

Impact of Resettlement Action Plan of Lagos Red Rail Line on the Perception of Project Affected Persons' (PAPs)

Atobatele, Abolaji¹, Moliki, Ahmed², Deinde-Adedeji, Oluwatimilehin³, Dele-Dada Moyosoluwa⁴

Abstract

This study emphasizes the project-affected persons and their perception concerning the activities of the government in Lagos State. Lagos Red Rail Line is going to be a laudable project that will result in the socio-economic development of the State and reduce traffic jams when completed. The study employed a survey research technique which included administration of interviews with the respondents through focus group discussion and questionnaires in Ikeja, Yaba, Mushin, and Oyingbo and secondary sources of data such as Journals, the Internet, Government Gazette, and Magazines. The study adopted Ordinal Logistics Regression to analyze its result. The study reveals that a lack of confidence in government coupled with a high rate of illiteracy is responsible for the adverse reaction of the project-affected persons. The study therefore recommends that the government at all levels in Lagos State and Nigeria at large should build the confidence of the residents in the State and Nigeria by fulfilling the promises made to residents of Lagos State and Nigerians before and after the elections.

Keywords: Lagos State, Government, transportation, Red Rail Line, Project Affected Persons, Properties.

1. Introduction

Uncontrolled urban population growth and traffic congestion are characteristics of metropolitan areas, making urban regeneration projects necessary. An efficient transportation infrastructure is essential to the growth and development of such cities. A good transport system includes a modern Rail System, Bus Rapid Transit (BRT), Airplane, Ship, and Motorized canoe. Apart from conveying passengers from one place to another for social and economic purposes, their presence provides aesthetics to the society where they are cited. The importance of a good transportation system cannot be over-emphasized as it contributes to the development of London and some other Cities around the world. In many densely populated metropolitan areas, the problem of unchecked urban population growth has made the implementation of urban renewal initiatives necessary. Five million more people live in cities worldwide each year, and every day, or one person every two, more than 100,000 relocate to impoverished areas of the world (Norwegian Refugee Council-NRC quoted in Adekola et al 2017). Also, the presence of the Airport and Seaport in Ikeja and Apapa in Nigeria contributed tremendously to the growth and development of those areas and Lagos State at large. More so, the construction of BRT Lane and Bus Stops resulted in the beautification and

¹ Department of Political Science and International Relations, Covenant University, Ota, Nigeria

² Department of Political Science and International Relations, Covenant University, Ota, Nigeria

³ Department of Political Science and International Relations, Covenant University, Ota, Nigeria

⁴ Department of Political Science and International Relations, Covenant University, Ota, Nigeria

growth of the areas where they are cited. The heavy construction of the transportation network system in Lagos State has made the State the hub of Nigeria's commercial and economic activities. Hence, Lagos State government decided to respond to the needs of the people by enhancing socio-economic development of Lagos so that the State will continue to be a commercial hub of Nigeria. According to the Economist Special Report on Nigeria (2015), Lagos State being the largest city in Sub-Saharan Africa is Nigeria's commercial hub with a metropolitan area population growth rate put around 17 million in 2015, with a growth rate of 4% per year.

Adeniran and Yusuf (2016) affirm that there is a nexus between the transport system and socio-economic changes. They went further to say movement of people, load, and level of territorial accessibility are the main thrust of this relationship which creates economic opportunities as a result of transportation infrastructure.

Also, the Japan International Cooperation Agency (JICA) (2014) reports that a detailed master plan of the Lagos transport system was accomplished in 1980 with the year 2000 as its target year. This master plan was reviewed in the year 2005 by John Asiyanbi Associates who reported that the master plan that covers individual districts have been instituted and these master plans generically are between the year 2010 to 2030. Also, the master plan for the Lagos Metropolitan Area instituted in December 2009 was concerned with the development of Lagos Rail Transits (LRT) Bus Rapid Transit (BRT), Water transport system, and Road system as its year of target. In year 2013, there was an introduction of an amendment master plan which has a final report accomplished in year 2014. The amended master plan has its target year as 2032 with a seven-point agenda which inter alia are road and public transportation network plan, logistic plan, non-motorized transport plan, traffic safety plan, climate change plan, economic analysis, and proposal of systems (JICA, 2014).

Also, the assessment system for the upper-level development programme for Lagos State and the safeguards policy which were designed by Lagos State Metropolitan Area Transport Authority (LAMATA) is saddled with the responsibility of implementing LRT were reviewed. There were pre-evaluations for the LRT blue line and red line whose construction is ongoing. However, Red Line Rail is sponsored by the Lagos State government via LAMATA and assisted by the World Bank to improve the transport system in the state. According to Business Day (2020), the long-proposed Lagos Red Line Rail system will kick-start in October 2022, The Red Line is one of the seven lines proposed in Lagos's strategic transport master plan for the mobility of commuters and reduction in gridlock which characterizes the State. Embarking on this project connotes that many properties on the right of way will be affected. In other words, the owners of these affected properties will lose them to the government which will affect their social, economic, and psychological life. Regardless of the methods used by the government to acquire peoples' properties, resettlement in most cases causes emotional trauma, untold hardship, and disaster in Africa (Cernea, Jackson & Sleigh, Jibril quoted in Agba, Ogaboh, Akpanudoedehe, and Ushie, 2010). According to the Resettlement Action Plan (2023), evictions and relocations should not lead to homelessness of the vulnerable and violation of their human rights. Therefore appropriate measures such as robust resettlement and rehabilitation procedures, a right to relocation allowance, a right to alternative land or housing scheme, and a right to productive and suitable alternative housing scheme are to be adequately provided for the project-affected persons to mitigate the effect of displacement.

Resettlement leads to community displacement and increases risks of being pauperized by destroying cultural practices, systems, and ways of existence (Cernea, Tan & Yao quoted in Agba, et al, 2010). ADB, (2014) asserts that compensation should be paid to both title and non-legal owners, also the groups whose properties are affected, and squatters and encroachers whose structures, crops, and other assets are destroyed as a result of relocation should equally be compensated adequately. Ramanathan and Geetha

(1998) affirm that the Social Economic Impact Assessment of large industrial projects is laudable with a social implication because these projects are liable to affect the socio-economic activities of people, referred to as project-affected people (PAP). It is against this background that this study seeks to examine the impact of resettlement action plan of the Lagos Red Rail Line Project on the Perception of Project Affected Persons, (PAPs).

Hypotheses

H01: robust resettlement procedure does not have a significant impact on the perception of project-affected persons in Lagos State.

H02: right to relocation allowance does not have a significant impact on the perception of project-affected persons in Lagos State.

H03: right to an alternative housing scheme does not have a significant impact on the perception of project-affected persons in Lagos State.

2. Literature Review

Many studies have been carried out on transport systems and resettlement of project-affected persons. Hence this study shall review the literature to see the extent of the project and the reaction of the project Affected persons (PAPs) to the project.

JICA (2014) carried out a study on the “Second Data Collection Survey on the Mass Rapid Transit in the Federal Republic of Nigeria”. The study reveals that the project evaluation indicators have not been sufficiently examined. The study therefore recommends that sequel to this finding; it has become necessary to garner information that will underpin the development through research.

Adeniran and Yusuf (2016) researched “Transportation and National Development: Emphasis to Nigeria”. The study finds that transportation infrastructure will result in economic opportunities. This study recommends that to achieve sustainable development, adequate and detailed measures be taken.

Abioye, Shubber, and Koenigsberger (2016) carried out a study evaluating the “Role and Impact of Railway Transport in the Nigerian Economy, Options and Choices: A Case of Nigerian Railway Corporation”. The study reveals that the Nigerian Railway Corporation is confronted with myriads of problems which include dwindling revenue, increasing operational costs, and mounting debt. The study therefore requests for the private running of the railway.

Wojuade (2016) researched “Potentials of Light Rail Transit in Nigeria”. The study points out that light rail transit will help to reduce congestion since it has a high passenger capacity. The study therefore recommends that an effective rail system can be achieved through public-private partnership.

Arndt, Morgan, Overman, Clower, Weinstein, & Seman (2009) conducted a study on “Transportation, Social and Economic Impact of Light and Commuter Rail. The study finds out that almost all the federal funding emanates from the U.S. Department of Transportation. Blanquant & Koning (2017) researched the “Local Economic Impacts of High-Speed Railways. Theories and Facts”. The study identifies both the presence and absence of HSR impacts, whether they are long-term effects on the relocation of households, businesses, and ultimately local growth patterns, or the short-term effects on the production and consumption of local regions. Arising from the findings of this study, it was discovered that the key challenge is being able to empirically determine to what extent new infrastructures have influenced changes in the field and not the other way around.

Robinson (2003) researched “Risks and Rights: The Causes, Consequences and Challenges of Development-Induced Displacement”. The study finds out that governments and organizations violate operational directives on involuntary resettlement as well as many social and environmental policies including the indigenous people’s policy. The study therefore recommends that the representative of the Secretary-General and IDP unit should conduct field missions to countries where development-induced displacement is problematic.

Saidu (2009) conducted a study on “An Analysis of Loko Flood Disaster Resettlement Scheme in Song Local Government Area of Adamawa State, Nigeria”. A simple random sampling technique was used to interview 280 household heads by administering a questionnaire to each. The study finds that the project has not been successful after 19 years of its operation as a result of the government's failure to identify the needs hopes and preferences of the victims. The study therefore recommends that scheme beneficiaries should be adequately compensated for the loss of properties. The methodology of this study is ambiguous and needs clarification.

Amnesty International (2014) conducted a study on “At the Mercy of the Government Violation of the Right to an Effective Remedy in Badia East, Lagos State, Nigeria”. The study finds out that, community representatives involved in the RAP discussion from 28 April to 9 May 2013 told Amnesty International that the entitlement matrix was returned to the affected people for consultation as many affected people considered the compensation inadequate for the losses suffered. The study therefore recommends that the World Bank should synergize with the Government of Lagos State to address the problems identified.

Somalia Regional Corridors Infrastructure Programme (N.D) researches “Resettlement Action Plan”. The study finds out that Somalia's legal requirement aligns with the AFDB guidelines in the sense that both parties require fair compensation for the affected persons and set legal framework to resolve conflicts emanating from the lowest level of the court of law. The study recommends that for smooth land acquisition, there should be involvement of local leadership most especially Tribal Administration and Country Officials when selecting sites for public infrastructures.

Agba, Akpanudoedehe, and Ushie (2010) carried out a study on “Socio-Economic and Cultural Impacts of Resettlements on Bakassi People of Cross River State, Nigeria”. The study used a survey research technique in which questionnaires were purposively administered to the Bakassi resettlement site at Ekpiri Ikang in Cross River State. The study reveals that there is a significant relationship between Bakassi resettlement and their occupations, culture, and inhabitation pattern. The study recommends that affected persons should be adequately compensated.

Ajayi, Soyinka –Airewele & Samuel (2019) conducted a study on the Gentrification and the Challenge of Development in Makoko, Lagos State, Nigeria: A Rights-Based Perspective. The study found out that there is a wide gap between urban development policy and the reality in the urban areas.

Adekola, Allen & Tinuola (2017) carried out a research on the Socio-economic and health implications of urban renewal on internally displaced persons in Ogun State, Southwestern Nigeria. Survey research through the use of questionnaire was randomly administered to harvest data from 380 respondents. The study used Logistic Binary Regression to analyze the data. The study revealed that gentrification had a significant negative impact on the occupation and income of the affected persons. The study would have been more appreciated if interview was used to garner data from the respondents.

Ezema Opoko & Oluwatayo (2016) carried out a study on the urban regeneration through State-led, new-build gentrification in Lagos inner city, Nigeria. The study used interview to garner data from the interviewees. The study found out that the effect of displacement of the main inhabitants was handled satisfactorily. The study failed to show how respondents were selected for the interview.

Adekola, Azuh, Adeloye, and Amoo (2019) carried out a study on urban renewal in Nigeria: A slash and burn approach? The study adopted survey research where questionnaires were randomly administered to 420 projected affected persons. Binary logistic regression was used to analyse the data. The study found out that there is a significant effect between urban renewal and occupation in Ogun State.

2.1 Insight into Resettlement and its Cultural, Social, and Economic Implications on Project Affected Persons.

Resettlement is not expected but it comes oftentimes either naturally or man-made. Resettlement can occur as a result of a natural disaster such as a flood, earthquake, etc. The man-made happens due to the construction of bridges, roads, rail lines, etc. The effect of resettlement on project-affected persons can be grave as it affects the cultural, psychological, economic, and social status either positively or negatively. According to Agba et al (2010), there is frequent occurrence of resettlement in real life such that it causes major economic losses and cultural disruption to the affected persons.

The government of Nigeria displaced over 250,000 people who were the real indigenes of Abuja as a result of the acquisition of about 800 square kilometers of land for the relocation of federal capital territory (FCT) to Abuja. This affected the place of cultural heritage of this people and other socio-economic activities. Jubril (2006) opines that this resettlement is responsible for infrastructural inadequacies and land administration problems in FCT.

Olawepo (2008) explains that despite the positive social change in Jebba resettlement, most families lost their jobs, customers, clients, and other socio-economic activities.

2.2. Insight into Resettlement Action Plan Objectives.

As posited by the Edo State World Bank Assisted Nigeria Erosion and Watershed Management Project (EDO-NEWMAP, 2017), the main aim of the Resettlement Action Plan (RAP) is to avoid problems related to resettlement and also considers possible alternatives that can avert or curtail displacement. In situations where there are cases of land procurement and forced relocation is inevitable, the RAP takes care of the resettlement exercise and allocates adequate compensation. In addition, RAP is structured to identify and evaluate the human consequences of the proposed project and develop an action plan patterned after the World Bank policy and existing policies and regulations in Nigeria.

2.3 Insight into RAP Provisions as Described in OP 4.12, Paragraphs 2 and 4 of the World Bank.

It is expected that a law made in respect of an exercise must have a set of procedures which must be adhered to strictly, hence these are the provisions guiding the RAP Exercise.

- A brief project description that identifies components that require land acquisition and resettlement as well as an explanation of the need for the Resettlement Action Plan.
- A Legal analysis and review of the Nigerian laws, regulations, and bank policy requirements and steps to be taken to address the difference between them; including carrying the people along and declaring the cut-off date;
- Estimate displacement population including various categories of displaced parties to a reasonable extent.

- Clearly state the criteria for eligibility of various types of displaced persons;
- A standard procedure for transactional costs for restoring the livelihoods of previous settlers where they are adversely affected should be described;
- Organizational procedures for the delivery of entitlements, implementation of the resettlement process, linking resettlement planning and implementation to both civil works and livelihood strategies
- A standard process for grievances and redress that takes into consideration (a) grievances registration; (b) transparent and prompt action on grievances, (c) standard procedure (d) possibility for appeal; and (e) reducing legal proceedings to the barest minimum;
- A clear outline of the arrangements for resettlement funding resettlement as well as the preparation and review of cost estimates, disbursement, and other emergency plans;
- A partnership should be developed to identify all the agencies, private and public that are parties to the resettlement process. Their various roles, allocation, and the legal arrangements to be made;
- Involvement of the displaced persons in the planning, implementation, and monitoring; and
- A detailed outline of the monitoring, verification, and evaluation process is required in the resettlement process (WEDO-NEWMAP, 2017).

2.3 Insight into Principles Guiding RAP

The following must be strictly adhered to in ensuring that RAP abides with approved international standards

- Resettlement must be avoided or minimized.
- There must be a genuine consultation
- There must be an established baseline data of those affected before resettlement.
- Assistance must be provided during relocation.
- Adequate compensation options must be negotiated
- Vulnerable social groups must be catered for
- Resettlement must take place as a development opportunity that ensures that PAPs benefit
- Resettlement must be seen as an upfront project cost.
- There should be an established procedure for independent monitoring and grievance place.
- Operational Procedure on forced Resettlement as outlined by the World Bank must be adhered to (EDO-NEWMAP, 2017).

3. Methodology

This study employs both primary and secondary sources of data which include administration of questionnaires, interviews, Journals, publications, government gazettes, Internet, etc. The survey research design was employed which included a structured questionnaire, and interview administered to gather data from the project-affected persons (PAPs) in Ikeja, Mushin, Oyingbo & Yaba. The population of these selected areas is 2,599,706 according to the 2006 population census. The questionnaire was administered to 385 respondents who were affected by the projects across these areas. Also to cater for

the questionnaire that will not be returned, Israel (2013) opined that 10% of the sample size questionnaire should be added. Therefore the study administered 423 questionnaires to the respondents while 390 questionnaires were returned. Multi-stage sampling technique was used to administer the questionnaire to the respondents. 23 respondents were purposively interviewed using both focus group discussion and Key informant. The age interview were between 18 years old and above. The respondents include the property's owners and the tenants of the affected properties in Lagos. The data was analyzed using Ordinal Regression Analysis.

4. Findings and Discussion

Table 4.1: Model Fitting Information

Model	-2 Log Likelihood	Chi-Square	df	Sig
Intercept Only	1425.583	253.369	3	.000
Final	1172.214			

Researcher Survey, 2023

Link function: Logit.

Table 4.1 above reveals the Goodness of fit statistics i.e. the model fitting information. The table shows clearly that there is a significant improvement in the fit as compared to the null model. Hence the model showed a good fit because our Alpha level (0.05) is greater than the P-value, meaning that the difference between the intercept-only model and the final model is significant. This means that a resettlement action plan of the government (robust right to resettlement procedure, right to allocation allowance, and right to alternative housing scheme) is related to the perception of project affected person either positively or negatively depending on the commitment of the government towards the application of the resettlement action plan.

Table 4.2 Goodness-of-fit

	Chi-Square	df	Sig
Pearson	3255.998	2948	.000
Deviance	1070.253	2948	.000

Researcher Survey, 2023

Link function: Logit.

Table 4.2 above indicates a poor fit because the P-value is less than 0.05. Meaning that there is a significant difference in the observed data and fitted (Assumed) model

Table 4.3: Pseudo R-Square

Cox and Snell	.478
Nagelkerke	.486
Mc Fadden	.160

Researcher Survey, 2023

Link function: Logit.

Table 4.3 above shows the value of Nagelkerke R-Square to be 0.486 meaning that there has been a 48% improvement in the prediction of the outcome based on the Predictors which are (robust resettlement procedure, right to relocation allowance and right to alternative housing scheme) in the comparison to the null model. This means that the 48% deviation in the dependent variable (Project Affected Person Perception) is explained by the deviation in the Independent Variable (Robust right of settlement Procedure, Right to Allocation Allowance, and Right to Alternative Housing Scheme) while the remaining 52% are the variables that are not explained in the model.

Table 4.5: Test of Parallel Lines^a

Model	-2 Log Likelihood	Chi-Square	df	Sig
Null Hypothesis	1172.214			
General	1163.266 ^b	8.948 ^c	36	1.000

Researcher Survey, 2023

The null hypothesis states that the location parameters (slope coefficients) are the same across the response categories. Hence, this test for null hypothesis explains that the odds for each explanatory variable is the same across different threshold of the outcome variable. Therefore P-Value is greater than Alpha level. Meaning that the assumption of the model is not violated.

Table 4.7 showing the analysis of interview response using Thematic Analysis

Respondents	Position	City	Sex	Occupation	Code
Informant 1	Property's owner	Oyingbo	Male	Trading	In1
Informant 2	Property's owner	Oyingbo	Female	Retiree	In2
Informant 3	Tenant	Oyingbo	Female	Trading	In3
Informant 4	Property's owner	Oyingbo	Male	Trading	In4
Informant 5	Tenant	Oyingbo	Male	Trading	In5
Informant 6	Tenant	Ikeja	Male	Trading	In6
Informant 7	Property' owner	Ikeja	Male	Railway Staff	In7
Informant 8	Tenant	Ikeja	Male	Trading	In8
Informant 9	Tenant	Ikeja	Male	Trading	In9
Informant 10	Tenant	Ikeja	Male	Trading	In10
Informant 11	Property's owner	Mushin	Male	Retiree	In11
Informant 12	Property's owner	Mushin	Male	Trading	In12
Informant 13	Tenant	Mushin	Female	Trading	In13
Informant 14	Tenant	Mushin	Male	Teaching	In14
Informant 15	Tenant	Mushin	Female	Trading	In15
Informant 16	Tenant	Yaba	Male	Trading	In16
Informant 17	Tenant	Yaba	Male	Trading	In17
Informant 18	Tenant	Yaba	Male	Trading	In18
Informant 19	Tenant	Yaba	Female	Trading	In19
Informant 20	Tenant	Yaba	Female	Trading	In20

Informant 21	Tenant	Yaba	Male	Trading	In21
Informant 22	Tenant	Yaba	Male	Trading	In22
Informant 23	Tenant	Yaba	Female	Trading	In23

Source: - Researcher Survey, 2021

Discussion of Findings

Many people do not take the government seriously on the right to relocation allowance. The respondents were persuaded to give information about themselves but were reluctant because similar exercises have been carried out by the government which did not yield impacts. Many respondents believed that this exercise was just a charade, they would believe the government when the project was completed. According to some informants: - "I don't believe in the government of Nigeria because they are liars". "The government just use compensation to deceive us so that they can collect our properties from us". "Do you believe government lies? Nigeria government do not have anything to offer". "Nigeria government is not reliable". "I don't have hope in this government even if the government will compensate us because their compensation cannot commensurate with the property destroyed" "Government will not pay anybody because government is not responsible to anybody". "I have just paid N1.5 million for my shop to the landlord, how will government compensate me for this loss". "If government is sure of its seriousness let him start paying us the compensation before taking our properties from us". Government cannot pay me the exact amount I spent to buy this property, government is only lying". Lagos State government will not do anything about the compensation". Peanut amount of money will be given if at they want to pay (In7, In 9, In 10, In 14, In 15, In17, In18, In19, In20, In22, and In23). However some informants provided information such as: - "I believe in the government particularly the government of Sanwoolu" "I am hopeful that the Lagos State government will not renege on his promise" "I believe that I will be adequately compensated" "Government will not watch us suffer, he has made promise to us that he was going to compensate the landlords and the tenants". "I believe that this administration will not renege on their promise" (In1, In2, In3, In6, In8). From the above information gather across the study areas, it shows that people don't believe in government may be such projects have been initiated by the government in the past where government refused to compensate the affected persons.

There is falsification of information because of the right to resettlement procedure. Some respondents were afraid to give information because they thought that their information may be used to process their tax rate. Some gave false information about themselves which included, the value of their properties, tenement rate, number of their children they have. According to some informant: - "I lied about the properties I have inside my house because I was afraid that government might use it to access my tax". "If government was going to compensate me as promised, how will I get good sum of money?" "I was not sincere with the declaration because I was afraid that my property will be taxed". I lied about my properties because I was told that government would compensate us". In7, In 9, In 10, In 14, In 15, In17, In18, In19, In20, In22, and In23). "I did not feel any how because I am a tax payer and not afraid of declaration". "I was sincere with the declaration because it is good to pay tax" (In1, In2, In3, In6, In8). From the above information harvested from the interviewees, there was mixed feelings about the government the intention towards the people which informed the many respondents to lie about their status.

Lastly, there were mixed feelings on the right to alternative housing scheme. Some respondents were of the view that the project is not good because it is going to affect their socio-economic activities and properties negatively since they are not sure if there is alternative housing scheme to assuage there pains. While some respondents believed that it is going to be a laudable project that will impact adequately on the socio-economic

development of the State even if there was no provision for alternative housing scheme. According to some informants: - “The project is laudable as it will bring development to Lagos but my fear is that government does not provide alternative housing scheme”. “The project is good because it will reduce grid lock in the State but I am not sure if government will relocate us to another area with good housing scheme”. The project will help us to reduce the grid lock but we need another place to lay our head”. This is a laudable project and it is going to be beneficial to the Lagosians but government has not come out to tell us whether they are relocating us to another place”. I am happy about the project but my fear is that will government complete this project at the stipulated time and what will happy to us concerning where we will live (In1, In4, In15, In20, and In22). In addition to the above explanation provided by some informants, other informants also stated that: - “the project is another way to embezzle taxpayer’s money”. “The government wants to inflict hardship on us, because we have no place to live and I am not sure if alternative is provided “. “Wetin concern me with the project, make government give me loan make I add am to my market”. “My fear is that government is not sincere about their promises”. “it is a good project but the problem I have with this project is that government might not complete this project in the next 5 years and we might not be adequately compensated” “I have lost hope in this government because many people are living in abject poverty and the government want to build standard gauge. Of what importance is that? When many affected people will join army of people living under the bridge”. “It is a white elephant project”. “All this project is a way of stealing money”. “What is my business with the project? I have no car and how do you think I will benefit from the project”. “The project is another way to destroy our properties”. “I am not happy about this project because I am not going to be adequately compensated”. “I no get car and I know no how the project go benefit me”. “Make government give us money instead of this project”. “We don’t need project, what we need is money” “How am I sure that the government will compensate me for the destruction of my property”. “I am not interested in the project”. “Will government relocate me to another busy area?” The project will not last longer”. The project will increase the suffering of the people because we are going to be abandoned without provide alternative means of livelihood to us”. I no like this project because the government want use the project to campaign for the next election” (In2, In3, In5, In6, In7, In8, In9, In10, In11, In12, In13, In14, In16, In17, In18, In19, In21, & In23). From the above information, it shows clearly that there were mixed reactions about the project. It showed that majority of the respondents interviewed were not glad about the projects.

5. Recommendation and Conclusion

The study therefore recommends that government at various levels should try as much as possible to build confidence in the people by doing the needful in terms of adhering to the rules of engagement that affect compensation and relocation of the project-affected persons

Also, Nigerians need to be orientated about values and patriotism so that in the future government engagement with the people, they will learn to be truthful when declaration is involved.

The government should ensure that more than 6 months’ notice is served to the people who may likely be affected by any projects with adequate compensation.

There should be punitive measures put on the ground for any members of the public found lying about their properties during the declarations.

The study concludes that this project is laudable and promising as it is going to reduce the gridlock and increase the economic and social lives of many residents of Lagos. However, many impact assessment exercises have been carried out in the past by the

government which did not yield any positive results because of the irresponsible nature of Nigeria's leadership coupled with large numbers of illiterate who do not know what the exercise is all about. Also, the citizens were not left out of blame because many of them refused to declare their assets completely because of the fear that the government may use the information to assess their taxes. Others declared fake information so that the government could compensate them adequately.

Declarations

Ethical Approval

Ethical Statement for Migration Letters

This material is the author's original work, which has not been previously published elsewhere. The paper is not currently being considered for publication elsewhere. The paper reflects the author's research and analysis truthfully and completely. The paper properly credits the meaningful contributions of co-authors and co-researchers. The results are appropriately placed in the context of prior and existing research. All sources used are properly disclosed (correct citation). Copying of text must be indicated as such by using quotation marks and giving proper references. All authors have been personally and actively involved in substantial work leading to the paper and will take public responsibility for its content. I agree with the above statements and declare that this submission follows the policies of Migration Letters as outlined in the Guide for Authors and in the Ethical Statement.

Competing Interest

No, I declare that the authors have no competing interests as defined by Taylor and Francis, or other interests that might be perceived to influence the results and/or discussion reported in this paper.

Acknowledgement

The Authors of this study recognize and appreciate the support given by the Covenant University Centre for Research, Innovation, and Development (CUCRID) in terms of financial support in the course of publishing this study.

Availability of Data and Materials

The results/data/figures in this manuscript have not been published elsewhere, nor are they under consideration by another publisher.

References

- Abioye, O: Shubber, K and Koenigsberger, J (2016) .Evaluating the role and impact of railway transportation in the Nigerian economy, options and choices: Case of Nigerian Railway Corporation. *AshEse Journal of Economics*, 2(4): 103-113
- ADB (2014) .REG: Mainstreaming land acquisition and resettlement safeguards in the Central and West Asian region. Technical Assistance Consultant's Report
- Adekola, P.O., Allen, A.A., & Tinuola, F.R (2017) Socio-economic and health implications of urban renewal on internally displaced persons in Ogun State, Southwestern Nigeria. *Journal of Internal Displacement*, 7 (1).
- Adekola, P.O., Azuh D., Adeloye D., & Amoo E (2019) .Urban renewal in Nigeria: A slash and burn approach? *Environment Development and Sustainability*, 21, 2165-2182.
- Adeniran, A.O and Yusuf, T.B (2016). Transportation and national development: Emphasis to Nigeria. *Developing Country Studies* 7(9)

807 *Impact of Resettlement Action Plan of Lagos Red Rail Line on the Perception of Project Affected Persons' (PAPs)*

- Agba, A.M.O: Akpanudoedehe, J.J and Ushie, E.M (2010) .Socio-economic and cultural impacts resettlement on Bakassi people of Cross River State, Nigeria. *Studies in Sociology of Science*, 1(2), 50-62
- Ajayi, O., Soyinka –Airewele, P., & Samuel, O. (2019). Gentrification and the challenge of development in Makoko, Lagos State, Nigeria: A rights-based perspective. *Journal of Environmental Justice*, 12(2).
- Amnesty International (2014) .At the mercy of the government, violation of the right to an effective remedy in Badia East, Lagos State Nigeria
- Arndt, J.C: Morgan, C: Overman, J: Clover, T.L: Weinstein, B.L and Seman, M (2009) Transportation, social and economic impacts of light and commuter rail. Texas Department of Transportation. <http://tti.tamuedu/documents/0-5652-1.pdf>. Accessed on 15th March, 2021
- Blanquart, C and Koning, M (2017) .The local economic impacts of high-speed railways: Theories and facts. *European Transport Research Review* 9(2)
- Business Day (2020). Lagos red rail line becomes operational. <https://businessday.ng>
- Economist Special Report on Nigeria (2015) www.economist.com.
- EDO-NEWMAP (2017) .Uroora flood and erosion intervention area in Benin City, Edo State. Resettlement Action Plan-World Bank Document. <https://documents.worldbank.org>
- Ezema, I.C., Opoko, P.A., & Oluwatayo, A.A (2016). Urban regeneration through State-led, new-build gentrification in Lagos inner city, Nigeria. *International Journal of Applied Environmental Sciences*, 11(1), 135-146.
- JICA (2015) .Data collection survey on automotive sector in the Federal Republic of Nigeria. Final report
- Jubril, I.U (2006) .Resettlement issues, squatter settlements and the problems of land administration in Abuja, Nigeria's Federal Capital.
- Olawepo, R.A (2008). Resettlement and dynamics of rural change in Jebba Lake Basin, Nigeria. *Journal of Social Sciences*, 16(2): 115-120
- Ramanathan, R and Geetha, S (1998) .Socio-economic impact assessment of industrial projects in India. *Impact Assessment and Project Appraisal*, 16(1): 27-32
- Robinson, C.W (2003) .Risks and rights: The causes, consequences and challenges of development-induced displacement. The Bookings Institute-SAIS Project on Internal Displacement.
- Saidu, B (2009) .An analysis of Loko flood disaster resettlement scheme in Song Local Government Area of Adamawa State, Nigeria. *FUTY Journal of the Environment*, 4(1)
- Somalia Regional Corridors Infrastructure Programme (N.D) Resettlement Action Plan. Somalia Ministry of Public Works, Reconstruction and Housing.
- Wojuade, C (2016) Potentials of light rail transit in Nigeria. *International Journal of Management Sciences and Business Research* 5(12).