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Residents' Attitude: A Sign for Public Infrastructure Longevity in Osogbo, Nigeria

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Abstract The notion that government property is nobody's property particularly accounts for the nonchalant attitude of the public. Hence, this study examines spatial analysis of residents' attitude to public infrastructure in different residential areas of Osogbo, Nigeria. Multi-sampling procedure was adopted in selecting 214 household heads for the survey. The attitude of residents was measured through a 5-point Likert scale. Data were analysed using descriptive statistics. The mean of RPAI for Osogbo was 3.04. It implied that residents in Osogbo were occasionally involved with a positive attitude towards public infrastructure. In low, medium and high residential densities, the RPAI indices were 3.32, 2.86 and 2.91 respectively. In Osogbo, residents ranked adequate security on available infrastructure as their most valued attribute, with an RPAI of 3.66. The prominent negative attitude was the use of public school premises as toilets. Other resident's negative attributes higher than the mean index in Osogbo included improper and careless construction, vandalism of public infrastructure and disposal of solid waste on road junctions. The study concluded that residents' attitudes both positive and negative, varied in the different residential densities. Also, the attitudes of residents towards infrastructure were influenced by the importance attached and satisfaction derived from the public infrastructure. This study recommends that law enforcement agencies should conduct constant monitoring by utilising modern technology devices and organising enlightenment programmes for residents regularly. Likewise, necessary punishments should be meted out on reckless residents as regards infrastructure vandalism.

Keywords: Attitudes, Infrastructure, Public, Residential and Space

I. Introduction

The basic need of man is incomplete without the adequate provision of infrastructure. According to [1] infrastructure are the physical components of interrelated systems that facilitate the production and distribution of goods and services which are necessary to support, sustain and enhance living conditions in any society. They are systems and facilities needed for economic development, provided by both the public and the private sectors [2, 3].

Public infrastructure are physical capital investments provided for private households and businesses by the public sectors [4].

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Infrastructure can be classified into hard-core or physical and soft-core or social infrastructure [5, 6]. Physical infrastructure comprises roads, telecommunication, water supply, power and sewage among others. Social infrastructure comprised schools, health facilities and government services and many others.

Public infrastructure is put in place by public sectors, thus distinguishing it from which is put in place by private sectors. Infrastructure facilitates production, processing and distribution processes that can lead to total advancement of economic and social development systems with the aim of improving human standard of living [7]. Problems facing public infrastructure are attributed to a number of factors. These include prevailing economic conditions, the government's legislations and

policies, poor delivery and financing by the government. An area that is often neglected in explaining the problem is the attitude of people to the available public infrastructure in space.

Attitude has long been considered a central concept of social psychology [8]. It is a psychological tendency that is expressed by evaluating a particular entity with some degree of favour or disfavour [9]. Attitude can be a positive, negative or mixed reaction to a person, object, or idea. Resident attitudes, whether positive or negative, have a significant influence on the sustainability of public infrastructure. Positive attitudes to public infrastructure may promote the effective utilisation of the infrastructure, while negative attitudes could lead to vandalism of such infrastructure [10].

Positive attitude may include hope, confidence, development and protection of public infrastructure in different residential areas. The foregoing could lead to pro-infrastructure behaviour such as local participation in infrastructure development and joint protection or conservation of the available infrastructure by local residents [11]. On the contrary, negative attitudes such as hate, anger, discontentment, vandalism and nonchalant attitudes to available public infrastructure have been major concerns in some developing countries of the world [12]. The notion that public property is nobody's property particularly accounts for the nonchalant attitude of the public towards public infrastructure and has resulted in negative attitudes towards these facilities.

According to [13], negative attitude ranges from stepping on flower beds or grasses, destruction of structures during crisis, uncontrolled bush burning, and theft of electrical and telecommunication cables among others. Negative attitudes constitute a serious drain on government limited resources; they destabilise socio-economic activities and have strong debilitating effects on the livability, serviceability and manageability of city infrastructure [14].

There are several researches documented on the state and accessibility of residents to public infrastructure in both developed and developing countries. Some of these include the studies of [15], [7] and [16]. Of these, those that dealt with the attitude of the people are scanty. Furthermore, the work of [16] examined the negative attitude of residents towards public infrastructure. It focused on the nature, types, location and costs of vandalism as well as identifying the various actors involved in vandalism of electricity cables in Osogbo, Nigeria. This study only focused on residents' negative attitude towards the available infrastructure. The present study examines both positive and negative attitudes towards public infrastructure in the study area.

Residents' attitudes to public infrastructure are geographically random since attitudes are human phenomena. For residents to react to available infrastructure, the residents' attitude and infrastructure must exist in a location for a period of time. Therefore, the aspect of space plays an important role in residents' attitude to public infrastructure in different geographical locations. In addition to this, [16] argued that since attitudes are human phenomena, the time of occurrences is temporal in nature as it changes with time depending on the social, economic and political situation of a place.

Few researchers have investigated the relationship between urban space and attitudes toward public infrastructure development. Findings established that the closer a resident lives to concentrations of public infrastructure, the more positive his or her perception will be of

infrastructure development [17]. The study also revealed that residents who solely depend economically on public infrastructure have more positive attitudes toward public infrastructure than residents that do not have access to public infrastructure in their geographical locations. Thus, it is obvious from the foregoing that studies on information regarding the view of residents' attitude (both positive and negative) towards public infrastructure are scanty.

It is on this note that this study is focused on the spatial analysis of residents' attitude to public infrastructure in different residential areas of Osogbo, Nigeria, with a view to developing a people-orientated policy for the provision and maintenance of public infrastructure. This study is therefore considered imperative because it will help in identifying residents positive and negative attitudes towards public infrastructure that could lead to awareness campaigns and the setting up of monitoring bodies that regulate the occurrence of negative attitudes in the study area.

II. Materials and Methods

A. Study Area

The study area is Osogbo the capital city of Osun State, Nigeria. Osun State was carved out of the former Oyo State in 1991. Osogbo is situated on Longitude 40 34' 0" as well as Latitude 70 46' 0" North East. The population in 2006 was about 800,000 people with an annual growth rate of 3.5% [18]. The local government areas in the state are thirty. Osogbo is made up of two local government areas: Osogbo and Olorunda (see Figure 1).

B. Method of Data Collection and Analysis

Multi-stage sampling technique was employed for the study. The first stage involved the stratification of residential areas in Osogbo into different residential zones based on historical evidence. These were high, medium and low densities. Subsequently, a political ward in each residential zone of the two local government areas was selected using simple random sampling by balloting. Six (6) wards from the three different residential zones were selected. Information was obtained from household heads in the selected political wards.

In furtherance, 44 streets were selected in the residential zones, using simple random sampling without replacement. From the Google Earth imagery and the author's field survey, there were 715, 720 and 700 buildings, respectively in the residential zones. Systematic sampling technique was adopted in selecting one out of every 10th building (10%) in the selected streets. A total of two hundred and fourteen (214) questionnaire were administered.

The reaction of residents to various public infrastructure was evaluated along both the positive and negative sides. To measure attitude (positive and negative) to public infrastructure in the study area, residents were provided with questionnaire. Respondents were instructed to express opinion on how often the practices listed were carried out. The rating was done using five points Likert scale of **'**Very often' (VO), 'Often' (O), 'Occasionally' (OC), 'Seldom' (S) and 'Rarely' (R). The information derived from the analysis was used to arrive at an index called Residents' Positive Attitude index (RPAI) and Residents' Negative Attitude Index (RNAI).

III. Results and Discussion

From the analysis presented in Table 1, 15 attributes were provided for residents to indicate their positive attitude to public infrastructure.

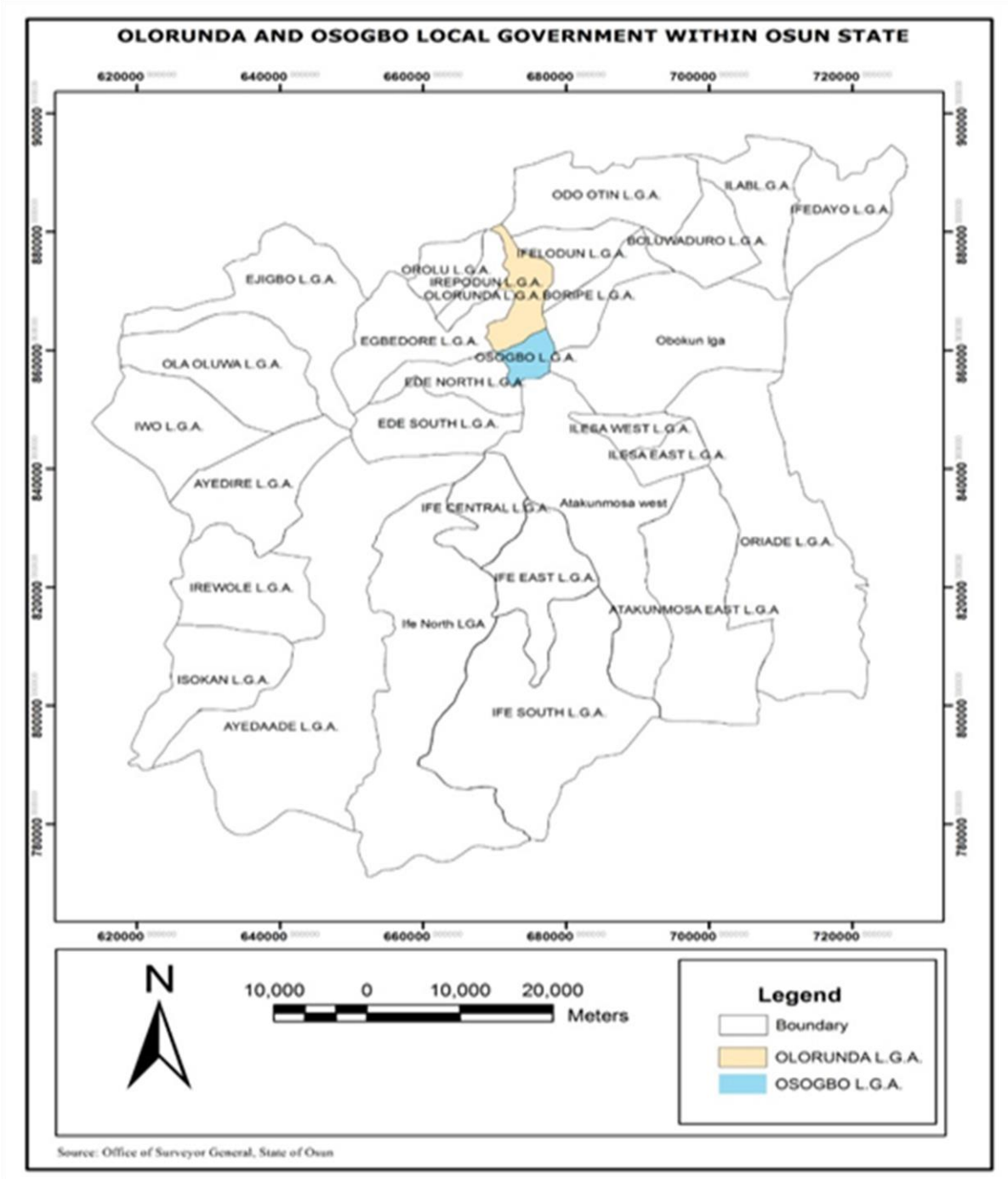

Figure 1: Map of Osogbo and Olorunda LGAs in the Context of Osun State
Source: Ministry of Land and Physical Planning, Abeere, Osun State, 2015

The aggregated mean (RPAI) in Osogbo was 3.04. This implied that residents in Osogbo were occasionally involved with a positive attitude towards public infrastructure. The RPAI index in the low residential density was 3.32, while that of the medium and high densities were 2.86 and 2.91 respectively. The highest index was in the low residential density, with a higher level of positive attitude to public infrastructure. This demonstrated that the attribute of positive

attitude exhibited by respondents in low density was higher than that of the respondents in other residential densities. The reason might be due to the level of enlightenment involved among the elites in the area.

The positive attitude in which residents expressed the highest attribute in Osogbo was adequate security on available infrastructure with a mean of 3.66. Five other attributes with RPAI higher than the study area's RPAI were organising neighbourhood meetings on a regular basis, community participation in infrastructure development, organising effective neighbourhood watch, manual labour towards maintenance of public infrastructure and fundraising for provision of public infrastructure. The respective RPAI were 3.56, 3.32, 3.17, 3.17 and 3.07. It was obvious that six attributes were with positive deviations about the mean while nine attributes were negative. This is an indication that residents' positive attitude in Osogbo was lower. This corroborates the findings of [19] that citizens need to improve on their social responsibility in infrastructure development.

The least positive attitude in the study area was long term planning. It represented an index of 2.59. This implied that residents' response to infrastructure issue will be delayed. Four attributes with lower RPAI were hiring of vigilante to protect infrastructure (2.99), conservation of public infrastructure (2.99), fund raising towards protection of infrastructure (2.92) and organising of enlightenment programs on the protection of public infrastructure (2.92). This is an indication that residents had little concern for infrastructure security.

The prominent RPAI in the low residential density was adequate security on available infrastructure, while the least was organising enlightenment programs on the protection of public infrastructure. The respective RPAI were 4.13 and 2.94. Attributes that residents had positive attitudes with includes conservation of public infrastructure (3.56), fund raising for provision of public infrastructure (3.51), organise neighbourhood meetings on a regular basis (3.49) and fund raising towards protection of infrastructure (3.49). It can be submitted that residents in low residential area were more committed to protect public infrastructure. This corroborate the study of [16] that established how governments and people provides extensive resources for the replacement of vandalise infrastructure.

Findings showed that residents' participation in infrastructure development (3.39) was the most noticeable attitude in the medium density. It can be established that three attributes were occasionally involved in by the residents, while six were with lower RPAI below the density means. These consist of conservation of public infrastructure, fund raising towards protection of infrastructure, communicates with government agencies on the state of infrastructure, and confidence in available infrastructure among others. The indices were 2.74, 2.72, 2.64 and 2.56 respectively. This showed that residents do not really enjoy the available infrastructure as anticipated. Furthermore, the first positive attitude displayed by residents in the high residential density was organising neighbourhood meeting on a regular basis with an index of 4.13. Contrarily, the least attribute was long term planning with RPAI of 2.32.

Table 1: Positive Attitude Attributes to Public Infrastructure in the Study Area

	Attribute	Low			Attribute	Medium			Attribute	High			Attribute	Osogbo		
		SWV	RPAI	DM		SWV	RPAI	DM		SWV	RPAI	DM		SWV	RPAI	DM
1.	Adequate security on available infrastructure	289	4.13	0.81	Community participation in Infrastructure Development	244	3.39	0.53	Organise neighbourhood meeting on a regular basis	289	4.13	0.81	Adequate security on available infrastructure	261	3.66	0.63
2.	Conservation of public infrastructure	249	3.56	0.24	Adequate security on available infrastructure	240	3.33	0.47	Adequate security on available infrastructure	253	3.51	0.6	Organise neighbourhood meeting on a regular basis	251	3.56	0.40
3.	Fund raising for provision of public infrastructure	246	3.51	0.19	Organise neighbourhood meeting on a regular basis	221	3.07	0.21	Community participation in infrastructure development	251	3.49	0.58	Community participation in Infrastructure Development	237	3.32	0.29
4.	Organise neighbourhood meeting on a regular basis	244	3.49	0.17	Fund raising for provision of public infrastructure	214	2.97	0.11	Manual labour towards maintenance of public infrastructure	250	3.47	0.56	Organise effective neighbourhood watch	226	3.17	0.14
5.	Fund raising towards protection of infrastructure	244	3.49	0.17	Fencing and locked gates to prevent access to available infrastructure	212	2.94	0.08	Organise enlightenment programs on protection of public infrastructure	244	3.39	0.48	Manual labour towards maintenance of public infrastructure	226	3.17	0.14
6.	Organise effective neighbourhood watch	237	3.39	0.07	Manual labour towards maintenance of public infrastructure	211	2.93	0.07	Organise effective neighbourhood watch	230	3.19	0.28	Fund raising for provision of public infrastructure	219	3.07	0.04
7.	Regular payment levelled on the usage of available infrastructure	236	3.37	0.05	Organise effective neighbourhood watch	211	2.93	0.07	Hiring of vigilante to protect infrastructure	205	2.85	-0.06	Hiring of vigilante to protect infrastructure	214	2.99	-0.04
8.	Fencing and locked gates to prevent access to available infrastructure	232	3.31	-0.01	Hiring of vigilante to protect infrastructure	210	2.88	0.02	Confidence in available infrastructure	201	2.79	-0.12	Conservation of Public Infrastructure	210	2.95	-0.08
9.	Hiring of vigilante to protect infrastructure	227	3.24	-0.08	Regular payment levelled on the usage of available infrastructure	207	2.88	0.02	Fund raising for provision of public infrastructure	197	2.74	-0.17	Fund raising towards protection of infrastructure	208	2.92	-0.11

10. Manual labour towards maintenance of public infrastructure	218	3.11	-0.21	Conservation of public infrastructure	197	2.74	-0.12	Fund raising towards protection of infrastructure	184	2.56	-0.35	Organise enlightenment programs on protection of public infrastructure	208	2.92	-0.11
11. Confidence in available infrastructure	218	3.11	-0.21	Fund raising towards protection of infrastructure	196	2.72	-0.14	Conservation of public infrastructure	183	2.54	-0.37	Regular payment levelled on the usage of available infrastructure	205	2.88	-0.15
12. Community participation in Infrastructure Development	216	3.09	-0.23	Communicates with government agencies on the state of infrastructure	190	2.64	-0.22	Communicates with government agencies on the state of infrastructure	182	2.53	-0.38	Fencing and locked gates to prevent access to available infrastructure	205	2.88	-0.15
13. Long term planning	214	3.06	-0.26	Confidence in available infrastructure	184	2.56	-0.3	Regular payment levelled on the usage of available infrastructure	173	2.40	-0.51	Confidence in available infrastructure	201	2.82	-0.21
14. Communicates with government agencies on the state of infrastructure	212	3.03	-0.29	Organise enlightenment programs on protection of public infrastructure	175	2.43	-0.43	Fencing and locked gates to prevent access to available infrastructure	171	2.38	-0.53	Communicates with government agencies on the state of infrastructure	195	2.73	-0.30
15. Organise enlightenment programs on protection of public infrastructure	206	2.94	-0.38	Long term planning	172	2.39	-0.4	Long term planning	167	2.32	-0.59	Long term planning	184	2.59	-0.42

NOTE: **SWV – Sum of Weighted Value**
RPAI – Resident's Positive Attitude Index
DM – Deviation from the Mean (low, medium, and high residential densities)

Low density - Mean of Resident's Positive Attitude Index ($\overline{RPAI}_l$) = 3.32
Medium density - Mean of Resident's Positive Attitude Index ($\overline{RPAI}_m$) = 2.86
High density - Mean of Resident's Positive Attitude Index ($\overline{RPAI}_h$) = 2.91
Osogbo - Mean of Resident's Positive Attitude Index ($\overline{RPAI}_O$) = 3.04

Findings showed that residents' participation in infrastructure development (3.39) was the most noticeable attitude in the medium density. It can be established that three attributes were occasionally involved in by the residents, while six were with lower RPAI below the density means. These consist of conservation of public infrastructure, fund raising towards protection of infrastructure, communicates with government agencies on the state of infrastructure, and confidence in available infrastructure among others. The indices were 2.74, 2.72, 2.64 and 2.56 respectively. This showed that residents do not really enjoy the available infrastructure as anticipated. Furthermore, the first positive attitude displayed by residents in the high residential density was organising neighbourhood meeting on a regular basis with an index of 4.13. Contrarily, the least attribute was long term planning with RPAI of 2.32.

The aggregated Resident's Negative Attitude Index for Osogbo was 3.03 as presented in Table 2. The RNAI breakdown for low, medium and high residential densities were 2.83, 2.91 and 3.37 respectively. In the study area, the RNAI was approximately 3.0 implied that the respondents were occasionally involved in activities that can jeopardise the public infrastructure available. Out of the three residential densities, the highest mean was in the high density. It was therefore established that residents' negative attitude increases as distance move from the low to high residential density in the study. The assumption that says public infrastructures is nobody's properties may have caused the reasons behind the attribute towards public infrastructure. This support the work of [20] that Nigerians have poor attitude to public infrastructure at the detriment of their need.

The dominant negative attitude in the study area was the use of public school premises as toilet. The RNAI was 3.38 and a positive deviation about the mean of 0.34. Critical observation showed that residents engaged in improper and careless construction, vandalism of public infrastructure, disposal of solid waste on road junctions, nonchalant attitude to public infrastructure and the use of school premises for social gathering without approval. The respective indices were 3.26, 3.15, 3.15, 3.12 and 3.07. It can be submitted that residents behave unlawfully that could affect the sustainability of infrastructure. The lowest RNAI attribute in Osogbo was blocking of government roads for social gathering (2.61). Other negative attitude lower than the study area's mean included graffiti on public infrastructure (2.96), cutting of roads (2.93), use of school premises for religion activities without approval (2.91), theft of public infrastructure (2.84).

As presented in Table 2, five negative attitudes identified in the low residential density were nonchalant attitude to public infrastructure (3.83), using of public school premises as toilet (3.59), theft of public infrastructure (3.24), cutting of roads (2.93), and improper and careless construction (2.93). The least attribute was the blocking of government roads for social gathering (2.6). Furthermore, the dominant negative attribute in the medium density was the disposal of solid waste on road junctions, while in the high density was the use of school premises for social gathering without approval. The indices were 3.26 and 3.79 respectively. From the findings seven attributes in the high residential area were with positive deviation while four were with lower NRAI below the density index.

Table 2: Negative Attitude Attributes to Public Infrastructure in the Study Area

Attribute	Low			Attribute	Medium			Attribute	High			Attribute	Osogbo		
	SWV	RNAI	DM		SWV	RNAI	DM		SWV	RNAI	DM		SWV	RNAI	DM
1. Nonchalant attitude to public infrastructure	268	3.83	1.00	Disposal of solid waste on road junctions	235	3.26	0.35	Use of school premises for social gathering without approval	273	3.79	0.42	Using of public school premises as toilet	241	3.38	0.34
2. Using of public school premises as toilet	251	3.59	0.76	Improper and careless construction	235	3.26	0.35	Use of school premises for religion activities without approval	270	3.75	0.38	Improper and careless construction	233	3.26	0.22
3. Theft of public infrastructure	227	3.24	0.41	Nonchalant attitude to public infrastructure	228	3.17	0.26	Vandalism of public infrastructure	267	3.71	0.34	Vandalism of public infrastructure	225	3.15	0.11
4. Cutting of roads	205	2.93	0.10	Vandalism of public infrastructure	210	2.92	0.01	Using of public school premises as toilet	266	3.69	0.32	Disposal of solid waste on road junctions	225	3.15	0.11
5. Improper and careless construction	205	2.93	0.10	Graffiti on public infrastructure	209	2.90	-0.01	Graffiti on public infrastructure	265	3.68	0.31	Nonchalant attitude to public infrastructure	222	3.12	0.08
6. Vandalism of public infrastructure	197	2.81	-0.02	Use of school premises for social gathering without approval	207	2.88	-0.03	Disposal of solid waste on road junctions	265	3.68	0.31	Use of school premises for social gathering without approval	219	3.07	0.03
7. Use of school premises for social gathering without approval	178	2.54	-0.29	Using of public school premises as toilet	205	2.85	-0.06	Improper and careless construction	258	3.58	0.21	Graffiti on public infrastructure	212	2.96	-0.07
8. Disposal of solid waste on road junctions	175	2.50	-0.33	Cutting of roads	196	2.72	-0.19	Cutting of roads	226	3.14	-0.23	Cutting of roads	209	2.93	-0.11
9. Use of school premises for religion activities without approval	164	2.34	-0.49	Blocking of government roads for social gathering	196	2.72	-0.19	Blocking of government roads for social gathering	219	3.04	-0.33	Use of school premises for religion activities without approval	208	2.91	-0.13
10. Graffiti on public infrastructure	162	2.31	-0.52	Use of school premises for religion activities without approval	190	2.64	-0.27	Theft of public infrastructure	190	2.64	-0.73	Theft of public infrastructure	208	2.84	-0.20
11. Blocking of government roads for social gathering	144	2.06	-0.77	Theft of public infrastructure	190	2.64	-0.27	Nonchalant attitude to public infrastructure	169	2.35	-1.02	Blocking of government roads for social gathering	186	2.61	-0.43

Low density - Mean of Resident's Negative Attitude Index ($\overline{RNAI}_l$) = 2.83, Medium Density - Mean of Resident's Negative Attitude Index ($\overline{RNAI}_m$) = 2.91
High Density - Mean of Resident's Negative Attitude Index ($\overline{RNAI}_h$) = 3.37 and Osogbo -Mean of Resident's Negative Attitude Index ($\overline{RNAI}_O$) = 3.03

IV. Conclusion

Residents' positive and negative attitudes to public infrastructure across different residential densities varied in the study area. The most important positive attitude toward public infrastructure was adequate security on available infrastructure, while the least attribute was long term planning in Osogbo. The highest negative attitude attribute to public infrastructure was the use of public school premises as toilets, and the lowest attribute was the blocking of government roads for social gathering. Therefore, residents' attitudes (positive and negative) towards the infrastructure were influenced by how much importance was attached and satisfaction derived from the public infrastructure. To promote public infrastructure sustainability, the following recommendations are proffered as guidelines in evolving people-oriented policy for the public infrastructure. There should be an enforcement of laws and regulations guiding residents' attitudes to public infrastructure. It will help to reduce the high level of vandalism and curb residents' excesses. Necessary sanctions should be put in place to penalise the offender. Another important action is to increase enlightenment programs and orientation for the masses. Government bodies need to embark on public education and orientation on how to effectively use the public infrastructure in Osogbo. Residents in the study area should be well-informed about the dangers of destroying public infrastructure. This can be done by utilising mass media like daily newspapers, television and radio jingles to enlighten residents. Lastly, residents should be encouraged on how to effectively protect the available infrastructure in their area. There are numerous ways to protect the public infrastructure. One is that whenever the public infrastructure malfunctions, appropriate agencies in charge should be notified as soon as possible. Two, the community involved should have a joint effort to get a vigilante, especially in the area where vandalism of transformers, electric cables, and destruction of roads are prevalent. Lastly, it is crucial to educate the residents about the importance of paying their bills

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