ASSESSMENT OF PROBLEMS ASSOCIATED WITH ENFORCEMENT OF ROAD SETBACK IN URBAN CENTER

(A CASE STUDY OF AHMADU BELLO WAY ILORIN)

BY

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HND/23/ETM/FT/0117

BEING A RESEARCH PROJECT SUBMITTED TO THE DEPARTMENT OF ESTATE MANAGEMENT AND VALUATION, INSTITUTE OF ENVIROMENTAL STUDIES (IES), KWARA STATE POLYTECHNIC, ILORIN.

IN PARTIAL FULFILLMENT OF THE REQUIREMENTS FOR THE AWARD OF HIGHER NATIONAL DIPLOMA IN ESTATE MANAGEMENT AND VALUATION.

JULY 2025.

CERTIFICATION

This is Certify that this project work is carried out by **OLUFOSOKAN SAMUEL OLUWATOSIN** with **Matriculation Number HND/23/ETM/FT/0117** and has been read and duly certified as having met the requirements for Development of Estate Management and Valuation, Institute of Environmental Studies (IES). Kwara State Polytechnic, Ilorin for the Award of Higher National Diploma (HND) in Estate Management.

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DEDICATION

This project work is dedicated to the Almighty God for His grace and strength, and to my beloved family and friends whose support, prayers, and encouragement have been my backbone throughout this journey.

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First and foremost, I return all glory to the Almighty God for His unfailing love, abundant grace, and divine strength throughout the course of this project. Without Him, this journey would not have been possible.

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CHAPTER ONE

1.1 INTRODUCTION (Background to the Study)

In spite of increasing knowledge of modern planning and number of planners, physical development and planning in many Nigerian cities and entire world, such as Ilorin, Kwara State have remained a theatre of chaos and disorder. This is manifested in urban sprawl, poor access to dwellings, poor/bad drainage, housing congestion among many other problems. The situation is even worse in some other states and major cities within country, where major road setbacks now serve as markets and workshops like: A.Bello way, Ilorin Kwara State. Sometimes they encroach into the road causing direct obstruction to traffic flow.

Distances of 1-5ft at most are common in neighborhoods built in the United States before 1890 when the electric street car first became popular. Most suburbs laid out before 1920 had narrow lots and setbacks of 5-15 (ft) between houses. As automobile ownership became common, setbacks increased further because zoning laws required developers to leave large spaces between the houses and street roads (Allen, 1995).

Today many jurisdictions rely on urban planning regulations, such as zoning ordinances, which use setbacks to make sure that streets and yards are provided more open space and adequate light and air. For example, in high density districts, such as Manhattan in New York, front walls of buildings at the street line may be limited to a specified height or number of stories. Above that height, the buildings are required to set back behind a theoretical inclined plane, called sky exposure plane, which cannot be penetrated by the building's exterior wall.

1.2 Statement of the Problem

The incidence of non-compliance with road setbacks in Nigeria has been established by many authors. Ogeah (2013) established the incidence of non-compliance withroad setbacks in erecting structures in Benin City.

Folarin (2013) also cited the incidence of non- compliance to road setbacks in Ogun State which resulted in the demolition of no fewer than 100 buildings with countless persons displaced when the State Government embarked on its road expansion project.

Ilorin, Kwara State, especially the State Capital, Awka; accessibility to land is a huge problem. House owners, in a bid to maximize available spaces around their houses, construct unapproved structures as residential or commercial buildings.

From the literature reviewed, it is true that work had been done on road setbacks with the use of GIS software (Michael, 2014),butdid not show how ARC GIS Software (Google rule) can be used to measure, compute and analyse the measured distance between the serviced roads and sited structures in ACT. Works reviewed had also been linked to the environmental problems of non-compliance with road setbacks in the cities (Okpala, 1987; Okoko, 2006; Ogeah, 2013 and Kazeem, 2015).

This issue of corruption practices of the planning authority and law enforcement agents had not been confirmed as a major contributing factor to non-compliance with road setbacks. The above problems lead to this project.

1.3 Aim and Objectives of the Study

i. To access the level of compliances of the sited structures to setback standard.
ii. to identify the causes of non-compliance with road setbacks
iii. To examine the environmental implications of non-compliance with road setbacks in Ilorin

1.4 Significance of the Study

The significance of this study could be gleaned from its theoretical and empirical perspectives. Theoretically, the study is significant to the extent that the study adds to the corpus of knowledge.

i. Road would gain from the result of the work
ii. The law enforcement agencies would benefit as well, particularly when developed template is strictly adhered to.
iii. The government would duse it as a policy making tool.

iv. NGOs may need the outcome to thus work especially when it is used to enact environmental laws.

v. Researchers would also utilize the outcome of this study and it may serve as a spring board to further research.

1.5 Scope of the Study

The scope of this study is restricted to the assessment of the level of compliance to road setbacks in the sitting of structures and associated environmental implications/effects which only included four dimensions of social, physical, economic and health in Ilorin Kwara State.

1.6 Limitations of the Study

The difficulties encountered during this research were physically on data collections; Thus, where have been described as the most frustration period ever site.

Also, inability to obtain the data at the actual time contributed to the research problem which is the backbone for the success of this project; in addition these are difficulty in tracking down the corners in Ahmadu Bello way Ilorin, Kwara State.

1.7 Study area geographical settings and historical background of the study area location plan slash sketch construction details of case study

Laurie is the present day capital of Korea states in the North Central region of the federation Republic of Nigeria. It is the predominant only Islamic city with people of diverse culture who have come together live as one in peace and harmony.

The entire learning community comprises of five local government areas namely Hillary WE Ilorin east also and muru.

Those local government areas are all under entity known as Ilorin Emirates. East is a local government area Inquirer states Nigeria its headquarters are in the town of fuFu.

It has an area of 174 kilometers square and a population of 208,771 at the 22,000 and six census.

Learning community was discovered in the 18th century by the duo of afonja and ario nakaka for Yoruba warlord and seek alimi and Islamic scholar.

This echo of the Lori arrive at different times and in different customer rates.

Say kalimi was an Islamic missionary propagating Islam and it's teaching across the law. The sojourn for the year through village and across Yoruba land he had followers with whom he moved around to established the tenants and principles of Islam it's temporary said to canoe village very close to ilori where he builds mosque and houses.

. seek alimi continue to explore other territories where he could spread and establish his beliefs and settle down permanently.

during the course of his exploitation, seek alimi discover a river that flow through villages which he sought to known its origin that river is river.

historical context.

Ilorin, The capital city of Korea state has a long history dating back to the 14th century how much below we named after the first premier northern Nigeria is a major route that runs through the heart of the city over the years he Laurie has experienced rapid urbanization which sets to increase commercial and residential activities along among the below way.

1.8 Definition of Terms

- Road setback: .This refers to the minimum distance between the edge of the road or highway and the nearest points of a building or structure. this distance typically established by local or national authorities to ensure safety accessibility and aesthetics. (Merriam Webster, Inc 2014).

- Urban Centres: This past week densely populated area within a city or town where various economic social and cultural activities take place. (Douglas A. Stow 1938).

- Encroachment: This refers to the unauthorized or illegal occupation occupation use or intrusion into someone else's property, land all right. This can include physical encroachments and land use encroachments (Anthony sudge 2004].

- Enforcement: Refers to the process or ensuring compliance with laws regulations rules standard or social norms (Eliot Kwok 2013).

CHAPTER TWO

2.0 Conceptual Framework

This chapter discussed the concepts on which this work was based. The work has its underlying principles/concepts on sustainable development, planning standard and externality, with a review of related literature review on the topic of the study.

2.1 **Concept of Sustainable Development**

Sustainable development is a fairly new formulation in development thought. The roots of its population may be traced to the Reports of Brundhtland Commission launched in London in April, 1987, and formally presented to a special session of the general Assembly in October of the same year.

Literally, sustainable that in 1992 over 70 definitions of the concept were in circulation. There is no doubt that definitions are important as they provide the basis on which the means for achieving sustainable development in the future are built. The concept of sustainable development can be interpreted in many different ways, but at its core is an approach to development that seeks to balance different, and often competing, needs against an awareness of the environmental, economic, civilization or emphasizing managerial, technical or philosophical/ political decisions, and expressing rather different concepts of sustainable development (Barbier, 1989; Pearce 1993, Pezzoli, 1997).

Thus, we should take into consideration the fact that the concept of sustainable development may be difficult to understand and may have different meanings depending on the analyzed literature on the concept in which it is used (Pierantoni, 2004).

For this reasons, we will present several definitions of sustainable development that would include multiples aspect of this concept.

In 1992, the World Bank described sustainable development with a laconic phrase “sustainable development is development that continues” (World Development Report,1992). Significantly wider descriptions of the concept exist as well.

In 1992, the Rio de Janeiro Declaration on Environment and Development described sustainable development as long-term continuous development of the society aimed at satisfaction of humanity’s need at present and in the future via rational usage and replenishment of natural resources, preserving the Earth for future generations (Rio Declaration on Environment and Development, 1992).

Pirages (1977) stated that sustainable growth means economic growth that is supported by the physical and social environment. Thus, sustainable development may be understood as the process of economic development and structural changes helping to broaden human possibilities (Petkeviciute, 2001).

This development is determined by the power of knowledge about development and is best seen through sustainable and balanced development of human possibilities and ability to assume social responsibility for oneself, the society, and future generations. Weitzman (1997).

IUCN, UNEP and WWF (1991) emphasized that sustainable development, sustainable growth and sustainable consumption were used as equivalent concepts. However, in reality these concepts are not identical. Besides, the very term sustainable growth bears intrinsic contradiction: no physical unit can grow endlessly. According to the representatives of these international organizations, the term sustainable consumption should be applied only to renewable resources. The term sustainable development should mean the following: the improvement in the population‟s quality of life, while taking into consideration the ecosystem‟s regenerating capacity that can be described as the maximal continuous load on the environment (Catton, 1986), and the carrying capacity – the greatest number of population that can survive in the presence of ecological balance (Sorlin, 1997).

At the same time, it can be stated that in some aspects sustainable development includes the analysis of conditions under which ecosystems may preserve the regenerating ability, which means making choices in the sense of time and space.

Holdgate (1993) stated that development is understanding of the potential of resources. Sustainable development of renewable natural resources means taking into consideration.

The limits of the development process, even if those limits are changed by technologies. Sustainability of technology may be evaluated according to whether it increases productivity and at the same time preserves environmental and other boundaries.

According to Norton (2007), sustainable development is related to society's development whose costs are not placed on future generations, or at least efforts are made to compensate for such costs. This ethical necessity not to make development a burden for future generations and to guarantee these generations‟ possibilities analogous to those available to previous generations should be seen as a normative basis of sustainable development.

Then sustainable development may be defined as better quality of life of the present and the future generations. Munasinghe (1994) who presented an even broader view of sustainable development, defining it as the process of increasing the spectrum of alternatives allowing individuals and communities to realize their aspirations and potential in the long perspective, and at the same time maintaining the regeneration ability in economic, social, and ecological systems.

Considering the fact that not a single reference presented a feasible definition of sustainable development which could incorporate all aspects of the concept under investigation and provide no ideal understanding of this concept, it is thought appropriate to use the definition provided in report.

This definition of sustainable development is the most frequently cited one and seems to be more exhaustive than the majority of others.

The essence of Brundtland's statement is fair distribution of natural resources both among different generations and among the present generation of people from the first, the second, and the third world, and finding a positive consensus between the environmental, social, and economic dimensions of environment.

2.2 CONCEPT OF ROAD SETBACK

Road setback, Also known as building setback or frontage setback is the distance between the building or structure and the edge of the adjacent road or streets the concept of root setback is crucial in urban planning architectural and transportation engineering.

2.2.1 IMPORTANCE OF ROAD SETBACK.

i. Safety: This refers to the measures taken to ensure that the distance between a building or structure and the adjacent of road or street is sufficient to prevent or minimize the risk of accidents, injuries or damage to people and properties (Merricam-Orebstar, One 2013).
ii. Accessibility: This refers to the design and construction of building, roads, and public spaces that enables people with disability and other to safety and easily access and use. This facilities (Douglas Asthuotth 1937).
iii. Aesthetics: This refers to the visual appeal and attractiveness of the built environment including buildings, landscapes and public spaces (Okpala 1987)
iv. Utility and infrastructure: This refers to the essential service and facilities that support the functioning of buildings roads and public spaces (Over 2013).

2.3 CHALLENGES OF ENFORCEMENT

Several studies highlighted the challenges of enforcing Rd. setback.

According to Adebayo 2017, rapid urbanization and population growths in developing countries outpace planning efforts leading to the proliferation of informal settlement That encroach on road setback.

2.3.1 Lack of Awareness: This refers to lack of building on the regulations regarding how for buildings should be from the road as a result of many factors such as poor education insufficient communication from authorities or lack of access to information (Okoye 2015).

2.3.2 Weak Legal Framework: This refers to inadequacies or deficiencies and the laws and policies governing land use and urban planning (Chukwu 2016).

2.3.3 Corruption and Bribery: These are major obstacles to enforcing Rd. set back regulations they undermine urban planning efforts allowing illegal structures to persist and creating disorderly urban groups (Ibrahim 2015)

2.3.4 Lack of Proper Monitoring: This refers to inadequate supervision inspection and enforcement of rule set back regulations (Un-Habitat 2015).

2.4 IMPACTS OF NON-COMPLIANCE

Non compliance with Rd. setback as significant implication for urban centers. It's contributes to traffic congestion obstructs emergency response and environmental issues such as flooding (Adeola and Kolawole 2019).

2.4.1 Traffic Congestion and Safety.

Hazards: This refers to the situation where they are move vehicles on the road down Rd. can handle causing a slow down in traffic flow (Cashflot 2014) .

2.4.2 Damage to Infrastructure: This can result in damage to road infrastructure like berries signs and Street light, requiring costly repair and potentially impacting road safety for everyone (Adeolu 2014.

2.4.3 Environmental Harm: This refers to the negative impacts of human activities or actions on environmental ecosystem and natural resources (Williams Can 2010).

2.4.4 Financial Penalties: This refers to the monetary consequences imposed on individuals or organization or industry standard (Wit lots).

2.5 STRATEGIES FOR EFFECTIVE ENFORCEMENT

Effective enforcement of rule setback require a multifaceted approaching.

2.5.1 Strengthening Legal Framework:

This is the process of improving and enhancing the laws regulation and institution that govern a particular area such as Rd. setbacks (Adam Witkings 2003).

2.5.2 Enhancing Public Awareness Campaigns: This refers to the process of improving and strengthening public awareness efforts to educate people about a specific issue in this case Rd. sets back. (Jonathan Gulf 2009).

2.5.3 Technology and Data Analytics: This plays a vital role in effective enforcement of rules set back by enhancing data analytics online portal ETC (Michael John 2003.

2.5.4 Clear Communication: It refers to the process of conveying information ideas or messages in a way that is easily understood by the intended audiences (John Dan 1997).

2.6 SUMMARY OF LITERATURE REVIEW

S/N	THEME/TOPIC	KEY ISSUES IDENTIFIED	SOURCES/AUTHOR
1	Definition and importance of road setback	Ensures traffic safety, beautification, and urban planning compliance	Urban planning Theories (2009) (e.g UN-Habitat)
2	Legal/policy framework	Inadequate laws or poor implementation of urban planning compliance	National urban development policy
3	Institutional challenges	Lack of co-ordination among planning authorities, corruption, weak monitoring	Akinbode (2010) Olajide (2014)
4	Public awareness	High demand for land, population growth, informal encouraging setbacks	Aluko (2013), Urban Growth studies.
5	Urbanization Pressure	Limited available land in urban centres pushes development and individual to build on setbacks	Adebisi (2013), Planning Reports
6	Enforcement issues	Lack of trained personnel, political interference, weak penalties	Agboola and Agunbiade (2009)

7	Social-economic factors	Poverty and unemployment pushing people to build illegal on setback areas	Omole (2010), World bank Reports.
8	Case studies (e.g) Lagos, Ilorin	Real life examples showing encouragements and government challenges in enforcement	NITP Journals, Urban Planning Reviews. Year 2012 (Weltman 2012)

CHAPTER THREE

RESEARCH DESIGN

3.0 Introduction

This aspect of research projects work involves locating the sources of data determination of method of collection an identification of instrument to be used in collection of data (Williams 2015).

In this project work this aspect shows the reader the way project research work has gone to collect the data and arrives at conclusion.

3.2 Research Design

The study adopts a descriptive survey research design. This design is suitable as it enables the researcher to gather information from a representative sample of the population to describe the nature and causes of the challenges faced in enforcing road setback regulations. The design also allows for the use of both qualitative and quantitative data collection methods to achieve a comprehensive analysis (Williams Krey 2015).

3.2 data types and source

The study will rely on two major types of data:

i. Primary Data

ii. Secondary Data

3.2.1 Primary Data Source

Primary data source refers to first hand information collected directly from the field. In this story, the following method would be used to gather primary data. (Dothan 2014).

i. Questionnaires: Distributed to residents business owners and road users to gather opinions on the level of compliance with rule set back regulations and challenges with enforcements.
ii. Interviews: Conducted with key stakeholders such as urban planning officials law enforcement agents and local governments authorities to gain insight into the enforcement process institutional challenges and policy issues.
iii. Field observation: Direct on sites observation of road setback violation e.g building constructed too close to roads, street trading, etc will be used to document the actual states of compliance and enforcement on the ground.

3.2.2 Secondary data source

This consists of existing information source from published and unpublished materials relevance to the topic (Fan 2015)

Source we include:

i. Urban planning and development policies e.g building, road design standards).
ii. Government reports and statistics from urban planning departments and traffic enforcement agencies.
iii. Academic journals, books, and thesis that have addressed similar topics.
iv. Newspaper articles and media reports on road encroachments and urban land use conflicts.
v. Map and planning documents showing designated road setback limits.

3.3 Instrument for data collection

These are tools our method used by researchers to gather information from respondents or sources.

The following instruments will be used.

- Questionnaire
- Interview guide
- Observation hello

These instruments together provide both quantitative data (numerical or measurable responses) and quantitative data (descriptive, detailed information, which strengthen the overall research outcomes. show my name.

3.4 Target population

The target population refers to the specific group of people that a research study is focused on those from whom data will be collected and to whom the research finding will apply. (Adam Math 2014).

i. Urban residence
ii. Business owners and St. traders
iii. Urban planning and physical development officers
iv. Traffic and law enforcement agents

This includes all individuals and groups involved in all affected by Rd. setback issue in the urban center. Abby

3.5 Sample Frame

Is sample frame is the least or source from which a sample is drawn. It includes all the elements or individuals in the target population who are eligible to participate in the study (Neiman 2016)

The sample frame is a subset of the target population from the researcher we select the sample. It ensured that the selected participants are element and can provide accurate and informed responses for the study.

1. Registered traders = 150

2. Registered business owners =100

3. Total study population = 250

3.6 $N = \frac{N}{1+N(2)^2}$

n = sample size

N = population size

e = margin of error (commonly 0.05)

if N = and e = 0.05, then

$n = \frac{250}{1+250(0.05)^2} = \frac{250}{1+0.625} = \frac{250}{1.625} = 154$

You will survey about 154 respondents.

3.7 Sample Size

Sample size refers to the number of people or unit selected from the target population to participate in a study. To determine the appropriate sample size for assessing the problems associated with the enforcement of road setback along Ahmadu Bello Way, Gambari, Ilorin, was quantitatively determined using Yamane Formular (1967). With a 95% confident interval and a 5% margin of error, the size was calculated as follows. $n = \frac{N}{1+N(e)^2}$

Where

n = sample size

N = population size

e = margin of error (commonly 0.05)

Calculation

$n = \frac{1000}{1+1000(0.05)^2} = \frac{1000}{1+1000(0.0023)^2} = \frac{1000}{1+1.25} = \frac{1000}{3.5} = 286$

based on this calculation, a sample size of approximately 286 respondents is appropriate for this study.

3.8 sampling procedure

This refers to the method used to select individuals or unit from the target population to be included in the study (Adam 2006).

Thus approach ensures that the sample size is representative, unbiased, and inclusive of all major stakeholders affected by or involved in the enforcement of road setback in Ahmadu Bello Way, Ilorin, Challenge, Taiwo, Gambari etc. example, systematic sampling.

3.9 method of data analysis

The method of data analysis refers to how the collected data will be processed, interprete, and presented in order to answer the research question, test and hypothesis. (Niclos Williams 2006).

3.9.1 Descriptive statistics for numerical data

3.9.2 Thematic analysis for narrative or opinion based data.

3.9.3 Use of charts and tables to simplify presentation

3.9.4 Possibly software tools like SPSS or Excel to assist with computation.

This mix-method approach ensures that both the magnitude of the problem and the underlying causes are well understood.

3.10 summary of data analysis for each objectives.

S/N	RESEARCH OBJECTIVE	METHOD OF DATA ANALYSIS
1	TO IDENTIFY THE LEVEL OF COMPLIANCE WITH ROAD SETBACK REGULATIONS ALONG AHMADU BELLO WAY.	DESCRIPTIVE STATISTICS [FREQUENCY, PERCENTAGE CHARTS. (MASWELL 2014)]
2	TO EXAMINE THE MAJOR FACTORS RESPONSIBLE FOR NON-COMPLIANCE WITH ROAD SETBACK LAWS	CROSS-TABULATION, THEMATIC ANALYSIS [FOR INTERVIEW] KAOTHAR (2006)

3	TO ASSESS THE CHALLENGES FACED BY GOVERNMENT OFFICIALS IN ENFORCING ROAD SETBACK LAWS	THEMATIC ANALYSIS [GROUPING RESPONSES INTO THEMES] (BOYCE & NEALE 2006).
4	TO EVALUATE THE IMPACTS OF ROAD SETBACK ENCROACHMENTS ON ROAD USERS AND URBAN PLANNING.	DESCRIPTIVE STATISTICS. [FOR USER RESPONSES] THEMATIC ANALYSIS (FOR EXPERTS VIEW)
5	TO RECOMMENDED STRATEGIES FOR EFFECTIVE ENFORCEMENT OF ROAD SETBACK LAWS	CONTENT AND THEMATIC ANALYSIS (BABBLES 2013)

QUESTIONNAIRE

DEPT. Of ESTATE MAGET. AND VALUATION,
INSTITUTE OF ENVIRONMENTAL STUDIES,
KWARA STATE, POLYTECNNIC, ILORIN.

Dear Respondent,

This Questionnaire is designed to collect information for an academic research and titled "Assessment of problems Associated with enforcement of Road setback in urban center".

All information provided will be treated with strict confidentiality and used solely for academic purposes.

Yours Faithfully

OLUFOSOKAN SAMUEL OLUWATOSIN
HND/23/ETM/FT/0117

SECTION A: Demographic information

Please tick appropriate option.

1. Age:
   18-25 26-35 36-45 46 above
2. Gender:
   Male Female Prefer not say
3. Marital status
   Single Married divorce widowed
4. Educational qualification:
   Primary Secondary OND/HND B.SC
5. Occupation:
   Civil servant trader student other
6. Length of stay in the area:
   Less than 1years 1-5years a 6-10years over 10years

SECTION B: Knowledge and awareness

7. Are you aware of road setback regulations in the area:
   Yes No
8. Do you believe road setbacks are important in urban planning?
   Yes No Not sure
9. What do you think are the main purposes of road setbacks?
   Road expansion pedestrian safety drainage systems beautification
10. How effective is the enforcement of road setback in the area?
    Very effective moderately effective not effective no enforcement
11. What are the major problems hindering enforcement?
    Corruption among enforcement officers political interference lack of public awareness weak institutional framework resistance from property owners others
12. Have you witnessed or experienced any demolition due to road setback violation
    Yes No

13. In your opinion, who should be responsible for enforcing setback?

☐ Town planning authorities ☐ local government ☐ state government ☐ community leaders

14. Do you think residents are willing to comely with road setback regulations?

☐es ☐ n☐sure

15. What would encourage better compliances?

☐Public education ☐ir enforcement ad☐ate compensation for demolition stronger penaltie☐r defaulters

16. What is the approximate distance between your building and road?

17. Is your building located within the approval setback limited

☐es ☐ N☐sure

18. Has any government agency ever assessed your building for setback compliances?

☐es ☐

19. Where you aware of the road setback requiment before construction

☐es ☐

20. Did you obtain building approval before construction?

☐es ☐

21. Here you observed any environment issues related to building constructed for close to the road?

☐es ☐

22. What are the environments challenges are associated with the setback violated in the area?

☐or air circulation fl☐ing was☐anagement issue

23. What are your suggestions to improve the enforcement of road setback regulations in urban centers?.

CHAPTER FOUR

4.0 INTRODUCTION

This chapter focuses on the presentation analysis and interpretation of data collected from the study area concerning the enforcement of Rd. setback regulations in urban centers.

The objective is to critically assess the current level of compliances identify the challenges injuring enforcements and interpret the findings in relation to the research questions and objectives.

These chapters also draws attention to pattern and trend that's emerge during the survey and interviews aiming to uncover the roots causes of non compliances and institutional weakness.

The data presented in the charter were obtained from a combination of sources, including structured questionnaires administered to residents interviews with urban planning officials, And direct feed observations. the results are organized thematically to provide clarity and coherence and they are supported by tables and figures when necessary. Interpretation and discussion of findings are interwoven with the data presentation to provide depart insights into the problem under investigation.

4.1 DATA PRESENTATION, AND INTERPRETATION OF RESULT.

This section provided comprehensive presentation and critical analysis of the primary data collected during the study. It includes detailed interpretation of the results in light of the studies objectives, supported by statistical summaries and qualitative insights.

4.2 Social demographic characteristics or restore respondents

Understanding the social demographic profile of respondents right contest for the perspective on route setback enforcement.

Table 4.1: Administration of Respondents

Age group	Frequency	Percentage %
18 – 25 Years	20	20
26 – 35 years	40	40
36 – 45 years	30	30
46 years and above	10	10
Total	100	100

Source: Field Survey, 2025

Interpretation:

The table above referred that the majority of residents 40% fall within the age range of 26 to 35 years followed by 36 to 45 years 30% these two groups represent the active working class and are more likely to be involved in property development or occupancy making their opinion highly relevant to issues surrounding urban planning and road set back regulations. the age group 18 to 25 years account for 20% of respondents while only 10% all into the age of 46 and above category. this distribution shows that most feedback is coming from individual likely to be directly impacted by enforcement of planning laws.

Table 4.2: gender distribution of respondents

Gender	Frequency	Percentage (%)
Male	58	58
Female	42	42
Total	100	100

Source: field survey 2025

Interpretation:

The study had fair gender representation with more male respondents (58%) than female (42%) ensuring a balanced perspective.

Table 4.3: length of stay in the Area.

Duration	Frequency	Percentage %
Less than 1 year	10	10
1 – 5 years	25	25
6 – 10 years	35	35
Above 10 years	30	30
Total	100	100

Source: field survey 2025

Interpretation:

Majority of the respondent (65%) have lived in the area for over 5 years, indicating good knowledge of local development and enforcement issues.

Table 4.4: awareness and perception of road setback regulations

Response	Frequency	Percentage %
Yes	40	40
No	60	60
Total	100	100

Source: Field Survey 2025

Only 40% respondents are aware of road setback regulations, which suggest a lack of effective public enlightenment.

Table 4.5: Believe in road setback

Response	Frequency	Percentage %
Yes	15	15
No	85	85
Total	100	100

Source: Field Survey 2025

Interpretation:

A majority of respondents (85%) believe that road setback are not importance to urban planning, reflecting public support for improper land use control.

Table 4.6: enforcement and compliance issues effectiveness of enforcement

Response	Frequency	Percentage %
Very effective	10	10
Moderately effective	20	20
Not	70	70
Total	100	100

Source: Field Survey 2025

Interpretation:

Enforcement is perceived as ineffective by 70% of respondents, highlighting in weak regulatory environment.

Table 4.7: Problems hindering enforcement of road setback regulations

Response	Frequency	Percentage

Corruption among enforcement officers	30	30
Political interference	20	20
Lack of public awareness	25	25
Weak institutional framework	15	15
Resistance from property owners	10	10
Total	100	100

Source: Field survey 2025

Interpretation

Corruption among enforcement officers (30%) is the most cited problem hindering enforcement of road setback regulations, followed by lack of public awareness (25%) and political interference (20%). These factors suggest a compromised and inefficient enforcement system. The presence of a weak institutional frame (15%) and resistance from property owners (10%) further highlight the systemic and social challenges affecting compliance. Effective reform will require strengthening institutions, increasing transparency and improving public educational.

Table 4.8: Experience of demolition due to road setback violation

Response	Frequency	Percentage
Yes	45	45
No	55	55
Total	100	100

Source: Field Survey, 2025

Interpretation:

Above 45% of the respondents have either witnessed or personally experienced demolition due to road setback violations, while 55% have not. This indicates that enforcement through demolition does occur but not uniformly. It may reflect selective or inconsistent enforcement practices in the area, which could affect public perception of fairness and deterrence.

4.9: ASSESSMENT BY GOVERNMENT AGENCY FOR SETBACK COMPLIANCE

Response	Frequency	Percentage
Yes	35	35
No	65	65
Total	100	100

SOURCE: Field Survey, 2025

Only 35% of the respondents stated that a government agency have assessed their building for setback compliance, while 65% have never been assessed. This reflects a major gap in monitoring and enforcement by planning authorities.

It implies that a significant number of developments are unregulated which could contribute to prevalence of road setback violations in the area.

Table 4.10 environmental challenges associated with setback violations

Environmental challenges	Frequency	Percentage %
POOR AIR CIRCULATION	30	30
FLOODING	45	45
Waste management issues	25	25
Total	100	100

Source: Field Survey 2025

Interpretation:

The most common environmental challenge is caused by setback violations is flooding by 45% which result from blocked drainage channel and overbuilt roadway poor air circulation 30% also possess the at risk in overcrowded areas due to close building proximity. Additionally, waste management issues 25% emerge from the lack of space for proper disposal infrastructure. These challenges highlight the environmental consequences of poor enforcements of setback standard in urban areas.

CHAPTER FIVE

SUMMARY OF FINDINGS, CONCLUSION AND RECOMMENDATIONS

5.0 Introduction

This chapter summarizes the major findings from the data analysis presented in Chapter Four. It draws conclusions based on those findings and provides actionable recommendations aimed at addressing the identified problems related to the enforcement of road setback regulations in the study area.

5.1 Summary of Findings

Based on the responses from the administered questionnaires, the following key findings emerged:

1.Gender and Age distribution:

This shows that 58% of respondent were male while 42% were female . For example in table 4.1 shows that majority of respondent fall within 26-35 (40%) and 36-45(30%) age brackets.

2. Length of stay:

Majority of the respondent had lived in the area for a significant period with 35% staying between 6-10 years and 30% over 10 years . For example in table 4.3 shows that 35% of respondent have lived in the area for 6-10 years and another 30% have lived for over 10 years .

3. Low Awareness of Road setback Regulations: Majority of the respondent are not aware of road setback.for example in table 4.4 , 60% of the respondent are not aware of road setback.

4. Low importance is placed on setbacks: In table 4.5 shows that 85% of respondent do not consider road setback to be important while 15% believe that are essential in urban planning.

5. Ineffective enforcement: In table 4.6 shows that 70% of respondent believe enforcement of road setback regulations is ineffective, pointing a major institutional and structural gaps.

6. Key problems hindering enforcement: The research identified several challenges affecting the enforcement of road setback regulations in the study area.For example in table 4.7 , corruption among enforcement officers accounts for 30% of the reported problems, followed by political interference at 20% and lack of public awareness at 25% include a weak institutional framework 15% and resistance from property owners 10%.

7. Demolition experience: The study sought to find out whether respondent had personally experienced such demolitions. For example in table 4.8, 55% of the respondent have not personally witnessed or experienced any demolitions related to road setback.

8. Lack of Building assessment:

Another major findings from the research is the lack of proper government assessment of buildings for setback compliances. For example in table 4.9 shows that 65% of respondent reported that their buildings have never been assessed by any government agency.

9. ENVIRONMENTAL CHALLENGES IDENTIFIED:

This highlighted critical environment issues that result from the violation of road setback regulations. For example table 4.10 shows that 45% of respondent identified flooding as the most prevalent environmental challenges.

5.2 Conclusion

The study reveals that the enforcement of road setback regulations in the study area is largely ineffective, despite public support for the concept of setbacks. This ineffectiveness is rooted in systemic issues such as corruption, weak institutions, and political interference, as well as social resistance and lack of awareness.

The consequences of this failure are evident in environmental degradation - including flooding, waste accumulation, and poor ventilation.

5.3 Recommendations

Based on the findings of this research, the following recommendations are made:

1. Public Sensitization Campaigns: Government and NGOs should launch awareness programs to educate the public on the importance of complying with road setback standards.

2. Strengthen Enforcement Institutions: Urban development and physical planning authorities should be better equipped - both in terms of manpower and logistics - to carry out routine inspections and enforcement.

3. Tackle Corruption Among Officials: There must be accountability mechanisms to monitor and discipline corrupt practices within enforcement bodies.

4. Establish a Transparent Building Approval System: A clear and accessible building approval process will reduce illegal constructions and encourage compliance.

5. Community Involvement: Local community leaders and residents' associations should be involved in promoting compliance with

planning laws.

6. Deploy Technology in Monitoring: there must be in need of using digital tools and system to track, evaluate activities across sectors.

7. Review Existing Policies and Laws: Outdated urban planning laws should be reviewed and updated to reflect current realities and enforceability.