



POPULATION GROWTH EFFECTS ON TRANSPORT FACILITIES IN KADUNA SOUTH LOCAL GOVERNMENT AREA OF KADUNA STATE

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ABSTRACT

This paper examined effect of population growth on transport facilities in Kaduna South, Nigeria. Data obtained were collected and were summarized as absolute frequencies and proportion using the simple descriptive percentage method and presented in a Histogram, Bar chart and pie chart. The study revealed that from the study area, 36.3% of the respondents indicated that infrastructure attracts the population as a result causing rapid population growth, 27.4% indicated Job opportunities, 22.2% indicated security and 14.1% indicated unemployment as the cause of the rapid population growth. Also, from the data obtained from the respondents on the effects of rapid population growth, 32.2% indicated overpopulation, 29.2 % indicated pollution, 21.8% of the respondents indicated high crime rate 16.6% indicated unemployment as an effect of the rapid population growth; The data obtained on the dominant mode of transportation in the study area, 75.2% indicated Tricycle (Keke Napep), 2.6% indicated Taxi; 2.9% bus; 7.8% indicated Bikes and 11.5% indicated all modes of transportation (Tricycle, Taxi, Bus and Bikes). Also, on the major problems of road transport, the respondents revealed that poor road system, lack of well-trained road safety personnel, bad or reckless driving from both commercial driver & private drivers, and the violation of traffic rules are the major problem. The study concluded that this research work has proven beyond doubt that population affects the transportation and its facilities Positively in the study area.

Keywords: Population, Transport, Growth, Facilities

INTRODUCTION

Transportation encompasses the movement of people, goods and services from one point of origin to destination (Filani, 2013). Transportation is indispensable to modern economic development especially in a developing country like Nigeria. It plays a vital role in shaping the economy of any nation (or region) because modern industries and commercial activities rely on proper, well developed and efficient transport system (Anyanwu *et al*, 2007). In support of this, pointed out that transportation is a crucial vector for urban insertion since it gives access to economic activity; facilitate family life, and helps in spinning social networks (Wane, 2011).

Transport is a central dimension of the national and global production systems that are reshaping the world, making it a topic of universal interest and importance. People move from one place to the other, regularly or occasionally. Goods collected, extracted and manufactured, must be distributed from place to place prior to consumption. People who need services, which are generally provided at a limited number of places, must travel in order to access such services. Transport therefore fulfils a very important function in a society and is one of the most pervasive factors in any economy (Hoyle and Knowles, 2011).

Transport plays a crucial role in urban growth by linking and providing access for people to essential services such as education, markets, employment, recreation, health care and other key services that induce growth of towns, cities and metropolis. Enhanced mobility for the poor and vulnerable groups especially in cities of the developing world, is one of the most important preconditions for achieving Millennium Development Goals. Those cities with transport modes in an integrated system are more likely to evolve and prosper as centers for trade, commerce, industry, education, tourism and services (Buis, 2019).

Kaduna is a typical example of the rapid growth and development of cities in Nigeria. The city became capital of Kaduna State in 1967. Since then road networks have been

improved for the increase in concentration of pedestrian and vehicular movements. Similarly, commercial activities like banking, retail/wholesale businesses and professional services congregated to take advantage of nearness to seat of governance. Concentration of activities attracted consumers and ancillary service providers. This partly caused increase in urban growth and its concomitant effects on commercial activities along the old and newly constructed road networks in the metropolis. It is also evident that Kaduna State government has spent a considerable amount of financial resources constructing, expanding and modernizing roads in the state, particularly in the state capital (Kaduna), where many other such projects are still ongoing. The state government has since the creation of Kaduna state in 1967 embarked upon the development of more roads to increase connectivity and accessibility, within and around the state.

Urban areas all over the world offer a number of advantages in terms of concentration of people followed by demand for transportation and residential accommodation. In Nigeria, Kaduna is a good example of an urban center that has developed rapidly since 1967, when it became the capital of Kaduna State. Construction of roads increased substantially with the opening up of residential areas that also befitted from increasing demand for lettable spaces in commercial properties. A good number of private companies, retail stores, commercial banks and so on aggregate in the metropolis to take advantage of opportunities afforded by locations near the seat of governance, thus attracting complimentary services. This led to high concentration of vehicular and pedestrian movements especially along the access roads. Filani (2013). The relationship between road transport and development has been the focus of many studies. For example, Aderamo (2010) examined road development and urban expansion of Ilorin, Nigeria. Dakyes and Ogbuli (2012) investigated the impact of road transport development on socio-economic development in Gwagwalada Area Council, Abuja, Nigeria. This research is primarily motivated by the huge investment in the road

transport sector in Kaduna State. Given the priority accorded to road development, especially in the State capital, the question that always arises is, to what extent has the investment in road development improved physical growth in Kaduna?

MATERIALS AND METHODS

THE STUDY AREA

Kaduna South is a Local Government Area in Kaduna State, Nigeria with administrative headquarters in the town of

Makera. Other wards are Barnawa, Tudun wada, Television, Kakuri, Unguwar Muazu, Kabala, Sabon Gari [North and South], unguwar Sanusi and Kurmin mashi, Tudun Nupawa. It has an area of 59km², and is /thus the smallest Local Government by arranged in Kaduna state. Its Latitudinal location is 10° 25'N and 10° 34'N, longitudinal 7° 22'E and 7° 27'E.

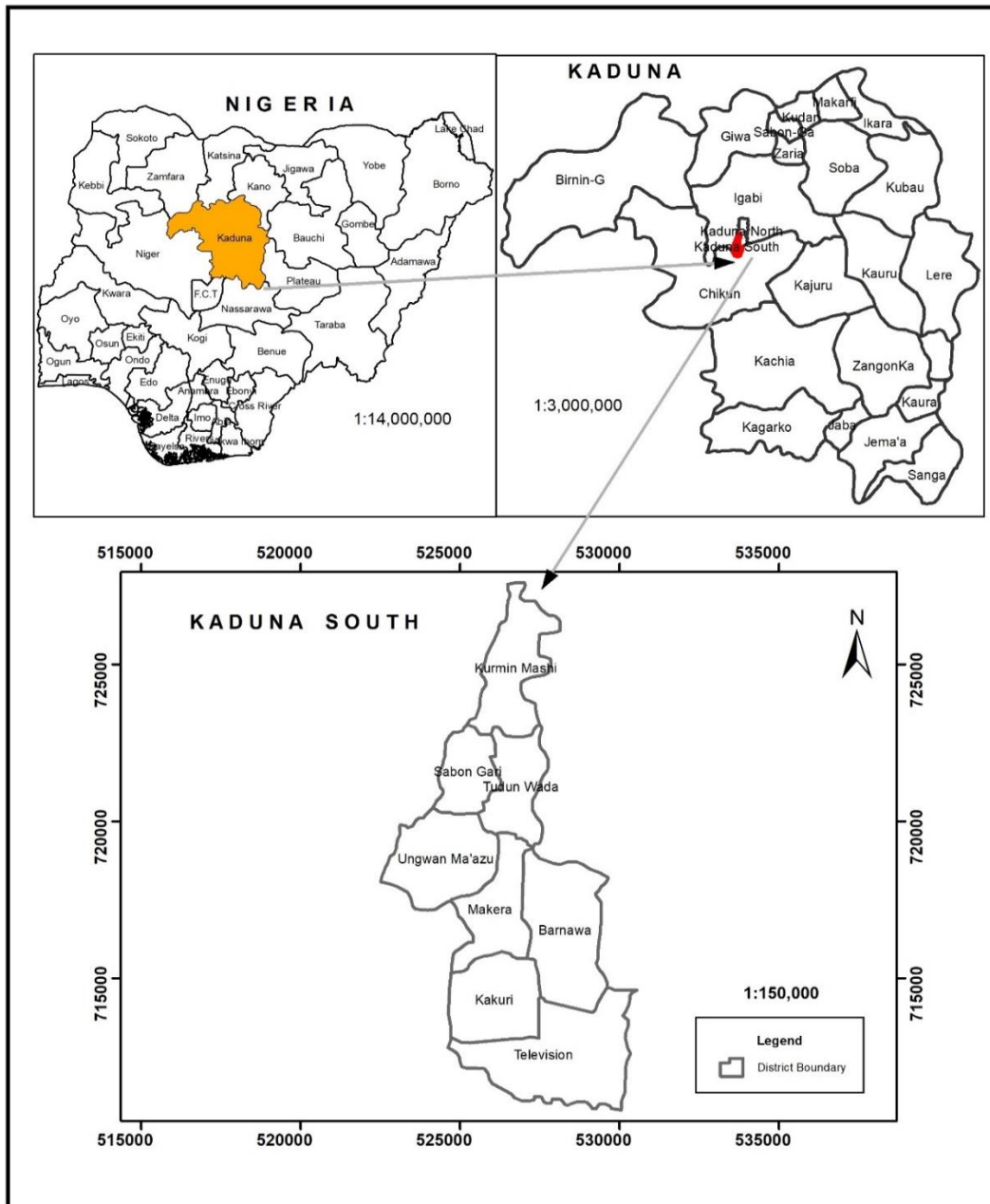


Figure 1: Map of Kaduna showing Kaduna South
Source: Author(2022)

The primary data involves the collection of data from individuals directly through structured questionnaires, interviews and observation. The questionnaires were administered and confined within the objectives of the study. Tables and descriptive statistics were used as techniques of

analysing the research questions. Summaries of the findings were presented on tables, charts and percentages in the results.

RESULTS

The Predominant Mode of the Transportation and Transport Facilities Provided in Kaduna south

This analysis is shown in Figure 2 below.

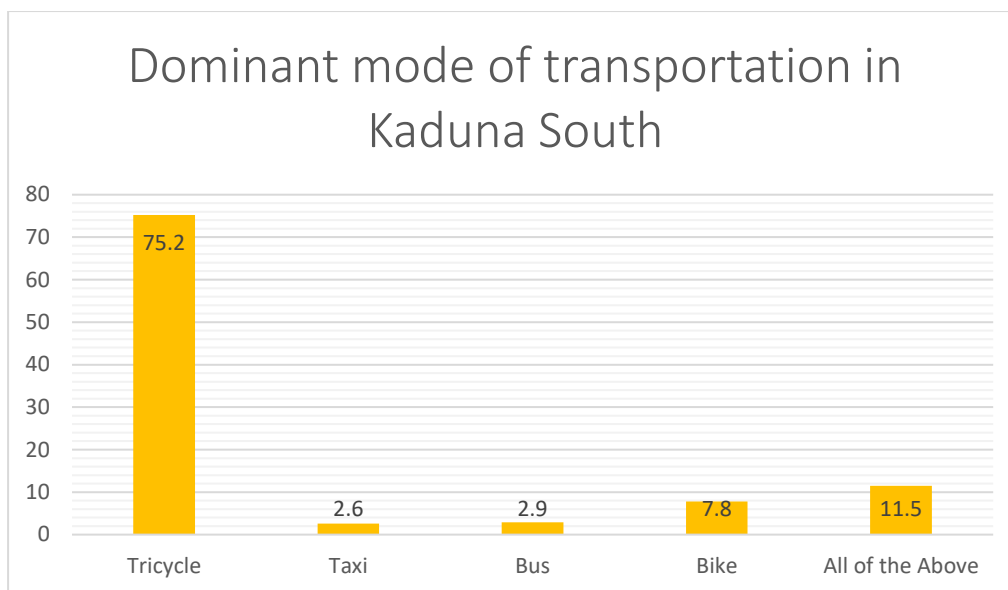


Figure 2: Dominant mode of transportation in Kaduna South
Source: Field Survey 2022

Figure 2 above show the analysis on the dominant mode of transportation in Kaduna South by which, 75.2% of the population which are the majority indicated that Tricycle (Keke Napep) is the dominant mode of transportation in Kaduna South; 2.6% of the respondents indicated Taxi; 2.9% of the respondents in bus; 7.8% of the respondents indicated Bikes while 11.5% of the respondents indicated that all modes of transportation (Tricycle, Taxi, Bus and Bikes) are dominant in the study area.

How Population Affects the Mode of Transportation and Transport Facilities

Figure 3 shows the analysis on how population affect the mode of transportation and transport facilities in Kaduna South by which, 45% of the respondents which are the majority indicated that the population affect the mode of transportation and transport facilities in Kaduna South positively; 36% of the respondents indicated population affect the mode of transportation and transport facilities in Kaduna South Negatively while 19% of the respondents had no idea.

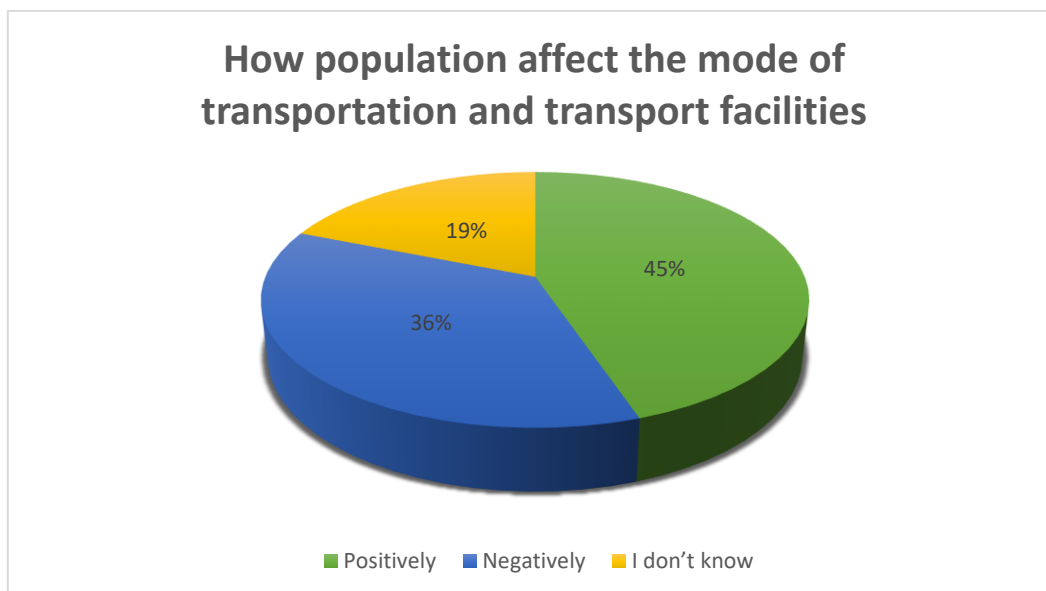


Figure 3: How Population Affects the Mode of Transportation and Transport Facilities
Source: Field Survey 2022

The Socio-Economic Impact of Transportation in Kaduna South

Figure 4 shows the analysis on the socio-economic impact of transportation in Kaduna South by which, 27.4% of the respondents indicated Employment as the socio-economic impact of transportation in Kaduna South; 28.5% of the respondents indicated Easy movement; 13.4% of the

respondents indicated the creation of roads and other infrastructure as the socio-economic impact of transportation in Kaduna South; while 30.7% of the respondents which are the majority indicated that all of mentioned impacts (Employment, easy movement and creation of roads and infrastructure) are the socio-economic impact of transportation in the study area.

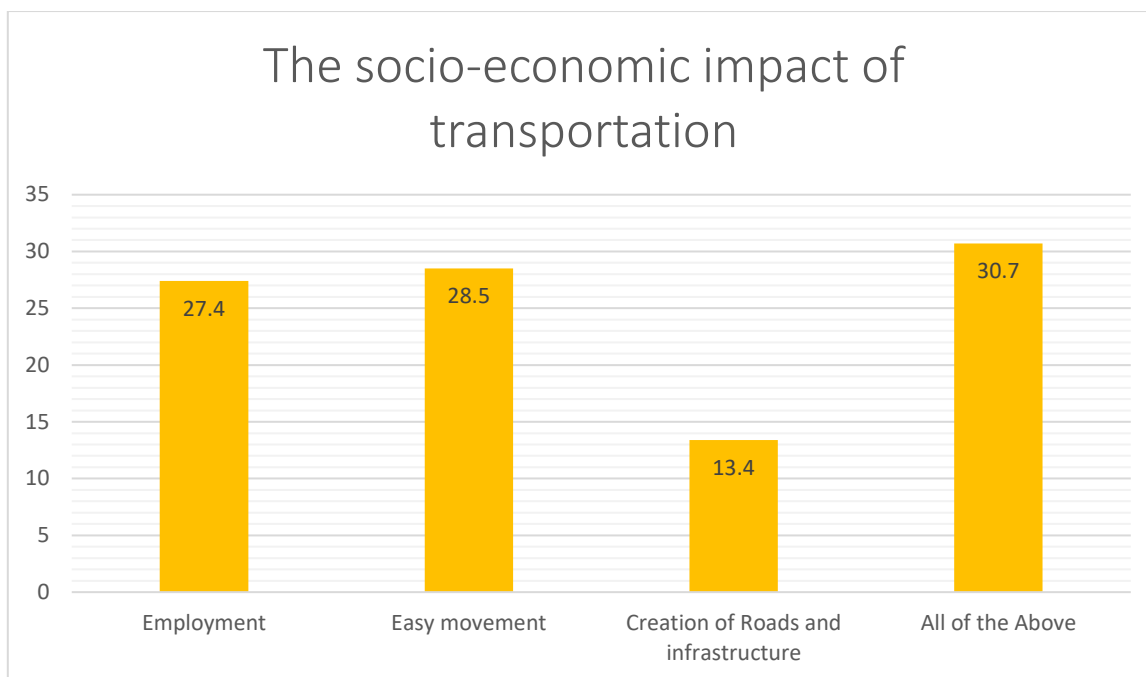


Figure 4: Socio-Economic Impact of Transportation in Kaduna South
Source: Field Survey 2022

The Major Problems of Road Transport in Kaduna South

This analysis is shown in Table 1, which shows the analysis on the response, of the major problems of road transport in Kaduna South, according to the problems, the response on the suggestion of the poor road system (Bad Road) in Kaduna South, 27(10%) of the respondent strongly agreed, 51(18.9%) of the respondent agreed; 102(37.8%) of the respondent disagreed; while 90(33.3%) of the respondent Strongly disagreed. The suggestion on Lack of well-trained road safety personnel, 119(44.1%) of the respondents strongly agreed; 73(27.5%) of the respondent agreed; 47(17.6%) of the respondents disagreed while 29(10.8%) of the respondents strongly disagreed.

The suggestion of Insecurity in Kaduna South, 63(23.3%) of the respondents strongly agreed; 82(30.4%) of the respondent agreed; 76(28.1%) of the respondents disagreed while 49(18.2%) of the respondents strongly disagreed. Suggestion on Bad or reckless driving from the commercial driver and private drivers, majority 135(50%) of the respondents strongly agreed; 111(41.2%) of the respondent agreed; 16(5.9%) of the respondent disagreed while 5(2.9%) of the respondent strongly disagreed.

And lastly, Suggestion on the Violation of traffic rules, majority 135(50%) of the respondents agreed; 111(41.2%) of the respondent strongly agreed; 5(2.9%) of the respondent disagreed while 16(5.9%) of the respondent strongly disagreed.

Table 1: Major Problems of Road Transport in Kaduna South

S/N	Effects	Response	Frequency	Percentage
1.	The poor road system (Bad Road) in Kaduna South	Strongly Agreed	27	10
		Agreed	51	18.9
		Disagreed	102	37.8
		Strongly Disagreed	90	33.3
		Total	270	100
2.	Lack of well-trained road safety personnel	Strongly Agreed	119	44.1
		Agreed	73	27.5
		Disagreed	47	17.6
		Strongly Disagreed	29	10.8
		Total	270	100
3	Insecurity in Kaduna South	Strongly Agreed	63	23.3
		Agreed	82	30.4
		Disagreed	76	28.1
		Strongly Disagreed	49	18.2
		Total	270	100
4	Bad or reckless driving from the commercial driver and private drivers	Strongly Agreed	135	50
		Agreed	111	41.2
		Disagreed	16	5.9
		Strongly Disagreed	5	2.9
		Total	270	100

		Total	270	100
5	Violation of traffic rules	Strongly Agreed	111	41.2
		Agreed	135	50
		Disagreed	5	2.9
		Strongly Disagreed	16	5.9
		Total	270	100

Source: Field Survey 2022

CONCLUSION

This research work has proven beyond doubt that population growth affects the mode of transportation and transport facilities in Kaduna South both positively and negatively. The infrastructure in the study area attracts the population as a result causing rapid population growth in Kaduna South. Furthermore, overpopulation is the major effect of the rapid population growth in the study area. in Kaduna South, Tricycles (Keke Napep) are the dominant mode of transportation. in the study area. Finally, poor road system, lack of well-trained road safety personnel, bad or reckless driving from the commercial driver and private drivers, and violation of traffic rules are the major problems of road transport in Kaduna south. Future research projects might focus on this period to find more information, especially national budgets for infrastructure maintenance and development.

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