

Effect of Socio-economic Status on Household All Purpose Travel Patterns of Men and Women in Ibadan, Oyo State, Nigeria

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This study attempted an examination of the effects of socio-economic status on household all purpose travel pattern of men and women in Ibadan, Nigeria. Three density areas; high, medium and low were purposively selected for data collection. The sample size was determined using systematic sampling method from the total houses in the three density areas. Twenty percent samples of the houses were randomly selected for questionnaire administration on the household head in the study areas. The data collected were analyzed using descriptive and inferential statistics. The analysis of how socio-economic status affects all purpose travel pattern of men and women in the three residential density areas were examined. The relationship that was investigated was the correlation that may exist among pairs of all the variables selected (Age, Education, Occupation, Income, Gender, Household size, Number of vehicles, Frequency of travel, Distance traveled, Mode of travel, Cost of travel and Travel time). Pearson correlation coefficient was used to achieve this. The study revealed that all purpose travel pattern of men and women in the three density areas studied were affected by their different Socio-economic status. In the high density area, frequency of travel of both men and women were not significantly related to any of the socio-economic variables. In the medium density, age $r=-0.31$, income $r=0.28$, number of vehicles in the household $r=0.44$ were found to be significantly ($p \leq 0.05$) related to frequency of travel of men. The result also showed differences in mode of travels of both men and women and between the density areas. For example, in the high density area, mode of travel of men was significantly related to income $r=0.31$ ($p \leq 0.05$); and for women, age $r=0.37$, education $r=-0.36$ and income $r=0.31$ ($p \leq 0.05$). In the low density, the corresponding variables that had significant relationships ($p \leq 0.05$) with mode of travel of men were age $r=-0.26$, education $r=-0.29$, occupation $r=-0.44$ and for women: education $r=-0.40$, Occupation $r=-0.41$, income $r=-0.50$ and car ownership $r=-0.45$. The study concluded that socio-economic status has effect on all purpose travel pattern of men and women and that this difference also varied with the residential density areas in Ibadan.