



## The Haddon Matrix, A mechanism For Examining Severe Car Accidents On Masaka Road In Central Uganda.

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**ABSTRACT :** *The aim of the study was to use the Haddon matrix to investigate accident crashes on Masaka road and the causes of the many severe car crashes, to examine if a safety belt would have reduced injuries. A face to face in-depth semi-structured interviews were conducted with five male truck drivers who survived accidents while driving and still served as truck drivers on Masaka Road. The sample was identified with purposive and snowball sampling techniques. Ethical considerations were observed during data collection through bracketing and transcription. A phenomenological analysis (PA) was employed to each participant's discernment of the specific and general accounts of the causes of accidents on the same road to enable the generation of themes that make "sense" of their lived worlds as truck drivers and accident involvement. Interesting themes enlightening accidents emerged out of the data: human error, police, UNRA<sup>1</sup>, technical errors, environmental factors and socio-cultural context affect the typical routines. As a result, a lot has been accomplished such as vehicle inspection centers, controls put in place, physical works have been suggested, round table discussion among stake holders. In addition, substantial call for change of behavior as means to reduce accidents has been made. Considering the study results, the above mentioned causes and more together leave truck drivers in accident involvement inescapable.*

**KEY WORDS:** *Uganda; truck drivers, Haddon matrix, traffic police, satanic forces and road accidents/carnage.*

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### I. INTRODUCTION

Masaka is a large town in the Central Region of Uganda, it is found in the West of Lake Victoria. Masaka town was largely destroyed in 1979 during the Uganda-Tanzania War and again in the 1981-1986 civil war that saw the overthrow of Milton Obote from power for the second and last time. Masaka district is located about 37kms away from the Equator towards the south and lies between 0o- 25o South and 34o East, having an average altitude of 115m above sea level(1, 2). The district is bordered by Sembabule in the North West, Mpigi district in the North, Rakai district in the west and south and Kalangala District in the East. The District Headquarters is 120 km from Kampala(3).

According to the 2002 national census, the population of Masaka was about 67,768. In 2010, the UBOS<sup>2</sup> estimated the population at 73,300. In 2011, UBOS estimated the mid-year population at 74,100. In August 2014, the national population census put the population at 103,227. Most of the people are farmers with both cattle and other crops. Other economic activities include the following: meat and fish processing, furniture manufacturing, manufacture of footwear, manufacture of baked products, cattle rearing, manufacture of beads and gathering grasshoppers that can potentially earn a collector over:50 million Ugandan currency annually(3, 4).

### II. CONTEXTUAL PERSPECTIVE

Masaka is one of the districts in Uganda that has registered hazardous road accidents (5). In Uganda road conditions, traffic rules and drivers' indiscipline continued in the spotlight along Masaka high way civil servants

<sup>1</sup>Uganda National Roads Authority

<sup>2</sup>Uganda Bureau of Statistics

such as traffic police officers, local residents, taxi and truck drivers are frequently killed. The highway that was meant for transportation, boosting business and eliminate sharp corners and establish climbing lanes in black spots to reduce chances of accidents has instead turned into a deadly spot that has continued to claim lots of lives (6-14). The unending road carnage on the Kampala–Masaka highway is a result of reckless driving by truck<sup>3</sup> drivers<sup>4</sup> and the slippery road surface (15) evil spirits craving for human sacrifice according to theory because they were inconvenienced by the road construction project.

### **III. THEORETICAL PERSPECTIVE**

Injuries were viewed as accidents that are unplanned and unavoidable, one can rationally suspect that manipulating predisposing factors may lessen the chance of injury. Haddon was one of the innovators of injury prevention and pronounced a two-dimensional model for approaching injury and its causes. The first dimension is the three factors of injury: host, agent or vector and environment. The second dimension is the phase of injury divided into pre-event, event and post-event. Using this model, any accident can be broken down into both its phases and contributing factors (16).

### **IV. METHODS**

The qualitative paradigm was used in this study with an aim to explore and develop an in-depth understanding of the lived world experience of the truck drivers on road traffic accidents; and to find out the causes of the accidents to generate meanings and interpretations of the respondents' experience and advise on the way forward (17). The IPA<sup>5</sup>(18-24). Participants and sampling considerations where truck drivers who have ever been involved in road traffic accidents with injuries or deaths were selected for the present study. Police OC<sup>6</sup> traffic, residents and UNRA officials too were interviewed. I was guided by the OC traffic police Masaka branch, MATODA<sup>7</sup> and truck drivers' leader's initial referrals using non-probability purposive sampling method (25) to support "information-rich cases for study in-depth." The study sample was drawn from the main taxi park Masaka municipality because of accessibility of the respondents. Five male truck drivers between 18-35 were purposively selected as respondents and snowball sampling was used to cater for the limitations (26). The sample size is usually small in IPA ranging between 1 to 42 participants (25).

Data collection (27) specifically on truck drivers was done using IPA that allowed data to emerge (17, 21, 24, 25, 27) while earmarking to maintain clarity between the interview schedule and the research questions (28). The interviews lasted between 30 minutes and 1 hour. Field notes; describing observations and reflections, impressions, insights (29-32) were incorporated in a postscript taken during and after the interview respectively. The participants' responses were stored on a digital recorder and in a note book- the same book was used for detailed memos.

Semi structured interview (24) with the interview schedule were used. Considering the common language guiding questions were in English, later translated into the local language (Luganda) then translated back to English. For consistency and validity, a professional secondary teacher of English and literature did the task. A pilot study was carried out although not to accomplishment (33, 34). A conversational interaction approach rather than an information extraction operation (35) was used to support focus at the prioritized areas. Secondary data, was collected from the observations, personal communications and documents (36).

Document review (37) necessitated triangulating data with review of various information media channels- including locally produced television and radio pertinent programs, local newspapers, local music and drama. These, particularly newspapers were a rich data source. Bracketing of self was used on diagrammatic and jotted memos for each participant. There was a need for an open mind in the interview conversations and before interviews took place, the interviewees' schedule was formed (32). Other instruments used included a voice recorder which audio-recorded the interview data, notebook, pen, digital camera, and an umbrella were used during data collection.

Data transcription, was done using word-for-word transcription rewritten in normal national text in an attempt to arrive at a rather adequate representation of the orally collected data generated from interviews (21) was transcribed the audio-recorded data verbatim (21, 38). Data analysis, was used following the three unique phases of contemplation; epoche, phenomenological reduction and imaginative variation to study the respondents'

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<sup>3</sup> It is a fourteen-passengers' vehicle locally called "Kamunye" that is commercially used to transport passengers in Uganda.

<sup>4</sup> Taxi Drivers: people who transport passengers to set destinations by a taxi in Uganda

<sup>5</sup> Interpretive Phenomenological Analysis

<sup>6</sup> Officer in charge of traffic police

<sup>7</sup> Masaka Taxi Operators and drivers Association

perceptions(17, 19, 25, 39)while identifying initial themes and structured them into clusters and cross-checked them against the data; identification of similarities was done and differences to support reduction. A production of a narrative account of the interpretive activity was done until when there were no new themes generated.

Authenticity and dependability (40, 41). Validity was verified by tracing out the sources of invalidity (35, 40)by observing validation at seven levels thematizing, designing, interviewing, transcribing, analysing, validating, and reporting. Dependability (reliability) was done through bracketing and avoiding subjectivity(17, 27, 32). Trustworthiness was ensured in support of confidentiality as conferred by (42, 43) using anonymity (44). Trustworthiness was ascertained by using a four criteria; credibility Transferability, dependability and conformability (45-47). The study was also mindful of attending to the needs and concerns of the participants (27) as dictated by the interview situation (27, 35, 48, 49).

## V. RESULTS

The results herein present; a multi-layered social, individual and behavioral interpretation of truck drivers' accident involvement as articulated by the respondents. Four fantastic line themes (human error, police, UNRA, technical errors, environmental factors and socio-cultural) with the corresponding subthemes and ordinates of quotes from the data clarify the accident occurrence. The themes identified include slippery roads, sharp bend with small road signs, human errors, police failure on its enforcement duty, pour crude oil and cooking oil on the road, cursed road, environmental factors and socio-cultural context-road possess satanic forces.

There are a number of dissimilar forces into play at individual, truck driver, environmental and socio-cultural levels that shape the assorted realism of taxi-drivers' and their experiences in road accident participation.

**Table 1: Shows the summary of the respondents**

No	Name	Age	Occupation	Level of education	Marital status	Trained by	Number of routes per day
1	T	35	Truck driver	Primary four	Married	Friends in a play ground	4-5
2	M	32	"	Primary five	Married	Brother	4-6
3	I	32	"	Primary seven	Married	Friends in a play ground	3-4
4	S	30	"	Senior two	Married	Brother	4-5
5	B	28	"	Senior four	Married	Brother	4-5

Table one above shows that, five drivers were interviewed and out of those, 5 trucker drivers and majority are 30 years and above with primary level of education, all truck drivers are married, majority were trained by their brothers and make up to 4-5 routes a day.

According to Bagala (50) in the last half of 2016, Masaka road claimed up to 200 lives. Some of the causes for the accidents include, "over speeding and reckless driving(15, 51), ignore road signs and markings(52), overtaking at sections where they are not supposed to do so, potholes, the type of asphalt used is wrong , indiscipline, slippery roads"(53, 54) although the road agency dismissed the allegation and called it "nonsense and escapist talk, sharp bend with small road signs, mechanical problems, human errors not the poor surface of the roads as many motorists claim(10), overloading ,over speeding,losing control when he attempted to over-take,"police and(55) UNRA are accusing each other for being responsible (53).

According to a UNRA official , he alleged that, "their investigations indicated shoddy work was done on the road, specifically between Maya and Lukaya" in Masaka and further added that, before the road was tarmacked all was well, "UNRA staff continued patching up the road which caused more accidents because of the potholes on the road, refining of the road brought problems, the surface is too smooth and it is a mess" , UNRA engineers alleged that, "the tyres motorists are using in Uganda are not meant for that road and they can't redo the road,police failure on its enforcement duty and shifting blame on UNRA", UNRA engineers privately admitted that, "shoddy work was done on the road, mechanical errors, with sub-standard mixture used in tarmacking the road, Fog and blind spots(52),during or after down pour and the death corridor include Kalandazi swamp way (56)a 6.4 kilometre section which is between Mitala-Maria in Buwama Sub-county and Kyabadaaza Trading Centre in Budde Sub-county, others include Mpugwe, Kkingo, Mukoko, Lungala dark spot, Kalungu, Masaka, Lwengo ,Lyantonde, Kampiringisa, Kalandazzi , Nsangi, Kammengo, Lukaya, ,Masaka Mitala Maria and Bisanje along the highway"(52, 57, 58) and these results are similar to (59).

While many conspiracy theories have been made, generally, “the main cause of accidents that have claimed lives on Masaka highway is over speeding that is claiming so many lives on Masaka high way”, a resident in the area alleged that, “when it rains, some people pour crude oil and cooking oil on the road to make it slippery with an intention to cause accidents.” Conferring to the Police record, over 50 people died and more than 96 others injured in accidents at Kalandazi Swamp by September, 2015 (15) and other theories claim that, “the road was cursed and possesses satanic forces that haunt the road(57)quality of surface except for inadequacy in marking, alleged narrowness of the road(52, 60).

According to one of the interviewees, it was the “topography and features of several blind corners and sharply meandering bends with some narrow parts of the road, is among the reasons that have been advanced to attest to its deadliness(57)and the accidents on the road are worrying”(61).

The Parliament demanded a probe into the road design after Miss Tourism ambassadors perished in a nasty accident on the highway. Meanwhile, “the police say over 80% of the accidents registered on this road is a result of human error and the biggest percentage of this is caused by drivers”(52).

One of the residents lamented that, “Meanwhile tax payers’ money is being used to bribe voters like the recent shs 5b handout, age limit "consultation" money and now the impending referendum. Do these NRM MPs not realise that the fate of Uganda is more important than their personal wealth? The very road they refuse to fix will catch them out one day - either in an accident or at the ballot box.... And Jesus wept!!”

Another respondent argued that, “Unbelievable! The driver of the minibus became careless after the check point? Until we deal with the attitude and profit motive of drivers, they will continue to kill us. But the question is, why Kampala-Masaka route? Perhaps Christians should pray for this road as they prayed for Northern Uganda to get rid of Kony.”

One of the residents contended that, “It’s pathetic - every single day someone else is killed by these moronic, backward taxi drivers with no brain cells. These drivers are totally uneducated - Ive been driven by them. They have no driving qualifications and don’t give a damn if their passengers live or die in their cabs as long as they get home as soon as possible. These commuter taxis shouldn’t be on the road - Uganda should have proper coaches with qualified drivers like developed countries. But of course the taxis are owned by politicians and influential businessmen, so nothing will change. These people hardly care if poor upcountry commuters lose their lives. Meanwhile Uganda will continue to complain about its appallingly low tourist figures. Who wants to travel round Uganda in those things?”

The religious leaders argued that, “government to mark sections of the highway that have had multiple accidents as black spots and put up road signs to warn all road users and sensitize the people about these black spots”(7). Most accidents happened at a section between Nsangi in Wakiso District and Lwera in Kalungu District, where 96 people lost their lives in motor accidents. The section between Lwera and Masaka Town came second with 79 deaths. The section between Nsangi and Kampala city recorded the rest of the deaths (11). The bloody and fatal accidents are huge reminder that government still needs to do more to ensure road safety across the country. Although Police reported that, in 2017 accidents along the road have in the last few months significantly reduced due to a joint security Operation Fika Salaama (12). To date Police say they are powerless to pursue errant motorists since the police motorcycles, which they earlier had, were withdrawn (50). Theories of controversy arose as the police director of traffic and road safety, and others said that, “the challenges of Kampala-Masaka road and other roads are beyond enforcement of traffic laws”(50). One truck driver said as cited in (50)argue that;

“Even if we enforce the traffic laws 100 per cent when other stakeholders have not done their part, accidents will not reduce. We need to have all stakeholders on board”.

The many accidents lead to the different stakeholders such as senior traffic officers and Uganda UNRA officials to visit the black spots to find a lasting solution (50). This resulted into an order as the police was well-ordered to remove all traffic check points on the highways after President Yoweri.K.Museveni accused the traffic police officers of corruption during the police centenary celebrations at kololo independence grounds (50). This move resulted into new rules to stamp out corruption out of the traffic police, as they established an alert squad to arrest suspected corrupt traffic officers for which the officers alleged went to the extreme that even when there is just a suspicion that an officer could be receiving bribes, he or she was reverted to general duties and they are not replaced leading to disruption in duties such as Lwera and Nyendo on Kampala-Masaka Road remained with only five officers and other road sections had their traffic staff reduced over parallel accusations this resulted in motorists over speeding due to shortage of officers.

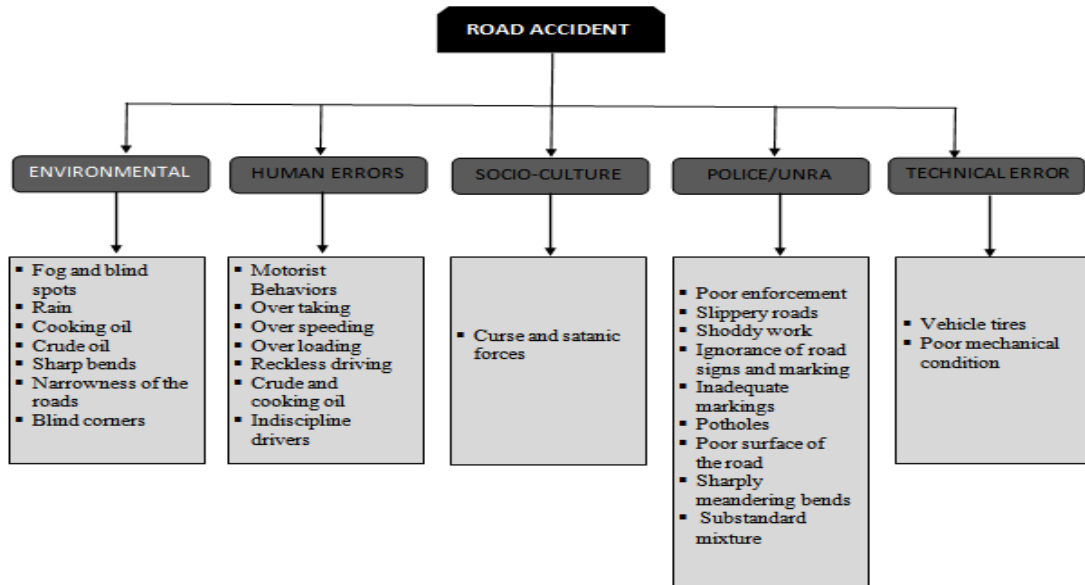


Figure 1: shows the themes derived from the causes of accidents on Masaka road

Table I Shows Haddon Matrix summary of accidents on Masaka road

	Host (person affected)- Masaka	Agent (vehicle, Taxi, my car, buses or Trucks)	Environment	
			Physical	Social
Pre-event (→ primary prevention)	<ul style="list-style-type: none"> <li>Driving permit; Time, economic pressures (rushing to get home?)</li> <li>Intoxicated?</li> <li>over speeding</li> <li>reckless driving</li> <li>indiscipline</li> <li>Drink and drive</li> </ul>	<ul style="list-style-type: none"> <li>Old vehicle, mechanical condition, Car design &amp; handling; brakes, etc;</li> <li>car service</li> </ul>	<ul style="list-style-type: none"> <li>Road design</li> <li>Speed limits</li> <li>Sign posts</li> <li>Narrow roads</li> <li>sharp corners</li> <li>climbing lanes</li> <li>black spots</li> <li>potholes</li> <li>mechanical problems</li> <li>human errors</li> <li>poor surface</li> </ul>	<ul style="list-style-type: none"> <li>Weak laws, poor implementation of laws;</li> <li>Compliance with seatbelt laws,</li> <li>deregulation of car loans,</li> <li>failure for government to outsource the transportation sector,</li> <li>traffic, due to narrow roads.</li> </ul>
During the event (→ secondary prevention)	<ul style="list-style-type: none"> <li>Slippery road</li> <li>traffic deployment,</li> <li>Wearing seatbelt?</li> </ul>	<ul style="list-style-type: none"> <li>Air bags in the vehicles working?</li> <li>working condition of vehicles?</li> <li>Size of car &amp; crash resistance</li> </ul>	<ul style="list-style-type: none"> <li>Weather conditions</li> <li>locals pour cooking oil and diesel on the road?</li> <li>Rain?</li> </ul>	<ul style="list-style-type: none"> <li>Value of backup assistance</li> <li>Support from eyewitnesses</li> </ul>
Post-event (→ tertiary prevention)	<ul style="list-style-type: none"> <li>Capability to call for support (phone available, with network and credit?);</li> <li>awareness of first aid?</li> </ul>	<ul style="list-style-type: none"> <li>Inclination of car to catch on fire, locals to steal spare parts, steal fuel and taken belongings</li> </ul>	<ul style="list-style-type: none"> <li>Alternative vehicle access to crash site</li> <li>Available vehicle in good working conditions</li> </ul>	<ul style="list-style-type: none"> <li>Constant backing for emergency services</li> <li>socio-cultural context that, the road possess satanic forces that haunt the road typical routines</li> </ul>



Adopted and adapted from Haddon W. A logical framework for categorizing highway safety phenomena and activity.

**Table II shows the summary of recorded accidents**

<b>Year</b>	<b>Name and number of people killed</b>	<b>Location</b>
October 11, 2011	(1)Dead, and left (14) others injured	Masaka road
July 12, 2013	(1) Dead, (2) Injured in Masaka Road; Nalongo Teddy Nalwadda, a resident of Kaddugala in Mukungwe sub county Masaka district.	Kaddugala Village, 6kms from Masaka town Masaka-Kampala Highway
August 16,2014	Two (2)people died on spot and others injured	Masaka-Kampala road between Maya and Lukaya
December 2, 2014	Three (3) people perished in an accident on the highway.	Kyakumpi
September 20, 2015	Six (6) people, who were travelling for the burial of Internal Affairs Minister General Aronda Nyakairima in Rukungiri District, died in a road accident	Kakoni village in Nkozi Sub-county, Mpigi District.
July 7, 2015	Thirteen (13)students of Budinse Memorial SS in Butambala District were seriously injured after a vehicle they were travelling was involved in an accident with two other vehicles	Kikunyu village, Kamengo Sub-county in Mpigi District.
July 4, 2015	NTV journalist Resty Namaweje, Miss Tourism Northern, Norah Atim and Barbara Nakiwolo, a 2014 miss tourism finalists were killed in a motor accident	Nakirere, Mpigi District.
July 1, 2015	Three (3) people dead and seven others seriously injured in an accident involving seven vehicles	Katende in Mpigi District. One of the dead was identified as Sarah Nalukonge from Bweyogerere.
July 23, 2015	Three (3) people died and seven (7) others were dangerously injured	Katende in Mpigi District on Masaka Road.
November 15, 2005	(7) perish in Masaka Road accident and (19) others were seriously injured	Kimanya -Kyabakuza division
July 1, 2015	At least (10)dead	Masaka road
July 3, 2016	Two (2)people have died on spot and eight (8)others survived with serious injuries	Lungala-Kkoba village near Mpigi Town on Kampala-Masaka highway
July 2, 2016	Twenty (20) people were killed and a dozen others injured in an accident that involved four vehicles	Kampiringisa, Mpigi District.
June 30, 2016	Two (2)people died	Kyazanga Trading Centre, Masaka District.
June 24, 2016	Two (2) people died on spot and at least fourteen (14) injured after an accident involving five vehicles. The truck driver lost control vehicle and it veered off the road and overturned.	Kalandazzi near Mitala Maria Catholic Parish on the Kampala-Masaka highway.
August 4, 2016	Ten (10) dead on Kampala, Masaka road accident. Rev. Enoth Komunda is one of the ten (10) people reported dead	Masaka road
July 17, 2016	Two (2) people including the Kalungu District Traffic police Officer, Deus Kweyamba have died on the spot while nine others sustained serious injuries after vehicles crashed in an accident	Rukaya at Mukoko trading centre along Masaka-Kampala road .
September 3, 2016	Three(3) people lost their lives and fourteen (14) others acquired serious injuries	Masaka high way
July 5, 2016	(30) lives in two days	Masaka road
July 17, 2016	Two (2)people are confirmed dead and (9) others injured	Masaka road Mukoko
June 25, 2017	Nine (9) people have been confirmed dead and nine others seriously injured	Kalandaazi, Buwama Sub County in Mpigi district on the Masaka – Kampala highway.

## **VI. WAY FORWARD**

The Uganda traffic police are manning check points under what is described as the Fiika Salama operation meant to deal with errant drivers and one of the check points is at Kalandazi which is among the death corridors of the area (55).

The state entities should come to a round table and “harmonise their disagreements and stop politicking because a poorly-done road affects all Ugandans.”

The government should embrace research “Police shouldn’t just dismiss the hypotheses. There is need to come here and investigate the matter concerning the Masaka road. Why is it that, whenever there is an accident, there is always an oil-like substance at the scene ?” (15)

Government has a responsibility to widen the Kampala-Masaka road, especially on slopes, to allow heavy trucks climbing the slopes to have their own lanes for smooth flow of traffic and also removing sharp bends that have been the cause of road accidents when vehicles are negotiating them,” (57).

Uganda National Roads Authority needs to embark on physical works that will involve reconstruction and widening of the entire road to 11m carriageway road including shoulders. Works should also include realigning of bends, constructing of climbing lanes, parking lanes, bus bays and junctions, and installation of new road signs and marking.

There is need to embark and account for the theory of driver error as the main cause of accidents along the route. Police needs heavy deployment on Masaka road to support in the management of behavioral competences of some Ugandan drivers.

There is need to create a sustainable way to end the accidents on Masaka road since drivers on Greater Masaka have been conditioned to only behave appropriately when they anticipate traffic officers at particular sections of the road. This state of affairs is unsustainable in the long run hence need to contract a company to install cameras on the road for easy monitoring and automatic fining system throughout the year.

There is need to create a split at Masaka, since there is a fork in the road and another 88km section continues after Masaka to Mutukula on the Tanzania border and another one goes 136km to Mbarara on the route to the Rwanda border but, police say surprisingly, they are not as dangerous; possibly because they have less traffic and along this 130km highway, many sections are designated as non-overtaking sections as signaled by the traffic signs mounted by UNRA and the yellow and white continuous lines painted in the middle section of the road without big signs for speed limits, animal crossings, and road bumps.

In between some of the most dangerous spots, between Kammengo, Lukaya, and Masaka a distance of slightly over 80kms a whopping 23 spots stretching a distance of 15km, there is need to mark them out as dangerous black-spots and overtaking is prohibited and black spots should be identified and clearly marked especially from Nsangi in Mpigi district all the way to Lukaya in Kalungu district, a distance of about 50 kilometres. The features of this section as “having straight and sloping sections” and black spot at Nsimbe, Lungala, and Katende.

UNRA should undergo the process of testing the skid resistance of some sections along the road where complaints have persistently been raised. “Visually, the road looks fine, but the slippery nature of specific sections of the road need testing.

Climbing lanes, which are at the extreme left of the road in certain sections, were introduced after the highway’s rehabilitation, for instance, to create a middle lane for fast moving vehicles. Motorists coming from the opposite direction to the climbing lane must not use that lane because they do not have that right. But often times, that is never the case as vehicles accelerating downhill at faster speeds than those climbing use the middle lane in error. Possibly they see no problem overtaking in valleys and sense no danger. If everything looks fine, why has the problem which government intended to solve by rehabilitating the road only got worse? Yet the road was wide enough at 7.5metres and was expanded to 11 metres to cater for climbing lanes in some sections.

Internationally its recommended that roads within a radius of 60km from Kampala should be dual-carriage ways considering the volume of traffic the roads carry every day. Meanwhile, there is a lot has been observed that, ignorance of road signs, marks, and signals is one of the reasons why traffic accidents are rampant on Masaka road. Hence need to share information and train drivers and civilians.

“Until motorists get to behave and learn the Highway Code, we will continue having these nasty accidents.” There is need for education, information, and sensitization of motorists, which until recently were neglected needs to be scaled up for road users along this highway. There is need for police randomly needs to engage motorists on basic road traffic signs and markings along the highway and should carry out this exercise every week. Such interventions will reduce on the massacre on Masaka road (52).

## VII. CONCLUSION

Truck services boosts growth in the country and acts as a source of occupation to the drivers which supports several family lives and societies. Unfortunately, such accomplishments unveil with lasting danger to injury of lives to truck drivers who fall victims of misfortune occurrences in form of accidents; the risk is accelerated by the narrow roads. The effects of the current study signify that, when the drivers' harsh life realities surfaces coupled with work disturbances, socio-culture, infrastructural and the environment these reduce the level of flexibility hence accidents.

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