

CHAPTER 1

1.0 BACKGROUND AND INTRODUCTION

The inadequacy of Lagos remains a major drawback in its further development. As it is with other cities, Lagos State, particularly its metropolitan areas, confront acute deficit in the availability of infrastructural services. Of much significance is the paucity of transport facilities. A high proportion of Lagos residents have got to travel daily either for work or shopping and other socio-economic related activities. Most of these travellers undertake their trips in public transport. Public transport is rarely adequate. Different governments, whether military or civilian have responded to the problems of public transportation in Lagos through various policy instruments. The policies range from governments' direct investments in the purchase of buses to move people around to granting of soft loans to transport associations or labour unions to purchase vehicles. The idea of a metro system was also toyed with before it was aborted. At some other time, governments had sought to regulate the operations of the sector by regulating routes to be plied. In the process of doing all these, conflict often set in between the transport operators and government agencies. Public transport users continue to groan under the pain of cost of travel, traffic delay that is occasioned by avoidable situations, the problem of safety and security of public transport among others.

The enumerated factors have implications not just for the individual commuters but for the entire household of which they are members. The typical household in Nigeria is male-headed though instances of female-headed households are on the increase for reasons of the various social change processes - rising female employment and increasing female education which empower females to garner a measure of economic independence.

Culturally, the male head of the household take pride in being responsible for the education and other maintenance of members of the household including the spouse of the male head. The reference to maintenance can be wide but it includes the daily cost of travel of members of the household, particularly the dependent members. Thus where the cost of travel is unbearable, poor households are threatened and may be incapable of meeting other household

needs. The living standard of poor households will be adversely affected by a high cost of travel.

It becomes desirable therefore, for government to initiate measures to lower the cost of travel and reduce traffic delay in order to improve the people's income through increased productivity since the time that is lost to traffic delay erode into economic and business performances. Transportation should be construed as a public good to the household. With adequate transport policy measures, many household would be lifted from poverty.

This is the context within which to see the desirability of this social survey under the auspices of the Lagos Metropolitan Transport Authority (LAMATA), an organisation set up to facilitate the improvement of the transport system in Lagos State, with the main objectives of reducing the cost of travel, cut down on traffic delay and reduction in the rate of accidents.

2.0 OBJECTIVES

The issues that have been outlined in the earlier part of this report informed the objectives that guided the study.

(1) **GENERAL OBJECTIVE:**

The general objective pursued in the study include the desire to improve the transportation system in Lagos State. This general objective, it is hoped, will help in the attainment of certain specific objectives as enumerated below:

- (i) Reduction of time and money as a fraction of the overall income accruing to the poor.
- (ii) Reduction in the accident rates in the Lagos metropolitan areas as it affects all inhabitants.
- (ii) Improvement in the economy of time spent on road travels, it is hoped, will engender an increase in productivity and lead to improvement in the investment climate of the state.
- (iv) Reduction in transport costs as well as improvement in the comfort level of transport, it is hoped, will positively impact on the well-being of the entire citizenry. The efflux of all the foregoing is that it will inadvertently lead to indirect generation of employment in the state etc.

3.0 METHODOLOGY

This project was preceded by a pilot study which was executed by experienced field assistants and supervisors.

- (a) **Study Area:** The area is Metropolitan Lagos which comprises 16 Local Government Areas. The Local Government Areas are Ajeromi/Ifelodun, Amuwo-Odofin, Surulere, Mainland/Yaba, Ojo, Apapa, Eti-Osa, Lagos Island, Agege, Alimosho, Ifako/Ijaiye, Ikeja, Mushin, Oshodi, Kosofe and Somolu. (Figure 1) The survey focused on households and in the choice of our sample we took cognizance of the population of the various local governments. In order to ensure a wide coverage of the population and obtain opinions from people of diverse socio-economic backgrounds, the study focused on the households within these locations. Principally, the field exercise concentrated in the residential areas of the selected study locations. Importantly, the areas covered were clustered in neighbourhood formations to highlight people of low, medium and high socio-economic groups. The population was clustered into three main groups: low, medium and high income household. Samples were chosen from these clusters in order to capture the heterogeneity of the population.
- (b) **Study Population and Sample Size:** The study was designed to highlight the daily transport experiences of poor households in Metropolitan Lagos. In view of this fact, the study population crosscuts various population segments such as workers, traders, drivers, students, apprentices, pensioners and other professionals as well as dependents. The survey was designed to interview at least three members of a household who are available, eligible and willing to answer the questions.

The sample size for this survey is 1000 households with a minimum of 3000 respondents to a maximum of 5000 respondents.

- (c) **Sampling Method:** A multi-stage sampling technique was adopted in the selection of the respondents. The first stage involved the clustering of the local governments into high, medium and low population densities. The local governments were assigned some weightings depending on their

population density which also corresponds to their income status. Thus local governments with a population of less than 500,000 were weighted as 1 while local governments with a population of 500,001 to 1.2million people were weighted as 2, while local governments with populations above 1.2million people were weighted as 3.

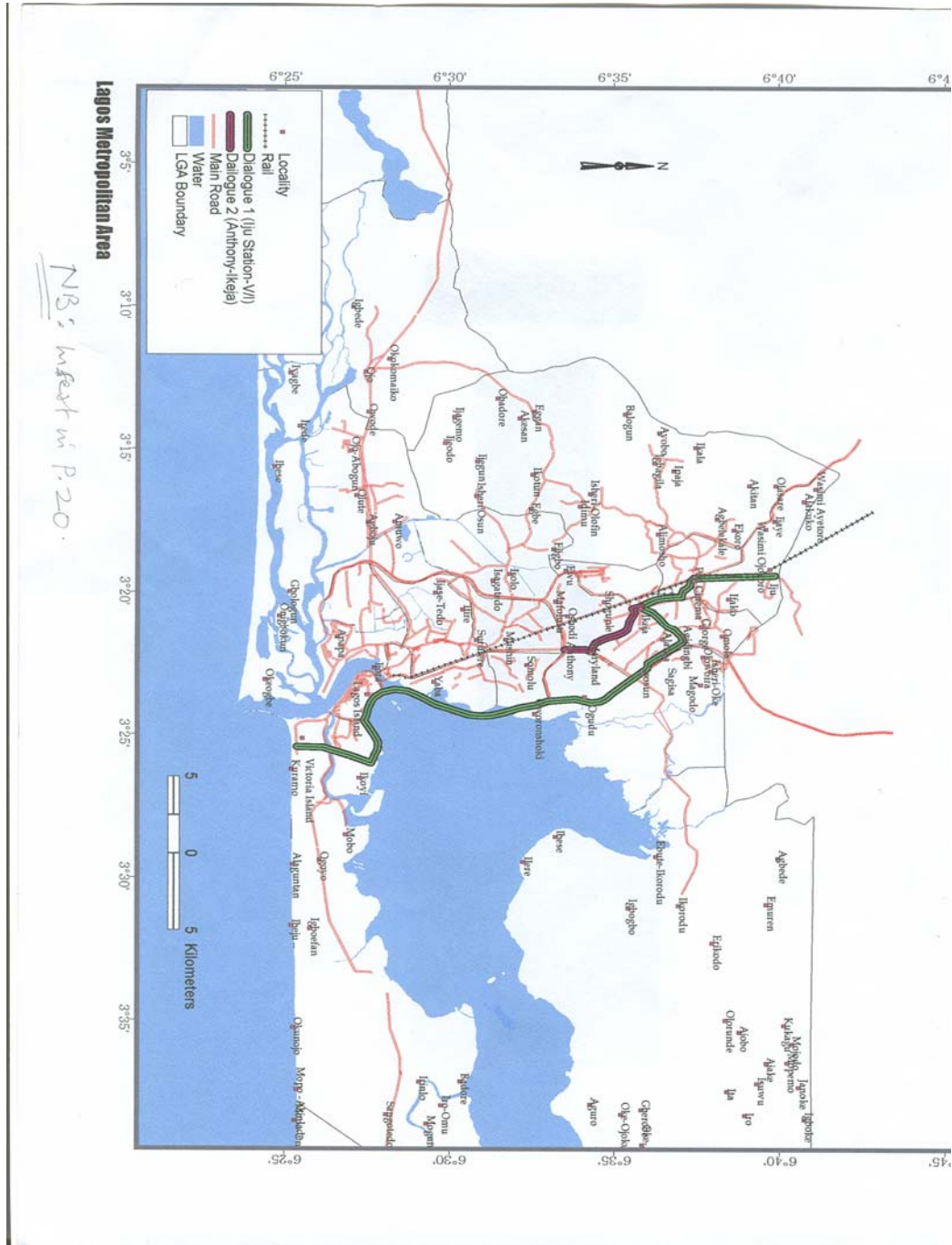
The second stage involved the distribution of the research instruments across the various local governments of study. Accordingly, the research instruments or questionnaires were distributed to reflect the value of the local governments population weighting. To facilitate the foregoing, it is noteworthy that the National Population Commission office was visited to obtain the 1991 census population result for Lagos State.

In the third stage, all households within the study locations were eligible for the study. As it was not practicable to interview every household in a cluster, we had to settle for a sample of households. The sampling outcome produced the following results per cluster:

- (1) Low income - households
- (2) Medium income - households
- (3) High income - households

(d) Fieldwork and Constraints: A total of 20 interviewers and 4 supervisors were recruited for this study. A day's training programme was organised for both the interviewers and supervisors to acquaint them with the survey instruments and the basic logistics required for the study. The instruments were administered for 20 days from the 28th of May to the 16th of June 2005. Each interviewer was expected to administer between 2 to 5 instruments per day.

The major constraints of the study included the respondents' unwillingness to approve of the invasion of their privacy and some of them wondered why more than one person had to be interviewed per household on the same subject. Could it be because of the mistrust of the view expressed by the householder? Some also expressed reservation about the length of the instrument. With some persuasion, we were able to secure maximum cooperation in most cases.



4.0 RESPONDENTS' SOCIO-ECONOMIC BACKGROUND

4.1 Household Characteristics

Probably because the research setting is urban, the nuclear family type is more prevalent with about two-thirds of the respondents coming from nuclear households whereas a quarter belong to the extended family type. Most respondents (close to two-third) are from households with about 6 persons. There are slightly more males than females in the household. Male-headed households are by far the commonest with about 95% of households being such. Household heads in the age group 40-60 years constitute well over two-thirds. Household heads are thus in their working years.

Table 1
Age Distribution of Household Heads and their Spouses

Age categories	Household Heads		Spouses of Household Heads	
	Number	%	Number	%
Under 30 years	16	1.7	62	7.0
30 – 39 years	184	19.5	311	35.1
40 – 60 years	652	69.1	498	56.3
Over 60 years	91	9.7	14	1.6
Total	943	100.0	885	100.0

As for the marital status of household heads, over nine-tenth of them are married. With respect to education, more spouses of household heads had primary education (14.8%) than the household head (8.4%) but household heads performed much better than their spouses in attaining secondary education. Similarly, more household (58.9%) heads have post-secondary education than their spouses (49.2%).

Table 2

Educational Background of Household Heads and their Spouses

Educational Background	Household Heads		Spouses of Household Heads	
	Number	%	Number	%
No education	21	2.2	27	3.1
Primary	79	8.4	131	14.8
Secondary	289	30.5	292	33.0
Post-Secondary	557	58.9	435	49.2
Total	946	100.0	838	100.0

The respondents are generally in employment with over nine-tenth (92.6%) of the household heads claiming to be in employment and almost the same proportion of spouses (89.8%) claiming the same status. A higher proportion of the spouses (7.5%) than household heads (0.8%) were unemployed. There are however more pensioners among the household heads (6.4% compared to 1.9% among their spouses).

Table 3

Employment Status of Household Heads and their Spouses

Employment Status	Household Heads		Spouses of Household Heads	
	Number	%	Number	%
Employed	878	92.6	798	89.8
Unemployed	8	0.8	67	7.5
Pensioner	61	6.4	17	1.9
Student/Studying	1	0.1	7	0.8
Total	948	100.0	889	100.0

Generally, less than half of the household members are in employment. The average of unemployed persons per household is less than 3. This comes to almost an equal number of the employed as the unemployed. However, there are more unemployed persons in the household than the employed.

Household heads earn more than their spouses and other members of the household. There are more spouses and other household members in the low income group of between ₦10,000 and ₦30,000 per month than the household heads. Spouses and other household members are generally poorly remunerated. This pulls down the average monthly income of the household heads.

Table 4
Average Monthly Income of Household Members (%)

	Household Head	Spouse of Head	Member 1	Member 2	Member 3
₦10,000 – ₦30,000	34.3	61.5	67.9	72.9	80.9
₦30,001 – ₦50,000	28.3	21.1	21.4	20.2	13.4
₦50,001 – ₦70,000	17.5	11.8	7.9	4.4	3.8
₦70,001 – ₦90,000	12.0	3.7	2.0	1.3	1.9
₦90,001 and above	8.0	2.0	0.8	1.3	--
Total	100.0	100.0	100.0	100.0	100.0
Number	928	816	504	317	209

4.2 Transport Availability and Critical Household Decisions

It is often believed that availability or easy access to transport facilities could influence household decisions about where to live. When asked if availability of transport influenced the household’s decision on area of residence, more than half (56%) answered in the affirmative, while 44% gave a negative response. This indicates that availability or access to transportation facilities is important in influencing household decisions about where to live.

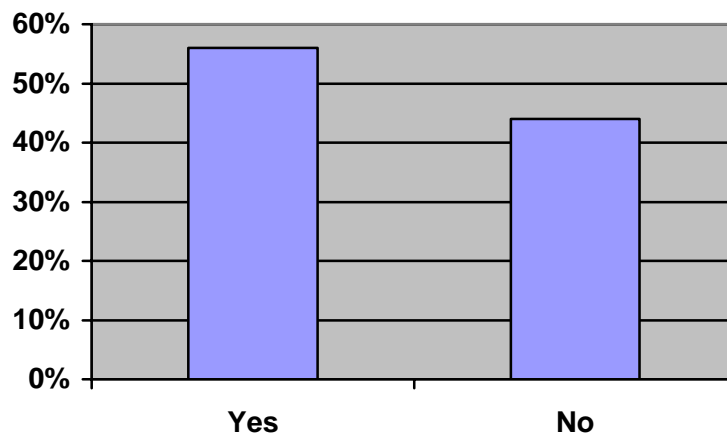


Fig. 1

Whether Transport Availability Influenced Choice of Residence

The location of the place of work vis-à-vis the residence has implications for access to transportation services, travel time and the cost of transportation. Further analysis showed that only a few members of the households worked within their communities of residence (14.8% of household heads, 32.8% of spouses of household heads, 22.4% of first members of households, 26.7% of second members and 31.8% of third members of households), while a larger proportion worked within their local government area (LGA) (20.7% of household heads, 31.4% of their spouses, 24.8% of first members 26.7% of second members and 27.9% of third members of households). The largest proportion of the household members worked within Lagos metropolis but outside their local government area (59.3% of household heads, 33.9% of the spouses of household heads, 49.2% of the first members of households, 43.2% of second members and 37.4% of third members of households). Less than ten percent of all the household members worked outside Lagos metropolis.

Table 5**Location of Household Members' Employment (%)**

	Within Community	Within LGA	Within Metropolis	Outside Metropolis	Total	Number
Household Head	14.8	20.7	59.3	5.1	100.0	916
Spouse of Head	32.8	31.4	33.9	1.9	100.0	829
Member 1	22.4	24.8	49.2	3.5	100.0	620
Member 2	26.7	26.7	43.2	3.4	100.0	472
Member 3	31.8	27.9	37.4	2.9	100.0	380

Table 6**Distance of Residences to Work Places (%)**

	Household Head	Spouse of Head	Member 1	Member 2	Member 3
Under 5 km	39.3	60.3	47.2	52.8	60.5
5 – 10 km	34.4	25.5	30.4	31.3	27.4
10 – 15 km	17.7	10.1	15.9	10.5	8.7
15 – 20 km	6.2	3.3	5.0	4.6	2.4
Over 20 km	2.3	0.8	1.4	0.8	1.0
Total	100.0	100.0	100.0	100.0	100.0
Number	913	828	635	496	413

In kilometre terms, the largest proportion of all household members said their work places were located within 5 kilometres from their residence 39.3% of household heads, 60.3% of their spouses, 47.2% of first member of households, 52.8% of second member and 60.5% of third member of household. Overall, 73.7% of the household heads worked within 10 kilometres, as well as 85.8% of their spouses, 77.6% of first member of households, 84.1% of second member and 87.9% of third member. Spouses of household heads work nearer their residences than the household heads and other members of the household. Though as the distance between home and work place increases, the proportion of travellers decreases for all household members. This corroborates the findings of the Socio-Economic Baseline Survey that was conducted earlier. The decline is faster for spouses of heads of households.

4.3 Ownership of means of transportation

Car ownership among household members is widespread though more spouses of heads than the household heads own cars – almost 99% compared to 92.6% of household heads. Bicycle is not popular among household heads and their spouses though popular among other household members. The ownership of motorcycles is however widespread among members of the household though less than 1% of spouses of heads own motorcycles. Spouses who own motorcycles probably use them for commercial purposes.

Though most of the respondents admitted owning cars and other modes of transport, the mini bus is the one mostly in use by the respondents. Probably because of the cost of gasoline and car maintenance, many members of household who own cars prefer to use public transport. Among household heads, there is also reliance on private vehicle for transportation, then okada. Among spouses of heads, reliance for public transport is on the mini buses, private vehicles and then okada followed by taxi in that order. Among other household members, the mini buses are equally relied upon for movement, okada and not private vehicle is the next in line of usage. In most cases, these other household members are young, usually hurrying to work and risk takers. Contrary to expectation, molue is not a popular mode among the respondents' in the demographic survey.

4.4 Availability of Transport and Travel Purposes

For most household members, the mini buses are the most readily available means for slightly less than a half of the respondents, then okada for over one third of the respondents' while private vehicle is available for just one in ten. Taxi ranks fourth with only 3.8% and molue is next with 1.2%. Water and railway combined are available to less than 1% of the respondents.

Though household heads believe generally that some of the walk trips engaged in can be undertaken in public transport, household members resort to walk trips. The same proportion of household heads as their spouses engage in walk trips of less than half a kilometre daily, larger percentages of other household members do so.

The main purpose of travel for household heads and their spouses is work or business-related activities. More spouses than the heads of household travel for market-related activities. Other members of the household travel mainly for school-related activities, especially household members 2 and 3. Most household heads do not go out of their work places for more than two times a day.

Table 7
Main Purposes of Travel by Household Members

	Household Head	Spouse of Head	Member 1	Member 2	Member 3
Work/Business	92.8	83.9	54.9	41.9	26.6
Market	1.5	11.2	2.1	3.2	4.3
School	2.2	2.6	37.5	50.3	64.8
Church/Mosque	2.2	1.0	1.3	0.7	1.0
Other purposes	1.4	1.3	4.2	3.8	3.3
Total	100.0	100.0	100.0	100.0	100.0
Number	925	869	818	682	605

4.5 Perception on Public Transport Services

In the perception of many of the household heads (over 70%), transport services (whether by road, train or water) are regarded as being close or pretty close to their homes while about a quarter said it is not so close when about just one in twenty sees bus or train or water station jetty as being far away.

Table 8
Perception on location of Transport Stations to
Homes of Household Heads

	Number	%
Close	451	48.2
Pretty close	210	22.4
Not so close	227	24.3
Far away	48	5.1
Total	936	100.0

Table 9**Dependence on Public Transport**

	Household Head	Spouse of Head	Member 1	Member 2	Member 3
Totally dependent	46.5	55.0	72.7	75.4	74.6
Partly dependent	27.1	29.3	20.8	20.0	21.6
Totally independent	26.3	15.7	6.5	4.6	3.9
Total	100.0	100.0	100.0	100.0	100.0
Number	926	874	827	690	617

To over a half (53.13%) of the household heads, public transport does not create satisfactory access to opportunity but for over two-fifths, access to opportunity created by public transport is satisfactory. Only an insignificant proportion (3.4%) of household heads says the access is most satisfactory. Really, with regard to reliability, cost, comfort, safety of vehicle and security, household heads scored public transport low. In the particular case of security, four-fifths of household rate public transport as not satisfactory.

Table 10**Rating of Public Transport by Household Heads**

	Not satisfactory	Satisfactory	Most satisfactory	% (No.)
Access to opportunity	53.3	43.3	3.4	100.0 (919)
Reliability	62.9	34.9	2.3	100.0 (926)
Cost	63.4	35.6	1.0	100.0 (922)
Comfort	78.0	20.7	1.3	100.0 (924)
Safety of vehicle	80.3	18.8	1.0	100.0 (927)
Security	86.5	12.9	0.6	100.0 (924)

The perception about safety in public transport must have been amplified by the fact that over one in ten heads of household had been involved in accidents in public transport in the past one year.

4.6 Distance Travelled, Time and Cost Factor in Public Transport

About a third of the head of households and over a half of their spouses cover less than five kilometres daily. This is the travel experience of other members of the household. In all cases, those who travel between 5 and 10 km are less than a third. The longer the distance, the fewer the number of household that make the journey.

Household heads spend less on okada, taxi, water and rail transport and more on buses. Household heads patronise the mini buses and long buses (molue), okada and taxi more than water and rail. A larger proportion of household heads spend the least on okada, then taxi, water and rail. This could be because okada is used mainly to cover short distances, really to connect other transport modes, particularly the buses. Since buses are used to cover long distances, household heads spend more money on them than on any other transport option. The buses are the most popular option of road transport.

Most members of heads of household spend between ₦100 – ₦200 on their daily trips – over two-fifths do so whereas just a quarter spend below ₦100. Over a half of the spouses of heads spend below ₦100 whereas less than one-third spend between ₦100 and ₦200.

If we assume an average expenditure of ₦150 on transport per day for household heads, this suggests an expenditure of ₦750 for a five-day working week and ₦3000 for a four-week month. If we use the mid point (₦40,000) for the modal monthly income group for household heads as shown above in Table 4 (₦30,001 – ₦50,000), this will be less than one-tenth of the monthly income. This is just the estimated daily travel expenditure of the household head. He has to shoulder the cost of travel of the unemployed members of the household. And about half of the other household members are unemployed and can be assumed to be dependent on the head for their daily travel expenses. If we assume that the head is responsible for the travel expenses of three other household members at ₦2000 per month per a member of the household, then a total ₦9,000 or even more is spent by the household head on an income of ₦40,000 per month as his travel cost and those of 3 other members of household. This is about a quarter of his monthly income. Yet, there are other needs of the household – rent, food, clothing, health, socials and schooling among others. Transport cost is thus a

major chunk of the income of the household. Where the household head has no access to the income of its working members, the household really becomes very vulnerable. There is thus an urgent need for policy intervention to reduce significantly the cost of travel to the household.

Table 11

Average Distance Travelled by Household Members

	Household Head	Spouse of Head	Member 1	Member 2	Member 3
Less than 5 km	32.3	53.7	48.6	54.1	61.0
5 – 10 km	31.7	27.8	29.7	29.5	28.8
11 – 20 km	24.3	15.5	16.1	13.1	7.7
21 – 40 km	9.8	2.4	5.0	2.8	2.1
Over 40 km	1.9	0.7	0.6	0.6	0.3
Total	100.0	100.0	100.0	100.0	100.0
Number	927	872	825	689	621

The distance travelled is accomplished within less than 30 minutes by over one-third of household head and by over three-fifths of their spouses – well over a half of other household members complete their journey in less than 30 minutes. Over four-fifths of the household members including the head make the journey to work within one hour. Some household heads (16.4%) however make their trips in over one hour.

When traffic is light, over a quarter of the household undertake their journey in less than 15 minutes and about two-fifths do so between 16 and 30 minutes. When the traffic is congested however, those who make their trips correspondingly are 8.4%, 18.8% and 1.3%. So when the road is congested, lesser proportions of household heads are able to get to their destinations on schedule.

4.7 Causes of Delay

Traffic delay occasioned by a combination of factors account for the time that is wasted in getting to one's destination. Traffic delay could be caused by any of these factors – major junctions, broken down vehicles, bad road, accident and flooding among others. At some other time, the failure of motorists to quickly negotiate bribe takings by police at check points could cause traffic delay. The various transport unions could also provoke traffic delay when extorting money from motorists.

The research seeks to understand the perception of the respondents as to the relative contribution of the above enumerated factors to traffic delay. In the perception of close to a half of the household heads, major junctions cause severe delays. Bad roads were mentioned by about 46% while flooding (especially in the rainy season) were mentioned by two-fifths of the respondents. Broken down vehicles are regarded as a cause of severe delay by only one-fifth household heads and accident by a quarter of heads of household. In order to reduce traffic delay, policy makers should focus on major junctions, bad road and flooding. It is public knowledge however that broken down vehicles attract the attention of government officials more, probably because they create opportunities for unjust enrichment by traffic officers.

Table 12

Major Causes of Traffic Delay according to Household Heads

	Not a cause of delay	Causes minimal/ slight delay	Causes severe delay	% (No)
Major junctions	10.7	41.4	47.8	100.0 (810)
Broken down vehicles	28.9	49.2	21.9	100.0 (752)
Bad road	16.2	37.9	45.8	100.0 (746)
Accident	38.6	36.4	25.0	100.0 (715)
Flooding	22.1	37.4	40.4	100.0 (727)

4.8 Willingness of Heads of Household to Pay More

Just about a half of the heads of household expressed the willingness to pay more whereas others are unwilling.

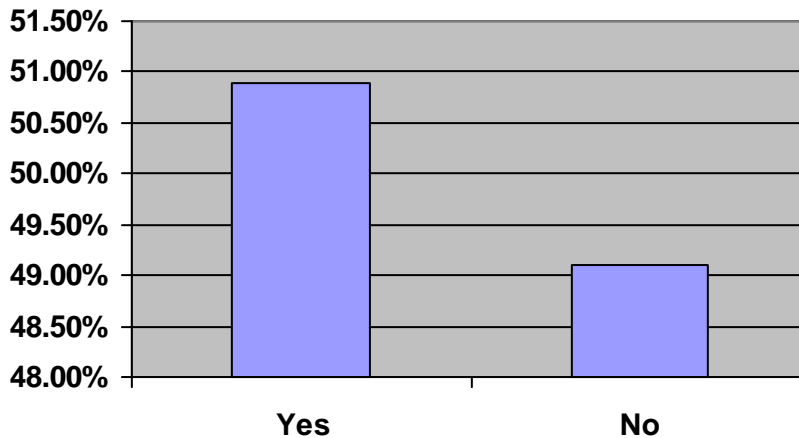


Fig. 2:
Whether Household Heads were Willingness to Pay
More for Improved Transport Service

The relatively high proportion of public transport users who are unwilling to pay more for improved transportation can be attributed to various factors including widespread poverty, dissatisfaction with the services provided and the perception that payment of more fares may not lead to improvements in the quality of service provided. Another possible explanation is the attitude of many people in relying on government to provide most of the basic services and facilities or at least to subsidise the cost. Most of these could be solved through public enlightenment campaigns and concrete demonstration of strong commitment to improve transportation services in metropolitan Lagos. But in the perception of many, public transport is a social good and users do not feel that they should shoulder the full economic cost.

5.0 PROPOSAL FOR A MANAGEMENT INFORMATION SYSTEM

5.1 Introduction

Management information Systems (MIS) are application software systems used to support tactical and strategic decision making. Depending on the decision type in focus; Structured, Semi-structured or unstructured, MIS could be categorised as either a Decision Support System or an Executive Information System. Based on the TOR and the scope of work it is clear that a Decision Support System (DSS) is required by LAMATA.

Generally MIS consists of a front-end which provides users with access to the functionalities implemented as programs which run at the back-end (server end). The back-end also harbours the database (operational data) on which the program run.

Our proposal takes cognizance of the desirable features highlighted in your TOR and presented as general requirements below.

5.2 General Requirements

- ✚ Flexibility
- ✚ Modularity
- ✚ Maintainability
- ✚ Use of basic ‘off-the-shelf-software’
- ✚ Run on any Single User Environment

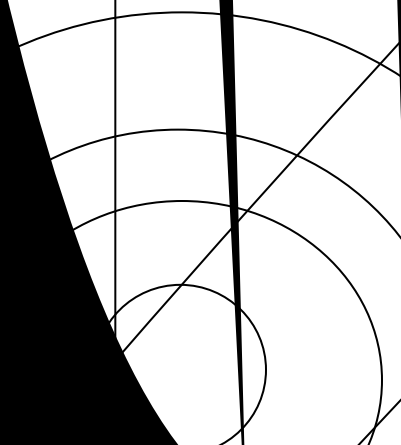
II. Modules

- ✚ Transport Network Inventory
- ✚ Traffic survey data
- ✚ Project information module
- ✚ User baseline surveys
- ✚ User satisfaction
- ✚ Problem and Complaints
- ✚ Others

for a Single-User environment is t
a integrity during data consolidatio
cross modules would be difficult w
work option for your consideration

THE PROPOSED MIS

of the proposed MIS is shown b



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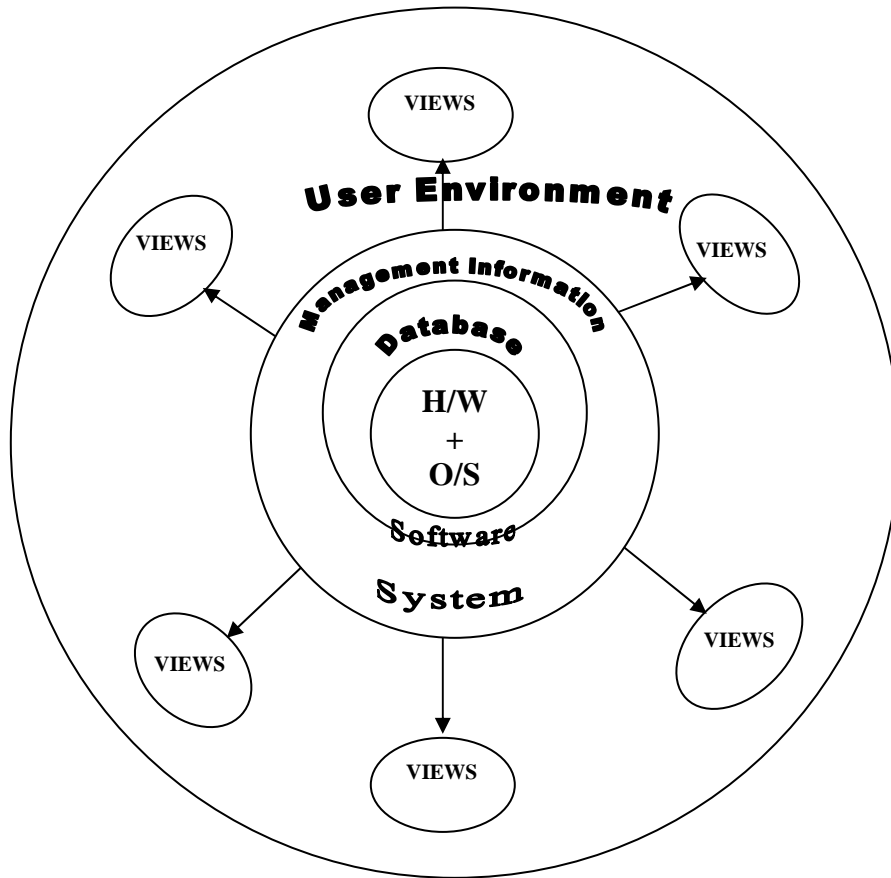


Fig. 4: Network Version

A. Operating System

- ✚ Windows Operating System

B. Database Engine

A middle level SQL Database engine with the following functionalities:

- ✚ SQL Conformance
- ✚ Security
- ✚ Excellent Data Access Interface

C. Views

Views would be realised through Dialog facilities presented to users as forms. These forms could be developed using the latest Technology.

📄 Visual Basic Forms

📄 Web Forms

In addition MIS results are to be presented in form of reports that can be generated from the databases using

📄 Crystal Reports

5.4 Information Requirements for Different Modules

The information requirements of the transport network inventory shall be based on the following key indicators:

- ✓ Household expenditure on transportation
- ✓ Average Time spent at bus/train/ferry station
- ✓ Average number of Trips
- ✓ Average Journey Time
- ✓ Average Journey Distance
- ✓ Ownership of Transport Means
- ✓ Mode Preference
- ✓ Average number of daily connections
- ✓ Average Number of transport modes used
- ✓ Trip Comfort
- ✓ Safety
- ✓ Time spent in traffic delay

These have been determined from the current database of available respondents.

These figures will serve as a benchmark for the quantitative analysis of trends in the transportation system against subsequent data captured.

5.5 **Software and Hardware Needs**

Hardware

A high grade processing System Unit (Dell)

Software

Windows XP

Security and Utility Tools

Data Analysis Tools (SPSS 11.0)




Database Administration Tools

5.6 **Network Version**

The Network Version (see fig. 2) would require additional specification with respect to the Database Engine, Hardware and Software Systems.

Database Engine

Added functionality requirement include:

-  Concurrency of use
-  Data Consolidation and Warehousing
-  Embedded SQL Database

Engine for each module's operation.

Hardware

A high grade server to be networked limited workstation which could be desktops or notebooks, e.t.c.

Software

Windows Server and Workstation

Operating Systems

.NET Integrated Development Environment Package

5.7 **Capacity Development**

TRAINING NEEDS

Database Administration & Maintenance

Dialog Forms Design and Windows Programming

INSTITUTIONAL STRENGTH

There would be need to set-up a small data processing unit to be headed by a B.Sc. or HND. degree holder.

6.0 CONCLUSIONS AND POLICY RECOMMENDATIONS

The poor households vary in terms of their socio-economic characteristics. Whatever their profile however, they are essentially short distance travelers. The unemployment level is high among members of the household. Members are in their active years. They enjoy a good measure of easy accessibility to transport and this is a major consideration in the choice of where to live. Most household members make their daily trips mainly for reasons of work, schooling, shopping and other related activities. Though car ownership is widespread among members, many nevertheless patronise public transport. Rail and water are not yet popular modes of transport among members of the household. Within the different options in the road mode of transport, the mini buses remain the most preferred by members of the household. For a variety of reasons, public transport is poorly rated. Many members of the household are not satisfied with access to, reliability, cost, comfort level, safety and security of public transport.

In the perception of many members of the household, the cost element is critical in that about a quarter of the income of the head of household is spent on travels. This is really high and would certainly erode into the living standard of household members.

The mis-givings that are expressed about public transport are not unconnected with traffic delay which is caused mainly by major junctions and poor road. Though one in every ten household head had been involved in accident in public transport, it is a cause for concern.

Policy measures should therefore be directed at reduction in the cost of travel to the household, remove the main cause of traffic delay which are major road junctions and bad roads. The level of satisfaction in connection with safety, comfort and security can be enhanced through public traffic education and enlightenment of public transport operators about careful driving habits and regular maintenance of vehicles. The need for continuous dialogue between the predominantly private sector operators of public transport and the regulating government bodies is inevitable. A more effective transport cost reduction strategy however is outside the purview of the survey as it has to do with combating police illegal check points which are used to extort money from transport operators. These extortions erode the profit base of transport operators and they in turn seek to recupe their losses through arbitrary increase in transport fares.

UNILAG CONSULT
DEMOGRAPHIC BASELINE SURVEY ON TRANSPORTATION
IN METROPOLITAN LAGOS

A. SCHEDULE IDENTITY

Identification Number: Enumeration Area Code.....
 Place Of Interview: LGA:.....
 Language Of Interview: Name Of Interviewer:
 Name Of Supervisor:
 Date: Start:..... End:

B. HOUSE HOLD CHARACTERISTICS

(To be completed by Household head)

1. Type of Household

Nuclear
 Extended
 Single
 Shared

2. Indicate the **number** of people by age group who lived in your household for **more than 9 months** during the past year in the following table :

Male	Female
<10	<10
10 - 19	10 - 19
20 - 29	20 - 29
30 - 39	30 - 39
40 - 60	40 - 60
60+	60+

3. Do You or any member of your Household own this House? Yes No

4. If 'No', who owns the property you live in?

a. Family Member
 b. Landlord
 c. Government/Employers

5. In this household, kindly give us the number of

a. Motorized Vehicles (cars, bus, motorcycle)	<input type="text" value="1"/>	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="4"/>	<input type="text" value="5"/>
b. Non-motorized (bicycle, push carts, etc.)	<input type="text" value="1"/>	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="4"/>	<input type="text" value="5"/>
c. Household gadgets (TV, Freezer, Fridge etc)	<input type="text" value="1"/>	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="4"/>	<input type="text" value="5"/>
d. Telephone (mobile, land-lines)	<input type="text" value="1"/>	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="4"/>	<input type="text" value="5"/>
e. Others (specify)	<input type="text" value="1"/>	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="4"/>	<input type="text" value="5"/>

6. How many members of household are

a. Employed	<input type="text" value="1"/>	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="4"/>	<input type="text" value="5"/>
b. Unemployed	<input type="text" value="1"/>	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="4"/>	<input type="text" value="5"/>

7. Has transport availability influenced the location of your Household?

Yes No

C. RESPONDENT'S SOCIO-ECONOMIC BACKGROUND

8. Sex:

	Head	Spouse	M1	M2	M3
a. Male	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
b. Female	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

9. Age (years)

	Head	Spouse	M1	M2	M3
a. 10 - 19	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
b. 20 - 29	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
c. 30 - 39	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
d. 40 - 60	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
e. >60	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

10. Marital Status:

	Head	Spouse	M1	M2	M3
a. Single	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Married	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Separated	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Divorced	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Widowed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. What Is Your Highest Level of Education?

	Head	Spouse	M1	M2	M3
a. None	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Primary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Secondary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Post-Secondary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

12. What Is Your Employment Status?

	Head	Spouse	M1	M2	M3
a. Employed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Unemployed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Pensioner	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Student/Studying	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13. Please indicate your place of work?

	Head	Spouse	M1	M2	M3
a. Within Community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Within LGA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Within metropolis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Outside metropolis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

14. Please indicate distance of place of work from your residence (in km)

	Head	Spouse	M1	M2	M3
a. <5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. 5 - 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. 10 - 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. 15 – 20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. >20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

15. Kindly state your average monthly income

	Head	Spouse	M1	M2	M3
a. Between ₦ 10,000 and ₦ 30,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. ₦ 30,001 and ₦ 50,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. ₦ 50,001 and ₦ 70,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. ₦ 70,001 and ₦ 90,000	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. ₦ 90,001 and above	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

16. What transportation modes do you own?

	Head	Spouse	M1	M2	M3
a. Cars	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Motor bike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Canoe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

D. RESPONDENT'S TRAVEL DETAILS

17. Describe the location of your house relative to the bus, train or water station

you use predominantly?		Head	Spouse	M1	M2	M3
a.	Close	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Pretty Close	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Not so close	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Far away	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

18. Please describe the Frequency of the service

		Head	Spouse	M1	M2	M3
a.	Not frequent	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Frequent	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Very frequent	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

19. How will you describe your pedestrian route to the bus-stop?

		Head	Spouse	M1	M2	M3
a.	Convenient	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Fair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Not convenient	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

20. On a daily basis, which one of the following modes of public transport do

you rely on most?		Head	Spouse	M1	M2	M3
A	Okada	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C	Molue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D	Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E	Private vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F	Railway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G	Water	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

21. Do you make walk trips, that is more than ½ kilometre on a daily basis?

		Head	Spouse	M1	M2	M3
a.	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

22. Could any of these trips be undertaken on public transport?

		Head	Spouse	M1	M2	M3
a.	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23. Roughly how much do you spend on transport in a day?

		Head	Spouse	M1	M2	M3
a.	Below N 100	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	N 101 – N 200	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	N 201 – N 500	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	N 501 and above	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

24. What is the average distance traveled by you in a day in km?

		Head	Spouse	M1	M2	M3
a.	<5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	5 - 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	11 - 20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	21 – 40	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	>40	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

25. What is the average time taken to cover the distance in minutes?

	Head	Spouse	M1	M2	M3
a. <30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. 31 - 60	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. 61 – 120	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. >120	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

26. What is the most readily available means of public transport in this locality?

	Head	Spouse	M1	M2	M3
a. Okada	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Molue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Private vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Railway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Water	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

27. What is the average fare you normally spend per day on Okada?

	Head	Spouse	M1	M2	M3
a <100	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b 101 - 200	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c >200	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

28. What is the average fare you normally spend per day on Bus/Molue?

	Head	Spouse	M1	M2	M3
a <50	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b 51 - 100	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c >100	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

29. What is the average fare you normally spend per day on Water Transport?

		Head	Spouse	M1	M2	M3
a	<50	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b	51 - 100	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c	>100	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

30. What is the average fare you normally spend per day on Taxi?

		Head	Spouse	M1	M2	M3
a	<300	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b	301 - 500	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c	>500	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

31. What is the average fare you normally spend per day on Railway?

		Head	Spouse	M1	M2	M3
a	<50	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b	51 - 100	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c	>100	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

32. How long do you usually wait at the bus station in minutes?

		Head	Spouse	M1	M2	M3
a.	<10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	10 - 20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	21 – 30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	>30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

33. When the traffic is light how long does it take to reach your destination? (min.).

		Head	Spouse	M1	M2	M3
a.	<15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	16 - 30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	31 - 60	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	61 – 90	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	>90	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

34. When the road is congested, how long does it take (min)?

		Head	Spouse	M1	M2	M3
a.	<15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	16 - 30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	31 - 60	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	61 – 90	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	>90	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

35. Kindly rank the causes of traffic delay in order of importance to you (1 = not a cause of delay, 2 = cause minimal/slight delay, 3 = cause severe delay).

		Head	Spouse	M1	M2	M3
a.	Major junctions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Broken down vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Bad road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Accident	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Flooding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Others Please indicate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

36. What is the main purpose of your travel in a typical day excluding weekends?

	Head	Spouse	M1	M2	M3
a. Work/Business	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Market	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. School	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Church/Mosque	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Others(specify)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

37. How often do you go out of your place of work in a day?

	Head	Spouse	M1	M2	M3
a. <2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. 2 – 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. 5 – 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. 7 - 9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. >9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

E. PROBLEMS AND PERCEPTIONS OF TRANSPORT

38. How dependent are you on public transport?

	Head	Spouse	M1	M2	M3
a. Totally dependent	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Partly dependent	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Totally independent	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

39. Rate Public Transport in respect of the Access to opportunity

	Head	Spouse	M1	M2	M3
a. Not Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Most Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

40. Rate Public Transport in respect of its reliability

	Head	Spouse	M1	M2	M3
a Not Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c Most Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

41. Rate Public Transport in respect of Cost

	Head	Spouse	M1	M2	M3
a Not Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c Most Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

42. Rate Public Transport in respect of comfort

	Head	Spouse	M1	M2	M3
a Not Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c Most Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

43. Rate Public Transport in respect of the safety of the Vehicle

	Head	Spouse	M1	M2	M3
a Not Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c Most Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

44. Rate Public Transport in respect of Security

	Head	Spouse	M1	M2	M3
a Not Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c Most Satisfactory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

45. Would you pay more for an improved public transport service?

		Head Spouse	M1	M2	M3
a	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

46. If Yes, how much more

		Head Spouse	M1	M2	M3
a	Little more	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b	Much more	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c	A lot more	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

47. In Lagos, would you say we often need each other's support to meet our transport need

		Head Spouse	M1	M2	M3
a	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b	No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

48. Have you ever taken a ride on an okada?

		Head Spouse	M1	M2	M3
a	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

49. Would you recommend it as a mode of public transportation?

		Head Spouse	M1	M2	M3
a	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

50. Have you ever been involved in an accident while in a public transport in the past one year?

		Head Spouse	M1	M2	M3
a	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

51. If Yes, how severe was the most recent accident?

		Head Spouse	M1	M2	M3
a	Very Severe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b	Severe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c	Not severe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

52. Have you ever been involved in an accident in the past one year on Okada?

		Head Spouse	M1	M2	M3
a	Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

53. Kindly describe the degree of the most recent accident you had while riding an Okada.

		Head Spouse	M1	M2	M3
a.	No injuries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Minor injuries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Serious injuries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

54. Please feel free to make any other comments

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Thank You.