

**URN** URBANISATION  
RESEARCH  
NIGERIA

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**HOW CAN NIGERIA  
BENEFIT FROM  
URBANISATION?**

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Shehu Musa Yar'Adua Centre  
Central Business District  
Abuja



# URBAN TRANSPORT, POVERTY AND WELL-BEING IN NIGERIA



# About The Project

The project which was conducted by Dr. Daniel Oviedo Hernandez, Prof. Caren Levy, Prof. Julio Davila ( of the DPU, UCL) and Seye Odukogbe (STO Associates) sought to:

- Examine the social, economic, spatial and political framework of urban transport development in Nigeria and determine its main policy drivers.
- Devise an appropriate conceptual and methodological framework for the examination of the relationship between urban transport and well-being in the research context.
- Understand the role of transport in addressing the multi-dimensionality of well-being of urban citizens in the country.
- Provide evidence of the transport-well-being relationship in specific case studies.
- Provide inputs for urban transport policy, and urban transport management in Nigeria.

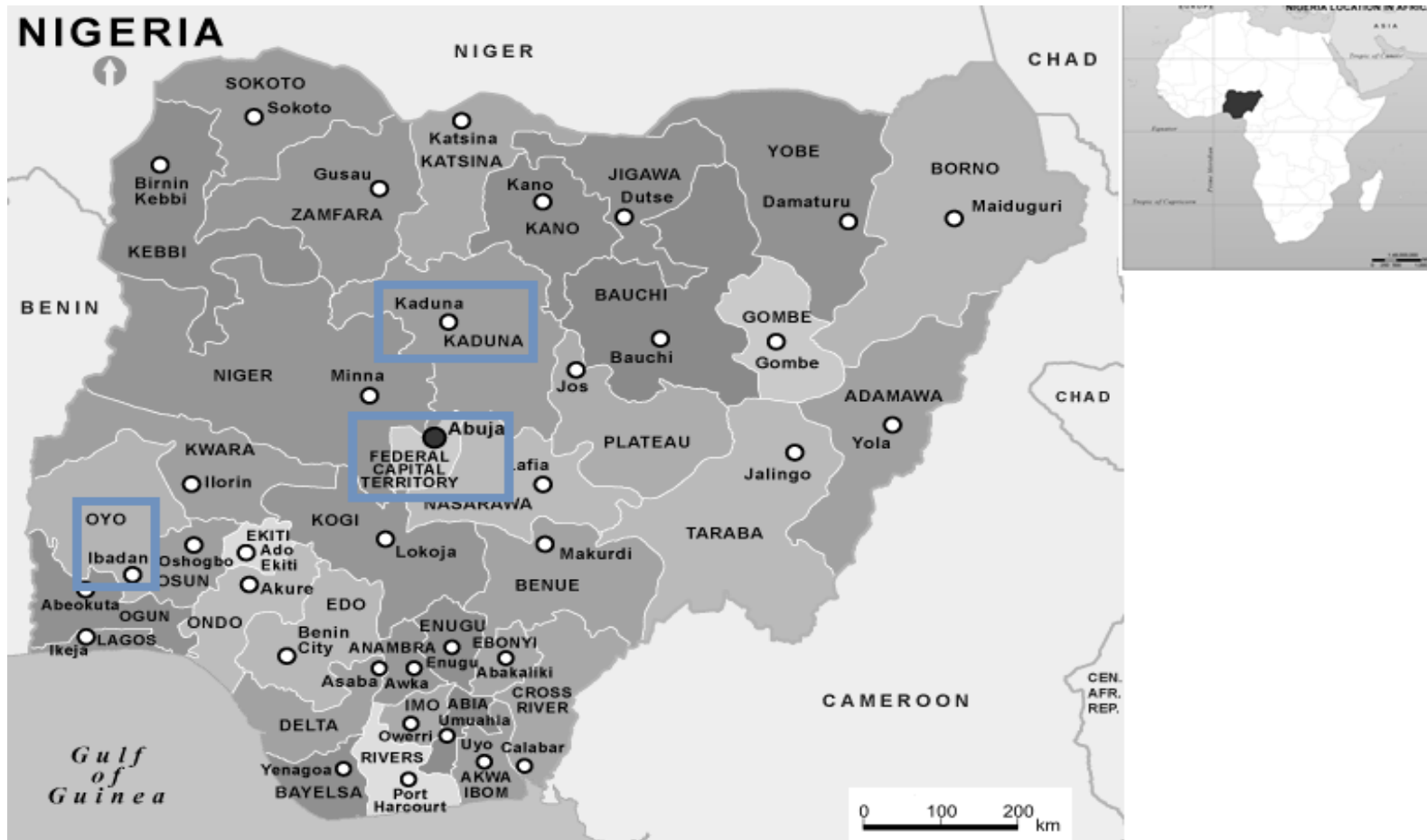
# Why Nigeria?

- The Nigeria government through policy documents such as Vision 20:2020 and the Economic Recovery and Growth Plan (2017-2020) as prioritised wellbeing and transport.
- But by embracing a largely engineering-led efficiency approach, the role of transport in improving the quality of life of urban citizens has been given minimal consideration.
- This study provides the opportunity to generate evidence which can be used to formulate policies which will ensure transport plays a greater role in addressing the multi-dimensionality of well-being of urban citizens.



# **CONTEXT & METHODOLOGY**

# Focus Cities



# Reasons For Selecting These Cities?

Abuja	Kaduna	Ibadan
<ul style="list-style-type: none"><li>• Unique approach to urban planning and development due to it being the FCT.</li><li>• Formal supply of public transport and implementation of large corridors of road infrastructure adopting top-down master planning approach.</li><li>• Land value premiums that negatively influence affordability of housing close to the main areas of economic activity.</li><li>• Existence of socioeconomic segregation and concentration of low-income populations in peripheral and peri-urban areas and selected neighbourhoods within the city boundaries.</li></ul>	<ul style="list-style-type: none"><li>• Multi-centric structure and socio-spatial fragmentation marked by local geographies and different social identities.</li><li>• Existence of a north-south divide, arising from religious and socioeconomic differences, in its urban, socio-demographic and economic structure which poses challenges for the definition of transport strategies.</li><li>• These divisions appear to have strongly influenced the spatial distribution of the population.</li></ul>	<ul style="list-style-type: none"><li>• Third largest metropolitan areas in population size.</li><li>• Diverse socio-demographic profile and spatial distribution of activities.</li><li>• Proximity to Lagos which has helped shape Ibadan's economic structure and spatial development.</li><li>• The successive land-use and transport plans for the city.</li></ul>

# Units Of Analysis and Field Schedule

City	Neighbourhoods for analysis	Number of surveyors (including 1 supervisor) / site	Fieldwork start date	Fieldwork end date
<b>Abuja</b>	1. Jahi Village	6	20/10/2015	25/10/2015
	2. New Kuchigworo	6		
	3. Galadimawa	6		
	4. Durumi 2	7		
<b>Kaduna</b>	Kaduna North		20/10/2015	25/10/2015
	1. Kawo & Baderawa	6		
	2. Tudun Wada	6		
	Kaduna South			
	3. Kakuri,	2		
4. Sabo & Television	3			
<b>Ibadan</b>	1. Bere	6	16/10/15	25/10/15
	2. Oja Oje	6		
	3. Agbowo	6		
	4. Apete	6		

# Data Collection

- A survey questionnaire was designed in order to capture central elements of the concept of well-being and socio-demographic aspects that can be correlated with travel practices and interactions
- Use of an Android mobile application to collect data ensured real time transmission of data and improved the accuracy and integrity of data.
- Interviews with public officials involved in urban transport planning and development, local academics and transport providers.

The image displays four screenshots of the UrbanTransport mobile application, illustrating the survey questionnaire interface. The app is titled "UrbanTransport" and features a dark theme with white text.

**Screenshot 1 (Top Left):** The title screen displays "TRANSPORT, POVERTY AND WELLBEING IN URBAN NIGERIA" and a "User Name" input field with a "Sign in" button below it.

**Screenshot 2 (Top Right):** A form asking for location information: "Which district/area do you live including the Area Council/LGA?". It includes input fields for "district/area?", "council/LGA?", and "Where do you live?". Below these are fields for "What is your state of origin?" (state?) and "What is your religion?". A "Next" button is at the bottom.

**Screenshot 3 (Bottom Left):** A question: "How often do you use each of these transport types?". The first question is "Walking (more than 10 mins)?" with radio button options: "Everyday", "2-4 times a week", "Once a week", "Less than once a week", and "Never". A "1/10" indicator and "Previous" and "Next" buttons are at the bottom.

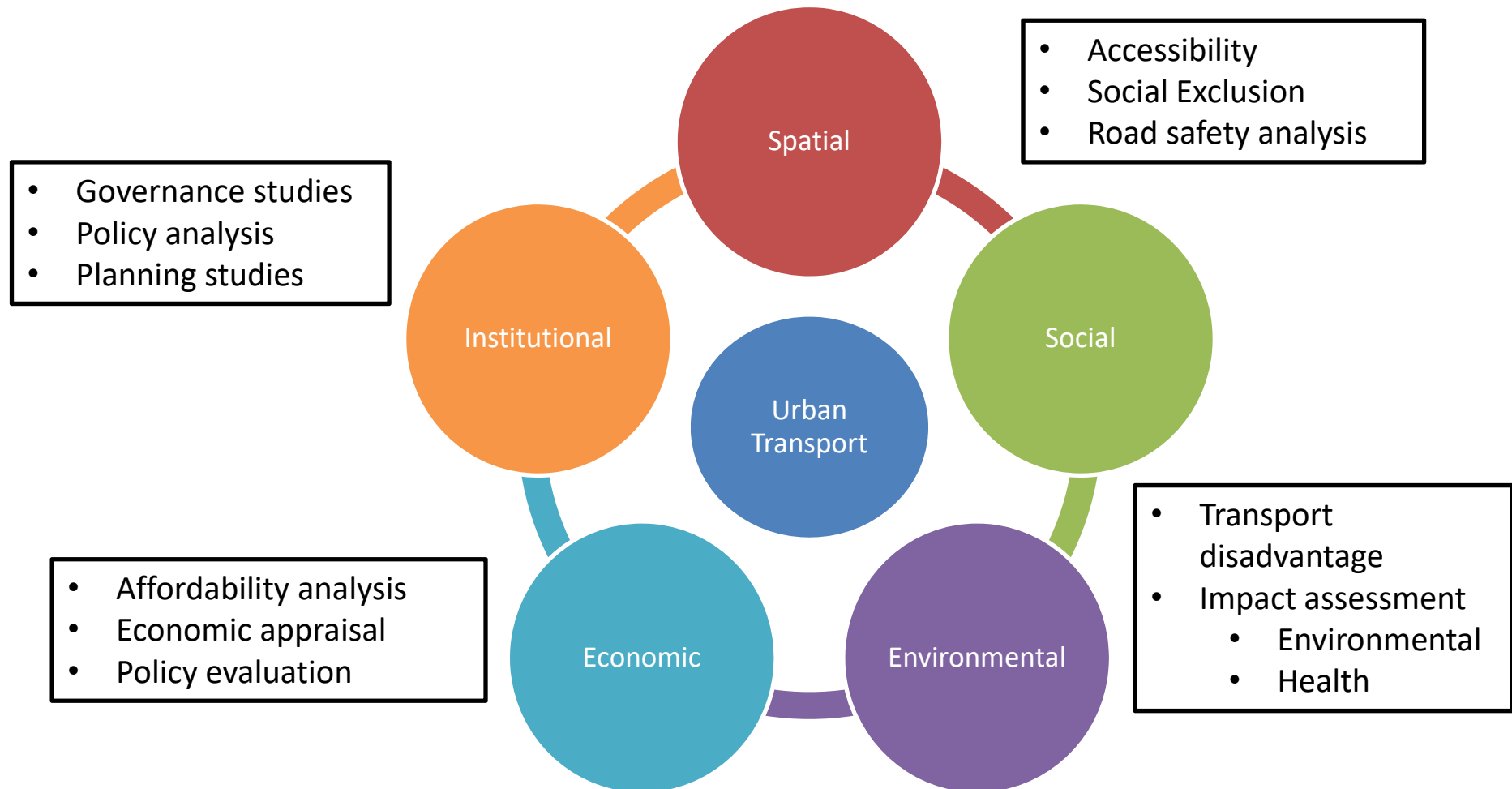
**Screenshot 4 (Bottom Right):** A question: "Thinking of trip number 1 yesterday...". It asks for "Where did you start your trip i.e. Location?" (start location?), "Where did you end your trip i.e. Location?" (end location?), "What time did you start the trip?" (start location?), and "What time did you arrive?" (end location?). "Previous" and "Next" buttons are at the bottom.



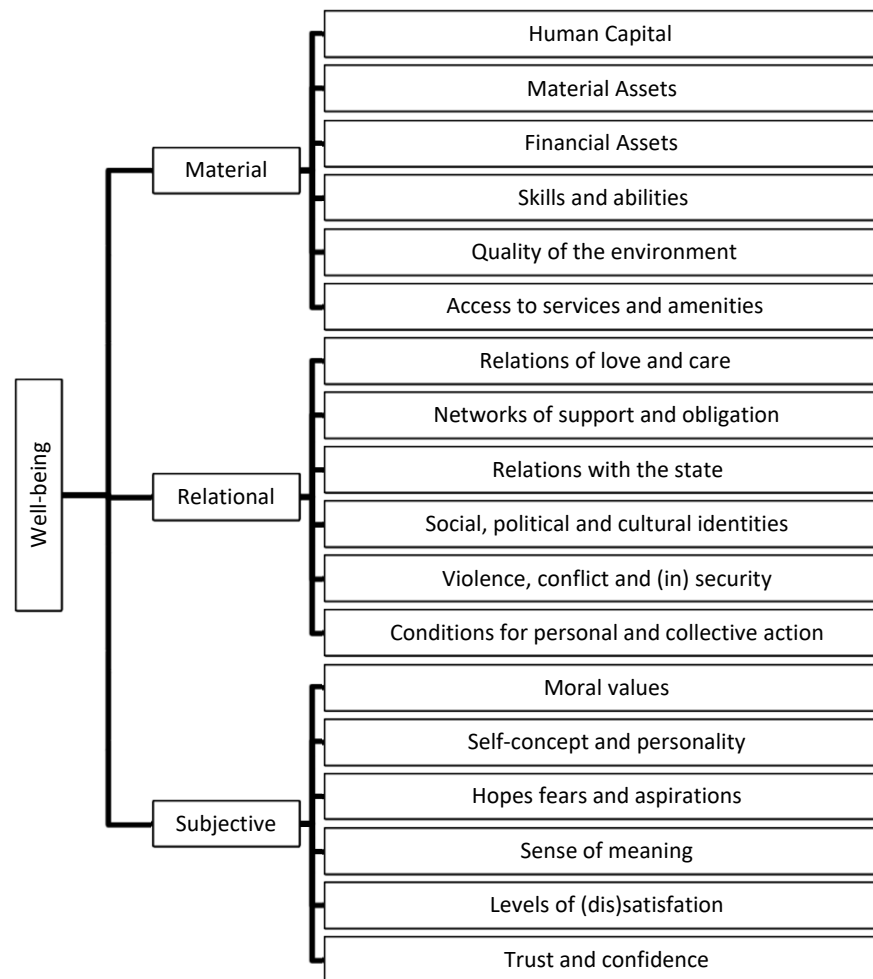


**DEFINING A CONCEPTUAL  
FRAMEWORK FOR URBAN NIGERIA**

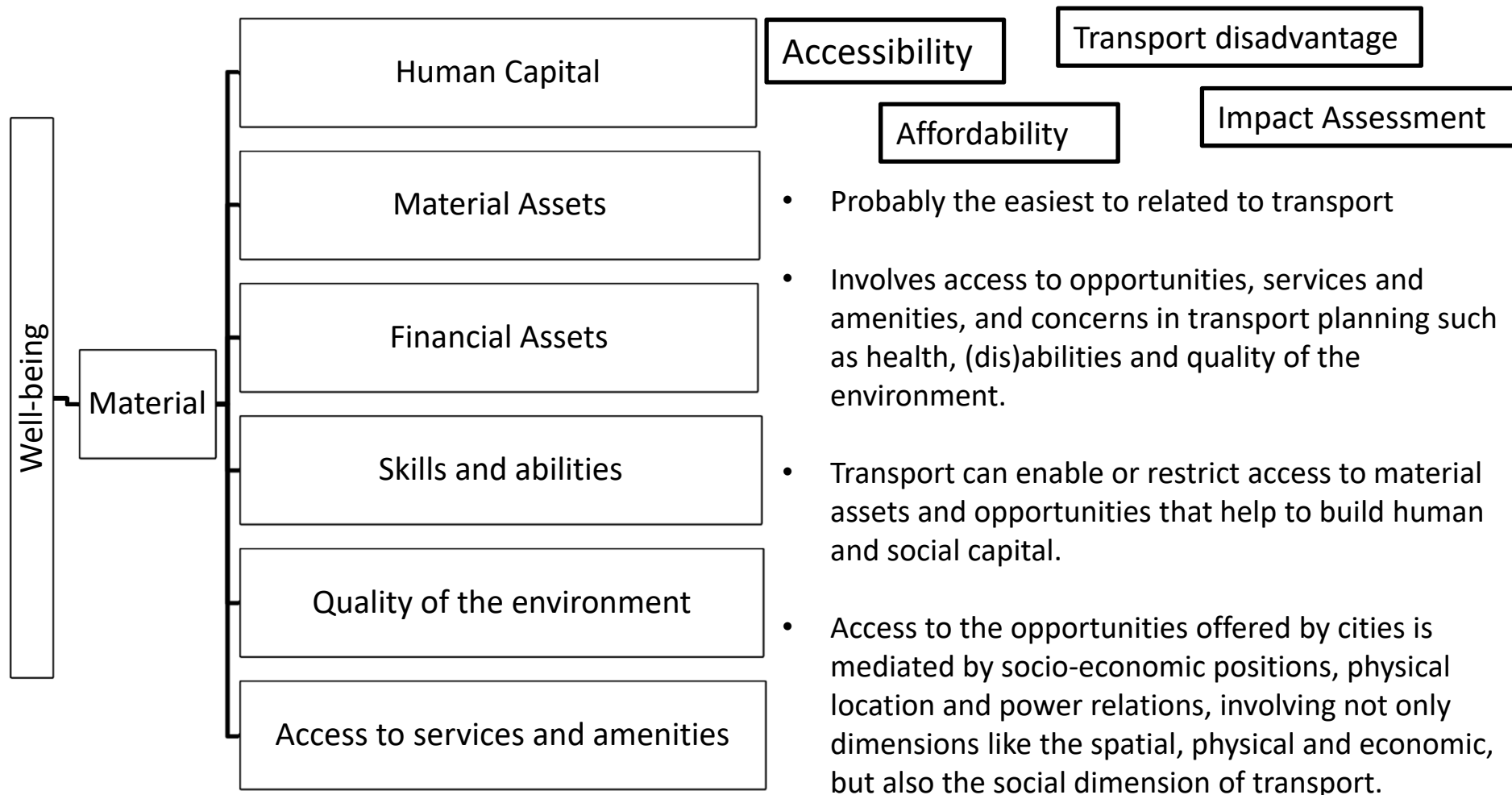
# Dimensions Of Urban Transport



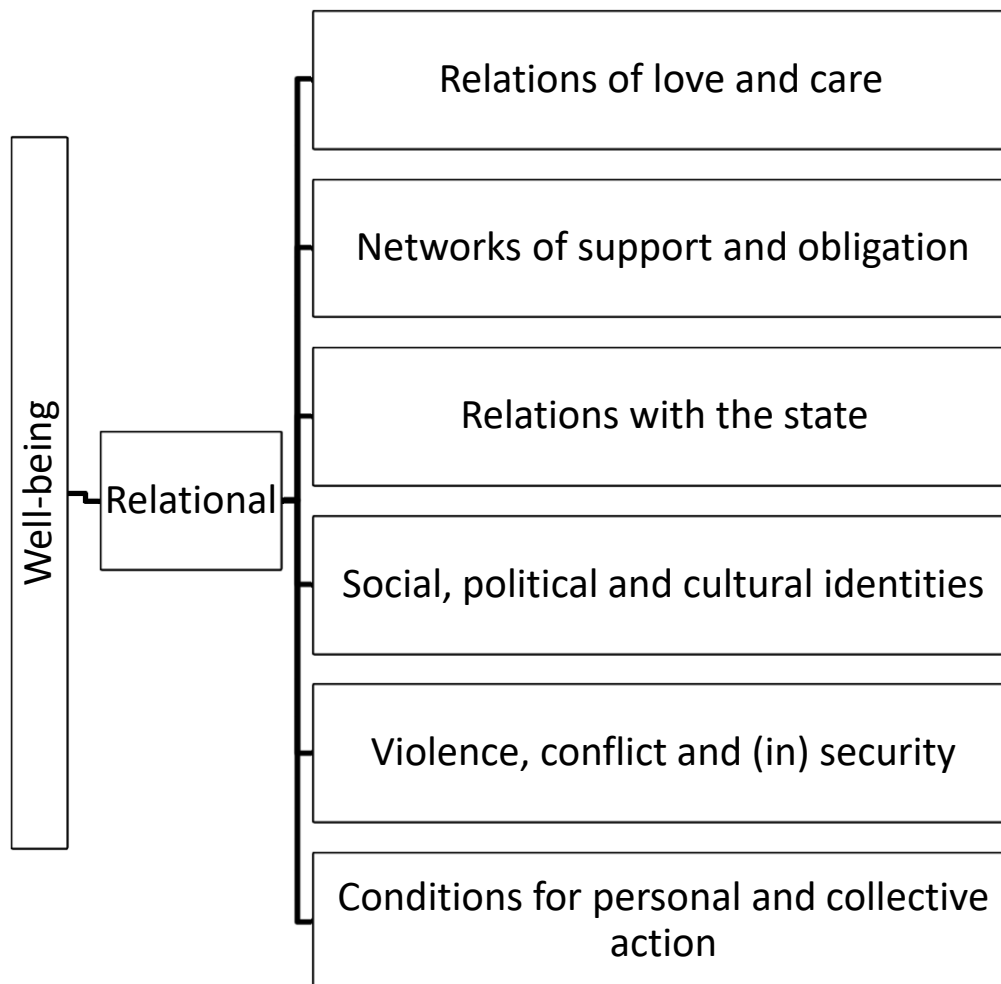
# The Person-Centred Framework For Well-Being



# Designing Instruments For Urban Nigeria



# Designing Instruments For Urban Nigeria



Social Exclusion

Governance

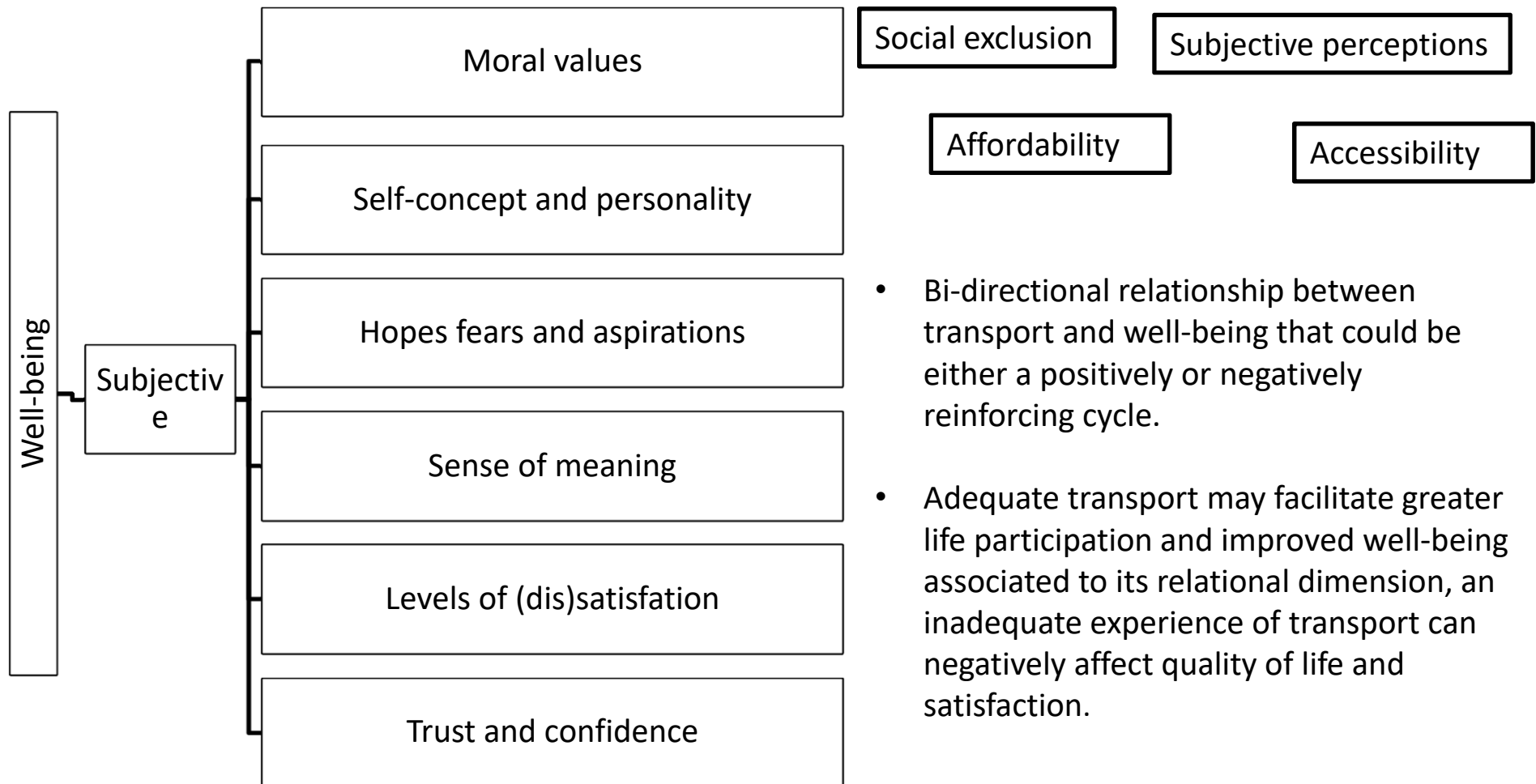
Policy

- Transport-related Social exclusion is described as:

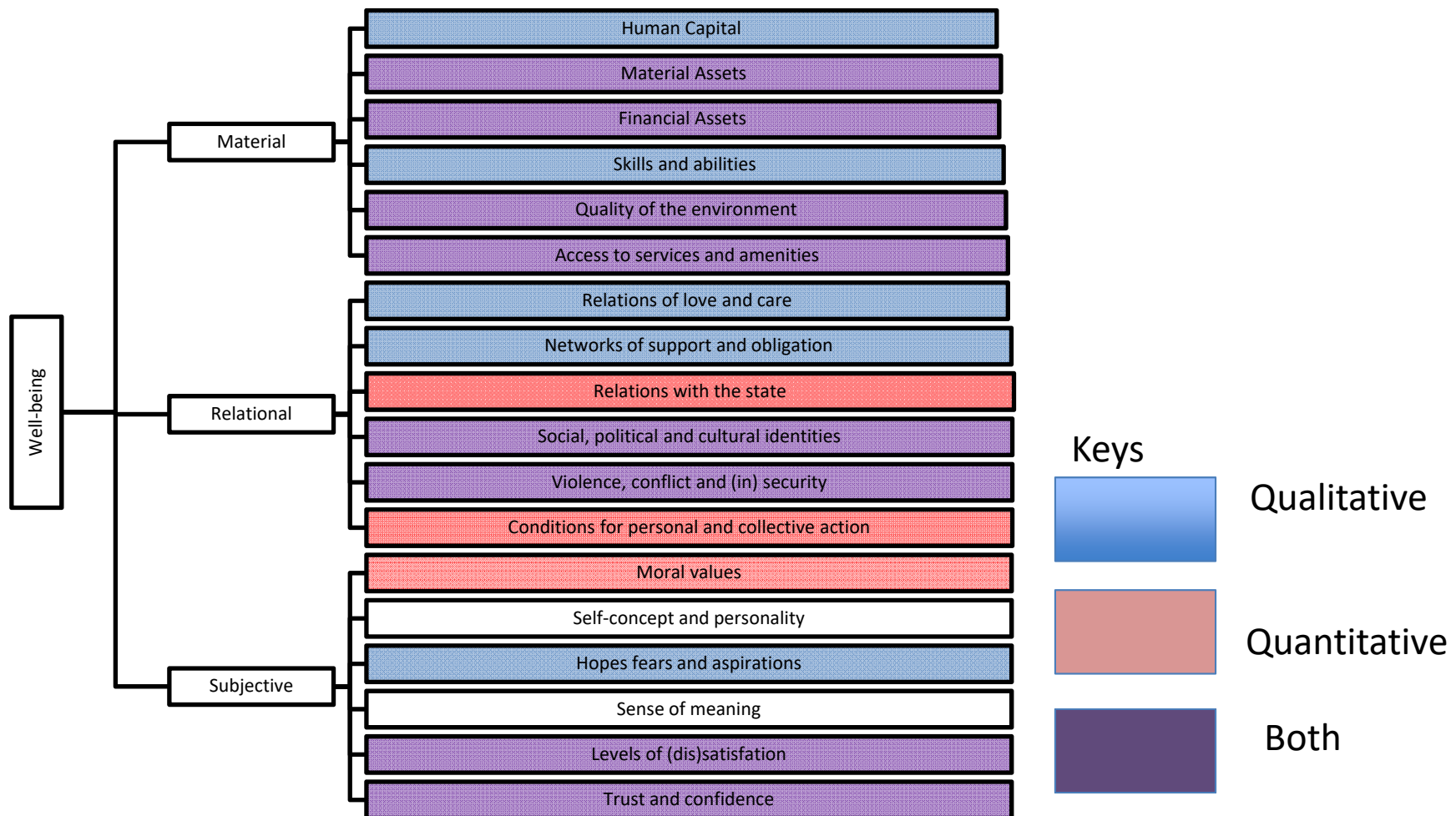
*“the process by which people are prevented from participating in the economic, political and social life of the community because of reduced accessibility to opportunities, services and social networks, due to whole or in part to insufficient mobility in a society and an environment built around the assumption of high mobility” (Kenyon et al. 2006: 10)*

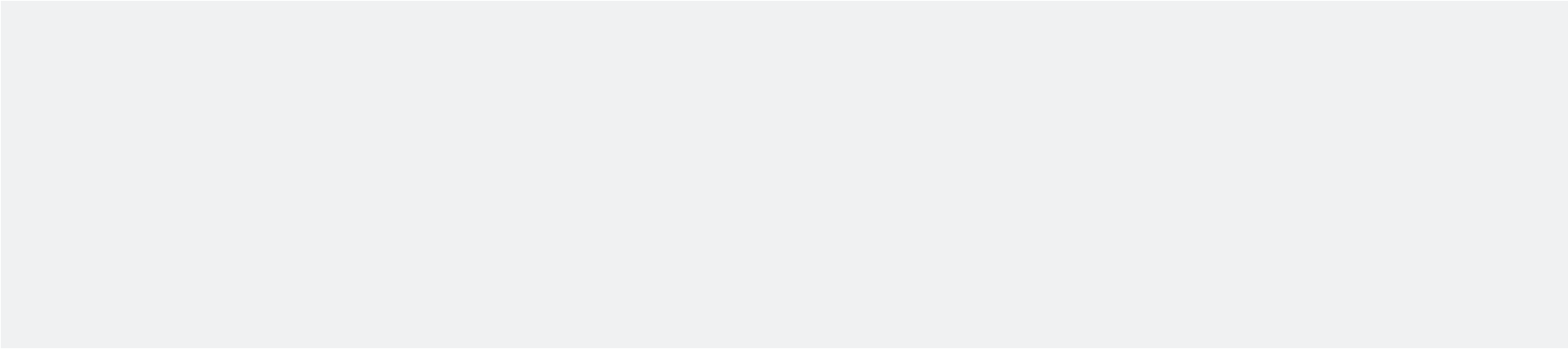
- Transport can provide conditions for the production and reproduction of inequalities in relation to cultural identities, violence and insecurity, which in turn constrain people’s access to means of transport and physical connectivity.
- Representation and the ability to influence development of transport infrastructure and services are considered in the institutional dimension of transport.

# Designing Instruments For Urban Nigeria



# Designing Instruments For Urban Nigeria





**EVIDENCE OF TRANSPORT AND WELL-  
BEING IN THE THREE CITIES**

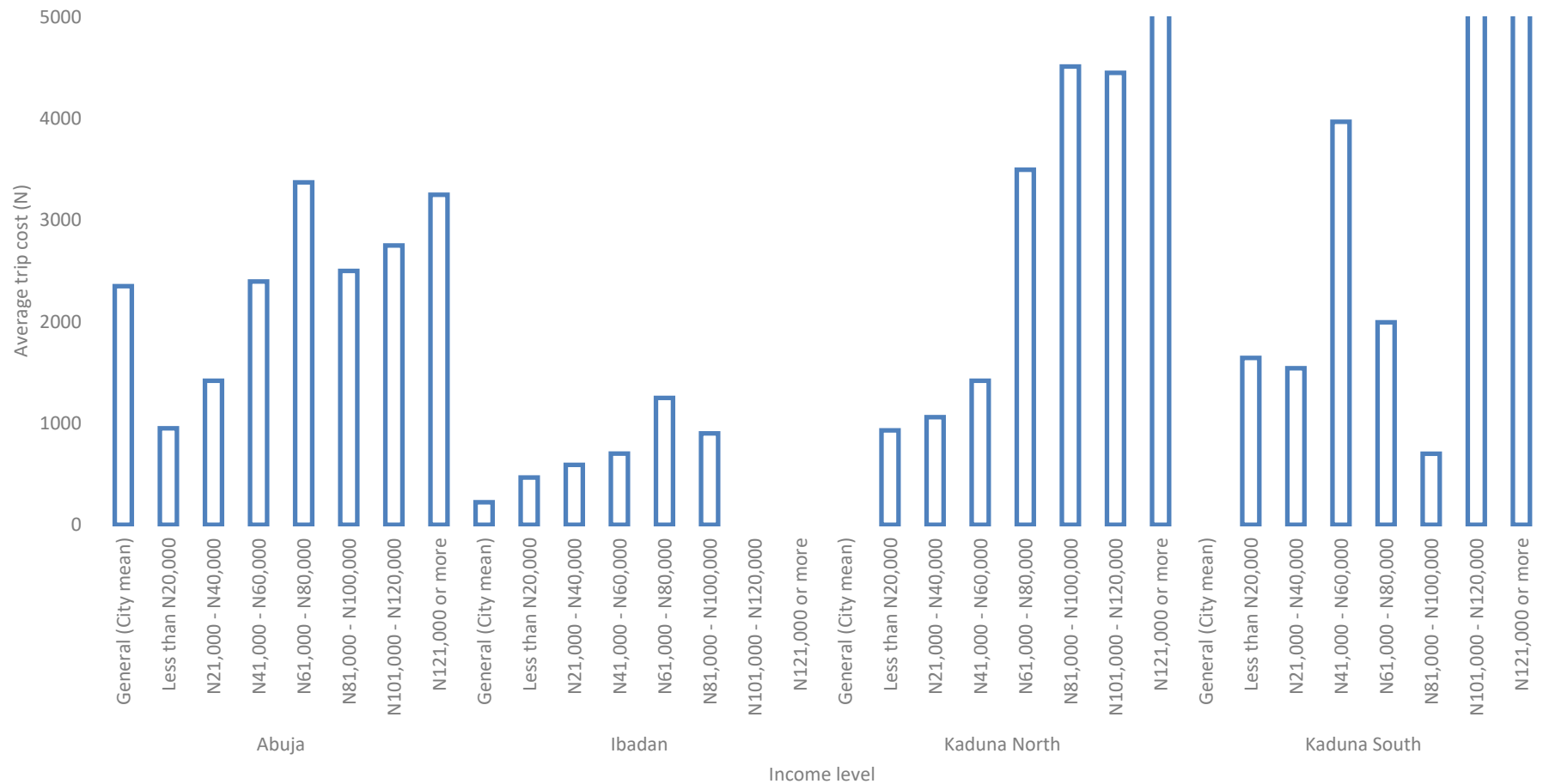


# The Material Dimension

Education by gender of the economically active population												
	FTC			Ibadan			Kaduna South			Kaduna North		
	F	M	Total	F	M	Total	F	M	Total	F	M	Total
<b>Degree</b>	19%	81%	<b>13%</b>	57%	43%	<b>2%</b>	24%	76%	<b>19%</b>	39%	61%	<b>18%</b>
<b>ND/HND</b>	47%	53%	<b>14%</b>	44%	56%	<b>5%</b>	35%	65%	<b>19%</b>	22%	78%	<b>23%</b>
<b>No response</b>	50%	50%	<b>1%</b>	100%	0%	<b>1%</b>	43%	57%	<b>8%</b>	0%	100%	<b>4%</b>
<b>None</b>	0%	100%	<b>0.4%</b>	59%	41%	<b>11%</b>	40%	60%	<b>6%</b>	18%	82%	<b>6%</b>
<b>Postgraduate Degree</b>	0%	100%	<b>1%</b>	0%	0%	<b>0%</b>	20%	80%	<b>6%</b>	20%	80%	<b>5%</b>
<b>Primary School</b>	24%	76%	<b>14%</b>	44%	56%	<b>39%</b>	27%	73%	<b>12%</b>	16%	84%	<b>10%</b>
<b>Secondary School</b>	<b>30%</b>	<b>70%</b>	<b>51%</b>	<b>39%</b>	<b>61%</b>	<b>38%</b>	<b>21%</b>	<b>79%</b>	<b>21%</b>	<b>10%</b>	<b>90%</b>	<b>22%</b>
<b>Trade/Technical Sch.</b>	24%	76%	<b>6%</b>	45%	55%	<b>3%</b>	0%	100%	<b>10%</b>	10%	90%	<b>11%</b>
<b>Total</b>	<b>30%</b>	<b>70%</b>	<b>100%</b>	<b>44%</b>	<b>56%</b>	<b>100%</b>	<b>26%</b>	<b>74%</b>	<b>100%</b>	<b>19%</b>	<b>81%</b>	<b>100%</b>

# The Material Dimension

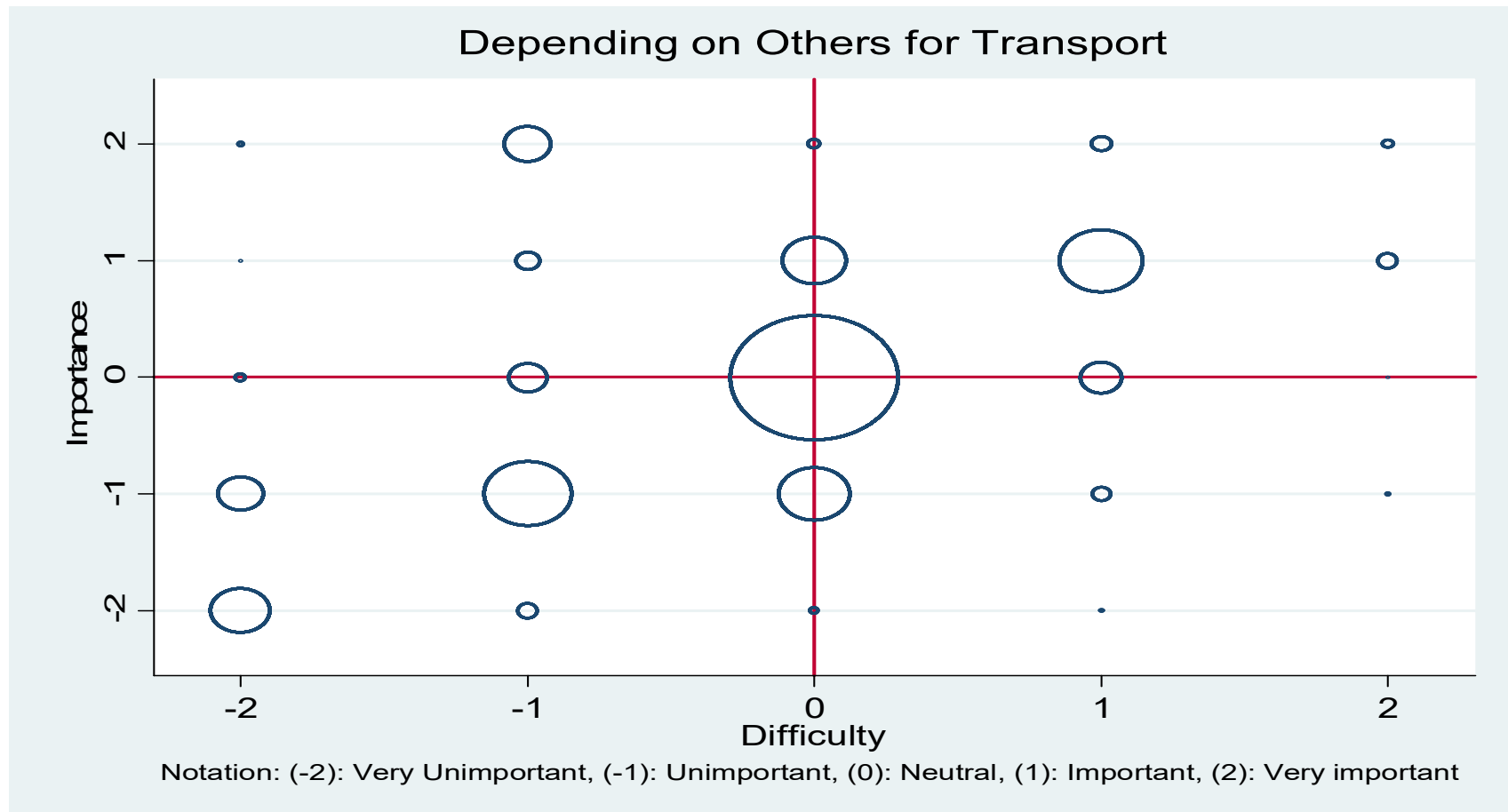
## Average Trip Cost By Level Of Income



# The Material Dimension

People who have difficulties to access transport for productive activities								
	FTC		Ibadan		Kaduna S.		Kaduna N.	
	Yes	No	Yes	No	Yes	No	Yes	No
<b>Percentage of the sample</b>	79%	21%	56%	44%	87%	13%	80%	20%
<b>Average Income*</b>	28464	20515	30588	17676.1	48200	43666	50606	44535
<b>Average Age</b>	30.05	31.39	37.47	37.84	34.76	28.27	35.65	28.07
<b>Education</b>	Secondary	Secondary	Primary	Secondary	ND/NHD	Degree	Degree	Degree
<b>Gender</b>	69% Male	58% Male	50% Male	61% Male	68% Male	50% Male	77% Male	43% Male
<b>Trip Cost/Income</b>	1.40%	2.60%	0.60%	1.00%	1.00%	0.60%	0.90%	0.91%
<b>Availability of Employment <sup>[1]</sup></b>	3.10	2.64	2.19	1.63	1.84	1.91	2.25	3.02

# The Material Dimension



# The Material Dimension

Perception of Cost of Travel					
	FCT	Ibadan	Kaduna No	Kaduna So	Total
Very bad [1]	2%	1%	3%	7%	3%
Bad [2]	14%	6%	19%	31%	15%
Average [3]	35%	62%	56%	37%	49%
Good [4]	46%	28%	20%	22%	30%
Very good [5]	4%	1%	1%	0%	2%
Don't Know/ Unsure [0]	0%	2%	1%	3%	1%
Total	100%	100%	100%	100%	100%
	%				

# The Material Dimension

Perception of Travel time					
	FCT	Ibadan	Kaduna No	Kaduna So	Total
Very bad [1]	1%	0%	1%	6%	2%
Bad [2]	13%	7%	21%	43%	17%
Average [3]	35%	62%	61%	42%	51%
Good [4]	46%	29%	16%	8%	28%
Very good [5]	5%	1%	0%	0%	2%
Don't Know/ Unsure [0]	0%	1%	0%	1%	1%
Total	100%	100%	100%	100%	100%

# The Material Dimension

Perception of average and frequency of transport services in the Neighbourhood					
	FCT	Ibadan	Kaduna No	Kaduna So	Total
Very bad [1]	0%	0%	0%	0%	0%
Bad [2]	6%	3%	9%	15%	7%
Average [3]	30%	43%	57%	63%	46%
Good [4]	54%	44%	34%	22%	41%
Very good [5]	9%	10%	0%	0%	6%
Don't Know/ Unsure [0]	0%	0%	0%	1%	0%
Total	100%	100%	100%	100%	100%

# The Material Dimension

People who have difficulties to access services because of transport								
	FTC		Ibadan		Kaduna S.		Kaduna N.	
	Yes	No	Yes	No	Yes	No	Yes	No
<b>Number of People</b>	158	179	230	167	112	59	202	89
<b>Percentage</b>	47%	53%	58%	42%	65%	35%	69%	31%
<b>Average Income</b>	28457	25488	18539	32385	55083	40339	45452	54027
<b>Average Age</b>	29.2	31.3	36.9	38.7	33.2	35.3	33.4	35.7
<b>Education</b>	Secondary	Secondary	Secondary	Primary	ND/NHD	Secondary	ND/NHD	ND/NHD
<b>Gender</b>	55% Male	76% Male	56% Male	53% Male	65% Male	69% Male	68% Male	74% Male
<b>TripCost/Income</b>	1.80%	1.50%	1.09%	0.50%	0.90%	1.10%	0.80%	0.90%
<b>Availability of services</b>	3.1	2.8	1.6	2.3	1.9	1.75	2.45	2.25
<b>Travel cost</b>	3.39	3.31	3.46	3.02	2.80	2.95	2.94	3.19
<b>Travel time</b>	3.48	3.33	3.45	2.99	2.39	2.80	2.90	3.07



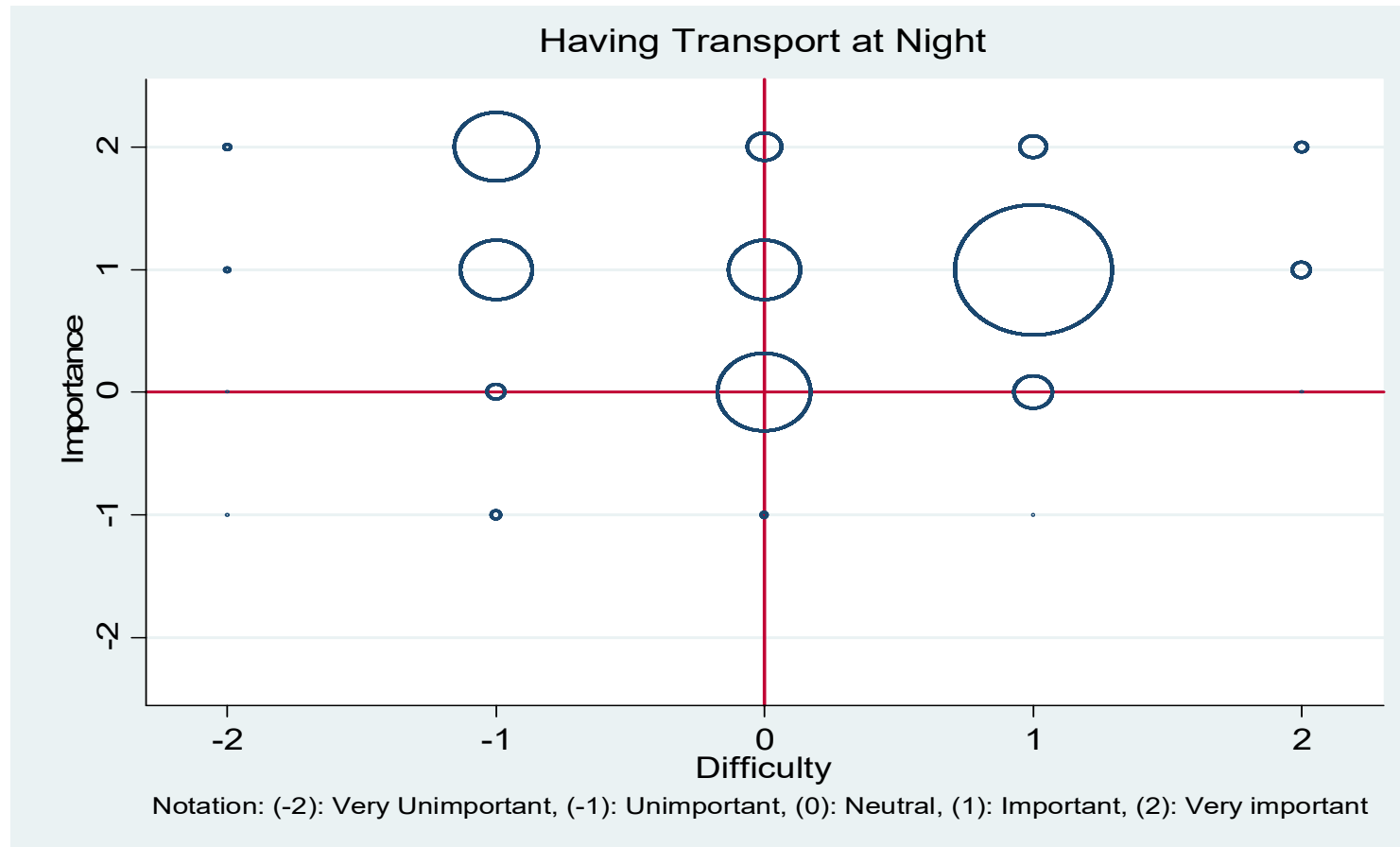
# The Relational Dimension

People who have difficulties to access transport for religious practice								
	FTC		Ibadan		Kaduna S.		Kaduna N.	
	Yes	No	Yes	No	Yes	No	Yes	No
Number of People	108	229	136	261	82	89	139	152
Percentage	32%	68%	34%	66%	48%	52%	48%	52%
Average Income	28019	26333	30324	21278	47237	48321	51700	48476
Average Age	30.0	30.5	38.6	37.2	33.7	34.1	33.7	34.6
Education	Secondary	Secondary	Primary	Secondary	Secondary	ND/HND	ND/HND	ND/HND
Gender	61% Male	70% Male	52% Male	56% Male	74% Male	59% Male	68% Male	72% Male
TripCost/Income	1.70%	1.60%	0.40%	1.00%	1.00%	1.00%	0.90%	0.80%
Availability of religious facilities	2.63	3.18	2.38	1.72	1.74	1.95	2.42	2.37
Cost of Traveling	3.47	3.29	3.05	3.39	2.68	3.01	2.90	3.12
Travel time	3.44	3.39	3.01	3.38	2.45	2.61	2.88	3.01

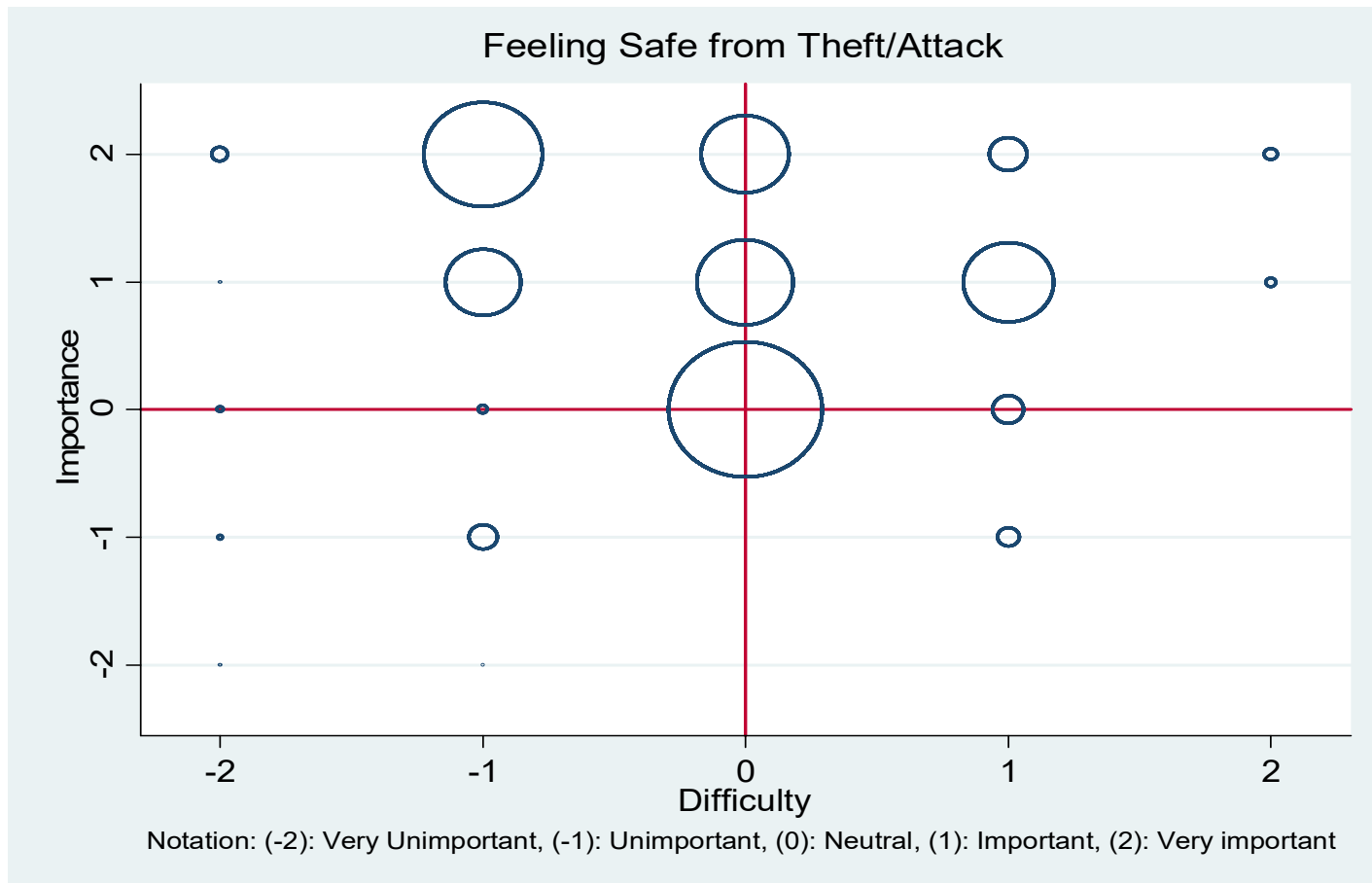
# The Relational Dimension

People who have difficulties to access friends and family								
	FTC		Ibadan		Kaduna S.		Kaduna N.	
	Yes	No	Yes	No	Yes	No	Yes	No
Number of People	69	268	77	320	61	110	105	186
Percentage	20%	80%	19%	81%	36%	64%	36%	64%
Average Income	27086.96	26818.01	21386.67	24688.31	42583.33	50387.5	43514.29	52842.47
Average Age	30.5	30.3	40.1	37.0	35.0	33.3	35.7	33.3
Education	Secondary	Secondary	Secondary	Secondary	ND/HND	ND/HND	Secondary	ND/HND
Gender	68% Male	67% Male	67% Male	52% Male	70% Male	64% Male	80% Male	64% Male
TripCost/Income	2.10%	1.50%	1.00%	0.80%	1.10%	1.00%	0.90%	0.80%
Availability of Employment	2.64	3.10	1.97	1.94	1.72	1.93	2.20	2.51
Cost of Traveling	3.35	3.35	3.31	3.27	2.62	2.98	2.99	3.03
Time of Traveling	3.26	3.44	3.24	3.26	2.48	2.56	2.95	2.95
Bad Local Availability (transport)	61%	53%	40%	51%	43%	65%	10%	16%
Good Local Availability (transport)	39%	47%	60%	49%	57%	35%	90%	84%
Bad Local Access to friends and family	65%	63%	56%	53%	15%	25%	32%	33%
Good Local Access to friends and family	35%	37%	44%	47%	85%	75%	68%	67%
Brother/Sister	32.6%	21.1%	8.7%	13.2%	13.2%	21.3%	10.3%	13.5%
Head	26.1%	22.7%	30.4%	24.6%	37.7%	32.6%	49.4%	37.4%
Own Child	19.6%	26.8%	0.0%	8.2%	13.2%	27.0%	16.1%	19.4%
Parent	2.2%	8.8%	44.9%	35.4%	17.0%	6.7%	13.8%	10.3%
Spouse	19.6%	20.6%	15.9%	18.6%	18.9%	12.4%	10.3%	19.4%

# The Relational Dimension



# The Relational Dimension



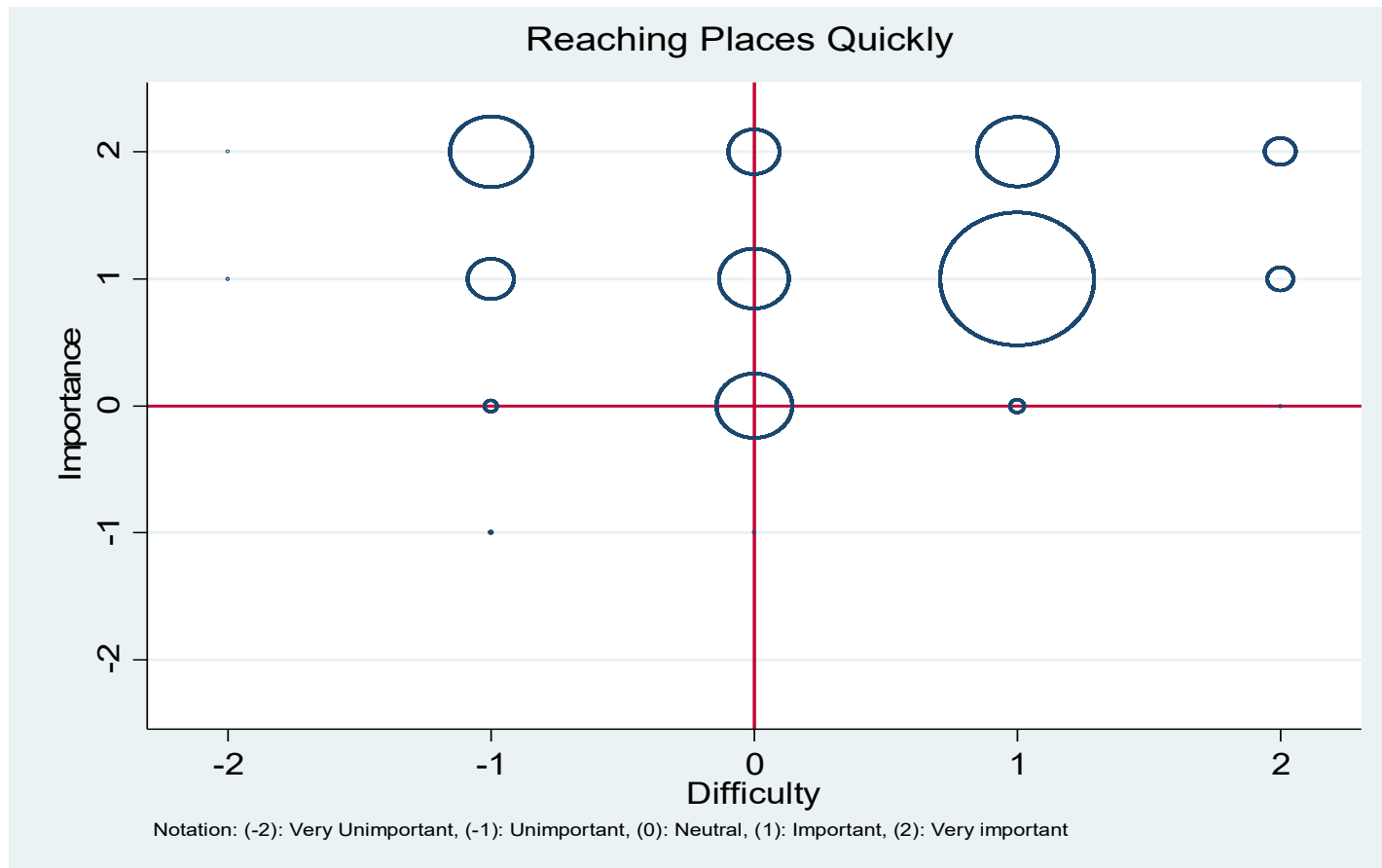
# The Relational Dimension



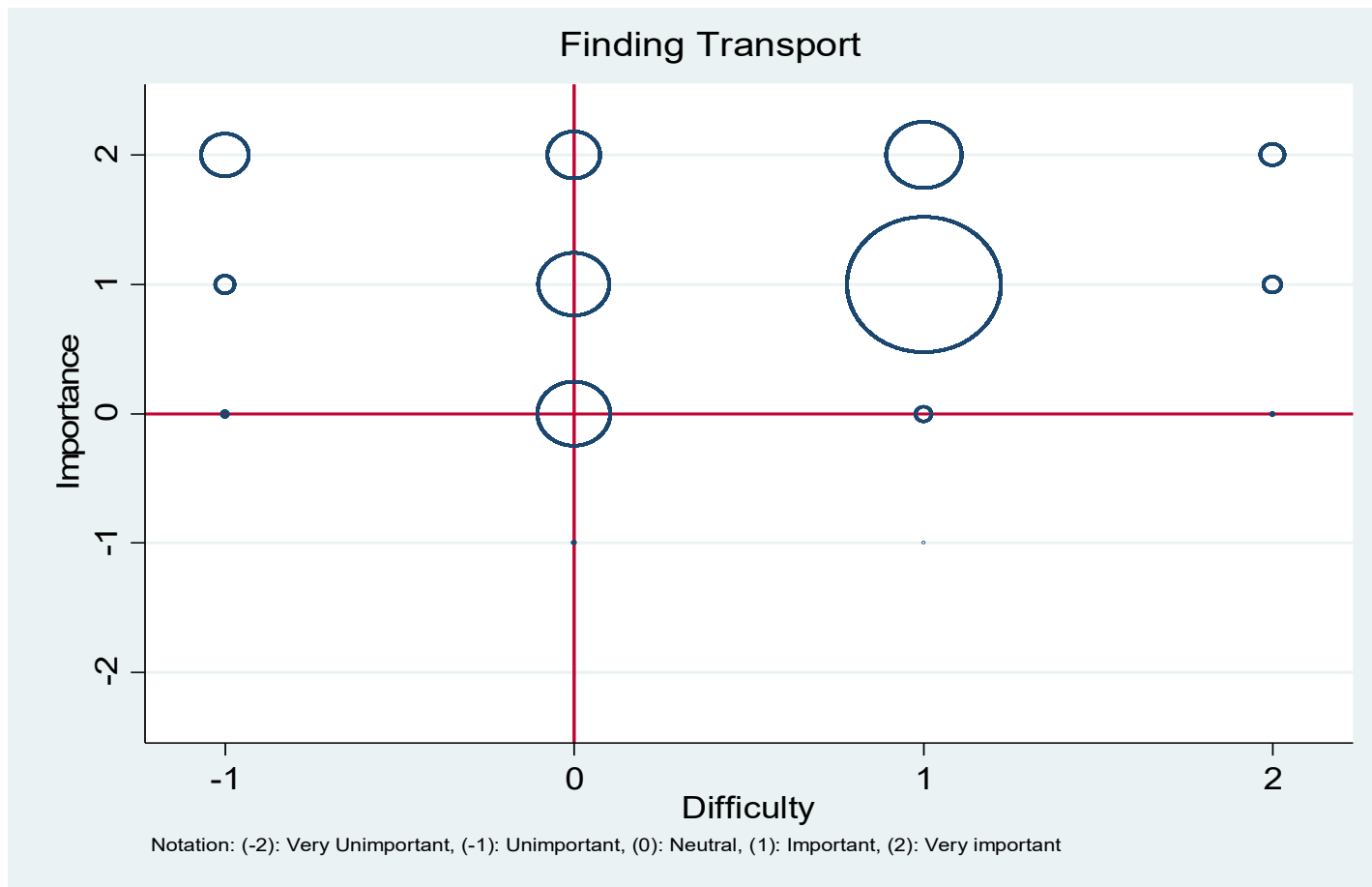
# The Subjective Dimension

Perception of Comfort by City					
	FCT	Ibadan	Kaduna No.	Kaduna So.	Total
Very bad [1]	1%	0%	4%	12%	3%
Bad [2]	11%	2%	25%	36%	15%
Average [3]	34%	75%	43%	29%	49%
Good [4]	39%	21%	26%	23%	28%
Very good [5]	16%	2%	1%	0%	5%
Don't Know/ Unsure [0]	0%	0%	0%	0%	0%
<b>Total</b>	100%	100%	100%	100%	100%

# The Subjective Dimension

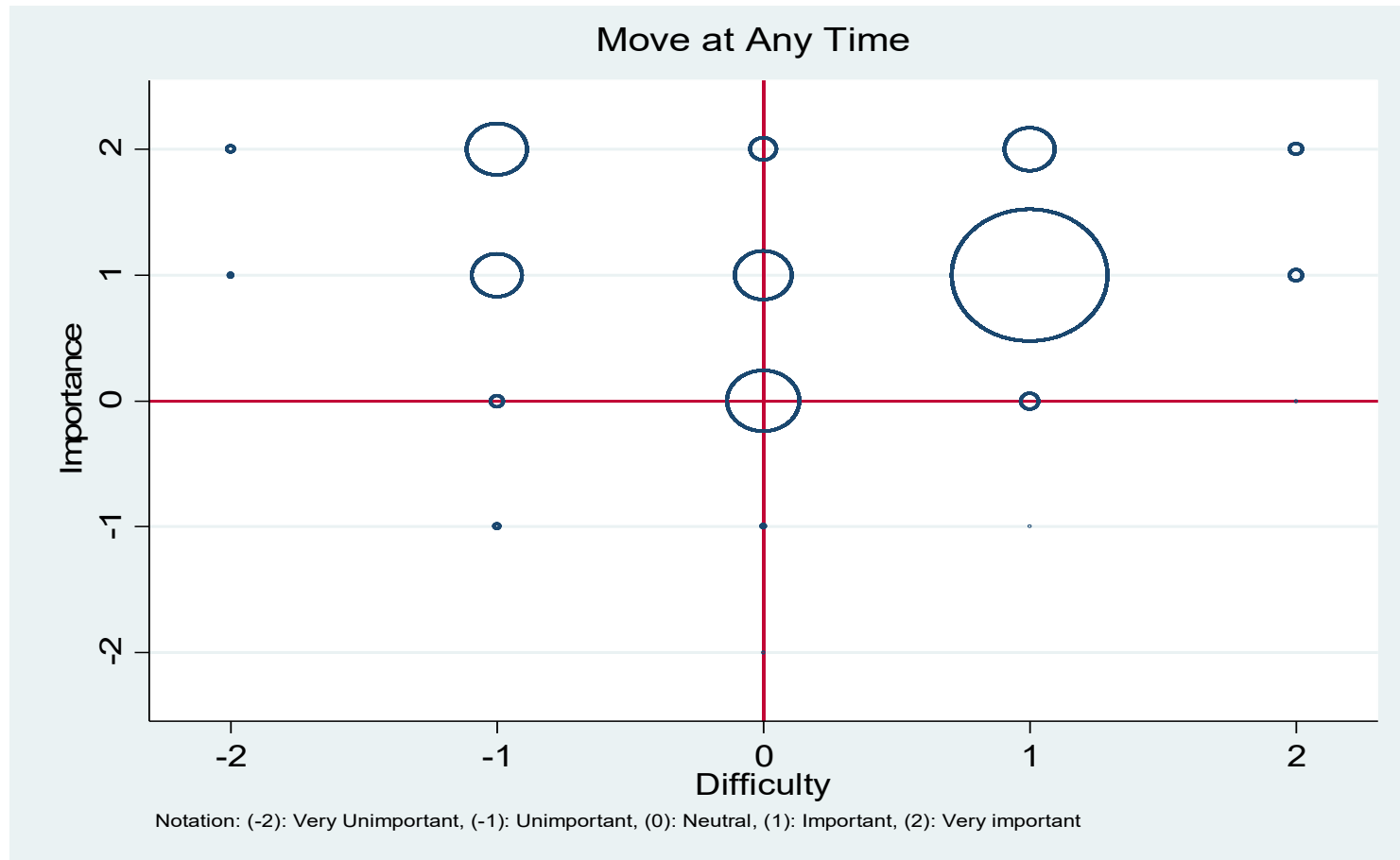


# The Subjective Dimension





# The Subjective Dimension



# Recommendations Made By Respondents

Recommended improvements as expressed by respondents					
	FCT	Ibadan	Kaduna North	Kaduna South	Total
<b>Better bus stop/Interchange</b>	2%	11%	7%	7%	7%
<b>Better roads</b>	71%	72%	47%	52%	63%
<b>Cheaper transport fare</b>	9%	7%	12%	12%	9%
<b>Less crowded vehicles</b>	4%	1%	7%	7%	4%
<b>Less noise/air pollution</b>	8%	1%	10%	7%	6%
<b>More availability across city/More frequent services</b>	3%	5%	11%	7%	6%
<b>Other</b>	15%	21%	9%	10%	15%
<b>Pedestrian pavement footpath</b>	15%	15%	20%	27%	18%
<b>Reduced road congestion</b>	5%	7%	17%	14%	10%
<b>Street lights</b>	7%	7%	7%	7%	7%
<b>Traffic order/Better compliance</b>	43%	48%	52%	51%	48%
<b>Total</b>	100%	100%	100%	100%	100%

# Key Takeaways

- Well-being in Nigeria reflects a behavioural focus on health, access and comfort, with relatively little attention paid to distributional questions, except for occasional discussion of poverty and low-income urban residents.
- There seems to be a higher dissatisfaction with the quality of air and sound pollution than with the state of urban infrastructure.
- Existence of the subjective in all other dimensions of well-being as the different results by city and social groups are influenced by larger social, environmental and governance issues.

# Key Takeaways

- Transport can be used to provide much more than just access to opportunities, as it plays a role in enabling people's liberty and autonomy. These aspects are more unequally distributed and less explored in research and practice.
- It is difficult to test the use of mainstream tools and approaches to obtain transport-related information to produce new perspectives on the social dimension of transport in Nigeria due to different structures of cities, the transport system and social conventions, however, **it is possible**... with political will and appropriate institutional support.

# THANK YOU

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Nigeria (URN) website at:  
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