

Evaluation of Road Utilisation as Space For Holding Social Ceremonies in Indigenous Residential Area of Ogbomosho, Nigeria

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Abstract

This study examined Residents' evaluation of turning transport infrastructure (road) to spaces for holding social ceremonies in the indigenous residential zone of Ogbomosho, Oyo State, Nigeria. Upon stratifying the city into the three identifiable zones, the core, otherwise known as the indigenous residential zone was isolated for study. Of the twenty (20) political wards in the two local government areas of the town, fifteen (15) wards that were located in the indigenous zone constituted the study area. Respondents were selected along one out of every three (33.3%) of the Trunk – C (local) roads being the one mostly used for the purpose in the study area. The respondents were the residents, commercial motorists, commercial motorcyclists, and celebrants. Six hundred and forty-two (642) copies of questionnaire were administered and harvested on the spot. The Mean Analysis generated from the respondents' rating of twelve perceived hazards listed in the questionnaire were then used to determine respondents' most highly rated perceived consequences of the practice. These were noisy environment, Blockage of drainage by waste, and Endangering the life of the sick on the way to hospital; the most highly rated reasons why the practice came into being; and level of acceptability of the practice which was found to be very unacceptable in the study area. Policy makers should therefore focus their attention on strict enforcement of the law prohibiting the practice in order to ensure more cordial relationship among the citizenry, seeing citizens' unacceptability of the practice in the study area.

Key Words: Road block, Hazards, Residential zones, Indigenous cities, Social ceremonies.

Introduction

A road is a path established over land for the passage of vehicles, people and animals. Roads can function in two ways: they can provide *access* to properties and they provide *mobility* which is the ability to get from one place to another. Access to properties is needed at both ends of a trip. Mobility involves the travel time and freedom of movement along the path of each trip. The degree to which a road way provides land *access* and mobility determines its functional class.

Roads are put into many uses outside providing mobility. One of the popular uses especially in the indigenous residential zones of our cities, mainly in Yoruba land in Nigeria is turning the roads to space for holding social ceremonies. These ceremonies include marriage, naming, funeral, celebration of life's achievements (graduation, house 'warming', coronation), birth day anniversary, among others. When any one of these is to be held, roads are usually blocked for safety. The practice is not likely to be acceptable to the generality of residents (stakeholders) because of the attendant environmental hazard and risks (Okanlawon et al, 2015). The acceptance of the practice has not been empirically documented and verified especially from the stakeholders' (residents, motorists, motorcyclists, and celebrants) point of view, hence this study. Such documentation like this will provide answers to the following questions:

- A. What are the causes of utilizing roads as space for holding social ceremonies especially in the indigenous residential area of Ogbomosho?
- B. Are residents aware of hazards associated with the practice?
- C. How severe are these hazards?
- D. Is the practice acceptable to the stakeholders?
- E. What is the level of acceptability of the practice by the stakeholders?

Successfully providing answers to these questions is considered to be very important for a number of reasons. First, environmental degradation is a necessary antecedent to the development of intervention programs. Second, information on residents' identification of hazards and measurement of perceived risks can be used as guide to designing educational and enlightenment programs to mitigate hazardous behaviours. Third, information on socially acceptable decisions will guide policy directives to ensure that amenities provided are used wisely and protected. Fourth, identifying whether the residents' behaviours are responses to inadequate environmental amenities or natural or both would make policy makers to provide necessary environmental amenities and/or

infrastructure. This research will benefit both the developing and the underdeveloped world where: one: solutions are to be proffered to ameliorating the problems of environmental hazards that are not actually from industrialization and; residents' input are needed to design and implement such ameliorative policies (Sanoff, 2006; Afon, 2011).

The Study Area

The study is focused on Ogbomoso, Oyo State, Nigeria. The town is located between longitudes $04^{\circ} 12' E$ and $04^{\circ} 17' E$; and latitudes $08^{\circ} 8' N$ and $08^{\circ} 14' N$. It is with a population figure of 373,520 according to the projection from the 2006 Nigerian National Census figure. At the time of the field work, Ogbomoso was being administered under two local government councils namely Ogbomoso North and Ogbomoso South. Presently, one Local Council Development Area (LCDA) has been created out of both Ogbomoso North and Ogbomoso South LGAs. Figure 1 shows the road map of Ogbomoso North and Ogbomoso South Local Government Areas as at the time of field work. Plate 1 shows an example of a road blocked for holding social ceremony at Idi Igba, Akunko area, in the town. Canopies can be seen erected across the road to provide shade for the celebrants and well-wishers.

Four major stakeholders were identified in this study. They are residents, commercial motorists, commercial motor cyclists locally called 'Okada', and celebrants. The houses surveyed were selected using random systematic sampling technique whereby the first house sampled was chosen randomly on both sides of the road, while subsequent unit of investigation was every fifth (5^{th}) house. A household head, or in his absence, the first willing adult person met was surveyed in each of the selected buildings. This method was appropriate because there were no information on houses numbering and street naming. From this sampling technique, a total of 465 residents were sampled. The motorists sampled were selected using purposive sampling to target the commercial drivers who were randomly picked at notable motor parks (Takie, Sabo, LAUTECH Teaching Hospital (General), Oja'gbo, Caretaker and Ora) in the town. This allowed them adequate time and attention to respond to the questions. From this sampling technique, a total of 146 motorists were sampled. Similarly, the commercial motor cycle (Okada) riders were interviewed at their notable parks in the study area. Using systematic random sampling where the first cyclist was randomly chosen and the subsequent one was every third cyclist. This also allowed the respondents adequate time and attention to respond to the questions. From this sampling technique, a total of 47 cyclists were sampled. The total number of celebrants sampled was ten (10). These were those met at the venues where the practice was on going. In all, 642 copies of questionnaire were administered and all recovered because the research assistants assisted in filling most of the questionnaire on the spot, while those ones filled by the educated respondents were also collected on the spot.

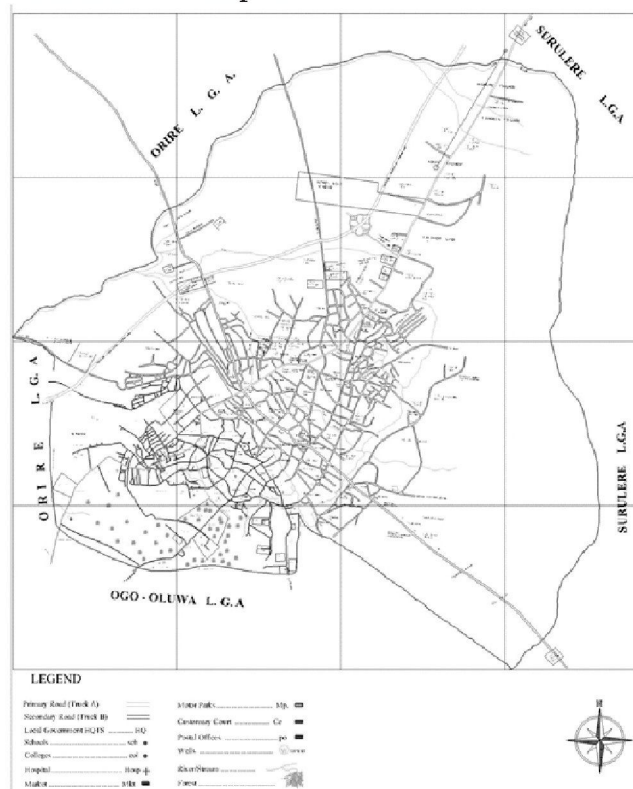


Fig. 1: Road Map of Ogbomoso North and Ogbomoso South Local Government Areas.

Methodology

The study utilised principally the primary data. To obtain the data, the two local government areas were stratified into the existing twenty (ten in each local government area) political wards used by the Independent National Electoral Commission (INEC) for conducting elections. Fifteen of the wards in which traces of the indigenous response could be found were isolated for study. Although there are three major road categories (Trunk A – Federal; Trunk B – State, and Trunk C – Local) in the town, trunk C (local roads) were isolated for study because they are the ones often used for holding social activities.



Plate 1: Road blocked for Social Ceremony at Idi Igba, Akunko Area, Ogbomoso
Source: Okanlawon, Odunjo & Olaniyan, 2015.

Data analyses were both descriptive and inferential. Three indices to measure respondents' perception were developed. These are tagged 'Relative Awareness Index' (RAI), Relative Reason Index (RRI) and 'Relative Acceptability Level Index' (RALI). The first measures the respondents' level of awareness that roads blocked as a result of turning them to spaces for holding social ceremonies/activities generate environmental hazards. The second measures the relative reasons why people used to turn roads to spaces for holding social ceremonies, while the third measures the relative level of acceptability of the practice in the study area. To arrive at the RAI, respondents were asked to express their level of agreement with the listed consequences (hazards) of road blockage for social ceremonies in their areas by rating each hazard provided in the questionnaire using the five-point Likert scale of *Strongly Agreed*, *Agreed*, *Just Agreed*, *Disagreed*, and *Strongly Disagreed*. Similarly, to arrive at the RRI, respondents rated each reason provided in the questionnaire using the same method as with RAI as *Strongly Agreed*, *Agreed*, *Just Agreed*, *Disagreed*, and *Strongly Disagreed*. Also, to arrive at the RALI, respondents were asked to express their level of acceptability of the practice in the study area using the same method as with RAI as *Very much Acceptable*, *Very Acceptable*, *Acceptable*, *Not Acceptable*, and *Not at all Acceptable*. Several studies where residents' perception on the various attributes of urban environment or services was determined through similar ratings existed in both the developing and developed nations. Such works include Okanlawon et al, (2014), Afon (2006, 2007, 2011), Afon et al, (2006), Anand (1999), Centre for Public Policy and Social Research (2005), as well as Opricovic & Tzeng (2003). The approach is considered to be an extension of the multi – criteria model where different attributes of a service or alternative ratings are generated, weight is assigned to each of the rating generated (Opricovic & Tzeng, 2003), and arriving at an index for each rating to produce ranking showing the respective level of perception felt.

To calculate the index, the ratings above respectively were assigned a value of 5,4,3,2 and 1. The Total Weight Value (TWV) for each attribute is obtained through the summation of the product of the number of responses for each rating to an attribute and the respective weight value. This is expressed mathematically as:

$$TWV = \sum_{i=1}^5 P_i V_i \quad (1)$$

Where: TWV = Total Weight Value

P_i	=	Number of respondents rating an attribute i;
V_i	=	Weight assigned to attribute i.
$i-j$	=	Attributes to be rated

The RAI or RRI or RALI respectively to each Awareness or Reason or Acceptability was arrived at by dividing TWV by the summation of the respondents to each of the five ratings. This is expressed mathematically as,

$$\text{RAI or RRI or RALI} = \frac{TWV}{\sum_{i=1}^5 P_i} \quad (2)$$

Where:

- RAI = Relative Awareness Index, and P_i is as defined previously
 RRI = Relative Reason Index and other parameters as previously defined.
 RALI = Relative Acceptability Level Index and other parameters as previously defined.

Results and Discussion

Findings from the study are as discussed under the various headings below. Unless otherwise stated, the tables in this section emanated from the survey of 2014.

Respondents' differentials in socio-economics characteristics

Five socio-economic attributes of respondents were examined. These were gender, marital status, educational status, occupation and length of stay. The respondents' distribution into the five attributes is as summarised on Tables 1a and 1b.

Majority of all the respondents were males. Of the 642 respondents, 400 (62.3%) were males. Further breakdown by categories shows that of the 465 residents, 229 (49.2%) were males while the remaining 236 (50.8%) were females. This was so because majority of those that were met at home at the time of survey, being morning periods, were females; the males might have gone out to their various places of work. Of the 120 commercial motorists sampled, 113 (94.7%) were males. The females found in this category might be traders in the motor parks who were willing to respond to the questions, even though they were not drivers. Of the 47 commercial motorcyclists sampled, all (100%) of them were males. No female commercial motorcyclist was found in the study area.

Investigation into the marital status of respondents indicated that of the 642 respondents, 516 (80.3%) were married, 96(15.0%) single; 21 (3.2%) widow; 6(1.0%) divorced; and 3(0.5%) widower. The breakdown by categories showed that married residents is the dominating class with 334 (52.0%) of the total respondents. Next in importance were married commercial motorists 138 (21.5%); then single residents 81(12.6%). Married commercial motorcyclists were 40 (6.6%); single commercial motorists were 9 (1.5%); while single commercial motorcyclists were 7(1.1%). Further breakdown by location (Table 1a) shows that all commercial motorcyclists sampled in both Ogbomoso North and Ogbomoso South Local Councils were either married (85.1%) or single (14.9%); out of the commercial motorists, 91.6% were married, single (6.3%), divorced (1.4%) while widower (0.7%) were found only in Ogbomoso North; of all the residents sampled, 75.5% were married, 18.3% single, 4.8% widow, 1.0% divorced and 0.5% widower.

Table 1a: Gender and Marital Status of Respondents

Respondents																
Gender and Marital Status		Residents			Commercial Motorists			Commercial motorcyclists			Social Event Organizers/Celebrants			All the Respondents		
		M	F	Total	M	F	T	M	F	Total	M	F	Total	M	F	Total
Gender		M	F	Total	M	F	T	M	F	Total	M	F	Total	M	F	Total
Ogbomoso North		50.9	49.1	100	92.2	7.8	100	100	0.0	100	66.7	33.3	100	64.5	35.5	100
Ogbomoso South		47.9	52.1	100	95.7	4.3	100	100	0.0	100	50.0	50.0	100	60.7	39.3	100
Total		49.2	50.8	100	95.7	4.3	100	100	0.0	100	58.4	41.6	100	62.6	37.4	100
Marital status																
		ON	OS	Total	M	F	T	ON	OS	Total	ON	OS	Total	ON	OS	Total
Single		21.5	15.9	18.3	8.1	4.3	6.3	5.0	22.2	14.9	0	0	0	17.0	13.4	15.0
Married		74.0	76.6	75.5	89.2	94.2	91.6	95.0	77.8	85.1	100	100	100	79.9	80.7	80.3
Divorced		1.7	0.4	1.0	1.4	1.4	1.4	0.0	0.0	0.0	0	0	0	1.4	0.6	1.0
Widow		2.2	6.7	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1.4	4.7	3.2
Widower		0.6	0.4	0.5	1.4	0.0	0.7	0.0	0.0	0.0	0	0	0	0.4	0.6	0.5
Total		100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Note:	M - Male				ON - Ogbomoso North Local Government Area											
	F - Female				OS - Ogbomoso South Local Government Area											

The sampled residents had a better mix of educational status than the other three categories. This is because majority (44.5%) of the residents had either secondary school or teachers' grade II education, primary school

(27.8%), no formal education (16.5%), National Diploma or National Certificate of Education (8.5%) and Higher National Diploma or 1st degree (2.6%), while 0.2% had a minimum of masters' degree. Of the commercial motorists, 53.1% had primary education while 0.7% had Higher National Diploma or 1st Degree. Among the Commercial motorcyclists, 6.4% had Higher National Diploma or 1st degree while 59.6% had either secondary school or teacher's grade II (Table 1b). The level of education found among commercial motorists and motorcyclists shows the state of lack of gainful employment in the study area and by extension, in the country.

While 48.0% of the sampled residents were traders, 21.6% were Artisans; of the sampled commercial motorists, 89.8% of them were motor drivers, while both traders and commercial motorcyclists each constituted 2.9%. This occupation distribution is expected. However, the 6.5% artisan and the remaining ones found among the commercial motorcyclists might be those who had no work at the time of survey and looked for livelihood in that respect.

Respondents were instructed to indicate their length of stay in the study area since this is very significant to the assessment of the activity. This is because the greater the duration of stay, the better the assessment of hazards generated by the practice. The length of stay in the area was grouped into three namely short stay (5 years and below), medium stay (6-10 years) and longer stay (11 years and above). The dominating category/class/period of respondents' length of stay (residency) in the study area is "11 years and above" (Table 1b). This implies that majority of the respondents had a good knowledge of the effects of the practice and/in the study area, having stayed there for a reasonable longer period; hence, a good assessment of the practice.

Table 1b: Educational status, Occupation and Respondents' Length of Stay

Educational status, Occupation and Length of stay	Respondents														
	Residents			Commercial Motorists			Commercial motorcyclists			Social Event Organizers/Celebrants			All the Respondents		
	ON	OS	Total	ON	OS	Total	ON	OS	Total	ON	OS	Total	ON	OS	Total
No formal education	12.1	19.8	16.5	8.3	8.5	8.3	0.0	7.4	4.3	0.0	0	13.4	0	0	0
Primary school	30.8	25.5	27.8	50.0	56.0	50.0	30.0	25.9	27.7	16.7	0	33.3	36.4	30.7	33.3
Sec. sch./Grade II	48.4	41.6	44.5	36.1	31.0	36.1	70.0	51.9	59.6	66.7	100	43.7	44.8	42.8	43.7
OND/NCE	7.1	9.5	8.5	4.2	4.2	4.2	0.0	3.7	2.1	16.7	0	7.0	6.3	7.7	7.0
HND/1 st Degree	1.6	3.3	2.6	1.4	1.4	0.0	0.0	11.1	6.4	0	0	2.4	2.1	2.7	2.4
Masters Degree & above	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0.2	0	0.3	0.2
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Occupation	ON	OS	Total	ON	OS	Total	ON	OS	Total	ON	OS	Total	ON	OS	Total
Artisan	24.2	19.8	21.6	0.0	0.0	0.0	11.1	0.0	6.5	33.3	0.0	20.0	17.6	14.1	15.7
Civil Servant	1.1	2.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.8	1.3
Teacher	2.2	4.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	3.2	2.4
Trader	45.1	50.2	48.0	3.2	2.7	2.9	0.0	5.3	2.2	33.3	50.0	40.0	30.9	37.4	34.5
Motor driver	4.9	4.1	4.5	88.9	90.5	89.8	0.0	5.3	2.2	0.0	0.0	0.0	23.4	22.9	23.1
Motorcyclist	0.0	2.5	1.4	1.6	4.1	2.9	81.5	89.5	84.5	0.0	0.0	0.0	8.3	7.6	7.9
Others	22.5	16.5	19.1	6.3	2.7	4.4	7.4	0.0	4.3	33.3	50.0	40.0	17.6	12.9	15.0
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Length of Stay	ON	OS	Total	ON	OS	Total	ON	OS	Total	ON	OS	Total	ON	OS	Total
= 20 years	72.7	67.0	69.5	66.7	69.3	68.0	75.0	85.0	79.5	100	100	100	71.9	68.9	70.3
21 – 40 years	19.3	24.8	22.4	31.9	25.3	28.6	16.7	15.0	15.9	0.0	0.0	0.0	21.9	24.1	23.1
41 – 60 years	7.4	6.1	6.7	1.4	5.3	3.4	8.3	0.0	4.5	0.0	0.0	0.0	5.8	5.5	5.6
61 – 80 years	0.6	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
81– 100 years	0.0	0.9	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

Note: M - Male
F - Female

ON - Ogbomoso North Local Government Area
OS - Ogbomoso South Local Government Area

Inferences from the Study

The first issue is the determination of respondents' levels of awareness that the identified hazards were products of road blockage for social ceremonies in their areas. This was measured through Relative Awareness Index (RAI). The computations are as explained earlier and are presented in Table 2. Among the residents, *noisy environment*

with RAI of 4.2 ranked the highest product of turning roads to spaces for holding social ceremonies in the area. Next in effect is *traffic congestion* with RAI of 4.1 while the least in this category of respondents is *increase in length of time taken to destination* with RAI of 2.8.

Among the motorists, *traffic congestion* and *noisy environment*, both with RAI of 4.5 each ranked the highest in the group. Next in effect are other two hazards, *open space defecation* and *endangering the life of the sick on the way to hospital* each with RAI of 4.3 while the least was *increase in length of time taken to destination* with RAI of 3.5. Among the motorcyclists, *endangering the life of the sick on the way to hospital* was rated the highest with RAI of 4.4 and *increase in length of time taken to destination* with RAI of 3.2 was the least.

Among the celebrants and the overall respondents, the pattern of ranking in both categories followed that of the residents'. For all the respondents, *noisy environment* with RAI of 4.3 ranked the highest product of the practice; *traffic congestion* second with RAI of 4.2; *endangering the life of the sick on the way to hospital* was third with RAI of 4.0 while *increase in length of time taken to destination* with RAI of 3.0 was also the least.

TABLE 2: RESPONDENTS' AWARENESS OF CONSEQUENCES OF ROAD BLOCKAGE FOR SOCIAL CEREMONIES

S/N	Consequences	Residents				Motorists				Motorcyclists				Celebrants				All the Respondents			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
1.	Increase in crime rate	1426	3.3	-0.2	0.04	544	3.9	-0.1	0.01	159	3.4	-0.5	0.25	30	3.0	-0.4	0.16	2159	3.4	-0.3	0.09
2.	Traffic Congestion	1806	4.1	0.6	0.36	624	4.5	0.5	0.25	206	4.4	0.5	0.25	39	3.9	0.5	0.25	2675	4.2	0.5	0.25
3.	Road Accident	1422	3.3	-0.2	0.04	544	4.0	0	0	183	3.9	0	0	27	3.0	-0.4	0.16	2176	3.5	-0.2	0.04
4.	Noisy environment	1831	4.2	0.7	0.49	612	4.5	0.5	0.25	204	4.3	0.4	0.16	42	4.2	0.8	0.64	2689	4.3	0.6	0.36
5.	Blockage of drainage by waste	1532	3.5	0	0	539	4.0	0	0	189	4.0	0.1	0.01	34	3.8	0.4	0.16	2300	3.7	0	0
6.	Offensive odour from open space defecation	1409	3.3	-0.2	0.04	508	3.8	-0.2	0.04	175	3.7	-0.2	0.04	25	2.8	-0.6	0.36	2117	3.4	-0.3	0.09
7.	Open space defecation	1547	3.5	0	0	593	4.3	0.3	0.09	191	4.1	0.2	0.04	37	3.7	0.1	0.01	2359	3.7	0	0
8.	Endangering the life of the sick on the way to hospital	1650	3.8	0.3	0.09	592	4.3	0.3	0.09	208	4.5	0.6	0.36	31	3.4	0	0	2481	4.0	0.3	0.09
9.	Increase in length of time taken to destination	1198	2.8	-0.7	0.49	482	3.5	-0.5	0.25	145	3.2	-0.7	0.49	22	2.4	-1	1.0	1847	3.0	-0.7	0.49
10.	Cancel trip completely	1407	3.3	-0.2	0.04	487	3.7	-0.3	0.09	171	3.7	-0.2	0.04	30	3.3	-0.1	0.01	2095	3.4	-0.3	0.09
11.	Offensive odour from other waste	1498	3.5	0	0	539	4.0	0	0	162	3.5	-0.4	0.16	31	3.4	0	0	2230	3.6	-0.1	0.01
12.	Air quality reduction from electric generating plants	1494	3.5	0	0	537	3.9	-0.1	0.01	164	3.6	-0.3	0.09	31	3.4	0	0	2226	3.6	-0.1	0.01
Total		18220	42.1	1.59	6601	48.4	1.08	2157	46.3	1.89	40.3	2.75	27354	43.8	1.51						
RAI			3.5			4.0			3.9				3.4								

Note:

1 = SWV (TWA)

2 = RAI

3 = $RAI - \overline{RAI}$ 4 = $(RAI - \overline{RAI})^2$

* Pi = 5172; ** Pi = 1637; *** Pi = 559; **** Pi = 112; ***** Pi = 7480.

The relationship between *length of stay* of respondents in the study area and respondents' perceived hazard resulting from road blockage for social ceremonies was also investigated. The result of the analysis indicated that the correlation coefficient (r) computed for *length of stay* (residency) and perceived hazard is 0.750. This implies that there is a very high positive correlation between the *length of stay* of people and their perceived hazards in the study area (Ogbomoso township) since correlation is significant at 0.01 level (2-tailed); which means that as length of stay increases, the level of perception of hazards in the area also increases correspondingly.

The second issue is the determination of the most perceived reason why roads are turned to space for holding social ceremonies in the study area. Presented in Table 3 is the summary of respondents' perceived reasons for the practice in the study area. The highest ranked reason among all the (aggregate) respondents is *Just to have entertainment in my family house* with RRI of 3.8. Next to this is *High cost of renting halls* with RRI of 3.7, while the least ranked reason is *other available space may be un-kept* with RRI of 2.9.

Among the residents, *High cost of renting halls* with RRI of 3.7 ranked the highest reason for turning roads to space for holding social ceremonies in the study area. Next in effect is *It is more convenient* with RRI of 3.6, while the least reason among this category of respondents is *Other available space may be un-kept* with RRI of 2.9.

Among the motorists, *High cost of renting halls* with RRI of 3.7 also ranked the highest reason; *Just to have entertainment in my family house* and *No strict enforcement of the law against the action*, both with RRI of 3.4 were next, while the least-ranked reason among this category of respondents are *No other space around* and *It is more convenient*, both with RRI of 2.9.

Among the motorcyclists, the reason that ranked highest was the same with residents and motorists categories

discussed above. Next in effect is *No other space around* with RRI of 4.4, while the least reason among this category of respondents is *Just to have the entertainment in my family house* with RRI of 3.4.

Among the celebrants, *No serious law against the use of road for social ceremonies* with RRI of 4.0 ranked the highest reason, while the least reason is *It is part of our culture and tradition* with RRI of 2.7.

TABLE 3: REASONS WHY PEOPLE BLOCK ROADS FOR SOCIAL CEREMONIES

S/No	Consequences	Residents				Motorists				Motorcyclists				Celebrants				All the Respondents			
		1	*2	r	3	4	1	**2	r	3	4	1	***2	r	3	4	1	****2	r	3	4
1.	Just to have entertainment in my family house	1521	3.5	3	0.1	0.01	502	3.4	2	0.2	0.04	145	3.4	8	-0.4	0.16	30	3.4	6	-0.1	0.01
2.	No other space around	1393	3.2	6	-0.2	0.04	424	2.9	7	-0.3	0.09	196	4.4	2	0.7	0.49	39	3.6	5	0.1	0.01
3.	It is more convenient	1461	3.6	2	0.2	0.04	445	2.9	7	-0.3	0.09	144	3.9	6	-0.4	0.16	27	3.8	3	0.3	0.09
4.	Other available space may be unkept	1237	2.9	8	-0.5	0.25	416	3.0	6	-0.2	0.04	118	4.3	3	-0.8	0.64	42	3.0	7	-0.5	0.25
5.	No serious law against the use of road for ceremonies	1464	3.4	5	0	0	422	3.1	5	-0.1	0.01	174	4.0	5	0.4	0.16	34	4.0	1	0.5	0.25
6.	No strict enforcement of the law against the action	1513	3.5	3	0.1	0.01	482	3.4	2	0.2	0.04	181	3.7	7	0.4	0.16	25	3.9	2	0.4	0.16
7.	It is part of our culture & tradition	1347	3.2	6	-0.2	0.04	468	3.3	4	0.1	0.01	157	4.1	4	-0.1	0.01	37	2.7	8	-0.8	0.64
8.	High cost of renting halls	1615	3.7	1	0.3	0.09	530	3.7	1	0.5	0.25	160	4.5	1	-0.1	0.01	31	3.7	4	0.2	0.04
Total RRI		11551	27			0.48	3689	25.7			0.57	1275	27.7			1.79	284	28.1			1.45
			3.4					3.2					3.5					3.5			

Note:

- 1 = SWV (TWA)
2 = RRI
3 = RRI - RRI
4 = (RRI - RRI)²

r = ranking of reasons among different categories of respondents
R = ranking of reasons among all (aggregates of) the respondents

* Pi = 5172; ** Pi = 1637; *** Pi = 559; **** Pi = 112; ***** Pi = 7480.

The data were still subjected to further analysis. The results of this are presented in Table 4. The mean indices of the residents, motorists, motorcyclists, celebrants and the overall respondents are 3.5, 4.0, 3.9, 3.4 and 3.7 respectively (Table 2). The perceived consequences of the practice that were common to the four categories of respondents were three. These include *Noisy environment*, *blockage of drainage by waste* and *Endangering the life of the sick on the way to hospital* having serial numbers 4, 5 and 8 respectively (Table 4).

Table 4: Respondents Awareness of Consequences of Road Blockage for Holding Social Ceremonies Rated Equal to, and Above the Mean Index

Consequences of Road Blockage for Social Ceremonies	Residents	Motorists	Motorcyclists	Celebrants	Overall Respondents
2	2	2		2	2
3	3	3	3		
4	4	4	4	4	4
5	5	5	5	5	5
6		6	6		
7	7	7		7	7
8	8	8	8	8	8
9			9		
11	11	11		11	
12				12	

Consequences of Road Blockage for Holding Social Ceremonies

- Increase In Crime Rate
- Traffic Congestion
- Road Accident
- Noisy Environment
- Blockage of Drainage by Waste
- Offensive odour from Open Space Defecation.
- Open Space Defecation
- Endangering the Life of the Sick on the Way to Hospital
- Increase In Length of Time Taken to Destination
- Cancel a Trip Completely

11. Offensive Odour from Other Waste
12. Air Quality Reduction from Electric Generating Plants

Presented in Table 5 are the findings in respect of reasons why people used to turn roads to space for holding social ceremonies, and the resultant blockage of such roads. The reasons common to all the categories of respondents are two. These were *No strict enforcement of the law against the action* and *High cost of renting halls* with serial numbers 6 and 8 respectively (Table 5). This points to the /issues that the policy makers (governments) need to address seriously, especially on strict enforcement of laws against indiscipline in the society.

Table 5: Reasons for Blocking Roads for Holding Social Ceremonies

Reasons	Residents	Motorists	Motorcyclists	Celebrants	Overall Respondents
1	1	1			1
2			2	2	
3	3		3	3	3
4			4		
5	5		5	5	5
6	6	6	6	6	6
7		7	7		
8	8	8	8	8	8

Reasons for Blocking Roads for Holding Social Ceremonies

1. Just to have the Entertainment in my Family House
2. No other Space Around
3. It is more Convenient
4. Other Available Spaces may be Un-Kept
5. No Serious Law against the Use of Road for Ceremonies
6. No Strict Enforcement of the Law against the Action
7. It Is Part of our Culture and Tradition
8. High Cost of Renting Halls.

The level of acceptability of the practice in the study area by the respondents was investigated. Different categories of respondents and the five considered important socio-economic attributes were separately investigated with respect to level of acceptability of the practice for the purpose. Hence, respondents' level of acceptability of the practice were rated by respondents using one of the five point Likert scales of *very much acceptable*, *very Acceptable*, *Acceptable*, *Not acceptable* and *Not at all Acceptable*. A personally developed index tagged Relative Acceptability Level Index (RALI) was used for the measurement (as for (RAI and RRI above).

Table 6: Category of Respondents by Level of Acceptability

Respondents/Aggregates				Index
Residents	-	$\frac{1000}{429}$	=	2.3
Motorists	-	$\frac{239}{138}$	=	1.7
Cyclists	-	$\frac{82}{46}$	=	1.8
Celebrants	-	$\frac{14}{7}$	=	2.0
Aggregates	-	$\frac{1335}{620}$	=	2.2

$$\frac{\sum WV}{\sum PI} = \text{RALI (RELATIVE ACCEPTABILITY LEVEL INDEX)}$$

Therefore, the computations for different categories of respondents were carried out and the result indicates an outright rejection of the practice in the study area by the respondents. This is because all the indices computed fell below the mean of five points (2.5) as the computation for the aggregate was 2.2 (Table 6).

Conclusion and Recommendation

The opinion of community dwellers to their surrounding is very important to an improved quality of life and that of the physical environment. In this paper, we have analysed residents' utilization of road as space for holding social ceremonies in indigenous residential area of a developing country. The study established that residents' (respondents') responses to environmental amenities' inadequacy were sources through which environmental hazards and the attendant risks were produced. While the level of awareness of the perceived consequences of turning roads to space for holding social ceremonies was high among all the respondents, the reasons why the practice still continues till date is worthy of note. These include lack of strict enforcement of the law against the action and high cost of renting halls which were the two outstanding ones common to all the categories of respondents. The study established also that the practice is very unacceptable in the study area, even though it continues till date.

Predicating on the needs and expectations of the community, based on their social, status and perception of environmental hazards and unacceptability of the practice that generates such hazards in the environment is of necessity. In order to avert likely breakdown of law and order in the study area in future, the incorporation of their expressed will, in this case, unacceptability of the practice, is of importance. This will provide a participation (bottom-up) approach in which the elements of the urban environment that are highly valued by the different categories of citizens have in contributing to improving local governance. This will as well generate community consensus among the residents and policy makers. It can thus be concluded that with the high level of unacceptability of turning roads to space for holding social ceremonies in the study area, there should be strict enforcement of the law (with appropriate sanctions) prohibiting the practice without fear of favour. This will lead to improvement in the quality of the physical environment and enhance more cordial relationship among the citizenry.

Acknowledgement

The efforts of some 2014/2015 academic session 300 and 400 levels Architecture students of Ladoke Akintola University of Technology, Ogbomoso, who served as research assistants for data collection is highly appreciated. Equally appreciated are the inputs of the reviewers of this paper.

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