



NIGERIA And SUSTAINABLE TRANSPORTATION

ISSUES AND AGENDA FOR DEVELOPMENT

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Introduction

Over time, transportation has been one of humanity's important activities. Man's ability to move himself and his materials from one point to another on the earth's surface significantly influences his life and his environment. Hartshorne (1993) explained that resources and needs are spatially-distributed but given that areas of desires exist away from the areas of fulfilment, the spatial inequality created calls for interactions and movement, even within the urban setting. Thus, both intra- and inter- city transportation system bridges this gap, bringing people and resources together in both space and time (Tollay and Torton, 1995). Furthermore, one of the ways by which man organises the space around him is through the creation of settlement depending on transportation as a tool to bring orderliness into the settlement. Restating the fundamental truism, Ogunsanya (2002) emphasised the inevitability of transportation in the city, stressing it as a necessity of life. He stressed that man's basic need of food, clothing and shelter could hardly be achieved without transportation. Hence, he referred to transportation as "the life wire of our socio-economic and political life." This means that, without transportation, life as it is today would be inconceivable.

Between transport and city however, some form of inexorable relationships exist. Transport nurtures city's existence and it is a potent tool influencing city's growth and development. On the contrary, what is witnessed today in many of Nigerian emerging cities are acute transportation problems. So profound are the city transport challenges that Ogunsanya (ibid) referred to them as a collective "negative externality" or "maker or breaker of the cities". This chapter therefore aims at examining the urban traffic dilemma in Ilorin, the capital of Kwara State, one of Nigeria's emerging cities.

Ilorin suffers from traffic holdups occasioned by poor and improper planning, the result of which is clogging, gridlocks, stampede, road rage between and among road users in and around Ilorin city. In conjunction with the above, urban traffic problems are further aggravated by the concentration of most of the working avenues in the same locations, thus that traffic is basically one typical direction during the morning rush hour and evening peak periods (Okpala, 1980; Onakomaiya and Ekanem, 1981). In Ilorin, the population of migrants into the city are high. The city, most especially, continues to receive in droves newcomers from the northern parts of the country, experiencing the

However, there is a price to pay for this. Motorists now have to contend with traffic jams to impact adversely on traffic flow in the city. Motorists now have to contend with traffic jams in many parts of the city, particularly at major junctions that have become spots of serious traffic snarls and gridlocks.

Ilorin, the capital city of Kwara State is located on latitude 8° 30'N and longitude 4° 03' E, and lies in the plain of south-western Nigeria. The city, situated along Lagos-Kaduna highway is about 306km from Lagos, 600km from Kaduna and about 500km from Abuja, the federal capital city of Nigeria. The city of Ilorin cuts across three local government areas, namely, Ilorin West, Ilorin East and Ilorin South. It has about 20 political wards.

The evolution of Ilorin began with building up of the early traditional areas around the township centre (Aderamo, 1990). The city has four major residential districts which are identifiable on the urban landscape; these are the traditional/core areas such as Oja-Oba, Okelele, and so on; the transitional/mixed residential zone such as Taiwo, Gaa-Akanbi, the Government Residential Areas (GRAs); and, the modern well-planned housing estates such as Irewolede and Adewole Housing Estate. The creation of Kwara State in 1967 and the choice of Ilorin as the state capital have resulted in its rapid population increase and area expansion.

Today, Ilorin has witnessed physical expansion. The opening-up of new road network resulted in the city enveloping many of the smaller settlements surrounding it. The absorbed settlements are Kulende, Elekoyangan and the site of the Polytechnic permanent campus along Jebba road to the northeast. Gaa-Akanbi, Ero-Omo, Olunlade and Ganmo which are found along Ilorin-Ajase-Ipo road to the south east, Ogidi along Ilorin-Kaiama road to the west, Sobi Barracks, Alagbado along Ilorin-Shao road to the north and Agunbelowo, Olorunsogo, and Odota among others along Ilorin-Lagos road to the south west (Fig.1).

Ilorin is very accessible both from outside and inside the city. New roads are being constructed, while old ones are being rehabilitated. Yet, the accessibility afforded by the roads always leads to city traffic clogging up when workers are going or returning from work. Ilorin's population was projected at an annual growth rate of 2.84 per cent (NPC,1991) and had, at the 2006 head count, reached 766,000 residents (NPC, 2006). Although Ilorin developed as an administrative centre both economic and social activities have greatly influenced its growth in recent times. The major occupations of the indigenes are farming, pottery, and weaving. Also, a greater percentage of the people engage in trading while others are self-employed in various business activities like automobile repair, masonry, carpentry, and artisanship among others.



Map 10.1: Major Roads arteries in Ilorin City Nigeria.
Source: Ministry of Land Survey, Ilorin Kwara State Nigeria.

Problems of Traffic Jam and Clog

The beauty of an urban centre is its organised space that eases accessibility to various locations. Unfortunately, the arrangement and use of space is not properly organised in major urban centres in Nigeria with Ilorin not being a particular exception. Motor parks for inter- and intra-commuters need to be properly located and user-friendly as far as practicable. However, the reverse is the case in Ilorin now. It is characterised by lack of good access to formal motor parks in the city. This results in many problems, which can be itemised as follows: (a) Lack of parking space on major roads; (b) Lack of parking meter/ parking ticket where there are parking lots; (c) Narrow major and feeder roads; (d) Badly-constructed roads with potholes; and (e) Abandoned heaps of sand from building and construction sites. Others include: (f) Improper functioning of traffic lights; (g) Lack of education and enlightenment of road users, especially okada riders; (i) Parade of

Causes of Road Clog in the City of Ilorin

Accessibility is occasioned by the introduction of transport system following its spatial effect. This suggests that the demand is cyclic in nature, responding to new technological development and phenomena of spatial reorganisation (Ogunsanya, 2002). Thus, from this perspective, some of the factors causing road clog up in Ilorin city can be understood. Primarily, they derive from: (a) Increase in population flow from other urban and rural areas into Ilorin; (b) Increased spatial expansion; (c) Patterns of expansion; (d) Role of land use; (e) Introduction of mini-parks around Ilorin for inter-city services; (f) Introduction of modern traffic lights; and, (g) Itinerant services by iri-cycle *Keke-NAPEP* and *okada* (motorcycle).

The population of Ilorin in 1963 was 208,546 (Oloru, (1998). By the 1991 population census, Ilorin had grown to 581,929 (NPC, 1991). The city reached 766,000 by 2006. This figure portrayed Ilorin as a tremendously-growing city. The effect of this growth is not only felt on socio-economic development but also on pressure on infrastructural facilities (Ahmed, 1996). One of the ways by which human beings organise space around themselves is through planned spatial expansion. But what is being witnessed in Ilorin today is heralded by haphazard development, resulting in amoebic pattern of development

S/no	Park	Location	Route
1	Ajase-Ipo/Offa	Offa-Garage Area	Offa/Osogbo
2	Kaima/Igbeti	Oloje-Garage Area	Baruten/Kaima
3	Lagos/Ibadan	Saw-Mill Area	Lagos
4	Jebba	Maraba Area	Jebba/Minna
5	Kano/Kaduna	Akerebiata	Kano/Jos
6	Lokoja/Abuja	Offa Garage	Okene/Abuja

Table 10.1: Legal and Authorised Motor Parks in Ilorin
Source: Author's compilation.

comparable to the medieval period. The by-product is disorderliness instead of orderliness in the settlements within and around Ilorin city.

2	Oja-Tuntun	Wahala Road, Akoka Road, Akoka Road	Onitsha
3	Queen Elizabeth	AP Petrol Station-Suru-Lere	Ilorin-Ibadan-Lagos
4	Bata Shop	Agaka	Gambari / Ogunmeso
5	Isale Oja	Oja-Oba	Onitsha / Port Harcourt
6	Adifa	Oja-Oba	Oke-Oyi / Jebba
7	Palace Cinema	Okeita	Afon / Amoyo / Idofian
8	Gambari Junction	Gambari	Shao / Babanloma / Jebba
9	Shao Garage	Ode Sanda	Shao / Bacita / Jebba
10	Opomalu Junction	Emir's Road	Lagos
11	Oja Ipata	Okesuna	Oke-Oyi/Agbeyangi
12	Obbo Road	Off-Taiwo Road	Ibadan/Lagos
13	Railway Junction	Total Petrol Station(Emir's Road)	Onitsha / Calabar / P-harcourt
14	First Bridge	Emir's Road	Lagos
15	AP Petrol	Murtala Way	Abuja / Kaduna / Kano / Jos
16	Challenge Bookshop	Murtala Way	Lokoja / Okene / Abuja
17	Keystone Bank	Unity Road	Lagos
18	IBTC Bank	Unity Road	Lagos
19	Kudirat Ijaiya House	Offa Garage Road	Kaduna / Kano
20	Sango	Kulende Estate Junction	Lagos

Source: Author's Compilation.

an important factor of accessibility. The main type of transportation systems needed to serve the population, road always has a dominant position among other facilities that influence land. Moreover, transportation is an ecological good as land use faces series of challenges in Florianópolis and its surroundings. One of the main problems it faces is emergence of mini-modern parks at almost every region road in Florianópolis (Tables 1 and 2). This development contributes to the traffic chaos in Florianópolis.

Recommendations and Conclusion

Recommendations and Conclusion

The aim of this contribution is to identify the causes of urban traffic problems in Ilorin city. Some of the common traffic malfunctions in the city are traffic clogs, accidents, resulting from increase in population of migrants into the city for socio-economic, political, and security reasons. From the tables presented in the preceding part, a large proportion of mini-motor parks is not formal, organised and structured. The haphazard nature of the motor parks leads to many problems including the menace of noise pollution and aggravation of traffic clogs on major roads in Ilorin. Thus, most of the mini-motor parks around Ilorin city constitute nuisance, retard progress, and increase traffic jams, accidents and clogging of vehicles in the city. Ironically, members of the two transport labour unions – the National Union of Road Transport Workers (NURTW) and the Road Transport Employers' Association of Nigeria (RTEAN) – are reluctant to accept the illegality of operating the mini-parks. Notably, members of the unions constitute a serious pressure group with political influence, thus often attracting concessions on issues like that was the focus of this study – the operation of illegal parks.

According to the Nearest Neighbour Analysis conducted which indicates Rn at 1.05 or random distribution, Ilorin's terrain is ecologically suitable for infrastructural facilities development and network collection, which will continue to facilitate attraction of a large population in and around it. But the facilities, like good road networks are not sufficiently provided, resulting in the traffic crisis being experienced. Nevertheless, the following suggestions are proffered to correct the traffic challenges in Ilorin:

- i. The road users in Ilorin must be educated on when to use or avoid a road to their advantage;
- ii. Most of the narrow streets that serve as feeder roads to the main roads within the city must be equally upgraded in order to protect the road users from being stranded and give them opportunity to reach their destination on time;
- iii. Parking space must be provided for road users even if they will pay per hour used; this has been the practice in advanced world, and it equally serves as one of the methods of traffic control;

Transferring knowledge from a single-domain expert to a multi-domain expert

4. Effect of the various media on the growth of the *Aspergillus* strains, particularly of the most rapid killing of spores, found some of the strains were particularly resistant to heat.

In the final analysis, the spreading of such words such as *shameless*, *shameless*, and *entertainment* throughout social class becomes part of the social process, spreading the materialism, sex and vulgarization of culture. In fact, these words are in the long term, these words mean, from a class point of view, *shameless*, *entertainment* has not only the vulgar, but also the vulgar, and they are spread to the masses of the society.