



THE IMPACT OF THE ROAD TRANSPORTATION ON THE SOCIO-ECONOMIC DEVELOPMENT IN OYO TOWN

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ABSTRACT

The study examined the impact of road transport on Oyo Town's socioeconomic development, used descriptive statistics to assess available infrastructure, obstacles, and the general quality of life and well-being. In answering the research question posed, the information gotten from the sampled population was analysed using the mean rating and percentage to answer the research questions. The findings on the available road transport infrastructures in Oyo town revealed that highways, roundabouts, road signs and a substantial number of respondents report the availability of traffic lights, contributing to organized traffic control. Street lights are commonly reported, contributing to visibility and safety during nighttime travel. The findings on the current state of the road transport infrastructure in Oyo Town confirmed that a significant number of respondents from all groups had recently encountered road maintenance or repair activities, indicating ongoing efforts to maintain and improve the road infrastructure. The majority of respondents who have experienced road maintenance or repair activities express satisfaction, with a significant number stating "Very Satisfied. Also, the result of findings on challenges hindering the improvement of the road transportation system revealed that majority of respondents across all groups express their agreement with the challenge of law enforcement officers' extortion. This indicates a shared concern about potential unethical and unprofessional practices by law enforcement agencies which include Nigeria Police Force, Nigeria Security and Civil Defense Corps, Western Nigeria Security Network (WNSN), Nigeria Hunter Council and Vehicle Inspection Officer. A relatively small number of respondents mention other challenges, indicating a diversity of additional concerns that may vary among individuals. Finally, the result the effects of road transportation on overall quality of life and well-being revealed that , majority of respondents across all categories strongly agree or agree that job opportunities are a significant challenge. This indicates road transport also occupied reasonable number of unemployed youth that is those who engage in driving of commercial vehicles of all sorts and even riding of motorcycle which ranges from dispatch riding among others. The study therefore recommends among others that allocation of resources for the rehabilitation and expansion of road networks, focusing on critical routes that connect key economic centers, residential areas, and essential services. Prioritize the construction of new roads where needed to improve accessibility and reduce congestion.

Keywords: Transportation, Road Transportation, Development

INTRODUCTION

Transportation, in its broadest sense, refers to the movement of people, products, and animals from one location to another. It is essential in modern civilization, allowing for economic activity, resource access, and social connections. Transportation is the process of transferring people, commodities, or live creatures from one site to another using various modes, such as vehicles, infrastructure, and systems, to promote trade, commerce, mobility, and communication. (Karpf, 2019). Roads were intended to expand commercial hinterlands and relieve pressure on inland provinces for British Colonial Officers. The effectiveness of a country's road transport infrastructure impacts its ability to diversify output, boost trade, cope with population expansion, reduce poverty, and improve environmental conditions. In Nigeria, efficient road transport connects main production activities to final consumption. (Ogunleye et al., 2018). Urban planning and transport policy can optimise land and transport capacity, decreasing pollution loads, increasing vehicle speeds, and reducing routes through integrated planning and expansion.. (Hu & Iseki, 2019). Promoting non-motorised modes, cleaner fuels, and public transportation is critical for decreasing emissions, improving traffic management, and improving land use.. (Tayarani et al., 2018).

Infrastructure capacity grows in lockstep with economic output, with a 1% increase in stock resulting in a 1% increase in GDP. As countries expand, infrastructure must adapt to shifting demand patterns, which affect revenue distribution, poverty reduction, and agriculture productivity. (Vu & Preston, 2022). However, transportation and distribution management are critical to marketing and commercial activity in both developed and developing countries. Transport is critical to the success of physical distribution and efficient service delivery in any civilization. Transportation helps to facilitate the transportation of goods and services that marketing offers to consumers. (Agarwal et al., 2017). Transportation management comprises planning, directing, selecting, procuring, and employing transportation services for businesses, including industrial, commercial, and government organisations, in order to efficiently serve their organisations, businesses, or governments. (Hardy & Hunter, 2017).

Roads are degrading due to poor construction, notably by indigenous engineers, and expensive maintenance costs, which the government may be unable to pay alone without public and private contributions. . (Aligamhe *et al.*, 2024). As a result, the purpose of this study is to investigate the impact of the road transport system on socioeconomic development in Oyo town. Despite the acknowledged significance of a well-functioning road transport system for socioeconomic growth, there is a paucity of thorough studies focusing on measuring the direct impact of the road transport system on the socioeconomic development of Oyo Town. (Akinyemi, 2020). While there is anecdotal evidence suggesting that road transport infrastructure plays a crucial role in facilitating economic activities, improving accessibility, and enhancing overall quality of life, there is a need for a systematic investigation that examines the extent to which the condition and efficiency of the road transport system influence key socioeconomic indicators in Oyo Town.

Oyo Town, a vital economic and social hub in Yoruba town, is rapidly urbanising and expanding. Despite the town's strategic importance, there is a significant study vacuum regarding the complex relationship between its road transport infrastructure and socioeconomic development. While the importance of a well-functioning road transport system in fostering economic growth, improving access to essential services, and improving overall quality of life is widely acknowledged in urban development discourse, there is a scarcity of empirical research that investigates the direct causal relationships between the state of Oyo Town's road transport

infrastructure and its socioeconomic indicators. The lack of thorough study in this area has ramifications for both policymaking and infrastructure investment decisions. Without a clear understanding of how the road transport system influences key socioeconomic aspects such as employment opportunities, income distribution, education accessibility, healthcare availability, business productivity, and overall community well-being, urban planners and policymakers are hampered in their ability to make informed decisions that would lead to more inclusive and sustainable development. The following research questions were put forward to achieve the main objectives:

What are the available road transportation infrastructures in Oyo town?

- i. What are the current states of the road transportation infrastructure in Oyo Town?
- ii. What are the challenges hindering the improvement of the road transportation system?
- iii. What are the effects of road transportation on overall quality of life and well-being?

MATERIAL AND METHODS

This research work is a descriptive survey study that seeks to utilise a questionnaire to gather data. This is because the opinions of the respondents on the various items on the questionnaire will form the base data to be used in the analysis. The population study includes motorcyclists, mini-bus drivers, and private car owners due to the transport architecture of Oyo town. These are the major road users that can answer the questions posed by the researcher.

The data required for this study include:

- i. Population of the study area;
- ii. data on available transportation infrastructures in the study area,
- iii. data on the current states of the road transportation infrastructure in the study area; and
- iv. data on the effects of road transportation on overall quality of life and well-being in the study area.

This study achieves its objectives through the utilisation of both primary and secondary data sources. A reconnaissance survey and questionnaire administration create **primary data**, whilst **secondary data** comprises demographic data from the National demographic Commission of Oyo State, as well as published and unpublished documents, journals, online sources and conferences. Data collection procedures include a reconnaissance survey to familiarize the researcher with the study area, as well as organized questionnaires for drivers and motorcyclists. The sample size of the study was purposefully chosen due to the absence of records on the population of the drivers and motorcyclists, which composed of forty (40) drivers of minibus (Korope), forty (40) motorcyclists, and twenty (20) private automobile owners in Oyo town. The researcher employed stratified sample procedures to choose significant parks in the four local government areas of Oyo town, including Sabo Motor Park (Atiba LGA) and Akesan Motor Park (Oyo West LGA). Owode Motor Parks (Oyo East) and Oja Oke (Afijio LGA), where 10 minibus (Korope) drivers and motorcyclists were chosen by the local government. Random sampling will be used to pick drivers and motorcyclists. Purposive sampling was also used to pick the 20 private automobile owners for easy access to private car owners across the various local government areas of Oyo Town. The questionnaire was administered directly to the respondents; the respondents included drivers and motorcyclists in the study area. Two trained research assistants assisted the researcher with quick delivery and retrieval to ensure a 100% return of the instrument. In answering the research

question posed, the information gotten from the sampled population was analysed using the mean rating and percentage to answer the research questions.

RESULTS AND DISCUSSION

Socio-demographic Characteristics of Respondents

In order to identify the socioeconomic characteristic of respondents in Oyo town, opinion of mini-bus driver, motorcyclist and private car owners in the study area were sampled on gender, age range, highest qualification and driving / cycling experience

Table 1 revealed that the majority of respondents in all categories are male, with mini-bus drivers having the highest number of male participants, while the number of female respondents is relatively low across all categories. This shows that men have access to cars or motorcycles for both private and commercial purposes compared to their female counterparts. This may be due to the economic and cultural settings of the study area, where occupations are gender sensitive. Table 1 revealed that the majority of respondents in all categories are male, with mini-bus drivers having the highest number of male participants, while the number of female respondents is relatively low across all categories. This shows that men have access to cars or motorcycles for both private and commercial purposes compared to their female counterparts. This may be due to the economic and cultural settings of the study area, where occupations are gender-sensitive. having the highest representation in this category, and the number of respondents with 15 years and above of experience is generally low, indicating a relatively young workforce in the transportation sector.

Table 1: Socio-demographic Characteristics of Respondents

CHARACTERISTICS	MINI-BUS DRIVERS	MOTORCYCLISTS	PRIVATE CAR OWNERS	TOTAL
GENDER				
Male	31	36	18	85
Female	9	4	2	15
AGE RANGE				
Under 25	5	12	8	25
24 – 34	15	18	6	39
35 – 44	10	7	4	21
45 – 54	6	3	2	11
Above 55	4	0	0	4
EDUCATIONAL QUALIFICATIONS				
Islamic Education / No Formal Education	2	3	1	6
Primary Education	5	8	4	17
Secondary Education	15	12	7	34
Tertiary Education	18	17	8	43
DRIVING / CYCLING EXPERIENCE				
Less than 1 year	6	8	3	17
1 – 5 years	18	20	9	47

6 – 10 years	8	7	4	19
11 – 15 years	6	5	3	14
15 years & above	2	0	1	3

Source: Author’s Survey, 2024

Current State of the Road Transportation Infrastructure in Oyo Town

In order to identify the current state of the road transport infrastructure in Oyo Town, the opinion of minibus drivers, motorcyclists and private car owners in the study area were sampled on the availability of road transport infrastructures such as paved roads, unpaved roads, highways, bridges, roundabouts, pedestrian walkways, traffic lights, street lights, road signs and speed breakers.

Table 2 shows that the majority of respondents in all categories report the presence of paved roads. This is critical for efficient travel, and the large numbers indicate a well-developed road network. The number of responders claiming the availability of unpaved roads is quite low, implying that the road infrastructure is primarily built with asphalt surfaces. Highways are frequently reported as available by respondents, indicating good connectivity and long-distance transportation capabilities in Oyo town, while bridges are claimed to be present, though in less numbers than some other infrastructure types. This shows that there are some but not a large number of bridges in town. Roundabouts are also mentioned as being available, showing that traffic management and flow are taken into account while designing road infrastructure. A high proportion of respondents report having access to pedestrian pathways, indicating that pedestrian safety and accessibility are important. Furthermore, a large majority of respondents mention the presence of traffic lights, which contributes to organised traffic control. Street lights are frequently mentioned, helping to improve visibility and safety during night time drives.

This aligns with the claim of Guardian Editor (2023) who asserted that recent developments in Oyo State, where contracts have been approved for the construction and rehabilitation of inner roads within Ibadan metropolis totaling 84.7 km. The availability of highways, bridges, roundabouts, pedestrian walkways, traffic lights, street lights, road signs, and speed breakers reported by respondents reflects a comprehensive road infrastructure in Oyo town, as seen in the efforts by the state government to enhance road networks and safety and this is agreement with the claim of Gbadegesin (2023) who asserted that there is availability of transportation infrastructure in Oyo State. Therefore, the information from Table 4.2 and the recent initiatives in Oyo State are in support of each other, indicating a well-maintained and developed road infrastructure that caters to various aspects of transportation needs and safety within the region.

Table 2: Available Road Transportation Infrastructure in Oyo Town

S/N	Transportation Infrastructures	Mini-bus Driver	Motorcyclist	Private Owner	Car	Total
1	Paved Roads	35	30	18		83
2	Unpaved Roads	5	10	2		17
3	Highways	30	15	15		70
4	Bridges	12	8	5		25
5	Roundabouts	10	5	3		18
6	Pedestrian Walkways	15	12	7		34

7	Traffic Light	20	15	10	45
8	Street Light	25	20	12	57
9	Road signs	28	22	15	65
10	Speed Breaker	18	14	8	40

Source: Author's Survey, 2024

Current State of The Road Transportation Infrastructure in Oyo Town

Table 3 revealed that the majority of respondents across all categories rate the current condition of road infrastructure as either "Good" or "Excellent," suggesting overall satisfaction with the existing road conditions. Also, a significant number of respondents across all groups have encountered road maintenance or repair activities recently, indicating ongoing efforts in maintaining and improving the road infrastructure. The majority of respondents who have encountered road maintenance or repair activities express satisfaction, with a notable number being "Very Satisfied." This suggests that the maintenance and repair efforts are generally well-received. The data provides insights into the perceived current condition of road transportation infrastructure, encounters with maintenance or repair activities, and satisfaction levels among drivers and car owners in Oyo town. This result is in agreement with the work of Smith et al. (2020) found that public satisfaction with road infrastructure is a key indicator of overall infrastructure quality and can positively impact driver behavior and safety. Also corroborate the work Jones and Brown (2019) highlighted the importance of ongoing maintenance efforts in ensuring road safety and enhancing user satisfaction, emphasizing the need for regular upkeep to prevent deterioration.

In the same vein, -the work of Lee and Kim (2018) was in contrary with the above result suggested that despite high reported satisfaction levels, there may be discrepancies between perceived satisfaction and actual road conditions, indicating a potential gap in public perception versus objective assessments. Additionally, Wang et al. (2017) argued that while satisfaction levels with maintenance activities are important, they may not always accurately reflect the effectiveness of infrastructure improvements or the true state of road conditions

Table 3: Current State of the Road Transportation Infrastructure in Oyo Town

Questions	Mini-bus Driver	Motorcyclist	Private Owner	Car	Total
Current Condition of Road Infrastructure					
Excellent	10	15	8		33
Good	20	18	9		47
Fair	8	6	9		17
Poor	2	1	0		3
Very Poor	0	0	0		0
Road Maintenance / Repair Encounters					

Yes	25	20	12	57
No	15	20	8	43
Satisfaction with Maintenance / Repair Work				
Very Satisfied	12	10	6	28
Satisfied	10	8	4	22
Neutral	3	2	1	6
Dissatisfied	0	0	1	1
Very Dissatisfied	0	0	0	0

Source: Author's Survey, 2024

Challenges Hindering the Improvement of the Road Transportation System

Table 4 revealed that majority of respondents across all categories strongly agree or agree that the lack of funding for infrastructure projects is a significant challenge. This suggests a common concern about the financial resources allocated for road-related projects. A substantial number of respondents express agreement with the challenge of poor planning and design. This indicates that there are perceived issues with the way road infrastructure projects are planned and designed. Also, respondents across all groups express agreement with the challenge of inadequate maintenance. This suggests a shared perception that the maintenance activities on existing infrastructure are not sufficient. Majority of respondents against the assertion that traffic congestion is a significant challenge. Moreso, respondents across all groups express agreement with road safety issues as a challenge. This highlights a shared concern about safety on the roads. Environmental Concerns is not as prominent as some other challenges, a notable number of respondents agree with environmental concerns related to road transportation. In the same vein, significant number of respondents express agreement with the challenge of government instability. This suggests that the political climate is perceived as a potential hindrance to addressing transportation challenges. Corruption is another significant challenge, majority of respondents across all categories strongly agree or agree that corruption is a significant challenge. This points to a common perception of corruption affecting the effectiveness of transportation-related initiatives.

Majority of respondents across all groups express agreement with the challenge of law enforcement officers' extortion. This indicates a shared concern about potential unethical and unprofessional practices by law enforcement agencies which include Nigeria Police Force, Nigeria Security and Civil Defense Corps, Western Nigeria Security Network (WNSN), Nigeria Hunter Council and Vehicle Inspection Officer. A relatively small number of respondents mention other challenges, indicating a diversity of additional concerns that may vary among individuals. A study by Oginni (2008) highlighted the challenges posed by inadequate maintenance, poor planning, and design in road infrastructure projects, aligning with the concerns expressed by respondents. Also, Isa and Siyan (2016) emphasized the importance of addressing corruption as a significant challenge in transportation initiatives, supporting the common perception among respondents regarding corruption hindering effective transportation-related efforts. In contrast, Okoko and Fasakin (2003) focused on trip generation modeling and residential density zones, which may

present different challenges compared to those highlighted by respondents in Oyo town, indicating varying perspectives on transportation challenges.

Table 4: Challenges Hindering the Improvement of the Road Transportation System

S/N	Challenges	Mini-bus Drivers	Motorcyclists	Private owners	Car	Total
1	Lack of funding for infrastructure projects	25	30	15		70
2	Poor planning and design	10	12	5		27
3	Inadequate maintenance	15	18	8		41
4	Traffic congestion	3	8	4		15
5	Road safety issues	20	15	9		44
6	Environmental concerns	10	8	4		22
7	Government Instability	12	10	6		28
8	Corruption	18	20	10		48
9	Law enforcement officers extortion	15	12	7		34
10	Others	5	4	2		11

Source: Author's Survey, 2024

Table 5: Effects of Road Transportation on Overall Quality of Life and Well-Being

S/N	Challenges	Mini-bus Drivers	Motorcyclists	Private owners	Car	Total
1	Access to healthcare	20	25	12		57
2	Access to education	15	20	8		43
3	Access to market	22	18	10		50
4	Job opportunity	28	30	15		73
5	Access to social or cultural	10	12	6		28

Source: Author's Survey, 2024

Table 5 revealed a significant number of respondents across all categories strongly agree or agree that road transport affect access to healthcare is a notable challenge. This suggests a shared concern about the availability and accessibility of healthcare services. While not as prominent as some other challenges, a notable number of respondents express agreement with the assertion that road transport affect access to education. This indicates a perceived concern about educational opportunities. Also, majority of respondents across all categories strongly agree or agree that road transport has enhanced access to the market is a significant challenge. This suggests a shared concern about transportation-related barriers to economic activities.

In the same vein, majority of respondents across all categories strongly agree or agree that job opportunities are a significant challenge. This indicates road transport also occupied reasonable number of unemployed youth that is those who engage in driving of commercial vehicles of all sorts and even riding of motorcycle which ranges from dispatch riding among others. A notable number of respondents across all categories express agreement that road transport enhanced

access to social or cultural activities. This suggests a perceived impact on the social and cultural life of the community. A study by Isa and Siyan (2016) analyzed factors responsible for road accidents in Nigeria, highlighting the importance of road transport in enhancing access to various aspects of life, such as healthcare, education, and economic activities. Also, the research by Oginni (2008) on road traffic accidents in developing countries emphasized the role of road transport in influencing job opportunities and social/cultural activities, aligning with the concerns expressed by respondents in the study.

CONCLUSION

The study emphasises the importance of road transportation in shaping Oyo Town's socio-economic landscape. It reveals that efficient infrastructure is crucial for economic growth, improving livelihoods, and enhancing well-being. However, challenges like inadequate infrastructure, congestion, and socio-economic disparities hinder its full potential. Addressing these requires a comprehensive approach that integrates transportation planning with socio-economic development strategies, including investment in infrastructure upgrades, effective policies, and community engagement. This will unlock new growth opportunities and improve the quality of life for Oyo Town's residents.

RECOMMENDATIONS

Based on the findings and conclusions of the study, the following recommendations are proposed to enhance the socio-economic development of Oyo Town through improvements in road transportation:

- i. Allocation of resources for the rehabilitation and expansion of road networks, focusing on critical routes that connect key economic centers, residential areas, and essential services. Prioritize the construction of new roads where needed to improve accessibility and reduce congestion.
- ii. Development and implementation of effective traffic management measures, such as traffic signals, signage, and lane markings, to optimize traffic flow and minimize congestion in high-traffic areas. Introduce innovative solutions like intelligent transportation systems (ITS) to enhance efficiency and safety on roadways.
- iii. Encourage the use of public transportation by investing in the improvement of public transit systems, including buses and minibusses, and ensuring affordability, reliability, and accessibility for all residents. Explore options for integrating different modes of transport to provide seamless connectivity.
- iv. Implement targeted interventions to address socio-economic disparities in transportation access, particularly in underserved communities. Provide subsidies or incentives for low-income households to access transportation services and ensure equitable distribution of transportation resources across the town.
- v. Foster community engagement and participation in transportation planning and decision-making processes by establishing platforms for dialogue between local authorities, transportation agencies, and community stakeholders. Solicit feedback from residents to identify their transportation needs and preferences and incorporate their input into planning efforts.
- vi. Promote the integration of sustainable transportation practices, such as the use of alternative fuels, promotion of electric vehicles, and adoption of eco-friendly infrastructure

- designs, to reduce environmental impact and contribute to climate resilience. Encourage the adoption of eco-friendly transportation habits among residents and businesses.
- vii. Provide training and capacity-building opportunities for transportation professionals, local government officials, and community leaders to enhance their knowledge and skills in transportation planning, management, and implementation. Foster partnerships with educational institutions and training centers to facilitate knowledge exchange and skill development.

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