

ISSUES, CHALLENGES AND INTERVENTION ON TRANSPORTATION SYSTEMS IN THE CONSTITUTIONAL CONFERENCE REPORT 2014

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Abstract

Transportation infrastructure, including roads, bridges, rails, airports, seaports and the like, significantly contributes to Nigeria's prosperity. Transportation planning is a fundamental component of sustainable development, particularly in developing regions burdened by infrastructural deficits and institutional constraints. The Transportation planning intervention strategies focused on regions like Gusau (Kaura-Namoda)-Funtua. Zaria-Kaduna-Kano, Bauchi-Gombe-Damaturu-Maiduguri and Jimeta-Mayo-Belwa-Jada-Ganye-Toungo corridors. The objectives of the study identified strategic solutions to prevailing transportation challenges. The study embarked on a comprehensive review of secondary data, including peer-reviewed academic literature, policy documents, and relevant case studies. Findings reveal that the transportation network in the study areas is predominantly road-based, yet suffers from congestion, poor maintenance, and inadequate connectivity. Rail transport is significantly underutilized, despite its potential to support freight and intercity movement. Water transport, particularly viable in riverine zones, remains largely neglected, while air transport is limited by high costs and infrastructural inadequacies. This paper explores how the intervention and incorporation of transportation system in the constitutional conference report could improve infrastructure performance. In conclusion, the study advocates for a systemic, multimodal, and adaptive transportation planning model, modernization of transport infrastructure, integration of land use, reform of policy frameworks, promotion of sustainable and inclusive mobility, active stakeholder engagement, It recommends to improve intervention on physical and social infrastructure, institutional capacity enhancement, technological adoption, and inclusive governance as critical steps toward improving regional mobility, reducing spatial inequalities, and supporting broader socio-economic development goals. Other recommendations include the need the need for actualization of the principle of integration and intervention among the constitutional conference committee members in key sectors and The Town Planners Registration Council (TOPREC) and Nigeria Institute of Town Planners (NITP) will be integrated, incorporated, and intervene in Transportation Master Planning document of constitutional conference report (2014) which may be passed into law to prevent the abuse of the planning profession globally.

Keywords: Infrastructure, Transportation, Intervention, Incorporation, Challenges, Constitution, Conference, Technology

Introduction

Transportation infrastructure significantly contributes to a nation's prosperity by facilitating workers' access to employers, consumers' access to shopping and leisure activities, and firms' access to capital, labor, and potential customers. The transportation sector has generally provided the vast amount of a nation's infrastructure—roadways, waterways, railways, and airways and expanded it to satisfy users' growing demand for transportation. But as demand has increased and aging infrastructure facilities have required ever-greater funds for maintenance and new construction, capacity has become increasingly strained, and travelers and shippers have experienced more congestion and delays. Policymakers have tried to find new sources of money to finance projects to expand capacity, but congestion and delays have persisted.

The Nigerian transportation sectors, all transport investments need to be subject to careful analysis to ensure that the benefits, net of the costs, meets appropriate investment criteria and represent value for money, while policies and plans are practical and sustainable (Zhao, et al. 2020). The Government's policy objectives should address how the demographic and economic trends will affect future transport demand and their implications of the twentieth century, aging the population, rising fuel price increasing urbanization improving travel option. This paper will discuss the roles of Town Planners in respect of transportation policies, planning procedure in constitutional conference report, (2014) and how it can respond to these changes demands. The Town Planners Registration Council (TOPREC) and Nigerian Institute Of Town Planners (NITP) these professional bodies play a role of *intervention* and create the future, so it is important that we consider the overall context of long planning decisions, good planning does not simple extrapolate trend, it investigate underlying factors that causes change and with a view to raising the standard of living of its citizens. In pursuance of this, the paper present the intervention as an act of God and ultimate purpose of Urban and Regional Planning profession (Ibn Sina, 2005).

it also expounds the rational incorporation, review development/prosperity/happiness measures placing the roles in their respective developmental status in global perspectives. The choice of these cardinal area of issues, challenges and intervention on transportation systems in the constitutional conference report 2014, has been based on nothing but their relative importance: Man's continuous existence on earth or in any settlement is a function of that environment; the joy of continuous existence as well as the pride and hope of dwellers on a given settlement are all functions of the physical and socio-economic environment of the settlement.

Infrastructure is the basic physical and organizational structures needed for the operation of a society like industries, buildings, roads, bridges, health services, governance and so on. It is the enterprise or the products, services and facilities necessary for an economy to function. Infrastructure can be described generally as the set of interconnected structural elements that provide framework supporting an entire structure of development. Achieving a set of objectives through research questions in transportation system, it is an important term for judging a country, region or state's and individual's developments/status.

The term typically refers to the technical structures that support a society, such as roads, water supply, sewers, electrical national grids, telecommunications, and so forth, and can be defined as "the physical components of interrelated systems providing commodities and services essential to enable, sustain, or enhance societal living conditions" (Fulmer, 2009). Viewed functionally, infrastructure *facilitates* the production of goods and services, and also the distribution of finished products to end-users (markets), as well as basic social services such as schools and hospitals; In military parlance, the term refers to the buildings and permanent installations necessary for the support, redeployment, and operation of military forces (Department of Defense Dictionary, 2005). The Challenges of Infrastructure Development in Democratic Governance FIG Working Week (2012) knowing to manage the territory, protect the environment, evaluate the cultural heritage. Governance can be described as "the total ability to organize, synthesis and direct the various actions

of the working parts of government machinery in order for such government to perform meaningfully.

Aim and Objectives

The aim of this paper is to review issues relating to challenges in transportation system in Nigeria

This research questions answer following objectives:

- i. What is the current condition of transportation infrastructure in the study areas?
- ii. What are the major challenges affecting transportation systems in these corridors?
- iii. How does the state of transportation infrastructure affect spatial planning and development?
- iv. What planning and policy interventions are required to enhance sustainable transportation systems?

The objectives were set for the study:

- i. To describe the nature of transportation systems in Nigeria in general and Northeast in particular.
- ii. To review the transportation policy and framework in the constitutional conference report
- iii. To find out the environmental, social and economic impacts of the transportation system in particularly air, land (road and rail) and sea /water in Nigeria.
- iv. To proffer appropriate planning recommendations which will enhance significant overall positive transportation systems of Nigeria in the constitutional conference report.

The Town Planner making a case for evidence base on infrastructure development intervention in the constitutional conference report with a view to raising the standard of living of its citizens. In pursuance of this, the paper present intervention as an act of god and the ultimate purpose of the Urban and Regional Planning Profession. The paper further identifies intervening strategies and intervention policies as well as the principles of intervention. Consequently, the paper underscores the need for intervention in the infrastructure development situation bearing in mind evidence based on constitutional conference reports and other economic issues.

Infrastructure Development and Intervention Strategies for Transportation Planning

The Planning Intervention Strategies for Transportation Planning outlines essential strategies for modern transportation planning, focusing on sustainable development, economic vitality, and social inclusion. It highlights the need for infrastructure modernization, integrated land use and transport planning, providing a comprehensive overview of contemporary transportation planning challenges and solutions.

The key issues include:

i. Infrastructure Modernization and Upgrading

The importance of continuous investment in transport infrastructure to meet rising travel demands and reduce congestion. It emphasizes upgrading roads, bridges, rail lines, and intermodal terminals to enhance connectivity and reduce transport-related costs (Smith & Zhao (2021) and (Kumar et al. (2020).

ii. Integrated Land Use and Transport Planning

Chen et al. (2019) and Lee & Park (2022) revealed that there is need to align land use patterns with transportation networks through Transit-Oriented Development (TOD). This approach supports mixed-use development around transport hubs, minimizes urban sprawl, and fosters walkable communities.

iii. Use of Geographic Information Systems (GIS)

GIS is a tool for spatial data analysis, mapping, and route optimization Garcia & Flores (2023) and Wang et al. (2021) for supporting and enhancing transport planning by identifying service gaps and managing assets in real-time.

iv. Policy and Institutional Reform

Johnson & Ahmed (2020) affirmed that there is need for strategic reforms to build institutional capacity and align policies across different levels of government. It highlights the role of public-private partnerships (PPPs) in mobilizing funding and expertise (Mwangi et al.2022).

v. Multimodal Transport Integration

Patel & Singh (2021) and Torres et al. (2023) Asserted that integration of road, rail, air, and water modes is discussed as a means to enhance system efficiency and ensure seamless logistics. Also emphasizes the role of water transport in complementing road infrastructure.

vi. Sustainable and Inclusive Transport

Sustainability and inclusiveness are key themes Zhao et al. (2020) focusing on low-emission vehicles, non-motorized transport, and climate-resilient infrastructure. UN-Habitat, (2021) study stresses equitable access for all users, including vulnerable populations.

vii. Community Participation and Stakeholder Engagement

Martinez & Lopez (2019) highlights the importance of engaging communities and stakeholders to improve project outcomes and ensure transport systems meet local needs. Participatory approaches enhance transparency and ownership (Singh & Kumar, 2022).

viii. Monitoring, Evaluation, and Adaptive Management

Robust monitoring and evaluation frameworks are essential for assessing transport intervention performance. The importance of adaptive management is highlighted through regular feedback and data-informed adjustments (Nguyen & Tran (2021) and (Lee et al. (2023).

Planning and the Genesis of Intervention

Beginning from the very beginning, Town Planner declares that God is an intervener and that the Urban and Regional Planner is His imitator (Rogers et al. 2015). From Day one, God has been intervening in the course of events of the universe. He placed man in the Garden of Eden to manage it, but man fouled it. He intervenes and has been intervening (Madueme, 2019). The Urban and Regional Planner has been a major hand of God in the intervention process. Indeed, planners cannot be non-interventionist, because planning is intervention by design (East Riverside Workshop, 2011). In the words of Campbell and Faintestain (1996),

“Planning is intervention with an intention to alter the existing course of events. The timing and legitimacy of planned intervention therefore becomes questions central to planning theory”. Also view that “Indeed, the ultimate aim of planning is intervention to change the given socio-environmental ordering in a certain manner. Like any intervention, this is a violence act, it erases at least partly what is there in order to erect what is new and different”.

Whenever people are unsatisfied with the existing situation and there is a desire for betterment or an alternative line of action rather than keeping the status quo, it can be presumed that planning is taking place, and that indeed is intervention. Planning has then been defined primarily as a way of thinking about social and economic problems planning is predominantly oriented toward the future,

is deeply concerned with the relation of goals to collective decisions and strives for comprehensiveness in policy and programme (Glasson, 1978, Ilesanmi, 1998).



Plate1: The urban transportation in US



Plate2: The urban transportation in Kano

Source: Field Survey 2015

Whenever these modes of thought are applied, there is a presumption that planning is being done. And whenever solutions, particularly physical environmental solutions are being sought; an intervention process is on course. Thus, the planners are an intervener. The better imagined than experienced without professional interventions. The fly over were originally multiple accident points but for planned interventions, the cherished tourism sites were but wild until the planners intervened etc. consider how the introduction of water supply borehole, solar powered energy source; school or clinic can reduce daily distance traveled in a rural community and improve the unsatisfactory livability (Alcott and Rogers 2014). The planned infrastructure a fundamental facilities and systems serving a country, city or area) are what make a settlement to functions well (Veenhoven, 2021). The point here is that the chaos is anticipated, a desirable goal is set alternative solutions advanced and the most acceptable alternative is chosen before all other actions are implemented: That is planning and indeed it is intervention in action.

The Intervention Concept

Generally, intervention is understood to mean act of deliberately entering into a situation in order to influence events or prevent undesirable consequences. (Gollwitzer et al, 2006). Positive Influence and prevention of undesirable consequences are our interest here. These may be direct or indirect and to context, infrastructure intervention. Interventionism is a political interference or military involvement by one country in the affairs of another. It is also an action by a government to influence and improve the country's economic situation or some aspect of it (Thaler et al, 2008).

The Guinness Book of Records is adorned with names of people who intervened in their worlds – be it in science, technology, medicine, arts or music. To be earth-worthy is to influence the course of events for the better, after all, our goal in life should be to leave the stage better than we met it. That is the intervener's real meaning of development. Philosophically still, the essence of successfully crossing a stream is not just to lay a historical claim but to tell our story so that all who would successfully navigate the stream will sail safe via the safe routes we have found. Such is the principle of intervention; lest others get lost when we ought to have shown them the way. Intervention has been used in this paper a very wide sense particular interference, involvement, mediation and intermediation in improving the living condition in cities, towns and villages of Nigeria; it has not been limited to the provision of fund for a specific purposed only or mere advocacy for a particular line of action. It is rather an all-embracing process beginning with the anticipation/contemplation to the executive and sustainability of a development agenda to make our world better than we met it. Advocacy raises awareness but fund provision is nothing if not well channeled. Planning believes in dreaming dreams both small and great and seeing the dreams come through.

Rationale for Intervention

We intervene because we want development. The human fingers mirror the human society in which there are the haves and the have not's. While celebrating the glories of our Billionaire Quarters, the

affluence to the rich and the satisfaction of the well-to-dos, there are situations of human miseries and disparities in the slums, ghettos and villages. There is the developed and the underdeveloped, the rich and the poor, as well as the wealthy and the impoverished in the society. There is an ever-widening gap between the haves and the have-nots resulting in the rich getting richer and the poor getting poorer! We intervene to bridge this gap, i.e. to meet needs and thus bring about development, growth and progress.

Development brings about the satisfaction of human needs and aspiration; and sustainable development requires meeting the basic needs for all and extending to all the opportunity to satisfy their aspiration for better life (Rahman, 1991). Simply put, it is believed that a settlement is developing when poverty, unemployment, inequalities and dependence have declined from high levels. We intervene because this four-headed monster exist; under development. We intervene because single urban families with their family doctors, there are several villages without the minimally qualified health worker. Whereas potable water is available to irrigate the urban gardens, the basic pre-occupation of many village women and children is fetching water from distant places every morning; and whereas the urbanites warm or cool their houses with electricity, the villager depends solely on the firewood to survive. Such disparities, when passionately thought of and appropriate actions devised to interfere, intervention is simply being carried out. It is to correct imbalances, bring in justice and equity and to reduce if not eliminate the manifestation of human miseries, gender disparities and unjustifiable class distinction. We intervene to raise the standard of living, enrich the quality of life, boost livability, extend welfare and indeed achieve growth, progress, sustainable development and overall prosperity, especially of the under-privileged. In an attempt to properly place the accent of development where it belonged, the view of the National Planning Ministry of Nigeria (1980, pp20-21) as quoted by Koinyan (1990) is relevant:

True development must mean the development of man – the unfolding and realization of his creative potential, enabling him to improve his material conditions of living, through the use of resources available to him. It is a process by which man's personality is enhanced; and it is that enhanced personality-creative, organized and disciplined – which is the moving force behind the socio-economic transformation of society. It is clear that development does not start with goods and things; it starts with people - their orientation, organization and discipline. When the accent of development is on things, all human resources remain latent untapped potentials and a society can remain poor amidst the most opulent material resources. On the contrary, when a society is properly oriented, organized and disciplined, it can be prosperous on the scantiest basis of natural wealth.

The strategies for African development which Asante, (1991) summed up as human capital development. Although the focus is development, growth and progress are also key issues for the development planner, Boudeville (1966:168-169) is distinguished in differentiating the three concepts: Growth is merely a set of increases in quantities produced; development is growth plus a favorable change in production techniques and in consumer behaviour; progress is development plus a diminution of social tensions between groups within a society. Growth has rather been portrayed as the harbinger of development; the factor with which development can be perceived. Recognizing the place a progress therefore, the United Nations Development Programme (UNDP) publishes an annual mirror of the world called The Progress Of Nations. Other modern measures of development and prosperity are focusing on progress or sustainable development; a term commonly defined as economic and social development that meets the needs of the current generation without undermining the ability of future generations to meet their own needs. It is expected to be:

- 1) Socially desirable – fulfilling people's cultural, material, and spiritual needs in equitable ways.
- 2) Economically viable – paying for itself, with costs not exceeding income.

3) Ecologically sustainable – maintaining the long-term viability of supporting ecosystems.

Sustainable development will entail integration of these three objectives where possible and making hard choices and negotiating trade-offs between objectives where integration is not possible. These negotiations will be greatly influenced by factors such as peace and security, prevailing economic interests, political systems, institutional arrangements, and cultural norms. Although there are diverse ways of understanding development because of our professional differences, sustainable development is highly prized in all disciplines. Nyerere, (1968) is quoted as saying development is the development of people; improvement of roads, buildings, increase in the number of schools can be regarded as development only if these buildings can be, and are being, used to develop the minds of understanding of people.

Problem of Intervention

There are several regrets associated with various intervention projects. In the light of these problems, Gunning (2006) is of the view that donors are becoming increasingly interested in establishing rigorously whether the aid they provide to developing countries is effective. Most evaluation works he reviewed (Duflo, 2005; Esterly, 2006; Ravallion, 2001) used macro (national) economic indicators to establish that the impact of bottom-up approach in his paper to establish that the impact of development assistance is felt at the micro level. This work suggests that effectiveness is better measured on the individuals rather than the nation since development aids squandered by a part of the system may not show on the individual. This sums up what woes have befallen several

The Nature of Infrastructures in Nigeria

Infrastructure development is one of the bases of assessing the achievements of democratic leaders and it is the foundation of good democratic governance. Agitation for infrastructural development is higher in democratic government than in military dictatorship or compared to developed countries. This is because the resources for provision of infrastructure are always scarce. Ethnic-interest agitation and lobbying are common things in democratic governance in developing countries. This is why the Office of Government Commerce (OGC) in United Kingdom, advised that infrastructure project initiation should be done by an office specifically established to do this job. (P30, 2008). The Infrastructural report of Nigeria just like any third world country is nothing to write home about. The housing situation is in a sorry state both quantitatively and qualitatively (Agbola, 1998; Ajanlekoko, 2001; Nubi, 2000; Onibokun, 1996 Oyedele, 2006).

Most infrastructures are now decayed and need repair, rehabilitation or replacement. Government is the system that plans, organizes, controls and supervises the people who are resident in an area in order for all to have conducive environment for living and a sense of belonging. Governments have the power to put in place all measures that it deem fit will make an environment beneficial for living for everybody. Infrastructure development in democratic governance is more challenging because of the accessibility of people to government and involves identifying the right project, carrying out feasibility and viability studies and embarking out physical development of the project.

The challenges are numerous and include finance, technology for development, maintenance and design. The challenges also include quality requirements of projects to meet international standard and to be sustainably developed. Projects must meet the carbon emission standard set by international organizations like International Standard Organization. TS01C – Construction Economics and Management I, 6119 4/15 Olufemi Adedamola Oyedele.

The Challenges of Infrastructure Development in Democratic Governance FIG Working Week 2012 Knowing to manage the territory, protect the environment; evaluate the cultural heritage Rome, Italy, 6-10 May 2012 Settlements must be bio-diversified with co-habitation of other animals and plants and natural environment must be conserved for sustainable development and so on. Tradesmen and other technical human resources needed for infrastructural development are scarce because of lack of training and motivation. "As a result, many professional people, tradesmen and

senior managers are immigrating to other countries” (Robbins et al, 2009). Because of fast money, most youths that supposed to learn a trade are now “commercial bicycle riders”.

The numerous challenges have not been tackled as they should. Nigeria’s lack of basic infrastructure to facilitate sustainable development and trade – both regionally and globally – and to ensure competitiveness is already known by all. In particular, for the large number of local governments, especially the rural ones, the dwellers produce have no access to markets and are not stored, hampered by weak transport and energy infrastructure.



Fig. 1: Nigeria Showing Rail, Road, Water and Air Transports.

Source: www.mapsofworld. 2014



Plates 3: Mayo-Belwa, Jada, Ganye, Toungo Trunk 'A' Road,

Source: Field Survey, 2015

The key elements in this approach are provision of infrastructure through:

- (a) Empowerment of people
- (b) Development of an administrative process, which responds to the needs of the people
- (c) Human growth and wellbeing
- (d) Equality
- (e) Self-reliance

- (f) Participation and
- (g) Sustainability.

White (1987: 60) argued that sustainability is a measure of lasting quality in development programmed. An infrastructural development programme can be sustained by creating a felt need among beneficiaries about the efficacy of the programmed, developing institutions which continually adapt, providing (or self-generating) resources and building support among political elite and community groups.

Intervention Principles, Strategies, Techniques and Best Practices

Intervention works best when there are needs i.e. felt need, when recipients are cooperative, when it is not just development from above but home grown, when the intervention is a foreign ideas but has been appropriately communicated, when the community owns the development project, when appropriate technology is being utilized. Briefly put, the first principle of intervention is to recognize the centrality of power. Community empowerment and ownership should be the main goal of interventions. Individuals and communities become empowered by gaining knowledge about specific issues, communicating about issues of common concern, making decisions for themselves and negotiating power relations. A second key idea is to integrate the top-down and bottom-up approaches. The first wave of development utilized the top-down approach and has been heavily criticized giving birth to the bottom-up approach. After the pendulum swung from government-led to community-based approaches in the 1970s and 1980s, there has been a growing realization that top-down and bottom-up communication strategies are necessary to tackle a host of problems successfully.

Appropriateness of Intervention whether initiated top-down or bottom-up is key to community participation (Garta and Ilesanmi, 2008). It should involve appropriate technology, which is affordable or with justifiable cost, culturally acceptable and sustainable. A perception of waste can send a wrong signal to the would-be beneficiaries. Intervention rationale should be appropriately communicated through the multimedia and interpersonal communication activities. Good intentions may be frustrated if portrayed in bad light. Interpersonal communication is fundamental in persuading people about specific beliefs and practices such as mothers' decisions to vaccinate their children, adopt hygiene practices, and keep communities clean. It is also important to incorporate approaches that focus on individual and environmental factors in understanding the role of behavior change communication. Changes in behavior and social conditions cannot be addressed only by targeting personal or contextual factors but, rather, need to be sensitive to both in order to understand problems and design solutions. This idea has been particularly relevant in behavior change programmes which have gradually moved away from individual-centered approaches to a multi-prong approach that considers environmental factors that are affecting individual behavior. Another issues is the sustainability of development projects. 'Sustainable development' features prominently on the agenda of donors and agencies, referring to development actions that out communities at the centre and have long-lasting impact. It is not the best if intervention projects show good results only as donors regularly inject funds. As Michael,(1999:83) in Waisbord,(2002) eloquently outs it, Wining short-term gains on the basic of heavy external inputs is not difficult, what is difficult is us them against the background of weak politics fragile economics, and limited capacities for implementation.

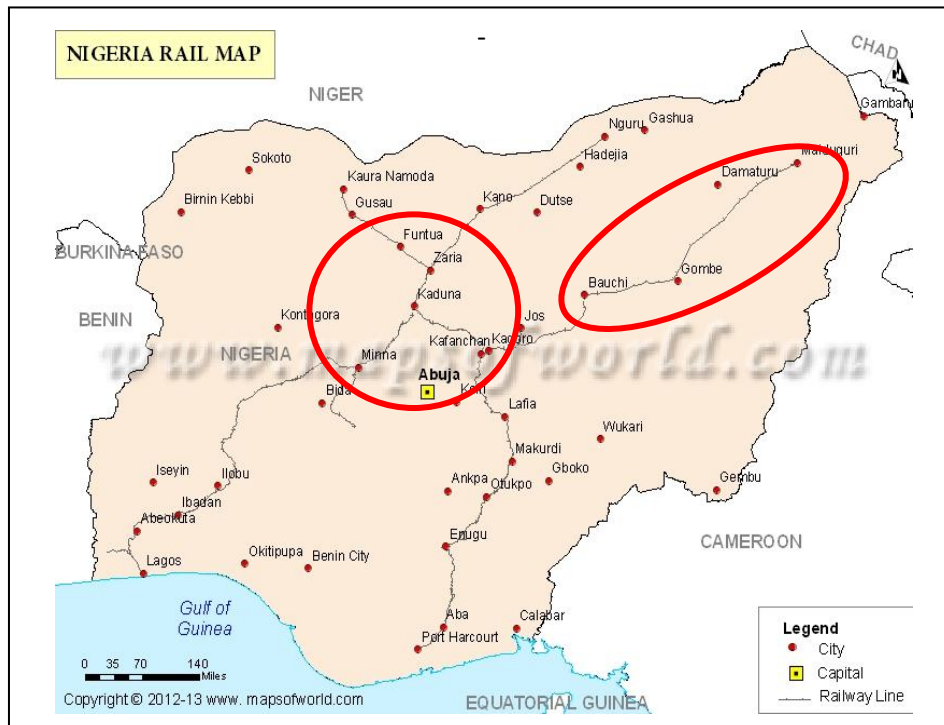


Fig. 2: Nigeria Rail Showing Kaura-Namoda (Gusau) Funtua, kaduna, Zaria Kano and Bauchi, Gombe, Damaturu, Maiduguri Railway Route.
 Sources: www.mapsoftworld.com.

A Review of Railway Transportation System

This seems to have been strangled due to lack of political will to implement its progressive policies for urban safety, convenience, security, aesthetics and wellbeing of the urban growth. The Town Planner referred to the rail network and trans-national highway planned reported that still being required by regional road transport programme to finish the work and that efforts were still on to rehabilitate the existing rail lines and interconnect their railway network as per established railway master plan for countries-latent intervention potentials requiring action.



Plate 4a: Gusau (Kaura-Namoda), Funtua, Zaria railway line
 Source: Field Survey, 2015



Plate 4b: Bauchi - Maiduguri (Jere) railway line
 Source: Field Survey, 2015

The challenges of infrastructure development in constitutional conference report 2014

The demand surpasses the supply and finance that will stimulate rapid provision is not there. Due to wide gap between provision and needs, the leadership classes are in arrears in all sectors. The political situation is not encouraging to foreign investors because the Dana air crash in June, 2012 and the recent one at near Modibbo Adama University of Technology, Yola –Nigeria the difficulties

expressed in accessing the crash site are eloquent pointer to the need for planning, urban safety and security cannot be guaranteed without adequate monitoring of urban growth.



Plate 5: A Plane Crash Near Kabiru Umar Hostel at Mautech ,Yola –Nigeria 2014

Governments do not set the priority right in infrastructure development. Projects are supposed to meet objectives, but in most cases, projects embarked upon are white elephant projects. Good governance will be the only antidote that can bridge the wide gap. Secondly, good governance promotes accountability, reduces corruption and therefore minimises resource wastage through inefficiency. And finally, good governance ensures stability (economic and political) and reduces the level of risk associated with large and lumpy infrastructure investments. This in turn facilitates the mobilisation of both public and private sector financing resources that are critical for infrastructure development. The President of federal republic of Nigeria, Minister for economic, infrastructure, agriculture and the President of Nigerian Institute of Town Planners (NITP) and Town Planners Registration Council (TOPREC). Called for an institutional framework that will endure prioritization, harmonization and coherence in the implementation of programme for infrastructure development intervention in Africa

The Town Planner revealed that God is an intervener and that the Urban and Regional Planner is his imitator in the intervention process. If God has not intervened in the course of man's history. The Guinness book of records is adorned with names of people who intervened in their word be it in science, technology, medicine, arts or music. To be earth worthy is to influence the course of events for the better, after all, our goal in life should be to leave the stage better than we met it. That is real development. The essence of successfully crossing a stream is not to lay a historical claims but to tell our story so that all who would successfully navigate the stream will sail safe via the safe routes we have found. Such is the principle of intervention, lest others get lost when we ought to have shown them the way.

Ours is an intervening profession. We intervene to bridge gaps, correct imbalances, bring injustices and equity, boost livability and effectual sustainable development, growth and progress. We ultimately intervene to achieve the overall prosperity and happiness of all especially raising the under-privileged from miseries and woe. Whatever is at the back of the minds of those who advanced the push or pull factor, take off, backward integration and counterpart funding, intervention is readable therein and indeed and initial assumption that certain groups or

communities may linger longer than necessary in penury without intervention is the key to all these principles used in urban and regional planning. Although happiness rating can change within a short time as we see between 2009 and 2012. Global Finance infrastructure development intervention is indispensable in this regard.

The metaphor of intervention being applied in our generation is becomes helpless, the man with life jacket waits for the helpless and drunken man. Sometimes he survives and at some other times he passes on. TOPREC, NITP and other intervening agencies will hopefully consider timelessness as a factor in their intervention efforts before the drowning man dies. It is hoped that TOPREC council will encourage the conference committee, good governance, innovation, human capital development and personal freedom in its committee member and not wait for TOPREC to move in when the nation is already drowning. Conversely too, whereas, interveners mean for the ailing recipient communities, to carry the load of development to the head of the community is just assistance. If the recipient refuses to land the load on his head too bad.

There is no gainsaying the fact that we shall always have the poor infrastructures in and around us, it is however suicidal to overtly trust our lives to aids, donations, support, assistance and development from above. Such lazy and indolent disposition unnecessarily increases the work of intervention agencies and deprives the meeting of genuine needs. Commitment to self-actualization should not be sacrificed on the altar in intervention advocacy. Intervention ought to address real needs.

Materials and Method

The method used for the analysis is descriptive statistical analysis of transportation features in selected local government areas: Gusau–Kaura Namoda in Zamfara State, Funtua in Katsina state, Bauchi-Gombe-Damaturu-Maiduguri railway route and Jimeta-Mayo-Belwa-Jada-Ganye-Toungo in Adamawa State. The study aims to examine the current condition, usage, and challenges of transportation infrastructure in these regions to inform policy, planning, and future development interventions.

Data Collection

Primary data were collected through field surveys, structured observations, and interviews with local residents and transport operators. Map or Satellite imagery and publicly available maps also supported the spatial assessment. Key variables include road condition, surface type, mode of transportation, usage intensity, and infrastructural challenges. The samples of study includes transportation features such as roads, public transport systems, terminals, water, rail and air transport facilities. is a representative snapshot of the data gathered.

Data Analysis and Presentation

Descriptive analysis was conducted to evaluate the status of transportation features. Most major roads are in fair condition but suffer from maintenance neglect. Feeder roads in rural areas are generally poor and become impassable during the rainy season. Bus terminals are inadequate and poorly equipped, while rail transport is inactive in the Gusau–Kaura Namoda corridor. Yola Airport remains operational but suffers from limited public transport connections. Water transport, though present in the riverine area, it is seasonal, poorly developed, and lack of formal docking infrastructure or safety oversight.

Table 1. Distributions of Transport Feature, Location, Condition, Types, Usage and Challenges

Feature Type	Location	Condition	Type	Usage	Challenges
Major Road	Gusau– Funtua	Fair	Asphalt	High	Potholes, erosion
Feeder Road	Mayo-Belwa wards	Poor	Earth	Low	Seasonal flooding

Parking Area	Jada Market		Poor	N/A	High	Road encroachment	
Rail Line	Gusau– Namoda	Kaura-	Non-active	Rail track	None	Abandoned infrastructure	
Airport	Yola		Good	Paved	Moderate	Poor access road	
Water	Riverine Area		Seasonal	Water	Low	Moderate	&Limited boats

Source; Field Survey, 2015

Summary of Findings

1. Major roads are inconsistently maintained, with surface deterioration affecting traffic flow.
2. Feeder roads are largely earth surfaced, lacking durability and reliability, particularly in rainy seasons.
3. Informal public transport is widely used but lacks regulatory oversight and safety controls.
4. Bus terminals are few and inadequately equipped, contributing to congestion and commuter discomfort.
5. Rail transport infrastructure exists but is inactive and deteriorating due to neglect.
6. Yola Airport functions but lacks reliable public transit access.
7. Parking is mostly informal, contributing to obstruction and reduced road efficiency.
8. Water transport, exist in riverine area, it is underdeveloped and insufficiently maintained. informal systems predominate, with critical gaps in safety.

Conclusion

The transport network in the study areas is underdeveloped and insufficiently maintained. Informal systems predominate, with critical gaps in safety, regulation, and infrastructure. The lack of integrated transport planning has resulted in inefficiencies, particularly affecting rural and low-income populations. Water based transport remains underutilized and unintegrated despite its potential improving access in riverine communities.

Emerging, General Issues and Decisions of the Conference

All the Nigerian transport sectors and investments need to be subject to careful analysis to ensure that the benefits, net of the costs, meets appropriate investment criteria and represent value for money; while policies and plans are practical and sustainable.

General Resolutions on Transportation By Conference

Enactment of a new Transportation Legislation

Conference decided as follows:

1. Review the existing legislation by including all States and the private sector in the provision of transport services provided such participation is subject to the policies and guidelines of the National Transport Commission This will allow the development of transportation infrastructure to be inclusive of rights of State governments to build intra-state transport infrastructure as well as encourage private investors to build and operate rail, ports and road infrastructure and invest in critical sectors like mines, beneficiation plants and integrated agriculture projects; and
2. For effective and efficient transportation system, through healthy competition and specialization for agricultural, navigational, security, social services and general economic wellbeing of the citizens; it is recommended that the sector (Railway, Port, Land, Water, Sea and Air) be listed under the Concurrent Legislative List that will spell out the areas of legislative competence of both the Federal and State Governments Federal Republic of Nigeria, National Constitutional Conference Report,(2014).

The paper has revealed that there are positive and negative impacts especially in the environmental aspects and has called for a balance between the economic and environmental benefits of the transportation sector in the years to come imply that relevant planning and conservation principles

should be in place to derive more environmental and socio-economic benefits from the transportation system.

Recommendations

Looking forward to sustainable development prosperity and happiness in the constitutional conference report, the following have been considered as needful. Based on the findings of this study, recommendations are hereby suggested to enhance the positive environmental and socio-economic impacts of the transportation system.

- i. A committed **to human development** through improved intervention on physical and social infrastructure. The Ten-Year Ten Sector Intervention Proposal (TYTSIP) provides a basic for such intervention efforts aimed at boosting prosperity and happiness ranking Nigeria culminating in better.
- ii. A commitment **to local raw materials utilization and development** for building, construction and infrastructure provision with the ultimate use of local experts for strategic infrastructural development will boost the prosperity ranking of the region
- iii. Actualization of the **principle of integration and intervention** among the constitutional conference committee members in key sectors like transport, energy, health, education and ICT alongside with the machinery to ensure that States contribute their quotas to the purse of transportation regulations and abide by the constitutional committees' decisions is essential to successful supranationally.
- iv. The problems associated with intervention projects has already identified in this paper can only be addressed by the use of **appropriate and transparent intervention processes** beginning with generating the ideas for intervention from below while also carrying the beneficiaries along in case intervention ideas are from the top.
- v. The Town Planner's Registration Council (TOPREC) and the Nigeria Institute of Town Planner's (NITP) will be integrated, incorporated, and intervene in Transportation Master Planning document of constitutional conference report which may be passed into law to prevent the abuse of the planning profession globally.
- vi. Rehabilitate and maintain major and feeder roads with drainage infrastructure.
- vii. Formalize public transport services with structured routes and fare regulations.
- viii. Revitalize dormant rail lines in Gusau-Kaura Namoda, Funtua, Kaduna, Zaria and Kano for cargo and passenger service.
- ix. Improve road access and shuttle services to Yola Airport.
- x. Adopt GIS-based planning tools for transportation infrastructure monitoring and development.
- xi. Conduct periodic transport needs assessments to inform policy and investment.
- xii. Develop water transport infrastructure in riverine area, including docks, boats, and safety regulation frameworks

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