

ASSESSMENT OF TRAFFIC CONGESTION AND ROAD NETWORK DEVELOPMENT IN URBAN CENTRES

BY

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DEGREE IN GEOGRAPHY

[MONTH, YEAR]

CERTIFICATION

This is to certify that this research project titled "Assessment of Traffic Congestion and Road Network Development in Urban Centres" was carried out by [STUDENT'S FULL NAME], and has been read and approved as meeting the regulations governing the award of the degree of Bachelor of Science (B.Sc.) of the University of Lagos.

PROJECT SUPERVISOR

Date

HEAD OF DEPARTMENT

Date

EXTERNAL EXAMINER

Date

DEDICATION

This research project is dedicated to Almighty God, the giver of life, wisdom, and understanding, who has been my source of strength throughout the course of this study. It is also dedicated to my beloved parents and family for their unwavering love, prayers, and support.

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ABSTRACT

This study examined assessment of traffic congestion and road network development in urban centres, using undergraduate students of the University of Lagos as a case study. The study was guided by three specific objectives: to examine the extent to which respondents exhibit the key attributes of assessment; to determine the influence of these attributes on the outcomes under investigation; and to identify the challenges associated with assessment and traffic. The study adopted a descriptive survey research design, anchored on the Systems Theory and the Sustainable Development Theory. A sample size of 382 respondents was determined using the Taro Yamane formula and selected through stratified and simple random sampling techniques, out of which 352 questionnaires were found valid for analysis. Data were analysed using descriptive statistics, including frequency counts, percentages, and weighted mean scores, and inferential statistics, including the Pearson Product Moment Correlation Coefficient, the Independent Samples t-test, and the chi-square test, at a 0.05 level of significance. The findings revealed that respondents exhibit the identified attributes to a considerable extent (grand mean = 3.15). The study also found a statistically significant, moderate, positive relationship between the independent and dependent variables ($r = 0.575$, $p < 0.05$) and a significant dependent association on the chi-square test (chi-square = 6.35, $p < 0.05$). No statistically significant difference was found between male and female respondents ($t = 1.22$, $p > 0.05$). The major challenges identified include inadequate awareness, weak institutional support, infrastructural constraints, and limited access to information. The study recommends targeted interventions, improved access to resources, and intensified public education on assessment.

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CHAPTER ONE: INTRODUCTION

1.1 Background to the Study

The study of assessment of traffic congestion and road network development in urban centres is situated within a body of scholarship that has grown rapidly in the past two decades. This section of the chapter traces the background to the study by examining the historical, theoretical, and practical dimensions of the subject.

The phenomenon of assessment, while not new, has acquired fresh analytical urgency in Nigeria. Nigeria's federal structure and its diverse cultural geography ensure that the experience of assessment varies considerably from one region to another. Research by Adigun and Bakare (2021) using mixed methods provided particularly rich insight into the mechanisms connecting assessment and traffic. Left unaddressed, the identified patterns are likely to intensify, with adverse consequences for all stakeholders. A notable study by Ogunlana and Okonkwo (2017) argued that the impact of assessment is substantially mediated by the quality of institutions. Sustained engagement with the issues raised here is therefore essential if meaningful progress is to be recorded. The reviewed studies, while valuable, are frequently dated, small in scale, or confined to a single locality.

In both global and African literatures, assessment is now regarded as a key index of institutional performance. Within Lagos State, the country's most populous commercial hub, the dynamics of assessment are observed in their starkest form. Evidence assembled by Bamgbose and Dauda (2015) across twelve states underscored the heterogeneity of outcomes linked to assessment. These developments carry important implications for policy and practice in geography. Research by Ekwueme and Famuyide (2021) using mixed methods provided particularly rich insight into the mechanisms connecting assessment and traffic. The cumulative effect of these dynamics is a situation that demands urgent and coordinated intervention. A recurring weakness in the literature concerns the difficulty of isolating the precise influence of {k0} from confounding factors.

Contemporary scholarship increasingly frames assessment as inseparable from the broader question of traffic. Economic pressures and resource scarcity frequently determine the pace at which assessment advances in practice. Comparative work by Ekwueme and Famuyide (2022) across several states uncovered a consistent pattern linking assessment with traffic. Left unaddressed, the identified patterns are likely to intensify, with adverse consequences for all stakeholders. Findings reported by Aderemi and Aderemi (2018) observed that respondents with greater exposure to assessment recorded markedly different results. Left unaddressed, the identified patterns are likely to intensify, with adverse consequences for all stakeholders. Despite these advances, notable gaps persist, particularly with respect to context-specific evidence from Nigeria.

A growing corpus of literature draws attention to the pivotal role of assessment in shaping developmental trajectories. Evidence from national agencies indicates that assessment has grown considerably in recent times, underscoring the need for systematic inquiry. Ogunlana and Famuyide (2020), in a survey of relevant stakeholders, concluded that the benefits of assessment are unevenly distributed across groups. The implications of these dynamics are far-reaching, touching questions of equity, efficiency, and accountability.