me sometimes they ask you to take them to the sky or to the bush.

RS: Eiii, what do you mean by all these?

PSG3: oh so you have not heard this before?

RS: no, not at all.
PSG2: ok it’s simple. When they mention blood it means 1cedi, gold means 2cedis, sky means 5cedis, and forest or bush means 10cedis

PSG4: interesting, so how did they come by all these names?

PSG2: they named the Ghana cedi notes after the colours of some natural resources in Ghana. The 1cedi is red, 2cedis yellow, 5cedis blue and 10cedis green representing blood, gold, sky and forest respectively.

Researcher observed that in order to undertake this illegal activity the police and drivers need to have terms that they only understand hence the invention of an unspoken code.

5.4 THE ATTITUDE OF THE POLICE TOWARDS MOTORISTS

As part of the objectives of the study, the researcher sought to find out what kind of attitude the police portray to motorist on the road. The nature of attitude that the police portray to motorists could have an influence on the extent to which the motorist would like to cooperate with the police in enforcing traffic regulations in the country.

When drivers were asked which type of vehicle they think the police normally stop on the road: 40% indicated commercial vehicle; this was followed by 30% who indicated private vehicles; 20% indicated government vehicles and lastly; 10% indicated diplomatic cars (Table 5).

<p>| Table 5: Distribution of drivers by the type of vehicle the police often stop. |
|---------------------------------|----------------|</p>
<table>
<thead>
<tr>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government vehicles</td>
<td>24</td>
</tr>
<tr>
<td>Private vehicles</td>
<td>36</td>
</tr>
<tr>
<td>Commercial vehicles</td>
<td>48</td>
</tr>
<tr>
<td>Diplomatic vehicles</td>
<td>12</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>120</strong></td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 120.

When the police were asked, as to which vehicles they often stop, the following responses were obtained as shown in Table 6; they offered a vastly different opinion. The majority(75%) stated commercial vehicles and gave some reasons like, commercial vehicles
engage in careless driving and are more likely to violate traffic laws than other drivers. 18% indicated private drivers, mainly because most of them drive without licenses. This was followed by 5% who were of the view that they often stop government vehicles and the reason being that some of them drive without caution because they have the perception that they are driving government vehicles and lastly, 2% stated diplomatic drivers because diplomatic vehicles sometimes think they are immune to the laws.

**Table 6: Distribution of the police by which vehicle they often stop**

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government vehicle</td>
<td>3</td>
<td>5.0</td>
</tr>
<tr>
<td>Private vehicle</td>
<td>11</td>
<td>18.3</td>
</tr>
<tr>
<td>Commercial vehicle</td>
<td>45</td>
<td>75.0</td>
</tr>
<tr>
<td>Diplomatic vehicle</td>
<td>1</td>
<td>1.7</td>
</tr>
<tr>
<td>Total</td>
<td>60</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 60

As part of the objectives of the study to establish the attitude of the police towards motorists, the police were asked to state which drivers are more likely to violate traffic regulations and the following were the response that were obtained. The greater portion, 94%, indicated that commercial drivers are most likely to violate traffic rules than any other driver. The reasons they gave were that commercial drivers are always in a hurry to pick passengers so that they can make their daily sales. 4% indicated private drivers with the remaining 2% indicating government vehicles. One can infer from this that the police normally stop commercial vehicles mainly because they have the perception that commercial drivers are more likely to violate traffic regulation than any other drivers.

When drivers were asked to state the type of drivers that are likely to violate traffic regulations on the roads, half stated that commercial drivers are most likely to violate traffic
offenses, 30% on the other hand indicated private drivers, 15% stated government vehicles and lastly 5% stated diplomatic vehicles (Table 7). This is in line with the assertion of Teye-Kwadjo (2013) and Efaah (2015). Thus, both drivers and the police all agree to the assertion that commercial drivers are likely to violate traffic laws than other drivers on the road.

**Table 7: Distribution of drivers of vehicle who are most likely to violate traffic offences**

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government vehicles</td>
<td>18</td>
</tr>
<tr>
<td>Private vehicles</td>
<td>36</td>
</tr>
<tr>
<td>Commercial vehicles</td>
<td>60</td>
</tr>
<tr>
<td>Diplomatic vehicles</td>
<td>6</td>
</tr>
<tr>
<td>Total</td>
<td>120</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 120.

The majority of the police (85%) agreed with the assertion that the police treat drivers differently and the reasons they gave for their responses were that some drivers are not cooperative in the enforcement of traffic laws and the fact that their past experience and encounter with drivers of different vehicle compel them to treat drivers differently. The remaining 15%, on the other hand, disagreed with that assertion as they were of the view that the police do not treat drivers differently but rather the police treat all drivers in same manner and with the same kind of respect (Table 8). This finding is in contrast with the survey of Epp & Maynard-Moody (2014) who found that American police treat all citizens fairly. Thus, the police in Ghana, according to this survey treat drivers differently.
Table 8: Distribution of police by whether they give equal treatment to all drivers?

<table>
<thead>
<tr>
<th>Do you give all drivers equal treatment?</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>51</td>
<td>85.0</td>
</tr>
<tr>
<td>No</td>
<td>9</td>
<td>15.0</td>
</tr>
<tr>
<td>Total</td>
<td>60</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 60

Table 9: Distribution of drivers by whether they agree with the assertion that the police treat commercial drivers differently from other drivers

<table>
<thead>
<tr>
<th>Do you agree with the assertion that the police treat other drivers differently from commercial drivers?</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>74</td>
<td>61.7</td>
</tr>
<tr>
<td>No</td>
<td>46</td>
<td>38.3</td>
</tr>
<tr>
<td>Total</td>
<td>120</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 120.

As part of the objective of the study to know the attitude of the police towards motorist, drivers were given the opportunity to express their opinion on the attitude of the police towards them on the road and the following responses were obtained. Majority of the drivers (53%) stated that the attitude of the police towards them is positive, this was followed by 37% who indicated that it is negative and 10% on the other hand indicated that it was neutral (Table 10). Thus, to a large extent, most of the drivers view the attitude of the police towards them to be a positive one.
Table 10: Distribution of drivers by the attitude of the police towards drivers

<table>
<thead>
<tr>
<th></th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positive</td>
<td>64</td>
<td>53.3</td>
</tr>
<tr>
<td>Negative</td>
<td>44</td>
<td>36.7</td>
</tr>
<tr>
<td>Neutral</td>
<td>12</td>
<td>10.0</td>
</tr>
<tr>
<td>Total</td>
<td>120</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 120

Even though the police are to ensure that drivers comply with the traffic laws and regulation on the road, they are not supposed to infringe on the rights of offenders even if they go against the traffic regulations in one way or the other. When the responses of drivers on how the police protect the rights of traffic offenders were analysed, the following results were obtained (Figure 5). Many respondents, 42%, indicated that the way the police protect the rights of traffic offenders is bad (their rights are not respected), this was followed by 33% who on the other hand indicated good (their rights are respected). Next to this was 15% who were of the view that the way the police protects the rights of traffic offenders is very bad (their rights are abused) and finally 10% who indicated that the police are very good in protecting the rights of traffic offenders. It was therefore not surprising that most of the drivers sampled for the study indicated that the way the police protect the rights of traffic offenders is bad, as found in the work of Stoutland (2001).

The relationship between the public and the police in implementing road safety rules were also ascertained. 42% of the police were of the view that the relationship between the police and the public in implementing traffic rules is a good one. This was followed by 25% who indicated that it is a fair relationship. 20% however, were of the view that the relationship between the public and the police in implementing traffic rules is a bad one and lastly 13% who indicated that the relationship is a very good one. Obirikorang (2012) asserts that the
Ghana Police is one of the friendliest forces in Africa for their tolerance and patience in explaining issues to citizens. He argues that the Ghanaian police are kind and polite to citizens and treat them with maximum respect in the process of discharging their duties.

**Figure 5: Distribution of drivers by how the police protect the rights of traffic offenders**

![Pie chart showing the distribution of drivers by how the police protect the rights of traffic offenders.](chart)

Source: Field survey, 2015. NB: Sample size (n): 120.

**5.5 SUMMARY**

This unit has presented an analysis of data and discussions on: The socio-demographic characteristics of respondents; the nature of interaction between the motorists and the police; and the attitudes of the police towards the motorists. It was also discussed in this unit that: Commercial drivers are more likely to violate traffic regulations; Commercial drivers are more likely to be stopped by the police; Police discriminate in their dealing with different vehicle drivers as well as the police demonstrating a positive attitude towards drivers.
CHAPTER SIX

POLICE CORRUPTION AND KNOWLEDGE OF TRAFFIC LAW ENFORCEMENT

6.0 INTRODUCTION

This chapter discusses three specific objectives of the study namely: The predisposing factors of the alleged corruptibility of the police; police and drivers knowledge on traffic regulations and its possible effect on traffic enforcement; and the possible effects of bribery and corruption on effective traffic law enforcements. It also presents and discusses the hypothesis of the study.

6.1 THE PREDISPOSING FACTORS OF THE ALLEGED CORRUPTIBILITY OF THE TRAFFIC POLICE

According to Stoutland (2001), the police in most African countries have been accused of being corrupt especially on the road due to the fact that the public have the perception that the police always accept gifts and money from people who violate traffic regulation and set them free instead of prosecuting them (Stoutland, 2001). This perception in the minds of the public seems to create a bad image about the police which sometimes makes the public disrespect some police personnel. It was therefore important for the researcher to find out first whether the corruption allegations leveled against the police by drivers in previous research ie. Tankebe (2010) is true or not.

A greater portion of police respondents (53.3%) agreed that the traffic police accept bribes and renege on their duties. The remaining 46.7% claim that they have heard the allegation but they think that it is perpetrated by few unscrupulous individuals in the service.
Table 11: Distribution of the police by whether they have heard of the allegation that drivers who violate traffic regulations persuade them to accept gifts and give up on their prosecution

Have you heard of the allegation that drivers who violate traffic regulations persuade you to accept gifts to make you give up on their prosecutions?

<table>
<thead>
<tr>
<th></th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>32</td>
<td>53.3</td>
</tr>
<tr>
<td>No</td>
<td>28</td>
<td>46.7</td>
</tr>
<tr>
<td>Total</td>
<td>60</td>
<td>100.0</td>
</tr>
</tbody>
</table>


Almost all the drivers (96%) indicated that the police extort money from them on daily bases even when nothing has been done wrong. One statement from a driver confirms this during the observation;

there is a saying that if you are a driver especially commercial and a policeman or woman want to find fault on you, surely he she will find so it is better we succumb to their demands before they take us to the station and unduly delay your time. For us it is rare to argue with a police officer because our work is so demanding that we do not have the luxury of time to engage in arguments. Yes most private drivers do not pay because they can have time and argue their case out.

The police and drivers were then asked if drivers are those that engineer this act. A greater portion of the police personnel, 92%, agreed to the fact that drivers play a role in the alleged corruptibility of the police. These police were of the view that, drivers persuade them to accept money and set them free when they violate traffic regulations. They also argued that some of the drivers who have connection with influential people also use those connections to outwit them and as such the police sometimes have no other option than to compromise themselves. The remaining 8% on the other hand, disagreed with the assertion that drivers contribute to the alleged corruptibility of the police and their reason was that police personnel should always exhibit professionalism at all levels no matter the situation.
On whether they contribute to this illegality, 60% of the drivers said yes. The remaining 40% said no but followed it up with an explanation that best fit their involvement. It stands to reason, therefore, that they aware they engage in such act but do not agree they are the engineers.

For majority of the drivers (76.7%), a police has asked them for money following the violation of a traffic regulation. On the other hand, only 23.3% who disagreed with that assertion and stated that the police have never demanded money from them before upon the violation of any traffic rules. This therefore means that a greater number of the drivers have in one way or the other had an encounter with a police personnel who instead of either directing the driver to do the right thing or probably prosecuting an offender of traffic violation, rather demands some amount of money and allow the offender to escape the law.
Table 12: Distribution of drivers by whether any police personnel has requested money from them before following the violation of any traffic rules

Has any police personnel requested money from you before following the violation of any traffic rules?

<table>
<thead>
<tr>
<th></th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>92</td>
<td>76.7</td>
</tr>
<tr>
<td>No</td>
<td>28</td>
<td>23.3</td>
</tr>
<tr>
<td>Total</td>
<td>120</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 120

According to Ikoh, Iyamba & Charles (2005) corruption can be seen as act of offering and accepting of bribes by an officer before performing the legitimately recognised duty, most especially as it involves police/drivers interaction on highway roadblocks. Following the concept of Ikoh, Iyamba & Charles (2005), conclusion can be drawn from this survey that drivers play a role in the alleged corruptibility of the police. This is because they accept paying bribe to the police after violating traffic laws before a police legitimate action. Thus, the results support the concept of Ikoh, Iyamba & Charles (2005). In general, it can be said that the allegation on the part of people that drivers who violate traffic regulations persuade the police to accept gifts and give up on their prosecution is true, as it agrees with the findings of Inyang & Ubong (2013) who postulate that both drivers and the police are to be blamed for the illegal act.

On the prosecution of drivers even after they have offered bribe to the police, majority of the police representing 68% stated that, they have indeed prosecuted drivers on traffic offense even after the driver has persuaded him or her to accept money and set them free. The remaining 32% on the other hand indicated that they have never prosecuted any driver for
traffic offense after the driver persuaded them with money and as such, one can infer from this that these police personnel after accepting the money from these drivers give up on their prosecution. This finding portrays a police trying to ensure effective traffic law enforcement in Ghana. The police are always encouraged to exhibit professionalism in their duties so as to ensure compliance and also help save the lives of citizens. Awuni (2013) urged the police to enforce traffic regulation without fear or favour. He said, “We have a task to ensure safety of Ghanaians and the only way we can do that is to strictly enforce the laws; so act without fear or favour and some of us are prepared to defend you when you are rightly enforcing the law,”

Prosecution limits traffic offenses in the country, according to Elvik & Christensen (2007), drivers who violate traffic rules must be prosecuted and their findings show that most drivers have been prosecuted even when they wanted to bribe the police officers. This finding affirms the report of Elvik & Christensen (2007) who argued that most police officers reject bribes and rather use it as evidence against drivers.

Table 13: Distribution of police by whether they have prosecuted a driver for a traffic offence even after the driver persuaded you with money.

<table>
<thead>
<tr>
<th>Have you ever prosecuted a driver for a traffic offence even after the driver persuaded you with money</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>41</td>
<td>68.3</td>
</tr>
<tr>
<td>No</td>
<td>19</td>
<td>31.7</td>
</tr>
<tr>
<td>Total</td>
<td>60</td>
<td>100.0</td>
</tr>
</tbody>
</table>


In an attempt to establish the effects of corruption on the enforcement of traffic regulation, drivers were asked whether they have ever been prosecuted for a traffic violation after they have paid off the police officer and the following response were obtained;

\footnote{Angwubutoge Awuni is the Assistant Commissioner of the police and the Commander of the Motor Traffic and Transport Unit in Ghana. He made these remarks in a programme dubbed “You and the Police” on TV3 on the 5th of February 2013.}
Almost all the drivers (98%) stated that they have never been prosecuted by any police officer for any traffic violation after they have offered some amount of money to the police officer for the offense they have committed. It was only 2% of drivers who stated that they have ever been prosecuted by police officers even after they have paid some amount of money to the police officer for the violation of traffic regulation. From this result, one can infer that bribery and corruption has a negative effect on the enforcement of traffic regulations on the road due to the fact that drivers who have got some little amount of money to offer to a police officer will continue to violate traffic regulations without the fear of facing any prosecution at the law court. On the other hand, however, if most drivers are sent to court and prosecuted for the violation of traffic regulations, it will deter people from breaking traffic laws. Since most of these drivers have a perception that a police officer can always be paid off after the violation of a traffic regulation, they will continue to violate traffic regulations without any fear which in the long run affects the enforcement of traffic regulations on the road.

Drivers were further asked whether their ability to escape the law by paying bribe to a police officer has encouraged them for further violation of traffic regulations. In the response, the majority of the drivers (94%) stated that indeed their ability to pay off police officers upon the violation of traffic regulations have encouraged them to further violate traffic regulations mainly because by offering money to a police officer to set them free upon traffic violation, they felt insulated against the laws and sometimes think they are above the law. The remaining 4% on the hand indicated that their ability to pay off an officer does not encourage them for continuous violation of traffic regulations because they do not break traffic regulation intentionally since some of these violations could lead to death.
When the response of drivers on how often they encounter the MTTU/D police on the road was analysed, the following findings were obtained. Majority of the drivers representing 37.5% stated that they encounter the MTTU/D police daily, 26.7% indicated once every other week, next to this was 24.2% who indicated once a week and finally by 11.7% who were of the view that they encounter the MTTU/D police monthly (Table 15). This therefore means that most of the drivers encounter the MTTU/D police on daily basis. The MTTU/D police is the division of the police that is responsible for ensuring compliance of traffic laws on the road and therefore they are found almost all the time on the roads so as to ensure that traffic law offenders face the necessary punishment as stated by the laws of the country. Therefore it was not surprising that most of the divers sampled for the study indicated that they encounter MTTU/D police almost every day on the road.

Table 14: Distribution of drivers by how often they encounter the MTTU/D police

<table>
<thead>
<tr>
<th>How often do you encounter the MTTU/D police?</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Everyday</td>
<td>45</td>
<td>37.5</td>
</tr>
<tr>
<td>Once a week</td>
<td>29</td>
<td>24.2</td>
</tr>
<tr>
<td>Once every other week</td>
<td>32</td>
<td>26.7</td>
</tr>
<tr>
<td>Monthly</td>
<td>14</td>
<td>11.7</td>
</tr>
<tr>
<td>Total</td>
<td>120</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 120

Drivers were also asked whether they have any connection (relation or friendship) with the police. 62.5% indicated that they do have some connection with the police in one way or the other. Such connections include nuclear family members, distant relatives, distant friends, close friends and close relatives. The remaining 37.5% on the other hand indicated that they do not have any connections with the police (Table 15).
Table 15: Distribution of drivers by whether they have any connection with police?

Do you have any connections as in friendship or kinship, at all with the police?

<table>
<thead>
<tr>
<th></th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>75</td>
<td>62.5</td>
</tr>
<tr>
<td>No</td>
<td>45</td>
<td>37.5</td>
</tr>
<tr>
<td>Total</td>
<td>120</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 120

Drivers were also given the opportunity to express their views on whether their association with such persons has enabled him or her to indiscriminately violate traffic rules without being majority of the respondents (74%) stated that indeed their association with the police has helped them in some situation to violate traffic rules without being punished.

Figure 7: Distribution of drivers by whether their association with any police officer has helped them indiscriminately violates traffic rules

Has your association with any police personnel enabled you to indiscriminately violate traffic rules?

- Yes: 74%
- No: 26%

Source: Field survey, 2015. NB: Sample size (n): 120
A personal observation made by the researcher at the Kwabenya check point supports this line of argument. The researcher observed that a police officer stopped a commercial car in which the researcher was a passenger. The police walked to the driver and asked him to produce his documents. The driver looked the police officer in the face and said “eiikoo, is that you? It has been a while”. The police officer then took a critical look at the driver and responded “Oh Yaw, I did not notice you oo”. “I am fine my brother, I was transferred to a village in the northern region but now I am back. So has Bernice delivered?” The driver responded in the affirmative. The police officer said; “then extends my greetings to her”. After the conversation ended, the officer allowed the driver to move on without checking the documents. This indicates that the driver’s social connection with the police officer helped him to escape the checking of his documents.

Also, in another scenario, the researcher sat in a commercial vehicle at Zongo junction heading towards Accra. The driver of the vehicle asked the mate (driver’s assistant) to open the door and call passengers to come and sit down for them to set off. The mate replied to the driver that there is a police officer standing there who will come and immediately arrest them if he opens the door because the car is not parked at a bus stop. Some of the passengers started shouting that the driver should move the car or the mate should open the door and take some passenger and be prepared to face the consequences. The driver shouted at the mate “I said you should open the door for the passengers”. The mate opened the door and the police officer raised his hand and shouted “hey move the car!!!” Some of the passengers started shouting at the driver asking him whether he did not hear what the officer said. The driver responded that the passengers should not worry because that police man is a good family friend from his hometown and that explains the reason why the officer did not walk straight to the car and arrest them but instead shouted that they should move the car.
From the above responses and observation, some of the factors that predispose the police to accept bribes and engage in corruption are pressures from drivers, family ties, friendship, ethnic origin and the individual behaviour of police officers.

On the predisposing factors of the police corruption, both the police and drivers were asked what causes it. The response of the police were; pressure from drivers, pressure from friends and family members, nuclear family obligation which they thought the pay is not enough to deal with and money for transportation to duty points.

The drivers, though they gave similar factors as the police respondents, added other factors. They are inadequate pay for the officers, transportation challenges, non-supply of uniform to police officers, and officers’ individual selfish behaviour. All the responses from both the police and the drivers were captured in three comments from some drivers during the observation. One driver said;

Hmm as for the police some are very selfish so no matter the pay they get they will still extort drivers. As for such people no matter the way you beg them, they will collect something from you. But I think their pay is small and may be that is why one superior will give out a motorbike to an officer and expect him to make sales at the end of the day. Ehhh!!! I have also heard from one officer that they buy the uniform themselves when what they are wearing get spoilt or faded which is provided when you pass out of training or given every four years.

Another driver commented;

See, just as the sales we make and pressure from family members and friends influences us to beg and then bribe the police, I think they are also facing the same situation. Thiers is even worse because a woman can tell the husband that look at your colleagues in the same public sector with you, they are riding in cars and you do not have anything to show for your hard work. You do not get up and do something for yourself before you die.

The third driver told me that;

ahh the Ghana police is very corrupt. They are nowadays not even shy to take the bribe from us in the full glare of the public eye. Did you not hear it that last two years in Madinahere, one police officer forced the greater Accra regional police commander
to give her money? It is so sad but I do not blame them. They say their pay is small, they live in deplorable places and their family members are all looking up to them. But you see some of them even if you give them the highest pay, they will still take bribe, it is part of them now. I also think that their uniforms, their transportation should be provided so that they can at least minimize their act.

6.2 KNOWLEDGE ON TRAFFIC REGULATIONS BY BOTH MOTORISTS AND POLICE AND ITS POSSIBLE EFFECT ON TRAFFIC ENFORCEMENT

Having an in-depth knowledge about traffic regulations to a large extent enables the motorist to know what to do and what not to do at a particular point in time. This in the long run ensures compliance as both motorist and the police will be aware of what is expected of them as far as the laws are concerned. It was therefore necessary for the researcher to determine whether respondents had basic ideas about traffic regulations and the possible effects that their knowledge on traffic regulations can have on traffic enforcement.

The researcher therefore asked drivers to list some of the traffic regulations they know and respondents listed quite a number of different traffic violations that they know. It was however realized that many of the drivers (42%) listed driving without licenses, this was followed by 34% who listed packing at unauthorized places on the road, 11% listed driving without observing traffic lights, 8% listed overloading and over speeding, 5% listed taking excessive alcohol whiles driving (Fig 9). Since drivers were able to at least mention four traffic regulations, it shows that to a large extent they have a good idea about traffic regulations.
Figure 8: Distribution of drivers based on some traffic regulations that they know off.

<table>
<thead>
<tr>
<th>Traffic Regulation</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Over loading and over speeding</td>
<td>42%</td>
</tr>
<tr>
<td>Driving without a license</td>
<td>32%</td>
</tr>
<tr>
<td>Driving without observing traffic lights</td>
<td>15%</td>
</tr>
<tr>
<td>Packing at unauthorized places on the road</td>
<td>8%</td>
</tr>
<tr>
<td>Driving without seat belts</td>
<td>5%</td>
</tr>
<tr>
<td>Parking at unauthorized places on the road</td>
<td>11%</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 120

Just like the drivers, the researcher asked the police personnel to list some of the offenses that they know so as to enable the researcher find out the extent to which the police have a good idea about traffic regulation.

The data showed that 32% of the police listed driving without a license; this was followed by 28% who listed over speeding; and next to this was 15% who listed driving without observing traffic lights. 10% listed driving without seat belts whiles 8% listed packing at unauthorized places and finally 7% listed driving on the shoulders of the road (Fig 9).

Though a greater portion of the police were able to correctly identify at least six traffic regulations, it should also be noted that quite a significant portion of the police officer do not have a good knowledge about traffic regulations as some of the police officer were not able to list even four traffic regulations. An observation made by the researcher when he boarded a taxi from Madina to Adenta confirmed this assertion. While the taxi driver approached Adenta barrier, a police officer who was checking the road worthiness of cars stopped the taxi
driver and asked him to park along the road. The researcher then asked the taxi driver if he has any idea as to why he has been stopped by the police officer and the taxi driver replied, I am sure it is because of my income tax. The researcher then asked the taxi driver why he has not filed his income tax and the driver replied that he has filed it but has not pasted it because he wanted to take his time to scrap the old one off before placing the new one there. The officer then said “master step out of the car and give me your keys”.

The researcher then told the police officer that the driver has filed his income tax so he has not committed any offense just to stimulate the conversation. The police officer shouted at the researcher saying “will you shut up and sit down quietly in the car, am I talking to you?” The researcher asked the police, did the law say that drivers should file and paste their income tax receipt on their cars or did the law say they should just file their income tax quarterly? The police officer stood for some few minutes and said; “you this driver, you have been saved by that passenger but I will surely get you next time”. One can infer from this that, some police officers are not conversant with some traffic regulations on the road. This is because the law only requires car owners and drivers to file their quarterly taxes but was silent on whether it should be pasted or not. It also implies that police officers take advantage of drivers who are ignorant of the traffic regulations.
Studies indicate that speeding, drunk driving and fatigued driving are three of the top four factors listed as contributing factors to road crashes by Australian motorists (Pennay, 2008). According to Elvik & Vaa (2004), speeding remains by far the most common traffic infringement with most drivers ignoring posted speed limits with impunity. The survey by Elvik & Vaa (2004) is consistent with this study, as reported that majority of traffic violations and fatalities are as a result of over speeding by drivers.

To further find out the extent to which motorist are familiar with traffic regulations, the researcher listed some road signs and asked drivers to identify them so as to test the knowledge of drivers on some of the basic road signs. The road sign that were shown by the researcher for identification by drivers were no parking, right curve turn, approaching a roundabout, left and right turn, no U turn, road work ahead and double reverse curve. These are basic road signs that are likely to be seen on the roads when driving. Analysis of the response of drivers on identification of basic road signs revealed that majority of the drivers...
(77%) were not able to correctly identify a maximum of six signs that were listed. The remaining 23% on the other hand were able to at least identify six or more of the signs correctly. Conclusions can be drawn that even though the drivers had a good idea about the road offenses, their knowledge on road signs were very low because greater number of them were not able to correctly identify the basic road signs that were listed by the researcher.

Figure 10: Distribution of drivers by identifying some basic road signs.

![Identifying some basic road signs](chart)

Source: Field survey, 2015. NB: Sample size (n): 120

The researcher in the same way exhibited the road signs and asked the police to identify them so as to further establish how the police are well informed about road signs. When the response of the police on identifying the exhibited roads signs were analysed, it revealed that majority of the police representing 63.3% were able to identify more than six signs correctly while the remaining 36.7% were unable to identify six or more road signs correctly (Table 16).

Again, comparing the results with that of the drivers, one can draw the conclusion that the police did better in identification of some basic road sign than the drivers since majority of the police were able to identify at least six signs correctly.
Table 16: Distribution of the police by identifying road signs

<table>
<thead>
<tr>
<th>Identify the following road signs</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Able to identify more than six road signs correctly</td>
<td>38</td>
<td>63.3</td>
</tr>
<tr>
<td>Unable to identify six or more road signs correctly</td>
<td>22</td>
<td>36.7</td>
</tr>
<tr>
<td>Total</td>
<td>60</td>
<td>100.0</td>
</tr>
</tbody>
</table>


When the police were asked whether they think that drivers are conversant with traffic laws and regulations, majority of the police (68%) were of the view that drivers do not have a good knowledge about their traffic regulations with only 32% stating that in their view, drivers have a good knowledge about traffic regulations on the road. This means that in the view of the police, drivers do not know much about traffic regulations on the road and this perhaps could be one of the reasons why the police often stop drivers on the road to guide them on some of the rules regarding traffic regulation which they need to always take note of.

Table 17: Distribution of police by whether drivers know their regulations

<table>
<thead>
<tr>
<th>Would you say drivers know their regulations?</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>19</td>
<td>31.7</td>
</tr>
<tr>
<td>No</td>
<td>41</td>
<td>68.3</td>
</tr>
<tr>
<td>Total</td>
<td>60</td>
<td>100.0</td>
</tr>
</tbody>
</table>


Drivers were also offered the opportunity to rate themselves with regards to their level of knowledge on traffic regulation and the following responses were obtained. The greater portion of them (32.5%) indicated excellent, 25.8% stated very good. Next to that was 15.8% who indicated good, 13.3% were of the view that their knowledge on traffic regulations is very poor and finally 12.5% stated that it was poor (Table 18).
Table 18: Distribution of drivers by their level of knowledge on traffic regulations

<table>
<thead>
<tr>
<th>How would you rate the level of knowledge on traffic regulations</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>39</td>
<td>32.5</td>
</tr>
<tr>
<td>Very good</td>
<td>31</td>
<td>25.8</td>
</tr>
<tr>
<td>Good</td>
<td>19</td>
<td>15.8</td>
</tr>
<tr>
<td>Poor</td>
<td>15</td>
<td>12.5</td>
</tr>
<tr>
<td>Very poor</td>
<td>16</td>
<td>13.3</td>
</tr>
<tr>
<td>Total</td>
<td>120</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 120

The police (34%) on the other hand rated the level of knowledge of drivers as good. 24% were of the view that the knowledge of the drivers on traffic regulations is poor whiles 22% stated that it is very good. 15% stated that it is very poor and finally 5% were of the view that drivers have an excellent knowledge on traffic regulations (Fig 12).

Figure 11: Distribution of the police by rating the knowledge of drivers on traffic regulations

![Bar chart showing distribution of police ratings](chart.png)


Majority of the police (53%) strongly disagreed with the assertion that knowledge of traffic regulations will encourage compliance. 20% also disagreed with that assertion while 17% agreed and 10% stated that they strongly agree with the assertion that if drivers have a good
knowledge on traffic regulation, it could encourage compliance (Table 19). Some police personnel have the perception that drivers intentionally violate traffic regulations on the road and therefore it was not surprising that majority of the police disagreed that knowledge of traffic regulations will encourage compliance.

**Table 19: Distribution of police by whether knowledge of traffic regulations will encourage compliance**

<table>
<thead>
<tr>
<th>Knowledge on traffic regulations will encourage compliance</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly agree</td>
<td>6</td>
<td>10.0</td>
</tr>
<tr>
<td>Agree</td>
<td>10</td>
<td>16.7</td>
</tr>
<tr>
<td>Disagree</td>
<td>12</td>
<td>20.0</td>
</tr>
<tr>
<td>Strongly disagree</td>
<td>32</td>
<td>53.3</td>
</tr>
<tr>
<td>Total</td>
<td>60</td>
<td>100.0</td>
</tr>
</tbody>
</table>


A significant number of the drivers (76%) disagree with the assertion that their knowledge on traffic laws influences them not to violate traffic laws with only 24% percent stating otherwise.

**Table 20: Distribution of drivers by whether their knowledge on traffic laws influences them not to violate traffic rules**

<table>
<thead>
<tr>
<th>Do you think your knowledge on traffic laws influences you not to violate traffic rules?</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>29</td>
<td>24.2</td>
</tr>
<tr>
<td>No</td>
<td>91</td>
<td>75.8</td>
</tr>
<tr>
<td>Total</td>
<td>120</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 120
6.3 TESTING HYPOTHESIS ONE OF THE STUDY

The higher the knowledge drivers have about the traffic laws, the less likely they are to violate them.

The hypothesis was tested using the Chi-Square analysis specifically the Pearson chi-square test.

**Step 1**

$H_0$ (Null hypothesis): There is no relationship (difference) between drivers’ knowledge on traffic laws and their ability or inability to violation traffic laws

$H_1$ (Alternate hypothesis): There is a significant relationship (difference) between drivers’ knowledge on traffic laws and their ability or inability to violation traffic laws.
Table 21: Cross tabulation between knowledge of drivers on traffic laws and violation of traffic laws

<table>
<thead>
<tr>
<th>Knowledge of drivers on traffic laws</th>
<th>Violation of traffic laws</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Excellent</td>
<td>76</td>
<td>16</td>
</tr>
<tr>
<td>Count</td>
<td>58.3</td>
<td>33.7</td>
</tr>
<tr>
<td>Expected Count</td>
<td>58.3</td>
<td>33.7</td>
</tr>
<tr>
<td>% within Violation of traffic laws</td>
<td>100.0%</td>
<td>36.4%</td>
</tr>
<tr>
<td>% of Total</td>
<td>63.3%</td>
<td>13.3%</td>
</tr>
<tr>
<td>Count</td>
<td>0</td>
<td>28</td>
</tr>
<tr>
<td>Expected Count</td>
<td>17.7</td>
<td>10.3</td>
</tr>
<tr>
<td>% within Violation of traffic laws</td>
<td>0.0%</td>
<td>63.6%</td>
</tr>
<tr>
<td>% of Total</td>
<td>0.0%</td>
<td>23.3%</td>
</tr>
<tr>
<td>Very Poor</td>
<td>0</td>
<td>28</td>
</tr>
<tr>
<td>Count</td>
<td>76.0</td>
<td>44</td>
</tr>
<tr>
<td>Expected Count</td>
<td>76.0</td>
<td>44</td>
</tr>
<tr>
<td>% within Violation of traffic laws</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
<tr>
<td>% of Total</td>
<td>63.3%</td>
<td>36.7%</td>
</tr>
</tbody>
</table>

Table 22: Chi square table 1

<table>
<thead>
<tr>
<th>Chi-Square Tests</th>
<th>Value</th>
<th>Df</th>
<th>Asymp. Sig. (2-sided)</th>
<th>Exact Sig. (2-sided)</th>
<th>Exact Sig. (1-sided)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pearson Chi-Square Continuity Correction</td>
<td>63.083</td>
<td>1</td>
<td>.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continuity Correction</td>
<td>59.576</td>
<td>1</td>
<td>.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Likelihood Ratio</td>
<td>72.703</td>
<td>1</td>
<td>.000</td>
<td>.000</td>
<td></td>
</tr>
<tr>
<td>Fisher's Exact Test</td>
<td>120</td>
<td>1</td>
<td>.000</td>
<td>.000</td>
<td></td>
</tr>
</tbody>
</table>

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 10.27. (b) Computed only for a 2x2 table.
Step Two

From Table 22, the Chi-square value is 63.083 and with one degree of freedom it’s assumption significance is .000

Step 3 (Decision rule)

Accept $H_0$ if Chi-square value is less than it’s assumption values and reject otherwise

Step Four (Conclusion)

Since the Chi-square value is 63.083 which is greater than its significance value (0.000), $H_0$ (Null hypothesis) is rejected and $H_1$ (Alternate hypothesis) on the other hand is accepted. One can therefore conclude that there is enough evidence to argue on the grounds that there is a significant relationship between knowledge of drivers on traffic laws and their ability or inability to violate traffic laws. Thus, the more drivers have an excellent or very good knowledge about traffic laws, the less likely they will violate these laws.

According to Chakrabarty, Gupta & Bhatnagar (2013) the majority of drivers were found to be ignorant about the road signs, traffic rules and regulations that govern road users for safety. In their study, it was observed that only few drivers (10%) had a correct understanding of 50% or more commonly met signs while only one per cent exhibited 75% or more knowledge level. They argued that road safety measures such as road signs and markings are not self-enforcing; they may be less effective unless they are properly enforced with enforcement and publicity campaign. It was also found that drivers’ attitude, awareness and knowledge on traffic regulations were poor in Libya (Hussin et al, 2014). They found a negative effect of drivers ignorant of the rules on traffic law enforcement. The findings of this study on knowledge on traffic regulations by both motorists and police and its effect on traffic law enforcement are consistent with the recent study by Chakrabarty et al (2013); and Hussin et al (2014).
6.4 POSSIBLE EFFECTS OF BRIBERY AND CORRUPTION ON TRAFFIC LAW ENFORCEMENT

There is no doubt that bribery and corruption has an influence on the law enforcement. If police personnel who are to ensure compliance of drivers on traffic regulation compromise themselves due to some form of money that they will extort from drivers, it is likely to affect the extent to which such police personnel will ensure the enforcement of laws as expected from them. It is for this reason that the researcher sought to determine the effect that bribery and corruption can have on the enforcement of traffic regulations on the road.

A greater number of drivers (86.7%) admitted that they have ever paid something in the form of money to a police officer upon the violation of traffic regulation so as to escape punishment. The remaining 13.3% had never paid anything to a police officer to set him or her free upon the violation of traffic regulation (Table 23). This result show that majority of drivers have at one point in time offered some amount of money to police officers so as to enable them escape the punishment of violating traffic laws and this to a large extent does not speak well of some police officers who instead of exhibiting some form of professionalism in their work by ensuring compliance of drivers on traffic regulations rather comprise and accept money from drivers and set them free.

Table 23: Distribution of drivers by whether they have ever paid bribe to a police officer to set them free after traffic violation?

<table>
<thead>
<tr>
<th>Have you ever paid bribe to a police officer to set your free after traffic violation?</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>104</td>
<td>86.7</td>
</tr>
<tr>
<td>No</td>
<td>16</td>
<td>13.3</td>
</tr>
<tr>
<td>Total</td>
<td>120</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 120.
6.5 TESTING HYPOTHESIS TWO OF THE STUDY

The more drivers give bribes the less likely they will adhere to traffic regulations

The hypothesis was tested using the Chi-Square analysis specifically the Pearson chi-square test.

1. **Step one**

**H₀ (Null hypothesis):** There is no relationship (difference) between drivers giving bribe and their adherence to traffic regulations.

**H₁ (Alternate hypothesis):** There is a significant relationship (difference) between drivers giving bribe and their adherence to traffic regulations.

**Table 24: Cross tabulation between drivers giving bribes and adherence to traffic laws**

<table>
<thead>
<tr>
<th>Have you ever paid something to a police officer to set your free after traffic violation?</th>
<th>Violation of traffic laws</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>yes</td>
<td>No</td>
</tr>
<tr>
<td>Have you ever paid some time to a police officer to set your free after traffic violation?</td>
<td>Count</td>
<td>Expected Count</td>
</tr>
<tr>
<td>Yes</td>
<td>76</td>
<td>65.9</td>
</tr>
<tr>
<td>No</td>
<td>28</td>
<td>38.1</td>
</tr>
<tr>
<td>Total</td>
<td>104</td>
<td></td>
</tr>
</tbody>
</table>

University of Ghana http://ugspace.ug.edu.gh
Table 25: Chi-square

Chi-Square Tests

<table>
<thead>
<tr>
<th></th>
<th>Value</th>
<th>Df</th>
<th>Asymp. Sig. (2-sided)</th>
<th>Exact Sig. (2-sided)</th>
<th>Exact Sig. (1-sided)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pearson Chi-Square</td>
<td>31.888a</td>
<td>1</td>
<td>.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continuity Correction</td>
<td>28.819</td>
<td>1</td>
<td>.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Likelihood Ratio</td>
<td>36.559</td>
<td>1</td>
<td>.000</td>
<td>.000</td>
<td>.000</td>
</tr>
<tr>
<td>Fisher's Exact Test</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N of Valid Cases</td>
<td>120</td>
<td></td>
<td></td>
<td>.000</td>
<td>.000</td>
</tr>
</tbody>
</table>

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 5.87.
b. Computed only for a 2x2 table

Step two

From table 30, the Chi-square value is 31.888 and with one degree of freedom it’s assumption significance is .000

Step 3 (Decision rule)

Accept H₀ if Chi-square value is less than it’s assumption values and reject otherwise.

Step four (conclusion)

Since the Chi-square value is 31.888 which is greater than its significance value (0.000), H₀ (Null hypothesis) is rejected and H₁ (Alternate hypothesis) on the other hand is accepted. One can therefore conclude that there is enough evidence to argue on the grounds that there is a significant relationship between drivers giving bribe and their adherence to traffic laws. Thus the more drivers give bribe; the less likely they will adhere to traffic laws.
Figure 12: Distribution of drivers by whether their ability to escape the law by paying off a police officer has encouraged them for further traffic violations

<table>
<thead>
<tr>
<th>Distribution of drivers</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>96%</td>
</tr>
<tr>
<td>No</td>
<td>4%</td>
</tr>
</tbody>
</table>

Source: Field survey, 2015. NB: Sample size (n): 120.

The data clearly give an indication that police officers involved in these activity renege on their duties as officers of the law and permit perpetuation of traffic violations. This act will surely defeat the deterrence argument. The observation buttressed the point outlined by the survey. One driver reported that:

Ahh, but what do you suggest? If I pay then I must be protected. As for me, I am immuned because I have made the payment right from this place (roadside) to the top man at the station. So why should I be taken to court. But you know, the serious aspect is that if I had obeyed the traffic laws I would not have had the accidents last year. I did an overloading, passed right in front of the police and my car tilted right and feel sideways at atomic junction when I was negotiating the roundabout. As you know I was left to go free, though nobody died.

Another driver claimed that; “several people would have been alive but for the bribery and corruption taking place between the police and we the drivers. As me I know it is wrong so I try as much as possible to do the right thing so as not to pay anything to anybody”.


6.5 SUMMARY

This unit has presented and discussed the field data on the rest of the three specific objectives and the hypotheses of the study. In the light of this discussion, it has been discovered that:

Traffic police accept bribe and renege on their duties; drivers contribute to police corruption; drivers escape prosecution when they offer bribes to the police after violation and most drivers are not conversant with road traffic signs and regulations. It was further discovered that the predisposing factors of police corruption are; pressure from drivers, friends and family members; nuclear family obligations; inadequate pay; transportation challenges and officers’ selfish interest and behaviour. Additionally, the data supported the arguments that there is a significance relationship between the drivers giving bribes and their adherence to traffic rules and also a significance relationship between drivers’ knowledge on traffic regulations and their pre-disposition to violate them.
CHAPTER SEVEN
SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

7.0 INTRODUCTION

This chapter puts together all the information gathered from the first six chapters. The objectives, literature reviewed, the research method and the data analyzed in the previous chapters are summarized in this chapter. The summary of findings relevant to the objectives is also presented in this chapter and conclusions are drawn. Finally, this chapter presents the policy implications of the study as well as recommendations for further research.

7.1 SUMMARY

Various findings of the discussion of data analysed emerged, and satisfied the objectives of the study. The findings have been categorized into various subsections to deal with the specific objectives of the entire study and other results which emanated from the analysis of the data.

The study adopted simple random sampling technique to select one hundred and twenty (120) and sixty (60) drivers and police officers respectively in the study area. It used the mixed method approach (both quantitative and qualitative research methods) with the aid of questionnaires and observation. A questionnaire was administered to the sampled population and the information obtained from the respondents was input into the Statistical Package for Social Science (SPSS version 20) software for the purpose of data analysis. The processed data produced by the SPSS software was presented by the use of percentages, figures and tables which enabled the researcher to do a comprehensive analysis of the collected data. A number of personal observations were also made by the researcher. This enabled the researcher to acquire first-hand information for the study.
The objectives of the study include: (1) To observe and explain the nature of interaction between drivers and the Police; (2) To explore and explain the attitude of the Police towards motorists’ i.e. private, government, diplomatic corps and commercial drivers during traffic law enforcement; (3) Identify from drivers the predisposing factors of the alleged corruptibility of the Motor Traffic Police; (4) Find out the extent of the knowledge on traffic regulations by both motorists and police and its possible effect on traffic law enforcement; (5) Ascertain the effects of bribery and corruption on traffic law enforcement.

The nature of interaction that exists between the police and motorist on the Ghanaian road to a large extent is a mixed one. The reason is that whiles majority of drivers view the nature of interaction between them and the police as a cordial, majority of the police on the other hand view it as a hostile. The results from Figure 4, shows that in the view of the drivers, the police interact with them in a cordial manner due to the fact that they listen and take suggestions from them, direct them and sometimes enlighten them on some of the traffic regulations that they are not familiar with. Again many of the drivers stated that the police treat them in a very good manner on the roads and regard them as partners in enforcing traffic rules and regulations. The minority who declared that their interaction is dominated by hostilities intimated that the police treat them inhumanely and shout at them at the slightest provocation. However, the police described the nature of interaction between them and drivers as a hostile. This is because they have to always use maximum force before drivers could comply with simple traffic regulations. Also, drivers have the view that the police are only the roads just to extort them. It therefore stands to reason that effective traffic law enforcements may not be obtained if these conflicting views are not checked.
The attitude of the Police towards motorists on the Ghanaian road could be described as a healthy one. Majority of the drivers indicated that the police behave positively towards them on the road. The police themselves also attested to this claim and indicated that the relationship between them and motorist in implementing road safety regulations is a good one. It must however be emphasized that even though the attitude of the police towards motorist is a positive one, the study also revealed that the kind of treatment being meted out to drivers by the police differ from one driver to the other. Majority of the police officers stated that they often stop commercial drivers than other drivers due to the fact that, commercial drivers engage in careless driving and more likely to violate traffic laws than other drivers. The result from Table 7 also supports this claim as most of the police agreed to the assertion that they treat drivers differently and the reasons they gave were that some drivers are incorporative in the enforcement of traffic laws and the fact that their past experience and encounter with drivers of different vehicle compel them to treat drivers differently. Some personal observations made by the researcher in some occasion also supported this assertion as police personnel will allow almost all private vehicles to pass but will rather stop almost all commercial vehicles and check them. In some situations were both a private and a commercial driver commits the same offense, the police officers allows the private driver to move on with just a warning but unduly delays the commercial driver for no reason.

With regards to the alleged corruptibility of the Motor Traffic Police, majority of drivers stated that the police always requested for money from them following their violation of traffic regulations and set them free instead of prosecuting them at the law court. This therefore means that a greater number of the drivers have had an encounter with a police personnel who instead of either directing the driver to do the right thing or probably
prosecuting an offender of traffic violation, the police personnel rather demands some amount of money and allow the offender to move on and this to a large extent is does not urge well for the enforcement of traffic regulations on the road. It must however be noted that some drivers also contribute to the alleged corruptibility of the Motor Traffic Police due to the fact that some drivers continue to plead with the police for a very long time upon the violation of traffic laws and finally voluntarily offers some amount of money to the police to set him free rather than prosecuting him. A lot of personal observations made by the researcher support this assertion.

The police had a good knowledge of traffic signs and regulations. Unlike the drivers where most of them were unable to correctly identify five or more road signs, most of the police personnel sampled for the study were able to correctly identify five or more road signs that were listed by the researcher. This is very inimical to road safety campaigns and will thwart the efforts of road safety agents.

Finally, it was discovered that bribery and corruption has a negative effect on the enforcement of traffic regulations as most of the drivers stated that they have never been prosecuted by any police officers for any traffic violation after they have offered some amount of money to the police officer for the offense they have committed. Thus drivers who have money to offer to a police officer will continue to violate traffic regulations without the fear of facing any prosecution at the law court. Also, almost all the drivers stated that indeed their ability to pay off police officers upon the violation of traffic regulations have encouraged them to further violate traffic regulations mainly because by offering money to a police officer to set him or her free upon traffic violation, they fell immune and insulated from the police and sometime think they are above the law.
7.3 CONCLUSIONS

Based on the findings of the study, the following conclusions were drawn:

The first objective sought to observe and explain the nature of interaction that exist between drivers and the police and the conclusion drawn is that, the nature of interaction that exists between the police and drivers on the road is the one that is characterized by mixed feelings. Thus whiles drivers see the nature of interaction between them and the police as cordial, the police on the other hand see the nature of interaction between them and drivers as a hostile. This, in the long run would have a negative effect on the enforcement of traffic regulation in the country because both the police and drivers are expected to be partners so as to ensure the full corporation of the two agents in the enforcement of traffic regulations. If the two agents do not see themselves as partners, then it will affect their full cooperation and willingness in the enforcement of traffic regulations.

Second, the study also sought to explain the attitude of the police towards motorist and the following conclusions were drawn. Even though the police treat different kinds’ motorist differently, the attitude of the police towards motorist on the road could be described as a positive one. Thus the police accord drivers with the maximum respect that is expected of them and guide them on their duties and responsibilities on the road as well as the role that drivers are expected to play in the enforcement of traffic regulations on the road.

Also, with regards to the predisposing factors of the alleged corruptibility of the Motor Traffic police, most of the drivers were of the view that the police personnel always request for some amount of money so as to set them free upon the violation of traffic regulation. This clearly indicates that effective traffic law enforcement will not be achieved because the police have compromised their roles. Even though some of the police officers were of the view that
some drivers contribute to the alleged corruptibility of the police as these police officers argue that it is the drivers that plead and persuade them to accept some form of money so as to set them free. A police personnel is however, expected to exhibit professionalism at all angles in discharging their duties and as such they should resist all forms of persuasion from drivers to set them free upon violation of traffic regulation but rather prosecute offenders of traffic regulations to serve as deterrents to others. Other factors that predispose the police to be corrupt are: Pressure from drivers, friends and family members; nuclear family obligations; inadequate pay; transportation challenges and officers’ selfish interest and behaviour.

Again, the study also sought to find out the extent of knowledge by motorist and the police on traffic regulations as well as its possible effect on traffic law enforcement. The conclusion drawn here is that, even though the police have a better knowledge and understanding than drivers with regards to road signs and regulations, the knowledge of the police and that of drivers on traffic regulations to a large extent is average. The police personnel have a good and in-depth knowledge and understanding than drivers with respect to road sign and this could probably be due to the fact that educational background of the police personnel sampled for the study was higher than that of the drivers. Based on the hypothesis tested, it is emphasized that there is a direct relationship between drivers’ knowledge of traffic laws and their ability or inability to violate traffic laws. Thus, the more drivers improve on their knowledge of traffic laws, the less likely they will violate these laws.

The last objective of the study was to ascertain the possible effects of bribery and corruption on traffic laws enforcement. The conclusion drawn is that bribery and corruption has a negative effect on the enforcement of traffic regulations. The drivers who are able to
convince police personnel to accept some amount of money and set them free upon the 
violation of traffic laws will continue to violate traffic laws without fear of prosecution. 
Bribery and corruption therefore, can be seen as one main contributing factor to non-
compliance of some motorists with regards to traffic regulations.

The discussion of these factors should shape our understanding not only of the triggering 
conditions and their outcome but also facilitate the identification of some of the latent 
conditions that current road safety education in the country has failed to address. It is not 
uncommon that ineffective traffic law enforcement has increased the risk taking and risk 
tolerance levels of some road users. In conclusion, the best that may be hoped for in the 
immediate future is a shearing away of the more routine traffic duties to functionaries such as 
traffic wardens while real control of this area of law enforcement remains in police hands.

7.4 RECOMMENDATIONS
In relation to the findings and conclusions of this study, the following recommendations have 
been suggested:
First, enforcement activities such as impounding of cars, imposition of fines and prosecution 
of traffic offenders should be encouraged to maximise both specific and general deterrence 
effects. The police must be encouraged to be disciplined and resolute in their enforcement 
operations. The police administration should weed out traffic police officers who misconduct 
themselves by taking bribes from drivers.

Second, highly visible enforcement operations that are supported by sustained publicity are 
essential elements that must be carried out by all traffic enforcement agencies. Again, the use
of selective enforcement strategies by the police should be considered as one possible means of improving the effectiveness and efficiency of traditional enforcement activities.

Also, primary consideration should be given to the introduction of automated red light cameras at high accident risk intersections. In view of this, the state must provide resources such as money and red light cameras based upon the use of new digital imaging systems to aid the police and other road enforcement authorities.

In addition to the above, the widespread use of roundabouts, as an alternative to signalized intersections, should be given a high priority. Another recommendation of the study is the provision of turning lanes at intersections which should also be given a greater priority as such treatments have also been shown to have a considerable accident reduction potential.

Finally, qualitative research would be useful for developing a more comprehensive view of the interaction between drivers and police officers on traffic law enforcement in the country and also explore road users’ attitudes toward the police in helping to enforce traffic laws in the country. Thus, future research is required to better understand how these factors influence each other to inform the development of multivariate predictive models.
BIBLOGRAHPY


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APPENDIX

QUESTIONNAIRE

DEPARTMENT OF SOCIOLOGY, UNIVERSITY OF GHANA

TOPIC: POLICE - DRIVERS' INTERACTIONS ON TRAFFIC LAW ENFORCEMENT IN GHANA

QUESTIONNAIRE FOR DRIVERS

I am Samuel Kofi Odame conducting a research on the above mentioned topic. You have been selected to assist me in this regard by kindly and frankly answering the questions below. Remember that your identity (name) is not needed. I hereby promise that the information you give will be treated confidentially and would be used for purely academic analysis and purposes only. Thank you for your cooperation.

Write your views in the spaces provided or tick as applicable.

SECTION A: SOCIAL-DEMOGRAPHIC DATA OF THE RESPONDENTS

1. Indicate your age interval
   - Below 20 □
   - 20—24yrs □
   - 25—29yrs □
   - 30—34yrs □
   - 35—39yrs □
   - 40—44yrs □
   - 45—49 □
   - above 50yrs □

2. Sex
   - Male □
   - Female □

3. Highest level of education completed
   - Basic □
   - secondary □
   - technical/vocational □
   - tertiary □

4. Marital status
   - Not married □
   - married □
   - divorced □
   - widowed □

5. Religion
   - Christian □
   - Islam □
   - traditional □

6. Working experience (If commercial driver)
   - 1—4 □
   - 5—9 □
   - 10—14 □
   - 15—19 □
   - 20—24 □
   - 25—29 □
   - 30 and above □

7. Local language spoken.
   - Akan □
   - Ga-Adangbe □
   - Ewe □
   - Gur □
   - Guan □

SECTION B: NATURE OF INTERACTION BETWEEN DRIVERS AND THE POLICE

7. What are some of the initial reactions or statements you hear from the police when they stop you?
   ....................................................................................................................................................................
   ....................................................................................................................................................................
   ....................................................................................................................................................................

8. Do you think the police are always right in stopping you? Yes □ or No □
   Explain your response
   ....................................................................................................................................................................
   ....................................................................................................................................................................

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9. Give at least 3 reasons why the police stop you?

10. How do they treat you?

11. Describe the nature of interaction between you and the police?
   Very hostile □  Hostile □ cordial □ very cordial □ other(s) ......................................................
   Give reason(s) for your answer ...........................................................................................................

12. Would you be willing personally to collaborate with the police on traffic law enforcement?
   Yes □ or No □
   Give reason(s) for your answer ...........................................................................................................

13. How would you like to collaborate with the police?

SECTION C: THE ATTITUDE OF THE POLICE TOWARDS MOTORISTS’ I.E. PRIVATE,
GOVERNMENT, DIPLOMATIC CORPS AND COMMERCIAL DRIVERS DURING
TRAFFIC LAW ENFORCEMENT.

14. Which drivers of the following vehicles do you think the police often stop?
   Government vehicles □  Private vehicles □  Commercial vehicles □ others ......................................

15. In your own opinion which of the drivers of the following is most likely to violate traffic laws (list in descending order)
   Government vehicles □  Private vehicles □  Commercial vehicles □ others ......................................
   Why do you think it is so? ......................................................................................................................

16. Do you agree with the assertion that the Police treat other drivers differently from commercial drivers? Yes □ or No □
   Give reason(s) for your answer ...........................................................................................................
18. Which of these do you strongly agree when drivers are apprehended?
- They plead for leniency
- They accept their mistakes
- They hardly accept their mistakes
- They promise not to do it again
- They offer bribes to be set free
- Others

19. Would you say that the Ghanaian Public is willing to cooperate with the police in enforcing traffic regulations? Yes or No
Explain your response.

20. Do you think the police trust you in terms of your obedience to traffic rules? Yes or No
Explain your response.

21. What do you think should be done by the police to foster public trust?

22. What in your opinion is the attitude of the police towards you?
- Positive
- Negative
- Neutral

23. Do the police give drivers equal treatment? Yes or No
Explain your response.

24. What explains the different attitude of the police towards the different drivers?

25. How often do you think Ghanaian drivers obey traffic laws?
- Very often
- Quite often
- Often
- Sometimes
- Not at all
Explain your response.

26. Does the Public play a major role in the quality of the Police work? Yes or No
Explain your response.

27. Would you personally be willing to collaborate with the Police? Yes or No
Explain your response.

28. How would you evaluate the attitude of the police towards protection of traffic offenders’ rights?
- Very bad, their rights are abused
- Bad
- Good
- Very good, the treatment is humane
- Others
29. In your opinion, are there certain areas in the police practices, which require urgent changes to improve the Police-public relation? Please specify such areas and state what changes are, in your opinion, needed?
   - Police brutality
   - Police honesty
   - Police efficiency
   - Police courtesy
   - Other(s)

30. What do you think is the public’s perception of the police duties and actions on traffic law enforcement? Positive □ Negative □ Neutral □
   Explain your response

31. What do you think is the police’s perception of their duties and actions?
   Positive □ Negative □ Neutral □
   Explain your response

32. What is the relationship between the public and the police on implementing road safety rules?
   Very good □ Good □ Fair □ Bad □
   Explain your response

SECTION D: THE PREDISPOSING FACTORS OF THE ALLEGED CORRUPTIBILITY OF THE MOTOR TRAFFIC POLICE.
33. How often do you encounter the MTTD police?
   Everyday □ Once a week □ Once every other week □ Monthly □ Never □ Other □

34. Do you have any connections as in friendship or kinship, at all with the police? Yes □ No □

35. Which of the following usually helps you to escape the law anytime you violate traffic laws?
   Nuclear family member □ Close relative □
   Distant relative □ Close friend □
   Distant friend □ Others □

36. Has this person ever helped you to get away from the law after you have violated it?
   Yes □ No □

37. Do you think your association with this person has made him or her prone to corruption by you?
   Yes □ No □

38. Do you think your association with this person has given you the impetus to indiscriminately violate traffic rules? Yes □ No □

39. What are at least three of the initial demands from the police when you are arrested or stopped in traffic?

40. Have they requested for any money from you before following a traffic violation? Yes □ No □
41. Which of the following statements do you agree with? In Ghana traffic offenders can avoid punishment if they have: wide social connection □ sufficient □ others (state) ..........................................

42. Why are the police easily corruptible in Ghana? Thick in descending order
Greed □ inadequate salary □ extended family pressures □
Desire to be rated as successful or wealthy □ others (state) ...........................................................

43. Have you ever pleaded with a police officer to take something and set you free? Yes □ No □
If yes, why did you do so?
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44. Do you agree that by offering money to the police you contribute to the alleged police corruption? Yes □ or No □
Explain your answer .................................................................................................................................................................

45. List at least five traffic regulations you know.
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46. Look at the following signs carefully and tell me the meaning. A……………………………..B……………………………..C……………………………..D……………………………..E……………………………..F……………………………..G……………………………..H……………………………..I……………………………..J……………………………..

47. Do you think this knowledge you have on traffic laws influences you not to violate the rules? Yes □ No □

48. Do you think knowledge of these regulations can bring about sanity on our roads?
If Yes reason .................................................................................................................................................................
If no, do you think enforcements of these traffic regulations can bring about sanity on our roads?
If yes, in what way?
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If no, what is your proposition?
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49. Would you say that Ghanaian drivers know these regulations? Yes □ No □
50. How would you rate the level of their knowledge?
Excellent □  very good □  good □  poor □  very poor □

51. How certain are you that drivers know these regulations?
.................................................................................................................................
.................................................................................................................................

52. Would you say that a good knowledge of these regulations contribute significantly to safety on Ghanaian roads? Yes □  No □
Explain your response .................................................................................................................................
.................................................................................................................................

53. Knowledge of traffic rules will encourage compliance.
Strongly agree □  agree □  disagree □  strongly disagree □

SECTION F: EFFECTS OF BRIBERY AND CORRUPTION ON TRAFFIC LAW ENFORCEMENT
54. Have you ever paid something to a police officer to set you free after traffic violation? Yes □  or No □
If Yes: how often within a month?
.................................................................................................................................
How much do you often pay? .................................................................................................................................

55. Have you ever been prosecuted on a traffic offence even after you paid off the violation? Yes □  No □

56. In your own experience, give at least two of the strategies your peer drivers adopt in escaping from the law when they are accosted by the police ........................................................................................................................................................................
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57. In your opinion list at least three of the main effects of bribery and corruption on traffic law enforcement.
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58. Do you often engage in traffic violations after you paid off a violation? Yes □  No □
Explain your response........................................................................................................................................................................

59. Do you think being able to escape the law after you have paid off a violation has engineered you for further violations? Yes □  No □
Explain your response ........................................................................................................................................................................

60. Do you think drivers who pay bribes are less likely to obey traffic regulations? Yes □  No □
Explain your response ........................................................................................................................................................................

61. Think the one that best answers the preamble
Giving of bribes will weaken the police ability to enforce traffic laws.
Strongly agree [ ] agree [ ] disagree [ ] strongly disagree [ ]

Giving of bribes will encourage more violations
Strongly agree [ ] agree [ ] disagree [ ] strongly disagree [ ]

THANK YOUR FOR YOUR COOPERATION
DEPARTMENT OF SOCIOLOGY, UNIVERSITY OF GHANA

TOPIC: POLICE - DRIVERS’ INTERACTIONS ON TRAFFIC LAW ENFORCEMENT IN GHANA

QUESTIONNAIRE FOR THE POLICE

I am Samuel Kofi Odame, conducting a research on the above mentioned topic. You have been selected to assist me in this regard by kindly and frankly answering the questions below. Remember that your identity (name) is not needed. I hereby promise that the information you give will be treated confidentially and would be used for purely academic analysis and purposes only. Thank you for your cooperation.

Write your views in the spaces provided or tick as applicable.

SECTION A: SOCIAL-DEMOGRAPHIC DATA OF THE RESPONDENTS

1. Indicate your age interval
   - Below20
   - 20 — 24yrs
   - 25 — 29yrs
   - 30 — 34yrs
   - 35 — 39yrs
   - 40 — 44yrs
   - 45 — 49
   - 50yrs & above

2. Sex
   - Male
   - Female

3. Highest level of education completed
   - Basic
   - secondary
   - technical/vocational
   - tertiary

4. Marital status
   - Not married
   - married
   - divorced
   - widowed

5. Religion
   - Christian
   - Islam
   - traditional
   - others

6. Working experience (If commercial driver)
   - 1 — 4
   - 5 — 9
   - 10 — 14
   - 15 — 19
   - 20 — 24
   - 25 — 29
   - 30 and above

7. Local language spoken
   - Akan
   - Ga-Adangbe
   - Ewe
   - Gur
   - Guan

SECTION B: NATURE OF INTERACTION BETWEEN DRIVERS AND THE POLICE

7. What are some of the initial reactions or statements you hear from drivers when you stop them?

8. Do you think the drivers deemed it right to be stopped by you? Yes or No
   Explain your response

9. Give at least three main reasons why the police stop drivers?

10. How do you see the nature of the interaction between drivers and the police?
    - Very hostile
    - hostile
    - cordial
    - very cordial
    Give reason(s) for your answer


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11. Do you think the nature of these interactions have any effect on traffic law enforcement in Ghana?
   Yes ☐ No ☐
   Give reason(s) for your answer.
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   ..............................................................................................................................................
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SECTION C: THE ATTITUDE OF THE POLICE TOWARDS MOTORISTS’ I.E. PRIVATE, GOVERNMENT, DIPLOMATIC CORPS AND COMMERCIAL DRIVERS DURING TRAFFIC LAW ENFORCEMENT.

12. Which of the following vehicles do you often stop?
   Government vehicles ☐ Private vehicles ☐ Commercial vehicles ☐ others ☐

13. Why do you think it is necessary to often stop such drivers?
   ..............................................................................................................................................
   ..............................................................................................................................................

14. Which of the drivers of the following is most likely to violate traffic laws?(List in descending order)
   Government vehicles ☐ Private vehicles ☐ Commercial vehicles ☐ others ☐
   Why do you think it is so?
   ..............................................................................................................................................
   ..............................................................................................................................................

15. Do you agree with the assertion that the police treat private drivers differently from commercial drivers? Yes ☐ No ☐
   Give reason(s) for your answer
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16. What are some of the responses from drivers when you first stop them upon traffic violation?
   List at least two
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17. Are traffic offenders willing to cooperate in terms of the enforcements of traffic laws? Yes ☐ or No ☐
   Explain your response
   ..............................................................................................................................................
   ..............................................................................................................................................

18. Which of these do you strongly agree when drivers are apprehended?
   They plead for leniency ☐ they accept their mistakes ☐
   they hardly accept their mistakes ☐ they promise not to do it again ☐
   they offer bribes to be set free ☐ others ☐

19. Would you say that the Ghanaian public is willing to cooperate with you in enforcing traffic regulations? Yes ☐ or No ☐
   Explain your response
   ..............................................................................................................................................
   ..............................................................................................................................................

20. Do you trust the public as partners in traffic law enforcement? Yes ☐ or No ☐
   Explain your response
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21. What do you think should be done by the public to foster police trust?
   ..............................................................................................................................................
   ..............................................................................................................................................
22. What in your opinion explains the attitude of the police towards drivers?

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23. Do you give all drivers equal treatment? Yes □ or No □
Explain your response........................................................................................................................................
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24. What explains the different attitude towards the different drivers?

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25. What is your general evaluation of the Ghanaian driver with reference traffic laws?

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26. In your opinion, do the Public play a role in the quality of the Police work? Yes □ or No □
Explain your response........................................................................................................................................
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27. Do you think drivers are willing to collaborate with the Police on traffic law enforcements? Yes □ or No □
Explain your response........................................................................................................................................
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28. How would you evaluate your attitude towards the protection of traffic offenders’ rights?
Very bad, their rights are abused □ bad □ good □
Very good, the treatment is humane □ others □

29. In your opinion, are there certain areas in the police practices, which require urgent changes to
improve the Police-public relation? Please specify such areas and state what changes are, in your
opinion, needed?
Police brutality .................................................................................................................................................
Police honesty ....................................................................................................................................................
Police efficiency ....................................................................................................................................................
Police courtesy ....................................................................................................................................................
Other(s) ...........................................................................................................................................................

30. What do you think is the public’s perception of the police duties and actions on traffic law
enforcement? Positive □ Negative □ Neutral □
Explain your response........................................................................................................................................
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31. What do you think is the police’s perception about your own duties and actions?
Positive □ Negative □ Neutral □
Explain your response........................................................................................................................................
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32. What is the relationship between the public and the police on implementing road safety rules?
Very good □ Good □ Fair □ Bad □

SECTION D: THE PREDISPENDING FACTORS OF THE ALLEGED CORRUPTIBILITY OF
THE MOTOR TRAFFIC POLICE.
33. Do you agree that drivers play a key role in the alleged police corruptibility? Yes □  No □

34. What role if any do they play? .................................................................
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35. Have you heard the allegation that drivers who violate traffic regulations persuade you to accept a gift to make you give up on their prosecution? Yes □ or No □
If yes, then is the allegation true?
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36. What in your opinion makes you prone to corruption? List in descending order, 1 2 3...
Greed □ inadequate salary □ extended family pressures □
Desire to be rated as successful or wealthy □ others (state) .................................................................................................................................

37. Have you ever prosecuted a driver for a traffic offence even after the driver persuaded you with money? Yes □ No □

SECTION E: KNOWLEDGE ON TRAFFIC REGULATIONS BY BOTH MOTORISTS AND POLICE AND ITS POSSIBLE EFFECT ON TRAFFIC LAW ENFORCEMENT.

38. How many years have you been in the service?
1—3 □ 4—6 □ 7—9 □ 10—12 □ 13—15 □ 16 and above □

39. List ten traffic regulations you know?
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40. Identify the following road signs. A.................................................................
B........................................C.................................................D.................................................................
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41. Do you think knowledge of these regulations can bring about sanity on our roads?
If Yes reason .................................................................................................................................
If no, do you think enforcements of these traffic regulations can bring about sanity on our roads?
If yes, in what way?
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If no, what is your proposition?
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42. Would you say that Ghanaian drivers know these regulations? Yes □ No □

43. How would you rate the level of their knowledge?
Excellent □ very good □ good □ poor □ very poor □
44. How certain are you that drivers know these regulations? .................................................................
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45. Would you say that a good knowledge of these regulations contribute significantly to safety on Ghanaian roads? Yes ☐ No ☐
Explain your response ........................................................................................................................................
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46. Knowledge of traffic rules will encourage compliance.
Strongly agree ☐ agree ☐ disagree ☐ strongly disagree ☐

THANK YOU FOR YOUR COOPERATION
ROAD SIGNS

1. No Parking
2. Right Turn
3. Roundabout
4. Merging Traffic
5. No Right Turn
6. Steep Hill
7. Construction Sign
8. Curvy Road
9. Rail Crossing
10. Pedestrian Crossing
11. Traffic Light
12. School Crossing