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AESTHETIC ENVIRONMENT: EFFECTS OF PARKING REGULATIONS AND CULTURE IN IBADAN, OYO STATE

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Abstract

Lack of knowledge of Oyo State traffic management regulations by many road users in the State has led to under utilization and mismanagement of road infrastructures. This inappropriate usage has been resulted into traffic hold ups, economic loss and distortion of aesthetic view of city of Ibadan. This work therefore reviewed Oyo State Road Traffic Management Authority Law 2009 (OYRTMAL 2009) and other learned materials that regulate vehicular parking on the road in the State. Traffic Signs and Markings 03, Miscellaneous Traffic Fines 07, Miscellaneous Traffic Fines 10 and Miscellaneous Traffic Fines 11 of the OYRTMAL 2009 and discretional cultural parking were perused and explanations offered for better understanding and maximum exploitation of road infrastructures in the State. It is believed that observations of insights offered by this work will bring about safe and free traffic environment, aesthetic portray of the city and economic prosperity.

Keywords: OYRTMAL 2009, regulation, aesthetic environment, Ibadan, Oyo state, parking

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INTRODUCTION

Ibadan, the capital city of Oyo state, Southwestern Nigeria, is located strategically that it connects with other Southwest states and it links other five geopolitical zones of Nigeria with Lagos. As a result, Ibadan always experiences high volume of traffic induced by those in transit and those who live in Ibadan and work in other Southwestern states. Ibadan is an indigenous, metropolitan and urbanized city [1]. Ibadan is characterized with adequate highway corridors and expressways, adorned with road furniture and markings for traffic management and aesthetic purpose. Some of these corridors were Ojoo to Mokola, Mokola to Dugbe, Agodi gate to Mokola, Sango to Eleyele, Eleyele to Dugbe, Iwo road to Challenge, Challenge-Orita to Methodist, Orita to Odo ona, Adamasingba-Agbarigo to Jericho, Idi ape to Akobo, Iwo road to Olodo, Toll gate to Ojoo, Ojoo to Akinyele and Iwo road to Egbeda.

Transportation is one of the indices that are measured to determine economic prosperity of a state. In most cases, development comes with increase in traffic volume but a sustainable development should be smart to channel increased traffic volume to prevent congestion [2].

Road users include but limited to motorists, cyclists and pedestrians. Each category has specified space on standard roads. In a case where one category's space is illegally occupied by another, this always resulted into untoward traffic situations like traffic holdups and crashes [3]. Observance of traffic signs, signals and road markings is cogent prerequisite for road safety for all road users [4]. Some roads like Oke ado – J. Allen and 110 - Apata roads have been identified as having less capacity for the traffic volume plying them [5], so strict observance of traffic regulations should be adhered to on such corridors. Business owners along city road corridors should be conscious of parking for their customers [6]. The builders, surveyors, governments and other stakeholders concerned should factor in necessity of parking spaces while planning and approving business centers along the corridors to prevent on-road/on-street parking [7]-[9].

Many road users lack adequate understanding of road signs and markings, especially in developing economies where citizens by-pass procedures and laid down protocols for economic reasons. Sometimes little alteration to universal traffic signs and markings, to cater for local peculiarities could cause confusion for travelers and other motorists.

Therefore, this study was carried out to enlighten the general public especially the motorists plying Oyo State roads on parking regulations and culture in the state.

MATERIALS AND METHODS

The materials used were the Oyo State Road Traffic Management Authority Law, 2009 (OYRTMAL, 2009) [10], pictographs obtained from field assessment and journal articles downloaded using search engines like Google scholar, Researchgate, Tailor and Francis online, Scopus, MPDI, Web of Science, Sage Publishing, and ScienceDirect were resources. These resources were analyzed and the results obtained discussed.

RESULTS AND DISCUSSION

Traffic Signs and Markings 03 (TSM 03): Parking on Yellow Line on any Public Highway in Oyo State

Many roads in Ibadan are dualized highways. In many cases, these roads are adequately marked for the purpose of maximum usage. Figure 1 shows one of the signature roads in

Ibadan. The road was marked with two colours (white and yellow) and in two ways (broken and rigid). Broken and rigid white lines were fiddled within two yellow lines (one by the kerb and the other by road island/highland). Vehicular parking is forbidden within the two yellow lines. However, the white rigid line allows waiting to pick up calls, checking parts and fixing minor faults, but you must be seen within or around the vehicle.



Figure 1: Yellow line at the edges of the road

This type of road (3-lane dual carriage way) was Eleyele-Jericho-Dugbe road, ANCE-Aleshinloye-Iyaganku road, Idi-ape-Iwo road and Idi-ape- Basorun-Akobo road. There were two-lane roads marked with yellow lines. Examples were Total garden-Beere road, Gate-Oje-Beere road and mokola-Adamashingba-Dugbe road. They lacked white rigid line that allowed waiting to do minor things. Some roads in Ibadan in particular and Oyo State in general allowed permanent parking. These roads had enough space after the shoulder yellow line (Figure 2). An example of such roads is Preboye-Bodija-Secretariat-Total garden road.

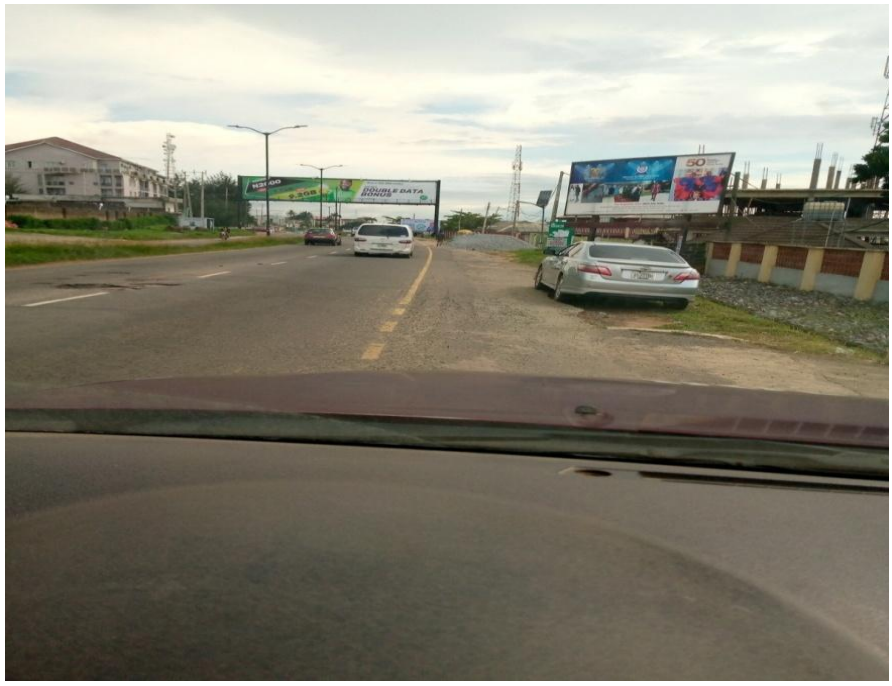


Figure 2: Parking space after yellow line

The yellow line usage in this context is to ensure that all the road lanes are available for vehicular traffic movement without hindrance at all times. The owner of any vehicle that contravenes yellow line regulation (Figure 3) is liable to pay a fine stipulated under TSM 03 of OYRTMAL 2009.

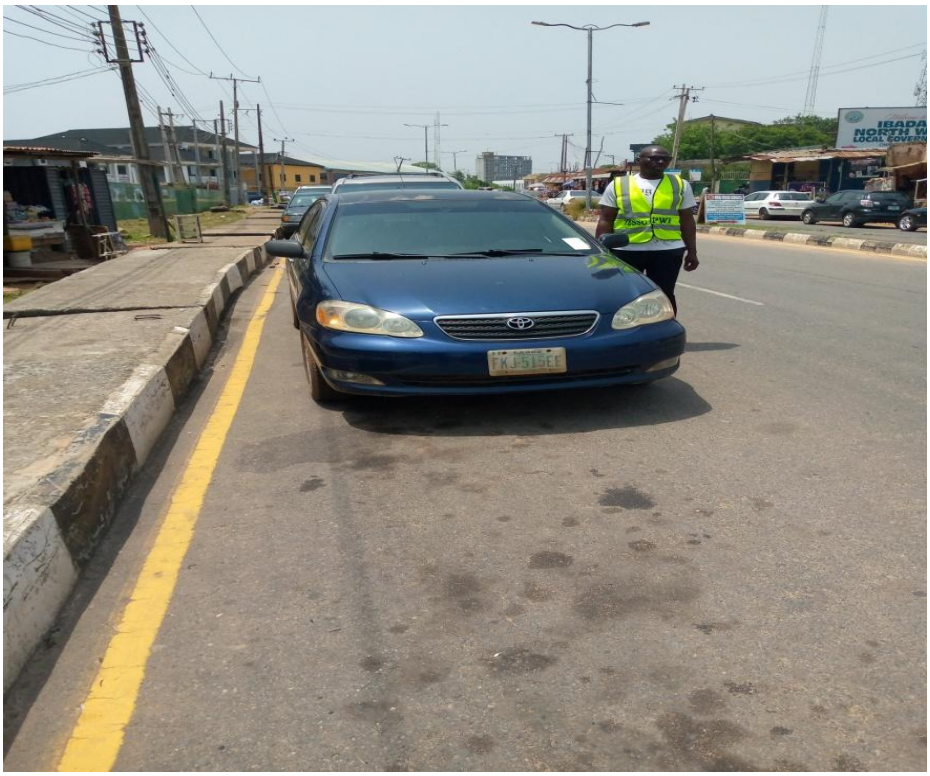


Figure 3: Parking within Yellow lines

Miscellaneous Traffic Fines –07 (MTF 07): Parking on the Highway Walkways/Kerbs in Oyo State)

Kerbs are part of the road built for the usage of pedestrians. Kerbs could be placed before, on or after drainage. There were many roads in Ibadan with kerbs immediately placed after the last lane (i.e before drainage). In some cases these kerbs were of low height (Figure 4) to the road surface, therefore vehicles could easily climb it.



Figure 4: Low height kerb/walkway

Many residents of Oyo State had found leisure in parking on the kerbs. Some car dealers were using kerbs as galleries (Figure 5).

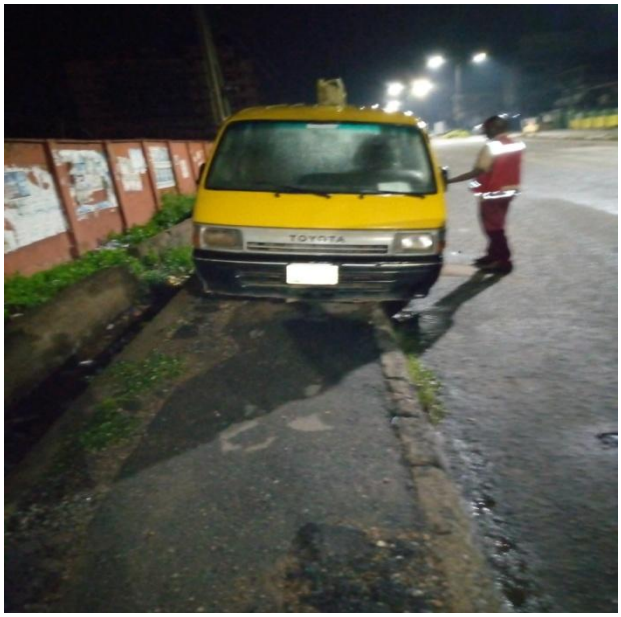



Figure 5: Parking on kerbs/walkways

Parking on kerbs is de-enfranchising pedestrians from using their legal space of road infrastructure. This illegal denial has resulted into pedestrians been forced to walk on the last lane of the road and sometimes this had led to accidents. Therefore, the vehicle that parks on the kerb/walkway has contravened one of the Oyo State traffic regulations and the owner of such vehicle is liable to pay a fine stipulated by the OYRTMAL, 2009.

Miscellaneous Traffic Fines 10 (MTF-10): Abandoned Vehicle on the Highway in Oyo State)

Abandonment of vehicle on the highway in Oyo State has led to crashes which resulted in loss of properties, injuries and deaths. Some of the reasons why vehicles are abandoned include economy, weather and time. Many motorists chose to leave their faulty vehicles on the highways for mechanic to come and fix them right on the road to bypass the financial implication of towing to workshop. A faulty vehicle in the rain may be involuntarily abandoned until rain subsided. A reckless driver could easily run into it especially at night. Many times the party goers had experienced faulty vehicle at the dead of the night. In which case, help could not come until the following morning. Apart from crashes, vehicle abandonment on the road could constitute obstructions to free flow of vehicular traffic especially in high traffic volume areas and peak hours (Figure 6).



Figure 6: Abandoned vehicle on highway and the gridlock it constituted

Vehicle abandonment on the road in Oyo state is one the traffic regulation offences and the owner of the vehicle abandoned will pay a fine stipulated under MTF 10 of OYRTMAL 2009.

Miscellaneous Traffic Fines – 11 (MTF-11): Causing Obstruction on the Highway in Oyo State

Obstructions on the highways are of diverse forms. It could be vehicle parked within yellow lines, on a lane (other than road shoulder) of unmarked road or any other objects like gravel, stones of commodity positioned in a way that interferes purposeful usage of the road. Parts of a road are: lane(s) for vehicular traffic flow, road shoulder (if provided) for parking, walkway/kerb for pedestrians and drainage for soaking away of rainstorms. There are some roads in Oyo state with neither marking nor road shoulder (Figure 7).



Figure 7: Road with neither marking nor shoulder

Parking on any part of this type of road in Oyo State constitutes obstruction and violates one of the traffic regulations of the state (Figure 8).



Figure 8: Illegal parking on road with neither marking nor shoulder

In similar way, occupation of portion or whole of walkway as extension of shop and/or outright display of goods on kerb is obstruction on the road. In some cases, gravel, sound and stone are dumped on the road by site engineers who are carrying out construction work near the road. All these are contraventions of Oyo state traffic laws and punishable under MTF 11 of OYRTMAL 2009.

Alteration of road markings

One of the factors that cause confusion for motorists and hinder OYRTMA agents from enforcing the regulations is alterations to road markings. Some of the causes of road marking alterations are burying services carried out by mobile network operators and water supplying burying activities and weather. Many times already paved, marked and furnished roads would be broken and all furniture destroyed never replaced. However, the motorists should be watchful for marking on the other edge of the road. Also, could wash out substandard paint. If the marking is noticeable on the other edge, then be sure the road is marked (Figure 9).



Figure 9: Road marking altered by burying services and weather

Figure 9 showed rigid white not bordered by yellow line. However, there is a yellow line by the road island (divider). This indicates that originally there was yellow line by the walkway. Permanent parking behind the rigid white line contravenes Oyo state traffic regulations and punishable under MTF 11 and TSM 03 of OYRTMAL 2009.

In the absence of yellow line by the kerb or drainage and the road divider, motorists are at liberty of parking behind rigid white line on Oyo State road (Figure 10).



Figure 10: Permanent parking behind rigid white line on the road without yellow line

Concession appropriated by OYRTMA on necessity

There are some locations in Ibadan that have been taken over by major commercial activities but with limited road infrastructure to contain the volume of vehicular traffic incidence. In most cases these locations are cradle of urbanization of the city. The roads, the buildings and other amenities in the areas remained obsolete. OYRTMA has resulted to discretion while enforcing Oyo State traffic regulations in the areas. One of the discretional measures was allowing vehicles to park in one side of the road interchangeably. The parking should be done in single file. Any double parking has violated the law and would be charged for causing obstruction on the road (MTF 11). Also, any parking done concurrently at the side of the road is booked for MTF 11. These locations include Agbeni, Ogunpa, Salvation army-Oke Padre road, Sango market and Ayeye. This policy could be reviewed when the road infrastructure in the areas are improved or upgraded.

Removal of Vehicles on obstructions with or without consent of vehicle's owner

OYRTMAL 2009 has empowered OYRTMA Agents to remove any vehicle parked any object deposited in such a way that obstructed the purposeful usage of the road or contravened Oyo State traffic regulations. The removal obstructions could be done without the consent of the property owner (Figure 11).



Figure 11: Towing of vehicle parked on obstruction by OYRTMA Agents

Conclusion

Vehicular and human traffic volumes of Ibadan city are on the increase at high rate due to expansion of economy of Oyo state and strategic position of the city in Southwest Nigeria in particular and Nigeria as a whole in general. Roads in Oyo State are marked for maximum usage of road infrastructure to contain the surge in traffic volumes and to improve the aesthetic portray of the state, especially major city like Ibadan. However, a lack of knowledge of the traffic signs and markings by large percentage of motorists has led to outright disregard for the markings, avoidable traffic jams, economic loss through time wastage in traffic and fines for traffic regulation violators.

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