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School bus drivers' behavioural adaptation to speed limit devices for safe conveyance of private school students in Lagos State, Nigeria

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ABSTRACT

Safety of passengers' lives and properties while traveling using vehicles majorly lies on behaviors of drivers. Hence, this study examined the school bus drivers' behavioural adaptation to speed limit devices for safe conveyance of private school students in Lagos state. Descriptive survey research design was adopted for the study. The population comprised all 5,340 registered private schools in Lagos state. 400 school bus drivers were randomly sampled across all the twenty Local Government. An adapted questionnaire was used for data collection. Cronbach Alpha reliability technique was used to establish the internal consistency of the instrument and reliability coefficient of 0.83 was obtained. Data was analyzed using mean, standard deviation and t-test. Findings revealed that there is no significant difference between mean responses of mini and coaster school bus drivers on sensation seeking behaviour (t=-.769, p=.443), risk taking propensity (t=2.24, p=.026) and been cognitively indolent (t=.552, p=.581) towards speed limit devices and accident prevention for safe conveyance of private school students in Lagos state. It was recommended that Government, Ministry of Education and Transportation, in collaboration with the Federal Road Safety Corps, should thoroughly implement and enforce the usage of speed limit devices on all motorists to ensure safety.

1. Introduction

Safety is one of the elements that typically make people feel comfortable and at ease in their domains. Any society's growth and development are significantly influenced by safety, which is extremely vital. In the fast-paced world of today, there are a lot of traffic accidents occurring regularly on the highway which has made accidents to be on the increase. Given this fact, there are numerous possible risks to be aware of when driving. Therefore, it's critical to ensure safety on the road to protect everyone.

In recent times, notable improvements in ensuring the safety of vehicle users have been the concern of the automotive manufacturing industries, especially in the reduction of automobile crashes often caused by over speeding. In keeping up with this, most automobile manufacturers have designed speed limit devices that can be externally fitted into vehicles basically to reduce speed

to the bearest minimum (Tagg, 2014). According to Hanowskiet et al., (2012) devices that set speed limits can influence how drivers behave when driving. However, drivers in Nigeria, especially in Lagos State, seem to have divergent perceptions of the use of speed limit devices. The fact remains that drivers, particularly school bus drivers whose daily routine requires them to chauffer a large number of students and staff from one location to another, bear a great deal of responsibility to ensure their safety throughout any journey. Due to this routine movement, there are tendencies of accident occurrences especially when the driver does not take caution. Therefore, school bus drivers must cautiously drive at all times to prevent collisions and avoid any form of accident.

Accidents are spontaneous, unforeseen, unplanned events or circumstances that can cause property damage and fatalities. According to Tuuli (2010), accidents are the outcome of a series of events in which something has gone wrong, resulting in an undesired conclusion. Roadside accidents can happen for a variety of reasons, such as driver distraction, speeding excessively, failing to stay in one's lane, and improper overtaking technique, among others. This suggests that drivers, whether they be individual or commercial, are primarily at blame for the majority of accidents that occur on the highway. Regarding school bus drivers, there is no exception as they are also driving on the road every day to transport staff and students to their homes after school hours.

School bus drivers play a major role in satisfying the needs of staff and students whose main means of transportation is by road. Omolase, Afolabi, Omolase & Ihemedu (2012) defined school bus drivers as drivers who provide inter-city or intra-city transport services for staff and students and are paid at the end of the month or immediately after they render services. Also, Loukas, Adrian, Rudolf, and Matthias (2011), recognized school bus drivers as those who operate luxury or minibuses to carry staff and students across different institutions within a state. This implies that school bus drivers are in charge of ensuring that personnel and pupils are transported safely. As a result, the driver of a school bus needs to be competent and skilled in safe driving. He/she should always keep to the safe driving rules and regulations on the road because the manner of driving may cause injury or lead to the death of the passengers (students and staff). Besides, the manner of driving of a school bus driver is likely to create fear or ensure peace of mind in the students which could affect their concentration or assimilation when learning activities are taking place. It may even cause some of the students to react unusually and also affect the teacher’s effectiveness in the classroom. To curb this, the Federal Road Safety Commission (FRSC) in 2016 introduced the speed limit devices policy, which mandates all drivers in Nigeria to install speed limit devices in their vehicles to reduce over-speeding among drivers.

According to Omeje (2016), speed limit devices are electronic devices that limit the maximum speed at which a vehicle can go and proactively prohibit drivers from speeding excessively. Omeje added that while operating a car with a speed limiter won't provide a completely risk-free trip, it will be a cure for safe speeding, which is now very important on Nigerian highways. In the same vein, Delhaye, Essen, Hoen, and Verbeek (2016) pointed out that installing speed limiters in cars is one method of attaining safe driving on highways. However, Hickman, Bergoffen, Murray, McDonald & Bishop (2008) noted that the devices restrict drivers from seeking sensations due to an already set speed in the device's speed limit devices in vehicle operation. The Organization for Economic Cooperation and Development (OECD, 2013) reported that certain speed limiters come pre-installed in cars and can make a sound and flash a red light on the dashboard when the predetermined maximum speed is reached. Another type of speed limiter allows the driver to choose a maximum speed that they can change at any time. Despite these enormous benefits attached to using speed limit devices with an emphasis on increasing travel safety, the rate of occurrences of accidents is still on the high side which could be attributed to the perceived notion of drivers on speed limit devices. This is sometimes reflected in their driving behaviour as a result of unwanted or speed limit devices fitted in their vehicles which is an indication of behavioural adaptation.

Behavioural adaptation is regarded as the process by which organisms change patterns of action to better suit their environments (Risto & Pirkko, 2013). Sullivan, Flannagan, Pradhan & Bao (2016) believed that behavioural adaptation describes observable changes in the behaviour of drivers in response to new vehicle safety devices. In the context of this study, behavioural adaptation is defined as observable changes in the behaviour of school bus drivers in response to speed limit devices which are often unwanted and contrary to the intentions of the manufacturer of the devices.

It is believed that behaviours do not occur in isolation, rather some triggers elicit them including sensation-seeking behaviour, risk-taking propensity, and cognitive indolence, among others.

Sensation seeking is defined as the need to partake in potentially dangerous activities that seem to provide some sort of thrill. Carter (2014) noted that sensation-seeking is characterized as a personality trait that can lead to either harmless enjoyment or possibly significant trouble. This indicates any school bus driver loves to seek sensation may involve several things like taking drugs, alcohol, or others that would make them feel excited not minding the harm it can cause to the passengers when they are driving. Hence, sensation seeking before or while driving is not ideal for school bus drivers. Also, risk-taking propensity could bring about sudden behaviour in a driver. Risk-taking propensity according to Leko-Simic et al. (2006), is an inclination to either take or avoid danger, and these impulses are frequently accompanied by a predisposition to engage in behaviors that carry a risk of excitement or injury. Teye-Kwadjo (2011) observed that drivers with low risk-taking propensity will rarely engage in such risky driving behaviors, whereas drivers with high risk-taking propensity will readily give vent to impulses that are frequently accompanied by risky behaviors like improper following distance and illegal maneuvers. This could even trigger reckless driving, risky lane changes, among others in a driver. In addition, the cognitive indolence of a driver may determine their behaviour while driving. Cognitive indolence gained attention in driving domains, as vehicles began to incorporate modernized safety devices that seem to partially take over the entire driving task of drivers. Pyle (2016) described cognitive indolence as a tendency toward indolent thought. This indicates that drivers who develop cognitive indolence attitudes exhibit unfavorable and overly carefree thought patterns which frequently lead to problems. Additionally, school bus drivers who are always traveling a short distance on a smooth road with less traffic could become mentally lazy, too relaxed, bored, or even unmotivated while driving, which could lead to fatal consequences. Hence, a speed limit device could be of great benefit since it can limit a vehicle's top speed to a preset speed.

Furthermore, the World Health Organization (WHO, 2011) discovered that over speeding is the primary cause of roughly 90% of road accidents worldwide especially in developing nations like Togo, Kenya, Nigeria among others accounting for the majority of the incidents. The introduction of a speed limit devices policy in Nigeria by the Federal Road Safety Commission has reduced the rate of road accidents (FRSC, 2017). However, the objective of the FRSC which is to reduce road accidents to the barest minimum still far from the available statistics. It is in view of this that, this study focuses on school bus drivers' behavioural adaptation to speed limit devices for accident prevention and safe conveyance of private school students in Lagos State.

2. Statement of the Problem

Ideally, the major aim of any driver is to ensure the safety of lives and properties as they ply the road daily. It is expected that a driver be well trained and skillful in managing any risk or challenges that come their way. They are also expected to know the do's and don'ts as well as keep to safety rules and conduct of safe driving whether commercial, private, or school bus drivers. Besides, School drivers are to ensure that they install speed limit devices on their vehicles since manufacturers and other transport management authorities established by the government for safety purposes created it to minimize over-speeding and accidents which are the main causes of road accidents. Therefore, all school bus drivers whether public or private must at all costs embrace the usage of the speed limit devices policy laid down by FRSC in 2016 for the safety of students, staff members, and the public as a whole. The same applies to Lagos state, where all school bus drivers are mandated to install speed limit devices on their vehicles.

Unfortunately, despite the mandatory implementation of the speed limit devices policy, a report made by the FRSC in 2017 revealed that over speeding, road accidents, and death rates have reduced by 25 percent and 15 percent respectively between 2016 and 2017. However, this is far from the expectation of the FRSC which is to reduce road accidents by 70 percent annually. Many of these drivers have been reported in the news on several occasions to have had accidents while taking students and staff to school and many programmes which the occurrences of such accidents are likely to be due to behavioral adaptation that emerges as a result of sensation seeking, risk-taking propensity and cognitive indolence, among others.

The effects of bad driving cannot be overemphasized since these could lead to physical disability, mental disability such as paranoia or hallucinations that can occur in the students as a result of head injury, lack of concentration in class, thereby leading to low performance, fear of going to school, depression, anxiety, and even death. Also, the effects can be very devastating for the families of the victims and are better imagined than experienced. Therefore, to minimize the risk of accidents for Nigerians especially in Lagos state, this study examined the school bus drivers' behavioural adaptation to speed limit devices for accident prevention and safe conveyance of private school students in Lagos state.

3. Objective of the Study

The main purpose of this study was to examine the school bus drivers' behavioural adaptation to speed limit devices for safe conveyance of private school students in Lagos state. Specifically, the study sought to determine the:

1. Sensation seeking behaviour of school bus drivers towards speed limit devices for safe conveyance of private school students in Lagos state.
2. Risk-taking propensity behaviour of school bus drivers towards speed limit devices for safe conveyance of private school students in Lagos state.
3. Cognitive indolence of school bus drivers towards speed limit devices for safe conveyance of private school students in Lagos state.

4. Research Questions

The following research questions were raised and answered.

1. What are the sensation seeking behaviour of school bus drivers towards speed limit devices for safe conveyance of private school students in Lagos state?
2. What are the risk-taking propensity behaviour of school bus drivers towards speed limit devices for safe conveyance of private school students in Lagos state?
3. What are the cognitive indolence of school bus drivers towards speed limit devices for safe conveyance of private school students in Lagos state?

5. Hypotheses

The following null hypotheses were tested in the study

1. There is no significant difference between the mean responses of mini and coaster school bus drivers on their sensation seeking behaviour towards speed limit devices for safe conveyance of private school students in Lagos state.
2. There is no significant difference between the mean responses of mini and coaster school bus drivers on their risk-taking propensity behaviour towards speed limit devices for safe conveyance of private school students in Lagos state.
3. There is no significant difference between the mean responses of mini and coaster school bus vehicle drivers on their cognitive indolence towards speed limit devices for safe conveyance of private school students in Lagos state

6. Methodology

A research design is a plan that is intended for gathering, measuring, and interpreting data in response to research questions and objectives of a study (Sekaran & Bougie 2016). To achieve the objectives of this study, a descriptive survey research design was adopted. The study was conducted in Lagos State, Nigeria. Lagos state is situated in Southwest Nigeria with twenty Local Governments under its governing authority. The population of this study comprised all registered private schools in Lagos State. According to the Lagos State Ministry of Education, there are 5,340 registered private schools in Lagos state of which 3,650 have school buses with functional drivers. A random sampling method was employed to select 400 school bus drivers across all the twenty local government areas using balloting. A modified adapted questionnaire which comprised 36 items was used as an instrument for data collection. The instrument used for the study was rated on a four-point scale with

response options of Strongly Agree (SA), Agree (A), Disagree (D), and Strongly Disagree (SD), and with corresponding values of 4, 3, 2, and 1 respectively.

Validity of the instrument was done by three experts in the Department of Industrial Technical Education, Tai Solarin University of Education, Ijagun, Ogun State to ensure clarity, relevance, and appropriateness of research questions under investigation. Cronbach Alpha reliability technique was used to establish the internal consistency of the instrument and a reliability coefficient of 0.83 was obtained. The instrument was administered by the researcher with the support of two research assistants. The estimated number of respondents to the instrument was four hundred (400) but eventually only three hundred and twelve (312) responded which was 78.0%. Data was analyzed using mean and standard deviation, while a t-test was also used for the analysis and the hypotheses were tested at 0.05 level of significance. In answering the research question any item with a mean score of 2.50 and above was accepted and any item that falls below 2.50 was rejected

7. Results and Discussion of Findings

7.1 Answering of Research Questions

Research Question 1: What are the sensation seeking behaviour of school bus drivers towards speed limit devices for accident prevention and safe conveyance of private school students in Lagos state?

Table 1: Mean Responses on Sensation Seeking Behaviour of School Bus Drivers Towards Speed Limit Devices for Safe Conveyance of Private School Students in Lagos State.

S/N	ITEMS	MEAN	SD	Remarks
1	I never drive at the maximum speed on roads with potholes	3.10	.95	Agree
2	I do not overtake on roads with potholes	3.29	.75	Agree
3	I do not get complaints from staff and students about my driving style	3.17	.90	Agree
4	I do not drive for the excitement	3.06	.90	Agree
5	Always discuss matters concerning speed limit devices with colleagues	3.07	.89	Agree
6	I do not get worried driving on unfamiliar routes	3.10	.97	Agree
7	I have never attempted to disconnect the speed limit devices	3.26	.77	Agree
8	I never drive to intimidate other road users	3.16	.89	Agree
9	I always adhere to reasonable caution from staff and students while driving	3.09	.97	Agree
10	I do not drive to please myself even when staff and students are asleep	3.11	.87	Agree
11	I do not follow too closely to another vehicle in front	3.23	.84	Agree
12	I do not overtake illegally	3.13	.86	Agree
13	I easily feel very tired driving below 100 km/h on a straight road	3.18	.82	Agree
14	I easily feel very tired after driving for long distances at 100 km/h	2.96	.83	Agree
15	Excitement of driving vehicles with speed limit devices drops	3.12	.97	Agree
16	I easily become less interested in driving through long distances	3.11	.92	Agree
	Average mean	3.13		Agree

The table presents mean responses on the sensation seeking behaviour of school bus drivers towards speed limit devices for accident prevention and safe conveyance of private school students in Lagos state. The table revealed with means of 3.10, 3.29, 3.17, 3.06, 3.07, 3.10, 3.26, 3.16, 3.09, 3.11, 3.23, 3.13, 3.18, 2.96, 3.12 and 3.11 that they never drive at the maximum speed on roads with potholes, they do not overtake on roads with potholes, they do not get complaints from staff and students about my driving style, they do not drive for the excitement, among others. However, with an average mean of 3.13 which is greater than 2.50 the minimum level of agreement in the study, the table therefore revealed that school bus drivers do not have sensation seeking behavior toward speed limit devices.

Research Question 2: What are the risk-taking propensity of school bus drivers towards speed limit devices for accident prevention and safe conveyance of private school students in Lagos State?

Table 2: Mean Response of on Risk-Taking Propensity behaviour of School Bus Drivers Towards Speed Limit Devices for Safe Conveyance of Private School Students in Lagos State

S/N	ITEMS	MEAN	SD	Remarks
1	Disregard speed limits that are below 100 km/h	1.47	.69	Disagree
2	Attempt to speed on unfamiliar roads	1.63	.69	Disagree
3	Attempt to make rapid maneuvers in risky situations	1.57	.70	Disagree
4	Cutting in front of other vehicles	1.72	.79	Disagree
5	Switching back and forth between lanes to drive through traffic	1.62	.75	Disagree
6	Engage in improper following distance	1.64	.66	Disagree
7	Overtaking when not clearly seeing the front	1.48	.74	Disagree
8	Over-speeding during bad weather conditions	1.51	.70	Disagree
9	Speeding at 80km/h on a 50km/h road because its not up to the speed limit.	1.48	.70	Disagree
10	Speeding to meet up with assembly time.	1.62	.68	Disagree
	Average Mean	1.57		Disagree

The table presents mean responses on the risk-taking propensity behaviour of school bus drivers towards speed limit devices for accident prevention and safe conveyance of private school students in Lagos State. The table revealed with means of 1.47, 1.63, 1.57, 1.72, 1.62, 1.64, 1.48, 1.51, 1.48 and 1.62 disregard speed limits that are below 100 km/h, attempt to speed on unfamiliar roads, attempt to make rapid maneuvers in risky situations, cutting in front of other vehicles among others. However, with an average mean of 1.57 which is lesser than 2.50 the minimum level of agreement in the study, the table therefore revealed that the school bus drivers disagreed to engage in risk-taking propensity behavior toward speed limit devices for accident prevention and safe conveyance of private school students in Lagos State.

Research Question 3: What are the cognitive indolence of school bus drivers towards speed limit devices for accident prevention and safe conveyance of private school students in Lagos State?

Table 3: Mean Responses on Cognitive Indolence of School Bus Drivers Towards Speed Limit Devices for Safe Conveyance of Private School Students in Lagos State

S/N	ITEMS	MEAN	SD	Remarks
1	Driving speed limit equipped vehicles induces drowsiness	2.49	1.03	Disagree
2	Driving speed limit equipped vehicles results in frustration	2.38	.73	Disagree
3	I answer phone calls while driving between 80 and 100 km/h	2.35	1.01	Disagree
4	I feel very reluctant to drive speed limit equipped vehicles	2.48	1.01	Disagree
5	I have very low motivation to quickly make a return journey	2.90	.85	Disagree
6	I have very little interest to continue being a school bus driver	2.78	.97	Disagree
7	Vehicles with speed limits affect me from speeding to my satisfaction	2.22	.94	Disagree
8	I am not comfortable driving speed limit device vehicle	2.36	.91	Disagree
9	Vehicles with speed limit devices make no difference to me	2.14	1.02	Disagree
10	There is no need for speed limit as I do not overspeed.	2.43	.94	Disagree
	Average mean	2.45		Disagree

The table presents mean responses on the cognitive indolence of school bus drivers towards speed limit devices for accident prevention and safe conveyance of private school students in Lagos state. The table revealed with means of 2.49, 2.38, 2.35, 2.48, 2.90, 2.78, 2.22, 2.36, 2.14, and 2.43 that driving speed limit equipped vehicles induces drowsiness, that driving speed limit equipped vehicles results in frustration, that they answer phone calls while driving between 80 and 100 km/h, that they feel very reluctant to drive speed limit equipped vehicles among others. However, with an

average mean of 2.45 which is lesser than 2.50 the minimum level of agreement in the study, the table therefore revealed that the school bus drivers disagreed to be cognitively indolent toward speed limit devices for accident prevention and safe conveyance of private school students in Lagos State.

7.2 Testing of Hypotheses

Hypothesis 1: There is no significant difference between the mean responses of mini and coaster school bus drivers on their sensation-seeking behaviour towards speed limit devices for accident prevention and safe conveyance of private school students in Lagos state.

Table 4: t-test Analysis of Mean Ratings of Responses of Mini and Coaster School Bus Drivers on their Sensation Seeking Behaviour towards Speed Limit Devices for Safe Conveyance of Private School Students in Lagos State.

Characteristics of Driver	N	mean	Std. Dev.	Df	T	P	Remark
Mini Bus Driver	258	3.12	.434	310	-769	.443	NS
Long/Coaster Bus Driver	54	3.16	.378				

Table 4 presents the result of mean differences between the mean response of mini and coaster school bus drivers on their sensation seeking behaviour towards speed limit devices for safe conveyance of private school students in Lagos State. The result indicates that there is no significant difference ($df = 310$; $t = -.769$, $p < .05$) in the mean responses of mini and coaster school bus drivers on their sensation seeking behaviour towards speed limit devices in Lagos State. Hence, hypothesis 1 was not rejected. Therefore, there is no significant difference in the mean responses of mini and coaster school bus drivers on their sensation seeking behaviour towards speed limit devices for safe conveyance of private school students in Lagos State.

Hypothesis 2: There is no significant difference between the mean responses of mini and coaster school bus drivers on their risk-taking propensity towards speed limit devices for accident prevention and safe conveyance of private school students in Lagos state.

Table 5: t-test Analysis of Mean Ratings of Responses of Mini and Coaster School Bus Drivers on their Risk-Taking Propensity Towards Speed Limit Devices for Safe Conveyance of Private School Students in Lagos State

Characteristics of Driver	N	mean	Std. Dev.	Df	T	P	Remark
Mini Bus Driver	258	1.59	.267	310	2.24	.026	NS
Long/Coaster Bus Driver	54	1.52	.226				

Table 5 presents the result of mean differences between the mean response of mini and coaster school bus drivers on their risk-taking propensity towards speed limit devices for Safe conveyance of private school students in Lagos State. The result indicates that there is no significant difference ($df = 310$; $t = 2.24$, $p < .05$) in the mean responses of mini and coaster school bus drivers on their risk-taking propensity towards speed limit devices in Lagos State. Hence, hypothesis 2 was not rejected. Therefore, there is no significant difference in the mean responses of mini and coaster school bus drivers on their risk-taking propensity towards speed limit devices for safe conveyance of private school students in Lagos State.

Hypothesis 3: There is no significant difference between the mean responses of mini and coaster school bus vehicle drivers on their cognitive indolence towards speed limit devices for accident prevention and safe conveyance of private school students in Lagos state.

Table 6: t-test Analysis of Mean Ratings of Responses of Mini and Coaster School Bus Vehicle Drivers on their Cognitive Indolence towards Speed Limit Devices for Safe Conveyance of Private School Students in Lagos State.

Characteristics of Driver	N	mean	Std. Dev.	Df	T	P	Remark
Mini Bus Driver	258	2.90	.539	310	.552	.581	NS
Long/Coaster Bus Driver	54	2.86	.49				

The table 6 presents the result of mean differences between the mean response of mini and coaster school bus drivers on their cognitive indolence towards speed limit devices for Safe conveyance of private school Students in Lagos State. The result indicates that there is no significant difference ($df = 310$; $t = .552$, $p < .05$) in the mean responses of mini and coaster school bus drivers on their cognitive indolence behaviour towards speed limit devices in Lagos State. Hence, hypothesis 3 was not rejected. Therefore, there is no significant difference in the mean responses of mini and coaster school bus drivers on their cognitive indolence towards devices for accident prevention and safe conveyance of private school students in Lagos state**.**

7.3 Discussion of Findings

The findings of the study revealed that school bus drivers agreed that they seek greater sensation toward speed limit devices. These results support the findings of Bishop, Murray, McDonald, Hickman & Bergoffen (2008) who noted that when a speed limit device is fitted in a car, drivers are restricted from pursuing any kind of sensation seeking because the vehicle's top speed is predetermined.

The findings of the study revealed that school bus drivers exhibited no or a low risk-taking propensity towards speed limit devices. These results corroborate those of Varhelyi & Makinene (2001) who found that drivers believed there were less of them inclined to act riskily, including changing lanes abruptly, making risky maneuvers, and driving recklessly, among others.

The findings of the study revealed that school bus drivers disagreed that they are cognitively indolent towards speed limit devices for accident prevention and safe conveyance of private school students in Lagos state. These results contradict Teye-Kwadjo's (2011) observation that tired drivers are more likely to be engaged in traffic accidents due to mental challenges or cognitive indolence, which might have catastrophic effects.

The finding of the study indicates that there was no significant difference between the responses of minibus and coaster bus drivers on their sensation seeking towards speed limit devices. This is consistent with the findings of Saad et al. (2006) who discovered that when safety equipment is present in a vehicle, drivers occasionally alter their driving habits and participate in risky driving behaviors. Although this result contradicts the findings of Amirfakhraei, Taghinejad, and Sadeghifar (2013), who discovered that among research participants, sensation seeking behaviour had a positive and significant correlation with traffic violations and driving speed among participants of the study.

The finding of the study reveals that there was a significant difference between the mean responses of mini and coaster bus drivers on their risk-taking propensity towards speed limit devices. This is consistent with a study by Hatfield & Fernandes (2009) who observed that most drivers show higher levels of risky driving despite their higher perception of risks, but that there are several motives for risky driving behaviours. While finding of Carey (2014) disagrees with the finding of this present study.

The finding of the study indicates that there was a significant difference between the mean responses of minibus and coaster bus drivers, on their cognitive indolence towards speed limit devices. This supports the findings of Peng's (2014) study which shows that drivers, particularly those who operate cars with safety features, are prone to cognitive indolence. Given that the majority of these safety systems are made to replace the majority of a driver's driving responsibilities, the driver is essentially rendered useless. The amount of work required of drivers is somewhat decreased with such devices.

8. Conclusions

School bus drivers' behavioural adaptation to speed limit devices varies considerably. The findings of this study revealed that school bus drivers perceived that driving vehicles equipped with speed limit devices is a little disadvantageous, especially during an emergency, or whenever they are running late. Some of the bus drivers believed that the speed limit devices are not necessary, since they are experienced drivers. However, most of the school bus drivers agreed that the use of speed limit devices, can prevent accidents, due to over-speeding, and hence save lives. In conclusion, it is advisable to install the speed-limit device in all school buses to reduce over speeding and minimize the risk of accident when driving.

Based on the findings of the study, the following recommendations were made.

1. The Lagos State Government and the Ministry of Education, in collaboration with the FRSC, should thoroughly implement and enforce the speed limit device on all concerned stakeholders, school bus drivers, commercial bus drivers, trucks, etc.
2. School bus drivers should be adequately trained, before allowing them to drive school buses, while School bus drivers should also on their own, develop a positive mental attitude towards their job, as the lives of so many children are placed in their care.
3. The Federal Government of Nigeria should ensure that there is a good road network, both on external and internal roads. This will also ensure the safety of the children and any other personnel on board.
4. Every school bus should be equipped with a tracking device, to ensure close monitoring of the drivers, by the administrators.

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