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URBAN RENEWAL AND TRANSPORTATION DEVELOPMENT IN IBADAN CITY: IMPLICATIONS FOR SUSTAINABLE URBAN DEVELOPMENT IN NIGERIA

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Abstract
Sustainable urbanisation is a global challenge, and Ibadan city exemplifies the issue where rapid urban development occurs without adequate environmental consciousness. This has led to a significant proportion of the urban population being at risk from both natural and human-induced environmental hazards. Urban renewal and transportation development present critical problems that impact sustainable urban growth, particularly as the city grapples with urban poverty, environmental degradation, and the proliferation of slums and shanty towns. To address these challenges, the study employed a quantitative research methodology, gathering data through a questionnaire administered to 120 residents of Ibadan using simple random sampling. The data were analysed using multiple regression, ANOVA, and Pearson's product-moment correlation tests.
Participants' age was 34.43 ± 9.33 years; 64.2% were male. The findings revealed a significant joint influence of urban renewal options (redevelopment, rehabilitation, and conservation) and transportation development on sustainable urban development ($F(4, 115) = 10.75$, $p < .001$). Nonetheless, no significant predictive relationship was observed between the demographic characteristics of residents and urban renewal ($F(4,115) = 0.36$, $p > 0.05$). Additionally, a significant positive correlation was observed between transportation development and socio-economic activities, indicating that improvements in transportation can enhance access to jobs, education, and services for residents.
Based on these findings, the study recommends that governments at all levels should develop a strategic master plan aimed at mitigating the adverse consequences of urban poverty, environmental degradation, and the rise of slums and shanty towns, thereby fostering sustainable urban development in Ibadan and similar cities across Nigeria.
Keywords: *Ibadan-city, Sustainable urban development, Transportation development, Urban renewal, Nigeria*

Introduction

Background to the study

The rapid transformation of Nigeria's settlement patterns from pre-colonial to the twenty-first century has been extensively documented in reports. Nigeria is one of the fastest urbanising countries in Sub-Saharan Africa, as evidenced by recent studies. Cities such as Ibadan are experiencing significant demographic and spatial changes. For instance, Adams et al. (2024) explain how the urban expansion of Ibadan, which is a result of high fertility, population growth, and the migration of individuals from rural areas to urban areas, has resulted in unplanned urban encroachment and transportation issues, particularly for low-income communities. In the same vein, Oguntokun and Abegunde (2025) underscore that Ibadan's transition from an agricultural region to a sprawling urban center has resulted in substantial environmental concerns, including deforestation, refuse mismanagement, and flooding, primarily as a result of the inadequate enforcement of environmental policies. These results are consistent with the assertion that Ibadan's transformation into a metropolitan area presents opportunities that are not typically found in rural areas, while also presenting significant planning and governance challenges.

The Meaning of Urban Renewal and Transportation Development

Nigeria has experienced a significant migration of individuals from rural and hinterland regions to central urban districts in recent decades. The population of our cities has been artificially increased because of this immigration, but there has been no improvement in infrastructure or economic development. The migration has also led to the development of slums and the ageing of our cities, including Ibadan. The concept of urban renewal was introduced by metropolitan centres to facilitate modernisation and new development. According to Liu, Yang, Gong, and Cheng (2022), urban renewal is the process by which cities strive to enhance their physical, social, economic, and environmental conditions to prevent them from deteriorating, excluding individuals, and polluting the environment. Ossai, Onokala, and Nnadi (2025) define urban renewal as a governmental strategy that aims to improve the physical,

social, economic, and environmental well-being of society, as well as the cultural vibrancy of urban regions. This goal is achieved through the implementation of measures such as slum clearance, physical redevelopment, relocation, demolition, and the preservation of historical assets. According to Roelofs (2021), urban renewal in Ibadan is a state-led restructuring of urban space that employs demolitions and evictions to establish order, modernity, and elite accumulation to achieve "world-class" urban transformation. To put it another way, urban renewal can be defined as the process of improving the status and structure of a specific sector of a town with the goal of making it 'fresh' through modernisation. It is the process of replacing varying degrees of old, deteriorated, and congested buildings and infrastructures that are typical of historic cities. However, transport development is generally incorporated into urban redevelopment initiatives and is a method of enhancing infrastructure. The expansion of a city will necessitate an increase in the number of vehicles and individuals. A transport system is a crucial link between the location of activities and the general movement of people within an urban system (Denteh *et al.*, 2025). Urban transport challenges in Nigerian cities had previously become more severe (Akpan and Essien, 2025). Health issues related to traffic and transport have emerged as a global phenomenon that is expected to deteriorate in the future, as per the World Health Organization (2023). Similarly, road networks are assessed based on the accessibility, connectivity, traffic density, level of service, compactness, and density of individual roads. In contrast to the overall journey pace, the level of service is a comprehensive approach that considers a variety of factors, including traffic density and congestion, to assess the quality of service on transport devices or infrastructure (Adepitan *et al.*, 2026).

Access to main roadways provides relative advantages, therefore commercial users locate to reap the benefits. Modern enterprises, industries, trades, and general activities rely on transportation infrastructure, with the flow of goods and services between locations becoming critical and inseparable components of global and metropolitan economic survival. The development of diverse transport options has proven critical to both physical and economic progress. Human porterage, trains, ropeways and cableways, pipelines, inland waterways, sea, air, and roadways are some examples (Rodrigue *et al.*, 2020). After considering the subject of urban renewal and transportation development, it is critical to recognise that any renewal and development of the magnitude described would require a significant amount of cash, effective management, and investment. These investments will ensure continuity and sustainability.

Sustainable Development.

Sustainable development is defined as the process of development that satisfies current needs without compromising the ability of future generations to satisfy their own (Sachs, 2015). The fundamental objective of sustainable development is to reduce absolute poverty among the world's impoverished by establishing secure and enduring livelihoods that mitigate resource depletion, environmental damage, cultural upheaval, and social instability (United Nations, 2015). Agenda 21, a global program of action for sustainable development in the twenty-first century, was reaffirmed at the 2012 United Nations Conference on Sustainable Development (Rio+20) in Rio de Janeiro, which also emphasised the world's most significant environmental and developmental concerns (Griggs et al., 2013). Agenda 21 and its successors underscore the importance of collaboration in improving social, economic, and environmental quality in metropolitan areas. They propose a reaffirmation of the importance of appropriate land use planning, which encompasses a robust social infrastructure capable of mitigating starvation, as well as adequate environmental infrastructure, water, sanitation, drainage, transportation, and solid waste management (United Nations, 2015). According to recent literature, these summits have heightened environmental concerns and drawn attention to potential synergies with other social and economic initiatives (Sachs, 2015).

In recent years, both global and national agencies have increasingly prioritised the incorporation of environmental, economic, and social objectives into national sustainable development plans. International frameworks, such the United Nations' 2030 Agenda for Sustainable Development, have prompted governments to implement cross-sectoral policy approaches and guarantee the involvement of all societal sectors in the development and implementation of these initiatives (United Nations, 2015). Recent studies highlight the significance of evidence-based interventions in critical areas like as well-being, infrastructure, and environmental systems to expedite advancement towards the Sustainable Development Goals (Griggs et al., 2013; Stafford-Smith *et al.*, 2024). Moreover, international summits, such as the 2025 World Summit for Social Development in Doha, have reaffirmed political commitments to comprehensive, inclusive, and human-centric development, advocating for enhanced multilateral collaboration and national policy alignment with sustainable development goals (United Nations, 2025). The United Nations persists in endorsing these initiatives via the "Pact for the Future" and customised national policies, addressing emerging concerns such as inequality and climate change (United Nations, 2025).

Methods

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Design

The cross-sectional survey design technique was used to collect the data. The dependent variable was sustainable development, while two independent variables were urban renewal and transportation development.

The study population and sample size

The respondents for this study consisted of 120 randomly selected Ibadan residents. The respondents were made up of 77 males (64.2%), females 43 (35.8%). The participating respondents had valid age of 10-19 years (4.2%), 20-29 years (33.3%), 30-39 years (35%), 40-49 years (24.2%), and 50 years and above (3.3%). For type of profession, the respondents had the following; public servant 53 (44.2%), private 29 (24.2%), and other categories 38 (31.7%).
For valid educational qualification, B.Sc/HND 51 (42.5%), M.Sc/MBA 10 (8.3%), and others 59 (31.7%).

Instrument and Measures

The cross-sectional survey method was utilised in this study. The instruments developed by the researcher comprises of three sections. They are demographic characteristics, urban renewal and transportation as well as sustainable urban development.
Section A was used to tap demographic characteristics like gender, age, type of profession and educational qualification. Section B measures urban renewal and transportation development. While, Section C assesses sustainable urban development.

Research Procedure

Data for the study were obtained from both primary and secondary sources. For the collection of primary data, the set questionnaires, targeted at the Ibadan residents, were administered using the simple random sampling method. However, out of the initial 145 questionnaires that were administered, some were rejected on account of respondents, thereby having 120 for final analyses.

Analyses of Data

The data obtained through questionnaire was analyzed using statistical methods: Descriptive Statistics including frequency distribution, inferential tools (multiple regression, ANOVA and Pearson's product moment correlation. Multiple regression analysis was used to test hypotheses 1 and 2. Pearson's product-moment correlation was adopted to test hypothesis 3. All the analysis was done with the aid of computer, using statistical packages for social sciences.

Results

Table 1

Descriptive Statistics and Reliability Coefficients for Study Variables

Variable	N	Min	Max	M	SD	α
Urban Renewal	120	1	4	2.19	0.75	.90
Redevelopment	120	1	4	2.14	0.75	.80
Rehabilitation	120	1	5	2.31	0.88	.84
Conservation	120	1	4	2.12	0.84	.73
Transportation	120	1	4	2.13	0.72	.81
Sustainable Development	120	1	5	2.09	0.69	.79

Note. N = sample size; Min = minimum; Max = maximum; M = mean; SD = standard deviation; α = Cronbach's alpha.
Source: Computed using SPSS.

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Table 2
Regression Coefficients Predicting Sustainable Development from Urban Renewal Options

Predictor	B	SE	β	t	p
(Constant)	1.03	0.18	—	5.65	.000
Redevelopment	-0.24	0.12	-0.27	-2.01	.047*
Rehabilitation	0.30	0.10	0.38	2.85	.005*
Conservation	0.02	0.10	0.03	0.25	.807
Transportation	0.37	0.13	0.38	2.85	.005*

Note. B = unstandardized coefficient; SE = standard error; β = standardized coefficient. $p < .05$.
Source: Computed using SPSS.

Table 3
Overall F-Test Results for Regression Model Predicting Sustainable Development

Source	SS	df	MS	F	p	R	R^2
Regression	14.17	4	3.54	10.75	.000*	.522	.272
Residual	37.89	115	0.33				
Total	52.05	119					

Note. SS = Sum of Squares; MS = Mean Square; R = Multiple correlation coefficient; R^2 = Coefficient of determination. $p < .05$.
Source: Computed using SPSS.

Table 4
Regression Coefficients Predicting Urban Renewal from Demographic Variables

Predictor	B	SE	β	t	p
(Constant)	2.26	0.39	—	5.79	.000
Gender	-0.02	0.14	-0.02	-0.17	.863
Type of Profession	0.00	0.08	0.00	0.00	.998
Education Qualification	-0.07	0.07	-0.09	-1.01	.317
Age Group	0.03	0.07	0.04	0.45	.651

Note. B = unstandardized coefficient; SE = standard error; β = standardized coefficient. $p < .05$.
Source: Computed using SPSS.

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Table 5
Overall F-Test Results for Regression Model Predicting Urban Renewal

Source	SS	df	MS	F	p	R	R^2
Regression	0.75	4	0.19	0.36	.834	.112	.013
Residual	58.95	115	0.51				
Total	59.69	119					

Note. SS = Sum of Squares; MS = Mean Square; R = Multiple correlation coefficient; R^2 = Coefficient of determination.
Source: Computed using SPSS. $p < .05$.

Table 6
Correlation between Transportation Development and Socio-Economic Activities

Variable	1	2
1. Transportation Development	—	.41**
2. Socio-Economic Activities	.41**	—

Note. p < .01.
Source: Computed using SPSS.

Regression Analysis of Urban Renewal Options, Transportation Development, and Sustainable Urban Development

The regression analysis in Table 2 assessed the influence of urban renewal options on sustainable development. Rehabilitation (B = 0.30, β = 0.38, p = .005) and transportation (B = 0.37, β = 0.38, p = .005) were both found to have a significant positive influence on sustainable development. However, redevelopment exhibited a significant negative effect (B = -0.24, β = -0.27, p = .047). Conservation showed no significant influence (B = 0.02, β = 0.03, p = .807). This result is further validated by the analysis of variance (ANOVA test in Table 3). The overall F-test for the regression model predicting sustainable development is significant (F (4, 115) = 10.75, p < .001), indicating that the set of urban renewal options jointly predict sustainable development, which explains the linear relationship between the dependent variable (sustainable urban development) and the independent variables (urban renewal options and transportation development). Furthermore, the R-squared (R^2) value (coefficient of determination) of the regression analysis indicates that 27.2% of the variation in sustainable urban development was determined by the explanatory variables.

Regression Analysis of Demographic Characteristics and Urban Renewal

Table 4 showed the overall results obtained from the regression analysis between demographic variables and urban renewal. Table 4 indicates that none of the demographic variables, gender (B = -0.02, β = -0.02, p = .863), type of profession (B = 0.00, β = 0.00, p = .998), educational qualification (B = -0.07, β = -0.09, p = .317), or age group (B = 0.03, β = 0.04, p = .651) significantly predict urban renewal. This result is further validated by the analysis of variance (ANOVA test in Table 5). The overall F-test for the regression model predicting urban renewal from demographic variables is not significant (F (4, 115) = 0.36, p = .834). While the R-square (R^2) value indicates that about 1.3% of the variation in urban renewal was determined by the predictor variables.

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The Following Pictures Illustrates Present Condition In Ibadan Metropolis


Aerial View Of Bere


Beautification of Paliarment Road


Beautification of Onireke Roundabout Road


Dualisation of Alesinloye Road


New Bridge at Mokola


Dualisation of Onireke Eleyele Road


Urban Transit Bus


Urban Transit Bus


Modern Market at Scout Camp


Displaced Traders on Oba Adebimpe Road


Displaced Traders In Sabo Area


Displaced Traders In Sabo Area

Correlation Analysis

Bivariate correlation analysis was used to investigate the relationship between transportation development and socio-economic activities.

There is a statistically significant positive correlation between transportation development and socio-economic activities ($r = .41$, $p < .01$). This suggests that higher levels of transportation development are associated with increased socio-economic activities. **Discussion**

The study examined urban renewal and transportation development in Ibadan City: implications for sustainable urban development in Nigeria. Specifically, the study investigated the following:

- the joint and independent influence of urban renewal options of redevelopment, rehabilitation & conservation and transportation development on sustainable urban development.
- the joint and independent influence of demographic characteristics on urban renewal.

The study also examines the effect of transportation development on socio-economic activities.

The study focuses on urban renewal, transportation development, and sustainable urban development.

The results from this study provided empirical evidence on some of the challenges confronting urban renewal and transportation development and the high impact on sustainable development in some of the major cities in Nigeria.

The results of the study further corroborated previous findings by scholars on challenges of sustainability and urban development in Nigeria. Some of them include Falade (1999), whose study focused on the challenges of a sustainable Nigeria; Abumere (2002), whose research centred on urban governance and the challenges of urban poverty; Odeyemi (2002), who did a study on gender and urbanisation; Olarenwaju (2003), who focused on sustainability and urban poverty; and Yoade A.O., Olayiwola L.M., and Popoola K.O. (2013), on socio-cultural challenges to urban renewal in Ile-Ife, Nigeria.

For example, the result showed a predictive joint influence of the urban renewal option and transportation development on sustainable urban development. Specifically, the redevelopment option showed a significant negative influence on sustainable development. The implication here is that the redevelopment project in Ibadan City had significant negative consequences for urban poverty and environmental sustainability. However, the result showed a significant positive relationship between transportation development and sustainable development. The correlation between transportation development and socio-economic activities supports this conclusion. The result obtained was significant ($r = 0.41$, $P < 0.01$).

Similarly, gender, type of profession, educational qualification, and age group had no predictive influence on urban renewal. This result implies that the socio-economic characteristics of Ibadan residents do not influence urban renewal.

Limitations

A key limitation of this study is the sample size, which consisted of only 120 participants. While this sample provides valuable insights, it may not fully represent the diverse perspectives of all stakeholders in Ibadan. The limited sample size could potentially impede the generalisability of the findings, potentially under-representing certain demographic groups or neighbourhoods. Additionally, responses may be influenced by participants' subjective experiences, which could affect the objectivity of the results.

Nonetheless, since many major cities in Nigeria share similar characteristics, and the results align with previous research conducted by various scholars, the data may offer substantial support for generalisations.

Strengths of the Research

The present study possesses several strengths, including its methodological approach to addressing contemporary issues related to urban renewal and transportation development in Ibadan City as well as its practical implications for sustainable urban development in Nigeria.

Furthermore, this research enhances existing knowledge regarding urbanisation, transportation, and sustainability through a thorough review of the relevant literature. As a result, the study adds to the body of knowledge concerning urbanisation and sustainable urban development.

Future Research

Future research should focus on expanding sample sizes to include a diverse range of participants, such as government officials and urban planners, while also incorporating individuals from various socioeconomic backgrounds. Longitudinal studies could shed light on the long-term impacts of urban renewal and transportation projects. Comparative analyses between Ibadan and other Nigerian towns might reveal best practices suited to specific settings. Additionally, the integration of geospatial data with environmental impact assessments could enhance findings and inform comprehensive policy development.

Recommendations

The most serious problems confronting cities, towns, and their inhabitants, as identified in United Nations. (1992). Agenda 21, include the following:

The problems identified United Nations. (1992). Agenda 21 include inadequate financial resources; a lack of employment opportunities; the spread of homelessness and the expansion of squatter settlements; the increasing poverty and widening gap between the rich and the poor; the growing insecurity and rising crime rates; and the inadequate and deteriorating building stock, services, and infrastructure. Other problems include a lack of health and educational facilities, improper land use, insecure land tenure, rising traffic congestion, increasing pollution, a lack of green spaces, inadequate water supply and sanitation, uncoordinated urban development, and increased vulnerability to disaster (Odekunle, *et al.*, 2023).

All these issues have significantly challenged the ability of governments at all levels to achieve socio-economic development and environmental protection, both of which are essential components of sustainable development.

Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their needs (United Nations (2022). The primary objective of sustainable development is to reduce the absolute poverty of the world's poor through providing lasting and secure livelihoods that minimise resource depletion, environmental degradation, cultural disruption and social instability.

Ogbonna *et al.* (2024) typifies Nigerian cities with substandard and inadequate housing, slums, a lack of infrastructure, transportation problems, low productivity, and poverty. According to him, urbanisation is the root cause of high rates of environmental degradation, pollution, and social delinquency.

Achieving Sustainability in Nigeria's Urban Development

Sustainability and urban development can be achieved by pragmatic and efficient strategies aimed at tackling poverty and environmental degradation. Urban developments and unsustainable practices primarily victimise the poor. Poverty intertwines with environmental degradation. Okorji *et al.* (2021) said that economic disadvantages are root causes of urban poverty and environmental degradation.

Applying the following strategies will go a long way toward mitigating the effects of urban poverty and environmental degradation:

Land Regulation and Integration

1. Ensure appropriate implementation and monitoring of master plans for major towns where they exist and preparation and implementation of new ones where they are non-existent or out of date.
2. Develops and implements guidelines and puts in place appropriate institutional arrangements for effective land resource management.
3. Promote easy access to lands, especially for low-income families.
4. Renewal of all existing slums and shanties and prevention of conditions that may lead to the development of new ones.
5. Promote the development of parks and gardens and ensure retention of adequate natural green areas within human settlements to maintain ecological balance and amenity.

Participatory Management

1. Implement the Sustainable Cities Programme (SCP) in Nigeria's major urban areas.
2. Implement an integrated approach for water, power, sanitation, drainage, and solid waste management.
3. Encourage private-sector and community participation in urban regeneration, housing, and infrastructure development.

Support for the Urban Informal Sector

1. Improve the informal economy through the development of cottage and agro-allied industries to create job opportunities.

Rural Development

1. Provide social facilities to at least 75% of rural areas to promote and sustain self-sufficient development and reduce rural-urban migration.

Conclusion

The challenges of urbanisation and sustainable development in Ibadan are comparable to those facing other large cities in Nigeria; thus, governments at all levels should work together to produce a strategic master plan for urban reconstruction. This would alleviate the associated consequences of urban poverty, environmental degradation, and the spread of slums and shanty towns.

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