RESIDENTS' EXPERIENCE WITH PUBLIC SPACES IN LAGOS: THE CASE OF ALIMOSHO LOCAL GOVERNMENT AREA

Introduction

Public spaces are important features of everyday city life. They serve as meeting points for diverse individuals and groups with different interests depending on the planned use of the public space. For example, open spaces and recreation centre are created as places where individuals can relax, engage in physical activities and appreciate the natural environment, markets, malls, plazas, etc., and are created to link different people with each other for the purpose of trading.

The global community adopted the Sustainable Development Goals (SDGs) in 2015 as a replacement to the Millennium Development Goals (MDGs). The focus of the SDGs was to formulate policies that will serve as guidelines to urban growth and development. However, the global community acknowledged that public spaces have a key role to play in achieving inclusive, safe, resilient and sustainable cities (NCDAlliance, 2016). Therefore, Target 11.7 was created to:

> "*provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities".*

Although, SDG 11 is the goal that focuses more on public spaces, however, public spaces have the capacity to aid the growth of other development goals. For example, SDG 3 is aimed at improving the health and wellbeing of urban residents, this can be facilitated by the proper management and maintenance of public spaces such as markets to ensure that people get access to healthy foods (NCDAlliance, 2016; Daniel, 2016). Moreover, open spaces such as streets, parks, etc. encourages people to be physically active mentally healthy (Dempsey & Burton, 2011).

As such, public space, is a central theme in the urban design and planning discipline, and being one of the integral parts of urban areas throughout history, have oftentimes become subjected to broad concern and is used by different people all over the world (Madanipour, 2000; 2010; Carmona, Heath, Oc, & Tiesdell, 2010; Akkar, 2007). According to Pasaogullari and Doratli (2004), access to public spaces and their physical and functional structures are among issues that are negatively affected by rapid urban growth. In other words, in many cities of the world, urban growth rate increases faster than the rate at which development takes place as well as the rate at which infrastructure, facilities and enabling environment including access to public spaces are being provided. Pasaogullari and Doratli (2004), further emphasized that public spaces are important as they provide social cohesion for society, offer recreation and environmental benefits to urban residents, enhance a city's attractiveness, and increase tourism and economic development opportunities. Therefore, the provision and distributive equity of public space should be considered as an important issue for urban planners and policy makers.

For a public space to be utilized, it must be centrally located within a neighbourhood and must have proximity to residential units so as to ensure ease of access for the users it was provided for (Pasaogullari & Doratli, 2004). The enhancement on public space location and/or the ease of access to such could result in a greater use of public space, thus, leading to an increase of the possibilities of populace to enjoy the benefits that they provide (Talavera-Garcia, 2012). It is especially important, as Fraser (1990) and Hartley (1992) argued, that public space as an embodiment of the public realm, should include and foster interactions between different groups of the society. It should also offer excluded groups such as people living with disability, urban poor, immigrants, etc. an opportunity to claim their rights of representation and identity within the general community. This is in line with the Sustainable Development Goal [SDG] 11, which formulates the ambition to make cities and human settlements inclusive, safe, resilient and sustainable.

Most of the activities of planning are directed toward ensuring the public health, general welfare and well-being of man. Mental health has become a global public health priority as an estimated 800,000 people die by suicide each year (World Health Organization [WHO], 2014). Target 3.4 of the Sustainable Development Goals was created to "reduce by one third premature mortality from non-communicable diseases through prevention and treatment and promote mental health and well-being" (WHO). However, studies have shown that encouraging people to spend time in public spaces such as open and green spaces can help to improve public health as well as alleviate mental health related problems such as depression, suicide thoughts and work-related stress (Parr, 1997; Mcleod, Pryor, & Meade, 2004; Hansmann, Hug, & Seeland, 2007; Newton, 2007; Dempsey & Burton, 2011).

This study is intended to discuss the experiences of residents with regards to public spaces in Alimosho Local Government Area (LGA), Lagos State, Nigeria. The experiences of residents discussed include the level of accessibility to public spaces in terms of distance, time and cost of travelling, the security and safety of public spaces and the importance attached to public spaces.

The choice of Alimosho LGA is premised on its continuous and unprecedented growth rate of 3.2% per annum (Lagos Bureau of Statistics [LBS], 2016) as a result of its strategic location within Lagos State and closeness to Ogun State. In addition, Alimosho LGA has different nodes within its 6 Local Council Development Area (LCDA) that act as commercial hubs within the LGA. This has further contributed to the increasing population growth of the area.

Accessibility to Public Spaces

Accessibility is defined as the ease of reaching destination and is a key performance measure of land use and transport systems (Wachs & Kumagai, 1973; El-Geinedy & Levinson, 2006; Preston & Raje, 2007; Duranton & Guerra,, 2016). It is the amount of effort it takes a person

to reach a destination from a given location or “the number of activities that can be reached from a certain location” (Guers & Ritsema van Eck, 2001).

Access to any space refers to the ease by which people can reach a place both visually and physically (Karaçor, 2016). This means that it must have visual links and connections to its environment (Project for Public Spaces [PPS], 2018). This indicates that a thriving public space is expected to be visible and easy to get to, to enter, get through and navigate. It is also important that public spaces can be easily reached by active transport such as foot, bicycles, etc., and public transit.

Accessibility to public space is influenced by its geographical proximity and its location within a reasonable distance from home, time spent in travelling and the cost of travelling in terms of its affordability to user (Hoffimann, Barros, & Ribeiro, 2017). Although location is a very important measure of accessibility, focusing on it alone provides inconclusive results (Haeffner, Jackson-Smith, & Risley, 2017; Rigolon, 2016). The location of activity areas influences the time taken and cost of travelling to such public spaces. As such, public spaces are best located centrally within a neighbourhood or at convergence of routes that residents use for other purposes (Hajmirsadeghi, et al., 2013). Pasaogullari & Doratli (2004), stated that dispersed public spaces are more preferable than those concentrated in one area.

In literature, there is no globally accepted/recognized maximum distance/time people are willing to travel to in order to use a particular public space (Hoffimann, Barros, & Ribeiro, 2017; Boone, Buckley, Grove, & Sister, 2009; Kaczynski, et al., 2014; Crawford, et al., 2008; Besenyi, et al., 2014; Witten, Pearce, & Day, 2011). Some studies use thresholds of distances within a range of 1 to ¼ mile, 10-30 minutes’ walk time, etc. For instance, the European Environment Agency (1995) advocates that potential users should have access to green space within 15 min walking distance (1.61 kilometres / 1 mile).

Security and Safety of Public Spaces

Studies on the security and safety of public spaces have revealed that the fear of crime and safety needs in the society have led to the rise in the establishment of privately owned, maintained and controlled spaces (Karaçor, 2016; Nemeth, 2009). Apart from being planned, highly regulated and tightly controlled, this spaces have often been subjected to strict rules and regulations, increased security manpower and the use of security devices such as Close Circuit Television (CCTV), etc. (Akkar, 2007; Holland, Clark, Katz, & Peace, 2007). This has led to the reduction of social interaction, suppression of individual rights and freedom, and the exclusion of specific unwanted populations.

Begum & Sharna (2018), argued that the incidence of anti-social behaviour such as the presence of drugs and alcohol users, and other undesirable characters make older people feel threatened and also fear for the safety of their children or wards. In other words, psychological issues such as feeling of fear and vulnerability, including concern for safety paints a picture of an unsafe and unwelcoming public space. However, Worpole and Knox (2008) observed that, although the society often perceive gatherings of young people as having anti-social intentions, it is not true in many cases.

Rezvani & Sadra (2017) also argued that the fear of crime often leads to reduced access to public spaces and restricted interactions with those places. Hass-Klau, Crampton, Dowland, and Nold (1999), added that fear of crime in public spaces damages the image of cities. PPS (2018) opined that about half of violent crimes and tragedies occur in public spaces, one of the results of inadequate policing. As such, people tend to go to those public spaces where they trust, feel safer and gives them an acceptable degree of comfort and convenience (Prasertsubpakij & Nitivattananon, 2012).

Practical approaches to creating a safe, comfortable and convenient public space includes the use of effective lighting at night, pedestrianization, preventing cars from entering the space, creating noticeable and focal meeting spaces, providing appropriate spots for users to 'linger, sit, eat, drink and converse', etc. (Austin, 2003; Charkhchian & Daneshpour, 2009; Chen 2010, Hajmirsadeghi et al., 2013).

Case Study

Alimosho LGA is located in the north-western part of Lagos State and lies between longitude 3°13'30" E and 3°17'15" E, and between latitude 6°28' N and 6 °42' N. It occupies approximately 137.8 km^2 area of land. Geographically, the study area is delineated by the River Owo from Ado-Odo/Ota Local Government Areas of Ogun state on the northern and western side. It is bounded towards the east by Ifako-Ijaye, Agege and Ikeja Local Government Areas, and bounded in the south by Oshodi/Isolo, Amuwo-Odofin and Ojo local Government Area of Lagos State.

The population of Alimosho LGA was estimated to be 2,804,919 as at 2016 with an annual growth rate of 3.2% (LBS, 2016). It is populated by Awori, Egba/Egbado and Ijebu including non-indigenes in some major settlements like Akowonjo, Ayobo, Idimu, Alaguntan, Isheri-Olofin, Ejigbo, Banmeke, Egbeda communities, etc. (Ayeni & Ogunyemi, 2015).

The climate of Lagos state in general is classified under the koppen classification system as a tropical climate with alternate dry and wet seasons that borders on a tropical monsoon climate. The area experiences two wet seasons with the heaviest rainfall occurring from April-July and the weaker rainfall season in October-November. Monthly rainfall between May and June averages over 400m while in august and September, it is down to 200m. In December, rainfall is as low as 25m. The main dry season is accompanied by harmattan winds from the Sahara Desert which occurs between Decembers to early February. The area has a temperature range

of 280C to 330C and humidity is about 80%. The mean daily range of temperature is about 8 degrees, while, the mean maximum temperature is about 220C with its highest value recorded in March and April, and lowest in July and August.

Alimosho LGA lies in upland Lagos is located at an elevation between 50m and 100m above sea level with temperate slopes and level terrain. It also possesses few wetland and creeks. The River Owo and its tributaries (the River Abesan, River Oponu, and River Ilo) flow generally south throughout the study area providing natural drainage. The study area is characterized by swamp forest consisting of fresh natural water with simple and wild aquatic animals. The swamp forest is combination of mangrove forest and coastal vegetation developed under the brackish condition of the coastal areas and to swamp of the freshwater lagoons and estuaries. This is also fertile land suitable for both subsistence and arable farming.

Alimosho is an urban centre, mostly comprised of residential areas and small commercial activities with schools, markets and businesses, with few industries located in the area. There is little farming practiced in the area except for backyard farming system and few vegetation cultivations. Although, few inhabitants live in/near the creek and they practise small scale fish farming. Akunnaya and Adedapo (2014) noted that the continuous increase in population and the decline of the formal sector employment especially in Lagos has made many households to be engaged in small business within the informal sector including urban agriculture on a subsistence basis.

Methodology

Multi-stage sampling technique method was used for the study. Firstly, the political wards in Alimosho LGA as delineated by INEC (2015) were adopted. The wards include: Abule-egba/Aboru/Meiran/Alagbado, Ayobo/Ijon village, Egbe/Agodo, Egbeda/Alimosho,

Idimu/Isheri-Olofin, Igando/Egan, Ipaja north, Ipaja south, Ikotun/Ijegun, Pleasure/Okeodo, and Shasha/Akowonjo.

The next step involved choosing four (4) out of the eleven (11) political wards in the study area using simple random sampling technique. The wards selected were Idimu/Isheri-Olofin, Ayobo/Ijon, Abule-egba/Alagbado, and Shasha/Akowonjo. The number of streets present in each ward was ascertained, from which 5% were selected for sampling. A total number of 3926 buildings were identified from the selected political wards, from which respondents were drawn. The next process involved the selection of buildings using systematic sampling. For this, every twentieth (20th) building was selected (5% of the number of buildings in each ward), therefore, a total of 196 questionnaires were administered in the study area.

Data gathered during the study include respondents' characteristics, level of accessibility in terms of distance from place of residence to various public spaces including time taken and cost of travelling, level of security around or in public spaces and the level of importance attached in terms of the rate of utilization, location, aesthetics and beauty, etc., of the public spaces. The results were presented in tables, charts which are arranged according to the type of analysis performed. The research findings were summarized, discussed and conclusions drawn. Recommendations were also made.

List of sample size for the study area

S/No	Wards	Number of Buildings	No of questionnaire administered in each ward using 5 % sample size
1	Abule-Egba/Alagbado Ward	1360	68
2	Idimu/Isheri-Olofin Ward	693	34
3	Shasha/Akowonjo Ward	544	27
4	Ayobo/Ijon	1332	67
	Total	**3929**	**196**

Results and Findings

Socio-Economic Characteristics

Respondents' socio-economic attributes were examined in this section in a bid to achieving the first objective of the study. Studies have established that there is a relationship between the socio-economic characteristics and the level of accessibility to public spaces (Pasaogullari & Doratli, 2004). The socio-economic characteristics considered in this study include gender, age, income, educational qualification, household size, car ownership status, occupation and length of stay in the neighbourhood.

The gender distribution of respondents as obtained and presented in Figure 4.1 reveals that 51.5% were male, while, 48.5% were female. This corroborates the findings of the 2006 Population census, that the male gender dominates in Alimosho LGA. Further analysis at the inter-ward level reveals that there were more male than female in Shasha/Akowonjo and Abule-Egba/ Alagbado wards with 55.6% and 54.4% respectively. Whereas, in Ayobo/Ijon and Idimu/Isheri-Olofin, 50.7% and 52.9% respectively were females, compared to 49.3% and 47.1% of male respondents. In addition, results of the Chi-Square test is presented in Table 4.1 reveals $X2 = 0.812$, $df = 3$, $p = 0.846$ reveals that there is significant variation in the distribution of gender across the four political wards.

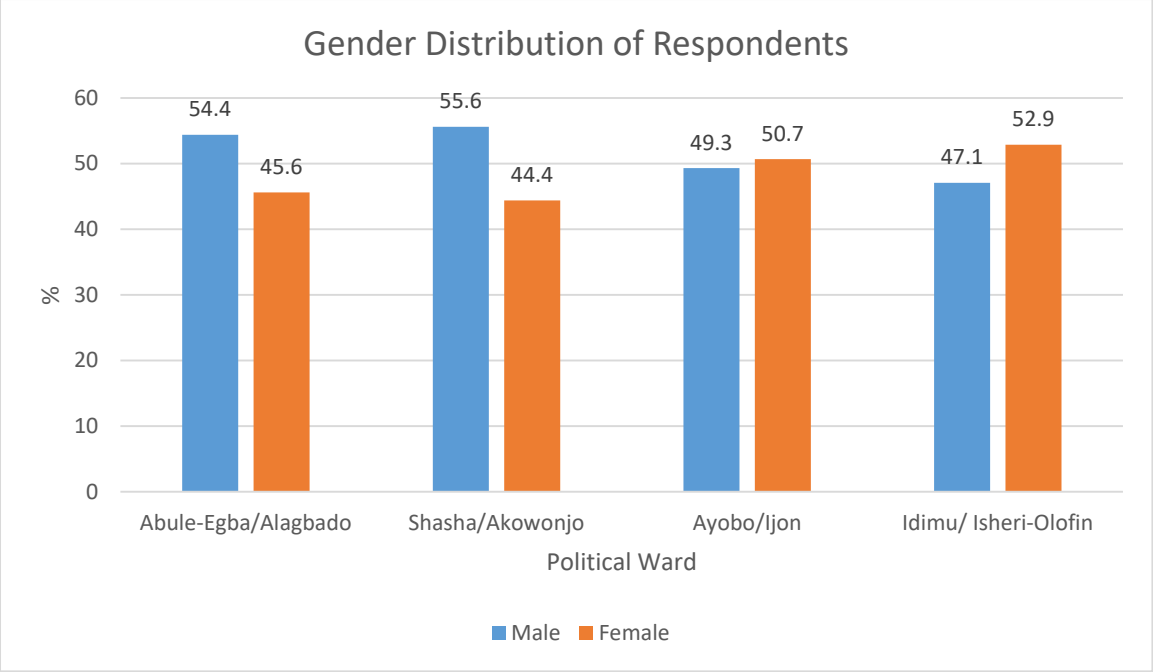

Figure 4.1: Chart showing the gender distribution of respondents in the study area

Table 4.1: Chi-Square showing the variation within gender distribution

	Value	df	Asymp. Sig. (2-Sided)
Pearson Chi-Square	.812[a]	3	.846
Likelihood Ratio	.813	3	.846
Number of Valid cases	196		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 13.09.

The importance of age to this study cannot be overemphasized, since, age determines whether one is still a dependent or has attained the age of responsibility. Information on the age of respondents across all the political wards as presented in Table 4.2 shows that 37.8%, 34.2% and 10.7% of the respondents are aged 19-30 years, 31-55 years, 56-64 years respectively, while, 7.1% are below 18 years and 2.6% are above 65 years. However, 7.7% of the respondents did not provide a response to the question.

It was further observed that the 19-30 age group has the highest proportion of respondents with Shasha/Akowonjo, Ayobo/Ijon, Abule-Egba/Alagbado and Idimu/Isheri-Olofin wards having 33.3%, 41.8%, 32.4% and 44.1% respectively. This is followed by the 31-55 years' age group

that has 37%, 34.3%, 35.3% and 29.4% respectively. The age group for 65 years and older has the lowest proportion of respondents, making up 2.6% of the total number of respondents across the wards. The 19-30 and 31-55 years age group which are considered active and working class consists of the 72% of the respondents and this can be attributed to the commercial nature of the study area, where job opportunities for the working class is largely available.

Table 4.2: Age Distribution of Respondents

Occupation	Shasha/ Akowonjo		Ayobo/Ijon		Abule-Egba/ Alagbado		Idimu/ Isheri-Olofin		Total	
	Freq	%	Freq	%	Freq	%	Freq	%	Freq	%
Below 18	3	11.1	2	3.0	4	5.9	5	14.7	14	7.1
19-30	9	33.3	28	41.8	22	32.4	15	44.1	74	37.8
31-55	10	37.0	23	34.3	24	35.3	10	29.4	67	34.2
56-64	3	11.1	8	11.9	8	11.8	2	5.9	21	10.7
65 & above	0	0.0	0	0.0	5	7.4	0	0.0	5	2.6
No Response	2	7.4	6	9.0	5	7.4	2	5.9	15	7.7
Total	**27**	**100.0**	**67**	**100.0**	**68**	**100.0**	**34**	**100.0**	**196**	**100.0**

Table 4.5 presents summary of the length of stay of respondents in the study area. The minimum length of stay for a respondent was 2 years, while the maximum was 46 years. The study revealed that majority of the respondent (43.3%) have spent between 11-20 years, this is followed by respondents that have stayed between 21-30 years in their neighbourhood, who make up 30% of the respondents. Also, respondents that have stayed above 30 years in the study area account for 10.8%, while, those who have lived less than 10 years account for 15.8%. This shows that majority of the respondents are long term residents of the study area, therefore they are able to give reliable information regarding the public spaces in their neighbourhood. Furthermore, the substantial population of respondents who have lived less than 20 years (59.1%) in the study area can be attributed to its geographical position as one of the closest

settlements to Ogun state, and is seen as a cost effective alternative for commuters, who come daily to Lagos state for work.

Table 4.5: Length of stay of Respondents in the neighbourhood

Length of Stay	Shasha/ Akowonjo		Ayobo/Ijon		Abule-Egba/ Alagbado		Idimu/ Isheri-Olofin		Total	
	Freq	%	Freq	%	Freq	%	Freq	%	Freq	%
1- 10 Years	6	22.2	8	11.9	8	11.8	2	5.9	24	12.2
11-20 Years	6	22.2	34	50.7	34	50.0	16	47.1	90	45.9
21-30 Years	12	44.4	23	34.3	12	17.6	14	41.2	61	31.1
> 30 Years	3	11.1	2	3.0	14	20.6	2	5.9	21	10.7
Total	**27**	**100.0**	**67**	**100.0**	**68**	**100.0**	**34**	**100.0**	**196**	**100.0**

Income level is a very important variable since other variables such as car ownership are dependent on it (Pasaogullari & Doratli, 2004). For the purpose of presenting the findings on the income status of respondents, earnings were classified into four: respondents that earned less than ₦18,000 (6.1%), between ₦18,000- ₦50,000 (32.1%), between ₦50,001-₦150,000 (37.8%) and above ₦150,000 (10.7%).

As depicted in Figure 4.4, the study revealed that in Shasha/Akowonjo, Ayobo/Ijon, Abule-Egba/Alagbado wards, respectively, 37%, 40.3% and 39.7% of the respondents earn between ₦50,001-₦150,000, and this forms the majority of the income level of respondents within each of this wards. However, in Idimu/Isheri-Olofin ward, majority of the respondents fall into the ₦18,000- ₦50,000 income grade. Some of the respondents (11.7%) indicated that they do not have a particular stream of income, while, 1.5% did not respond to the question.

Majority of the respondents fall within the ₦50,001-₦150,000 and ₦18,000- ₦50,000 income range. The mean monthly income of respondents in the study area is approximately ₦70,000, and this supports the findings of studies carried out on the average income of Lagos residents that an average Lagosian earns between ₦70,000- ₦100,000 monthly.

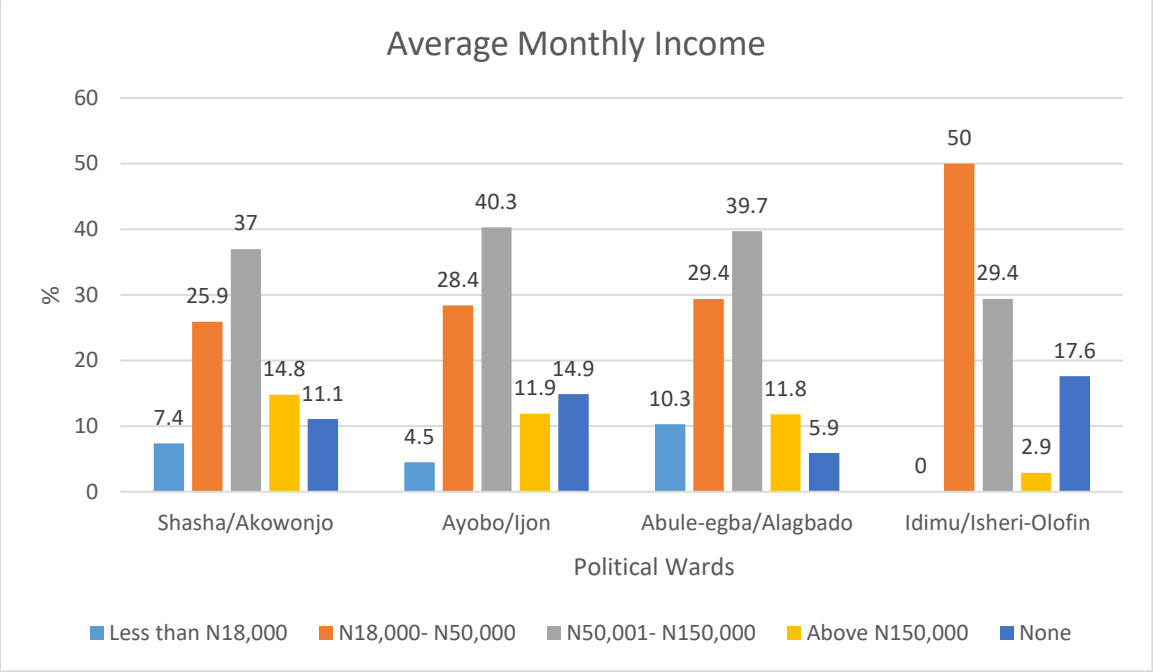

Figure 4.4: Distribution of Respondents according to income level

Car ownership is a very significant determinant of accessibility, as such, the ownership of mobility vehicles indicates the ease at which people can move between different activity areas (Lau & Chiu, 2003). Therefore, information regarding the ownership of vehicles by respondents were gathered. Figure 4.5 reveals that only 21.9% of the respondents own a car, while, 78.1% do not own one.

Abule-Egba/Alagbado ward has the highest proportion of respondents that own a car with 36.8%, while Idimu/Isheri-Olofin has the fewest with 5.9%. This low proportion of respondents that own a car can be associated with the low income level of respondents. Thus, the ease of accessing public spaces among the respondents will be low. Although, the availability of public transport mode such as commercial motorcycles, tricycles, and buses have helped to ameliorate the impact of not owning a car.

Chi-Square statistic was used to test the relationship between income and car ownership in order to give a more solid backing for the assumption above. From the results presented in

Table 4.6, $X^2 = 86.106$, df = 5, p = .000, this reveals that income and car ownership are not independent of each other and that there exists a statistically significant relationship between the two variables.

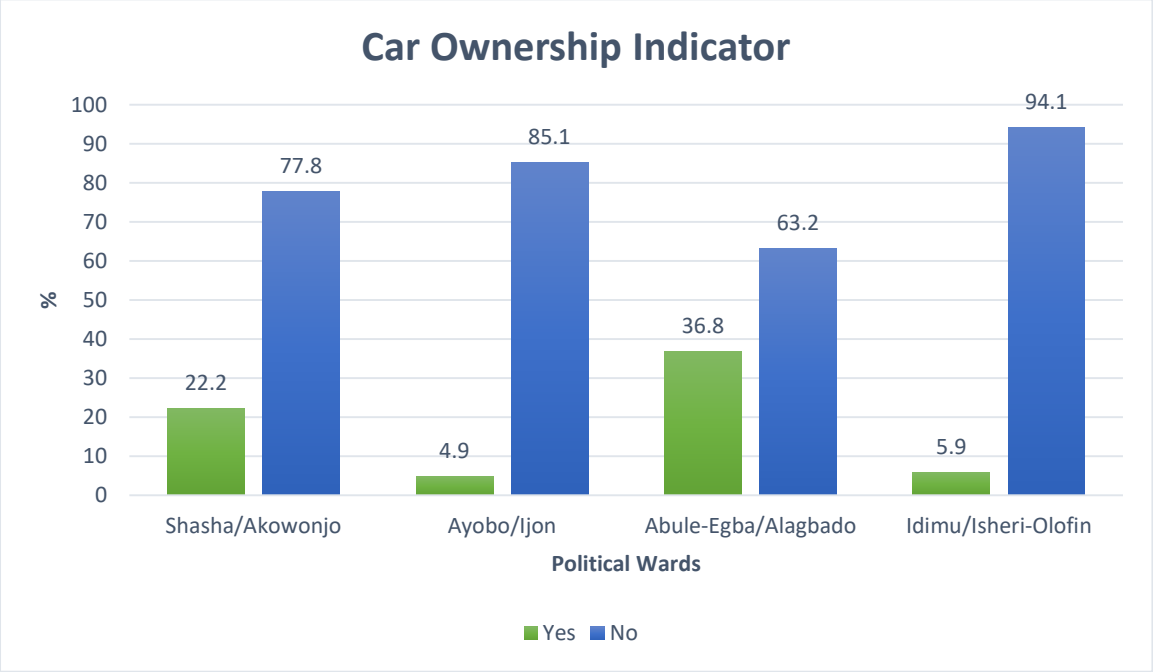

Figure 4.5: Car Ownership of Respondents

Table 4.6: Chi-Square Test

	Value	df	Asymp. Sig. (2-Sided)
Pearson Chi-Square	86.106[a]	5	.000
Likelihood Ratio	84.102	5	.000
Number of Valid cases	196		

a. 4 cells (33.3%) have expected count less than 5. The minimum expected count is .66

Assessment of various public spaces

Table 4.8 presents the measured public spaces and the indication of their availability within respondents' neighbourhoods. The study reveals that all of the respondents (100%) across the four wards say that they have the following public spaces in their neighbourhood: town halls, playgrounds, markets, bus stops, pedestrian walkways, schoolyards, cybercafés, street,

restaurants/eateries and event centres. This indicates that these public spaces are readily available in most neighbourhoods within the study area.

The most available public space across the four wards are town halls, playgrounds, markets, bus stops, walkways, schoolyards, cybercafés, streets, restaurants and event centres. This indicate that they are readily available in different neighbourhoods within the study area. Whereas, public spaces such as parks and garden, shopping mall and library are only available in certain parts of the study area. For instance, libraries are only available in Ayobo/Ijon and Abule-egba/Alagbado wards, while, parks and garden is present only in Shasha/Akowonjo and Idimu/Isheri-Olofin wards.

Table 4.8 Public spaces identified by Respondents

S/N	Public Space	Shasha/ Akowonjo		Ayobo/ Ijon		Abule-Egba		Idimu/ Isheri		Total	
		F	%	F	%	F	%	F	%	F	%
1	Town Hall	27	100	67	100	68	100	34	100	196	100
2	Playground	27	100	67	100	68	100	34	100	196	100
3	Library	0	0	67	100	68	100	0	0	135	68.9
4	Market	27	100	67	100	68	100	34	100	196	100
5	Parks and Garden	27	100	0	0	0	0	34	100	61	31.1
6	Bus Stop	27	100	67	100	68	100	34	100	196	100
7	Pedestrian Walkway	27	100	67	100	68	100	34	100	196	100
8	Pedestrian Bridge	0	0	0	0	0	0	0	0	0	0
9	Schoolyard	27	100	67	100	68	100	34	100	196	100
10	Vacant Plot	27	100	67	100	67	100	34	100	195	100
11	Plaza	27	100	67	100	59	100	34	100	196	100
12	Cybercafé	27	100	67	100	68	100	34	100	196	100
13	Street	27	100	67	100	68	100	34	100	196	100
14	Restaurant/Eatery	27	100	67	100	68	100	34	100	196	100
15	Gymnasium	27	100	67	100	0	0	34	100	128	65.3
16	Event Centre/Hall	27	100	67	100	68	100	34	100	196	100
17	Shopping Mall/Superstore	27	100	0	0	0	0	34	100	61	31.1

Assessment of the level of accessibility to public spaces was measured against travel time, cost and distance, while considering the condition of roads on which public spaces are located. The condition of road was assessed by whether it is tarred or not were denoted by: tarred major road, untarred major road, tarred street and untarred street. Study on the average travel time used by respondents to access a public space showed that majority of the public spaces can be assessed within a range 1-10 minutes' walk time, and this indicates that it is very accessible. Whereas, for distance travelled, a Relative Accessibility Index of 3.75 was derived which shows that it is fairly accessible. In terms of the travel cost to these public spaces, the study established that travelling cost to various public spaces within the study area is very cheap. In addition, the Relative Affordability Index was computed with a mean score of 4.63 and this indicates that travel cost to majority of the public spaces are very affordable.

Table 4.11: Assessment of Distance Travelled by Respondents to Public Spaces

Public Space	Shasha/ Akowonjo	Ayobo/Ijon	Abule-Egba	Idimu/ Isheri	Mean
Street	5.00	5.00	5.00	5.00	**5.00**
Pedestrian Walkway	4.78	5.00	4.93	5.00	**4.93**
Cybercafé	4.15	4.39	4.52	4.38	**4.36**
Parks and Garden	4.44			4.03	**4.24**
Vacant Plot	4.82	3.34	4.15	4.44	**4.19**
Playground	4.30	4.16	4.07	4.06	**4.15**
Gymnasium	4.07	4.16		4.15	**4.13**
Bus Stop	3.96	3.97	4.21	4.03	**4.04**
Restaurant/Eatery	4.00	3.81	4.27	4.09	**4.04**
Town Hall	4.37	3.67	4.03	4.00	**4.02**
Market	4.11	3.84	4.07	3.88	**3.98**
Plaza	3.96	4.16	3.37	4.15	**3.91**
Schoolyard	4.26	3.40	4.27	2.74	**3.67**
Event Centre/Hall	3.59	3.43	3.81	3.68	**3.63**
Library		3.34	3.77		**3.56**
Shopping Mall/Superstore	3.74			2.59	**3.17**
Total	**58.55**	**50.67**	**49.47**	**55.22**	**60.00**
RAI	**3.90**	**3.62**	**3.81**	**3.68**	**3.75**

Table 4.10 Travel time of Respondents to Public Spaces

	Shasha/ Akowonjo %			Ayobo/ Ijon %			Abule-Egba %			Idimu/ Isheri %		
Public Space	**A**	**B**	**C**	**A**	**B**	**C**	**A**	**B**	**C**	**A**	**B**	**C**
Town Hall	7.4	25.9	66.7	28.4	32.8	38.8	5.9	27.9	66.2	14.7	29.4	55.9
Playground	7.4	22.2	70.4	17.9	22.4	59.7	10.3	32.4	57.4	14.7	26.5	58.8
Library				35.8	26.9	37.3	23.1	21.5	55.4			
Market	11.1	22.2	66.7	3.0	38.8	58.2	17.6	14.7	67.6	23.5	14.7	61.8
Parks and Garden	3.7	14.8	81.5							14.7	14.7	70.6
Bus Stop	18.5	11.1	70.4	13.4	19.4	67.2	5.9	17.6	76.5	14.7	14.7	70.6
Pedestrian Walkway	3.7		100			100			100			100
Schoolyard	3.7	14.8	81.5	25.4	31.3	43.3	5.9	14.7	79.4	52.9	32.4	14.7
Vacant Plot		7.4	92.6	38.8	38.8	22.4	1.5	25.0	73.5		23.5	76.5
Plaza	18.5	14.8	66.7	10.4	20.9	68.7	11.8	20.6	67.6	20.6	23.5	55.9
Cybercafé	7.4	7.4	85.2	10.4	19.4	70.1		7.4	92.6	5.9	26.5	67.6
Street			100			100			100			100
Restaurant/Eatery	11.1	22.2	66.7	10.4	37.3	52.2	5.9	13.2	80.9	17.6	32.4	50.0
Gymnasium	18.5	70.4	11.1	20.9	68.7	10.4				23.5	55.9	20.6
Event Centre/Hall	29.6	22.2	48.1	22.4	37.3	40.3	20.6	19.1	60.3	26.5	23.5	50.0
Shopping Mall/Superstore	23.1	18.5	59.3							58.8	26.5	14.7

A = Above 15 minutes

B = 11-15 minutes

C = 1-10 minutes

Table 4.12: Assessment of Travelling Cost to Public Space

	Shasha/ Akowonjo %			Ayobo/ Ijon %			Abule-Egba %			Idimu/ Isheri %		
Public Space	**A**	**B**	**C**	**A**	**B**	**C**	**A**	**B**	**C**	**A**	**B**	**C**
Town Hall		7.4	92.6		31.3	68.7		5.9	94.1		17.6	82.4
Playground		7.4	92.6		25.4	74.6		7.4	92.6		5.9	94.1
Library					65.7	34.3		38.5	61.5			
Market		18.5	81.5		1.5	98.5		8.8	91.2		5.9	94.1
Parks and Garden		11.1	88.9								14.7	85.3
Bus Stop	3.7	11.1	85.2		26.9	73.1		8.8	91.2		14.7	85.3
Pedestrian Walkway			100			100			100			100
Schoolyard		11.1	88.9		55.2	44.8		8.8	91.2		94.1	5.9
Vacant Plot			100		49.3	50.7		4.4	95.6	2.9	11.8	85.3
Plaza	7.4	11.1	81.5		28.4	71.6		16.2	83.8		29.4	70.6
Cybercafé		14.8	85.2		28.4	71.6		8.8	91.2		20.6	79.4
Street			100			100			100			100
Restaurant/Eatery		22.2	77.8		37.3	62.7		8.8	91.2	2.9	32.4	64.7
Gymnasium	3.7	3.7	92.6		28.4	71.6					29.4	70.6
Event Centre/Hall		33.3	66.7		64.2	35.8		17.6	82.4		23.5	76.5
Shopping Mall/Superstore	3.7	33.3	63.0							1.6	68.9	29.5

A = Above ₦100

B = ₦ 51- ₦100

C = ₦0-₦

Table 4.13: Assessment of Affordability level

Public Space	Shasha/ Akowonjo	Ayobo/	Abule-Egba	Idimu/ Isheri	Mean
Library		5.00	5.00		**5.00**
Shopping Mall/Superstore	5.00			5.00	**5.00**
Street	4.96	5.00	4.97	5.00	**4.98**
Restaurant/Eatery	4.93	4.99	5.00	5.00	**4.98**
Gymnasium	4.93	5.00		5.00	**4.98**
Cybercafé	4.93	4.99	4.97	5.00	**4.97**
Playground	4.96	5.00	4.96	4.91	**4.96**
Bus Stop	4.82	5.00	5.00	5.00	**4.96**
Parks and Garden	4.89			5.00	**4.95**
Market	4.89	4.86	5.00	5.00	**4.94**
Plaza	4.85	5.00	4.88	5.00	**4.93**
Town Hall	4.89	4.93	4.93	4.88	**4.91**
Event Centre/Hall	4.82	5.00	4.97	4.71	**4.88**
Schoolyard	4.82	4.67	5.00	5.00	**4.87**
Vacant Plot	4.93	4.81	4.91	4.82	**4.87**
Pedestrian Walkway	4.78	4.9	4.87	4.82	**4.84**
Total	**73.40**	**64.15**	**59.46**	**74.14**	**74.00**
RAI	**4.89**	**4.58**	**4.57**	**4.94**	**4.63**

4.5.1 Security

Security of public spaces has to do with the safety of people to move and associate themselves freely within its vicinity. A public space can be considered a security risk usually due to high crime rate in its environs. For this study, a Relative Importance Index was computed with 4.43 derived as the mean as presented with Table 4.15. A five point Likert scale rating of very important (5), important (4), fairly important (3), not important (2) and not important at all (1) was used for computing the relative index.

It can be observed from the table that bus stops are rated as highly important (4.94). This can be attributed to the constant presence and menace of touts and around bus stops generally in Lagos State. This poses high security risks that constantly demands the presence of security agents such as the police. Other public spaces that are considered to be very important include

parks and garden (4.84), and town halls (4.72), markets (4.44), streets (4.62), etc. Security of parks and garden is considered to be very important and this can be attributed to the usual large presence of children in the public space and their perceived vulnerability.

Public spaces that fall below the Relative Importance Index include vacant plots (3.32), libraries (4.40), shopping malls (4.25), event centres (4.9) etc. It can be observed that vacant plots have the lowest security importance rating compared to others. This can be considered to be fairly important since it is above the 3.0 threshold.

Table 4.15: Assessment of the importance of security of public spaces

Public Space	Shasha/ Akowonjo	Ayobo/ Ijon	Abule-Egba	Idimu/ Isheri	Mean	Rank
Town Hall	4.59	4.82	4.72	4.74	**4.72**	**3rd**
Playground	4.59	4.36	4.37	3.94	**4.32**	**14th**
Library		4.61	4.18		**4.40**	**10th**
Market	4.59	4.57	4.28	4.32	**4.44**	**7th**
Parks and Garden	4.82			4.85	**4.84**	**2nd**
Bus Stop	4.96	4.99	4.91	4.91	**4.94**	**1st**
Pedestrian Walkway	4.15	4.33	4.47	4.42	**4.34**	**13th**
Schoolyard	4.41	4.72	4.49	4.62	**4.56**	**6th**
Vacant Plot	3.00	3.46	3.24	3.56	**3.32**	**16th**
Plaza	4.70	4.61	4.57	4.38	**4.57**	**5th**
Cybercafé	4.67	4.60	4.25	4.21	**4.43**	**8th**
Street	4.85	4.69	4.65	4.27	**4.62**	**4th**
Restaurant/Eatery	4.37	4.46	4.28	4.32	**4.36**	**12th**
Gymnasium	4.11	4.63		4.56	**4.43**	**8th**
Event Centre/Hall	4.33	4.55	4.31	4.38	**4.39**	**11th**
Shopping Mall/Superstore	4.26			4.24	**4.25**	**15th**
Total	**66.4**	**63.4**	**56.72**	**65.72**	**70.93**	
RII	**4.43**	**4.53**	**4.36**	**4.38**	**4.43**	

The study established that the level of importance attached to public spaces can be attributed to location, security, availability and utilization of the public spaces. A five point Likert scale rating of very important (5), important (4), fairly important (3), not important (2) and not important at all (1) was used to assess the level of importance. Relative Importance Index (*RII*) was derived for all the indicators and the findings show that location has the highest mean score with 4.46, security with 4.43, availability with 4.37, and utilization with 4.23. This indicates that location, security, availability and utilization are very important measures of the level of importance of a public space.

Table 4.18: Assessment of factors that affects accessibility to public spaces

Public Space	Shasha/ Akowonjo	Ayobo/ Ijon	Abule-Egba	Idimu/ Isheri	Mean	Rank
Location	4.44	4.39	4.68	4.47	**4.50**	**4th**
Security	4.63	4.39	4.6	4.44	**4.52**	**3rd**
Availability	4.56	4.55	4.71	4.77	**4.65**	**1st**
Affordability	4.59	4.45	4.78	4.56	**4.60**	**2nd**
Aesthetics and Beauty	4.59	4.34	4.38	4.56	**4.47**	**5th**
Income	4.52	4.43	4.44	4.50	**4.47**	**5th**
Occupation	4.26	4.05	4.02	4.00	**4.08**	**8th**
Education	4.19	4.21	3.96	3.97	**4.08**	**8th**
Maintenance and Management	4.30	4.45	4.44	4.27	**4.37**	**7th**
Total	**39.68**	**39.16**	**39.21**	**38.80**	**39.74**	
RAI	**4.41**	**4.35**	**4.36**	**4.31**	**4.42**	