

**URBAN SETTLEMENT AND CRIME INCIDENTS IN FEDERAL CAPITAL
TERRITORY ABUJA, NIGERIA**

By

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DECLARATION

I hereby declare that this project dissertation has been written by me and it is a report of my research work. It has not been presented in any previous application. All quotations are indicated and sources of information specifically acknowledged by means of references.

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CERTIFICATION

This dissertation entitled “**Urban Settlement and Crime Incidents in Federal Capital Territory Abuja, Nigeria**” meets the regulations governing the award of Masters of Science in Security and Strategic Studies, of the School of Postgraduate Studies of Nasarawa State University, Keffi for its contribution to knowledge and literary presentation.

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DEDICATION

This work is dedicated to my Wife – Olayemi and Children – Wisdom, Zelma and Nesia.

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ABS TRACT

The movement of the capital city from Lagos due to space constraint was envisaged to bringing about a succor but opening up of Abuja prove otherwise in crime incidences. The objective of this research work was to find out the impact of urban settlement in FCT, identify the effect of infrastructure on crime incidents and ascertain the effect of contemporary security challenges on crime incidents in Jikwoyi. The Survey design was used for the research work. Data were collected using the primary data like questionnaire, while the secondary data of crime statistics records from 2009 to 2018 was adopted. The data were analyzed using both the quantitative and qualitative methods. In the quantitative method, the questionnaire was used to collect the data and analyzed using frequency table with simple percentage, while the qualitative method focused on explaining the use of the secondary data. The study found a positive and significant effect of urban settlements on crime incidents. It also found a positive but insignificant effect of infrastructure on crime incidents in urban settlement and finally the study found a positive and significant effect of contemporary security challenges on crime incidents in Jikwoyi, FCT Abuja. The implications of the findings to the study is that; the greater the urban settlements, the greater the crime incidents. Also, infrastructure positively affects crime incidents but the effect is insignificant. Another implication is that the more the contemporary security challenges in urban settlements, the likelier the eventuality of increased crime incidents. The study then concludes that there are cases of crime incidents in urban settlement, infrastructure does not play significant role in crime incidents and contemporary security challenges bring about crime incidents in urban settlements. It is then recommended that the FCT Administration should ensure strict adherence to the master plan, provision of infrastructures in areas being developed and timely intelligence gathering through the use of community policing in other to curb the rising crime incidents in FCT.

CHAPTER ONE

INTRODUCTION

1.1. Background to the Study

The Federal Capital Territory (FCT) a creation of FCT Act came into being in 1976. It became obvious at that time, that Lagos the erstwhile capital could not continue to play the roles of Federal and State capitals, as well as the nation's commercial nerve center at the same time. Being a coastal city with land shortages, there were limitations for expansion which led to over population and congestion resulting into severe planning difficulties inconsistent with a federal capital.

This made the Late General Murtala Ramat Muhammad led Federal Military Government to set up the Aguda Panel in August, 1975, which recommended the relocation of the Federal Capital to the present location consisting of about eight thousand (8000) square kilometer of land area in the centre of the country with good climate, abundant land, physical planning convenience and multi access possibilities from all parts of the country. It was carved out of the present day Kogi, Niger, Kaduna and Nasarawa States.

The Act further stated clearly proper planning process for the FCT as contained section 4 which emphasized on; the choice of site for the location of the Capital city within the Capital Territory; the preparation of a master-plan for the Capital city and of Land use with respect to town and country planning within the rest of the Capital Territory; the provision of municipal services within the Federal Capital Territory; the establishment of infrastructural services in accordance with the master-plan referred to above; and the co-

ordination of the activities of all Ministries, Departments and Agencies of the Government of the Federation within the Federal Capital Territory.

Abuja is designed to be an urban settlement from its conceptualization which is meant to be a master piece like other developed capital cities around the globe. The seat of government was also relocated by the then President – General Ibrahim Badamosi Babaganda. Federal Ministries, Departments and Agencies were relocated from Lagos state. This movement signified that the vision of a new Capital city is actualized and the excitement of greater and faster implementation of the master plan for better development.

However, this excitement is being cut short by the impact of urban settlement development which comes with many unforeseen challenges. These challenges are making the dream of a better and beautiful capital city blur.

The Abuja Metropolitan Management Council which is saddled with the responsibility of monitoring and planning of development in the FCT move round the city daily and witnessed how the master plan is being distorted. The question that comes to mind is what really went wrong in the planning process that brought about such development for a new Capital city like FCT? A general problem of developing nations is the indiscriminate springing up of shanties, Slums and others giving rise to increase in lack of basic infrastructure leading to contemporary security challenges. From Asia to Africa the story is the same and comes with a lot of challenges like environmental, health and crime which are detrimental to the wellbeing and safety of the residents within such locations. The Federal Capital Territory is not exempted from this. As the capital city of Nigeria, Abuja witnessed great influx of people from different parts of the Country who

believe Abuja is a land of opportunities, new openings and investment domain. The international community is not left out of this influx into the largest nation in Africa which pride herself as the giant of Africa. Underlining this exodus of people into FCT is the need to have a place of settlement which can accommodate the high migration of people and the availability of a good infrastructural system to cope with this sudden jump in the population. Unfortunately, the choice capital city for these people lacks sufficient accommodation to cater for their housing needs and poor infrastructure within the Territory. The only option always available is to resort to looking for affordable lands where they erect any type of building to serve as shelter. Many purchase the lands from the Village Chiefs and erect building without the necessary approval from the FCT Administration. They throw caution to the wind to cross check the Master plan of the FCT. Others even decide to develop sites on their own in any open space they see. As these unplanned developments emerge, so also the different kinds of crime follow. The resultant effect is that the city is faced with threat to security of lives and property which is occasioned by high rate of criminality.

1.2 Statement of the Problem

The Federal Capital Territory is designed as an urban settlement which cuts across the six (6) Area Councils of the FCT. It is meant to cater for the lapses which Lagos state due to space constraints was not able to fill. The development of the Territory with its good climate, abundant land and physical planned convenience is meant to be the envy of nations. However, the creation, relocation and development of the Capital city have come with its challenges a developing city faces daily. This is distortion of such master plan where indiscriminate building development springs up. This indiscriminate development

creates avenue for crime to strife. From the FCT Police Command Crime statistics that covers 2009 to 2018 a period of ten years, crimes like armed robbery, assault, false pretence/cheating, theft/stealing, kidnapping, one chance, public nuisance, rape/indecent assault, criminal intimation grows. Due to the failure of the government to accelerate development to meet up accommodating the influx of people into the capital city, some decides to deliberately erect structures indiscriminately within the city. Such development puts pressure on the limited available infrastructure. The development of the city was meant to be in stages, but due to the distortion of the master plan, crime rate also increased. Criminals take advantage of these challenges to perpetrate their crimes of robbery, extortions and kidnapping unchecked because of the large numbers of Shanties and slums created by the distortion of the master plan. What started small some few years back has now snowballed into a large scale crime leading to abduction and death of residents living in the capital city. There is therefore the need for quick government interventions in order to prevent the loss of investment opportunities, tourism and many economic opportunities that a new and developing city holds.

This research therefore is carried out to analyze the causes of such distortion and its impact on the rate of crime incidents and to suggest ways to checkmate such incidences in other to reduce drastically the crime incidents in the FCT.

1.3 Research Questions

This study examines urban settlement and crime incidents in Federal Capital Territory. Hence, the research presents the following questions:

- i. What is the impact of Urban Settlement in Jikwoyi, FCT?

- ii. What is the effect of infrastructure in Jikwoyi on crime incidents?
- iii. What is the effect of contemporary security challenges in Jikwoyi on crime incidents?

1.4 Objectives of the Study

- i. Find out the impact of Urban Settlement in Jikwoyi, FCT.
- ii. Identify the effect of infrastructure in Jikwoyi on crime incidents.
- iii. Ascertain the effect of contemporary security challenges in Jikwoyi on crime incidents.

1.5 Statement of Research Hypotheses

The following null hypotheses are tested using regression:

H₀₁ Urban Settlement has no significant impact on development in Jikwoyi, FCT.

H₀₂ Infrastructure in Jikwoyi have no significant effect on crime incidents..

H₀₃ Contemporary Security challenges in Jikwoyi has no significant effect on crime incidents.

1.6 Significance of the Study

This study is so significant to the FCT Administration who is the focus of the case study in getting development and security planning right.

The study help those saddled with planning and developing Master plans for settlements alike in the FCT and other parts of the nation.

The study assist those saddled with the responsibility of providing security both at government and private levels to understand the threats involved within such settlements and its impact on security to develop proactive measures of tackling security threats.

Additionally, it will contribute to the existing knowledge and literature as well as serve as reference material for researchers.

1.6 Scope of the Study

The scope of the study covered Jikwoyi an urban settlement in FCT. This can then be used to appraise other areas in the FCT and Nigeria as a whole.

The study covered perception of the residents of the settlement.

CHAPTER TWO

LITERATURE REVIEW

This chapter would focus on the review of relevant literatures on the concepts of urban settlement and crime. A look into the distortion of urban settlement in other countries causes of urban settlement problems, transportation and the contribution of urban settlement to crime among others. The theoretical framework that guides this research is the Attribution Theory postulated by Miles, H (1983).

2.1 Conceptual Framework

2.1.1 Urban Settlement

Kristie, (2017) defines urban settlement as a ‘densely populated area comprising mostly man-made structures that contain all of a society's administrative, cultural, residential and religious functions’. It shows that population and density is a key factor.

The Great Soviet Encyclopedia online. (2010). classifies urban settlement as a ‘populated places encompassing a certain population and fulfilling chiefly industrial, transportation, cultural, and administrative-political functions’. The proportion of inhabitants residing in urban settlements is the most significant index of the urbanization (and often industrialization) of a country or region. In a number of countries the only criteria for considering a populated area an urban settlement is the population or its administrative role. The classification of urban settlements is determined by their economic and social functions and the size of their population. Generally they are divided into the following categories: small towns—up to 10,000 inhabitants, 10,000–20,000, and 20,000–50,000; medium-size cities, 50,000–100,000 inhabitants; and large cities—100,000–300,000 and 300,000–1,000,000 inhabitants.

The definition of 'urban' varies from country to country, and, with periodic reclassification, can also vary within one country over time, making direct comparisons difficult. An urban area can be defined by one or more of the following: administrative criteria or political boundaries (e.g., area within the jurisdiction of a municipality or town committee), a threshold population size (where the minimum for an urban settlement is typically in the region of 2,000 people, although this varies globally between 200 and 50,000), population density, economic function (e.g., where a significant majority of the population is not primarily engaged in agriculture, or where there is surplus employment) or the presence of urban characteristics (e.g., paved streets, electric lighting, sewerage). In 2010, 3.5 billion people lived in areas classified as urban. (United Nations Children Fund Organization (UNICEF), 2012).

Wikipedia classify it as a concentrated settlement that constitutes or is part of an urban area. It is an area with high density of human-created structures. These geometrical patterns are usually in squares and rectangles and are well laid out.

Urban settlement cannot be complete without the urban design for the place. Every urban settlement has its urban design to cater for the category of what is expected therein like industrials, administrative offices, religious houses and many others.

Urban settlement is to have places where people live, where people work, where people play and how people and goods move (Achi, L. 2004).

For the purpose of this research, the concept of Urban Settlement will be defined 'as a settlement which is designed to accommodate the social, administrative, political, religions, industrial, cultural and transportation needs of the residents'.

2.1.2. Concept of Crime

The word *crime* is derived from the Latin root *cernō*, meaning "I decide, I give judgement". Originally the Latin word *crīmen* meant "charge" or "cry of distress. Wikipedia further emphasized that the Ancient Greek word *krima*, from which the Latin cognate derives, typically referred to an intellectual mistake or an offense against the community, rather than a private or moral wrong. In 13th century English *crime* meant "sinfulness", according to etymonline.com. It was probably brought to England as Old French *crimne* (12th century form of Modern French *crime*), from Latin *crimen* (in the genitive case: *criminis*). In Latin, *crimen* could have signified any one of the following: "charge, indictment, accusation; crime, fault, offense".

There is lack of agreement concerning the meaning of crime. An examination of the historical meaning of crime shows that crime is not 'absolute' rather crime is relative. This means that what is crime varies with time and space.

Originally, crime did not involve official action because all acts were considered private matters. Individuals who were wronged took action against the wrongdoer's family. No parties acted as referees. But, this system broke down when the family structure became more complex and people become more mobile.

Later the concept of crime and criminal law developed with the emergence of the state or monarchy, but was confined only to acts committed against the King. Private revenge remained the only punishment for acts against private citizens. Eventually, the King representing the state realized that the peace of the community was at stake and decreed that the act of wrongdoing an individual should be reported to the King. Anyone who

injured one of the King's subjects was considered to have injured the king and the phrase 'keeping the peace of the long' developed (Reid, 1994:4).

Consequently, the state by way of the King's authority assumed the administration of justice by defining crimes, codifying laws, establishing fines and implementing the court system.

The Legal Services Commission of South Australia defines crime as an offence that merits community condemnation and punishment, usually by way of fine or imprisonment.. (2019). This is different from a civil wrong (a tort), which is an action against an individual that requires compensation or *restitution*. Some matters, such as assault, can be both crimes and civil wrongs at the same time. The police can prosecute for assault and the victim can take civil action to recover money (or some other kind of compensation) for any injury suffered. Whether or not the police decide to charge a wrongdoer with a criminal offence is entirely their decision. A victim of crime cannot force the police to prosecute an *offender* but it is possible, although not common, to make a private *prosecution*. It is advisable to get legal advice if you are considering this.

Encyclopedia Britannica (2019) defines **Crime** as the intentional commission of an act usually deemed socially harmful or dangerous and specifically defined, prohibited, and punishable under criminal law. Most countries have enacted a criminal code in which all of the criminal law can be found, though English law—the source of many other criminal-law systems remains uncoded. The definitions of particular crimes contained in a code must be interpreted in the light of many principles, some of which may not actually be expressed in the code itself. For example, many legal systems take into

account the mental state of the accused person at the time the alleged crime was committed. Most legal systems also classify crimes for the purpose of assigning cases to different types of court. Social changes often result in the adoption of new criminal laws and the obsolescence of older ones.

States have their various classification of what constitute a crime. For instance in Ngeria, drinking of alcohol in Zamfare state is a crime, but in Edo State its not. That is why its said that crime is relative. In Nigeria, crime is an act defined by law. Behaviors may be dealt with as criminal only when it violates a criminal law. This does not suggest that only acts prohibited by law are wrongs. The issue of what should or should not be a crime is different from what is crime according to law. Thus, crime is ‘an intentional act or omission to act, committed without defense or justification that endangers the public, a prohibited by the law, and is punished by the state’ (Igbinovia, 2003).

It should also be noted that social scientists argue that restricting crimes and of criminals to persons who are convicted of violating the criminal law is too limiting. They further argued that if we are interested in knowing why people engage in behaviors that are detrimental to society, we must go beyond the strict legal definition of crime. When crime is defined socially, rather than legally, the term takes on a much broader meaning. Johnson, E (1968). defines crime socially as anti-social behavior that is injurious to those social interests whose rules of behavior (including legal codes) are designed to support.

With all the above definitions, crime can be seen as any act or omission against the law of the land and which has a definite punishment.

Crime incidents are the dataset that contains a subset of locations and attributes of crime incidents reported to law enforcement Agent.

2.1.3. Jikwoyi As A Urban Settlement

Jikwoyi, one of the urban settlements in Abuja is situated in Abuja Municipal Area Council (AMAC) one of the six Area Councils in FCT. In FCT, Local Government Areas are called Area Councils. It houses both the rich and the poor. Jikwoyi, is a growing urban settlement in the Capital city that serves as a residential area for workers in the central business district and other commercial areas in Abuja. Jikwoyi is populated with civil servants and millennial, fresh graduates, and self employed persons. It is mostly a residential area with little to see or do. It is also popular for the Jikwoyi Medical Center where lots of people go to for medical services. The residential plan for Jikwoyi is divided into different parts such as Phase 1, Phase 2, Phase 3 and Phase 1 Extension. With different routes to Abuja city from Jikwoyi, it is on the average less than 8km from the city center. Like other urban settlements, it has places for religious houses, schools, hospitals, hotels, Halls and many more. Though many people go to the city center to work but the population is quite large.

2.1.4 Infrastructures and Crime Incidents in Jikwoyi

As in the case of many urban settlements in FCT and the world at large, Jikwoyi is not immune to crime incidents. Many of the Residents testified to this during the cause of this research work. Jikwoyi lack the basic needed infrastructures befitting an urban settlement. Where you have a better accessible road is only on the main road that connects different part of it. Access inside shows a sorry state of underdevelopment in

term of road network. Other basic infrastructures' like constant power supply, proper house numeration, health care centers built by the government, recreational centers built by the government and affordable water supply is lacking.

Crime incidents like burglary, being in possession of India hemp and other ban substances, store breaking, false pretence and cheating, theft/stealing, rape and indecent assaults, house breaking, armed robbery just to mention a few are some of the crime incidents the residents have to contend with regularly. The Police division situated in Jikwoye has fewer personnel to cover and respond to distress calls. The lack of available Police Patrol vehicles is another major challenge that confronts the Police in tackling the crime rates and responding to distress calls from residents.

2.1.5 Contemporary Security Challenges in Jikwoyi

Jikwoyi has its own contemporary security challenges that needed to be checked. Issues like the influx of Internally Displaced Persons (IDP) making the population growth rate to soar is one of the challenges. Proliferation of small arms and weapons by people who are not to have such is another challenge that faces the settlement. Illicit drug among the lower class is on the increase daily. All these contribute to crime incidents in the area. If a deliberate effort is not put in place to check mate these contemporary security challenges, the resultant effects can be catastrophe to the peace and tranquility of the residents.

2.2 Empirical Review/Review of Previous Studies

2.2.1 Land Use Classification

The geographical classification of land and land use activities are based on inferred phenomena from land cover. These classifications are:

Urban or built-up land – residential areas or settlement, commercial or industrial complexes, high ways or transportation systems, impervious or treated surfaces etc; Agricultural lands – cultivated lands, pastures, palm plantations, orchards or other agro-allied activities; Wild life ecology or range land; Water bodies – lakes, reservoirs, streams, canals, irrigation schemes etc; Forest types – mangroves forest, savannah grassland, mixed forest lands and Bare land – sandy areas, rocky outcrops, beaches, barren land, open surface mining areas etc (Williams, 2005).

According to a recent study, over 70 per cent of urban residents live in informal settlements (GoZ 2005). A vast majority of the dwellers live in extremely poor conditions. A rapid increase in the urban population and the limited capacity of the government to meet the high demand for building plots has led to mushrooming of the informal settlements (Scholz 2006).

Urbanization is one of the root causes for the spread of informal settlements on the fringe of Zanzibar town. The land administration and planning policies, which have often been seen as rigid and inadequate to meet ever increasing demand for housing by the poor majority, have also been associated with the mushrooming of the informal settlement. (Sulaiman & Ali, 2006).

2.2.2 Urban Settlement: The Down Town Factor

In every urban settlement, the phenomenal of Up Towns and Down Towns exist. Down Town in urban settlement contributes to unplanned settlements or informal settlement. Every urban area has the urban design which guides development in such a place. Failure to strictly adhere to such design is what brings about distortion of the master plan and informal settlements or unplanned settlements begin to spring up.

The Glossary of statistical. (1997). defines unplanned settlement as Informal which are areas where groups of housing units have been constructed on land that the occupants have no legal claim to, or occupy illegally or unplanned settlements are areas where housing is not in compliance with current planning and building regulations (unauthorized housing).

The UN Habitat Programme defines unplanned settlements as ‘residential areas where a group of housing units has been constructed on land to which the occupants have no legal claim, or which they occupy illegally’.

Urban Geography Glossary (2008) defines unplanned settlement or spontaneous settlement as the ‘outward spread of built-up areas caused by the expansion with inadequate provision of basic facilities’. Wikipedia (2010) defines it as ‘the spreading of a city and its suburbs over rural land at the fringe of an urban area’.

Urbanization is defined as spontaneous increase in proportion of national or regional population living in cities for the desire to improve one’s socio-economic conditions.

In a paper presentation by Samuel, S (2016). Lusaka, he looked at unplanned settlement as an informal settlement which has been an integral part of urban settlements in the country. These settlements, which started as temporary homes to the urban poor on casual employment during the colonial era now form a permanent feature of urban areas and are homes to over 70 percent of the urban population. There are two cities within one city, that is, one part of the urban population that has access to all the basic facilities and amenities of urban living while the other part is deprived or lack access to the same facilities and amenities. A practical example of these two phenomenon's can be seen in the Asokoro, Maitama, Wuse, Garki, Jikowye axis of FCT where the buildings are well planned with all basic amenities/infrastructures available. And just within the same environment, we have settlements where basic amenities are far away from them.

Lusaka is experiencing this dualistic phenomenon as a result of increase in urbanization rate. Existing legal and regulatory frameworks mainly focus on planned areas and do not adequately provide for the informal settlements where the majority of people in the major urban areas live.

There are a number of names by which spontaneous settlement are described by various authors, which high-light the attitudes and approaches towards them, ranging from a positive to neutral to negative outlook There are: Squatter settlement, Informal settlement, Low-income settlement, Semi-permanent settlement, Shanty towns, unauthorized settlement, unplanned settlement, uncontrolled settlement, Urban sprawl, Slums (Hari, 1991).

2.2.3. Distortion of Urban Settlement in other Countries

Dar es Salaam, Tanzania suffers from a severe shortage of good quality in housing and good quality in infrastructure, simultaneously with strong population growth and rapid urbanization. The informal settlements host 75 % of the dwellers in the city (UN-HABITAT, 2008) and the city shows some of the fastest urban growths in the world today – rank 9 in 100 studied cities– and an expected average annual growth of 4.39% from 2006 to 2020 (City Mayor Statistics, 2012). Today planning visions for Dar es Salaam for 2030, do not consider informal settlements and their futures. Informal settlements in the world have different characteristics, inner city slums, authorized or unauthorized squatters, pirate urbanizations, non-planned settlements, (Davids, 2006). Informal settlements in Dar es Salaam are usually described as unplanned neighborhoods where a mix of middle and low income families live face to face. Some residents work in the formal sector, such as university teachers or municipality employees and some work in the informal sector, such as street vendors. In Abuja which is our case study, people that reside in such unplanned settlements are both middle and low income earners. However, even the rich have joined the bandwagon.

Commercial or informal income activities are usually developed along the borders of the settlements, while life inside the settlement has a familiar everyday life feeling, with women pursuing traditional domestic activities, sounds from children playing in the streets. In FCT, places like Jikwoyi, Karu, Karmo, Gwagwa to mention a few shows a high level of such settlements.

Government and local authority institutions lack resources to provide adequate urban land administration and guide development.

These institutions have lost control of urban land administration and management. Urban land management in major cities of Zambia has been hijacked by political party cadres and some corrupt Government and council officials who have created an informal land administration system parallel to the dysfunctional formal system. The informal land administration system thrives on corruption and anarchy. The growth of informal settlements in urban areas is caused by physical, socio-economic, cultural, institutional, political and historical factors.

In line with the decentralization policy of Zambian Government, municipal and district councils were given legislative powers to make by-laws with respect to building construction, sanitation, and the environment. They were also given the mandate to prepare and approve planning schemes, grant building permits, enforce regulations, and to prescribe sanctions for non-compliance with laid down regulations. In spite of the powers of the local authorities to enforce the right or prescribed use of land, orderly physical development of settlement continues to elude Zambia and this has resulted in the growth of many unauthorized structures in the country. Recent statistics shown by The Central Statistics Office (CSO, 2011), Lusaka has the highest number of unauthorized structures in Zambia.

However, in most cities, it turns out that this population disappointed and stranded in the urban centers'. The migrant discover, for instance, that there are no such ready accommodation and even where they are available, the rent is far from what they can afford, thus, and they migrate to suburbs of the cities and built up areas within easy access to places with opportunities for casual work (Aluko et al 2006). Hence,

Spontaneous settlement are becoming a major feature of the developing cities, Useful as these urban centre may be as demographic absorbers, urban areas by their sheer size, create complex and multifaceted problems on scales never experienced before, (Olujimi, 2009). Udom, (2004) has opined that the growths of spontaneous settlements are by extension urbanization of new areas. Patton (1988) observed that major spontaneous cities in the world that witness spontaneous settlement on their fringes according to include Nongsamong, (Thailand), Darsalam (Tanzania), Manus (Brazil), Armuthu (Istanbul) and Ibadan (Nigeria).

Informal settlements in urban areas represent a viable and effective housing option for low-income populations in most developing countries. Initially, they were highly criticized for their apparent inefficiency and chaos. With time, they proved to be better adapted to the cultural and economic characteristics of their users and to provide better housing environments than those of formally planned low-income housing developments.

Their ways, their plans, their designs and their building materials are often far better suited to local needs, local incomes, local climatic conditions and local resources than the official, legal standards demanded by governments.

Usually, the housing quality in unplanned settlements is poor in their initial stages; however, as the sense of permanence increases and settlements consolidate, the first small shack is eventually replaced and improved with more adequate and durable materials. In some settlements, dwellings can reach comparable or better quality than formally produced housing.

The way unplanned settlements are defined and developed by people is the result of people's accumulated experiences and their refinement over time. This knowledge is transmitted from one group to another. The living environment of low-income populations is defined by the physical, social, political and legal characteristics of the context, and by the priorities, preferences, cultural background and available resources of the users. Due to these inherent characteristics of development, the settlement patterns in unplanned areas vary from one settlement to another even within the same region.

In Nigeria, before 1978 according to William, O. (2005). Land was communally owned throughout the country. The Land Law then was Native Law and Custom. Under the Native Law and Custom, the land belongs to the community. The right to use any parcel of land had to be granted to anybody by the community leader who may be Oba/Emir/Obi or even the Chief who is the trustee of land which he holds for the community with the consent of the elders of the community.

The role of slum areas in shaping the image of a city is important to its future. Although, it is difficult for residents of slums to have a sense of pride in their community when they are so marginalized, urban slums, in a wider sense and in the West Africa sub region setting, generate economic, social, political and environmental opportunities. As noted by HABITAT (2003) urban slums are the sources of economic opportunities for a nation's poor and low cost labour supply for the public and private production of goods and services. Socially, slums provide low cost housing, low cost services and serve as network of social support for new migrants to the city in the face of government inability to provide basic infrastructures to the teeming populations.

By 29th March, 1978, the Land Use Decree was promulgated. By the commencement of the Decree, the land encompassed by the boundary of each state is vested on the military governor who holds it in trust for all Nigerians. He is responsible for administering the use of it for the common benefit of all Nigerians. Thus all land in the urban areas is under the control and management of all Governors.

2.2.4. Causes of Urban Settlement Problem

From the reviews so far, the following can be seen as the causes of urban settlement problem:

Rural- Urban Migration – The rate people are living the rural areas to the urban areas has put pressure on the facility available at the urban centre. The development of the master plan for FCT is gradual, but the influx of migrants has overstretched what is available.

High Rent Rate – Some of the migrants into FCT cannot afford the high rent of accommodation within the city, hence they decide to create their own settlements with the little income they have. This act distorts the master plan. Many houses today are not in the master plan. People decide to build indiscriminately.

Lack of Development Control – Other causes of the increase of urban settlement problem in FCT is the lack of effective development control supervisions by the assigned government Agents/Agencies. It is known that the Abuja Metropolitan Management Council is responsible for such control and supervision under the Department of Development Control through a District Officer. However, it was observed during the

cause of this research that many of such Officers do not carry out their assigned responsibility as at when due. The effect is what is seen as distortion of the master plan.

Corruption – It was also observed that those who are assigned to monitor the city planning and development are involved in acts of corruption. They assure some of these unplanned settlement developers that main development will not get to where they are building, hence money exchange hands. The effect of this is for such persons to feel more at home erecting such structure in unauthorized places.

Slow implementation of the Master Plan – Some of the places where such problem spring up would not have being possible if there is a deliberate effort by government to implement the FCT master plan more faster due to population growth and put in place necessary infrastructures.

Lack of Land Allocation – It is not that the FCT Administration is not allocating lands, but majority of such lands are allocated to influential personalities in government. The masses who have applied are not considered. Investigation revealed that some people have applied for over 20 years but not allocated. Due to lack of getting allocation from the government, desperate people decide to approach the Chiefs for land allocation. This in turn would not take into consideration the urban design of the place.

Social Status – While people believe the only good place they can reside is the FCT, others feel the urban centre is meant for the influential and choose to erect shanties within such urban community.

Internally Displaced Persons (IDPs) – Another identified factor is the recent dimension of the influx of internally displaced persons from communities which are under one form

of attacks or the other from Herdsmen, terrorists, bandits and others. These persons settle down in anywhere they considered safe not minding the implication. It was observed that most times, government would not have enough provision for the Internally Displaced Persons (IDPs), so they are forced to create their own settlements. In the cause of this, the urban design is distorted.

Hide Outs – Some criminal minded people decides to erect structures because they believe it can serve as better hideout for them to run away from the arm of the law.

2.2.5 Process of Land Development in FCT

The FCT Administration has a process for every development of structures within the FCT. Below is a guide as obtained by the researcher;

Application for a land at Abuja Geographical Information System (AGIS).

Allocation of a parcel of land to the applicant by the Department of Lands Administration after the Honourable Minister, FCT has approved the application and allocation (though it takes some time).

The issuance of Certificate of Occupancy (C of O) and Right of Occupancy (R of O) when all necessary financial requirements are met.

The Developer then proceeds to the Development Control Department with his/her Title Deed Documents (TDP).

At Development Control Department, he/she then submit both hard and soft copies of complete set of drawing plan which will include architectural, structural, mechanical, electrical components.

Site Analysis Report (hard and soft copies), Soil Test for commercial and buildings going up to three suspended floors.Environmental Impact Analysis (EIA) report.Application for setting out.

The building will be inspected at every stage by development control District Officers to ensure compliance to approved plan.

2.2.6 Crime and Security Threat

The rate of distortion of the urban settlement increases in ripple effect so does the rate of crime and criminality do in such locations due to security threats posed by such distortion.

The phase Security Threat has two concepts. These are Security and Threat. Security is often referred to as an ‘essentially contested concept’ (Galie 1956). Security is life. Life itself has no meaning if there is no security. Indeed security is a coin with two sides (Adoyi, Patrick and Maiyaki, 2018). Security is therefore best understood as what Ken Boot (2007) has called, ‘survival-plus’, the ‘plus’ being some freedom from life-determined threats, and therefore some life ‘choices’. Security is most commonly associated with the alleviation of threats to cherished values, especially those which, if left unchecked threatens the survival of a particular referent object in the future (Williams, 2008). It increases the crime incidents within the location. Wikipedia define security as ‘freedom from, or resilience against, potential harm (or other unwanted coercive change) from external forces. Beneficiaries (technically referents) of security

may be persons and social groups, objects and institutions, ecosystems, and any other entity or phenomenon vulnerable to unwanted change by its environment.

During the 5th combined convocation ceremony at Nasarawa State University, Danbazua, A. (2017). took his definition from Francis J. David perspective which sees Security as the condition or feeling of safety from harm or danger, the defense, protection and preservation of core values and the absence of threat to acquired values.

A Threat as defined by the Business dictionary is an ‘indication of an approaching or imminent menace. Or, negative event that can cause a risk to become a loss, expressed as an aggregate of risk, consequences of risk, and the likelihood of the occurrence of the event. A threat may be a natural phenomenon such as an earthquake, flood, storm, or a man made incident such as fire, power failure, sabotage. The Wikipedia defines threat as ‘a *communicated* intent to inflict harm or loss on another person. A threat is considered an act of coercion. Threats (intimidation) are widely observed in animal behavior, particularly in a ritualized form, chiefly in order to avoid the unnecessary physical violence that can lead to physical damage or the death of both conflicting parties. The United Nations charter in Chapter VII, Article 39 also talked about threat and measures to be taken as ‘The Security Council shall determine the existence of any threat to the peace, breach of the peace, or act of aggression and shall make recommendations, or decide what measures shall be taken in accordance with Articles 41 and 42, to maintain or restore international peace and security’.

Kayode, A. (2006). Former Director General of the Department of State Security Services in his lecture at the Nasarawa State University in 2006 sees threat as ‘any hazard

to peace, stability and attainment of national objective'. He further said that in the absence of external aggression, we are the threat to ourselves. Threats to internal security arise from feelings of alienation, dissatisfaction, deprivation and injustice.

As we try to understand what threat is all about, threat assessments are tailored for determining what threats are present, what threats are not and to determine methodologies for mitigating and reduction of those where the risk to threat is present or greatest (Richard, 2012).

From all the above definitions of both security and threat, the concept of security threat therefore to Federal Capital Territory can be said to be anything or situation that will affect the peace of an individual or thing or FCT as part or whole.

Thus, looking critically at the causes of urban settlement distortion and the effects of lack of public transportation system within FCT, we can see that the city and its citizens including visitors alike are sitting on a keg of explosion that its effects is felt and can be worsened if no urgent and decisive steps are taken to mitigate these rising menace and put proper urban planning in place to ensure that the city do not lose its purpose and become like the worries Lagos state presented at the face of a growing population.

Some of the past crimes committed are the bombing of the United Nations office in Abuja, the bombing of a major Bus terminus at Nyanya just to mention a few all happened in urban settlement. Crime can be committed anywhere..

2.2.7 Transportation Infrastructure and Crime

Transportation routes are constructed for distributing resources between places where they are abundant and places where they are scarce (Onokala,). In urban settlements, good transportation system and network is a vital component of urbanization. Crime like 'one-chance' (abduction) takes place inside vehicles. The menace of abduction presently in 2018 only was 24 incident as gathered from the FCT Police Command Crime statistics. Man, nations, regions and the world would be severely limited in development without transportation, which is a key factor for physical and economic growth (Oyesiku, 2002). Transportation systems and land use are interdependent. Indeed findings of earlier studies indicate compelling and consistent connections amongst them (Ewing and Cervero, 2001; Polzin, 2004). According to Bailey, Mokhtarian, and Littlel (2008), transportation route is part of distinct development pattern or road network and mostly described by regular street patterns as an indispensable factor of human existence, development and civilization.

The provision of transport infrastructure and services helps in reducing poverty. It needs no emphasis that various public actions aimed at reducing poverty cannot be successful without adequate transport infrastructure and services. It is difficult to visualize meeting the targets or universal education and healthcare for all without first providing adequate transport facilities (Mustapha, 2011)

Investment in transportation infrastructure is critical to sustained economic growth. Mobility studies show that transportation is absolutely essential to economic productivity and remains competitive in the global economy. An international study found every 10 percent increase in travel speed; labour market expands 15 percent and productivity by 3 percent (Barrister and Berechinan. 2000).

Transportation is a requirement for every nation, regardless of its industrial capacity, population size or technological development. The Nigerian transport systems, right from inception, were poorly designed and are unable to scale up to meet greater demand, a design flaw which causes traffic congestion on roads, overstressed railways, faltering airfields, and mass-transport blind spots (Igwe et al, 2013)

One of the biggest problems of urban transport has been its inability to keep pace with the population growth in the city. The top Ten Indian Cities have recorded a growth rate of more than 20% in the decade 1991-2001 with Surat growing at a rate of 87%. It is expected that most of these cities will continue to grow at these rates for the next decade. While the population has increased rapidly, public transport has deteriorated. As per a study conducted by the Louis Berger group in Ahmedabad in 2002, the passenger load factor for the Ahmedabad Municipal Transport Service (AMTS) declined from 71% in the 1960 to 55% in 2000. Poor condition of buses resulted in 300 of the 700 buses being withdrawn in 2002. While urbanization and growth of cities contribute to economic growth of a city, unplanned growth cannot be sustained in the longer term. A city that plans from the beginning for more population, infrastructure, and public transport is better equipped to tackle growth. All cities will witness economic growth, but the unplanned urban settlement will stagnate due to deteriorating quality of life, while the planned urban center will continue its progress. In India, many cities fall under the first category where growth is haphazard because of ad-hoc policies. Holistic considerations to land use and transport planning are missing.

The relationship between transportation and urban property values has been the focus of many studies (Dewees, 1976). Damm et al, (1980). Wolf, (1992). Singh,(2005).

Transportation is such an important component of contemporary society, capable of producing significant benefits, yet giving rise to many negative externalities, appropriate policies need to be devised to maximize the benefits and minimize the inconveniences (Jean-Paul, 2017). At the same time the allocation, design and construction of transport infrastructure and services must be subject to careful planning, both by public and private agencies.

Road network consists of large number of interwoven roads exhibiting many patterns ranging from star-like to grid-like with irregular patterns becoming recognized (Zang and Lund University, 2004).

Aderamo (2012), in the study “Urban Transportation Problems and Challenges in Nigeria: A Planner’s View “observed that Nigeria is one of the countries in the developing world with rapid urbanization and fast growing cities with attendant problems on the various sectors of the economy, the road transport sub-sector inclusive. According to him, RTCs and traffic congestion are the major problems bedeviling the transportation systems in the country. He revealed that due to the ineffectiveness of the traffic management system in the country, the rate of RTCs is on the shocking increase, killing and maiming more citizens in this country than malaria and any other diseases.

Worldwide, the most widely used modes for passenger transport are the Automobile (16,000 bn passenger km), followed by Buses (7,000), Air (2,800), Railways (1,900), and Urban Rail (250).

The most widely used modes for freight transport are Sea (40,000 bn ton km), followed by Road (7,000), Railways (6,500), Oil pipelines (2,000) and Inland Navigation (1,500)

Urban community members primarily use six types of transportation to move around their environment. Depending on the community, some types of transportation may be more commonly available than others. These include:

- Buses, including those that operate within and between communities
- Passenger train service, including Amtrak or commuter rail lines
- Passenger air service, which can be commercial, private, or semi-private
- Personal vehicles like automobiles, including vans and cars for hire like taxis or ride-sharing services, and golf carts or all-terrain vehicles (ATVs)
- Pedestrian transportation, which includes walking and bicycling
- Boats, which may be personally owned or operated as a ferry service

2.2.8 Transportation in FCT

The FCT Administration re-organization of 2004 gave birth to the FCT Transportation Secretariat among other Mandate Secretariats. The Transportation Secretariat headed by a Secretary (equivalent of a Commissioner in a State has the mandate of restructuring the transport sub-sector of the Federal Capital Territory in consonance with the Abuja Transportation Master Plan to meet the expectation of Nigerians for their capital city.

The mission statements of the Secretariat are:

To improve ‘real time’ operation of transportation through team works and technology

To maximize public transport mobility for those residents who do not own cars.

To minimize traffic movements passing through the various development sectors.

To provide multiple high way paths between developments sectors thereby avoiding network bottlenecks.

To ensure only sound and roadworthy vehicles with qualified drivers ply the roads in compliance with road traffic regulations and creating structures capable of achieving set goals and objectives.

The Secretariat has three Divisions and a Unit. They are;Transportation Engineering and Planning, Mass Transit, Traffic Engineering , Logistics and Design,

One of the mandates of the Secretariat is to plan, design and provide the first phase of public transport facilities in FCT. Such facilities include but not limited to Bus Rapid Transit (BRT), Metro lines, Rapid Rail Transit (RRT), Transportation Center, Interchange Centers, Car Parks, Lay-bys, Bus stops including the complementary bus services within the next three years (4-5 year program).

According to Nwaka (2016), the FCT has no transportation policy. The Transport Secretariat of the FCTA hinges its transportation strategies on the National Transport Policy. The National Transport Policy 2010 which was not adopted but still regarded as the policy document of Nigeria on transport, contains policy statements, objectives and possible implementation strategies. The Draft National Transport Policy 2010 recognized the decaying condition of road network and furniture in the country, and further identified decline budgetary allocation as the reason behind the decaying road conditions. What do you expect from a city without clear transportation policy?

The Investor' Guide for Abuja Mass Transit stated that when the City was designed, it was done with the intention that Rail and Bus Mass Transit will constitute the major land transportation modes. Abuja has largely remained true to its original master-plan design, especially in the preservation of the Right of Way of transportation infrastructure. It has preserved transit way corridors through the developed parts of the city and its land use policies support the operation of Mass Transit services.

The proposed mass transit program is only just being implemented. As a result, commuters still rely on private automobiles, mini buses or Taxis. Travelling in Abuja today is expensive and time consuming with commuting time averaging (2-3 minutes) including substantial waiting time. In some areas, many households spend more than 30% of their monthly income on transport. Abuja has high motorization rate with 65% of households owning cars and 59% of all passenger trips occurring on public transport.

The Transportation Secretariat analyzed that the demographics for the FCT are;

- i. Average household size is 4.9 persons
- ii. 52.4% have completed higher education
- iii. 31.4% work in the civil service
- iv. Median monthly income of 42,000 Naira (or approximately USD 4,300 per year
- v. 46.1% of households in the region own at least 1 car
- vi. Only 29.8% of households in the satellite towns own a car
- vii. Median trip costs 200 Naira for trips originating in satellite towns
- viii. Median amount spent on transport is 9% of households income
- ix. In satellite towns, median amount spent on transport is often 30% of income.

This statistics was based on the official 2006 population of Abuja which is 1.5 million but the daytime population is estimated to be in excess of 6 million. The population of the FCT is expected to double in 2030. These factors indicate that the provision of Mass Transit is imperative.

2.2.9 Effects of Lack of Transportation Policy in FCT

Though the Transportation secretariat tries to formulate guidelines that can govern the operation of public transportation in the FCT, however, a policy is what should have the backing of the law through the Legislative arm of the government which is the National Assembly. A policy contains every aspect of transportation system that the secretariat wants implementable for FCT. Lack of a clear cut transportation policy for FCT has really had a negative effect on public transportation users especially. Some of these effects are;

Loss of man-hour - Lack of adequate mass transit Buses for the commuters coming from the border settlements around the city centre. Places like Mararaba, Nyanya, Karu, Kubwa, Diedei, Gwagwalada, Kuje, Kwali to mention a few where majority of those doing business in the city resides. In the morning hours so many have to wait endlessly to get Vehicles that will bring them to work, thereby losing man-hour. And while returning home at the close of work.

Influx of Tricycle – Abuja even with the guidelines on transportation do not have a place for the Tricycles popularly called ‘KekeNapep’. This mode of transportation has suddenly taken over the major routes in the city center thereby becoming nuisance to

other road users. Though the FCT Administration tried to restrict them to Estates but in recent time as gathered by the researcher, they have become lords unto themselves even destroying government properties any time the enforcement Agencies want to ensure they abide by the restriction order. They indulge in criminal activities at night.

Influx of Motorcycles – The operators of Motorcycles popularly called ‘Okada’ knew the existence of a total ban on their operation within the Federal Capital City. However, the people living in such settlements closed to the city center sees them as a means of transportation which convey them closer to where they can board other commercial vehicles. Unfortunately, the operators of such commercial Motorcycles use that advantage to enter the city center where the ban on their total operation is still effective. They become nuisance to both private vehicle road users and commuters especially in places like the Airport road (Lugbe, Kuchingoroetc), Area 1, Area 3, Durumi, SARS Junction at Guzape, Asokoro (AYA) and other places within the city center. They are also a quick getaway for criminal minds.

Influx of Unregistered Vehicles for Commercial use- another menace caused by the unavailability of a transportation policy in FCT is the influx of unregistered vehicles being used for commercial transportation within the FCT. Though the Transportation secretariat have list of approved commercial transportation operators who have customized colours for members who registered with them and a unique identification number to track them. However, the so called unregistered vehicles have gradually overshadowed them. Some of these unregistered / unpainted vehicles are also used for criminal activities especially the ‘one-chance’ menace and kidnapping.

Illegal Motor Park: Due to the absence of a transportation policy, Road Unions indiscriminately create motor parks in other for them to generate more funds for their Union without putting into consideration both the security and safety effect for the commuters. These illegal motor parks also contribute to traffic congestions as some of the Taxi operator's park indiscriminately to pick passengers.

2.2.10 Urban Settlement: Contribution to Crime

From the crime statistics gotten from the FCT Police Command, it shows that the crime incidences are growing by the day. There is a sustained increase in crime incidences reported to law enforcement due to the impact of urban settlement. You can then imagine the number of crime incidences that are not reported. Where there is no deliberate efforts from the government to check the spate of urban settlement development, this will greatly increase the rate of crime committed against the citizens within such an area and snowball to the entire nation over time. The following are crimes caused by urban settlement:

Cyber Crime: Technopedia defined as a Cyber-crime in which a computer is the object of the crime (hacking, phishing, spamming) or is used as a tool to commit an offense (child pornography, hate crimes). Cybercriminals may use computer technology to access personal information, business trade secrets or use the internet for exploitative or malicious purposes. Common types of cybercrime include online bank information theft, identity theft, online predatory crimes and unauthorized computer access.

White Collar Crime: The term "white-collar crime" was reportedly coined in 1939 and has since become synonymous with the full range of frauds committed by business and government professionals. The Federal Bureau of Investigation (FBI) White-collar crime

is generally non-violent in nature and includes public corruption, health care fraud, mortgage fraud, securities fraud, and money laundering, to name a few. No single definition of “white collar crime” exists in the law. Sociologist Edwin Sutherland is credited with coining the term, using it for the first time in a speech to the American Sociological Society in Philadelphia on December 27, 1939. He noted that police seemed to focus their attention on crime among the “lower class,” while ignoring crimes committed among “business and professional men,” people he described as “merchant princes and captains of finance and industry.

Proliferations of Small Arms and light Weapons: The number of illegal arms and light weapons in the hands of unauthorized persons is high within the urban settlement. This illegal possession of arms has contributed to the rising crime rate which is seen as overpowering the law enforcement Agents. Armed robbery cases reported is about 1941 from 2009 to 2018. Many arrests made and arms recovered. Those who carry and operate these arms are untrained, but having access to it is easy.

Terrorist: Urban settlement also has brought about the menace of terrorism. Terrorism now strife in locations of unplanned settlements, A raid by the operatives of the Department of State Services at Kukuntu village, Gwagwalada Area Council, FCT, Abuja, yielded the arrest of two ISIS members, who were hibernating there in June, 2018. In nearby Karu, a suburb of the FCT, DSS said it arrested two members of a notorious kidnap gang known as Basalube, who abducted Ayodele Arise in Kogi State last December, a Portuguese national, Emmanuel Machada, last year and killed two

policemen in Kogi State. Many urban settlements posed a high security threat to the nation.

Commercial Sex Workers: Commercial sex workers thrive well in urban settlement. Many places like Jabi, Utako, Karmo, Gwagwa, Jikwoye and the rest have various category of these women.. however, these women are always with ban substances and serve a time as informant to criminal lords or even serve as their armory.

Kidnapping: From the Police Crime statistics showed that from 2009 to 2018 kidnapping cases reported were 161 to the FCT Police Command. There are many other cases which were not reported officially but the Victim and family negotiated with the kidnappers. Most of the kidnap crimes are always kidnap for ransom. We have other kidnap scenarios which are kidnap for ritual and others. it has become embarrassing nowadays that the rate of kidnap crime is on the rise. If we look at cases along the popular Abuja- Kaduna high way, it has become a daily affair from reports in the news.

Abduction: Looking at the public transportation system within the FCT, it is revealed that it is still below expectation. Many commuters find it difficult to access timely transportation daily and this has led to the use of unpainted vehicles for commercial vehicles. The rate of ‘one-chance’ activities being perpetrated by unscrupulous people to trap passengers in Taxis either to rob or capture them for rituals or ransom. The bandit modus operandi is to pose as taxi drivers in a bid to carry a passenger to a lonely road where they can perpetuate their evil act. Majorly, they use private vehicles to carry out this nefarious activity to unsuspecting commuters who fall victim. This crime increased

due to the non availability of enough public transportation system. Some victims have lost their lives in the process, while others have a lot of negative tales to tell.

Theft/Stealing: Though such a crime is alive in rural settlements, however in urban settlement its becoming alarming. Over 23,121 cases were reported to the FCT Police Command from 2008 to 2018. This high number is not unconnected to the perception that many residents in urban settlement have valuables.

Other Crimes: Urban settlement also serves as places for criminal activities like rape/.indecent assault, drug peddling and dealing, cultism, Burglary, criminal intimidation, criminal breach of trust and cheating and others. Urban settlements are the best location to see and identify these crimes listed above. They become demi-gods in the area. Drug abuse activities are also rampant in such locations. Raids carried out by Agents of the National Drug Law Enforcement Agency revealed that high quantity of hemp and banned substances are free commodity.

2.3. Theoretical Framework

This research work will be guided by **Attribution Theory**. The Attribution Theory which was postulated by Miles, H. (1983). Miles Ronald Cole Hewstone (born 4 August 1956) is a leading social psychologist who is well known for his work on social relations.

He has published widely in the general field of experimental social psychology. His major topics of research have been: attribution theory, social cognition, social influence, stereotyping and intergroup relations, and intergroup conflict. His current work centre's

on the reduction of intergroup conflict, via intergroup contact, stereotype change and crossed categorization.

Humans are motivated to assign causes to their actions and behaviors. In social psychology, **attribution** is the process by which individuals explain the causes of behavior and events. Models to explain this process is called **attribution theory**. Psychological research into attribution began with the work of Fritz Heider in the early 20th century, and the theory was further advanced by Harold Kelley and Bernard Weiner.

The study of how people understand the causes of behavior has a long and distinguished philosophical tradition. Yet, as Simon (1968) has pointed out, questions raised by philosophers in relation to causation are purely logical: they do not necessarily parallel the beliefs of the lay person, nor do they deal with why such beliefs are important and how they are arrived at. The causal explanations of lay people have been central to attribution theory: they are one of the corner-stones of contemporary social psychology (Hewstone, 1983).

The psychological study of causality did not begin in social psychology at all – the first major psychological investigations were those of Piaget and Michotte. Piaget (1930) dealt with the origin of the idea of causality in children and with their use of causal language (Fincham, 1983).

Attribution theory has been criticized as being mechanistic and reductionist for assuming that people are rational, logical, and systematic thinkers. The fundamental attribution error, however, demonstrates that they are cognitive misers and motivated tactician. It also fails to address the social, cultural, and historical factors that shape attributions of

cause. This has been addressed extensively by discourse analysis, a branch of psychology that prefers to use qualitative methods including the use of language to understand psychological phenomena. The linguistic categorization theory for example demonstrates how language influences our attribution style.

Attribution Theory has been considered the best example in contemporary social psychology of a Hobbesian approach which views people as rational, though not infallible, information processors. In this view, perceivers are expected to make accurate decisions, given sufficient time, unless 'distorted' by social and motivational influences. Mounting evidence has now been collected by researchers who are pessimistic about the ability of humans to process social information in an elaborate and accurate manner.

Based on the principle of attribution theory, we can see clearly that every act of man comes with attributing it to something. The high crime incidents are attributed to the sophistication of the level of human development and technological advancement that urban settlement brought due to pursue of advancement in life. Crime incidents were not this sophisticated during the rural arrear. But as Man evolves in well organized settlements with the contributing factors of modernization, Man is able to go into crime more like internet fraud and many more. Even the Vehicular Borne crime is due to urban settlement development.

CHAPTER THREE

RESEARCH METHOD

This chapter contains the research design used for this work. The population and sample sizes used to include the sampling technique adopted are stated. Method of data collection and finally the justification of the methods is stated.

3.1 Research Design

The choice of research design in any research work is usually influenced by the nature of the research problem and the objectives. “The selection of a primary method of investigation of a given problem is a key consideration for the investigator” (Osuala, 2005). The research design must therefore be adequate, allowing the investigator to incorporate contingencies and respond to unforeseen circumstances without abandoning the original research goal (Niyi, A, 2012). This study is a survey research that examines the factors that contributes to the increase in crime incidences in urban settlement in FCT.

Research methods can be classified into the following broad categories under the quantitative research (Niyi, A. 2012). The general categories are Survey Research, which is a non experimental and social scientific approach that studies small and large populations. Survey research, which attempt to determine the incidence, distribution, and interrelations among sociological and psychological variables at present. The survey researcher is interested in the accurate assessment of the characteristics of whole population of people. Survey research is probably the best method available to the social scientist interested in collecting original data for describing a population too large to observe directly.; experimental method, the researcher manipulates at least one

independent variables, controls other relevant variables and observes the effect on one or more dependent variables.

In the case of this study, it is a survey research because it focuses presently on people that are directly involved in the case study. In order to answer the research questions posed in a study of this nature which involves meeting with the respondents in their natural setting, the most suitable strategy is a survey. Survey has so many advantages as given by Wimmer and Dominick (2006); firstly, it can be used to investigate problems in realistic settings. Secondly, the cost of survey is reasonable considering the amount of information that can be gathered. Thus, in survey research, the researcher can control expenses by selecting from four major types of surveys - questionnaire, telephone, personal interview and group administration. The third advantage of survey is that a large amount of data can be collected with relative ease from a variety of people. The survey technique allows a researcher to examine many variables – demographic and lifestyle information, attitudes, motives, intentions and so on and to use different statistics to analyze the data. Also, geographic boundaries do not limit most surveys. It is therefore in line with the above benefits, that the researcher opted for the survey method.

There are two types of surveys: descriptive and analytical. A descriptive survey attempts to describe or document current conditions or attitude – that is, to explain what exists at the moment. While analytical survey attempts to describe and explain why situations exist.

However, the researcher used a well structured questionnaire of two sections. The first section elicited responses about the respondent's bio-data while the second section contained thematic questions with options.

In addition to the administration of questionnaires and interview guide, a secondary data was collected from the FCT Police Command on crime statistics.

3.2 Population , Sample Size and Sampling Techniques

This study was conducted in Jikwoyi, an urban settlement in Abuja. The population involved in this research work is Residents who reside in Jikwoyi.. The Achieve and History Bureau Department of FCT Administration estimated the population of FCT at 5,000,000 presently. The Etsu of Jikwoyi (the traditional first class Chief) estimated the population presently in Jikwoyi to be about 700,000 plus due to the influx of people into the settlement.

3.2.1 Sample size:

To determine the sample size for the survey, the researcher will adopt Watson (2011) formula:

$$n = \frac{p(1-p)}{\frac{\frac{A^2}{Z^2} + \frac{p(1-p)}{N}}{R}}$$

Where n = sample size

N = Sampling frame

p = Estimated variance (0.3)

R = Desired Response rate

A = Precision desired

Z = Confidence Interval

For N = 231,208, R = 75%

$$\begin{aligned}
n &= \frac{0.21}{\frac{0.009}{3.8416} + \frac{0.21}{700,000}} \\
&= \frac{0.21}{0.0002343 + 0.0000003} \\
&= \frac{0.21}{0.0002345773} \\
&= \frac{895.22728755}{0.75} \\
&= 1194
\end{aligned}$$

The number of respondents for this study will be 1,194. Studying the entire population in Jikwoyi which is so large would have had a serious financial implication on the researcher. Thus, considering it economically, the sample size is justified. Moreover, taking a very big sample would have been problematic, considering the time available for the study and the residents.

Therefore, the report of this study is based on the information gathered from the respondents, available statistics from other reliable studies and interviews conducted in Abuja.

3.2.2 Sampling Technique

The researcher used the Simple Random Sampling which is a type of probability sampling technique. A Simple Random Sampling is a subset of a statistical population in which each member of the subset has an equal probability of being chosen. Using the Simple Random Sampling, it helped the researcher not to be biased in selection from those in the population.

3.3 Methods of Data Collection

The research instrument used for this research work was primary and secondary data. The primary data collection is questionnaire and interview guide, while the secondary data collection was collected from FCT Police Command Crime Statistics.

3.3.1 Questionnaire: The questionnaire was designed along the lines of the topic, objectives of the study and research questions which contain the necessary information needed for the study. A total of 30 questions was drawn and administered to people in Jikwoye. The researcher understood that credibility is an extremely complicated concept which involves different dimensions and aspects. Hence the need for a well structured questionnaire with both close and opened questions.

In order to collect data through questionnaire, the face to face mode of questionnaire administration was used. To effectively administer the questionnaire, the researcher personally went to the field. Those who cannot read and write English however depended on the researcher to be able to complete the questionnaire.

3.3.2 Secondary Data Collection: As earlier said, the secondary data collected for the research work is from FCT Police Command Crime Statistics from 2009 to 2018.

3.4. Method of Data Analysis

The quantitative and qualitative methods of data presentation and analysis were used in the study. The quantitative method was used for the questionnaire. The data collected were presented and itemized according to the respondents' responses sought in the questionnaires. In analyzing the data, frequency table and simple percentage method was used to make comparisons with the responses derived from the respondents.

On the other hand, the qualitative method was used for the secondary data. A summary

of the data were presented.

The basic statistical technique employed for Research Question testing was percentage method and table mean derivation to determine acceptance or rejection in an attempt to answer the research questions. Responses from the interview were also used to support the argument.

3.4 Justification of Methods

The use of survey permits a researcher to study more variables at one time than is typically possible in laboratory or field experiments, whilst data can be collected about real world environments (Owens, 2002). The use of survey method for this study will enable the researcher to obtain data about the factors that led the people into choosing such options and understand from their point of view the security threats faced by them daily.

The choice of analytical survey for this study is based on the fact that two or more variables are usually examined to investigate research questions. Also, analytical survey is the most appropriate to determine why there is serious increase in the spread of unplanned settlements and transportation system within the FCT.

CHAPTER FOUR

DATA ANALYSIS AND PRESENTATION

This chapter is concerned with the presentation and analyses of data collected for this research. A total of one thousand, two hundred (1200) copies of the questionnaire were distributed and self-administered in order to attain maximum response rate and accurate completion of the questionnaire by respondents. A total of one thousand, one hundred and ninety-four (1194) completed, returned and valid copies of the questionnaire are analyzed in the following sections of this chapter:

4.1. Social Demographic Characteristics:

Table 4.1: Sex of the Respondents

Responses	Frequency	Percentage (%)
Male	741	62
Female	453	38
Total	1194	100

Source: Researcher's Computation from Field Survey 2019

From table 4.1 on gender distribution of the respondents above, out of the total of 1194 (100%) of the respondents that partook in the survey, a majority of 741 (62%) were male while the other 453 (38%) were female.

Table 4.2: Educational Qualification of the Respondents

Responses	Frequency	Percentage
Not educated/Primary	43	4
Secondary	92	8
Tertiary	583	49
Post Graduate	476	40
Total	1194	100

Source: Researcher's Computation from Field Survey 2019

Table 4.2 above shows the education level of the sampled respondents ranging from not educated/primary, to secondary, tertiary and post graduate levels. From the responses, 43 (4%) of the respondents were in the not educate/primary level constituting the lowest category in terms of numbers, followed 92 (8%) of the respondents who stated that they were in the secondary level/category, while 583 (49%) of the respondents were at the tertiary level of education constituting the highest group in in terms of their numbers while the remaining 476 (40%) of the respondents were of the post-graduate category.

Table 4.3: Marital Status of the Respondents

Responses	Frequency	Percentage
Married	210	18
Single	409	34
Widowed	64	5
Separated	511	43
Total	1194	100

Source: Researcher's Computation from Field Survey 2019

The table 4.3 above shows the respondents' marital status ranging from married to single, widowed, and separated. From the responses, 210 (18%) of the respondents were married, 409 (34%) of the respondents were single, 64 (5%) of the respondents were widowed constituting the lowest in terms of numbers for the distribution on marital status, while the remaining 511 (43%) who were the highest in terms of numbers were separated.

Table 4.4: Occupation of the Respondents

Responses	Frequency	Percentage
Schooling	697	58
Job seeking	359	30
Private	92	8
Public Service	46	4
Total	1194	100

Source: Researcher's Computation from Field Survey 2019

Table 4.4 above shows the distribution of respondents sampled for the present study in terms of their occupation ranging from schooling, to job seeking, private, and public service. From the responses, the highest group of respondents in this category 697 (58%) were schooling; 359 (30%) of the respondents were job seeking; 92 (8%) of the respondents were working in the private sector while the remaining 46 (4%) of the respondents which was the smallest group in terms of numbers were in public service.

Table 4.5: How long have you being residing in Jikwoye

Responses	Frequency	Percentage
Below 12 Months	221	19
Below 5 Years	286	24
Above 5 Years	687	58
Total	1194	100

Source: Researcher's Computation from Field Survey 2019

Table 4.5 above shows the distribution of respondents according to how long they have been living in Jikwoye which is the sampled location for the present study, with responses ranging from below 12 months to below 5 years and above 5 years. From the responses, out of the total 1194 (100%) of the sampled respondents that partook in the survey, 221 (19%) of them constituting the lowest group in terms of numbers have been living in Jikwoye for a period of time under 12 months; while 286 (24%) of the respondents have been living in Jikwoye for a period under 5 years but greater than 12 months; and the largest group of the respondents in terms of numbers 687 (58%) have been living in Jikwoye for more than 5 years.

Table 4.6: Why Jikwoye as place of residence?

Responses	Frequency	Percentage
Low cost of accommodation	691	58
Lack of accommodation in the city	286	24
Owned a Land	217	18
Total	1194	100

Source: Researcher's Computation from Field Survey 2019

Table 4.6 above shows the distribution of the sampled respondents who partook in the survey based on why they chose Jikwoyi as a place of residence with responses ranging from low cost of accommodation to lack of accommodation in the city and the fact that they owned a land in Jikwoyi. From the responses, the largest group in terms of numbers for this category chose Jikwoyi as a place of residence because of the relatively low cost of accommodation in the area, they were a total of 691 constituting 58% of the total sampled population; 286 (18%) of the respondents on the other hand stated that they chose jikwoyi as a place of residence due to lack of accommodation in the city, while the smallest group in terms of numbers which is 217 (18%) of the sampled respondents stated that they chose Jikwoyi as a place of residence because they owned a land there.

Table 4.7: Type of Tenancy

Responses	Frequency	Percentage
Owned	290	24
Rented	834	71
Shared	29	2
Family	41	3
Total	1194	100

Source: Researcher's Computation from Field Survey 2019

Table 4.7 above shows the distribution of the sampled respondents who took part in the survey according to the type of tenancy they were occupying with responses ranging from owned, to rented, shared and family categories of accommodation. From the responses, 290 (24%) of the respondents owned the accommodation they were occupying; 834 (71%) of the respondents, constituting the largest group in the category were staying in rented accommodations; 29 (2%) of the respondents stated that they were staying in shared accommodation, constituting the smallest group in terms of numbers; while the final group of 41 (3%) of the population stayed in family owned accommodations.

Table 4.8: Land Allocation

Responses	Frequency	Percentage
AGIS	534	45
Area Council	478	40
Chief	182	15
Total	1194	100

Source: Researcher's Computation from Field Survey 2019

Table 4.8 above shows the distribution of the sampled respondents who partook in the survey according to the mode if their kind of land allocation (that is, who allocated their land to them) with responses ranging from AGIS, to Area Council and Chief. The responses showed that 534 (45%) of the respondents' lands were allocated to them by AGIS making them the largest group in the category in terms of numbers; 478 (40%) of the respondents stated that their lands were allocated to them by the Area Council; while the final group of 182 (15%) of the respondents state that their lands were allocated to them by the Chief, making them the smallest group in the category in terms of numbers.

4.2 Descriptive Statistics of Variables

Table 4.9: Descriptive Statistics for the Variables

Stats	US	IFS	CSC	CI
Mean	3.76	4.19	4.27	3.45
p50	4	4	4	3
Sd	0.80	0.58	0.58	0.54
Min	1	2	2	2
Max	5	5	5	5
Skewness	-0.61	-0.54	-0.55	-0.34
Kurtosis	3.29	2.64	2.67	2.90
N	308	308	308	308

Source: Researcher's Computation, 2019

Table 4.9 above shows the descriptive statistics for all the variables used in this study. The average value for Urban Settlement (US) 3.76 and the median (p50) value were 4. The minimum and maximum values were 1 and 5 respectively. These values do not indicate presence of outliers as there is no much difference between the maximum and the minimum values. The standard deviation was found to be 0.8 from the mean value. For Infrastructure (IFS), the mean value is 4.19, the median is 4, the minimum and maximum are 2 and 5 respectively, and the standard deviation is 0.58. There is no presence of outliers. For Contemporary security challenges (CSC), the mean value is 4.27, median 4, minimum and maximum are 2 and 5 respectively and standard deviation 0.58. There is no indication of outliers. Finally, for Crime Incident (CI), the mean value is

3.45, median 3, minimum and maximum 2 and 5 respectively and standard deviation is 0.54 with no indication of outliers.

The skewness statistics which was used to show the direction of the normal distribution curve showed that, US, IFS, CSC and CI all had a negative distribution and they all tailed to the left-hand side of the normal distribution curve. Their skewness values gave -0.61, -0.54, -0.55 and -0.34 respectively.

4.2.1 Correlation Matrix for Independent variables of the study

Table 4.10: Correlation Analysis of Independent variables of the study

	US	IFS	CSC
US	1		
IFS	0.407	1	
CSC	0.2436	0.2098	1

Source: Researcher's Computation, 2018

Correlation table 4.10 above examines the correlation relationships between the independent variables of the study using the spearman's rank correlation coefficient. The reason for correlating the independent variables is to ensure that there is no multicollinearity between any of the variables as that would mean the variables are too closely related and need not both be used in the regression since they are almost the same thing. The results of the correlation are discussed below:

The table shows a positive relationship between urban settlement (US) and Infrastructure (IFS) with a coefficient of 0.41; between urban settlements (US) and Contemporary

security challenges (CSC) with 0.24; Infrastructure (IFS) and Contemporary security challenges (CSC) with 0.21. They all exhibit positive relationships. The correlation results show that our variables are distinct in their natures and can be used for the study without multicollinearity problem of repetition of variables.

4.2.2. Secondary Data

SNO	NATURE OF CASES	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL
	Armed Robbery	188	176	180	160	148	160	192	246	210	281	1,941
	Assault	1106	894	418	780	428	580	718	9116	968	1286	16,294
	False Pretence and Cheating	2010	1681	1016	1110	1028	1267	816	1201	1216	1681	13,026
	Theft/Stealing	2218	2478	1418	2188	1681	1818	2418	2916	2868	3118	23,121
	Grievous Harm and Wounding	1214	816	612	211	516	418	518	88	686	1018	6,097
	Criminal breach of Trust and Cheating	800	711	810	618	800	710	825	819	916	1419	8,428
	Murder	11	26	12	13	11	13	21	20	42	31	200
	Rape and Indecent Assault	24	51	40	27	20	29	46	29	52	48	366
	Breach of Public Peace	61	78	83	386	70	89	158	66	44	88	1,123
	Criminal Intimidation	108	69	28	108	91	101	48	28	79	86	746
	House Breaking	77	81	73	71	66	72	66	40	58	44	648
	Public Nuisance	68	48	56	42	48	50	80	46	49	68	555
	Store Breaking	51	70	81	31	40	49	70	29	52	28	501

Being of Possession of India Hemp	70	44	31	44	30	30	36	32	38	40	395
Hurt	26	18	46	66	68	43	48	44	68	50	477
One Chance	16	28	38	18	26	18	28	10	29	24	235
Kidnapping	10	17	13	22	29	11	18	19	11	11	161
Burglary	31	21	49	48	46	20	30	20	20	30	315
Total No of Reported Cases	8089	7307	5004	5943	5146	5478	6136	14769	7406	9351	74,629

Source: FCT Police Command Crime Statistics, 2019

From the secondary data, we can see that the highest crime incidents reported to the Police are Theft/Stealing 23121, followed by Assault 16294 and False Pretence and Cheating 13026. While from the button we have 161 cases of kidnapping reported. Followed by 200 cases of Murder and One Chance 235. Though these crimes might have lower reported cases but its effect is very grievous.

4.3 Test of Research Hypotheses

From ordinary least squares regression analysis using STATA statistical software package, the hypotheses of the study have been tested and results extracted as follows;

4.3.1 Urban Settlements and Crime Incident

H₀₁ Urban settlement has no significant impact on development in Jikwoye, FCT.

Table 4.11: Regression for Hypothesis One

Dependent variable	Independent Variable	Coefficient	p- value	f- stats	p- value	R ²
CI	US	0.1552	0.000	9.43	0.000	0.9396

Source: Researcher's Computation 2019

The statistical decision rule of p- value states that the Null hypothesis should be accepted if P- value is greater than alpha value (i.e. level of significant which is 0.05) otherwise it should be rejected while the Alternative hypothesis is adopted.

The analysis shows a positive and significant effect of Urban Settlements (US) on Crime incidents (CI) in Jikwoye, FCT with a coefficient value of 0.1552, p-value < 0.05 at 0.000, disagreeing with the null hypotheses one of the study. This result implies that urban settlements positively affect crime incident in Jikwoye. In other words, the greater the US, the likely the crime incidents. The results indicate that lower US is more effective in attaining lower crime incidents in FCT Abuja.

And considering the secondary data on 4.1.3., urban settlement increased the rate of crime incidents. Crimes like False Pretence and Cheating, One Chance and breach of public peace to mention a few is rampant due to the emergence of urban settlement.

Furthermore, the F-stat is 9.43 with a p-value of 0.000 which shows that the model is in good fit. The R^2 value of 0.9396 shows that the model explains about 94% of the dependent variable, the remaining 6% may be explained by other factors.

4.3.2 Infrastructure in Urban settlements and Crime Incidents

H₀₂ Infrastructure in urban settlement has no significant effect on crime incidents.

Table 4.12: Regression for Hypothesis Two

Dependent variable	Independent Variable	Coefficient	p-value	f-stats	p-value	R^2
CI	IFS	0.6858	0.171	9.43	0.000	0.9396

Source: Researcher's Computation 2019

The statistical decision rule of p- value states that the Null hypothesis should be accepted if P- value is greater than alpha value (i.e. level of significant which is 0.05) otherwise it should be rejected while the Alternative hypothesis is adopted.

The study found a positive but non-significant effect of Infrastructure (IFS) in urban settlements on crime incidents (CI) in the Jikwoyi, FCT with a coefficient value of 0.6858, p-value > 0.05 at 0.171, agreeing with the null hypotheses of the study that there is no significant effect of Infrastructure in Urban settlements on Crime incidents (CI) in

Jikwoyi, FCT. This result implies that IFS positively affects CI but insignificantly, meaning that infrastructure may increase crime incidents but not significantly.

Figure 4.1.3. Supports the motion that infrastructure plays positive role in crime incidents. One Chance which is a crime committed on mode of transportation is an example. Kidnapping which is another crime that has become a cause of alarm in the nation is considered a product of sophistication of proliferation of arms.

Furthermore, the F-stat is 9.43 with a p-value of 0.000 which shows that the model is in good fit. The R^2 value of 0.9396 shows that the model explains about 94% of the dependent variable, the remaining 6% may be explained by other factors.

4.3.3 Contemporary security challenges in urban settlement and Crime incidents

Table 4.13: Regression for Hypothesis Three

H₀₃ Contemporary security challenges in urban settlement have no significant effect on crime incidents in Jikwoyi, FCT.

Dependent variable	Independent Variable	Coefficient	p-value	f-stats	p-value	R^2
CI	CSC	0.0631	0.000	9.43	0.000	0.9396

Source: Researcher's Computation 2019

The statistical decision rule of p- value states that the Null hypothesis should be accepted if P- value is greater than alpha value (i.e. level of significant which is 0.05) otherwise it should be rejected while the Alternative hypothesis is adopted.

The study found a positive and significant effect of Contemporary security challenges (CSC) in Urban settlement on Crime Incidents (CI) in Jikwoyi, with a coefficient value of 0.0631, and p-value <0.05 at 0.000, disagreeing with the null hypotheses of the study which states that there is no significant effect of contemporary security challenges in urban settlement on Crime Incidents in Jikwoyi, FCT. This result implies that CSC positively affects CI and significantly. In other words, the greater the CSC, the likelier the crime incidents. The results indicate that lower CSC is more effective in attaining lower Crime Incidents in Jikwoyi, FCT.

From the data on 4.1.3 above, it shows that the contemporary security challenges have made crime incidents on the rise. The above statistics justify this accordingly.

Furthermore, the F-stat is 9.43 with a p-value of 0.000 which shows that the model is in good fit. The R^2 value of 0.9396 shows that the model explains about 94% of the dependent variable, the remaining 6% may be explained by other factors.

4.4 Discussion of findings

The study found a positive and significant effect of Urban Settlements (US) on Crime Incidents in Jikwoyi, FCT Abuja (CI), disagreeing with the null hypotheses one of the study, implying that US positively affects CI and significantly. In other words, the greater the Urban Settlement, the greater the crime incidents also indicating that lower US is more effective in attaining lower crime Incidents in FCT Abuja.

The study found a positive but insignificant effect of Infrastructure in urban settlements (IFS) on Crime incidents in Jikwoyi, Abuja (CI) agreeing with the null hypotheses of the study that there is no significant effect of IFS on CI. This result implies that Infrastructure

positively affects CI but the effect is insignificant. In other words, the greater the IFS, the greater the crime incidents but insignificantly.

The study found a positive and significant effect of contemporary security challenges in urban settlement (CSC) on Crime incidents in Jikwoyi, FCT Abuja (CI), disagreeing with the null hypotheses three of the study, which states that there is no significant effect of contemporary security challenges in urban settlement on Crime incidents FCT. This result implies that CSC positively affects CI and significantly. In other words, the greater the contemporary security challenges in urban settlement, the greater the crime incidents. The results also indicate that CSC is significant in affecting CI, meaning that the more the contemporary security challenges in urban settlement, the likelier the eventuality of increased crime incidents.

And supporting the above discussion of findings using statistics from the secondary data at figure 4.1.3, crime incidents are gradually rising due to the advent of urban settlement. Crimes like terrorism, kidnapping, cybercrimes and many others are creation of urban settlement. As Man acquires more knowledge in technology, so crime too modifies.

CHAPTER FIVE

SUMMARY, CONCLUSION AND RECOMMENDATIONS

This chapter contained the summary, conclusion and recommendations of the research.

5.1 Summary

This study was conducted in order to assess the development of Urban Settlement and its impact on Crime Incidents in FCT. In order to carry out the study, three (3) specific objectives were drawn from which three (3) research questions and three (3) null hypotheses were formulated.

The specific objectives are as follows:

- i. To find out the impact of urban settlement in Jikwoyi, FCT
- ii. To identify the effect of infrastructure in Jikwoyi on crime incidents
- iii. To ascertain the effect of contemporary security challenges in Jikwoyi on crime incidents.

The related literatures were reviewed based on the variables of the above specific objectives. The review was done with the use of past research works and experts' opinions, which were derived from books, journals and magazines. Survey design was used in methodology of this work. This allowed for the use of research Likert type questionnaire and also the secondary data collection. A sample size of 1,194 respondents was used for the study.

This was obtained through cluster random sampling technique used in selecting the respondents. Data collected were subjected to analysis and interpretation, using

descriptive statistics for the research questions and STATA statistics software package for testing. From the result of the data analysis, it was observed that there is a positive and significant impact on urban settlement on crime incidents, a positive but insignificant effect of infrastructure on crime incidents and a positive and significant effect of contemporary security challenges on crime incidents. All these were supported by the data at figure 4.1.3.

5.2 Conclusion

Based on the findings of the research work, the following conclusions were made:

There are cases of crime incidents in urban settlement in Jikwoyi, FCT. There is no significant significance of the result caused the null hypothesis to be rejected while the alternative one was accepted. There are crime incidents in urban settlement. Infrastructure does not play significant role in crime incidents. And contemporary security challenges bring about crime incidents.

5.3 Recommendations

The following recommendations are deemed necessary:

- i. This study recommends that the FCT Administration should ensure the Master Plan for the capital territory is adhere to strictly by prompt monitoring of any form of distortion and those who have violated it for decisive action be taken to correct the anomaly.
- ii. There is need for a deliberate action from the part of government to ensure infrastructures are put in place in areas being developed.

- iii. This study also recommends that active use of community policing and alternative security arrangements should be encouraged to assist the relevant government security Agencies to gather timely intelligence and curb the rising crime incidents in FCT.
- iv. This study further recommends that human security should be more pronounced in general security network of FCT to check crime incidents..

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APPENDIX 1

School of Postgraduate Studies
Institute of Governance and Development
Studies
Security and Strategic Studies,
Nasarawa State University,
Keffi

Sir/Madam,

REQUEST FOR COMPLETION OF QUESTIONNAIRE

This questionnaire is part of a research study being carried out to evaluate some Jikwoye residents' perception on the security of the area. The topic is : **URBAN SETTLEMENT AND CRIME INCIDENTS IN FCT ABUJA, NIGERIA**. This exercise is purely academic and confidentiality of respondents I guaranteed. Kindly fill the questionnaire below.

Thank you for your assistance.

Yours faithfully,

Olumuji Peter

SECTION A: Socioeconomic Characteristics of Respondents

1. Sex: Male ☐ Female ☐
2. Educational qualification: Not educated ☐ Primary ☐ Secondary ☐
Tertiary ☐ Post Graduate ☐
3. Marital status: Married ☐ Single ☐ Divorced ☐ Widow ☐
Separated ☐
4. Occupation: Schooling ☐ Job Seeking ☐ Private ☐ Public Service ☐
Self Employed ☐

SECTION B:

Questions 1-7 Focuses on urban settlements

1. How long have you being residing in JikwoyI?
Below 12 Months ☐ Below 5 Years ☐ Above 5 Years ☐
2. Why JikwoyI as place of resident? Low cost of accommodation ☐
Lack of accommodation in the city ☐ Owned a land ☐
3. Type of tenancy: Owned ☐ Rented ☐ Shared ☐ Family ☐
4. Land allocation: AGIS ☐ Area Council ☐ Chief ☐
5. Do the area have proper development plan? Well planned ☐ fairly planned ☐ poorly planned ☐ no plan ☐
6. Does where you reside have a building plan approval? Approved plan ☐ Processing Building Plan ☐ Applied for Building Plan ☐ no plan ☐
7. Has unplanned settlements have any effect on the lives of the residents? Strong Positive effect ☐ low Positive effect ☐ low Negative effect ☐ Strong Negative effect ☐

Questions 8 – 15 focuses on infrastructure of the Area

8. Rate the road network within the community

Excellent ☐ Good ☐ Fair ☐ Poor ☐

9. Rate the power infrastructure

Excellent ☐ Good ☐ Fair ☐ Poor ☐

10. Rate the water infrastructure

Excellent ☐ Good ☐ Fair ☐ Poor ☐

11. Rate the street Lights infrastructure

Excellent ☐ Good ☐ Fair ☐ Poor ☐

12. Rate the recreational infrastructure

Excellent ☐ Good ☐ Fair ☐ Poor ☐

13. Rate the health infrastructure

Excellent ☐ Good ☐ Fair ☐ Poor ☐

14. Rate the infrastructural development of the area:

Excellent ☐ Good ☐ Fair ☐ Poor ☐

15. Rate the power supply at night:

Excellent ☐ Good ☐ Fair ☐ Poor ☐

Questions 16 – 20 focuses on contemporary security challenges of the Area

16. What is the rate of contemporary security challenges in the area?

Very high ☐ High ☐ Average ☐ Low ☐ Very low ☐

17. What is the rate of proliferation of small arms and light weapons in the area?

Very high ☐ High ☐ Average ☐ Low ☐ Very low ☐

18. What is the rate of population movement into the area?

Very high ☐ High ☐ Average ☐ Low ☐ Very low ☐

19. What is the rate movement of internally displaced persons (IDPs)?

Very high ☐ High ☐ Average ☐ Low ☐ Very low ☐

20. Rate the level of drug peddling and abuse within the area?

Very high ☐ High ☐ Average ☐ Low ☐ Very low ☐

Questions 21 - 30 focuses on general crime incidents of the Area

21. How can you rate the security of the area:

Excellent ☐ Good ☐ Fair ☐ Poor ☐

22. Indicate the frequency of the security challenges:

Very High ☐ High ☐ Average ☐ Low ☐ rarely ☐

23. Indicate the response time of security Agency to distress calls:

Very quick ☐ quick ☐ slow ☐ very slow ☐ no response ☐

24. What are the contributing factors to the security challenges?

Lack of education ☐ Lack of unemployment ☐ Lack of parental control ☐

Others ☐

25. What section does the security challenges affect the most?

Economic ☐ Social ☐ Religion ☐ Health ☐ Others ☐

26. Is there a known dedicated Police lines for distress calls?

Available ☐ Not available ☐ Not sure ☐ stopped working ☐

27. Do you use the emergency call number? Always ☐ a times ☐ not at all ☐ not useful ☐

28. How are reported cases investigated by the Police:

Swiftly ☐ Delayed ☐ shabbily ☐ Not treated ☐

29. Rate the number of security patrol Vehicles available?

Very surplus ☐ Surplus ☐ scanty ☐ Non ☐

30. Do the Police have enough man power for security?

Enough ☐ fairly enough ☐ not enough ☐