

Planning and Socioeconomic implications of Highway Widening in Lagos Metropolis: A study of Oworonshoki–Unilag project

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Abstract

This study examines the extent to which the expansion of the UNILAG–Bariga road corridor affected residents and buildings along the corridor, with a view to determining how these impacts have influenced compliance with physical planning regulations in the study area. Data for the study were collected from 316 building owners using a systematic random sampling technique. The data were analysed using descriptive statistics.

The findings revealed that 57.8% the buildings in the study area failed to comply with the statutory 6-metre minimum front setback requirement, resulting in encroachment on the road right-of-way. The study further established that 83.5% of the respondents lost less than 10% of their building frontage to the road expansion, while 16.1% lost between 10% and 20%, and only 0.4% lost more than 20%. In addition, the study identified several adverse effects associated with the road expansion, including reduction in plot size (19.7%), increased exposure to intruders following the demolition of perimeter fences (15.5%), loss of on-site parking spaces due to the reduction in front setbacks (14.9%), and increased on-street parking (13.4%).

The study concludes that, despite the short-term disruptions and property losses experienced during project implementation, the road expansion has significantly improved accessibility and enhanced the environmental quality of the corridor. It therefore recommends that planning authorities review the existing minimum setback requirement for established road corridors and adopt context-sensitive setback standards that reflect the physical characteristics and functional requirements of different urban corridors while ensuring public safety, operational efficiency,

and urban aesthetics.

Key words: Highway widening; Lagos metropolis; Socio-economic implications

1. Introduction

Road transportation infrastructure plays a pivotal role in promoting economic growth, improving accessibility, and facilitating sustainable urban development. Efficient road networks reduce travel time and transportation costs, enhance the movement of people, goods, and services, and improve access to employment opportunities and social services (Yusuf, Simon and Alade, 2024). Conversely, where road infrastructure is inadequate, poorly maintained, or unable to accommodate increasing traffic demand, mobility is constrained, economic productivity declines, and the quality of urban life deteriorates (Offiong, Eteng, Atu and Offiong, 2013; Ogunseye et al., 2020; Jiboye, Dere, Akorede, Anozie, Yisa and Adebayo, 2024). Consequently, governments at different levels invest substantially in the rehabilitation, expansion, and construction of road infrastructure to improve connectivity and support socioeconomic development. Road rehabilitation typically involves the repair of deteriorated pavement, widening of existing carriageways, and, where necessary, the construction of new road facilities (Jimi-Oni & Oluwatobi, 2017).

Existing literature consistently demonstrates that road construction and expansion generate significant socioeconomic benefits (Ogunseye et al., 2020; Jiboye et al., 2024; Yusuf, Simon and Alade, 2024). Improved road infrastructure enhances accessibility, reduces transportation costs, stimulates commercial activities, creates employment opportunities, increases property values, and contributes to poverty reduction by improving access to markets and public services (Okwara, Basey, Eteng, & Agwu, 2023). These benefits have justified the increasing investment in highway expansion projects across rapidly growing cities such as Lagos, where

rising population and vehicular traffic continue to exert tremendous pressure on existing transport infrastructure.

Despite these advantages, highway widening projects are often associated with considerable planning, environmental, and socioeconomic challenges, particularly during their implementation. Previous studies have documented adverse impacts such as traffic congestion, increased travel delays, disruption of commercial and social activities, temporary loss of livelihood, increased transportation costs, environmental nuisance, and, in many instances, the demolition of residential and commercial properties located within the road right-of-way (Eyinna & Eyiacha, 2020; Ogbonna & Onyejiaka, 2023). These impacts are particularly significant in densely developed urban environments where roadside developments have encroached upon statutory setbacks due to weak development control implementation and poor compliance with planning regulations.

It has been observed that ineffective planning control and widespread violations of development standards considerably complicate road expansion projects in Nigerian cities (Jimi-Oni and Oluwatobi, 2017). Consequently, highway widening frequently necessitates the partial or complete demolition of buildings located within the proposed right-of-way. Partial demolition, in particular, raises concerns regarding the structural integrity, safety, functionality, and economic viability of the remaining portions of affected buildings. In addition, the reduction in plot sizes resulting from road widening often compromises compliance with planning standards relating to setbacks, parking provision, building coverage, and access to essential infrastructure, thereby diminishing the development potential and market value of affected properties.

The Oworonshoki–University of Lagos (UNILAG) highway widening project represents a major road infrastructure intervention undertaken by the Lagos State Government to improve traffic circulation, accessibility, and connectivity within the Lagos Mainland. The project corridor, extending approximately 5.17 kilometres from the University of Lagos to Deeper Life Bible Church, was designed to address mobility challenges and enhance the overall efficiency of movement within the area.

Although the road-widening project has considerable potential to improve mobility, reduce travel time, and enhance accessibility, such infrastructure interventions may also generate significant physical, spatial, and socioeconomic changes within communities located along the project corridor. In the course of the project, several residential and commercial properties were either partially or wholly affect-

ed, resulting in varying degrees of property loss, disruption of business activities, displacement, and changes in land-use and development patterns.

Despite these far-reaching implications, there remains limited empirical evidence on the planning consequences of the highway-widening project and its socioeconomic effects on affected residents, property owners, and businesses along the corridor. This gap underscores the need to critically examine the extent to which the project has reshaped the physical environment and influenced the livelihoods, property conditions, and socioeconomic well-being of the affected population.

Against this background, this study assesses the planning and socioeconomic implications of the Oworonshoki–UNILAG highway widening project. Specifically, it examines the extent of damage to land and buildings, evaluates the socioeconomic effects on affected residents and businesses, investigates compliance with planning regulations before and after the project, and explores the implications of highway widening for sustainable urban development and future infrastructure planning in Lagos Metropolis.

2. Statement of the Research Problem

Rapid urbanisation and increasing travel demand have compelled governments to embark on road expansion and highway widening projects to improve urban mobility and reduce traffic congestion. Although these projects generate substantial economic and transportation benefits, they also produce significant planning and socioeconomic consequences that are often inadequately documented. Existing studies on road construction and rehabilitation in Nigeria have focused predominantly on the benefits of improved accessibility, reduced travel time, enhanced economic activities, and increased property values (Jimi-Oni & Oluwatobi, 2017; Akinyode, 2021; Okwara, Basey, Eteng, & Agwu, 2023; Ogbonna & Onyejiaka, 2023). Comparatively fewer studies have examined the adverse planning and socioeconomic implications of highway widening on affected landowners, residents, businesses, and the built environment.

In many Nigerian cities, weak development control and poor compliance with planning regulations have resulted in widespread encroachment into

statutory road setbacks and rights-of-way. Consequently, road widening projects frequently require the partial or complete demolition of buildings and other physical developments situated within the proposed alignment. Such interventions often reduce plot sizes, alter building configurations, disrupt established land uses, and affect the structural integrity, functionality, and economic value of affected properties. Businesses located along construction corridors may experience temporary closure, reduced patronage, increased operating costs, and loss of income, while residents may face restricted access, displacement, environmental disturbances, and declining quality of life during the construction period.

The Oworonshoki–UNILAG highway widening project may exemplify some of the challenges often associated with urban road expansion. Although the project appears to have contributed to improved traffic flow and accessibility within the corridor, it may also have involved land acquisition, partial demolition of buildings, disruption of commercial activities, and changes to the existing urban landscape. Furthermore, the reduction in plot sizes associated with the road expansion could, in some cases, make compliance with the setback and site coverage requirements prescribed by the Lagos State Building Regulations more difficult. These circumstances may potentially have implications for the planning status, safety, functionality, and future development potential of some of the affected properties.

Despite these observable changes, there is limited empirical evidence on the magnitude of the planning and socioeconomic implications of the project. Specifically, little is known about the extent to which compliance with planning regulations influenced the vulnerability of properties to demolition, the degree of damage sustained by affected buildings, the socioeconomic consequences for residents and businesses, the impact on property functionality and value, and the overall implications of highway widening for sustainable urban development in Lagos Metropolis.

This knowledge gap underscores the need for a comprehensive assessment of the planning and socioeconomic implications of the Oworonshoki–UNILAG highway widening project. Accordingly, this study evaluates the physical effects of the project on land and buildings, examines its socioeconomic impacts on affected residents and businesses, assesses the influence of planning regulations on property vulnerability, and pro-

vides evidence-based recommendations for integrating highway development with sustainable urban planning and development control in Lagos Metropolis.

3. Theoretical Framework and Literature Review

3.1 Theoretical Framework

The planning and socioeconomic implications of road widening can be understood through theories that explain how infrastructure investments influence spatial development, land use, and socioeconomic transformation. Several theoretical models have been advanced to explain the impacts of development interventions on urban and regional systems. These include the Economic Base Theory (North, 1955; Tiebout, 1962), Input–Output Analysis (Leontief, 1936), the Gravity Model (Isard, 1975), Growth Pole Theory (Perroux, 1955), and the Theory of Cumulative Causation (Myrdal, 1957; Hirschman, 1958). While these theories were originally developed in the context of industrialized economies, they have been widely applied, with appropriate contextual modifications, to explain the effects of infrastructure development in developing countries. Among these theories, Growth Pole Theory and the Theory of Cumulative Causation provide the most appropriate conceptual basis for examining the planning and socioeconomic implications of road widening.

Growth Pole Theory was developed by François Perroux (1955) to explain how economic growth is concentrated in specific locations before spreading to surrounding areas. According to Perroux, development does not occur uniformly across space; rather, it originates from strategic growth poles where investments and economic activities are concentrated. These growth poles generate both direct and indirect effects that stimulate economic activities within their sphere of influence. Although Perroux's original formulation was expressed in abstract economic space, Boudeville (1966) later incorporated its geographical dimension by demonstrating that growth poles are identifiable urban centres where development investments generate spatial transformations.

In the context of road widening, the theory suggests that transportation infrastructure serves as a catalyst for urban growth by improving accessibility, reducing travel costs, and increasing the attractiveness of adjoining areas for residential, commercial, and institutional development. Improved road infrastructure enhances land values, encourages private investment, and promotes the concentration of economic activities along major transport corridors. At the same time, such developments often gen-

erate planning challenges, including increased pressure on land resources, changes in land-use patterns, encroachment on road rights-of-way, displacement of existing developments, and non-compliance with planning regulations. Consequently, road widening projects may produce both positive and negative outcomes, depending on the effectiveness of planning and development control mechanisms.

The Theory of Cumulative Causation, advanced independently by Myrdal (1957) and Hirschman (1958), further explains the uneven spatial impacts of infrastructure investments. The theory argues that development is inherently cumulative and self-reinforcing. Areas that receive strategic investments tend to attract additional economic activities, population, capital, and innovation, thereby strengthening their competitive advantage. Through multiplier effects, infrastructure improvements stimulate employment, increase purchasing power, expand demand for housing and services, and encourage further investment in public utilities and commercial activities. These processes create a cycle of cumulative growth that reinforces urban development.

Myrdal described the concentration of resources in rapidly developing areas as the *backwash effect*, while Hirschman referred to it as *polarization*. Both concepts explain how labour, capital, and entrepreneurial activities are drawn from less developed areas toward growth centres. Conversely, as economic activities expand, positive impacts may diffuse into surrounding areas through what Myrdal termed the *spread effect* and Hirschman described as the *trickle-down effect*. In the context of road widening, these concepts explain how improved transport infrastructure can stimulate economic opportunities, increase accessibility, and enhance urban development while simultaneously producing adverse consequences such as property acquisition, demolition of structures, displacement of residents and businesses, increased development pressure, and changes in compliance with physical planning regulations. The combined application of Growth Pole Theory and the Theory of Cumulative Causation provides a robust theoretical foundation for this study. While Growth Pole Theory explains how road infrastructure stimulates spatial and economic development along transport corridors, the Theory of Cumulative Causation explains the dynamic processes through which these developments generate both beneficial and adverse planning and socioeconomic outcomes. Together, the theories provide an appropriate framework for understanding how road widening influ-

ences accessibility, property development, land-use change, socioeconomic conditions, and compliance with physical planning regulations within the study area.

3.2 Literature Review

Several empirical studies have examined the impacts of road construction and rehabilitation on socioeconomic development and property values (Offiong et al., 2013; Ogunseye et al., 2020; Yusuf et al 2024), although most have concentrated on positive outcomes. For instance, Jimi-Oni and Oluwatobi (2017) investigated the effects of road rehabilitation along the LASU-Isheri Road corridor in Lagos using residents' and estate surveyors' perceptions measured through a Likert scale. Their findings indicated that road rehabilitation generated employment opportunities and contributed positively to increases in land and rental values. They concluded that continued government investment in road rehabilitation would stimulate economic development and improve property values.

Similarly, Ogbonna and Onyejiaka (2023) examined the effects of road rehabilitation on real estate values in Owerri Metropolis using the One-Sample t-test. Their study established a significant positive relationship between road rehabilitation and rental values between 2010 and 2020. Although construction activities created temporary inconveniences, the long-term benefits outweighed the short-term challenges.

Bassey, Eteng, and Agwu (2023) investigated the relationship between road construction and property development in Ugep City using the Pearson Product Moment Correlation Coefficient. The study found a statistically significant positive relationship between road rehabilitation and the rate of property development, confirming the important role of transportation infrastructure in stimulating urban growth.

While these studies demonstrate the developmental benefits of road infrastructure, they largely overlook its adverse planning and socioeconomic consequences.

Among the few studies addressing these concerns is Okwara, Eyinna, and Iyiacha (2021), who investigated the impacts of road projects on residential buildings in Imo State using residents' perceptions measured on a five-point Likert scale. The study identified dust pollution and physical damage to buildings as the most significant adverse effects of road con-

struction. However, the study relied solely on subjective perceptions and focused primarily on inter-urban roads, where development intensity is generally lower than in highly urbanized metropolitan environments. Consequently, the findings may not adequately reflect the planning realities of densely developed cities such as Lagos, where road widening frequently involves extensive interaction with residential, commercial, and institutional developments. The Oworonshoki–UNILAG corridor presents a unique context because it serves as a major urban transport artery characterized by intense development, high traffic demand, and widespread encroachment on road reservations.

4. Material and Methods

The focus of this study is Unilag-Bariga road corridor. The road corridor harbours some educational institutions University of Lagos, Federal College of Education (Technical), St Finbars College and CMS Grammar School. The road connects these institutions with the residential and commercial areas. It is a major intra-urban transport route that serves students, institutional staff, residents, and other commuters as an alternative to the heavily congested Ikorodu Road. The corridor extends from New Garage through Bariga Market, Pako and Chemist bus stops to CMS Grammar School and the University of Lagos main gate at Akoka. It constitutes a vital transportation link connecting major educational institutions, including the University of Lagos, the Federal College of Education (Technical), St. Finbarr's College, and CMS Grammar School, with adjoining residential and commercial neighbourhoods (see Figure 1).

Prior to its rehabilitation and expansion in 2021, the corridor was characterized by a narrow single-carriageway flanked by high-density residential and commercial developments. In addition to its inadequate capacity to accommodate increasing traffic volumes, the road had deteriorated significantly, resulting in frequent traffic congestion, particularly during peak periods. Consequently, road users experienced prolonged travel times, increased transportation costs, loss of productive man-hours, travel discomfort, and fatigue, among other adverse effects.

The Unilag-Bariga road was purposively selected being the road that connects major educational institutions and the residential zones together. The study utilizes a questionnaire to obtain data from the

respondents. The instrument contains both open and close ended questions. The questionnaire is divided into two sections. The first section contains the socioeconomic characteristics of the respondents including gender, age, education, occupation, income and length of stay in the study area. Section two focuses on the impact of road construction during and after construction work. The unit of investigation is household. The study concentrated on the buildings abutting the road corridor. A total of 632 buildings lie along the road from Pako bust stop to the Deeper life Bible Church in Gbagada which constitute sampling frame. Fifty percent of the buildings were systematically selected along the line of movement. The sample size is justified according to Ofo (1999) which affirms that when a population for a study is in few hundreds, a 40 percent of the population or more could serve as a good sample. For this study, fifty percent was used as sample which is considered adequate. A total of 316 building owners or heads of household were contacted through questionnaire. Characteristically, many others were scared, especially of self-perceived tax implications of granting research interviews. At the end of the day, only 218 copies of research questionnaires were returned and found good for analysis. Data obtained were analyses using descriptive statistics.

5. Discussion of Findings

5.1 Socioeconomic Characteristics of Respondents

The results of the gender distribution of respondents presented in Table 1 indicate that males constituted the majority of respondents in the study area, accounting for 74.3%, while females represented 25.7%. This finding corroborates the study by Adeyemi et al. (2020), which reported male dominance in housing provision and residential occupation.

The age distribution of respondents shows that the majority (69.7%) were within the economically active age group of 30–50 years. Respondents aged between 51 and 70 years accounted for 14.7%, while those above 70 years constituted only 0.5%. In contrast, respondents below 30 years of age represented 15.1% of the sample. The predominance of respondents within the active working-age group suggests that the study captured the perception of individuals who are most likely to be directly affected by the socioeconomic implications of the road expansion project.

The findings further reveal a high literacy level among respondents, as all participants had received formal education. Specifically, 22.0% possessed primary school certificates, 44.0% had completed secondary education, and

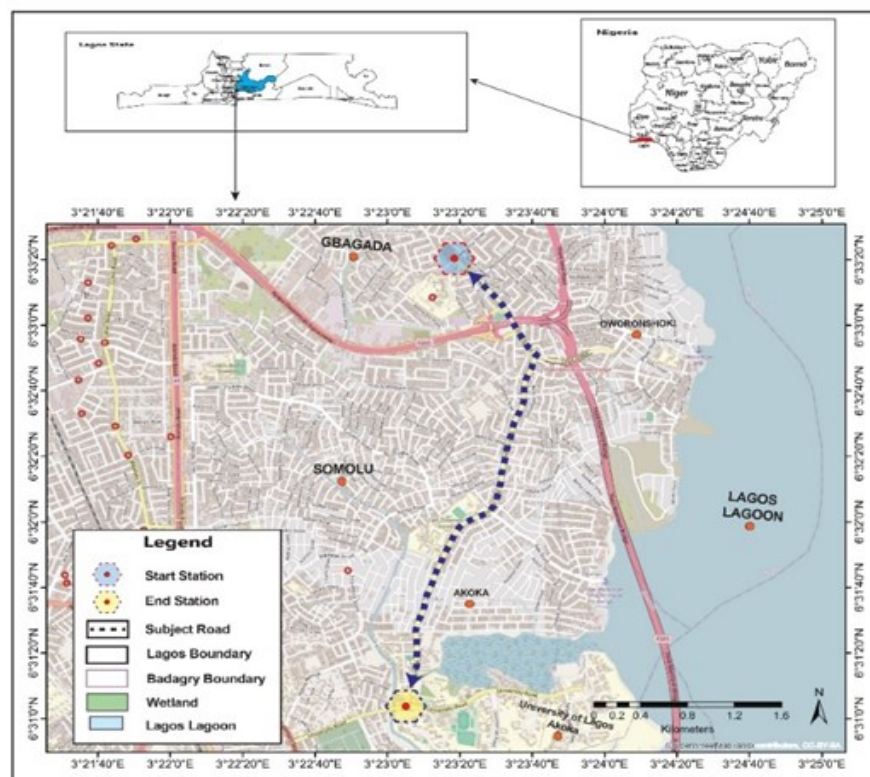


Figure 1: The Map of the Study Area

33.5% had attained tertiary education. The relatively high level of educational attainment is expected to positively influence respondents' understanding of planning regulations and their perceptions of the road expansion project within the study area.

With respect to occupational characteristics, trading constituted the dominant economic activity among the respondents, accounting for 38.5% of the sample. This was followed by private business operators, who represented 22.5%, while artisans accounted for 15.1%. Other occupational categories included public servants, comprising health workers, security personnel, and teachers (7.8%); civil servants employed in government ministries, departments, and agencies (4.6%); and retirees (3.7%).

The predominance of traders and private business operators is consistent with the commercial character of the study area and indicates the importance of road accessibility to the economic activities and livelihoods of a substantial proportion of the respondents. Consequently, changes in road conditions, accessibility, and traffic patterns could potentially have significant implications for the economic well-being and business operations of resi-

dents within the corridor.

Analysis of the respondents' monthly income reveals variations in their economic circumstances. About 24.3% of respondents reported earning less than the applicable national minimum wage of ₦70,000 at the time of the study, while 8.3% earned between ₦70,000 and ₦99,999 per month. Based on an exchange rate of US\$1 to ₦1,364, the combined 32.6% earning below ₦100,000 monthly corresponds to approximately US\$2.44 per day, assuming a 30-day month. This suggests that a considerable proportion of respondents may have had relatively limited financial capacity.

In contrast, 35.3% of respondents reported monthly incomes between ₦100,000 and ₦199,999, while 32.1% earned ₦200,000 or more. Overall, the income distribution suggests that a substantial proportion of respondents earned above the former national minimum wage of ₦70,000 per month, although considerable income disparities existed within the study population.

The observed income profile may have influenced respondents' capacity to absorb or adapt to the socioeconomic implications of the road expansion project. For lower-income households and businesses in particular, project-related disruptions, temporary loss of customer patronage, relocation expenses, increased transportation costs, or other adjustments associated with the project could potentially impose a relatively greater financial burden.

5.2 Awareness of Road Expansion and Compliance with Setback Standards in the Study Area

The summary of respondents' length of residence in the study area is presented in figure 2. The results distinguish between residents who lived in the area before

the commencement of the road expansion project and those who moved into the area after its completion. The findings reveal that 95.0% of the respondents had resided in the study area long before the road expansion project commenced in 2021, while only 5.0% moved into the area after the project was completed. This indicates that the overwhelming majority of residents along the UNILAG–Bariga road corridor had firsthand knowledge of the traffic conditions and other related circumstances before, during, and after the implementation of the road expansion project. Consequently, their responses provide a reliable basis for assessing the planning and socioeconomic implications of the project.

Table1: Socioeconomic Characteristics of Respondents

Gender	Number	Percentage
Female	56	25.7
Male	162	74.3
Total	218	100.0
Age	Frequency	Percentage
Less than 30 years	33	15.1
30 – 50 years	152	69.7
51 – 70 years	32	14.7
Above 70 years	1	0.5
Total	218	100.0
Educational Qualification	Number	Frequency
Primary	48	22.0
Secondary	97	44.5
Tertiary	73	33.5
Total	218	100.0
Occupation	Frequency	Percentage
Artisan	33	15.1
Civil servant	10	4.6
Private Business	49	22.5
Public Servant	17	7.8
Rader	84	38.5
Retiree	8	3.7
Total	218	100.0
Income	Frequency	Percentage
Less than N70,000	53	24.3
N70,000-N99,999	18	8.3
N100,000-N199,999	77	35.3
N200,000 and above	70	32.1
Total	218	100.0

Source: Authors' field survey, 2025

5.3 Respondents Level of Compliance with Setback Standard in the Study Area

Planning standards are official regulations, codes, and guidelines established by planning authorities to regulate land use, building dimensions, and the location of physical developments and public facilities. These standards are essential for safeguarding public health and safety, preventing haphazard development, and promoting orderly, functional, and sustainable communities. According to the Lagos State Building Regulations, Section 15(2)(c), buildings are required to maintain a minimum front setback of 6.0 metres and side and rear setbacks of 3.0 metres.

The findings presented in figure 3 reveal that 52.8% of the respondents complied with the required minimum front setback of 6.0 metres, while 47.2% did not. This suggests that a substantial proportion of buildings along the study corridor were vulnerable to the effects of the road expansion project. In cases where buildings were demolished to accommodate the road widening, affected property owners would ordi-

narily be entitled to compensation. However, eligibility for compensation is typically contingent upon the property possessing valid title documentation and complying with the approved planning standards, including the prescribed minimum front setback of 6.0 metres. Consequently, non-compliance with the setback requirement may have adversely affected the eligibility of some property owners to receive compensation for properties acquired during the implementation of the road expansion project.

5.4 Proportion of Respondents that Suffered Losses during Road Construction

Road expansion projects often have significant impacts on buildings located along the affected corridor. The widening of the road right-of-way frequently necessitates the removal of fences, encroachment into building frontages, or the complete acquisition and demolition of properties situated within the proposed expansion corridor. The findings of this study reveal that 58.7% of the buildings in the study area encroached upon the designat-

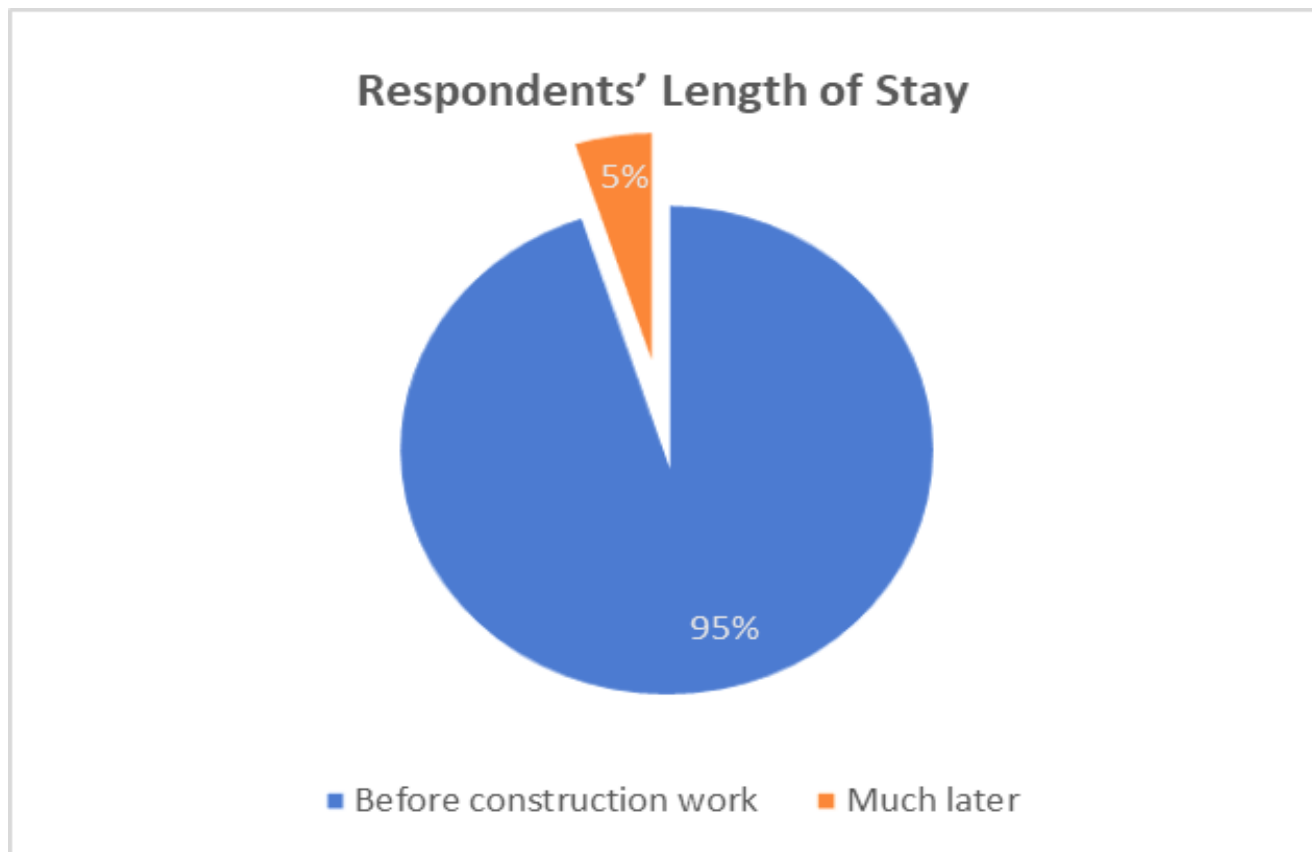


Figure 2

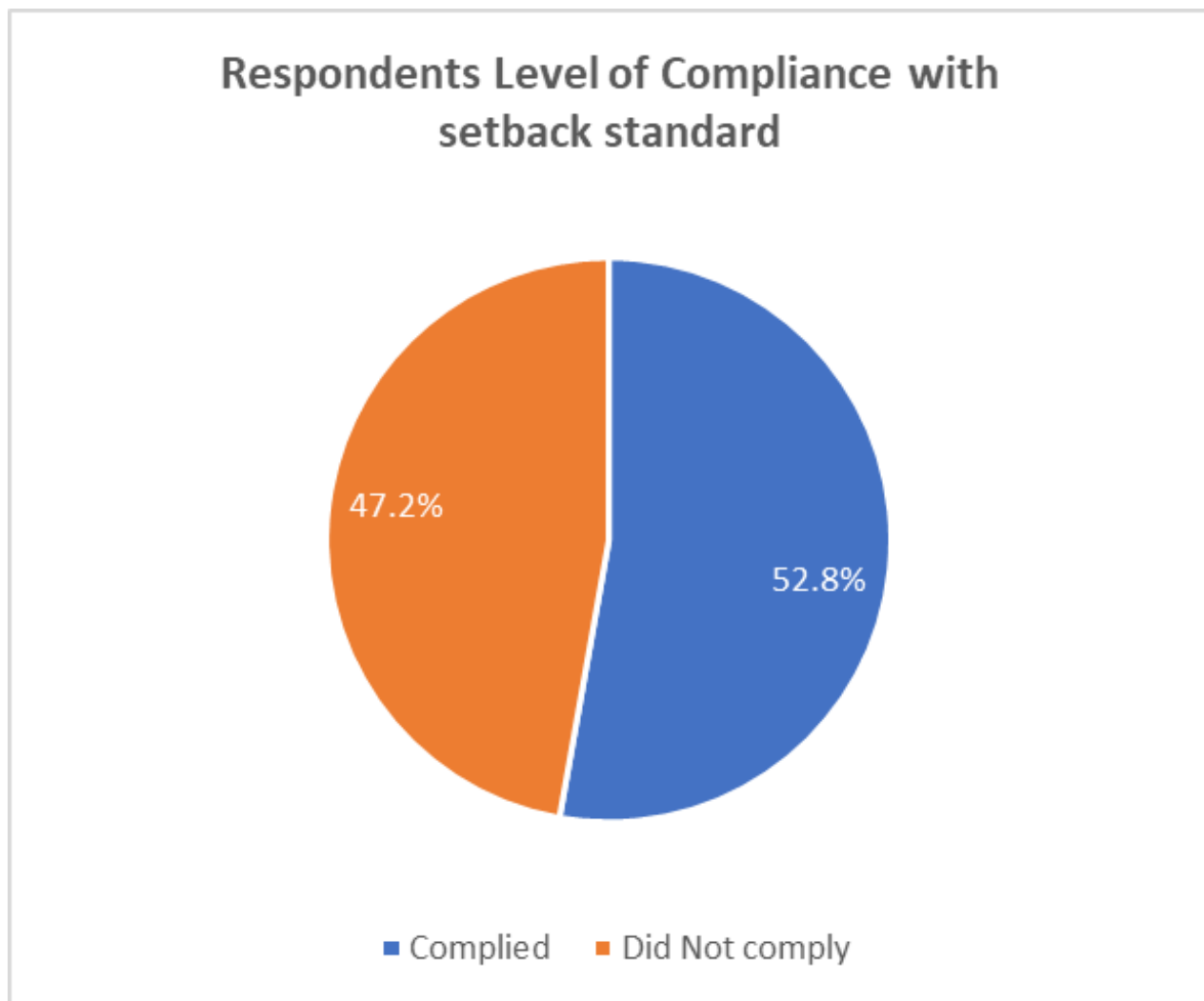


Figure 3

ed road right-of-way, while only 41.3% complied with the prescribed planning standards. Consequently, the enforcement of planning regulations during the road expansion project resulted in the demolition of the encroaching portions of non-compliant buildings. This finding underscores the importance of adherence to planning standards in minimizing property losses and ensuring the orderly implementation of urban infrastructure projects.

5.5 Extent of Damage to Respondents' Building during construction

Information on the extent of damage to respondents' properties during the implementation of the road expansion project is presented in Table 2. The findings reveal that virtually all properties located along the road cor-

ridor were affected by the project. Further analysis indicates that 83.5% of the respondents lost less than 10% of their land holdings. Those who lost between 10% and 20% of their land accounted for 16.1% of the respondents, while only 0.4% lost more than 20% of their land. These findings suggest that although the road expansion affected nearly all properties along the corridor, the extent of land acquisition was relatively minimal for the majority of affected property owners.

5.6 Respondents' Perception of positive impacts on Property values

Despite the adverse impacts associated with the road expansion project, respondents acknowledged that it also generated several positive outcomes for the

Table 2: Extent of Damage to Respondents' Building during construction

Extent	Frequency	Percentage
Less than 10%	182	83.5
10% – 20%	35	16.1
Above 20%	1	0.4
Total	218	100.0

Source: Authors' field survey, 2025



Plate 1: A Partial demolished of building at Kemist area that that was poorly handled



Plate 2: Building opposite CMS Grammar School that encroached on the Road Setback got demolished during the road Expansion Project

study area. The findings presented in Table 3 indicate that 51.8% of respondents perceived a noticeable improvement in the physical environment after the project's completion. Similarly, 18.8% reported that the project enhanced accessibility within the area, while 14.2% observed an increase in the sales and rental values of properties attributable to the improved road infrastructure. In addition, 10.1% of the respondents noted improvements in the quality and appearance of buildings, whereas 5.1% indicated that the increase in land values had encouraged more intensive land use,

particularly through vertical property development. These findings suggest that, notwithstanding the short-term disruptions and property losses experienced during project implementation, the road expansion has contributed to improved accessibility, enhanced environmental quality, increased property values, and more intensive urban development along the UNILAG–Bariga road corridor.

Table 3: Respondents Perceived Benefits of the Road Expansion in the study area

Perception	Frequency	Percentage
Environmental Improvement	113	51.8
Creation of better access	41	18.8
Increase in business patronage	31	14.2
Building Improvement	22	10.1
It encourages vertical development	11	5.1
Total	218	100.0

Source: field survey, 2025

5.7 Respondents Perceived Disbenefits after Road rehabilitation in the study area

Despite the numerous benefits associated with the road expansion project, residents identified several notable adverse impacts. As presented in the findings, the most significant disbenefit was the reduction in land area, reported by 19.7% of the respondents. This was followed by increased exposure to intruders due to the demolition of perimeter fence walls (15.5%) and the loss of parking spaces resulting from the reduction in the front portions of residential plots (14.9%). Perceived exposure to hazards and increased on-street parking each accounted for 13.4% of the responses, while noise pollution and air pollution were identified by 8.7% and 6.9% of the respondents, respectively.

These findings suggest that the road expansion project has significantly constrained the ability of many property owners along the UNILAG–Bariga road corridor to comply with the statutory minimum front setback

requirement of 6.0 metres. Furthermore, the reduction in available plot space has limited the provision of off-street parking facilities, compelling many residents to park their vehicles along both sides of the roadway. This practice not only reduces the effective carriage-way width but also has the potential to undermine some of the traffic efficiency gains achieved through the road expansion project.

5.8 Compensation paid to Respondents for Loss incurred during Construction in the study area

Existing planning regulations and land use legislation provide for the payment of compensation to property owners whose properties are adversely or injuriously affected by public development projects. The findings of this study established that property owners experienced varying degrees of property loss during the road expansion project. Information presented in Figure 5 reveals that only a small proportion

of the respondents (less than one-tenth) received compensation, while 93.6% reported that they did not receive any form of compensation.

The low level of compensation recorded in the study area may be attributed to factors such as the absence of valid title documents and non-compliance with existing planning regulations, particularly setback requirements. These factors are likely to have affected the eligibility of many property owners to receive compensation for the portions of their properties acquired or demolished during the implementation of the road expansion project.

6 Summary of Findings

The study established that the poor condition and inadequate width of the existing road contributed significantly to traffic congestion and other socioeconomic challenges experienced by road users along the UNILAG–

Bariga road corridor. Addressing these challenges necessitated the rehabilitation and expansion of the road. The findings revealed that the overwhelming majority of the respondents (95.0%) had resided in the study area before the commencement of the project in 2021, indicating that they possessed adequate knowledge of the pre-construction, construction, and post-construction conditions.

The study further revealed that compliance with planning standards, particularly statutory setback requirements, is essential for the successful and cost-effective implementation of road expansion projects. However, almost half of the buildings along the corridor did not comply with the prescribed setback regulations, resulting in the demolition of encroaching structures during project implementation. Overall, 58.7% of the buildings were directly affected by

Figure 4

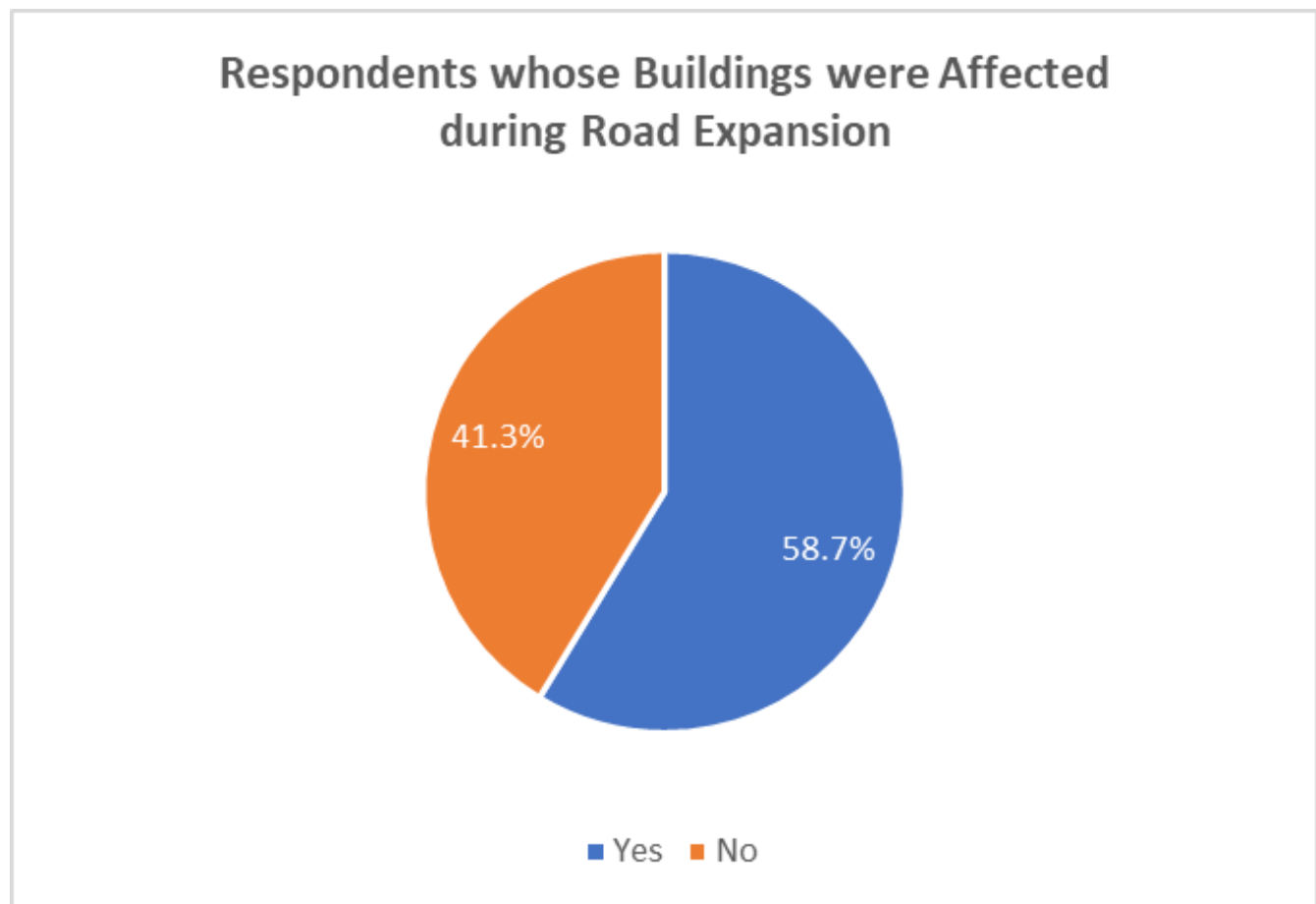
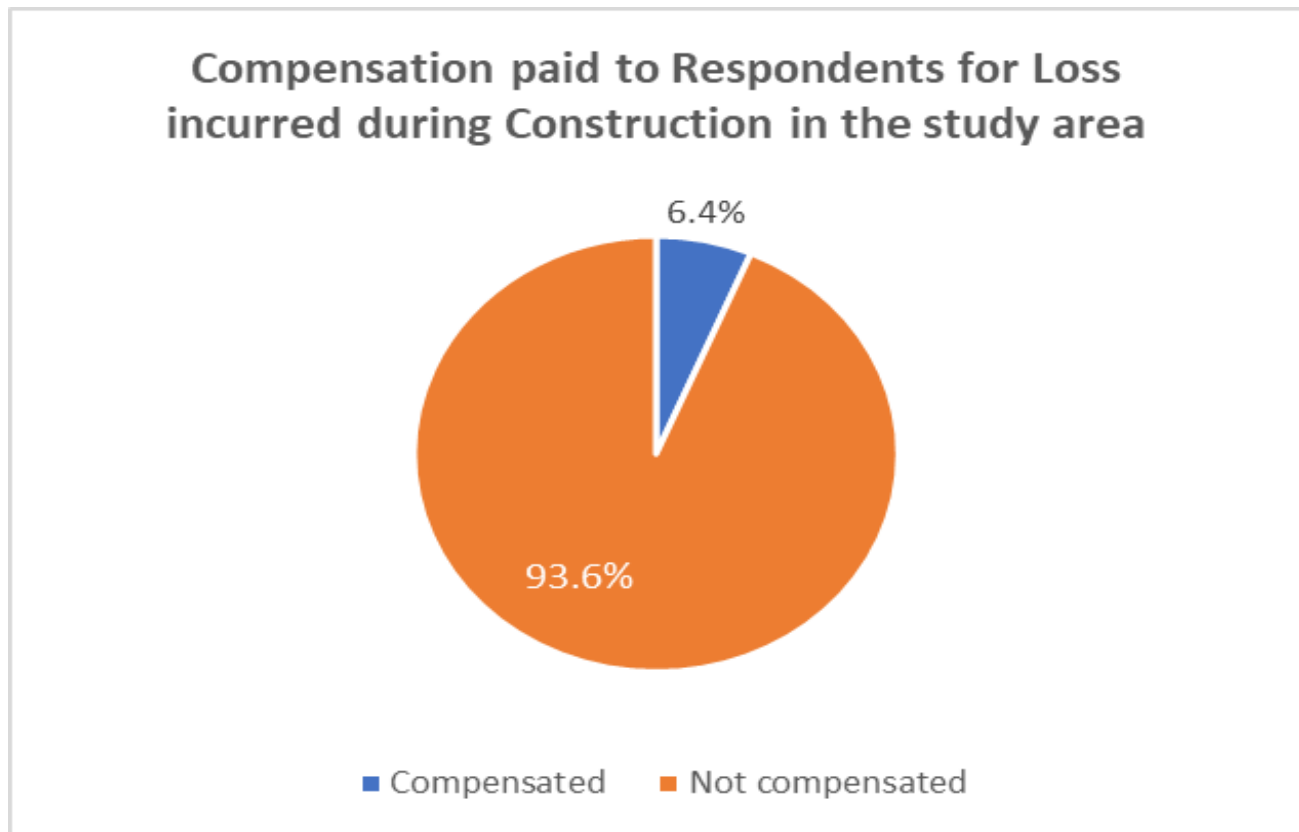


Figure 5



the road expansion. Although virtually all properties along the corridor experienced some degree of impact, the extent of land acquisition was relatively limited for most property owners. Specifically, 83.5% of the respondents lost less than 10.0% of their land area, 16.1% lost between 10.0% and 20.0%, while only 0.4% lost more than 20.0% of their land.

Residents identified several adverse impacts associated with the project, the most significant being the reduction in plot size (19.7%), increased exposure to intruders following the demolition of perimeter fences (15.5%), and the loss of off-street parking spaces due to reduced frontage (14.9%). Other reported disbenefits included increased on-street parking, noise pollution, and air pollution. The study also established that only a small proportion of affected property owners received compensation, while the vast majority did not. This was largely attributed to the absence of valid title and development approval documents, as well as non-compliance with statutory planning standards, which limited their eligibility for compensation.

Despite these challenges, the respondents generally assessed the road expansion project positively. They acknowledged that the project had improved the physi-

cal environment, enhanced accessibility, increased property values, and stimulated more intensive urban development along the corridor. Overall, the findings indicate that the long-term planning and socioeconomic benefits of the project outweigh the short-term inconveniences and property losses experienced during its implementation.

6.1 Conclusion and Recommendation

The study concludes that the rehabilitation and expansion of the UNILAG–Bariga road corridor have substantially improved mobility, accessibility, environmental quality, and property values within the study area, thereby contributing positively to urban development. Nevertheless, the project imposed significant costs on many property owners through land acquisition, demolition of building frontages and perimeter fences, loss of parking spaces, and limited access to compensation. The findings underscore the critical importance of enforcing planning standards, particularly setback regulations, and ensuring that property owners obtain valid title and development approval documents before undertaking developments. These measures would not only reduce conflicts during infrastructure implementation but also enhance eligibility for com-

pensation where property acquisition becomes unavoidable. Overall, the study demonstrates that while road expansion projects may entail short-term social and economic costs, their long-term benefits can be maximized through effective planning regulation, equitable compensation mechanisms, and strict compliance with urban development standards. Based on the findings the study therefore put forward the following recommendations:

1. The road expansion project has significantly reduced the front setbacks of many existing buildings, making compliance with the statutory minimum front setback of 6.0 metres impracticable in several locations. Consequently, the study recommends that planning authorities review existing setback requirements for established road corridors and adopt context-sensitive standards that reflect the physical characteristics and functional requirements of different urban corridors while maintaining public safety and urban aesthetics.
2. The study established that the demolition of encroaching structures substantially increases the cost and complexity of road expansion projects. To minimize future property losses and reduce project costs, planning authorities should strengthen development control and enforcement mechanisms to prevent encroachment on road rights-of-way and ensure strict compliance with approved setback standards before developments are undertaken.
3. Property owners along the rehabilitated road corridor should be encouraged to renovate, remodel, and where necessary structurally strengthen their buildings to improve their functionality, safety, aesthetic quality, and market value. Such improvements will enable them to take advantage of the increased accessibility and enhanced property values associated with the upgraded road infrastructure.
4. To promote orderly redevelopment and optimize land use along the reconstructed corridor, the State Government should introduce corridor-specific redevelopment guidelines. These guidelines may include carefully controlled planning incentives, such as flexible setback requirements, increased permissible building heights, or other development bonuses, provided that such concessions do not compromise environmental quality, traffic circulation, public safety, or infrastructure capacity.
5. The Government should encourage public-private

partnerships and collaborative redevelopment among adjoining property owners to facilitate the comprehensive redevelopment of groups of properties along the reconstructed corridor. Such an approach would enhance urban aesthetics, improve land-use efficiency, and maximize the economic value of the affected properties while ensuring coordinated infrastructure provision.

Given the significant reduction in off-street parking spaces following the road expansion, the implementation of the proposed model public parking facility is strongly recommended. The Lagos State Government should prioritize its development to reduce indiscriminate roadside parking, preserve the effective carriageway width, improve traffic flow, and sustain the long-term benefits of the road expansion project.

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