ANALYSIS OF MOBILITY PATTERNS OF THE ELDERLY IN RURAL AREAS OF ONDO STATE, NIGERIA

BY

ALE ADENIYI SAMUEL

B. Sc Geography (OSUA), MSc Geography (AAUA)

Thesis submitted to the Department of Geography in Partial Fulfilment of the requirements for the award of the Degree of Doctor of Philosophy in Geography in Obafemi Awolowo University, Ile-Ife, Nigeria

2016

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

OBAFEMI AWOLOWO UNIVERSITY

ILE-IFE, NIGERIA

Hezekiah Oluwasanmi Library

Postgraduate Thesis

AUTHORIZATION TO COPY

AUTHOR: ALE Samuel Adeniyi

TITLE: ANALYSIS OF MOBILITY PATTERNS OF THE ELDERLY IN RURAL AREAS OF ONDO STATE, NIGERIA

DEGREE: DOCTOR OF PHILOSOPHY (Ph. D)

Year: 2016

I, ALE Samuel Adeniyi, hereby authorize the Hezekiah Oluwasanmi Library to copy my thesis, in whole or in part, in response to requests from individual researcher and/or organisations for the purpose of private study or research.

Signature ……. Date ……

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

CERTIFICATION

This thesis has been read and certified as meeting the requirements of the University for the award of Doctor of Philosophy degree in Geography.

Dr. Ajala, O A
Supervisor

Dr. N O Adeoye
Head of Department

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

DEDICATION

This thesis is dedicated to the glory of Almighty God and also to the memory of my late parents Mr. Joshua. O. Ale and Mrs. Omofemi Ale

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

ACKNOWLEDGMENTS

I give glory to Almighty God who has bestowed on me an all round favour throughout the period of this programme. I am sincerely and wholeheartedly grateful to my distinguished supervisor, Dr. O.A. Ajala who rendered invaluable guidance, suggestions and constructive criticism towards the successful completion of this thesis. My sincere appreciation also goes to Prof. Aloba, O. (Rtd), for his wonderful and valuable contributions to the success of this thesis before he retired. Thank you, sir.

My sincere gratitude also goes to Dr. N.O. Adeoye, the Head of Department of Geography, for his support during the course of my studies at this institution. My special appreciation goes to Professors O. Ekanade (Rtd), O.O. Ogunkoya, F.A. Adesina, A.S. Aguda, Jide Kufoniyi, T.O. Odekunle and Remi Adediji, for their encouragement and supports during the period of this work. I want to express my profound gratitude to Drs. O. Babatimehin, O.O. Orimoogunje, A.M. Olayiwola and D. Baloye for their words of encouragements.

My special thanks also go to Dr and Mrs. Olawole, M.O for their assistance, tiredless efforts, love and support towards the success of this work. Also, I cannot but appreciate the efforts of Dr Bayo Eludoyin for his wonderful contributions. I am also grateful to my colleague Mrs. Joy Nwaezeigwe and her wonderful husband, Mr. P.I. Nwaezeigwe, for their supports to the success of this work. I would like to express my gratitude to Mr. Olapoju, O.M, Mr. Afolabi, Mr. Babalola, Yomi and Mr Adeyefa a colleague who is currently undergoing his Ph.D

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

programme in the Department too. I also appreciate all non-academic staff of the Department for their support during this programe.

I am grateful for the support and words of encouragement from my colleagues and the senior colleagues in the Department of Geography and Planning Sciences, Adekunle Ajasin University, Akungba Akoko especially Prof. and Mrs. E.F Ogunbodede, Dr. Aribigbola, A. Dr. Fatunsin Afolabi, Dr. (Mrs). Eludoyin, M.O, Dr.(Mrs) Allen, A. The Head of Department for her understanding whenever I am away from work and also others that I did not mention their names. My appreciation also goes to my good friend and my BEST MAN Mr. Tiamiyu for his assistance morally and financially. To my students that assisted me during data collection especially; Adelerin Esther, Aladejana Ayo, Lekan Famole, Omotayo Kayode, Seye , Seyi, Deborah Bamidele and others, I say thank you for your support.

My unreserved appreciation goes to my friends for their support at one stage or the other in the writing of this work among which are Mr. Sunmola, R. Seye Alademomi, Clu Adebayo, Bayode Ajayi and Mr. Tobi (OAU)

My thanks also go to my Big brother, Mr. Femi Ale for his prayer, support and encouragement. May God Almighty take you to a higher ground and enlarge your coast too. I cannot but remember my in-law, Hon. Mr. and Mrs. Adeyemi, M.E(JP) for their supports. I pray that God in His infinite mercy grant unto you long life and prosperity. My appreciation also goes to Tope Adeyemi, Sister Hannah and My spiritual fathers, Pastor and Prophet Samson Cluwamodede (G/O) PCCG; Pastors Aluko, Emma, Mark, Ogunleye, Most Snr. Evangelist Peter Bolarinwa, Pastor Ore-ofe and Pastor Victor for their prayers to the success of my PhD programe. I pray that God will continue to strengthen you in mind and in spirit

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

(Amen).

Finally, I am sincerely grateful to my wife, Josephine Oluwafunmilola ALE for her love, patience, understanding and prayers and also to my children, Favour Fehintoluwa Ale, Okikioluwa'Juwon Ale and Yetunde Oluwasewaola Ale for their love, patience and understanding during my graduate studies. Once again, I say thank you and God bless you all.

Ademiyi Samuel ALE

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

TABLE OF CONTENTS

Title page		i
Authorization		ii
Certification		iii
Dedication		iv
Acknowledgements		v
Table of Contents		vii
List of Tables		xii
List of Figures		xv
Abstract		xvii
CHAPTER ONE:	**INTRODUCTION**	
1.1	Background to the Study	1
1.2	Statement of the Problem	4
1.3	Research Questions	5
1.4	Aim and Objectives	5
1.5	Hypotheses	6
1.6	Justification for the study	6

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

1.7 Scope of the Study 7

1.8 Study Area 8

1.8.1 Location 8

1.8.2 Physical Factor 10

1.8.3 Administrative Area 10

1.8.4 Population of Ondo State 14

1.8.5 Transportation 16

1.9 Rural Area of Ondo State 17

CHAPTER TWO: THEORETICAL FRAMEWORK AND LITERATURE REVIEW

2.1 Conceptual Clarification 19

2.1.1 The Concept of Elderly 19

2.1.2 The Concept of Mobility 20

2.1.3 Mobility and Sustainable Development 23

2.1.4 The Concept of Rural Area and Dimensions of Rurality 24

2.2 Theoretical Framework 25

2.2.1 Residential Location Mode 25

2.2.2 Modal Split 27

2.2.3 Spatial Interaction Model 28

OBAFEMI AWOLOWO UNIVERSITY

2.2.4 Transportation Network Structure and Accessibility Analysis 29

2.3 Review of Literature 31

2.3.1 Travel Patterns in Rural Areas of Nigeria 35

2.3.2 Nature and Characteristics of Rural Roads in Nigeria 38

2.3.3 Impact of Transport Development on Rural Economies 38

2.3.4 Transportation and Rural Poverty 40

2.3.5 Rural Mobility and Quality of Life 44

2.3.6 Rural Mobility and the Elderly 46

2.3.7 Elderly Mobility and their Quality of life in Rural Areas 47

2.3.8 Measurement of Quality of Life 49

CHAPTER THREE: METHODOLOGY

3.1 Introduction 52

3.2 Source of Data 52

3.2.1 Primary Data Collection 52

3.2.2 Secondary Data Collection 54

3.3 Population 54

3.3.1 Sampling Frame 54

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

3.3.2 Sampling Technique 54

3.3.3 Sampling Method 55

3.4 Method of Data Analysis and Presentation of Data 56

CHAPTER FOUR: RESULTS AND DISCUSSION

4.0 Introduction 63

4.1 Characteristics of Respondents and Mobility Patterns 63

4.2 Mobility Characteristics of the Elderly 83

4.2.1 Ownership of Means of Transportation 83

4.2.2 Ownership of Driver License and Validity 85

4.3 Trip Generation and Mobility Patterns of the Elderly 93

4.3.1 Volume of Trip Generation 93

4.3.2 Weekly Trip to Health Centres 97

4.3.3 Weekly Trip to Market 103

4.3.4 Weekly Trip to Religious Centres 111

4.3.5 Weekly Trip to Relatives and Friends 118

4.3.6 Weekly Trip to Farm 123

4.3.7 Trips to Community/ Political Meetings 127

4.3.8 Waiting Time of the Elderly 131

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

4.4 Determinant of Trip Patterns of the Elderly 134

4.4.1 Testing of Hypothesis 1 134

4.4.2 Factors Influencing Trip to Health Centres 136

4.4.3 Factors Influencing Trip to the Market 140

4.4.4 Factors Influencing Trip to Religious Centres 144

4.4.5 Factors Influencing Trips to Farm 148

4.5 Mobility and Quality of Life of the Elderly 152

4.5.1 Total Trips and Quality of Life of the Elderly 154

4.6 Rating Means of Mobility and Quality of Life of the Elderly 156

4.6.1 Ownership of Transport Means and Quality of Life 156

4.6.2 Waiting Time and Quality of Life of the Rural Elderly 158

4.6.3 Modal Choice to Health Centre and Quality of Life 160

4.6.4 Modal Choices to Market and Quality of Life 162

4.6.5 Modal choice to Religious Centre and Quality of Life 164

4.6.6 Modal Choice to Farm and Quality of Life of the Elderly 167

4.7 Mobility Constraints of the Elderly in the Study Area 170

4.7.1 Regional Mobility Constraint of the Elderly 170

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

4.7.2 Regional Mobility Constraint Associated with Age group of the Elderly 174

4.7.3 Regional Mobility Constraints Associated with Sex (Gender) of the Elderly 177

4.7.4 Regional Mobility Constraint Associated with Ownership of Transport Means 179

4.8 Testing of Hypothesis 2 181

4.8.1 Total Trip Generated and Quality of Life 181

4.8.2 Modal Choice and Quality of Life 183

4.8.3 Impact of Transport on Quality of Life 185

4.9 Relationship between Mobility Constraints and Quality of Life of the Elderly 188

4.9.1 Multiple Regressions (using stepwise method) on Regional Mobility Constraint and the Elderly Quality of Life 190

4.9.2 Test of Hypothesis 4 194

CHAPTER FIVE: SUMMARY, CONCLUSION AND RECOMMENDATION

5.0 Introduction 198

5.1 Summary of Findings 198

OBAFEMI AWOLOWO UNIVERSITY

5.2 Policy Implications 204

5.3 Conclusion 205

5.4 Recommendation 205

References 207

Appendices 219

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@bauife.edu.ng

LIST OF TABLES

1.1	Senatorial Districts of Ondo State	13
1.2	Local Government Areas of Ondo State and their Projected 2015 Population	15
3.1	List of Villages (Settlements) in the Selected LGAs in the Study Area	57
3.2:	List of Selected Local Government Area and Sampled Settlement	61
3.3	Statistical Analyses Used for this Study	62
4.1	Summary of Socio – Economic Characteristics of Respondents	66
4.2	Age Distribution of Respondents by Sex	68
4.3	Age Distribution of Respondents by Region	69
4.4	Marital Status of Respondents by Region	73
4.5	Educational Qualifications of Respondents by Region	75
4.6	Occupation of Respondents by Region	78
4.7	Income of Respondents by Region	81
4.8	Means of Transport by Region	87
4.9	Percentage Ownership of Means of Transport by Community	89
4.10	Ownership of Driver License	91
4.11	Validity of Driver License	92

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

4.12	Total Trip Generated	95
4.13	Percentage of Trip Generated across the Sampled Communities	96
4.14	Percentage of Trip to Health Centres	99
4.15	Trips to the Market	106
4.16	Weekly Trip to Religious Centres	113
4.17	Weekly Trips to Relatives and Friends	120
4.18	Weekly Trips to Farm	126
4.19	Regional Weekly Trips to Community/Political Meetings	130
4.20	Waiting Time of the Elderly	133
4.21a	Factors Influencing Trip to Socio-Economic Facilities	135
4.21b	Total Variance Explained for Trips to Health Centre	138
4.21c	Rotated Component Matrixes for Trips to Health Centres	138
4.22a	Total Variance Explained for Trips to Market	142
4.22b	Rotated Component Matrixes for Trips to Market	142
4.23a	Total Variance Explained for Trips to Religious Centres	146
4.23b	Rotated Component Matrix for Trips to Religious Centres	146
4.24a	Total Variance Explained for Trips to Religious Centers	150

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

4.24b Rotated Component Matrix for Trips to Religious Centres 150

4.25 Total trip of the Elderly 155

4.26 Ownership of Transport Means and Quality of Life 157

4.27 Waiting Time and Rating of Quality of Life 159

4.28 Modal Choice to Health Centre and Quality of Life 161

4.29 Perception of Modal Choice to Market and Quality of Life 163

4.30 Perception of Modal Choice to Religious Centre and Quality of Life of the Elderly 166

4.31 Modal Choice to Farm and Quality of Life 169

4.32a Regional Mobility Constraint of the Elderly 173

4.32b Regional Mobility Constraint Associated with Age Group of the Elderly 176

4.32c Regional Mobility Constraint Associated with Sex (Gender) of the Elderly 178

4.32d Regional Mobility Constraint Associated with Ownership of Transport Means 180

4.33 Chi-Square Test of Total Trips (Group) and Quality of Life 182

4.34 Expressing Satisfaction with Modal Choice 184

4.35 Satisfaction with Impact of Transport on Quality of Life 187

4.36 Correlation Table of Mobility Constraints and Quality of Life of the Elderly 189

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

4.37 Model Summary of Stepwise Analysis in the Hinterland of the Study Area 191

4.38 Model Summary of Stepwise Analysis in the Coastal Area of Ondo State 193

4.39a t – Test of Impact of Transport on Quality of Life 196

4.39b t – Test of Impact of Transport on Quality of Life 197

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

LIST OF FIGURES

1.1	Ondo State in Nigeria	9
1.2	Local Government Areas of Ondo State	11
1.3	Senatorial Regions of Ondo State	12
2.1	Location of Rural Residences Relative to the Village Centre	26
2.2	Conditions for the Realization of Spatial Interaction	29
2.3	Flow Chart Component of Rural Transport	37
3.1	Flowchart of Research Procedure	53
3.2	Flow Chart of Sampling Procedure	60
4.1	Sex Distribution of Respondent by Region	67
4.2	Educational Qualifications by Sex	74
4.3:	Income of Respondents by Gender	82
4.4:	Ownership of Means of Transport	86
4.5	Percentage of Means of Transport Used in the Study Area	88
4.6a	Travel Distance to Health Centres	100

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

4.6b Trekking Time to Health centres 100

4.6c Travel Time to Health Centres 101

4.6d Travel Cost to Health Centres 101

4.6e Mostly Used Vehicle to Health Centres 102

4.7a Trip Days to Market 107

4.7b Travel Distance to Market 107

4.7c Trekking Time to Market 108

4.7d Travel Time to Market 109

4.7e Travel Cost to Market 109

4.7f Mostly Used Mode to Market 110

4.8a Trip Days to Religious Centres 114

4.8b Travel Distance to Religious Centres 114

4.8c Trekking Time to Religious Centres 115

4.8d Travel Time to Religious Centres 115

4.8e Travel Cost to Religious Centres 116

4.8f Means of Mobility to Religious Centres 117

4.9a Travel Days to Relatives and Friends 121

OBAFEMI AWOLOWO UNIVERSITY

4.9b Travel Distance to Relatives and Friends 121

4.9c Trekking Time to Relatives and Friends 122

4.9d Mostly Used Mode to Relatives and Friends 122

4.10 Scree Plot of Eigen - value of Trip to Health Centres 139

4.11 Scree Plot of Eigen - value of Trip to the Market 143

4. 12 Scree Plot of Eigen - value of Trips to Religious Centres 147

4.13 Scree Plot of Eigen - value of Trips to Religious Centres 151

4.14 Rating of Quality of Life 153

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

ABSTRACT

The study examined the socio-economic characteristics and mobility characteristics of the elderly in the rural areas of Ondo State. It also identified mobility constraints of the elderly and examined the effects of transportation services on quality of life of the elderly population in the study area. These were with the view to determining the principal factors influencing the mobility of the elderly in the area.

Primary data were used for the study. The primary data were socio-economic characteristics, cost of transport, travel time and trip survey as well as the mobility characteristics of the elderly in the study area. The data were collected through a set of questionnaire, which were administered to the systematically selected elderly people (age 60 years and above) in the area. The sampling was achieved using a multi - stage sampling procedure. First, three Local Government Areas (LGAs) were randomly (balloting method) selected from each of the three existing senatorial district in Ondo State. This translated into nine LGAs. Second, the settlements within each of the selected LGA were stratified into three classes using population figure (i.e. settlements with population less than 2000, 2,100 - 5,000 people and above 5,000). This resulted to a total of 27 settlements (i.e. 3 settlements in each of the three existing senatorial districts). Finally, 10 % of the elderly (both male and female of age 60 years and above) population were selected for the study. Data on the socio-economic and mobility characteristics were analyzed using simple percentage distribution and t-test statistics while the mobility constraints were ranked using the principal component analysis (PCA).

The results showed that the elderly in the area were characterized by about 53.3% males and 46.7% of females who mostly (77.5%) were within the age group of 60 – 80 years

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

and above. They were mostly farmers (45.3 %) and traders (31.8%), about 51.2% of who earned below ten thousand naira (N10, 000) monthly. The examination of the mobility constraints of the elderly indicated that most important destinations are the religious centres (27.9%), relatives and friends (21.4%), farms (20.5%) and market (13.8%) and that the most important means of mobility was trekking (82.7%). The most important (first five by rank) mobility constraints as ranked by the results of the PCA were poor road condition, health or physical condition of the elderly, high cost of transport, poor safety consideration and poor quality of services. Furthermore, the measures of quality of life of the elderly in the area were significantly ($t \leq -3.02$, $p < 0.05$) related to conditions of transportation services, poor road, and physical capability of the elderly, travel mode and cost of transport.

The study concluded that the principal factors that influenced the mobility of the elderly in the area were the health or physical capability of the elderly, poor road condition and relatively high transportation cost.

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

CHAPTER ONE

INTRODUCTION

1.1 Background to the Study

Mobility or movement from one place to another is an inherent characteristic of any human society. Basically, mobility is an indispensable component of the economy and it plays a major role in spatial relation between locations (Ogunsanya, 2000). Mobility, according to Clawole and Aloba (2014), is a means of interaction between people and their immediate environment (urban or rural) to meet diverse fundamental needs. As people get older, the ability to move from place to place reduces, and becomes difficult, due to some factors, including inability to see clearly because of old age as well as poor economic status to finance their movement to their various destinations among others (Ipingbemi 2010). Mobility in urban areas may be quite different from that which takes place in rural areas with agrarian economy. In both economies, the movement of the elderly people (senior citizens) may be similar in some characteristics. For example, aging is a limiting factor of mobility to places both in urban and rural areas. Mobility, therefore, involves the need to reach and satisfy individual socio-economic, cultural and political activities, as well as the need to conduct daily activities, including visit to workplace, market, visiting friends and families (Aloba, 1985). In general, mobility is a critical condition for socio-economic developments and an important catalyst for rural transformation.

Mobility of various forms, in both developed and developing countries of the world, plays a significant role in enhancing independent liveability, having access to medical services, market, as well as having contact with people outside one's immediate environment. According

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

to Adetunji (2007), mobility is a means of reaching and satisfying individual needs in different places because these activities are not located in the same point over space. Mobility involves trips from home to work, schools, postal services, recreation, health centres, shops, markets and banks as well as visiting relatives (Ogunsanya, 2002).

The possibility and ability of people to meet or satisfy basic environmental requirements and or societal needs in a nearby point or over a given distance, call for human mobility over space (urban or rural areas). This is often because those things that determine a community's capacity to sustain itself are not available in one place; but drawn from various sources. As observed in previous studies by Aloba (1985) and Ogunsanya (2002), mobility is a phenomenon that pervades every aspect of human life. Factors that affect mobility of the elderly, however, may include consideration of the cost implications of the journey, available transport facilities, and required overall transport system within a given environment (Ogunsanya, 2002). Other factors include proximity to amenities and services, closeness to family members and friends, closeness to doctors and hospital or health services and inability to drive are important factors especially for the elderly people.

Most elderly people encounter mobility difficulties either because they can no longer drive (where they own personal cars), or board commercial vehicle to travel to places of interest within their locality (Gullette, 2006). This is so because, effective mobility within the rural environment is expected to support the aged population whose mobility and accessibility needs are yet to be met; therefore, enhancement of the elderly mobility should involve transport services for moving them to where and whenever they want to travel (Gullette 2006; Parker, Power, Roff, Allman, Winsted, and Springate, 2007). In other words, mobility should be geared

OBAFEMI AWOLOWO UNIVERSITY

towards ensuring a good level of accessibility and safety for all categories of the elderly people whose mobility is being slowed down by their age.

In Nigeria, the elderly travel is important because such elderly are connected to their respective social needs, goods and services (Olawole and Aloba 2014). Enhancing older people's mobility capacity, has been considered as an integral part of efforts to promote overall societal development (Cobb and Coughlin 2000; Glasgow 2000; Rosenbloom, 2004; Kerschner, 2006; Gullette, 2006; Mattson, 2011; Olawole and Aloba 2014)

Furthermore, studies have shown that mobility of the elderly people has constituted major constraint to their quality of life in many developing countries of the world (Odufuwa (2006). Many of the developing countries are characterised by poor, inefficient transportation system and safety needs, poor nature of route with poor service delivery system especially in the rural communities. According to existing studies (for instance, Rosenbloom, 2004; Mattson, 2011), the proportion of the elderly persons living in rural areas is higher than those that are living in the metropolitan areas.

In Nigeria, over 55% of the people live in the rural areas and this population vary with location in the country (National Population Commission 2003). Majority of the rural dwellers often possess limited economic and social status to transport themselves in comfortable means, but walk to their destinations in most cases (Ogunsanya, 2002).

Existing literature shows that the frequency, patterns, forms and structure of trips made by the rural elderly to various centres of activity, especially in the developing countries, are generally influenced and constrained by physical, demographic, cultural and socio-economic factors (Cobb and Coughlin 2000; Gullette 2006 and Mattson 2011). These factors in turn affect

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng

waiting time, modal choice and cost of trip making by the elderly within and between rural communities (Gullette, 2006 and Mattson, 2011).

. Elderly people are also generally vulnerable to the effects of the poor transport infrastructure that characterize most developing countries, including Nigeria. In Ondo State, studies on the mobility characteristics of the elderly people are almost non-existing; although few studies exist in Nigeria. Except studies such as Filani (1993), Olayiwola and Adeleye (2005), Olawole and Aloba (2014) which focused on transportation of this group of vulnerable people, information is scarce about their behaviuor and attitude to transport. Apart from the above, these studies concentrate on urban areas, hence, little is known about the rural elderly people and their mobility behaviors.

OBAFEMI AWOLOWO UNIVERSITY

© Obafemi Awolowo University, Ile-Ife, Nigeria
For more information contact ir-help@oauife.edu.ng