



## Values of Graphic Art Forms' Usage in Road Traffic Direction and Instruction along Ibadan-Oyo Expressway, Southwest Nigeria

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### ABSTRACT

Graphic art forms serve as an effective means of transmitting information through signs and symbols. Graphic communication in road signage should effectively provide direction and instructions on the road to avert accidents. Road accidents along the Ibadan-Oyo Expressway in Nigeria may be due to ineffective road signage usage and limited awareness and knowledge of its communicative values. This paper examined graphic art form usage in road signage, with a view to determining its directional and instructional values to road users. A descriptive survey research design was adopted for this study. The study population comprised a total of 15,600 road users, transport associations and traffic management agencies on expressways daily, from which a sample of 200 respondents was randomly selected. The study found that the materials used in producing road traffic signage along expressways were inadequate, and this affected their functionalities. It also revealed that graphic road signage was useful in providing directions to road users, though vandals and bush burning had destroyed most of the signs. Road signs provided instructions to road users, but many were covered by bushes on expressways, and over-speeding was partly caused by poor functionality of road signs. The paper concluded that graphic traffic signage plays an important role as a means of transmitting directional and instructional messages, but it has not been effectively utilised and managed for traffic regulations. It recommended the usage of high-quality materials in producing traffic signage, improved traffic safety education, and increased awareness of the value of road signage.

**Keywords** Graphic art, road traffic, directional value, instructional value, expressway

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## Introduction

Graphic design came into existence through the invention of alphabets and typefaces. Proto-Sinaitic developed the first alphabet, which was adapted from Egyptian hieroglyphics. It was then revealed that the Phoenicians, who were business traders on the east shore of the Mediterranean Sea, borrowed it from Egyptians and developed alphabets that were used for trade. For literary purposes, Romans later boosted the Phoenician alphabet by adding vowels and modified the Greek alphabet to accommodate 26 letters that are now used worldwide (Shittu, 2003). In the 16th century, the Romans created the serif and lower case (the small letters), and from the 19th century to the present, with the aid of printing machines, movable type was made at a high speed, and the appearance of personal computer has boosted the new printing technology as well as the practice of graphic design. In the 20th century, designs were used to persuade and attract customers, which contributed to changes in cultural attitudes and behaviour in society. In the 21st century, the use of graphic design has developed through technological innovations into visual identity, marketing and advertising, user interface, art and illustration, publication, packaging, motion and environmental graphic design. Germmil (2017) observes that graphic design has improved the overall lifestyle of people with the emergence of the internet, which has become a global forum through which people interact and do business. Companies create websites using graphic design, and this aids visual recognition and provides their customers with much easier ways to contact them.

Obviously, digital technology has been the driving force of graphic design by means of which designers are made to be more creative and innovative. Yeoh (2017) states that 21st-century graphic design is more than just about

layout; it is propelled by advancements in technology. It has grown beyond the art of freehand sketching as a tool of visualisation to more technologically innovative and creative processes. Therefore, the lines between different aspects of design are now less distinct as young professionals seek to combine technical skills and knowledge with creativity and art, bringing incredible innovations and ideas as they develop their own distinctive styles (Yeoh, 2017). However, the practice of graphic art is comparatively broad and obviously associated with two-dimensional art forms such as typography, publishing and photography, which are connected with the modern printing process. According to Shittu (2013), the graphic art form is a visual language that is used to produce images on some surfaces such as walls, canvases, pottery, papers, stones, boards, computers and television screens. It has to be done based on techniques and proficiency as well as the selection of some elements and principles of design for effective visual communication. The graphic art form is an interdisciplinary problem-solving activity that requires visual sensitivity, skill and knowledge in the areas of communications, technology, printing and publishing. One of the problem-solving areas of application of graphic art is signage.

The use of graphic art in signage is one of the most basic information indicators involving a combination of images and text usage. It is arguably the most indispensable form of traffic direction, instruction and caution. Signs and symbols are kinds of visual graphics created to display information about traffic direction, instruction and caution to a particular audience (McGuire-Lyle, 2001; Chilvers, 2004). Meggs (2014) opines that signs convey information about services and facilities, such as maps and directories; instructional or directional signs, such as signposts, directional arrows and traffic signs, show the location of services, facilities, functional spaces and key areas. Traffic signs indicate traffic regulations, special hazards and other road

conditions, construction areas, and speed limits, to mention a few. They are typically represented as symbols or annotations. They serve several purposes, such as giving instructions on road usage, expressing caution on unusual road terrains, pointing out directions to motorists, and ensuring the safety of motorists, pedestrians and other road users. Technically, road signs are traffic languages. They communicate specific messages to motorists, pedestrians and other road users. All motorists and, in some cases, pedestrians are expected to understand what traffic signs represent. This necessitates the teaching of road traffic signs and their meanings at driving schools.

Road traffic signs and symbols can either be parenthetically called road graphics or impact graphics (Kayode, 2005). Obviously, signs are simple, precise and forceful pictorial measures adopted to communicate some visual language to road users, thereby making impact graphics that bear on man, the road and the overall environment (Sims, 1991). The pictorial elements such as signs, symbols, pictograms, logos, and logograms employed by graphic designers must break all language barriers so as to communicate effectively and reach out to a large audience of road users. Uweh and Ebam (2019) assert that these design elements should pass messages instantaneously and sensuously, with meanings that impact the psychological and social sensibilities of readers. Some of these graphic road signs include PED Xing (literally means Pedestrian crossing), Lane Merge Left (warning sign that indicates a narrow merging lane ahead with a parallel lane to the left), Lane Merge Right, Dangerous Turn Left (warning sign indicating a sharp turn in the direction of the arrow) and several signs that most road users are not familiar with in Nigeria (See Figure 1).

**Figure 1:**  
*Some Road Traffic Signs*



- A** - Lane Merge Left      **B** - Lane Merge Right.  
**C** - PED Xing              **D** - Dangerous Turn Right.

**Source:** (Autojosh, 2020)

Therefore, road traffic signs are adequate when their designs are not too complex for visual recognition and discernment. Gemmil (2017) posits that road signs must be read and understood urgently if the design is in simple styles. Road users must be able to recognise and understand the meanings of these design elements. In an attempt to create a meaningful graphic design for road traffic direction, instruction and caution, the methods, media, materials, and technology used to carry out such design elements should effectively communicate the conceived ideas. The extent to which road signs communicate directions and instructions underscores their values. This study examined the value of graphics as an art form used in road traffic signage for directional and instructional purposes along the Ibadan-Oyo Expressway in Southwest Nigeria.

**Statement of Research Problem**

Road traffic signs are basic instructions placed on roads to point out directions, ensure caution and provide instructions on road usage in order to ensure the safety of road users. Road signs, pavement markings and other signals by authorised traffic officers are to ensure a smooth and safe traffic flow. Thus, road users should obey signs, signals, and markings without hesitation. However, the clarity of design in road signage, in terms of legibility and readability, becomes problematic to road usage and safety. Also, there is the challenge of placement of road signs in locations that are inappropriate for them to communicate to road

users as fast as possible. Some of the road signs are either removed or dilapidated without replacement or renovation. On the other side, it is unfortunate that a large number of road users do not obey traffic rules. More so, quite a number of motorists did not pass through formal driving schools and the few that did lack an understanding of what these directional symbols represent due to their shoddy training. The resultant effects of the foregoing are that they limit the values of graphics as an art form in providing road directions and instructions to road users. The hazards that result include road misuse, obstructions, over-speeding, accidents and associated injuries, and loss of lives and property.

### **Objectives of the Study**

The aim of this study was to examine the values of graphic art forms as indicators of road traffic direction and instruction along the Ibadan-Oyo Expressway in Southwest Nigeria. The specific objectives of the study were to:

1. assess the quality of the materials used in producing the graphic road signs along the Ibadan-Oyo Expressway, Southwest Nigeria;
2. examine the directional values of graphic road signs to road users along the Ibadan-Oyo Expressway, Southwest Nigeria;
3. examine the instructional values of graphic road signs to road users along the Ibadan-Oyo Expressway, Southwest Nigeria; and
4. determine the extent to which graphic road signs influence the attitude of road users along the Ibadan-Oyo Expressway, Southwest Nigeria.

### **Research Questions**

1. What is the quality of the materials used in producing the graphic road signs along the Ibadan-Oyo

Expressway, Southwest Nigeria?

2. What are the directional values of graphic road signs on road users along the Ibadan-Oyo Expressway, Southwest Nigeria?
3. What are the instructional values of graphic road signs on road users along the Ibadan-Oyo Expressway, Southwest Nigeria?
4. To what extent do graphic road signs influence the attitude of road users along the Ibadan-Oyo Expressway, Southwest Nigeria?

### **Scope of the Study**

The subject matter focus of this study is graphic design as an area of specialisation in applied art, specifically, on the application of graphics to road signage for the purposes of direction and instructions to road users. This study was delimited to graphic road signs and symbols produced and installed to communicate directions and instructions to road users such as pedestrians, cyclists, motorists, vehicle passengers of on-road public transport and hawkers along the Ibadan-Oyo Expressway in Southwest Nigeria and the agencies concerned in relation to the subject matter. The agencies and transport associations under the purview of this study were the Federal Road Safety Commission (FRSC), Traffic Police, National Union of Road Transport Workers (NURTW), Road Transport Employers Association of Nigeria (RTEAN) and Oyo State Road Traffic Management Agency (OYRTMA). The study was conducted in the last quarter (October to December) of 2022.

### **Theoretical Framework**

This study was anchored on symbolic interaction and social learning theories. Symbolic interaction is a process that stimulates the correlative meaning and values with the aid of the symbols in the mind of humans (Nilgun, Buket, Mufit, and Sumeyra, 2009). The theory was propounded by Cooley in 1902 and has been developed over time by theorists such as Dewey in 1930 and Mead in 1934. The theory suggests that

facts are based on and directed by symbols, and meanings of such symbols emerge from the interactions between people. Nilgun Buket, Mufit, and Sumeyra (2009) opine that symbolic interaction theory acknowledges the principle of meaning as the centre of human behaviour as language provides meaning to humans by means of symbols. Hanks (1979) observes that signage and symbols are a common means to change behaviour in our society. Understanding the psychological mechanism by which signs influence behaviour is a critical first step to achieving the desired outcome. A symbol is simply anything that stands for something else. The simple silhouette illustration of a woman on a restroom door and the physical representation of a snake coiling around a cross are symbols which have meanings beyond the objects. Consequently, the meaning behind any symbol must be learned. In other words, for something to be a communicative symbol, the viewer must understand its meaning. Road signage will be much more interesting and memorable if road users understand the symbols they contain. The use of symbols by graphic designers is vital because symbols permeate every message, whether verbal or visual. It is pertinent to recognise that nature is filled with universally understood entities that afford communication on many non-verbal levels. Symbols as indicators of road traffic direct, instruct and caution road users on the road.

Social learning theory concerns itself with the importance of observing, modelling and imitating the behaviour, attitudes and emotional reactions of others. Social learning theory was proposed by Albert Bandura, who considers that mediating processes occur between stimuli and responses. Bandura (1977) agrees that behaviour is learned from the environment through the process of observational learning. However, Meis (2017) states that learning is a cognitive process that takes place in a social context and can occur purely through observation or direct

instruction, even in the absence of motor reproduction or direct reinforcement. When a particular behaviour is rewarded regularly, it will most likely persist; conversely, if a particular behaviour is constantly punished, it will most likely desist. It is imperative to note that signs and symbols are common means to change behaviour in society. Signage plays an important role in our society as a means of transmitting messages in an attempt to persuade people to do what is right and avoid wrong. Probably, the road usage behaviour of Nigerians could change through proper production and display of road signage. The traffic road signs are effective in changing behaviour in a variety of domains. In regards to road traffic behaviour, areas that require application of the social learning theory are safety belt usage, decreasing speeding, reducing deer-vehicle collisions and reducing conflicts between pedestrians and motorists. The implications of this theory for this study lie in the important roles of various internal processes in the learning of individuals observing rules and regulations of traffic through road signs and their ability to appreciate, comprehend and generate compelling meanings from traffic road signs.

### **Methodology**

This study adopted a descriptive survey research design. The targeted population was estimated at 150,600 people, comprising road users along the Ibadan-Oyo Expressway in Southwest Nigeria and the agencies concerned in relation to the subject matter. It was mentioned but not published by FRSC staff at their zonal office, Moniya, Ibadan, on the 5th of November, 2022, that Ibadan-Oyo road had about 150,000 commuters plying the road on a weekly basis, and this number formed the study population A. In the same vein, population B comprised 100 traffic officers: 50 FRSC, 25 Oyo State Road Traffic Management Agency (OYRTMA), and 25 Nigerian traffic police officers deployed to manage and control the traffic system daily. It was also confirmed that about 400 NURTW and RTEAN officers and other road users were present at each time of the day as population C was attached to this road axis.

A sample of 200 respondents was selected

from the total population using a random sampling method: 40 road users, 50 National Union of Road Transport Workers (Drivers), 50 Road Transport Employers Association of Nigeria (RTEAN) members, 20 Federal Road Safety Commission (FRSC) officials, 20 Traffic Police officers, and 20 Oyo State Road Traffic Management Agency (OYRTMA) members. A self-structured questionnaire was used as the research instrument for this study. The questionnaire was divided into two sections. Section A collected demographic information of the respondents, such as gender, driving experience, and educational qualifications.

Section B consists of items related to research questions. Also, the questionnaire responses were designed using four Likert-type scales: Strongly Agreed, Agreed, Strongly Disagreed and Disagreed.

**Data Analysis and Interpretation**

**Research Question 1: What is the quality of the materials used in producing the graphic road signs along the Ibadan-Oyo Expressway, Southwest Nigeria?**

Table 1:

*Adequacy of Materials Used in Producing Road Graphic Signs on the Ibadan-Oyo Expressway*

S/N	Item 1	SA	A	SD	D	Total	Mean	STD	Ranking
1	Rising cost of materials used for Road Signs affect its objectives and functions	56	92	20	32	200	2.86	2.51	Agreed
		28%	46%	10%	16%	100%			
2	Good materials like plate, metal, stickers and pole used for production of road signs are not available at the Nigerian local market.	56	72	20	52	200	2.66	2.4	Agreed
		28%	36%	10%	26%	100%			
3	Insufficiency of materials like, metal plate, stickers, metal poles and tools hindered production of road signs	76	64	32	28	200	2.94	2.6	Agreed
		38%	32%	16%	14%	100%			
4	Inferior materials used for Road signs along Ibadan–Oyo expressway affect it functionality.	84	96	16	4	200	3.3	2.84	Agreed
		42%	48%	8%	2%	100%			

Source: Researcher’s Field-Survey (2019)

Table 1 above shows the adequacy of the materials used in producing road graphic signs along the Ibadan-Oyo Expressway. Results show that a cumulative 74% of the respondents agreed that the rising cost of materials used for road signs affected their objectives and functions (mean score of 2.86). Also, 64% of the respondents agreed that the materials used for the production of road signs are not readily available in the Nigerian local market (mean score of 2.66). In addition, the mean score of 2.94 shows that 70% of the respondents agreed that insufficient materials such as metal plates, stickers, metal poles and tools hindered the production of road signs.

Findings show that 90% of the respondents agreed that inferior materials used for road signs along the Ibadan-Oyo Expressway affected their functionalities (mean score of 3.3).

**Research Question 2: What are the directional values of graphic road signs on road users along the Ibadan-Oyo Expressway, Southwest Nigeria?**

**Table 2:**  
*Directional Values of Graphic Art Form to Road Users on the Ibadan-Oyo Expressway*

S/N	Item 3	SA	A	SD	D	Total	Mean	STD	Ranking
1	Vandalism (bush burning) has destroyed the signage along Ibadan-Oyo expressway.	72	116	8	4	200	3.28	2.81	Agreed
		36%	58%	4%	2%	100%			
2	Direction of T-Junction, Y-Junction and roundabout are warning signs given to road users.	64	112	20	4	200	3.18	2.72	Agreed
		32%	56%	10%	2%	100%			
3	A round sign with red line through an arrow pointing on road signs gives direction to road users.	48	124	16	12	200	3.04	2.6	Agreed
		24%	62%	8%	6%	100%			

Source: Researcher's Field Survey: 2022

Table 2 above shows the responses of the respondents to directional values of graphic road signs on road users. At the mean score of 3.28, a cumulative 94% of the respondents agreed that vandalism, such as bush burning, had destroyed the signage along the Ibadan-Oyo expressway. Nevertheless, at the mean score of 3.18, a cumulative 88% of the respondents agreed that the direction of T-Junction, Y-Junction and roundabout are warning signs given to road users through graphic art. The majority of the respondents, representing 86% at the 3.04 mean score,

agreed that a round sign with a red line through an arrow pointing at road signs gave directions to road users.

**Research Question 3: What are the instructional values of graphic road signs on road users along the Ibadan-Oyo Expressway, Southwest Nigeria?**

**Table 3:**  
*Instructional Values of Graphic Art Form to Road Users on the Ibadan-Oyo Expressway*

S/N	Item 4	SA	A	SD	D	Total	Mean	STD	Ranking
1	There are road signs but covered by bushes along Ibadan-Oyo expressway.	48	140	12	-	200	3.18	2.68	Agreed
		24%	70%	6%	-	100%			
2	It is difficult for road users to follow instructions of regulatory sign on road signage.	32	40	84	44	200	2.3	1.99	Disagreed
		16%	20%	42%	22%	100%			
3	Over speeding or reckless driving is caused by poor functionality of road signs	52	132	8	8	200	3.14	2.68	Agreed
		26%	66%	4%	4%	100%			
4	Road users obey instructions on road signs to stop when a portion of road is under construction	44	116	20	20	200	2.92	2.51	Agreed
		22%	58%	10%	10%	100%			

Source: Researcher's Field Survey: 2022

Table 3 shows the responses of the respondents on instructional values of graphic road signs to road users. The mean score of 3.18 accounts for a cumulative 94% of the respondents who agreed that there were road signs, but they were covered by bushes along the Ibadan-Oyo expressway. However, with a mean score of 2.3, 64% of the respondents disagreed that it was difficult for road users to follow instructions on road signage. At a mean score of 3.14, the majority of the respondents (cumulative 92%) agreed that over-speeding or reckless driving was caused by poor functionality of road signs. Lastly, a cumulative 80% of the respondents, with a mean score of 2.92, agreed that road users obeyed instructions on road signs to stop when a portion of the road was under construction.

**Research Question 4: To what extent do graphic road signs influence the attitude of road users along the Ibadan-Oyo Expressway, Southwest Nigeria?**

**Table 4:**  
*Influence of Road Signs on the Attitude of Road Users on the Ibadan-Oyo Expressway*

S/N	Item 5	SA	A	SD	D	Total	Mean	STD	Ranking
1	Damages on road signs on Ibadan-Oyo expressway caused by water erosion during the raining season.	40	128	24	8	200	3	2.56	Agreed
		20%	64%	12%	4%	100%			
2	Road constructions and renovation affect Road signs placement on Ibadan-Oyo expressway.	52	124	20	4	200	3.12	2.65	Agreed
		26%	62%	10%	2%	100%			
3	Road signs influence the attitude of road users on no parking at bend or corner.	56	136	8	-	200	3.24	2.74	Agreed
		28%	68%	4%	-	100%			
4	Lack of Road signs on road can lead to accident.	64	104	16	16	200	3.08	2.67	Agreed
		32%	52%	8%	8%	100%			
5	Road signs have no influence on road users.	-	8	132	60	200	1.74	1.25	Disagreed
		-	4%	66%	30%	100%			

Source: Researcher's Field Survey: 2022

Table 4 shows the responses of the respondents to the influence of road signs on the attitude of road users on the Ibadan-Oyo Expressway. With a mean score of 3.00, a cumulative 84% of the respondents agreed that damages on road signs on the Ibadan-Oyo Expressway were caused by water erosion during the rainy season. Also, with a mean score of 3.12, the majority of the respondents (88%) agreed that road construction and renovation affected road sign placement on the Ibadan-Oyo Expressway. The majority of the respondents (96%) agreed that road signs gave caution to road users on 'no parking' and at bent portions of the road. Nevertheless, at the mean score of 3.08, 84% of the respondents agreed that the absence of road signs on the road could lead to accidents. In a nutshell, the majority of the respondents (96%) disagreed with the assertion that road signs had no influence on road users, which accounts for a 1.74 mean rating.

## Discussion of Findings

Generally, the adequacy of the materials used in producing graphic road signs cannot be discussed without considering the three basic components involved in the fabrication of such signs. These include the framework known as blanks (commonly constructed stands of plywood, aluminium or steel), the background sheeting (retro-reflective materials on which signs are printed) and the graphic designs (consisting of the letters and symbols for the signed copy). For instance, to produce a standard detailed road sign that encompasses symbols with typography, a specific framework must be constructed either with aluminium or steel pipe and plate. Although aluminium is the best material for the framework due to its lightweight and noncorrosive chemical components that prevent rust, steel is frequently used in Nigeria probably because it is an economical alternative to aluminium. Retro-reflective sheeting and screening inks are other materials used to depict the graphic elements on the background. However, these materials are in grades, and the higher grades are quite expensive and most often not readily available. Therefore, the findings in relation to the objective one showed that the materials used in producing graphic road signs on the Ibadan-Oyo Expressway are not readily available in the Nigerian local market due to the increasing prices of these materials. Hence, inferior materials are most often used for road signs along the Ibadan-Oyo expressway.

Apparently, traffic road signs are truly representative of graphic art forms, which are meant not to be too complex for road users to recognise visually. These signs must be easily translated and conveyed in the form of directional or instructional messages and information. In short, graphic visuals are the process of transmitting and transforming instruction through visual symbols (Oladumiye, 2000). From research question two, the study discovered that there were directional values of graphic art forms for road

users on the Ibadan-Oyo Expressway. Most of the road users agreed that directional traffic signs at T-Junction, Y-Junction, and roundabouts served as warning signs that eventually gave them directions. This is in line with Oladumiye's (2013) study that affirms that 88.4% of commuters and pedestrians confirmed that traffic regulations printed in graphic visual signs and symbols are the best way to disseminate information to road users in a multicultural society like Nigeria. Makinde (2014) maintains that the main purpose of graphic signage is to communicate and convey information so that the receiver may make cognitive decisions based on the information provided.

It is disheartening to note that in spite of the erection of instructional graphics road signs on the Ibadan-Oyo expressway in Nigeria, a large proportion of road users examined agreed that most of the erected road signs were covered by bushes and the few ones that were conspicuous were vandalised. Others believed that over-speeding or reckless driving was attributed to poor functionality of the road signs, although the majority of them were of the opinion that it was difficult for road users to follow instructions of regulatory signs on road signage. On the contrary, Imoh, Usanga, Udokpoh and Etoke (2021) reported that most of the drivers on our highways are yet to understand the regulatory signs, and this indicates that the poor understanding of these signs makes the roads prone to accidents. However, Uwen and Ebam (2019) noted that the disobedience of road traffic signs could cause road traffic crashes as some road users flout road traffic signs not because they do not see them or that they are not appropriately placed but because they do not understand them. Road traffic signs provide decisive information to enhance safety and avoid hazards on roads. These traffic signs are erected at the side of or above roads to give instructions or provide information to road users. However, a larger proportion of road users are often ignorant of these signs. More so, the findings of this study equally also revealed that many road users agreed that damages to road signs on the Ibadan-Oyo Expressway were caused by erosion during the

rainy season and during major road constructions and renovation, most of the road signs erected or placed along expressway were removed without replacement.

### **Conclusion and Recommendations**

Graphics art forms and sign systems could be regarded as the most basic information indicators and credibly the most indispensable forms of traffic direction and instruction. These art forms, comprising symbols and signs, enhance communication that coordinates various modes of perception and sensation among road users. The study has proven that the use of graphic art forms serves as directional and instructional indicators to numerous road users, most especially those who ply the Ibadan-Oyo Expressway. Most of the time, people assume that most road users would be able to interpret road traffic signals and obey them in order to avoid road traffic crashes, but the reverse is the case. This implies that traffic safety education and awareness are inadequate and should be extended to road users, especially drivers with low educational backgrounds. Schools of driving should be monitored by relevant government agencies to ensure better training for road users. Also, road users should be exposed to all traffic signs and codes through all new media, training, seminars, symposia and competitions.

The quality of materials such as steel, aluminium and non-metallised micro-prismatic retro-reflective sheeting (literally called reflector) used to illustrate the graphical art forms (signs and symbols) on road traffic signage has reduced due to rising costs, just as the design of the years. Some of these materials must be replaced approximately every six years due to environmental factors such as corrosion, cold cracking, peeling, fading and vandalism. Therefore, government agencies such as the Federal Roads Maintenance Agency (FERMA), saddled with

the obligation of construction, improvement and connectivity between the states of Nigeria, should be more cognizant of maintaining road traffic signs and signage that could enhance better legibility and ultimately, safety for the road users plying the Ibadan-Oyo Expressway. Regular bush clearing and road furniture maintenance should be carried out to ensure the visibility of road signs.

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