

Analytical Study of Motor Parks and Facilities in Minna, Niger State

KUSO UMAR¹, UMAR HALIRU VULEGBO², YAKATUN MOHAMMED MUSA³
^{1,2,3} *Department of Urban and Regional Planning, Niger State Polytechnic Zungeru*

Abstract- As a result of changes in the pattern of city development and high level of traffic demands in cities, enormous pressure has been placed on motor parks facilities and services. Unlike in the more advanced countries where the supply of motor parks facilities and services are generally flexible, in terms of conditions and variety of such facilities and services, in most developing countries this flexibility is greatly hindered by lack of regulations in terms of planning (proper location), design in conjunction with existing transportation facilities and slow government response to changes. The study examines and analyzes parking facilities characteristics in the selected motor parks in Minna with a view to examining the adequacy or otherwise of the facilities in the selected motor parks, examines the relationship between the private and public motor parks in terms of design standard, examination of challenges faced by users of the parks as well as examination of the effects of parks on the environment. The study was anchored on location-allocation model and a survey research design was employed using simple and systematic random sampling techniques as methods of selection. The study area (Minna) has two local governments with a total of eight registered motor parks from which two motor parks were selected each from Chanchaga and Bosso LGAs respectively. The total population of permanent park users for the four parks constituted 1,500 people all together to give sample frame. It was from this frame that 4% sample was taken, which resulted to 60 questionnaires for the permanent users of the parks. For passengers, the first loaded vehicles were randomly selected at three loading points for each park with the help of 3 research assistants and from within the vehicles 10% respondents were selected for questionnaire administration. For hawkers without shops, they were randomly selected as the researcher accosted them in the parks. Hawkers with shops were, however, selected after every fourth shop. Meanwhile, the results showed a huge deficit in terms of facility availability and services in the study area. The hypothesis result indicated p-value as 0.000 at 5% significant level. Therefore, it was concluded that there was significant relationship between parking regulations and the identified motor park challenges in the study area. The study stressed the importance of availability of facilities in motor parks and the need to make park

environment attractive and in good sanitary condition. Payment for facilities and services enjoyed at the parks can guarantee sustainable usage of those facilities and make funds available for service in case of breakage, depreciation or if there is any need for outright replacement. The method of revenue collection to be adopted should be leakage proof in order to have sufficient funds at all times to turn around facilities and services offered.

Keywords: *Motor Parks, Public Space, Satisfaction, Users*

I. INTRODUCTION

According to Obateru (2005), transportation facilities are large users of urban space. As a result of changes in the pattern of city development and high level of traffic demands in our cities, an enormous pressure has been placed on motor park facilities and services considerably (Ogwude, 2011). In addition, the supply of motor park facilities has become generally flexible in developed countries, in terms of conditions and variety of such facilities. In most developing countries, however, this flexibility is inhibited by lack of regulations in terms of planning (proper location), design in conjunction with existing transportation facilities and slow government response to changes. In order to increase access and affordability, especially of the urban poor, transport networks and transport facilities will have to be expanded and additional public transport services created. In many urban centres of developing countries, including Africa, the system of public transport provision varies. Public transport and facilities are provided by operators in both private and public sectors.

Motor parks and their facilities are part of urban transport infrastructure that have witnessed a lot of crises due to poor management or lack of management and control in the absence of strong

institution capacity to organize and coordinate activities of transport sector (Work Bank, 2008).

Also, apart from poor people management of motor parks in influx of people from rural areas to urban centres has necessitated a demand for transport and facilities on the part of government to establish standard motor parks for public use. The above appraisal applies to Nigerian to a large extent. To be sure, it can be argued that regulation in the urban transport sector is too light handed. It is not clear which government agency is responsible for the control and regulation of the sector, except that the urban transport section is virtually in the private sector by default and is self-regulating. In the sector, the motor unions are both the operators as well as regulators; they set and regulate fares, manage parks and often set standards. Because urban transport is largely in the jurisdiction of local government, there is confusion in managing city transportation since there are many local governments in the city. For example, Kano, Lagos, Ibadan and others have many local government areas within the cities (Ogwude, 2010).

As general demand for transport is envisaged to grow nationally at pace with the gross domestic product (GDP) at between 10-16% up to the year 2020, the associated growth in road transport will exert a lot of pressure on motor park facilities in many urban centres in Nigerian. Minna, being the capital city of Niger State, is not an exception. Despite fundamental roles played by motor park facilities in the facilitation of movement of people, goods and services from one place to another, weak institutional capacity and other problems have diminished drastically the roles and services to the extent that they are insufficient to meet passenger demand, in addition to being generally inconvenient, uncomfortable and unsafe. Motor parks facilities in Minna are generally perceived as not providing cost-effective services and are also not very responsive to passenger demands.

II. STATEMENT OF PROBLEM

Transportation system within an urban environment determines the form and pattern of development and interaction within such environment. Oni (2013)

observed that transport is the cornerstone of civilization. However, poor road furniture has been blamed for increased traffic congestion on Nigerian roads. A qualitative assessment of status of road furniture in Nigerian cities by the Federal Road Safety Corps in 2008, revealed that bus terminals are lacking altogether, except in Lagos where they are overcrowded, and in Abuja where they are few. Ogwude (2011) rightly observed that in most urban centres in Nigeria, bus terminals have been replaced by motor parks, the location or sitting, of which is an interesting phenomenon in Nigeria. In urban Kano alone, there were over 200 motor parks and stops, but only 40 of them had official recognition (Dangogo, 2004). The unofficial springing up of motor parks in Minna had implication on their planning and design as a good number of them are poorly sited and always overcrowded. This position was further reiterated by Adedayo (2013) in his assessment of facilities in motor parks in Minna. Although the Federal Road Safety Corp's enumeration survey of motor parks confirmed that there were no illegal motor parks in Nigeria in 2009, about 2,476 of them were identified, over 60 boxes, fire extinguishers or bucket with sand, convenience shops, kiosks, comfort stations, water faucets (public stand pipes), shutters etc.

Although studies have been conducted by Adedayo (2013) and by Ahmed (2014) on the assessment of motor parks facilities in Minna and Ilorin respectively, while this research have been germane in the transportation studies, there is still dearth of knowledge in the areas of motor parks facilities. This study, therefore, was to carry out a comparative study on some selected private and government — owned motor parks facilities in Minna with a view to examining the parking facilities characteristics and threshold value served by those facilities.

The aim of the study is to examine, compare and analyze characteristics of parking facilities in the selected motor parks in Minna.

The specific objectives are to: Examine the adequacy or otherwise of the facilities in the selected motor parks, Examine the relationship between the private and public motor parks in terms of design standard, Examine the challenges faced by users of the parks

and examine the effects of the parks on the environment by taking the service to each one individually.

Parking and City Development

Cities function as commercial and industrial centres. Buses, trucks and cars move goods and passengers in and out of cities on daily basis. The way cities are organized constitutes a potential for increasing demand for motor-based travel. Parking is vital to ensure people have access to goods and services which they need. It plays a significant role in city's economy. Parking becomes a necessity when one recognizes the fact that urban centres are characterized by interrelated and complex land use activities which requires well-planned and efficient performance of the transportation system (Asiyanbola and Akinpelu, 2012). However, Filani (2002) and Ikporukpo (1991) have jointly stated that inadequate and poorly maintained infrastructure facilities, accident; the relative immobility of the disadvantaged, waiting for a long period at the bus stop, pollution from transportation, traffic congestion and parking problems are becoming very acute in the city. The above appraisal becomes rightly so in Nigerian context due to light handed regulation in the urban transport sector. Urban transportation is in the jurisdiction of local and state governments. More importantly, the problems associated with motor parks generally and in Minna in particular are traceable to institutional weakness and confusion which were the result of jurisdictional overlap of responsibility with that of other institutions (World Bank, 2008). There is no clear-cut roles and leadership responsibility among the three tiers of governments in Nigeria in the organization and management of urban transport sector. This further accentuated and is manifested in the way motor parks, as a component of urban transport infrastructure, are managed in Nigeria. The management of motor park facilities are left in the hand of the concerned local governments and transport unions to operate, regulate and set fares as well as even set standards for their design (Ogwude, 2011).

According to Zubairu and Adedayo (2013), the nature and type of motor parks in many developing countries is often a far cry from what the best

practices should be. Meanwhile, the major requirement of any end-user in a motor park is satisfaction and a clear assessment of motor parks in the study area revealed that the users were dissatisfied with the quality of services as well as both the indoor and outdoor facilities present. The importance of motor parks stems from the fact that large number of people make use of public transport systems and public transport or mass transit is a system in which a greater number of people are moved at a time along principal corridors or routes (Zubairu and Adedayo, 2013; Ahmed, 2013).

Evidence (Afon et al. 2005) suggest that efforts to improve quality of parks did not yield desired results, because the solution offered often emanated only from the Institution of the elected and career officers in government and such solutions had no input of users. It is considered, therefore, that enduring solutions to environmental hazards and risks in public space like motor parks which fundamentally human problems should be sought from the users themselves.

Smart Parking technology includes electronics parking payment systems, permit and Enforcement (P&E), Mobile Parking Payment, and Parking Access and Revenue Control and parking customer convenience applications (also known as parking usage recognition and customer service or PURCS). Electronic Parking payment systems provide value addition features such as scalable, cloud-based permit application and issuance (e.g print from home), cashless financial transaction management, report generation, and enforcement data such as outstanding citation payment (Bayless and Neelekatan, 2012).

III. RESEARCH METHOD

This research work discusses the research findings of a study of motor parks in the area of facilities management with focus on the adequacy of facilities and perception of the user with the facilities provided in the motor parks. The research was undertaken in Minna, Niger state in Nigeria; The use of the questionnaire allowed commuters to respond to the questions while waiting to embark on their trip. The observation method adopted also allowed for the research assistants to document the physical

appearances of the motor parks. The limitation with this form of data gathering instrument is that it is time consuming hence the use of research assistants to overcome the limitation. The research covered

Bosso and Chanchaga LGAs with two motor parks from each LGAs located within Minna Niger state as shown in Table 1

Table 1

Selected Motor Parks in Bosso and Chanchaga LGAs, Niger state, Nigeria and their Locations

		Location
BOSSO LOCAL GOVERNMENT AREA		
1	Paida Motor Park	Maitumbi road Minna
2	Kpakungu Motor Park	Minna-Bida Road
CHANCHAGA LOCAL GOVERNMENT AREA		
1	Niger State Transport Authority (NSTA) Park	Along Minna-Paiko Road
2	Kure New Market Motor Park	Minna Central Market

3.1. Usage of the Motor Parks

Source: Author's fieldwork 2025

A total of 60 questionnaires were administered in the study area and this was spread evenly across the 4 motor parks. The data generated from the fieldwork was analysed using SPSS software. The results were transferred to Microsoft Excel which was used to generate the charts and graphs for the study which are presented in the discussion of results. There are eight motor parks in the Minna so they were all selected for this study, while the choice of Minna is due to the fact that it is the State capital and it is a growing city. The result from the study can be applied to other States in the country. It also provides a basis for improvement of the facilities in the motor parks and offer opportunity for investments in the transport service sector of Nigeria.

The average percentage distribution of the usage of the motor parks in Minna is shown in figure 1.0 where 49% of the respondents use the motor parks at least once a week. This implies that the motor parks can be considered as being quite functional and that the users make use of the facilities available within the park. The group that make use of the park monthly are those who usually travel between towns for business or work purposes. This group usually require certain facilities such as good restaurants while the case of the 24% daily users are more interested in conveniences and waiting area. It can be concluded that the motor parks are in constant use all through the year and this affects the maintenance level of the facilities within the motor parks.

Discussion of Results

The discussion of results covers the usage of the motor parks by the respondents and their knowledge of the facilities provided within the motor parks. The level of satisfaction of these facilities by the users is also discussed while the appearance of some of the facilities are presented in plates to give a view of the facilities available to commuters when they make use of the motor park.

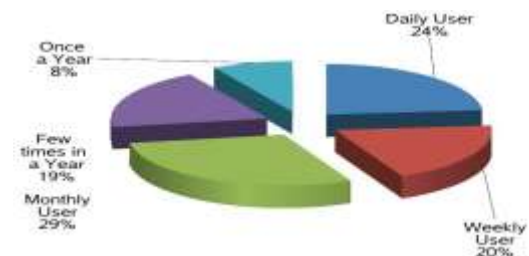


Figure 1. Average Distribution of Usage of Motor parks.

Source: Authors' field work, 2025

3.2. Waiting Time for Trip

The common expectation of the commuters in motor parks is to spend minimum time at the park before embarking on their journey. This expectation would have been met if the park was organised and if there was a time schedule for different trips. In the survey conducted it was discovered as shown in figure 2.0 that 88% of the respondents spend more than 15 minutes waiting for their trip to commence. The 12% that spend between 0-15 minutes are those who are making short intra-city trip. The time spent waiting for the journey to commence should be spent in a good waiting lounge however this is not the case as majority of the respondents usually wait in the car in the open parking area. This waiting period is considered by the respondents as quite an unpleasant period because of the lack of comfort.

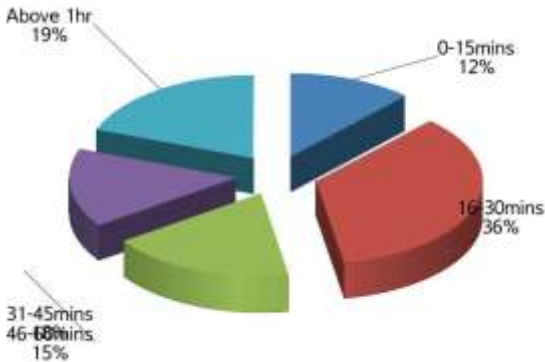


Figure 2. Average Distribution of Waiting time in Motor parks.

Source: Authors field work, 2025

3.4. Provision of Toilets

The provision of toilet facilities is a necessity in a motor park as commuters very often wait for over 15 minutes before they can embark on their journey. Figure 5.0 shows that 55% of the respondents were not aware of the provision of toilets in the motor park. This implies that should the need arise for them to ease themselves they are most likely to either seek out nearby bushes or uncompleted buildings. In many

of the motor parks visited the commuters are expected to pay a token of between 10 to 20 naira before being allowed to use the toilet. A few of the respondents were of the opinion that commuters should ease themselves at home before coming to the park and that while at the park they should watch what they ate so as to avoid the need for toilet. It was observed during the study that Abdulsalam Motor Park, Kure New Market Motor Park and NSTA Motor Park were the only motor parks that had good toilet facilities.

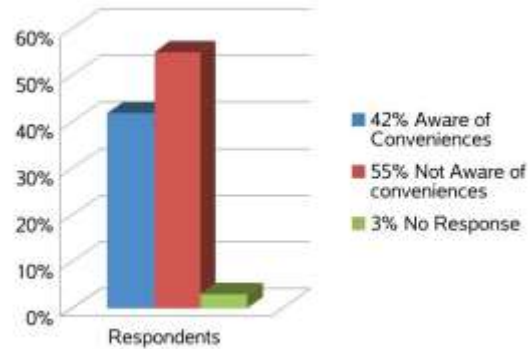


Figure 5. Awareness of provision of Toilets in the Motor parks

Source: Authors' field work, 2025

3.6. User Satisfaction with Motor Parks



CONCLUSIONS AND RECOMMENDATIONS

It has been discussed that a motor park falls under public space and its provision should be such that it takes into account the user needs and aspirations because this affects the success of such facilities. The

research has shown that the motor parks have not met the needs of the users and hence it can be implied that the motor parks in Minna are inadequate and require major transformation. While some of the problems highlighted by the respondents can be solved by administrative means others require the renovation and redesign of parts or the entire motor park to reflect the desires of the users.

RECOMMENDATIONS

The research work concludes by making the following recommendations with the view that it would help improve the quality of the motor parks.

- There should be maintenance evaluation of the motor parks with the view of determining the state of the buildings in the motor parks so as to determine the type of maintenance to be carried out within them.
- Waiting lounges should be constructed in the motor parks that have none and the designs of such lounges should not be the open air type. In motor parks that have open air waiting areas they should be covered and furnished accordingly.
- There should be provision of good conveniences within the motor parks, designed and constructed to the quality of the type found in international airports and provided with uninterrupted water supply.
- The parking spaces in motor parks should be demarcated to ensure proper arrangement and orderly movement of vehicles.
- A service company or service unit should be engaged to maintain the motor park in terms of cleaning of the facilities, while shop owners in the motor parks should be made to dispose of their waste properly.

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