



## Landed Property Values and Compensation Satisfaction Level for Road Construction in Zaria City, Kaduna State, Nigeria

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### ABSTRACT

*Compensation to landed properties when expropriate generates mixed feelings among the affected persons. Many people express either satisfaction or dissatisfaction depending on their background, nature of property owned, government involvement and the building or property type. This study assessed the perception of land and property owners in the ancient City of Zaria during the demolition for roads construction. The study used questionnaires and field observation to acquire data. In collecting the data, a systematic sampling technique was used to select the respondents. The collected data were analyzed descriptively using tables, percentages and charts. The result revealed that the total length of the roads affected was 12.1 km. 65.8% of the respondents were males while 34.2% were females. 35% of respondents, the majority, were above 40 years. The result further revealed that a minority of the affected persons 13% were unsatisfied with the compensation. The study, therefore, concluded that most of the affected persons were satisfied with the compensation offered. The study recommended that government at all levels should embrace the endogenous approach of regional planning and development that consider the inputs of all stakeholders. The study further recommended that females should be given more opportunities to own landed properties.*

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### INTRODUCTION

The importance of land cannot be overemphasized. According to study rankers online (2018) land supports not only human being, but also flora, fauna and microorganism. Land supports housing, transportation and communication systems and all economic activities. In fact, land is an asset of a finite magnitude. A study conducted by Muchiva, *et al* (2015) revealed that people perceive land differently based on the utility they attach to it. The study reported the lack of information on expropriation of land and the fear of what government could do as the major cause of variation in opinion and perceptions on land compensation.

However, no matter what people perceive, government would continue to expropriate because it is saddled with a responsibility. The responsibility of keeping land is

offered to government and a governor in a state according to the land use degree of 1978 (Onuoha, 2016).

On one hand, there is an increased pressure on government at all levels to deliver public services in the face of an already high and growing demand for land (FAO, 2009). On the other, scarcity of funds is seriously faced by governments. Thus, government uses its powers to acquire lands with little or no compensation in some cases under the guise of 1978 land use act.

One of the objectives of sustainable development is provision of infrastructure that ensures well-being and safety of the society and also safeguard and refurbish the natural environment (SDGs 2015; Workineh, 2017). Road networks and constructions are one of such infrastructures (Workineh 2017). Road construction is a project that contributes to the growth and development of communities and



towns. It connects communities, creates jobs and trigger economic development (Land Acquisition & Resettlement Framework [LARF], 2015). Economic development in turn is part of regional and national development (Jellili *et al.*; 2008). However, many roads are constructed where there are already established settlements through expansion and demolition (Adeyemi, *et al.*; 2018).

Projects like road constructions in established settlements require properties to be acquired and some structures to be demolished. Thus, there will be physical and economic displacement of owners, tenants and users of such properties (LARF, 2015). Road expansion on the other hand, is the process of widening the roads by adding additional lanes and setbacks to meet up with the current traffic demand (Nozzi, 2013). There is also the issue of compensation which Cambridge dictionary defines as reward for some loss or service due to expropriation.

Workineh (2017) posits that provision of road for an urban area is the remedy for development and mostly performed by expropriation of private land holders through compensation. The compensation and resettlement principles and responsibilities ensure that no one affected by the project's implementation is disadvantaged compared to current conditions (LARF, 2015). Contrary to that, compensation faces challenges in relation to the amount paid and even though the amounts in legal aspects may be fair, they faced implementation and cultural attached problems in developing countries (Workineh, 2017).

Ndjovu (2016) opined that in most developing countries including Nigeria, the power to acquire the land undermine the compensation

provision of the land act. This practice makes many land and property owners to resist government land acquisition practices. There is also inequality in payment where it is paid resulted from inadequate law enforcement and delay in payment of compensation (Nuhu, 2008).

Many studies conducted on compensation as a result of expropriation in African countries revealed mixed results with some positives while many negatives. Compensation has created a wide range of disagreements, crises and problems due to refusal to pay, delay in payment, inadequate payment and/or inequality in payment. These problems have rendered many families homeless, led to food insecurity and impoverished many affected land and property owners (Fieldman and Geisler, 2012).

Ahmed (2014), opined that the disagreement and rejection of compensation was partly because of low payment that render people homeless. But where justice is observed in payment, people accept the compensation willingly and happily.

In its quest to deliver the dividend of democracy, the Kaduna State Government through its urban renewal programme has initiated and implemented many projects that expropriate lands and paid compensation for road constructions in three major urban areas of Kaduna, Zaria and Kafanchan. Looking at the present challenges of variation in compensation for expropriation, this is the gap the study is aimed at filling in order to assess the satisfaction level towards compensation for roads construction in Zaria city.

## MATERIALS AND METHODS

Table 1: Source, Type and Purpose of Data

Type	Source	Purpose
Buildings/Structures Affected	Field	Estimate the compensation worth
Landowners perception	Questionnaire	To determine their satisfaction or dissatisfaction levels.

**Source:** Author's Compilation, 2021.

About 400 persons were affected by the demolition. Using Krejcie and Morgan (1970)

technique, One hundred and ninety six (196) questionnaires were administered to respondents

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affected by demolition at five affected roads across the study area. In administering the questionnaire at the houses demolished, (majority of the affected structures), head of household was issued or his representative where he is unavailable. At shops, any shop owner/keeper found was issued with the questionnaire.

Additionally, in selecting the respondents, systematic sampling was applied with the first element taking randomly and subsequent elements choosing at the interval of

one. Thus, element one was taking, two was skipped and three was choosing, and so on (Bello and Ajayi, 2006). Affected people's perception on the causes and effects of demolition, determination of affected people's level of awareness on the policies guiding urban planning and demolition, and whether they are satisfied with the compensation or not were the basic questions elicited from the respondents besides their demographic characteristics.

**Table 2:** Affected Roads and their Distances

Road	Distance in Km
Bakin Kasuwa to Kofar Galadima	3.38
Kofar Doka to Magajiya	2.81
Bakin Kasuwa to Kofar Jatau	2.65
Kofar Jatau to Kofar Fada	2.60
Bakin Kasuwa to Azaran Dabuwa	0.66
<b>Total</b>	<b>12.1</b>

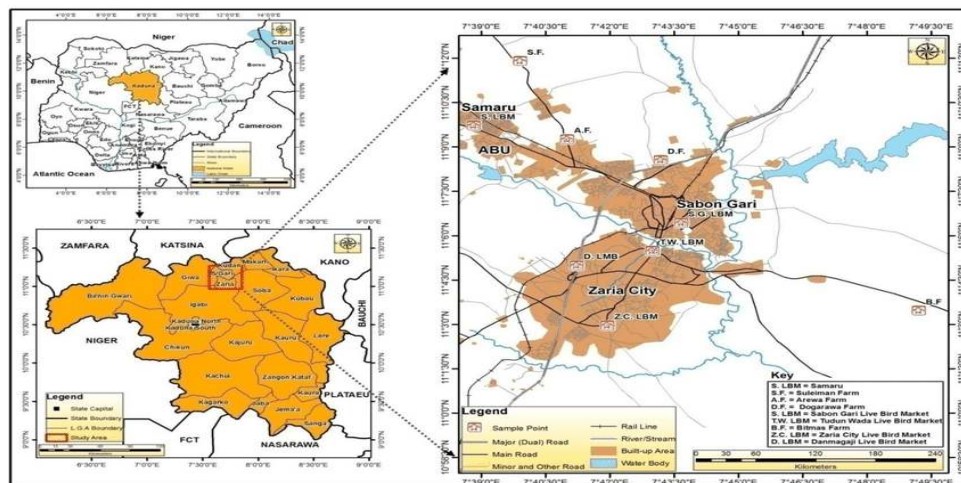
Source: Google Map, 2021 and Ulyss Speedometer.

Descriptive statistics using table, percentage and chart were adopted. Table and percentage present all the information except the perception on compensation, while pie chart was used to present the result on satisfaction level.

Zaria is the second largest city in Kaduna State, Northern Nigeria. It is located between latitudes  $11^{\circ} 0'15''$  -  $11^{\circ}9'0''$  N and longitudes  $7^{\circ}34'15''$ -  $7^{\circ}46'30''$ E. See Figure 1.

Zaria region is an extensive pen plain developed in crystalline metamorphic rocks of

Nigeria. The soil is leached ferruginous tropical soils, weathered silt from the Sahara desert during many decades of the propagation of the tropical continental air mass into the area. Zaria is also a major city with socio-economic activities like trade, manufacturing and education. It has many old and new roads. See Figure 1 and 2 for the study area and the affected roads in the ancient city ([www.abu.edu.ng](http://www.abu.edu.ng)).



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Figure 1: Zaria Metropolis (KADGIS, 2021)

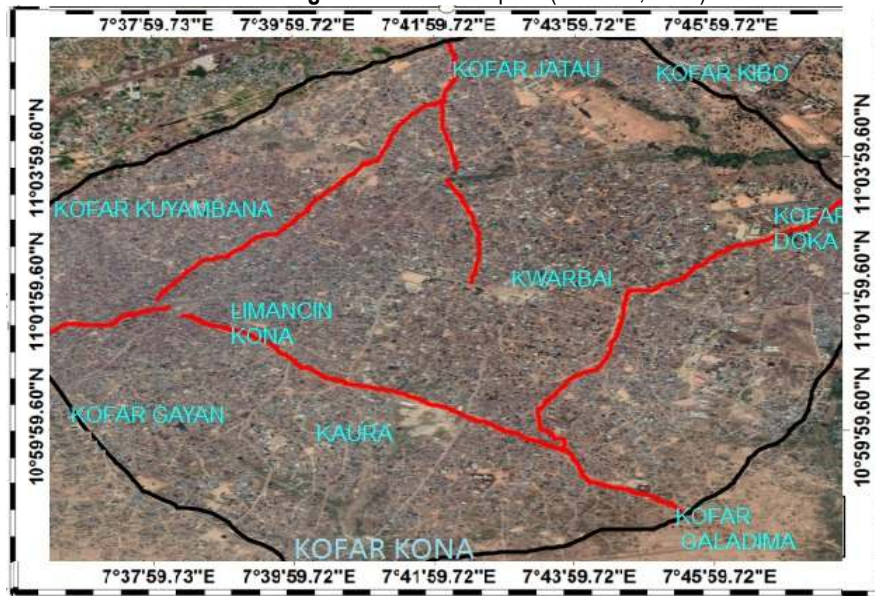


Figure 2: Zaria City Showing Affected Roads (KADGIS; Google, 2021)

The demographic characteristics of the respondents in the sampled settlements are presented in Table 3 below. Four issues: gender, age, marital status and educational level are discussed. Abbreviation is used to summarize the road names affected in the table. Thus, Bakin

Kasuwa to Kofan Galadima is represented as BK-KG, Kofan Doka to Magajija is represented as KD-MG, Bakin Kasuwa to Kofan Jatau is represented as BK-KJ, Kofan Jatau to Kofan Fada is represented as KJ-KF and Bakin Kasuwa to Azaran Dabuwa is represented as BK-AD.

Table 3: Demographic Characteristics of the Respondents

Demographic Characteristics	BK-KG (n=48)		KD-MG (n=42)		BK-KJ (n=45)		KJ-KF (n=38)		BK-AD (n=23)		TOTAL (n=196)	
	F	%	F	%	F	%	F	%	F	%	F	%
<b>Gender</b>												
Male	33	68.8	29	69	29	64	26	68	12	52.2	129	65.8
Female	15	31.2	13	31	16	36	12	32	11	47.8	67	34.2
<b>Age</b>												
18-28	10	32.3	8	25.8	6	19.4	5	16.1	2	6.5	31	15.8
19-29	12	26.0	11	24.0	12	26.0	8	17.4	3	6.5	46	23.5
30-40	16	31.4	11	21.6	10	19.6	11	21.6	3	5.9	51	26.0
41+	19	27.9	14	20.6	16	23.5	14	20.6	5	7.4	68	34.7
<b>Marital Status</b>												
Single	8	16.7	6	14.3	8	17.8	5	13.2	2	8.7	29	
Married	31	64.6	30	71.4	32	71.1	28	73.7	19	82.6	140	
Divorced/Widow	10	20.8	5	11.9	5	11.9	5	13.2	2	8.7	27	
<b>Education</b>												
Primary	11	23.0	9	21.4	10	22.2	7	18.4	5	21.7	42	21.4
Secondary	16	33.3	14	33.3	11	24.4	14	36.8	7	30.4	62	31.6
Tertiary	16	33.3	11	26.2	15	33.3	11	28.9	8	34.8	61	31.1
Quranic	5	10.4	8	19.0	9	20.0	6	15.8	3	13.0	31	15.8

Source: Field Survey, 2021

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Table 3 revealed that, majority of the respondents (affected persons), 129 representing 66% were male. This is in conformity with the tradition of Hausa-fulani people where houses, trades and related land and properties ownership is largely at the hands of male this corroborates the study of Oluwatayo *et al*, (2019) where the Islamic influence of Sokoto caliphate controls Hausa-fulani's businesses and land properties and dominantly at the hands of male.

Table 3 also revealed that 35% of the respondents, the largest, attained the age of 41 and above, while a paltry 16% were between 18-28 years of age. This means that 41 years and above category of the respondents were directly affected the most as against other categories. This further revealed that the control of land property is majorly at the hand of people from 41 years and above.

Table 3 further revealed that, the largest group of the respondents 140 representing 71%, were married and up to 27 respondents representing 14% were either divorced or widow/widower. It is apparent that many married men/women, divorced or widows have children. This means many of them have children and the demolition exercise and eventual relocation has

serious impact in terms of adapting to the new reality because not only the respondents are directly affected, but also members of their families.

Table 3 finally revealed that both secondary and tertiary education had 31% respondents each, while only 18% of the respondents had only Quranic and ajami education. This means that a vast majority or all the respondents were literate enough to understand the questionnaires and the effects of demolition of dwellings, compensation and relocation. This coincides the study of Amina *et al* (2019) in Igabi and Kaduna North Local Government Areas of Kaduna State where demographic characteristics were examined including level of education on the perception of land owners on building demolition and compensation and majority were literate enough. Kabeer (1991) opined that education is a vital instrument to help make rational decisions that affect the general livelihood and wellbeing in the society and educated respondents makes research easy. The nature of infrastructure affected by the demolition and sampled is presented in Table 4 below.

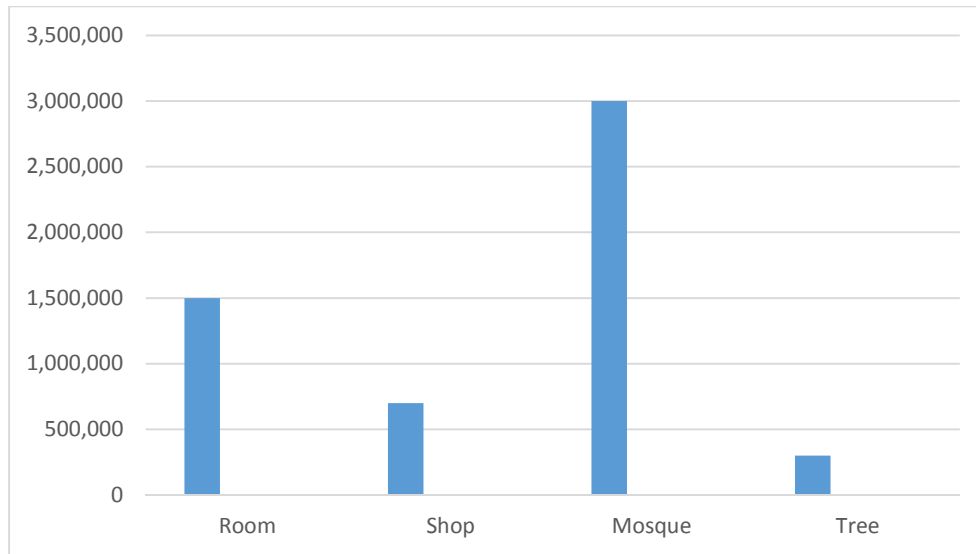
**Table 4:** Nature of the Buildings affected by the Demolition

Nature of property demolished	BK-KG (n=34)		KD-MG (n=31)		BK-KJ (n=31)		KJ-KF (n=25)		BK-AD (n=11)		TOTAL (n=132)	
	F	%	F	%	F	%	F	%	F	%	F	%
	House	34	25.8	31	23.4	31	23.4	25	18.9	11	8.3	132
Shop	16	30.1	11	20.8	12	22.6	9	17.0	5	9.4	53	26.5
Mosque	2	18.2	2	18.2	2	18.2	2	18.2	1	9.0	11	5.6

Source: Author's Analysis, 2021

Table 4 revealed that there were three major buildings/structures (houses, shops and masjid/mosque) affected by the demolition. The houses demolished and compensated was 67% being the largest and the masjid/mosque being the lowest at 6%. Besides this, economic trees like mango and moringa were also compensated for, but were included under houses or shops for the affected persons as the case may be.

It is revealing that the affected structures have some public buildings affected which were not included in the private properties compensation list. One primary school, LGEA Turaki Ali in Magajiya was partially demolished. Government has reconstructed the affected classrooms somewhere in the school. Figure 3 presents the amount of money paid for each of the structures/properties affected as sampled in the study area.



**Figure 3:** Amount of compensation paid for the affected properties (Field Survey, 2021)

From Figure 3, the result revealed that affected rooms compensation starts from N500,000.00 (\$1,000.00) to N1,500,000.00 (\$3000.00) depending on the quality of room and building materials used. Most affected shops were compensated with N700,000.00 (\$1400.00) irrespective of the building materials used. Masjid (Mosque) went from N1,500,000.00 (\$3000.00) to N3,000,000.00 (\$6000.00) depending on the size of the masjid and the building materials used. Economic trees affected like moringa and mango were also compensated for N300,000.00 (\$600.00) No masjid was completely removed, but many rooms and shops were completely demolished and some were partially affected.

Most rooms made from mud block of average size 3x4 metres were compensated for between N500,000.00 (\$1000.00) to N7,000,000.

00 (\$1400.00). A room of similar size made of cement block went for between N1,000,000.00 (\$2000.00) to N1,500,000.00 (\$2000.00) Most people affected, packed all their belongings before the demolition. Some have even removed some blocks unbroken and kept for future used. In compensating shops, there was little or no consideration of the building materials used. Most shop owners where given N700,000.00 (\$1400.00) per shop. Understandably, most shops affected were smaller in size than rooms. The demolished buildings were also used by many of the affected respondents to fill some lands affected by erosion. This is what most of the respondents called “win win”. Table 5 presents information on whether respondents have idea on principles guiding demolition.

**Table 5:** Idea on Principles Guiding Demolition and Urban Planning

Idea on demolition guiding principles	BK-KG (n=63)		KD-MG (n=44)		BK-KJ (n=38)		KJ-KF (n=34)		BK-AD (n=17)		TOTAL (n=196)	
	F	%	F	%	F	%	F	%	F	%	F	%
<b>Gender</b>												
<b>Have idea</b>	34	30.6	26	23.4	22	19.8	22	19.8	7	6.30	111	56.6
<b>No idea</b>	29	34.1	18	21.1	16	25.9	12	14.1	10	11.8	85	43.4

Source: Field Survey, 2021

Table 5 revealed that, majority of the respondents 111, representing 56% have idea on principles guiding demolition and urban planning law that vests the State Government and the Governor in particular the right to expropriation although the Governor holds the land in trust as enshrined in the land use act of 1978 (Nwocha,

2016). This has assisted immensely in compliance with the notice for relocation, packing or vacating of properties before the arrival of the demolishers. This might be attributed to the high literacy rate of the affected persons as a large number of them attended secondary and tertiary institutions of learning.

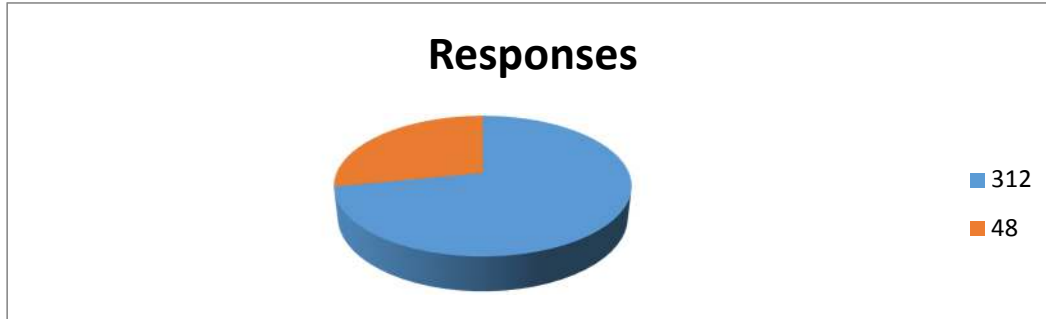


Figure 4: Satisfied and not satisfied levels (Author's Analysis, 2021).

Figure 4 revealed that 170 of the respondents representing 87% or 312<sup>0</sup> were satisfied with the compensation while only 26 respondents representing 13% or 48<sup>0</sup> were not satisfied. This is in contrast with Ahmed (2014) in Katsina and Muzammil (2011) in Kano and many others where majority of the affected persons expressed their dissatisfactions with the compensations. In Zaria City, from the respondents and field survey some of the affected persons have bought new lands or houses and relocated from the compensation proceeds and some still have some changes. This is in agreement with Amina *et al.*; (2019) in their study of Igabi and Kaduna North Local Government Areas where majority of the respondents expressed their satisfaction to compensation for demolition meant for road construction. Coincidentally, Zaria, the study area, Igabi and Kaduna North Local Governments are in Kaduna State. This means that, there is fairness in the compensation offered by the Kaduna State Government when compared with other states.

## CONCLUSION

This study assessed the perception of land and proper owners on compensation affected by demolition in ancient Zaria City. The study found that majority of the respondents were

satisfied with the conduct of the compensation process and implementation as money paid is worth the landed properties they lost.

## RECOMMENDATIONS

1. Although majority of the respondents were satisfied, the few that did not satisfy could be satisfied when endogenous planning approach where all stakeholders are consulted and involved is embraced by government at all levels when embarking on any project. Thus, Government of Kaduna State and other governments should consider this planning approach in order to carry every affected person along.
2. More females should be given opportunities like the male counterpart to own landed properties because they are educated, their number is large and also contribute to the growth and development of society.

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