

## ASSESSMENT OF SOCIO-ECONOMICS AND TRAVEL DEMANDS OF PASSENGERS ALONG LAGOS-ABEOKUTA ROAD, NIGERIA

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### ABSTRACT

*This paper assessed the nature of socio-economic attributes and travel demands of passengers along Lagos-Abeokuta Road, Nigeria. The study used questionnaire as an instrument for data collection. The sample frame evolved from the average number of passengers (664) at 5 selected traffic Bus-Stops/Junctions on Lagos Abeokuta Expressway between Iyana-Ipaja and Toll Gate at 7:30am-9:30am. The purposive sampling technique was used for the study. The sampling procedure entailed the identification of Bus-Stops/Junctions and the purposive selection of passengers which helped in the conduct of interviews using structured questionnaire. The data derived were analysed using frequency tables, cross tabulation and maps. The study observed that 9 respondents who travelled once a week and earned < N25,000 monthly spent between N100-N200 while 6 respondents spent between N200- N300. Out of the entire respondents, 2 respondents who earned between N25,001- N50,000 spent between N100-N200 and 6 respondents spent between N200- N300. From the entire respondents, 2 respondents who travelled twice a week and earned above N 75,000 spent above N500. The average age of respondents was 30 years as average monthly income was N60,000. The average travel time spent was 2<sup>1/2</sup> hours and the average travel cost was N530. The study concluded with recommendations such as enforcement of traffic regulations, integrated transport policy, introduction of efficient mass transit scheme among others.*

**Keywords:** Socio-Economics, Travel Demands, Passengers, Lagos Abeokuta Road

### INTRODUCTION

Ali (2010) perceived transportation as an important element for the survival of modern society and without it there would be no life in the city. It is an essential service in urban centers which enables people, firms and other organizations to carry out their business and economic activities. It also makes the trend of urbanization and city growth in developing countries to be characterized by rapid urban increase, urbanization outpacing industrialization, and a high rate of urban population growth by natural increase and rural-urban migration.

In Nigeria the pace of urbanization has been dramatic showing extraordinarily high rates of 5-10 percent per annum (Egunjobi, 1999). The direct implication of this trend is that there have been increasing problems of inter and intra-urban travel in which traffic congestion is one of the most significant. Traffic congestion is a major problem in urban areas that adversely affects mobility, air quality and safety. A study carried out by Bashiru and Waziri (2008) revealed that Lagos has over 30% of the total vehicles population in Nigeria. This vehicular increase has drawn attention to studies on intra-urban travels and urban land use pattern.

In examining the causes of intra-urban travel delays in consonance with travel demands in Lagos, Bashiru and Waziri (2008) attributed the causes to inadequate road infrastructure to accommodate the increasing number of vehicles and poor habits, roadsides and on-road parking, roadside trading and total disregard for traffic regulations by road users are significant human contributions to urban traffic congestion, which evolved from high passengers travel demands. Based on these problems, people decided to become bus passengers by leaving their private cars at home and opt for public transportation system in order to reduce their cost and mobility stress (Agunloye, 2011).

The delays in the required mobility encountered by passengers along Lagos Abeokuta expressway has made travel demands unreliable, thus subjecting them to wide range of decision making before going out. Passengers' travel decisions and demands are influenced by factors which include trip purpose, frequency, timing, destination, mode of travel among others.

Today nearly all cities in both developed and developing countries suffer from intra-urban travel delays. It manifests itself predominantly in recurrent queues, delays and time wastage which passengers experience along major networks especially during rush hours.



Obot, Etim and Atser (2009) found that intra-urban travel delays could be attributed to Unauthorized and indiscriminate parking along streets within the urban core. Asiyanbola (2005) asserted that there has been a significant achievement in the transportation sector, but the intra-urban travel delays that evolved from demand could be as a result of inadequate planning, lack of intermodal coordination, insufficient public transport to cope with rising demand, urban traffic congestion, accident and this could lead to intra-urban travel stress.

However, previous studies have examined various aspects of intra-urban transportation but there are scarce and no recent (past 3 years) study in Nigeria that has empirically isolated socio-economics and travel demands of passengers on Lagos-Abeokuta Express Way for investigation. This becomes a research gap that this study intends to fill.

## STUDY AREA AND METHODS

### Study Area

Lagos-Abeokuta Road is approximately 16km with a shoulder of varying width and a median strip of 0.5m. The expressway lies within Latitudes  $3^{\circ} 19'$  to  $3^{\circ} 14'$  and within Longitudes  $6^{\circ} 36'$  to  $6^{\circ} 42'$  East of the Greenwich Meridian. It is a major arterial route that links Lagos and Ogun State to other part of Nigeria. The road is a major transport axis consisting the four lane dual carriage expressway and adjoining land uses. The corridor stretches from Muritala Mohammed International Airport in Ikeja to Sango- Ota in Ogun State. The expressway is crossed by the East-West section of Ipaja road, which acts as a bypass or outer ring road linking Eastern Agege Area with Alimosho Local government Area and environs.

### Physical Structure and Land Use

The study area has a lot of remarkable landmarks and different land uses which can be classified into five categories. These are residential, commercial, institutional, industrial and religious/recreational. Residential use is the largest land use category in the area and the notable residential development in the study area includes Mangoro, Dopemu, Iyana Ipaja, Abule Egba, Ojokoro, Ahmadiya. The major institutional land uses in the study area include Muritala Mohammed International Airport and Ahmadiyah Camp Ground. The industrial land use is dominated by Swipha Pharmaceutical Company, Eldorado Company, and other small industrial establishments. Major commercial land uses include Iyana Ipaja Market, Oja Oba market, and other local markets. Religious and recreational land uses constitute the least in the hierarchy of human activities in the study area (see plate 1).

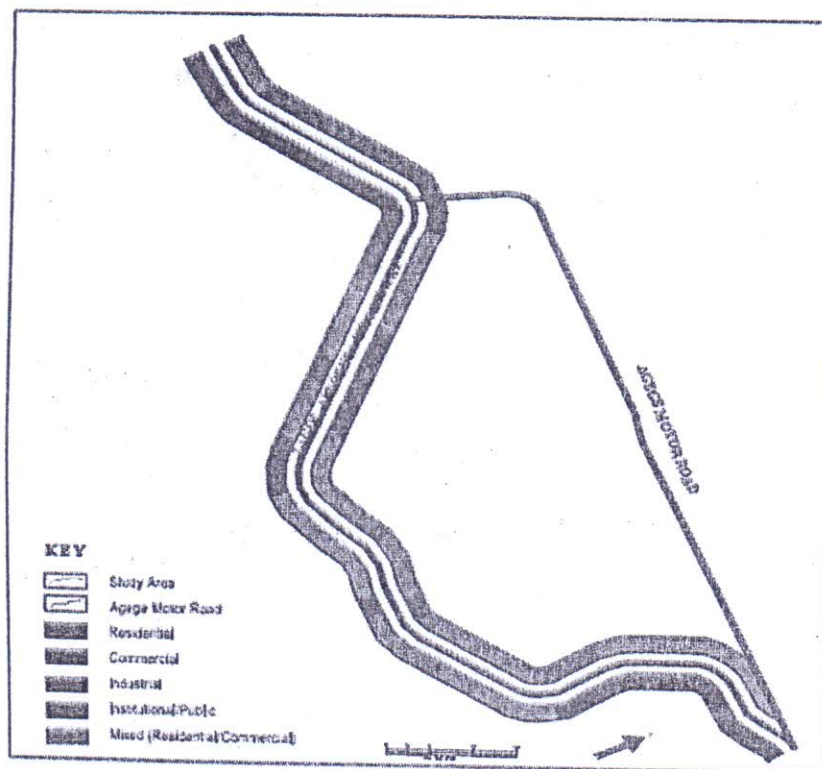


Plate 1: Adjoining Land Use of the Corridor  
Source: Author's Digitized Maps

