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Assessment of Street Furniture in Zaria Town Kaduna State

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Abstract - The study was aimed at assessing the street furniture in selected streets in Zaria town of Zaria Local Government, Kaduna State with a view to making physical planning recommendations. The Objectives of the study are to: Identify the types of street furniture in the study area, examine the lifespan of the street furniture in the study area, and evaluate the adequacy of street furniture in the study area. Data were collated with the use of structured questionnaire (closed ended), oral interview and physical observation of the environment; and compared with the statutory provision of the laws/edicts that established them, which enabled us to know the areas where they have not performed to the expectation and the areas of over-lapping. This will enables us to make proposals and recommendations for their improvement. The analyzed data was presented in tabular forms and was concluded by best practices and recommendations.

Keywords: Assessment, Street, Furniture and Town.

I. INTRODUCTION

Street furniture's refers to objects and equipment's installed in parks to provide comfort, direction, safety and convenience. Benches, bollards, post boxes, and waste receptacles. These elements not only serve functional purposes but also contribute to the aesthetic appeal of an area, making it more inviting and user-friendly Wikipedia (2025). In Nigeria, you will find various types of street furniture, including benches, lighting and waste management solution, designed to enhance public spaces. Some popular materials used for street furniture include wood, metal, concrete, and recycled plastics. The Alberta center for Well-Being (2012) finds that the concept of welfare or maximum well-being comprises a mild equilibrium among physical, psychological, spiritual, intellectual, and social well-being and then lists a broad spectrum of proportions, from robustness, nourishment, and anxiety control to reflection, education, and connections. Street furniture nudges on all those facets of well-being and can promote not only a state of well-being but also psychological welfare. Just being outdoors, for instance, has been shown to provide health well-being. Street furniture facilities are required for the very juvenile to the very aged, for learners and for specialists, for teams and for people, for indoors and outdoors Seely (2002). Street furniture facilities are grouped.

Attah (2006) views demand for street furniture from the demographic, socio-economic, and time factor point of view. Bello (2010) equally considers demand for street furniture from demographic, in addition to education, and mobility perspectives, and Hussain (2012) based his analysis of demand for street furniture facilities on economic characteristics as well as demographic considerations. The main purpose of street furniture is essentially the relaxation and revitalization of individuals so that they may effectively rebind to their periodic undertakings, which are not street furniture but reasonably profitable. It involves physical, mental, and emotional undertakings. It can honor the stakeholders in terms of rational, physical, and social development, improved health, bettered citizenship, and other standards of personal growth.

McMahon et al. (2022). Many researches have been conducted to regulate the positive satisfactions (both physical and psychological) of street furniture effect on human beings. The performance of the street furniture in providing a healthy surrounding was also listed in some Nigerian cities like Lagos, Kano, Kaduna, etc. but the true admiration of the inputs that street furniture could make to the quality of life in the environment appears to be just, compelling only more than lip service it receives from public officials. Analysis of information on street furniture use and drifts is important for a proper estimation of street furniture activities. This is the focus of the study, which estimates demand based on street furniture use and trends information. Hence, the objective of this paper is to assess the perception of street furniture facilities users in Zaria town, Zaria Local Government, Kaduna State, Nigeria. Street furniture is a basic human need, like the basic needs to breathe,

walk, eat, drink, sit, sleep, and worship. However, one of the problems that beset street furniture is the limited information on street furniture systems.

The bulk of the scanty literature on it deals with street furniture in the countryside at the national and regional level in developed countries, where it only outlines the general spatial pattern of street furniture demand and participation Obateru (2003). Street furniture in selected streets in Zaria Local Government Area, challenges occur such as inadequate street signs, lack of seating, poor street parking, street hawking, inadequate street lighting, poor road maintenance, and a poor drainage system, which has resulted in inappropriate street furniture planning standards.

II. MATERIALS AND METHODS

According to Bandi (2009), research involves not only collecting data but also answering unanswered questions, establishing a new quest for knowledge. This suggests that research methodologies are a particular method adopted by the researcher to gather information and to answer the intended research questions. This part shows clearly full details of step-by-step procedure of the work carried out.

The street furniture design of the research method involves observation checklist and interview researchers undertake in the field. Many elements must be considered in planning the street furniture of the study area. While these elements are distinct and maybe individually addressed in other plans (e.g. landscape plan, lighting plan), they must be appropriate by integrated to develop effective street furniture. The planning for and integration of these elements should respond to the hierarchy of transportation routes, the safety of pedestrians and motorists and the visual image of the street furniture Bandi (2009).

Description of the Study Area

Zaria Town is an urban area in Zaria Local Government Area, lies between latitude 10-40N0 and longitude 7-250E and 7-360E. The data collection will be limited to the following roads and streets in Zaria town. Kofar Doka to Danmagaji Roads, Kofar Doka to Nagoyi and Galma road, Kofar Doka to Babban dodo road, Kofar Doka to Tudun wada up to PZ, Tudun Wada old Jos road, Tudun Wada to Gaskiya, Barewa, road, Laying Joji street Tudun Wada Zaria, Laying Wawa Tudun Wada Zaria, Laying Juma Tudun Wada Zaria, Laying sarki Tudun Wada Zaria, Laying Radio Tudun Wada Zaria, Sardauna street to ABU Kongo small gate, Kwarbai to Prison Kofar Doka road, Babban dodo to Emir palace road, Emir palace to Banzazzau road. Description of the Population: The population of Zaria Local Government Area is estimated to be around 975,200 in 2025. Please note that population figures may vary depending on the source and date. Method of Data Collection: Questionnaire was administered to the head of each institution responsible for the administration of physical planning such as KASUPDA, KEPA, KADGIS etc.

Method of Data Analysis:
The data collection was collated and compared with the statutory provision of the laws/edicts that established them, which enabled study to know the areas where they have not performed to the expectation and the areas of over-lapping. That enables one to make proposals and recommendations for improvement.

Method of Data Presentation:
The analyzed data were presented in tables and reports form.

III. RESULTS AND DISCUSSION

Data Analysis and Presentation:
Fundamentally, there are different types of street furniture in the study area, which are comprised of functional, informational, aesthetic, and smart street furniture (Ahmed H. R., 2016).

Table: 4 street names, Road Hierarchy, types of street light, location, number and conditions in the study area.

S/n	Street names	Road hierarchy	Types of street light available	Existing conditions of street light	Length and width (m)	Available	Shortfall
1	Kofar Doka to Danmagaji road	Distributor road	Streetlight, street sign,	New constructed and new	3.2km length. 15m width.	93	10

			benches, traffic light etc.	provided light's			
2	Kofar Doka to Nagoyi and Galma new Jos road	Distributor or inter state road	Streetlight, street sign, benches, traffic light etc.	New constructed and new provided light's	4.1km length. 15m width	120	18
3	Kofar Doka to Babban Dodo road	Distributor road	Streetlight, street sign, benches, traffic light etc.	Road and light are in fair condition need some maintenance	5km length. 17m width	105	60
4	Kofar Doka to tudun wada up to PZ	Dual carriage road inter LG Road	Streetlight, street sign, benches, traffic light etc.	Road upgrading process	2.4km length. 17m width	50	29
5	Tudun Wada to Gaskiya, Barewa junction	Dual road collector	Streetlight, street sign, benches, traffic light etc.	New constructed road and the street light	5.1km length. 17m width	150	3
6	Tudun Wada old Jos road to FCE Zaria	Single with 2 lanes road with bike ride	Streetlight, street sign, and benches.	New constructed road 2 years old.	4km length. 8m width	120	0
7	Babban dodo to Emir palace road	Dual access road	Streetlight, street sign, benches, traffic light etc.	Fair condition need some maintenance	1.2km length. 15m width	40	0
8	Emir palace to Banzazzau road	Single with 2 lanes road	Streetlight and street sign.	Good condition	3km length. 8m width	100	0
9	Kwarbai to prison kafar Doka road	Single with 2 lanes and bike ride	Streetlight and street sign.	New constructed road	2.2km length. 8m width	70	0
10	Layin Joji street Tudun Wada Zaria	Access road	Streetlight and street sign, benches.	New upgraded road	1km length. 8m width	33	0
11	Layin Juma street Tudun Wada Zaria	Access road	Streetlight and street sign.	New upgraded road	1km length. 8m width	32	1
12	Layin Wawa street Tudun Wada Zaria	Access road	street light	New upgraded road	1km length. 8m width	31	2
13	Layin Sarki street Tudun Wada Zaria	Access road	Streetlight, street sign.	New upgraded road	1km length. 8m width	30	3

Source: field survey, 2025

Table 4.1 Age structure.

S/n	Variables	No. Of Respondent	% of Respondent
1	10-25	13	3.05
2	26-35	112	26.35
3	36-45	104	24.42

4	46-55	93	21.88
5	46-65	89	20.94
6	65 above	14	3.29
	Total	425	100%

Source: Field survey, 2025.

From the above table, the information shows that the study area is more populated with young people ranging from 26-35 and 36-45, respectively.

Table 4.2 Gender structure

S/n	Variables	No. Of Respondent	% of Respondent
1	Male	335	78.82
2	Female	90	21.18
	Total	425	100%

Source: Field survey, 2025.

The information in the table above shows that the study area is more populated with males (78.82%) while females comprise 21.18%.

Table 4.3 income level per month

S/n	Variables	No. Of Respondent	% of Respondent
1	70k-100k	105	24.90
2	101k-130k	143	33.64
3	131k-160k	86	20.23
4	161k-190k	61	14.35
5	191k above	30	7.05
	Total	425	100%

Source: Field survey, 2025.

The information in the table above shows that the study area has a moderate income level per month, with the range of 101k-130k having a high percentage of 33.64%, based on their economic activities such as mechanics, drivers, and street hawkers, etc.

Table 4.4 Educational level

S/n	Variables	No. Of Respondent	% of Respondent
1	Primary	92	21
2	Secondary	183	43.05
3	Tertiary	113	26.58
4	Other	37	18.70
	Total	425	100%

Source: Field survey, 2025.

From the table above, the information shows that the study area is more populated with secondary schools, graduating with 43.05%, followed by tertiary institutions with 26.58%, respectively.

Table 4.5: Types of street furniture

S/n	Variables	Planning standard	Shortfall
1	Functional	Majorly minimum of 20m and maximum of 100m intervals	Inadequate
2	Informational	Depend on designed standard	Inadequate
3	Aesthetic	Depend on designed standard	Inadequate
4	Smart	Depend on designed standard	Inadequate

Source: Bandi S.K, 2009.

The information in the above table states that the majority of the street furniture is available in the study area.

Table 4.6: Type of Functional street furniture in all roads

S/n	Variables	Planning standard	Shortfall
1	Benches	100m to 200m intervals in specified space	Adequate
2	Trash can	30m to 50m	Inadequate
3	Street light	20m to 30m	Adequate
4	Bike ride	1m to 2m	Adequate
5	Public telephone	500m to 1km	Removed

Source: Bandi S.K, 2009, and field survey, 2025

Table 4.7 Type of informational street furniture in all roads

S/n	Variables	Planning standard	Shortfall
1	Signpost	Mostly found on the highway located at 10km to 20km intervals	Removed because of construction is ongoing at kofar Doka
2	Street sign	Place at each junction of the street	
3	Map	Google or cadastral maps	Google map is available cadastral absent
4	Informational board	50m to 100m intervals	Absent
5	Public telephone	500m to 1km	Removed because of GSM innovation

Source: Field survey, 2025 and Bandi S.K, 2009

Table 4.8 Type of Aesthetic street furniture in all roads

S/n	Variables	Planning standard	Shortfall
1	Public art	Located at the city center	Available
2	Planters	5m to 10m depend on shades and spread of branches	Available
3	Fountain	Located at the city center or roundabout	Absent
4	Decorative light	Located at the city center	Absent

Source: Field survey, 2025

Table 4.9 Type of Smart street furniture in all roads

S/n	Variables	Planning standard	Shortfall
1	Smart benches	0.5m width, 50m to 100m intervals	Absent
2	Tactile pave way	1.5m to 2m width	Absent
3	Layby	4m to 6m width	Inadequate
4	Smart public toilet	Should be located at specified places	Absent
5	Parking meters	2m to 4m width	Inadequate

Source: Field survey, 2025

Table 4.10 Functionality of the street furniture in the study area

S/n	Variables	No. of Respondent	% of Respondent
1	Yes	230	54.11
2	No	19	4.50
3	Moderate	156	36.70
4	Decided	10	2.35
5	Undecided	10	2.35
	Total	425	100%

Source: Field survey, 2025

Table 4.11 Expected life span of the street furniture

S/n	Variables	No of Respondent	% of Respondent
1	10 years	202	47.62
2	20 years	104	24.47

3	30 years	94	22.11
4	40 years	50	11.76
5	50 years	75	17.64
	Total	425	100%

Source: Field survey, 2025

Table 4.12 Organization responsible for the maintenance of the street furniture

S/n	Variables	No of Respondent	% of Respondent
1	Maintain	150	35.29
2	Not maintain	175	41.17
3	Decided	50	11.76
4	Undecided	50	11.76
	Total	425	100%

Source: Field survey, 2025

Table 4.13 Drainage system

S/n	Variables	No of Respondent	% of Respondent
1	Adequate	325	76.47
2	Inadequate	100	23.53
	Total	425	100%

Source: Field survey, 2025

IV. CONCLUSION

The purpose of this study is to promote movable, aesthetic, conducive, healthy living, safety, and providing welfare for the preservation, installation, and maintenance of the street furniture is done to retain some of the aesthetic, historical, and natural character of our communities by minimizing the environmental and land use impact to urban development.

From all that has been discussed, it is apparent that the importance of street furniture planning in enhancing a suitable movable and aesthetic environment that is conducive, comfortable and functional. Therefore, the benefits of assessing the street furniture (e.g. beautification, erosion control, security, shade, fencing, and healthy environment, etc.) will be enjoyed satisfactorily if the street furniture plan is properly implemented and maintained.

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