



Impact of Location of Lockup Shops and Kiosks on Traffic Management in Ado-Ekiti, Nigeria

¹Adelana Joel Oluwasogo, ²Ala Adebayo Ayodeji, ³Adeyemi Olabisi Omowumi

¹(PGD, HND, MNIM, MNITP, RTP), Department of Urban and Regional Planning, The Federal Polytechnic, Ado-Ekiti, Ekiti State.

²(BSc Arch, MSc Arch, MNIA, ARCON), Department of Architectural Technology, The Federal Polytechnic, Ado Ekiti, Ekiti state

³(B Ed Geo, MSc URP, MNITP, RTP), Department of Urban and Regional Planning, The Federal Polytechnic, Ado-Ekiti, Ekiti State.

ABSTRACT

Current studies on urbanization in the developing world clearly reveal that more people live in cities now than before. This pattern induces pressure on traffic flow and makes living in urban areas more difficult. The crucial problem this brings on planning is that of dealing with road traffic. The growth of road traffic over the last three decades has been phenomenal resulting in traffic congestion in urban areas. Traffic congestion is the concentration of vehicles and activities in the center and the increasing number of complexity of function they perform. Many urban centers in Nigeria suffer from inadequate facilities that could ensure smooth urban movement. The complex mixture of building use attracts different modes of obstructive vehicular traffic such as cars, buses, taxis, heavy lorries and light delivery vans, all of which use the same roads; these entire combine together to bring traffic to either a complete standstill for long hours or a horribly slow movement in many urban centers. This paper examined the level of obstruction caused by the location of kiosks and lock up shops which project beyond the building fence or located entirely on building setbacks thereby obstructing the free flow of traffic. Structured questionnaires were administered on selected quarters in the study area using stratified random sampling in collaboration with personal observations, and in-depth interviews. Data collected were analyzed through frequency distribution, tables and means score. Various recommendations were proffered which include that government should provide an effective and functional local planning authority that will implement and enforce the building code and also maintain law and order in the built environment.

Keywords: location, lockup shops, kiosks, traffic, management

Introduction

Traffic congestion occurs when a city's road network is unable to accommodate the volume of traffic that uses it. This situation is caused by rapid growth in motorization with less corresponding improvement in road network management techniques and other transport facilities. Thus traffic congestion is a phenomenon that is associated with the urban environment in many Nigerian cities. This is because we need transport to move from one place to another, especially when trekking becomes impossible. Urban productivity is highly dependent on the efficiency of its transport system; it moves labour, consumers and freight between multiple origins and destinations. These result in congestion and environmental problems. Among the notable urban transport problems discussed by many Nigerian scholars are traffic congestion and parking problems. One of the causes of traffic problems in the Nigerian urban cities is the conversion of building fence or setback to lock up shops or locating kiosks on the setbacks. Nigerian cities are facing challenges on road congestion, road encroachment and pollution of different types due to lack of sound planning knowledge on the part of the general public plus inability to adhere to planning laws and regulations. This situation prevails in Ado-Ekiti metropolis. Hence this research is carried out to investigate the effect of the location of lockup shops and kiosks on the urban traffic congestion, the efficiency of institutional framework in charge of urban traffic management and control coupled with the proffered recommendation to curb the menace of obstructions to free traffic flows on our roads.

Literature Review

Traffic Congestion was a common occurrence in seventeenth century London and nineteenth century New York, in the United States; various studies were carried out in cities with traffic problems. (Bruton 1975). In 1973, the organization for economic cooperation and development report discussed the wide spread use of restraints to road traffic techniques in the developed world as a means of including heavy urban traffic problems (OECF 1973). Urban traffic congestion is one of the three congestions that bedevils the city in the world today, the others being congestion of people and buildings, of these three, traffic congestion is perhaps the most serious and the most intractable, for the simple reason that it has always defied attempts at its solution. The most that has been achieved anywhere is to reduce the scale of the problem or confine the phenomenon to unavoidable parts of the day. Attempts have been made from time to time to diagnose the causes of this problem (Adefolalu, 1977).

Some land use types constitute mode of design and fulfillment in any urban area. Transportation assists in solving the problem of spatial imbalance in needs, often; coincidences arise from individual commuters' journey during peak periods. These types of coincidences if not well managed may lead to traffic crisis that makes travelling burdensome in addition to wasting man-hours of their productive time. Various ways of mitigating this mobility problem

and ensuring a smooth flow of traffic in urban areas, have been carried out in different studies. Few works of urban transport scholars were aimed at identifying the causes and dimensions of these transport problems (Adeniyi 1983, Aderamo and Bello. 1993).

Hence, since urban centers are witnessing an unprecedented growth of vehicular traffic, which often results in congestion, its options, like time zoning, auction of registrations, mandatory certification of parking spaces, serve as incentives for the use of public transport (A.k Jain;2012). A measure employed to reduce the number of vehicles on the road and as such, traffic congestion.

Thus, traffic congestion according to Oxford Advanced Learners' Dictionary is the presence of a long line of vehicles on a road that cannot move or that can only move very slowly. Traffic congestion which often requires drastic control measures was a feature of city life at least as early as the Roman times. A basic cause then as now, was poor city planning with roads laid out in such a way as to bring traffic from all quarters to a central crossing point (Encyclopedia Britani, 1988).

What triggers and aids traffic congestion, most times, is illegal development. Any development that therefore does not secure the planning permission of the relevant Town Planning Agency is classified as "illegal development". The indiscriminate siting of temporary structures – used for residential or commercial purposes (kiosks) and more recently, metal containers, all constitute illegal development. These illegal developments pose serious problems to the environment in form of pollution, blockage of drains, and traffic congestion to mention a few.

Residents in Lagos metropolis are presently being suffocated by extensive illegal developments and contractions. In May 2011, the commissioner for physical planning and Urban Development lamented on a huge number of such developments in the last four years in Lagos State, while also indicating the relatively small percentage that had been demolished. In the same vein, he raised alarm over the rate at which branches of commercial Banks in the city had developed without obtaining building approvals before erecting their structures. It was specifically indicated that 128 bank branches were found culpable in this respect (Ugbodaga, 2011).

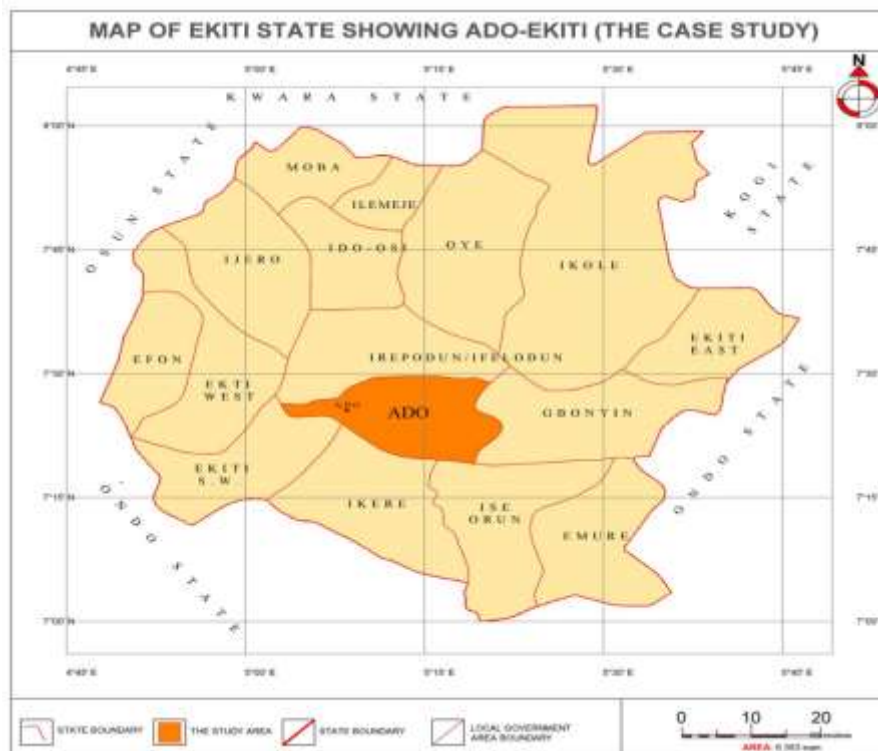
In a similar situation, it was reported in March, 2011(according to a district officer) that 50% of buildings in the Gwagwalada District Area council of the FCT were illegal (Isah, 2011).

The Study Area

Ado town, the capital of Ekiti state, is the study area for this research. Ekiti State consists of 16 Local Government areas in which Ado town is the local government headquarters. Ado-Ekiti Local government was carved out of the defunct Ekiti central Local government by the Ibrahim Badamosi Babangida administrative in May 1989. Ado-Ekiti Government could be regarded as one of the Local government with many quarters such as Ekute, Ureje, Mathew, Odo-Ado, igbeyin, Orereoru, Ajilosun, Ijigbo/Okebola, Okeila, G.R.A Okesa, Mathew, Okeyinmi, Idolofin, Maryhill.

The population of Ado-Ekiti according to 1991 national population census figure was 156,122, while that of 2006 population, was 313,690 as at march 2006, and by projection, the population of Ado-Ekiti presently is about 237,438.668 in 2017, with 2.5% growth rate respectively.





Sources: [www. Google.com](http://www.Google.com)

Methodology

In carrying out this study, relevant sources, like on site observations, Local planning authority archives and textbooks, accessed from the internet were consulted for relevant information, interviews through a well-structured questionnaire on the study was undertaken. Areas touched by the questionnaire include the type of lockup shops either wooden, iron or brick materials, the statutory setbacks observed from the shops to the middle of the road, among others were carefully considered.

In selecting respondents for interview in each quarter, the numbers of houses that are equal to the number of allocated respondents were chosen using systematic sampling; a table was used in selecting the first sampled building in each of the quarters. Given the fact that the total number of houses in each ward varies as well as the difference in the number of houses to be selected various systematic intervals were used. An adult member found in each of the selected houses was picked for interview

Data were presented and analyzed using figures, tables, percentages and space standards to determine their degree of fitness.

Analysis of Findings

The main purpose of this research work is to examine the effect of lockup shops and setbacks of kiosks on road traffic congestion in Nigerian cities using Ado Ekiti as a case study. This sector attempts to give succinct and conclusion on the research carried out in Ado-Ekiti. These conclusions are based on the data gathered from the field survey which are mainly primary and secondary sources.

The table 1.1 shows that the regular road user has 66% of the respondent while the percentage of those plying the road once a while is 34%. This indicates that 65% of road users are regular.

The table 1.2 shows that 48% of the respondent agreed that the closeness of shops to the road is the cause of congestion while the 30% agreed that commercial activities is the cause and 12% said it is due to bad road.

The table 1.3 shows 44% of respondent agreed that the shops do not extend to the pedestrian walkway while 56% of actually agreed some shop extend to the walkway.

The table 1.4 shows that the respondent of the highly congested has the highest percentage of 45% while fairly congested have 30% and the not congested is 25%. This implies that the highest percentage agreed that the area is usually congested during peak periods.

The table 1.5 shows that 44% of the respondent agreed that shops located at the T junction obstruct the travelling distance of the vehicle while some agreed that they do not.

The table 1.6 shows that 60% of the respondent advises the demolition of the shop obstructing distances while 30% of the responded no and 10% advise other means.

The table 1.7 shows that the 62% of the respondent rented their shops while 38% owned their shops; this implies that the highest number of respondent is rented.

The table 1.8 shows that 50% of the respondents are not comfortable with traffic congestion while 30% are fairly comfortable and 20% are comfortable this implies that a percentage of the respondents are not comfortable with traffic congestion.

The table 1.9 shows that 48% of the respondent does observe setbacks before displaying their goods, while 52% do not observe setbacks before displaying their goods. It implies that the highest number of respondents do not observe before displaying their goods.

ROAD USERS			
QUESTION	RESPONSES	FREQUENCY	PERCENTAGE
HO OFTEN DO YOU PLY THE ROAD	REGULARLY	33	66 %
	ONCE A WHILE	17	34 %
	OTHER	0	0
CAUSES OF TRAFFIC CONGESTION			
QUESTION	RESPONSES	FREQUENCY	PERCENTAGE
WHAT DO YO THINK IS THE CAUSE OF TRAFFIC CONGESTION IN THIS AREA	THE ROADS ARE SUBSTANDARD	5	10 %
	COMMERCIAL ACTIVITIES	15	30 %
	BAD ROAD	6	12 %
	SHOP ARE TO CLOSE TO THE MAIN ROAD	23	48 %
SHOWING IF SHOPS EXTEND TO THE ROADS			
QUESTION	RESPONSES	FREQUENCY	PERCENTAGE
DID THE SHOP EXTEND TO PEDETRIAN WALKWAY	YES	28	56 %
	NO	22	44 %
LEVEL OF CONGESTION DURING PEAK HOURS			
QUESTION	RESPONSES	FREQUENCY	PERCENTAGE
HOW CONGESTED IS THE AREA ESPECIALLY DURING PEAK HOUR	HIGHLY CONGESTED	21	42 %
	FAIRLY CONGESTED	15	30 %
	NOT CONGESTED	14	28 %
SHOWING IF SHOPS OBSTRUCT DISTANCE OF VEHICLE			
QUESTION	RESPONSES	FREQUENCY	PERCENTAGE
DO YO BELIEVE THAT THE SHOP IN T-JUNCTION OBSTRUCT THE TRAVELLING DISTANCE OF A VEHICLE	YES	22	44 %

	NO	28	56 %
	SHOWING THE ADVICE ON DEMOLITION OF SHOPS.		
QUESTION	RESPONSES	FREQUENCY	PERCENTAGE
IF YES DO YOU ADVISE THEIR DEMOLITION	YES	30	60 %
	NO	15	30 %
	OTHER	5	10 %
	SHOWING OWNED AND RENTED SHOPS.		
QUESTION	RESPONSES	FREQUENCY	PERCENTAGE
IF YES DO YOU ADVISE THEIR DEMOLITION	YES	30	60 %
	NO	15	30 %
	OTHER	5	10 %
	SHOWING OWNED AND RENTED SHOPS.		
QUESTION	RESPONSES	FREQUENCY	PERCENTAGE
DO YOU OWN THE SHOP O R RENTED	OWNED	19	38%
	RENTED	31	62 %
	SHOWING HOW RESPONDENT COPE WITH TRAFFIC CONGESTION		
QUESTION	RESPONSE	FREQUENCY	PERCENTAGE
HOW DO YOU COPE WITH TRAFFIC CONGESTION	COMFORTABLE	10	20%
	NOT COMFORTABLE	25	50%
	FAIRLY COMFORTABLE	15	30%
	SHOWNG THE OBSERVANCE OF ALLWANCE		
QUESTION	RESPONSE	FREQUENCY	PERCENTAGE
DO YOU OBSERVE SOME ALLOWANCE WHEN DISPLAYING YOUR GOODS	YES	24	48%
	NO	26	52 %

Conclusion

The research paper work set to study the challenges associated with erecting shops on building setbacks. After the overall analysis of data it was discovered that there is need for educating the general public about the adverse effect of building shops on setbacks because the masses only see it as a means of boosting economic activities, also government should building shopping complex to replace the existing lockup shops .

Recommendation

The paper examined space and structures employed for shops. The study has established that most shop owners employ temporary space for their business transactions. This often result to haphazard developments and obstructs the functionality and aesthetic value of the environment. Therefore, the shop in providing employment and complementing the formal sector should not be trivialized when considering its effect on urban management system. The specific aim of land use planning is to arrange different structures and activities in space in a rational and environmentally sustainable manner to achieve health, convenience, economy, safety, and beauty. To achieve this objective, three approaches for proper land use management are suggested, this include development control, planning schemes and development of master plan. This approach will regulate and monitor land use development. Other related planning standard especially for commercial land use like shops should be developed and implemented strictly. This will discourage its haphazard development. Government via urban planners should educate informal sector operators on the effects of erecting structures on setbacks as well as violation of other planning regulations. There should be base line studies to obtain vital information on space utilization, structures used; this will help to formulate appropriate policies and programmers' that will guide use of space and proper location of shops. Provision for adequate and appropriate space through functional layout design in each neighborhood should be given priority for prospective urban informal transactions. This would have a long term effect in averting construction of legal structures in an illegal way in open spaces. Again, it is strongly suggested that the principle of multiple nuclei theory should be adopted for layout of a virgin or new areas, this will enhance provision of infrastructure such as markets at designated spaces to promote for various categories of urban informal enterprises. It will also discourage the infiltration of shop in already built up areas by decentralizing such activities into new growth pole.

Government at different levels should allocate fund while private developers should be encourage to invest in building shopping malls instead of investing in other land uses, this will undoubtedly promote proper ordering of different land use and generate income to the respective developer.

The physical characteristics of shop with respect to design, condition and materials used to build structures must be revisited with respect to uniformity and appropriateness. The shopping mall or complex should be designed in such a way that similar goods or items should be located together and must be accessible to patrons coupled with adequate provision of basic infrastructures like electricity, water supply public toilets parking lots waste collection points among other relevant facilities This will encourage maximum demand and full maximization of space. This becomes imperative because operators will only subscribe to locations with maximum patronage and marketability. Adequate provision of these facilities will reduce environmental problems like air, land and even noise pollution. Similarly, there is need for appropriate guidelines to regulate and provide a framework for materials to be used as well as prototype design for various categories of shop depending on nature of activity. This will promote uniformity of design, material usage and enhance aesthetically and functional built environment. All this will undoubtedly guide against its chaotic and haphazard development and promote livable built environment.

References

- Abolade, O.2012, Appraisal of the Environmental Effects of Urban Informal Enterprises in Ibadan, Nigeria an Unpublished Thesis Submitted to the Department of Urban and Regional Planning Ladoke Akintola University of Technology Ogbomosho.
- Adedibu and Jelili 2005, Land use classification and Informal sector Syndrome in Ogbomosho, Nigeria. *Journal of Human Ecology.*, Kamla Raj Vol 20 No 4
- Adeyinka, Emmanuel Omisore, O Olawuni, P Abegunde, A 2006, An Evaluation of Informal Sector Activities and Urban Land Use Management In South West Nigeria Shaping the Change XXIII FIG Congress Munich, Germany
- Central Bank of Nigeria, 2009. Annual Report and Statement of Accounts for the Year ended 31st December 2009. Abuja: CBN, pp. liv-lvi.
- Economy in 110 countries around the world. Paper presented at the Workshop of Austrian National Tax Centre, Australian National University, Canberra, Australia, 17 July 2002. Available from: [Accessed: 12 May 2013].
- Egunjobi, 1987, Urban Renewal Issues, Policies Strategies and Planning in Urban Renewal in Nigeria (ed) Adepoju etal NISER/CURP Urban and Regional Planning Series Vol. IV Femsod Industrial Press Ibadan
- Fasinmirin J.T. and Olufayo A.A: 2009 "Development and Performance Evaluation of a low cost waste-water Treatment Plant. *Ethiopian Journal of Environmental Studies and Management Indexed on Africa Journal on-line*, Vol. 2. No.2, June 2009. 20-26.
- F.A.O 1985, Water Quality for Agriculture. In R.S. Ayer and D.W. Westcot F.A.O Irrigation and Drainage, Paper 29, Rev. 1 F.A.O. Rome. 174-176.
- Sethuraman S. V. 1997, "Urban Poverty and Informal Sector: A Critical Assessment of Current Strategies" UNPD, New York.
- Olunloyo, O A 2012: Mitigating informal economic sectors' proliferation through microcredit scheme for small and medium scale entrepreneurs in metropolitan Lagos In: Laryea, S., Agyepong, S.A., Leiringer, R. and Hughes, W. (Eds) *Procs 4th West Africa Built Environment Research*
- Onyebueke, 2000, Incidence of Informal Enterprises in the Urban Residential Zone: Analysis of the Pattern and Determinant in Enugu., *Journal of Nigerian Institute of Town Planners*, Vol XIII, 26 -38
- ILO Employment Sector 2002, "Women and Men in the Informal Economy: A Statistical Picture Geneva: International Labour Office.
- Limatainen, 1998, "Training and skill Acquisition in the Informal sector: A Literature Review", *World Employment Report*, 1998 - 1992 ILO.
- Nwaka, 2005, *The urban informal sectors in Nigeria: Towards economic Development, Environmental Health and social Harmony.*