



Willingness to Use the Pedestrian Bridge in Akure, Nigeria

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Background

Pedestrian bridge is the most vital crossing facility for pedestrians to cross the busy road. Pedestrian crossing facilities enable separation of pedestrians from motor vehicles temporally or spatially. Pedestrian safety is not limited to urban areas only and it is also being considered a serious road safety problem throughout the country. The Nigerian government, especially the Ondo State Government strongly recommends the public make use of pedestrian bridges to reduce the accident rate and increase safety. For instance, the pedestrian bridge along Oba Adeshida road at the Oja-Oba (Oba market) which was constructed in 1992 during the administration of the late Bamidele Ishole Olumilua was not used for many years because pedestrians could easily cross to either side of the road as a result of ease of climbing and broken median railings (made use of metal). Due to frequent pedestrian crossings, there is a high conflict between pedestrians and vehicles. Some of these pedestrians endangered their lives as they could easily be knocked down by an oncoming vehicle. Conditions for pedestrians at the Oja-Oba axis along Oba-Adesida road in Akure have wide-ranging impacts on whether public transportation services are used, and whether student walks to school, college and university. Public perceptions toward the operation of pedestrian infrastructure are important to the valuation process. Pedestrians are most appropriate to identify the process to create safe, suitable and sustainable transport for them and options that increase their chances of proper use of prescribed pedestrian preservation.

Aim

Therefore, this study aims to determine the frequency at which the pedestrian bridge is used by the pedestrian. To achieve the aim, the objectives are to identify the characteristics and attitudes among pedestrians and to analyze the relationship between characteristics and attitudes among pedestrians. In understanding this output, the Theory of Planned Behavior was employed in the study to decide whether the characteristics and attitudes affect the behaviour of pedestrians concerning the accident.

Method

This study was conducted at the pedestrian bridge which is located at Oja-Oba Akure, Ondo State. The sample for this study consists of 384 respondents. Questionnaires contain thirty questions used to gather primary data. Three hundred and twenty-three



(323) valid responses were retrieved for data analysis. The valid responses were analysed using descriptive analysis, correlation and regression analysis. Data were analyzed using SPSS version 23.

Results

Correlation for all the factors of TPB shows a positive linear relationship. The study found a significant relationship between Attitude and Intention, which implies that the attitude of pedestrians can predict their intention to use the pedestrian bridge. The study also found a significant relationship between Perceived behavioural control and Intention, which implies that perceived behavioural control of pedestrians can predict their intention to use the pedestrian bridge.

Conclusions

The attitude of pedestrians can predict their intention to use the pedestrian bridge. Perceived behavioural control of pedestrians can predict their intention to use the pedestrian bridge. Finally, the attitude of pedestrians and their perceived behavioural control may have an impact on pedestrians' willingness to use the pedestrian bridge. It is therefore recommended that there is a need for the road safety agencies to educate the pedestrians on the usage of the pedestrian bridge as this will help instill positive attitude and control of behaviour towards the usage of the pedestrian bridge in Oja-Oba, Akure, Nigeria. This is a sustainable approach to preventing pedestrian accidents and fatalities.