



SDI FINAL EVALUATION FORM 1.1

PART 1:

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| Journal Name: | Current Journal of Applied Science and Technology |
| Manuscript Number: | Ms_CJAST_47188 |
| Title of the Manuscript: | THE PREDICTIVE INFLUENCE OF DEMOGRAPHIC AND PERSONALITY TRAITS ON RISKY DRIVING BEHAVIOUR AMONG TRAFFIC OFFENDERS IN OSUN STATE, NIGERIA |
| Type of Article: | |

PART 2:

| FINAL EVALUATOR'S comments on revised paper (if any) | Authors' response to final evaluator's comments |
|---|---|
| <p>This paper still needs revisions. The current version is a significant improvement but to be published please address the following concerns:</p> <p>p. 3 – Research design: participant's level of education, position in the family and family type. - Please describe what was measured here? That is not broken down in results. Thus, we do not know what this socio demographic factor includes. Please also note that religion is not here. The description of the categories measured in each classification needs to be broken down and then the results reported with these broken-down categories. They are not telling us meaningful results when presented in these large categories – e.g. education means nothing if we do not know what you measured here and what each category tells the reader.</p> <p>p. 4 – tell us more about repeat offenders – how many in what categories? This would help us understand if a person with 1 repeat offence was telling us something different from a person with multiple repeat offences. What are we to know about time between repeat offences? A person who has had a 5 year gap may be quite different from a person with a 30 day gap for example.</p> <p>p. 4 - all drivers willing and able to complete written questionnaires. – This is also a limitation.</p> <p>p. 4 - Drivers that had severe health issues such as psychiatric disorders or somatic disorders. – how was that determined?</p> <p>p. 4 – the changes starting at the bottom of p. 4 are a good revision.</p> <p>p. 5 Table 1A – Correct spelling of conscientiousness.</p> <p>p. 5 - The researcher was duly introduced to the offenders who were arrested. The researcher then educate the officers and offenders on the aim and objectives of the study, the inherent benefits, risks involved and the right to withdraw whenever they liked. Participants were randomly selected through the systematic sampling technique. Every third offender that appeared before the court was summarily examined and assessed with the questionnaire. They were screened for risky driving behaviour and personality - This constitutes a power dynamic with the researcher as possibly seen as aligned with the officers given that was the way of introduction. What was done to ensure the participant did not agree to participate as a result of that? For example, while you offer confidentiality, the</p> | |

Comment [PC1]: Please describe what was measured here? That is not broken down in results. Thus, we do not know what this socio demographic factor includes.

Comment [PC2]: Religion is not here

Comment [PC3]: This is also a limitation.

Comment [PC4]: How was this determined?

Comment [PC5]: What was the effect of participating as perceived by the offender? Would the offender agree to participate as a response to the power dynamic inherent in the situation?



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participant will know that the officer was aware of participation which the offender might perceive as giving future advantage in relationships with the officer.

Table 4 – This data needs to be presented with sub-classifications broken down so the reader can see meaning.

p. 9 Also, agreeableness was not found to significantly predict *risky driving* behaviour, but predicted exaggerated safety caution behaviour which is supported – adding the term risk driving

p. 9 - Dahlen et. al [50] also reported a negative relation between agreeableness and violation of traffic rules – addition

p. 9 The results of this study further indicated that there was no significant joint influence of the demographics variable (age, sex, marital status, education, religion and years of training) on driving. The reason for this difference could be resultant from the combination of the demographic variables – For us to accept that you need to address how the data is presented as noted above

p. 9 Psychological assessments of all applicants for drivers' license should be carried out by psychologists in collaboration with traffic control officers to ascertain that they are mentally fit and emotionally stable before issuance of diving license. Finally, in this present study only a small part of the complex domain of personality traits as well as a combined influence of certain demographic characteristics of drivers was examined. To establish a more comprehensive knowledge, future research effort should explore the relationship of each of domains of the personality profile and specific demographic variables on a cross-cultural level. - You have study a population with risky behaviours. Thus, the sample is representative of that grouping. You cannot make recommendations about the general population. You might suggest that such a recommendation for repeat offenders should be explored but certainly not for the general population.

p. 10 - **ETHICAL CONSIDERATIONS** - This is a good addition – should be up after methods,

p. 10 - Finally researchers' intention for the study was subjected to scrutiny by the internal research ethic committee of redeemer's University, Nigeria. – Be clear that they approved the study.

References need to use a standard formatting. Please check with the editor regarding whether APA or MLA is to be used. The current layout is inconsistent.

Comment [PC6]: For us to accept that you need to address how the data is presented as noted above

Comment [PC7]: Thank you for including this. It should be up with methods,

Comment [PC8R7]: There should be a section here on limits of the work and recommendation for future research.

Reviewer Details:

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