

Figure 2: Means of Transportation in Chikun LGA  
 Source: Field Survey (2019)

### 3.3 Frequency of the Usage of the Road as Means of Transportation

A total of 384 questionnaires were administered to the respondents and their responses revealed that 50% are of the view that they make use of road transportation on daily basis and also more than once in a week as indicated on Figure 3. This reveals that majority of the residents make use of the road either on daily basis or at least once in week which makes as one of the major factors that contributes to traffic congestion in Sabo Peugeot and Command Junctions. 21% of the respondents are of the opinion that they make use of the road on weekly basis and 24% use the road more than once a week while only 5% reported that they use the road occasionally. The responses show that the residents greatly make use of road for mobility in the city hence; this justifies the presence of heavy traffic flow at almost all the major commercial areas and junctions such as Sabo and Command Junctions in the LGA.

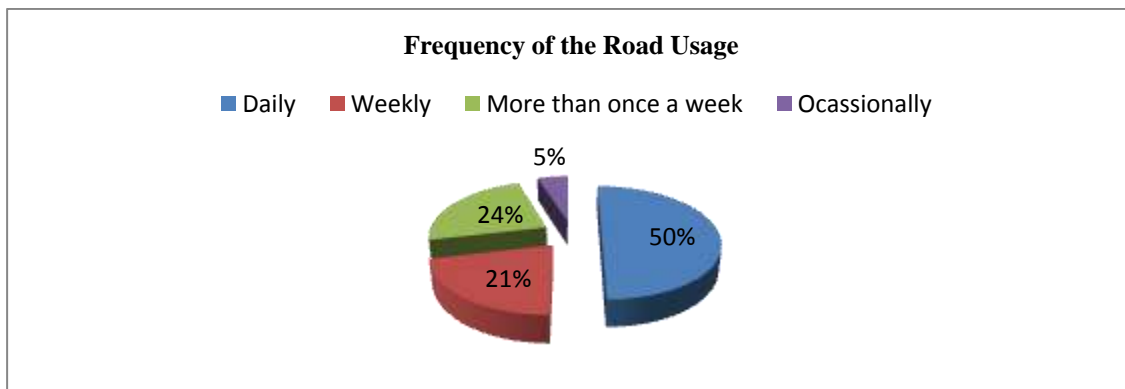


Figure 3: Frequency of the Use of the Road as Means of Transportation  
 Source: Field Survey (2019)

### 3.4 Status/State of the Road Transport Infrastructure in the LGA

Responses of those administered questionnaires to; on the status of road transport infrastructure as shown on Figure 4 reveals that only 0.5% are of the view that the status of roads are excellent, 1.8% reported that the roads are very good, 3.4% are of the opinion that the roads in the LGA are good and 13.8% are of the view that they are fair. The highest respondents of 40.1% reported that the status/sate of roads in the LGA is poor and 34.41% are of the view that the status is very poor. This clearly reveals that statuses of the roods network in the area is generally poor and are in bad state as shown on Plate 1, 2 and 3. Some residents of 4.9% did

not respond to the questionnaire. Further interview with one Yakubu Bahago of Unguwan Pama and Elisha Katung of Romi ward on 3<sup>rd</sup> February, 2020 shows that some of the roads have never seen the presence of government since the settlements evolved in wards such as Kamazo, Jan ruwa, Unguwan Boro new extension and Pama among others.



Plate 1: ECWA Hausa Road Unguwan Boro, vehicles meandering their ways on the bad road.  
Source: Field Survey (2019)



Plate 2: Firoro Road, Unguwan Boro  
Source, Field Survey (2019)



Pate 3: Pama – Sabo Market Road  
Source: Field Survey (2020)

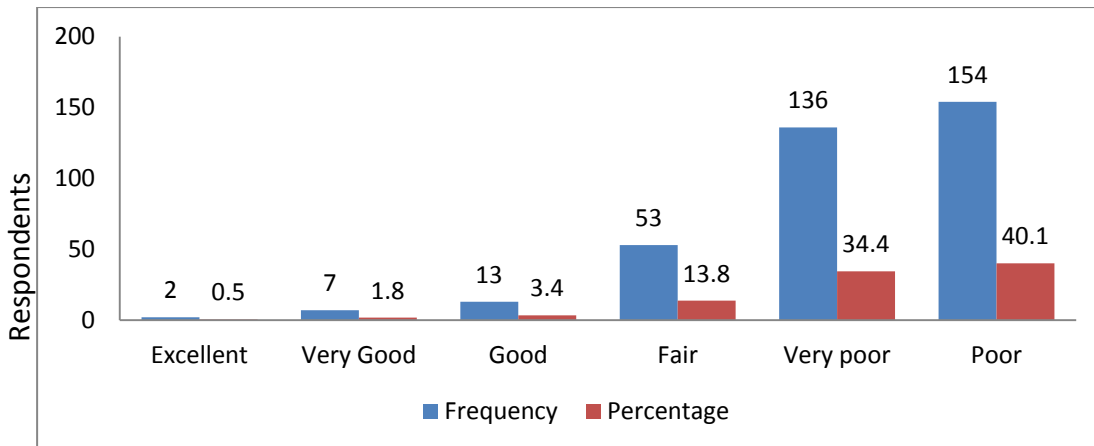


Figure 4: General Status/ State of Roads in the LGA  
Source: Field survey (2019)

### 3.5 Provision of Road Infrastructure in Chikun LGA

Figure 5 reveals that 20.3%, 21.9% and 44.5% of the respondents are of the view that roads in the area are being constructed or provided by Government, individuals and communities respectively. This clearly reveals that there is little government presence in the area in terms of provision or construction of road networks to the people of Chikun LGA. Virtually, most of the roads in the area are provided, paved and managed by the communities and individuals to enable them link major roads in the town as shown on Plate 4 and 5. A good example is the Janruwa and Kamazo Road constructed and managed annually by the communities as shown on Plate 3. Private and others represent 7.6% and 8.3% of the respondents.

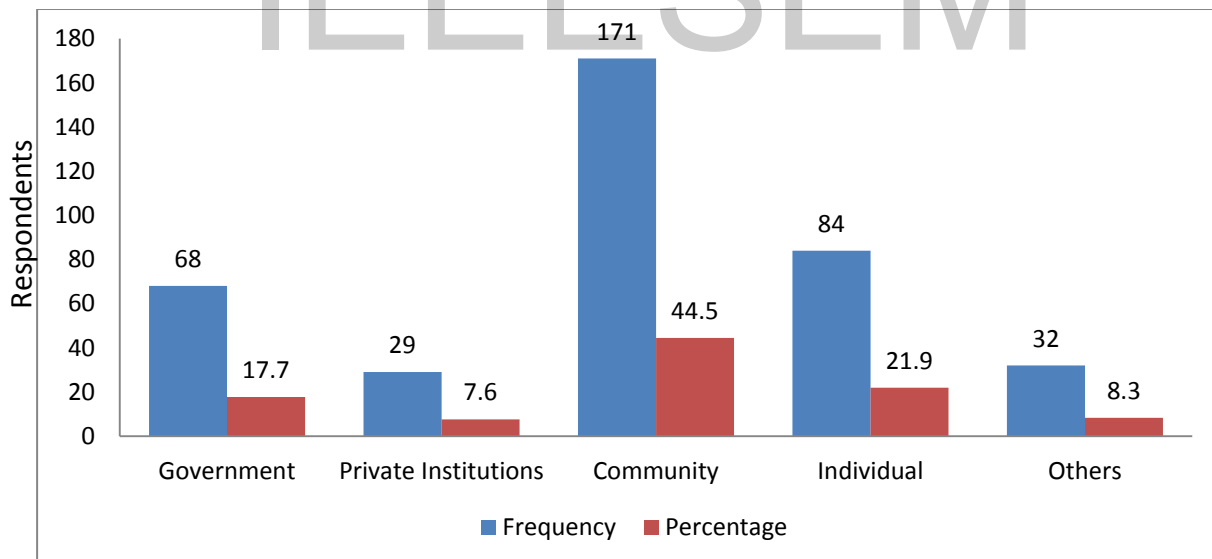


Figure 5: Provision/construction of Roads  
Source: Field Survey (2019)





Plate 4: Road Being Graded by ECWA Church  
Source: Field Survey (2020)



Plate 5: Earth Road Constructed and linked to Yakowa Way by Kamazo Community  
Source: Field Survey (2020)

### 3.6 Kinds of Roads in Chikun LGA

A total of 384 questionnaires were administered on the kinds of roads in the area to assess if they are tarred, paved or not. The responses reveal that only 21% are of the view that the roads are tarred while the greater percentage of respondents of 79% reported that the roads are not paved or tarred as shown on Figure 6. This reveals that most of the roads in the LGA are earthed road.

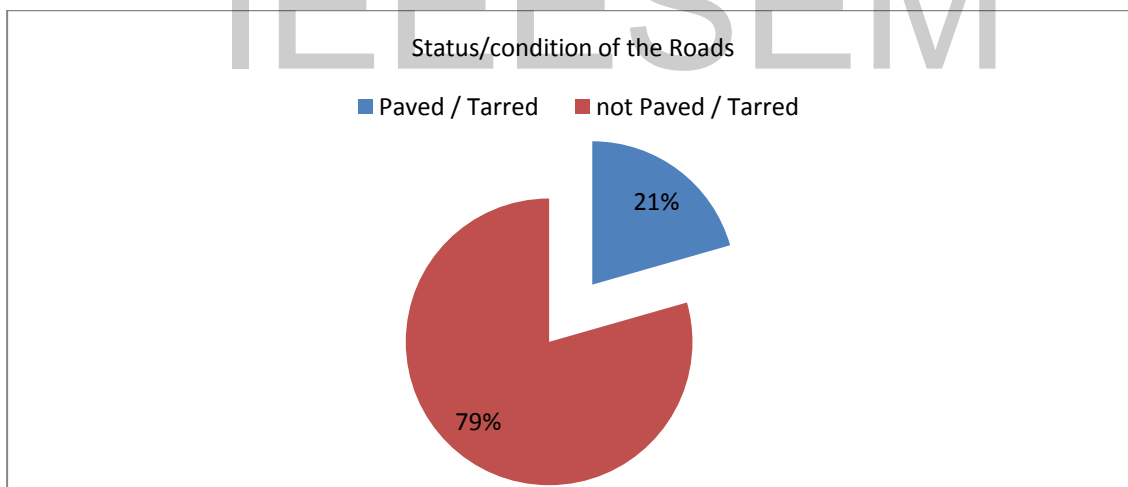


Figure 6: Condition of the Roads/Street  
Source: Field Survey (2019)

### 3.7 The Management of Roads in the Study Area

Figure 6 shows that 21.8% of the respondents are of the view that Government manages the road in the study area, Private institutions do not do much in the provision and management of roads in the area as only 7.3% reported that they manage road in Chikun LGA despite the location of Kaduna Refinery and Indomie Industry in the study area. Further responses of 41.2% and 24% are of the view that the communities and individuals respectively take care of their roads because Government shows no concern whether the road exist or not especially in sampled areas of the LGA. Others categories of people that manages the roads reported 5.7%.

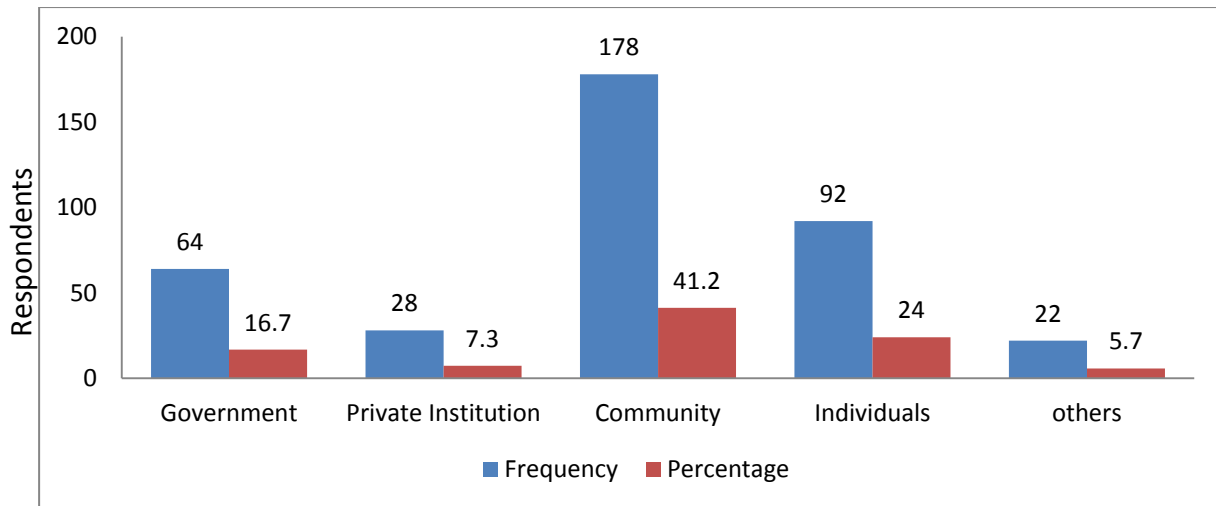


Figure 7: Management of Roads in Chikun LGA  
 Source: Field Survey (2019)

### 3.8 Status of Road Transport Furniture in Chikun LGA

Table 2 shows the responses of the residents in Chikun LGA on the status or state of road furniture in the study area. On the road signs status (informative, directional, prohibitive and mandatory) 22.9% reported that they are adequate, 49.7% are of the opinion that they are not inadequate while 27.3% indicated that the road signs are not available. The investigation reveals that the road signs which are very important road furniture are grossly inadequate. 78.6%, 54.7%, 54.2%, 42.4%, 41.1 and 66.1% of the respondents are of the view that Traffic Light, Zebra Crossing, Culverts, Road Marking, Interchange and Drainage Channels respectively are inadequate. Furthermore, responses on availability of Pelican and Pedestrian Bridges, Flyover, Road Shoulder, Chambers (Cross Slope), Road Island, Chicane (Bus Stop), Cat eye, Guard Rail and Parking lane/Layby shows 92.9% and 97.4%, 98.2%, 53.9%, 53.4%, 58.1%, 91.1%, 96.4%, 88% and 94.3% respectively.

The study clearly shows that many road furniture do not exist in the study area, this is because in the first place the area does not have adequate trunk A or B roads. The available roads are earth roads built, constructed and maintained by communities. Further interview with Ibrahim Musa a residents of Unguwan Boro reveals that some of the roads especially ECWA Hausa Church road in Unguwan Boro is not motorable during rainy season as shown on Plate 6 while Plate 7 shows kind of road in dry season in the Sabo ward of the LGA. The residents of wards contribute money every year to fill up the eroded road because neither the State government nor the local council has ever made an attempt to grade the road.



Plate 6: Status of Road during Rainy Season Sabo (Chikun LGA)

Source: Field Survey (2019)



Plate 7: Kind of Road during dry season Sabo (Chikun)

Source: Field Survey (2020)

Table 1: Availability of Road Infrastructure in Chikun LGA

| Road Furniture         | Adequate    |      | Inadequate  |      | Not Available |      |
|------------------------|-------------|------|-------------|------|---------------|------|
|                        | Respondents | %    | Respondents | %    | Respondents   | %    |
| Road Signs             | 88          | 22.9 | 191         | 49.7 | 105           | 27.3 |
| Traffic Light          | 06          | 1.6  | 302         | 78.6 | 76            | 19.8 |
| Zebra Crossing         | 72          | 18.8 | 210         | 54.7 | 102           | 26.6 |
| Bridge                 | 46          | 12.5 | 158         | 41.0 | 178           | 46.4 |
| Pelican Bridge         | 05          | 1.3  | 22          | 5.7  | 357           | 92.9 |
| Pedestrian Bridge      | 02          | 0.5  | 08          | 2.1  | 374           | 97.4 |
| Flyover                | 02          | 0.5  | 05          | 1.3  | 377           | 98.2 |
| Culverts               | 107         | 27.9 | 208         | 54.2 | 69            | 17.4 |
| Road Shoulder          | 78          | 20.3 | 99          | 25.8 | 207           | 53.9 |
| Chambers (Cross Slope) | 67          | 17.4 | 112         | 29.2 | 205           | 53.4 |
| Road Marking           | 158         | 41.1 | 163         | 42.4 | 63            | 16.4 |
| Road Interchange       | 127         | 33.1 | 156         | 41.1 | 99            | 25.8 |
| Road Island            | 58          | 15.1 | 103         | 26.8 | 223           | 58.1 |
| Chicane (Bus Stop)     | 06          | 1.6  | 28          | 7.3  | 350           | 91.1 |
| Cat Eye                | 03          | 0.8  | 11          | 2.9  | 370           | 96.4 |
| Drainage Channels      | 89          | 23.2 | 254         | 66.1 | 41            | 10.7 |
| Guide/Guard Rail       | 05          | 1.3  | 41          | 10.7 | 338           | 88.0 |
| Parking Lane/Layby     | 07          | 1.8  | 15          | 3.9  | 362           | 94.3 |

Source: Field Survey 2019

### 3.9 Reason for Poor Roads in Chikun LGA

A total number of 384 residents were administered questionnaires and follow up interview on the reasons why the road status of Chikun LGA is poor as shown on Table 2. The responses reveal that 13.3% are of the view that poor funding is responsible for the poor states of roads in the area, only 8.3% are of the opinion that “I do not care attitude” of the residents is the factor for bad roads while 1.3% opined that the terrain of the area is responsible for the bad roads. Majority of the respondents of 51.6% are of the opinion that Government neglect of the area is

the reason of the poor state of roads in Chikun LGA as also put word by Aderamo, and Aina (2011) on issue of neglecting other parts of the land in terms of road infrastructure. Poor communal cooperation has 9.4% while 16.1% of the respondents are of the view that the roads are in bad state because of political and religious reasons. Adamu Yohanna of Kamazo ward on 4<sup>th</sup> February, 2020 further corroborated that the few tarred roads in the area were constructed during the People Democratic Party (PDP, 2003 - 2012) administrations of Makarfi and Yakowa and that the area has not witness construction of any road in the past five years of the All Progressive Congress party of Governor Ahmed El'rufai's administration.

Take 2: Reason for Poor Roads Chikun LGA

| Reason                                  | Frequency | Percentage |
|---|-----------|------------|
| Poor Funding                            | 51        | 13.3       |
| I do not care attitude of the residents | 32        | 8.3        |
| Terrain of the Area                     | 5         | 1.3        |
| Government neglect of the Area          | 198       | 51.6       |
| Poor Communal Cooperation               | 36        | 9.4        |
| Others                                  | 62        | 16.1       |

Source: Field Survey, 2020

#### 4.0 CONCLUSION AND RECOMMENDATIONS

This study has brought into focus the issue of road transport infrastructure in Chikun LGA of Kaduna Metropolis being the study area. The study reveals that the general status of road transport is poor and even where there are available the roads are in a sorry state and dilapidated. The study also shows that most of the roads in the area are neither paved nor tarred. Virtually, all the roads that linked up the major express road that passes through Command Junctions, Sabo to Kachia and Yakowa Express Way are earth roads. Some of these roads are not motarable during rainy season especially in the month of August and September. The residents struggle to get to the main roads that connect them to the metropolis centres through the use of motorcycle popularly known as *Okada* or *Achaba*. The study found out that Chikun LGA of Kaduna metropolis has been under neglect by the State Government for a very long time as a result of religious, tribal or political reasons. More still, the Local Government being one of the LGA that comprises of the Kaduna metropolis is incapacitated to carryout major project due to the joint account with the state government. In this regard, the state government controls the fund. There is no single road constructed or repaired in the area apart from the three main roads which are: Kaduna-Abuja Road that passes through Gonin Gora, the Kachia Road that passes through Sabo and the Yakowa bye pass. The other roads are being created or constructed and maintained through communal and individual efforts.

To prevent Chikun LGA from environmental deterioration, economic collapse and cut off from other part of the metropolis, the study therefore made the following recommendations:

- a. The Government as a matter of urgency should visit the area and make assessment the roads in the area and fix them immediately.
- b. The State Government to show her presence through construction and repairs of roads in Chikun LGA.
- c. Kaduna State Government should embrace all people equally in respective of their

- religion, culture and political background and embark on road constructions in the area
- d. Residents through communal efforts should continue to cooperate and help in repairs and management of the roads.
  - e. Government should be fair and just in distributions of resources and infrastructures.
  - f. The residents in the area should vote only for credible people who can speak out for them or represent them well.

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