



## INTRA-URBAN TRANSPORTATION PROBLEMS IN LOKOJA, KOGI STATE, NIGERIA

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**Abstract:** *The study is aimed at identifying the problems associated with transportation with Lokoja metropolis with the view to proffering solutions to the emergency environmental problems for the benefit of the residents, commuters and vehicles plying the roads. The pivotal role of transport in the socio-economic and political life of the town cannot be overemphasized that is why government at various levels have taken it upon themselves to provide befitting transport system facilities, movement of people, goods, information and services. The study made use of four hundred (400) questionnaires which were administered on the population using systematic random sampling. The data presentation, interpretation and analysis was done through the use of Microsoft office tools .The study identified poor motorable road network, poor vehicular flows, high cost, delays, accidents as the major problem. The study recommends measures especially rehabilitation of roads, construction of drainage, education and traffic signals, introduction of traffic police and banning of street loading to improve transportation in the town to facilitate easy movement of people, goods and services.*

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**Keyword:** *Intra-Urban, Transportation, Lokoja, Kogi State*

### Introduction

The concept transportation is the conveyance of persons or good from one place to another, Encyclopedia Americana (2011). It has always been an important activity of man from the most primitive to the most advanced state of his development. The need for the conveyance of good arises from the fact that they are often produced in one place and desired in another. The transportation of person varies from one place to another .to satisfy some needs whether connected with business or related to social, cultural or recreational interests, this movement can be done through land, water and air. Umar, T. I. & Ugwu L.N, (2019)

Generally, transportation boosts the economy and economic activities in any locality, this is because, the tempo of economic life is directly a function of the ease with which people and goods can change location. Movement between two settlements or more is inter urban while within the same settlement is intra-urban. Umar,T.I. (2017).

Transportation plays a vital role in the development of a nation. The process of development creates the need for the goods and people to be moved from one place to another and for various reasons. Transportation in national economy is like blood in human body. As the blood moves nutrient from one part of the body to the other in order to

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keep alive, so also transportation moves resources (both human and materials) from one part of the economy or country to another. This ensures or maintains some economic balance through the even distribution or redistribution of resources. This was why Umar (2017) noted that, transportation has been likened to the human blood circulatory system whose healthy function is a necessary condition for the sentence of human life.

The distance between the location of goods and where they are desired or between where an individual finds himself and where he wants to go, may be looked upon as obstacle in time and cost. Transportation improvement therefore is focused on the objective of overcoming the difficulties inherent in distance, although other aspects including safety, convenience and comfort may be important values in improved transportation services. Filani M.O (2005)

There is a reciprocal relationship between urban land use and transportation system, simply because of any point in a city's development process, its activity and patterns determine the transportation need, while the provision of new transport facility affects the subsequent growth and pattern of a city. The growth in the area and sizes of the cities would also continue to necessitate longer trips from the residential zones and slums in suburbs to the main activity centers of the cities. However, for many centuries, towns and cities all over the world were pedestrian traffic oriented. This meant that travel distances were short development was compact and people worked where they lived. John P, Nisha K, Neha M. & Neenvyt (2005)

Subsequently, as urban transport relation became mechanized, cities tended to expand in size in fact, technological development of mechanized transportation has made the modern urban regime a reality, urbanization is the process whereby an increasing proportion of the total population becomes concentrated in towns, Nigerians urbanization dates back to the medieval times. Most of the centers emerged due to functional administration which fosters peace and trade. Ogunsanya A. (2001)

Transport is a major user of energy and burns most of world's petroleum. This creates air pollution, including nitrous oxides and particles, and is a significant contributor to global warming through emission of carbon dioxide, for which transport is the fastest growing emission sector. By sub sector, road transport is the largest contributor to global warming and noise pollution, transportation, facilities consume land and in cities, pavement (devoted to streets and parking) can easily exceed 20 percent of the total land use. An efficient transport system can reduce land waste. Ogunsanya A. (2001)

Transportation technology has continually influenced the location form and economy of urban areas throughout the world. It is closely linked with the density of human settlement, uses of urban land as well as the urban transportation problems. The specific impacts of transportation technology have varied depending upon the days of economic development extent of urbanization and cultural patterns as well as the national transportation policy.

The focus of this research work is to identify, evaluate, analyze and suggest an efficient planning methods, management and utilization processes of the existing problems of transportation of Lokoja Metropolitan area with a view to bringing out the nature and the predominant problems emanating from the transportation systems of Lokoja and also the possible ways of proffer planning solutions and coping with these problems identified.

#### **Objective of the study**

The study is aimed at identifying the problems associated with transportation within Lokoja metropolitan area with the view to proffer solutions to the emerging environmental problems while the objectives is stated below

1. To identify the major problems in intra- urban transportation in Lokoja metropolitan
2. To proffer planning solutions for the emerging and predominant problems in the study area.



### Research question

- What are the major problems associated with transportation in the study area.
- What are the probable solutions to the problem identified?

### Research Hypothesis

Ho: there is no significant relationship between intra-urban transportation and environmental problems.

### Research Methodology

#### Research Design

Descriptive survey design was adopted for the study. Survey Research. The survey research involves field reconnaissance visits and administration of well-structured questionnaire. Initially a map of Lokoja were acquired from the Lokoja State Ministry of Lands and Survey as well as the Department of town Planning. A number of visits were undertaken to update the map by adding new structures and removing non existing structures and information. Once a credible base map has been prepared, two reconnaissance visits were undertaken to identify and indicate the boundaries of the various districts in Lokoja and establish the urbanization stages of the town. This information is necessary and essentially for the delimitation and delineation the zones proposed for the social survey.

#### Types and Sources of Data

In the course of the study and also to accomplish the aims and objectives of the study, various methods were used in the process of data acquisition. Data that is used for the work is collected from two (2) major sources which are:

- Primary sources
- Secondary sources

#### Primary Sources of Data

Structured questionnaire were used to obtain the behavior, opinion while interview instrument was adopted to establish personal verbal communication between the researcher and respondents. Field observation was equally employed.

### Secondary Sources of Data

The secondary data is obtained from relevant textbooks, reputable journals, conference and seminar papers, relevant maps, internet and dissertation/thesis, other areas where this data were derived include the department of works and housing at Lokoja Local Government Council, Library which were repository of information were also the researcher's source of secondary data for the study and also the Population Census Board were visited for secondary data.

#### Method of Data Collection (Instrument)

Three sets of questionnaire were used for this survey. The first questionnaire, PART A was administered on the socio-economic and demographic information of respondents, while PART B was administered on transportation problems while the PART C covers the causes and solutions of transport problem in Lokoja, Kogi State. In addition to the questionnaire, other methods were used to obtain information; these are recognition survey so as to know the problem in Lokoja metropolitan area and to be familiar with the study area. Also oral interview is conducted in the study area.

#### Validity of the Instrument

In order to ensure relevant question and to reach meaningful conclusion, the research instrument was subjected to meaningful validation through several criticism and amendment. The structured questionnaire was submitted to some experts in the department of Urban and Regional Planning, Kogi State Ministry of Lands and Survey for their contributions. The final copies after thorough scrutiny were produced and sent to the field for administration.

#### Reliability of the Instrument

For concrete content and validity to be ensured, the questionnaires were pre-tested on twenty respondents in the study area. These were retrieved and revalidated by the researcher for final approval.

#### Method of Administration of Instrument



The questionnaires were administered to respondents in the study area. All the questionnaires were administered by hand; none is administered by post or by any electronic device. However, the researcher and his assistant went personally to the study area to administer the questionnaires. All completed questionnaires were retrieved at the spot by the researcher and his assistant. All instructions regarding how the respondents answered the questions were in very simple and clear terms.

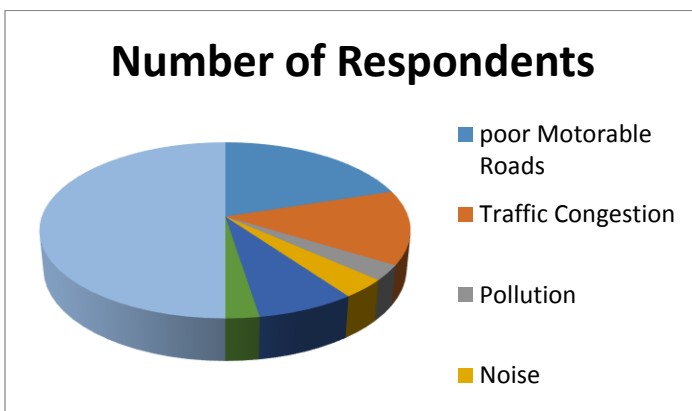
**RESULTS**

**Test of Hypotheses**

**Major Transport Problems in the Study Area.**

Problem	Number of Respondents	Percentage%
Problem Motorable Roads	143	40.2
Traffic congestion	97	27.2
Pollution	20	5.6
Noise	25	7.0
Accident	53	14.9
High cost	18	5.0
Total	356	100

Sources Researcher’s Field survey, 2020



Sources Researcher’s Field survey, 2020

From the two table display above which contain the major transportation problem in Lokoja town. The pie chart shows that poor motorable roads is the major transport problem recording 143 respondents representing 40.2%, traffic congestion recording 97 respondents and representing 27.2%, pollution recorded 20 respondents and representing 5.6% Noise recording 25 respondents and representing 7.0%, while accident and high cost recording 53 and 18 respectively representing 14.9 and 5.0%.

**Testing of hypothesis**

The hypothesis shall be based on 5% level of significance where the table value of 1 from degree of freedom = (n-1) is 217.42.

To test these hypotheses the researcher employed chi-square base on the reaction of respondents.

The major table above containing the major transportation problem in Lokoja was used in the test.

Using  $X^2 = \sum \frac{(O-e)^2}{e}$   $\sum = 356/6 = 59.3$

Expected = 59.3

**Chi-square calculation**

s/n	O	E	O-E	(O-E) <sup>2</sup>	(O-E) <sup>2</sup> /E
1	145	59.3	83.7	7005.59	118.13
2	97	59.3	37.7	1421.29	23.97
3	20	59.3	-39.3	1544.49	26.05
4	25	59.3	-34.3	1176.49	19.84
5	53	59.3	-6.3	39.69	0.69
6	18	59.3	-41.3	1705.69	28.76
					<b>217.42</b>

X calculated = 217.42

Level of significance-5%



Degree of freedom= $n-1=6-1=5$

$X^2= 11.10$  at 5 degree of freedom (0.05) level of significance

#### Decision Rule

Since tabulated value 11.10 required for 5% of significance for one degree the Null hypotheses ( $H_0$ ) is rejected and the Alternative ( $H_1$ ) is accepted. It is therefore conclude that there is a significant relationship between transportation and environmental problem in Lokoja.

#### Recommendation

Research study goes further to make recommendation base on the finding identify during this research with regards to the needs to provide adequate intra-urban transport in Lokoja, Kogi state. The recommendations are:

- There is need to reconstruct and rehabilitate all existing roads which are as at now riddled with potholes and other problem.
- There should be a vehicle unit to exempt the vehicles that are not mechanically good from plying the roads.
- Construction of more terminals at various location is also recommended..
- Effort should be made toward adequate enlightenment and awareness to eradicate non-challant attitude of some road users towards traffic signs and signals.
- Dualization of major road in Lokoja metropolis is highly recommended

#### Conclusion

It is a fact that the Lokoja metropolis have been suffering from transportation problem. Therefore individual and groups have their roles to play in solving most of the major problems.

The drivers should obey and adhere to traffic rules while the general public should exempt themselves from activities that can hamper free flow of traffic. This will promote harmonious relationship between accessibility and the environment.

The research is however not claiming absolute protection in the study but strongly convinced that if the recommendations made are implemented it will definitely go along way in curbing or reducing the transportation problems in Lokoja.

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