

An Examination of Challenges Confronting Commercial Road Transport Operators in Intra-City Travel (A Case of Ado-Ekiti)

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ABSTRACT

The study examined challenges confronting commercial road transport operators in intra-state travel with Ado-Ekiti. It's specifically examined factors that influenced intra-city travels in Ado Ekiti, determined the level of productivity of commercial road transport operators, identified the factors limiting productivity of commercial road transport operators within Ado-Ekiti and identified the nature of traffic within Ado-Ekiti. It purposively selects 98 respondents whom were commercial road transport operator that operates with Ado-Ekiti town in Ekiti state. Questionnaire was use as the instrument of data collection. Descriptive statistics was employed for the study. Findings revealed that factors influencing intra-city travel in Ado-Ekiti were nature of work, education, religion and domestics needs while the average daily income range of intra-city commercial road transport operator in Ado-Ekiti was 3000-4000 naira. Furthermore main identified factors limiting intra-city commercial road transport operators' productivity in the study area are; traffic congestion, peak and off peak period and poor parking space the paper concluded that, nature of work, education, religion and domestics needs are the main factors generating trip within the study area while traffic congestion, peak and off peak period and poor parking space are the main challenges confronting of intra-city commercial road transport operators in the study area. Recommendation that government and private bodies should invest in the provision of sufficient parking space within the Town to reduce the menace of poor parking space on intra-city road transport operators' productivity and traffic control system sensitive to change in traffic density should be adopted.

Keywords:-*Road Transport, Intra-City, Travel*

INTRODUCTION

Good transportation system is essential for rapid economic, industrial and cultural growth of any country and that it highly complex because of the multimodal involvement in urban centers [3]. It is a fact that the several origins and destinations amount to variety of traffic flow in the city of the world out of which the country Nigeria is not left out. Urban transport is an important dimension of mobility, and or process in which people goods and service are been moved from place of origin to place of destination via a

physically know mode for a specific purpose in which there is spacio-temporal change and resource is used up. Several groups of people are into the business of transportation as a means of livelihood but the extent of involvement differs from one transport modal option to another. There are public transport operators, private transport operator that plies both inter-cities and intra-cities route, each with its pros and cons. The need to move within a particular city might be influenced by several factors among which are; instinctive human needs "need to eat,

cloth, security etc.” and extrusive human needs “need for tourism, politics, socialized, fellowship etc.” Basically transport demand is derived demand, that is transport is been demanded for in other to satisfy another need or purpose. Thus event with a location be it city, town, state or nation will amount to reason for people to move but the ability to move is another different scenario entirely. These event are the origin of people’s transport need.

Need for road transport operator is enormous, as hardly will one avoid road transport within 24 hour. The major strength of road transport is that road transport is the only mode of transport that linked other modes of transport with one another and it is the only mode of transport that can deliver door to door service. A such no mode of transport can achieve gap filling objective of transportation without interconnectivity to road transport.

The work aimed to examined the challenges confronting commercial road transport operator in intra-city transport system with specific preset objectives as to; examine the factors influencing intra-state travels in Ado Ekiti, determine the level of productivity of commercial road transport operator, identify the factors limiting productivity of commercial road transport operators within Ado-Ekiti and identify the nature of traffic within Ado-Ekiti

LITERATURE REVIEW

Literature abound in the field of transport of several transportation issue, among which were[1-5]. Atubi and Onokala,[1] who said the rising trend in morbidity and mortality rates due to road traffic accidents in low-and middle-income countries has moved some to declare road traffic accidents an epidemic that need most important attention from all. Furthermore, [5] discovered that urban road transport system in Nigeria is inefficient and grossly

inadequate even after 46 years of becoming independent from Colonial Rule. Gana and Emmanuel [4] find out that there is dearth of operational equipments in FRSC thus hampering its performance. It further observed that Road traffic laws are strong and adequate, but lack effective enforcement, which is responsible for non-compliance. The study also revealed that FRSC has done very well in its performance especially in Educating motorists through various public enlightenment campaigns. The study shows that there are bad roads with narrow lanes and potholes resulting to traffic congestions and crashes. Oginni [4] identified the specific risk factors such as ‘uneducated and unlicensed drivers and riders, reckless driving, carelessness, drunkenness, lack of knowledge on road safety rules, driver’s age, fatigue, unimplemented government policies, failure in law enforcement and corruption’. Furthermore the literature on Road transport accident (RTAs) has noted that poor vehicle conditions, poor road infrastructure and poor traffic management are some risk factors contributing to RTAs. However, same cannot be said on scholar work of challenges confronting commercial road transport operator in intra-cities. This work filled the gap in literature by examining the challenges confronting commercial road transport operator in intra-city transport system in Nigeria with major focus on Ado-Ekiti intra-city road transport system.

METHODOLOGY

The study area is the entire high way constructed within Ado-Ekiti town of Ekiti state that commercial road transport operators plies or patronizes. The study population is the entire commercial road transport operators that patronize high way in Ado-Ekiti. The sample size for the study is the entire road transport operators that are on commercial base in the study area. The sample technique used is purposive

sampling techniques. Only the commercial drivers can supply the needed information for the study. The study employed primary data and well-structured questionnaire for the purpose of data collection. The paper utilized only descriptive statistics for analytical purpose. The descriptive statistics used for the analytical purpose in this study are percentage frequency, bar chart and pie chart.

RESULT AND DISCUSSION

The paper employed percentage frequency to examine the factor influencing intra-city travel. It was observed in Table1 that 36.7 percent of the sampled respondent strongly agreed and 54 percent agreed that Nature of work influence intra-city travel in the

study area. Also, 26.5 percent, 36.7 percent and 36.8 percent strongly agreed, agreed and inference respectively to education influence intra-city travel as presented in Table2. Similarly, Table 3 showed that 18.4 percent, 54.1 percent, 9.2 percent and 18.4 percent accounted for strongly agreed, agreed, indifference and disagreed to the question on religion influence intra-city travel. It was observed in Table 4 that 18.4 of the sampled respondents strongly agreed, 72.4 percent agreed, 9.2 percent indifference to domestic needs influence intra-city travel in the study area. A such, it was deduced that the factors influencing intra-city travel in Ado-Ekiti are nature of work, education, religion and domestics needs.

Table 1:-Nature of work influence intra-city travel

	Frequency	Percent
Strongly agreed	36	36.7
Agreed	54	55.1
Indifference	8	8.2
Total	98	100.0

Source:-Field survey (2019)

Table 2:-Education influence intra-city travel

	Frequency	Percent
Strongly agreed	26	26.5
Agreed	36	36.7
Indifference	36	36.8
Total	98	100.0

Source:-Field survey (2019)

Table 3:-Religion influence intra-city travel

	Frequency	Percent
Strongly agreed	18	18.4
Agreed	53	54.1
Indifference	9	9.2
Disagreed	18	18.4
Total	98	100.0

Source:-Field survey (2019)

Table 4:-Domestic needs influence intra-city travel

	Frequency	Percent
Strongly agreed	18	18.4
Agreed	71	72.4
Indifference	9	9.2
Total	98	100.0

Source:-Field survey (2019)

In an attempt to determine the productivity level of intra-city commercial road transport operators, bar chart was utilized and presented in Figure 1. It was observed that 18.4 percent of the sampled intra-city commercial road transport operators had daily income range of 1000-2000 naira,

63.3 percent had daily income range of 3000-4000 naira and 18.4 percent had daily income range of 4000-5000 naira. It was deduced that the average daily income range of intra-city commercial road transport operator in Ado-Ekiti was 3000-4000 naira.

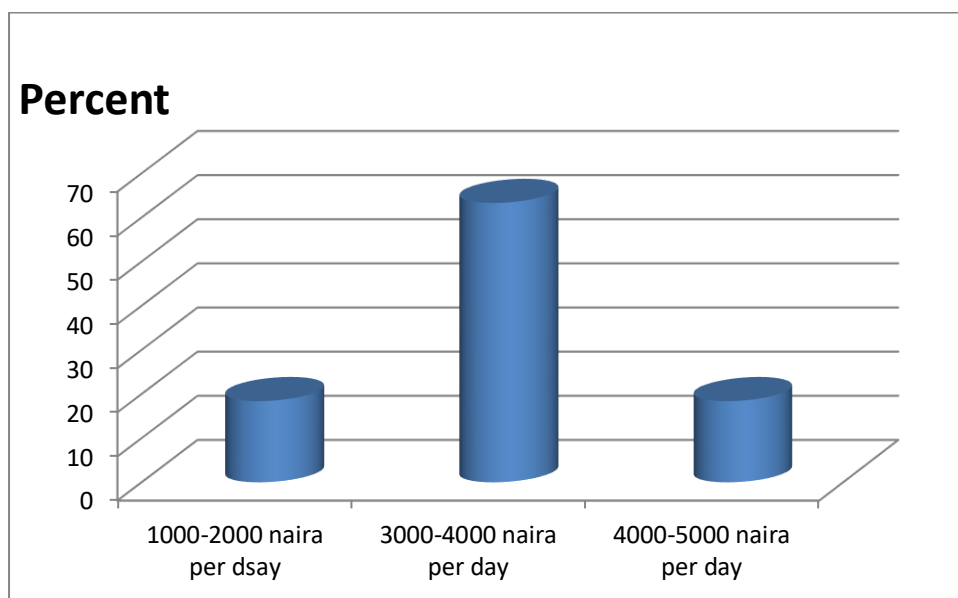


Fig.1:-Productivity of intra-city commercial road transport operator
Source:-Field survey (2019)

Table 5 presented the respondents opinion on the factor limiting intra-city road transport operators' productivity. It was observed that 45.9 percent strongly agreed, 45.9 percent agreed and 8.2 percent indifference respectively to traffic congestion limit intra-city road transport operators' productivity. Also, 9.2 percent, 36.7 percent and 54.1 percent accounted for strongly agreed, agreed and indifference respectively to Poor parking space limit intra-city road transport operators' productivity. Similarly, 54.1 percent and 45.9 percent of the sampled

respondent disagreed and strongly disagreed respectively to Narrow road limit intra-city road transport operators' productivity. In the same vein, 35.7 percent and 64.3 percent strongly agreed and agreed respectively to peak/off peak period limit intra-city road transport operators' productivity.

Based on this it was deduced that factors limiting intra-city commercial road transport operators' productivity in the study area are; traffic congestion, peak and off peak period and poor parking space.

Table 5:-Factor limiting intra-city road transport operators' productivity

Variable	Measure	Frequency	Percent
Traffic congestion	Strongly agreed	45	45.9
	Agreed	45	45.9
	Indifference	8	8.2

Poor parking space	Total	98	100
	Strongly agreed	9	9.2
	Agreed	36	36.7
	Indifference	53	54.1
Narrow road	Total	98	100
	Disagreed	53	54.1
	Strongly disagreed	45	45.9
	Total	98	100
Peak and off peak period	Strongly agreed	35	35.7
	Agreed	63	64.3
	Total	98	100

Source:- Field survey (2019)

The nature of traffic congestion in Ado-Ekiti was identified with the adoption of pie chart and presented in Figure 2. it was observed that 18.4 percent of the respondent were of the opinion that traffic congestion occurs in the morning, 9.2

percent, 9.2 percent and 63 percent said afternoon, night and morning and night respectively. It was deduced that the nature of traffic congestion occurrence is highest in the morning and night in the study area.

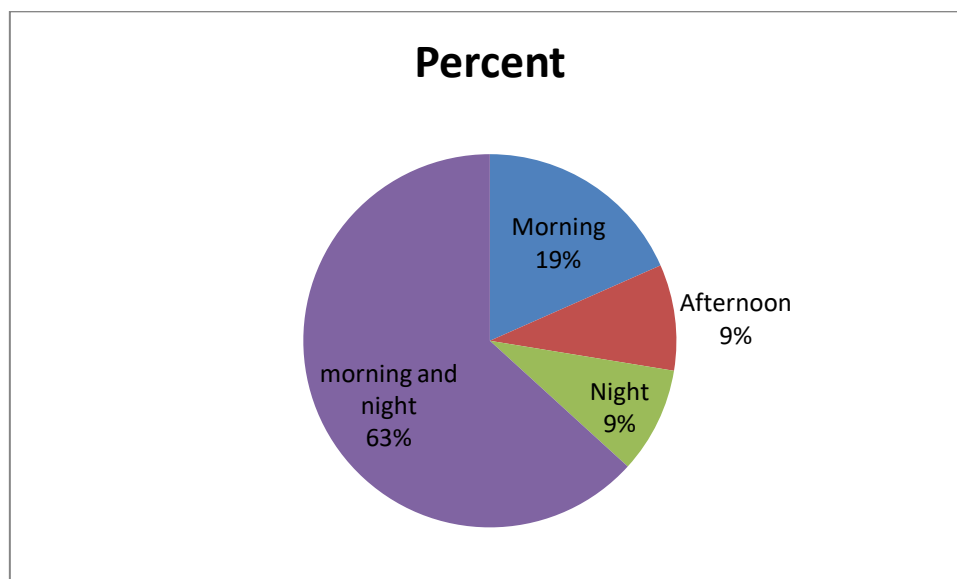


Fig.2:-Nature of traffic congestion in Ado-Ekiti
Source:-Field survey (2019)

CONCLUSION AND RECOMMENDATIONS

Based on the finding of the work, the paper concluded that, nature of work, education, religion and domestics needs are the main factors generating trip within the study area. Also the majority of the

commercial road transport operators in the study area had an average daily income level of 3000-4000 naira, while traffic congestion, peak and off peak period and poor parking space are the main challenges confronting of intra-city commercial road transport operators in the study area.

A such, it was recommended that government and private bodies should invest in the provision of sufficient parking space with the Town to reduce the menace of poor parking space on intra-city road transport operators' productivity, also traffic control system that are sensitive to change in traffic density should be adopted for traffic control system to enhance smooth traffic flow.

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