
An Assessment of Issues and Challenges With Transportation Management in Uyo Metropolis, Akwa Ibom State, Nigeria

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ABSTRACT

This study assessed transportation management in Uyo metropolis by examining the use of foot bridges, the use of Keke as a major means of transportation, bus stop and the activities of Uyo Metropolis Transportation Task Force. The study framed four objectives and four hypotheses. This study adopted the survey research design. The population for this study comprised 587587 residents of the study area and a sample of 400 was estimated using the Taro Yamane formula. The simple random sampling was used in selecting the sample and a structured questionnaire was used in data collection. The instrument was validated and the reliability of the instrument was determined using Cronbach Alpha method and results of reliability coefficient of 0.87. Data obtained were analysed using frequency, percentage, mean and standard deviation. The hypotheses were tested using independent t- test and all hypotheses were tested at the 0.05 level of significance with probability values less than 0.05 considered significant. Result showed that the foot bridges are not used by commuters, there is an urgent need for designated bus stops and that the use of Keke as a major means of transportation was not adequate. Result also revealed that the state government task force has not been able to live up to expectation as far transportation management is concern. Result revealed that there is no significant difference in the mean rating of male and female with regards to the use of foot bridges, construction of bus stops, the use of Keke as a major means of transportation and the activities of the state task force on transportation management. The study recommends among others that effective enlightenment programmes be mounted to the public including the use of the task force to direct pedestrians on the use of foot bridges, construct bus stops in high density areas, control the excesses of the state transportation task force while also introducing a high density buses in form of mass transit in the study area.

Keywords: Transportation, Management, Bus Stop, Tricycle, Foot Bridges, Task Force

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1. INTRODUCTION

Transportation plays significant role in the development of any society or nation. This is because before any meaningful development can take place there must be an effective movement of humans, goods, services and information from service point to the point of destination. Transportation plays major roles in shaping the economy of a people because modern industries and commercial activities rely on proper, well developed and efficient transport system (Bala, 2015).

Transportation is unarguably the wheel that evolves all other elements including humans, goods and services as well as information. For instance, food items which are the most important need of man and other raw materials must be conveyed from its point of production to the different areas where they are needed. This means without transportation, everything will be on a stand still. While commenting on the significant role of transportation, Lord Lugard (1922) noted that development and transportation are synonymous, no meaningful development can take place without transportation.

Transportation does not only provide for the mobility of people and goods but also influences the patterns of growth and economic activity by providing access to land, safety, security, economic development, air quality, environmental resource consumption, social equity and land use. Transportation has been described as the basis of how cities work (Solanke, 2005; Ademiluyi and Solanke, 2007). Solanke (2013) described transportation as a non-negotiable instrument for city development and functioning. Solanke (2013) stressed that the transport systems are the veins and arteries of urban areas which linked together social areas and functional zones.

Despite the numerous important of transportation, its full benefits cannot be harnessed without proper management of transportation. George Terry defines management as “the process consisting of planning, organizing, actualizing and controlling performance to determine and accomplish the objectives by use of people and resources”. Transportation management has to do with optimizing the physical movement of human beings, goods and services. It is the process involved in the planning and coordination of delivery of persons or goods from one place to another. The importance of an effective transportation management cannot be overemphasized (Didigwu and Olajide, 2015). Some of the benefits of effective transportation management has been identified to include; ease of traffic movement, effective use of space, emission of less air borne pollutants, minimizing waiting time, lesser time on roads, reduced tempers while driving, increased personal safety and effective transportation planning (Okere, 2010).



Fig. 1: Uyo Metropolis, Akwa Ibom State, Nigeria

Transportation management encompasses all types of modes of transportation including routing, mapping, cargo handling, fuel costing, accounting among others. There are different aspects of transportation management though not limited to the following: use of high capacity buses (public transport), use of pedestal bridges to control flow of people, use of taskforce to enforce government rules and regulations as well as construction of bus stops. One of the major aspects of transportation management is the management of public transport system as described by Badejo in Okere (2010). Okere (2010) observed that public transport system as a process of carrying passengers and goods either by private vehicle or public carriers through bike, Keke, vehicle, long bus or any other modes. Public transport refers to the means by which larger proportions of urban dwellers gain physical access to the goods, services, and activities they need for their livelihoods and well-being (Fitzgerald, 2012). Public transportation therefore plays a very important role in both the developed and developing world cities. It serves to reduce reliance on private car-ownership by providing an affordable alternative for urban commuters.

For instance, in the study area which is Uyo metropolis, the major mode of public transportation is through the use of Tricycle commonly referred as “Keke” with few mini buses plying other routes. Before now in the study area, the major means of public transportation was through motorcycle but this was latter canceled as a result of increased use of motorcycle as a means of perpetrating criminal activities. The use of tricycle in Uyo metropolis as a means of public transportation was given impetus following the ban on private and commercial use of motorcycles which took effect on July 9, 2012 during the administration of Governor Godswill Obot Akpabio. The use of Keke as a means of public transportation has to a large extent ease the burden of transportation and provided jobs for teeming youths in the study area but it has its associated challenges which include the use of tricycle also as a means of committing crimes. Also, another problems that could be associated with the use of Keke as a major means of transportation is the inability of Keke to carry more passengers especially in one of the fastest developing city as Uyo.



Fig 2: Typical Tricycles

Also, problem with controlling traffic as a result of many Keke most especially in areas like Ibom Plaza connection and other busy places in Uyo have been a source of worry by obstructing free flow of traffic. This has even made The Nigeria Police Force to send road traffic men commonly known as “Yellow Fever” to the area. The use of Akwa Ibom State Taskforce has also to some level helps in addressing the problem though the problem still remains unabated especially at night.

Another area of transportation management that is germane to this study is on the issue of bus stop in a mega city like Uyo. A bus stop according to Madhu and Rajakumara (2019) is a designated place where buses stop for passengers to either board or alight the bus. Bus stop play an important role as it serves as the transit service points of contact between passenger and the bus. The effect of not having bus stop can be devastating especially for passengers that have little children and the elderly. It is quite obvious that there is no designated well build bus stop in Uyo metropolis where passenger can wait for buses or even relax as it is obtained in other Mega cities in Nigeria like Lagos, Calabar, Abuja, Port Harcourt among others.



Fig 3: Map of Akwa Ibom State, Nigeria Showing Uyo City Location

In transportation management, effective control of people is very key to guarantee the safety of lives and prevent people from being knocked down by fast moving vehicles. This necessitated the need to construct pedestrian bridges especially in areas with high densities of people. Pedestrian bridges are constructed to reduce the number of avoidable roads crashes. Pedestrian crossing facilities such as cross walk, signalized and unsignalized are designed to separate pedestrian from the moving vehicles hence improving the safety of the pedestrian (Guo et al., 2014). But is quite unfortunate to observe that many pedestrians do not make use of the pedestrian bridges and they will still cross the road illegally despite that these facilities are for their safety (Guo, Zhao, Wang, Zhou and Wets, 2014). The use of the Task Force is also an integral part of transportation management. This State Owned Task Force are mandate to ensure free flow of traffic and ensure that no Keke or mini buses are allowed to pack their cars in a way that will obstruct traffic.

Though these Task Forces have in no small way help in living up to expectations, yet there are still issues surrounding their modus operandi. Some of them go to the extent of engaging in physical fight and assault to drivers. Indeed a lot of lives have been lost as a result of their operation. Personal observation have shown that instead of doing what the Government wants them to do, some are just interested in exploiting the drivers with no emphasis on enforcing traffic rule. This has also generated public outcry in the study area.

The theoretical framework of this study is based on the theory of planned behaviour propounded by Ajzen in 1991. The theorist believes that behavioural intention can be predicted by attitude towards the behaviour, subjective norms and perceived behavioural control. The theory believes that those behavioural intentions are formed by individual's attitude towards that behaviour, subjective norms and perception of behavioural control. The theory of planned behaviour propounded by Ajzen in 1991 adds that most behaviour results from an individual's intention to perform certain behaviour and their ability to make mindful choices among alternatives and make good decisions.

The theory comprised of three major components: the attitude toward the behaviour, subjective norm and perceived behavioural control. Attitude towards the behaviour measures the degree to which a person has a negative or positive evaluation towards his/her performance of the behaviour. Perceived behaviour control refers to people's perceptions of whether or not they can exhibit that specific behaviour and how easy it is to perform it. Subjective norms refer to what individuals believe other key people in their lives think about. Several studies have been carried out with relations to these areas of aforementioned transportation management. Salau (2015) determined socio-economic characteristics of the users in metropolitan Lagos.

The study carried out an extensive analysis of the public transport users, disaggregated by gender, marital status, age, education level, employment, income, auto-ownership and household size, with a view to engender the identification of groups of passengers who exhibit similar behaviours. The study adopted survey research and the multistage sampling technique was used to select 16 local government areas constituting the metropolitan Lagos which were classified as low-, medium-, and high-density wards, and 25% of the wards were selected using the stratified random sampling technique. A sample of one thousand four hundred and seventy-five households was randomly surveyed in the selected buildings while questionnaire developed by the researcher was used in data collection. Data obtained were analysed using frequency percentage and descriptive statistics.

The result showed that the average user was male (60.3%), aged 32.9 ± 0.289 years, with an average income of $\text{N}57,140.55 \pm 1,446.86$ and household size of 4.92 ± 0.052 persons, having acquired 12.84 ± 0.119 years of formal education, traveling 25.479 ± 0.4307 kilometres daily in 110.29 ± 3.318 minutes on public transport on an average cost of $\text{N}712.83 \pm 29.749$. Result also revealed that socio-economic characteristics, such as population, size, number of households, and employment, are key variables that aid in understanding the traveling habits of the city's population. The study established that without a clear understanding of these patterns, it would be difficult to make accurate demand forecast, necessary for service planning and policy formulation.

Oni and Okanlawon (2011) addressed transport and gender in Nigeria. The study also evaluated the gender allocation of transport planners/ providers/traffic management agencies at the management level in Nigeria and states the need for integrating gender issues into transport planning and policy in Nigeria. The study adopted a survey research design while secondary data were obtained from Government agencies such as Nigeria Police Force, Federal Road Safety Corps (FRSC), Nigerian Railway Corporation (NRC), Lagos Metropolitan Area Transport Authority (LAMATA), Lagos State Ferry Services Corporation and Alimosho and Ikeja Local Government Areas (Traffic Management Units). Data obtained were analysed using frequency and percentage. Result showed that the proportion of women among transport planners in Nigeria is insignificant and that women are not adequately represented among transport planners/providers and traffic management agencies in Nigeria. The result also showed that there is no single woman among the traffic management unit (TMU) personnel in Alimosho and Ikeja Local Government Areas of Lagos.

Adegoriola (2019) investigated the impact of mass transit scheme on transportation problem alleviation in Federal Capital Territory (FCT), Abuja. The survey research design was adopted to sample the opinion of some residents in FCT through the probability sampling method. To obtain data, structured questionnaire was used which captured the research variables which include; existence of peak hours, insufficient affordable transport, traffic conjunctions, nature of the roads and high cost of transport in FCT. The study used logit probability methodology was used to analyze the data in order to know the impact of mass transit scheme introduced by Federal Capital Territory Administration. To determine the reliability of the instrument used in data collection. Result revealed existences of peak hours, traffic conjunctions and nature of road that have negative but significant impact with transportation problem alleviation in FCT. Result also showed that insufficient affordable transport has positive and significant impact with transportation problem alleviation while cost of transportation is positive but insignificant impact transportation problem alleviation.

Sunday (2017) investigated the key factors which determine access to public transport service in Abuja, the Federal Capital Territory (FCT) of Nigeria. Data were collected based on ten public transport access levels indicators namely: Safety, transport fare, bus availability, comfort level, speed on transit, delays at parks, bus stops and on transit highway, adherence to estimated arrival time, adherence to estimated departure time, reliability of bus schedules and bus overloading. Data on these factors were collected from administration of questionnaires to 859 public transport commuters in 17 major road transport terminals across the FCT. The data were analysed using the factor analysis, correlation, and regression method. The result shows that three factors namely, adherence to estimated departure time, fare charged by the operators, and reliability of bus schedules on routes together explained about 54% of the cumulative total variance, leaving the remaining 46% to seven other factors and residuals. The Spearman's rank correlation matrix for all the variables indicates that they were all positively correlated at various degrees. The standardized co-efficient of the regression analysis revealed that, bus service reliability is the major determinant of public transport access level in the study area. In order to raise the current access level of commuters to public transport in FCT, operators must improve on the level of service in line with the three critical factors which the study has identified.

Dahiru (2006) examined an aspect of transport planning that is concerned with identifying the critical knowledge base required for improving travel mode choice from private to public Mass-transit modes in the FCT to ease the problem of traffic congestion. The result showed that the present public transport system in the FCT is grossly inadequate both in quality and quantity to meet the test of time. It is also established that, the major reasons why the traffic condition continues to pile up was due to high level of car ownership amongst various level of educational groups, marital status, different employment status as well as different income groups.

Okere (2010) examined public patronage of high capacity bus services in the Federal Capital Territory. The study considered two licensed operators in the study area (Abuja Urban Mass Transit Company and FABREM). The study selected four routes representing three external and one internal bus route. Two sets of questionnaires were used in data collection; one for the heads of operations of the operators and the other for the commuters. A sample of 395 commuters was randomly selected. Data obtained were analyzed using descriptive statistics, correlation and principal component analysis. Result revealed that 54.9% of the commuters depend on public high capacity bus services daily to meet their mobility need of which 37.9% use the service mostly in the mornings and evenings. The study also established that despite the fear commuters have towards boarding high capacity buses as a result of the security challenge in bus parks the volume of passengers at most times outweighs the offered seat capacity. Correlation analysis reported frequency of bus service ($r=.439$, $p >.05$), and bus provide short travel time ($r=.455$, $p>.05$) are the top two service variables that correlate with patronage. Result of the principal component analysis revealed that accessibility to bus services, in bus comfort and availability of bus services explained 61.8% of the total variance.

Umar, Bashir, Alfanda and Farouk (2019) examined pedestrian utilization of footbridge in Kano, Nigeria. The population of the study comprised 400 people within a 50m distance of the four pedestrian footbridges in Kano state. The survey research design was adopted. The information gathered in the study includes age, gender, education level and the respondent's use of the footbridge. Data obtained were analysed using regression analysis and data analyses were facilitated using Minitab statistical software. Result revealed that 70% of the pedestrians surveyed were found to make use of footbridges. Result revealed that gender and age are important demographic variable that influenced pedestrian utilization while level of education was found to have insignificant influence. The study established that the main reason for using the footbridge to cross the roads tallies with the main purpose why foot bridges were constructed. The review of empirical studies to the best of the researcher's knowledge shows that there is no study on transportation management in Uyo metropolis, Akwa Ibom State, Nigeria hence this study assesses transportation management in Akwa Ibom State.

2. OBJECTIVES OF THE STUDY

The primary objective of this study is to assess the transportation management in Uyo metropolis. The following are the specific objectives of this study which include to:

1. Determine the level of utilization and factors that influence the utilization of footbridges in Uyo metropolis, Akwa Ibom state.
2. Determine the perception of the residents of Uyo on the relevance of bus stop in the study area.
3. Determine the rating of the use of Keke as a major means of transportation in Uyo metropolis, Akwa Ibom state.
4. Determine the perception of the role of the Akwa Ibom Task Force on transportation management in Uyo metropolis, Akwa Ibom state.

2.1 Hypotheses

This study was guided by the following hypotheses:

1. There is no significant difference in the mean rating of male and female residents in Uyo metropolis on the use of pedestrian bridges (footbridges).
2. There is no significant difference in the mean rating of male and female residents in Uyo metropolis on the need bus stop in the study area.
3. There is no significant difference in the mean rating of male and female residents in Uyo metropolis on the effectiveness of Keke as a major means of transportation in the study area.
4. There is no significant difference in the mean rating of male and female residents in Uyo metropolis on the role of the State Task Force in transportation management in the study area.

3. METHODOLOGY

This study adopted the survey research design. The population for this study comprised projected population of 587587 residence of Uyo and the sample of 400 was estimated using the Taro Yamane formula. The simple random sampling was used in selecting the sample. The instrument used in data collection is a structured questionnaire which was divided into five sections. Section A comprised items on demographics of the respondents, Section B, C, D and E focused primarily on utilization and factors that influence the use of footbridges, relevance of bus stop, efficiency of Keke as a major means of transportation and the rating of the activities of Task Force in transportation management. The instrument was presented to expert for face validation and the reliability of instrument was determined using Cronbach Alpha method and results of reliability coefficient of 0.87 meaning that the instrument is reliable.

Out of the 400 copies of the questionnaire administered, 386 copies were retrieved and found useable representing 96.5% of the copies of the questionnaire administered. Data obtained were analysed using frequency, percentage, mean and standard deviation. The hypotheses were tested using independent t- test and all hypotheses were tested at the 0.05 level of significance. Probability values less than 0.05 was considered significant.

4. RESULTS

Results of data analysis are presented in Tables 1, 2, 3,4,5,6 and 7 shown below. Result shows that 55.2% of the respondents were male and 44.8% were female. Result also indicates that the majority of the respondents were between 41-51 years while in terms of educational qualification, the majority of the respondents were HND/B.Sc. holders (38.6%). Result also shows that larger percentage of the respondents were into business/trading (39.1%) and more than half of the respondents have lived for more than 15 years in the study area (78.2%) (Table 1). Result in Table 2 shows the level of use, factors influencing the use of footbridges and perception of the need for designated bus stop in Uyo metropolis.

Result indicates that the respondent disagreed that they make use of foot bridges and the factors responsible for this is their fear of being slipped in the process of climbing the bridge and they are also influenced by others not using the foot bridge. Result also indicates that the respondents perceived foot bridge project as an unimportant project though they were aware that it was built to safeguard them from avoidable road crash (Table 2). On the need for designated bus stop in the study area, the respondents viewed bus stop as a means of enhancing commuters safety (mean score = 3.58, SD= 0.77), providing bus shelter (mean score = 3.78, SD = 0.78) and a way of facilitating effective movement of commuters (mean score = 3.82, SD= 0.61) though they agreed that at the moment, this is lacking in the study area (mean score = 3.69, SD = 0.83) (Table 1).

Result obtained on the perception of the use of Keke (tricycle) as a major means of transportation within the study area revealed that the respondents disagreed that this medium is effective for a city like Uyo (mean score = 1.94, SD= 1.29) and that the use of Tricycle has facilitated crimes (mean score = 3.12, SD= 1.09), resulted into traffic problems (mean score = 3.05, SD= 1.20) and more expensive especially when travelling towards directions that two to three Tricycle need to be taken (mean score = 3.02, SD= 0.92). On the perception of the transportation task force introduced by the Ministry of Transportation in the study area, the result showed that there are a lot of misdeeds among the task force like brutalizing Keke drivers (mean score = 3.11, SD= 0.88), exploitation (mean score = 3.04, SD= 0.92) though have contributed positively to the effective management of transportation system in the study area (mean score = 3.04, SD= 1.12). Result also indicates that these task force do not carry out their jobs with modesty (mean score = 3.01, SD= 0.90) (Table 2).

Results of hypothesis testing for Hypothesis 1 revealed t-calculated of 1.81 and t-critical of 1.97 at the 0.05 level of significance with 384 degrees of freedom. Result shows p-value of 0.071 which is greater than 0.05 meaning that there is no significant difference in the mean rating of male and female residents in Uyo metropolis on the use of pedestrian bridges (footbridges). From the mean rating, it can deduced that the mean rating by male and female respondents were both less than the expected mean of 2.50 for 4 points rating scale meaning that foot bridges are not usually used by commuters in the study area (Table 3). The second hypothesis focused on the rating of the need designated bus stops in the study area and the result revealed t-calculated of -1.19 and t-critical of 1.97 with p-value of 0.235 at the 0.05 level of significance with 284 degrees of freedom meaning that there is no significant difference in the mean rating of male and female residents in Uyo metropolis on the need to have bus stop in the study area. The mean score obtained were greater than 2.50 meaning that the respondents support the need for bus stop to be constructed in the study area.

Result of the difference in the mean rating of male and female residents in Uyo metropolis on the effectiveness of Keke as a major means of transportation in the study area is shown in Table 6. The result showed t-calculated of -0.645 and t-critical of 1.97 with p-value of 0.421 at the 0.05 level of significance with 384 degrees of freedom. This implies that there is no significant difference in the mean rating of male and female residents in Uyo metropolis on the effectiveness of Keke as a major means of transportation in the study area ($p > 0.05$). From the mean rating, it can be deduced that the mean rating of male and female were both less the expected weighted mean of 2.50 for four points rating scale meaning that Keke is a an effective major medium of transportation in Uyo metropolis (Table 6). Hypothesis four focuses on the rating of the role of Task force in transportation management in the study area and the result is as presented in Table 7.

Table 1: Demographics of the Respondents

Demographic variables	No. of respondents	Percentage (%)
Sex		
Male	213	55.2
Female	173	44.8
Total	386	100.0
Age (years)		
18-30 yrs	123	31.9
31-40 yrs	29	7.5
41-51 yrs	132	34.2
Above 50 yrs	102	26.4
Total	386	100.0
Educational qualification		
SSCE or Equivalent	115	29.8
NCE/OND	75	19.4
HND/B.Sc	149	38.6
Postgraduates	47	12.2
Total	386	100.0
Occupation		
Business/Trading	151	39.1
Civil Servants	137	35.5
Students	25	6.5
Unemployed	32	8.3
Others	41	10.6
Total	386	100.0
How long have you reside in Uyo		
Less than 5 years	16	4.1
6-10 years	14	3.6
11-15 years	54	14.0
More than 15 years	302	78.2
Total	386	100.0

Source: field survey (2020)

Result revealed t-calculated of 0.90 which is not greater than the t-critical of 1.97 and p-value of 0.371 is greater than 0.05 meaning that there is no significant difference in mean rating of male and female residents in Uyo metropolis on the role of the State Task Force in transportation management in the study area.

This weighted means obtained by male and female respondents were both less than 2.50 meaning that the Task Force has not been able to live up to expectation as far as transportation management in the study area is concern.

Table 2: Descriptive statistics showing the level of use, factors influencing the use of footbridges and perception of the use importance of bus stop in the study area.

S/N	Foot bridges and factors affecting it usage.	n	Mean	SD	Remarks
1	I ensure that I make use of foot bridges always in areas where it is provided	386	1.29	0.73	Disagree
2	I make use of footbridges because I know that it was constructed to avoid unnecessary road crash	386	1.47	0.91	Disagree
3	It is risky to make use of foot bridge for fear of collapse because I do not trust the quality of the bridge	386	3.23	1.01	Agree
4	The money used in constructing foot bridges should have been channeled into other more useful facilities	386	3.25	1.23	Agree
5	I do not make use of footbridges because others are not using it.	386	3.59	0.82	Agree
	Bus stop				
6	Despite the importance of bus stop in commuters safety, we do not have a well organized bus stop	386	3.69	0.83	Agree
7	Bus stop enhance the safety of commuters	386	3.58	0.77	Agree
8	Bus stop provides bus shelter	386	3.78	0.78	Agree
9	Bus stop facilitates effective moment of commuters	386	3.82	0.61	Agree
10	Bus stop requires passengers to group themselves prior to boarding and hence reduces time spent on boarding	386	3.93	0.26	Agree
11	The use of bus stop is not necessary in places like Uyo	386	1.81	1.20	Disagree

Source: field survey (2020)

Table 3: Descriptive statistics showing respondents perception of the use of Keke as a major means of transportation and the role of Akwa Ibom Transport Task Force in transportation management in Uyo metropolis

S/N		n	Mean	SD	Remarks
	The use of Keke				
12	The use of Keke is an effective means of transportation in a city like Uyo	386	1.94	1.29	Disagree
13	Keke now has become what it is used to commit all sorts of crimes in Uyo metropolis	386	3.12	1.32	Agree
14	City like Uyo need a large capacity mass transit buses instead of Keke.	386	3.12	1.09	Agree
15	The use of Keke as a major means of transportation has resulted to traffic problems in Uyo.	386	3.05	1.20	Agree
16	The use of Keke as a major means of transportation in Uyo is very expensive because some do not go long distance	386	3.02	0.92	Agree
17	Criminal activities will be reduced if Keke is only allowed to plight some designated areas majorly the streets.	386	3.12	1.27	Agree
	Task Force				
18	The Task force sometime brutalize drivers when enforcing government rules on transportation	386	3.11	0.88	Agree
19	The way Task Force exploit drivers is quite unbearable	386	3.04	0.92	Agree
20	Task Force has contributed positively to the efficient management of transportation system in Uyo metropolis	386	3.04	1.12	Agree
21	Sometime, these task forces are more interested in collecting bribes than doing what the government directed them to do.	386	2.57	0.64	Agree
22	There is no need for these Task Forces in Akwa Ibom state because they contribute more to the problem of transportation management in the state	386	1.97	1.30	Disagree
23	The way and manner these Task Force carry out their duties is without modesty and decorum	386	3.01	0.90	Agree

Source: field survey (2020)

Table 4: Summary result of t- test analysis showing difference in the mean rating of male and female residents in Uyo metropolis on the use of pedestrian bridges (footbridges).

Groups	n	Mean	SD	t-calc.	df	t-crit.	P-value
Male	213	1.99	0.44	1.81	384	1.97	0.071
Female	173	1.91	0.40				

NS- not significant at 5% ($p>0.05$).

Table 5: Summary result of t- test analysis showing difference the mean rating of male and female residents in Uyo metropolis on the need to have bus stop in the study area

Groups	N	Mean	SD	t-calc.	df	t-crit.	P-value
Male	213	3.41	0.43	-1.19	384	1.97	0.235
Female	173	3.46	0.39				

NS- not significant at 5% ($p>0.05$).

Table 6: Summary result of t- test analysis showing difference in the mean rating of male and female residents in Uyo metropolis on the effectiveness of Keke as a major means of transportation in the study area.

Groups	n	Mean	SD	t-calc.	df	t-crit.	P-value
Male	213	1.90	0.79	-0.645	384	1.97	0.421
Female	173	1.95	0.79				

NS- not significant at 5% ($p>0.05$).

Table 7: Summary result of t- test analysis showing difference in mean rating of male and female residents in Uyo metropolis on the role of the State Task Force in transportation management in the study area.

Groups	n	Mean	SD	t-calc.	df	t-crit.	P-value
Male	213	2.05	0.50	0.90	384	1.97	0.371
Female	173	2.01	0.49				

NS- not significant at 5% ($p>0.05$).

5. DISCUSSION OF THE FINDING

The finding of this study revealed that foot bridges in the study area have not been put to effective use by the commuters due to the negative perception the commuters have towards it. The finding established that the lack of use of foot bridges was not significant difference between male and female respondents. The finding also showed that the bus stop was perceived as a necessity to safeguard the commuters while the use of Keke as a major means of transportation was perceived as not being effective for a city like Uyo. Finding showed that the task force introduced by the state government has not been able to live up to expectation.

These findings were not significantly different between male and female respondents. This finding is corroborated by that of the finding by Dahiru (2006) in Federal Capital Territory (FCT) which also established that the present transportation system in FCT is grossly inadequate. The finding on the low utilization of foot bridges observed in the study area was not corroborated with the finding by Umar, Bashir, Alfanda and Farouk (2019) where more than half of the respondents were found to make use of foot bridges. This difference in finding may be due to the peculiarities of the location where the former study was carried and that of the present study was carried out. The use of high capacity buses instead of Tricycle in city has been advocated by Okere (2014).

6. CONCLUSION AND RECOMMENDATIONS

This study assessed transportation management in Uyo Metropolis while identifying the Issues and suggesting possible way forward in the study area. The study established that there is need for bus stop in the study area and that foot bridges constructed by the government to safe guard the lives of the masses in high density areas have not been put to use by majority of the commuters. Also, the study found using of Keke as a major means of transportation in the study area is not adequate and that there are complains about the way the state task force carry out their responsibilities.

Based on these findings, the following were recommended to enhance effective transportation management in Uyo metropolis:

1. There is need to enlightened and orientate the public on the use of foot bridges while also building the confidence of masses on the quality of projects implemented by the government.
2. There is need for government to introduce high capacity buses like that obtainable in other Nigeria cities like Abuja, Lagos and Port Harcourt so as to solve the hick up in the transportation system in the study area. This will also help curb the activities of miscreants who use Keke to perpetrate criminal activities in the study area. The study does not support ban on Keke but their route should be limited to streets.
3. The government as a matter of urgency should construct bus stops in designated points in the study area where there is high influx of people (high density areas).
4. There is need for government to monitor the activities of the task force. There is need for proper supervision and discipline and all effort must be made by the government to see that those that will be recruited to serve in this capacity are people with impeccable character.

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