

Impact of Road Transport Infrastructure on Economic Development in Plateau State 2

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Abstract

Original Research Article

This study assessed the impacts of road infrastructure on economic development in Plateau State. The objective of this study include; to determine the extent relationship between road transport system and its impacts on economic in Plateau State. To access the extent on which transport agencies contributed on advancing activities towards economic development in Plateau State. To assess the major challenges confronting effort at improving road transport infrastructure on economic development in Plateau State. The study was carried in five local governments, Barki Ladi, Jos North, Riyom and Bokkos. The study used decision making theory, system theory and Frischman theory of infrastructure development and were adapted as a theoretical underpinning for the research. Research design adopted for the study is survey design which it involved the use of primary and secondary data. 400 residents in the local government served as the population for the study while 370 respondents were sampled using Taro Yamane sampling technique. A structured questionnaire developed by the researcher served as the instrument for data collection while the data collected from the respondents were presented in table and analysed using simple percentage. The findings of the study revealed: road transport infrastructure has not been fully addressed by government. The study further recommended that strict enforcement of traffic regulation should be intensified. Based on the findings both federal, state and private sector should take road infrastructure development serious especially road that link rural to urban areas for easy accessing agricultural produce of the state road infrastructure should be maintain from time to time in order to elongate the life cycle of road infrastructure and its impact on economic development. The study therefore recommend among others that allocation of resources for the rehabilitation and expansion of road network focusing on critical routes that connect key economic centres and prioritize the construction of new roads where is needed to improve accessibility and reduce congestion.

Keywords: Impact, road transport, infrastructure, development.

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INTRODUCTION

The connection between road transport system and economic has long been recognized as the greatest contribution of development. The

process of development requires goods, services and people to be moved for one reason or the other and from one place to another. It helps to facilitates economic activity which enhances economic development. This assertion is cited by

Ighodaro (2008) who affirmed that the potential significance for road development is essential for investment, trade and commercial activities in Plateau. Road transport infrastructure facilitates direct provision of services to the consumers in the city of Jos. It provides intermediate inputs that enter into the production of Arish potatoes, acha and other produce. This is exemplified by the opening of many residential areas across the nation as a result of road construct on plateau improvement.

Road transport helps in facilitating and maintaining economic balance through the distribution of resources for industry development according to Federal Ministry of Health (2015). A reliable economic transport is important for social and economic development of rural areas in the Plateau. Ahmad (2017) argues that transportation has an important role to play not only in serving the productive sector such as agriculture and industry but to bringing about economic growth. He further points out that it was no coincidence that the period of intensive construction in Britain, USA, Pre Soviet Russian, Italy and other countries were part of rapid economic development. Other means of transportation such as rail (train), water (ship), air (acropplan), the flexible nature of road transportation facilitates and open up remote and rural areas in Plateau making it more easy and accessible; thereby stimulating economic growth. The items of trade (whether raw materials or manufactured goods) need to be moved from the areas where they are manufacture to the place where they are demanded. Farm products are usually produced in the villages or rural areas and sales in the towns where there is good transport that link between the producing area and the market, the prices of the products are reduced. Meanwhile, they become expensive and middlemen usually capitalize on the poor transportation to inflate price of agricultural products to the urban markets (Ahukannah, et al., 2023).

This benefit extends to delivery of goods to the door step of consumer. An efficient transport system lower the cost and reduces the time of moving goods and services to where they can be used more efficiently. Since road penetrate more into such areas (with relative greater flexibility;

their development adds value and spurs growth. Over a longtime, this process has resulted in increasing the size of market which is pre-condition for realizing economic growth. Good road project in Jos clearly contributed to poverty reduction in the country.by improving the living conditions of people and by augmenting the opportunities available for trade and employment. The economic development of Nigeria has reflected the development of her transport system. In this study on the impact of road transport infrastructure on economic development in Plateau State, the study has revealed that improvement on road transport among other things showed positive impact of potatoes production, productivity, income, employment and reduced poverty level in the rural area (Afolayan & Abidoye, 2023).

Transport infrastructure is critical to sustain economic growth because people want to improve their standard of living and they see increased income as the way to achieve that goal. An international study found that for every 10 percent increase in travel speed, labour market expands by 15 percent and productivity by 3 percent (Solanke, 2022). It is universally recognised that road transport is critical for sustained economic growth and modernization of a nation. Adequacy of this vital infrastructure, reiterates that it is an important determinant of the success of a state's effort in diversifying its production based, expanding trade and linking together resources and markets of an integrated economy.

Road infrastructure plays a crucial role in sustainable development of any nation. It connects communities, facilitates trade and encourages essential delivery of goods and services (Aliyu & Amadu, 2017). Road transport infrastructure is vital in fostering social cohesion and unity within a nation well maintained road connect communities, enabling people from different part of state to interact, it encourage exchange of goods and building a social bounds. Lack of road maintenance exacerbates the isolation of marginalized communities, perpetuating social inequalities (Schonten, 2018). These communities limited access to market, healthcare facilities, education and socio-economic development. By prioritizing

road maintenance in Plateau can work towards bringing these gaps and fostering sustainable development. Road transport is an essential part of human activity and in many ways form the basis of agricultural and socio-economic development, no any two nations can interact effectively without a viable means of movement and the role in which road transport contributed in plateau cannot be overemphasized on facilitating the potatoes distribution and economic development in Plateau State. It is difficult to see any indispensable meaningful economic development, social integration without mentioning of road transport in Plateau State. Road transport is synonymous with mobility of people that rely on it as a means of movement from one place to another.

A policy can be conceptualized as a set of idea, guideline, goals, aspirations, and vision for better society. Transport policy is the process of regulating and controlling the provision of transport with a view to facilitating the efficient operation of the economic, social and political life of a state. Transport policy is the framework for transport regulation and control, it implying a rule setting function on the part of the government with a view to provides a rationale, efficient, comfortable, safe and cost-effective on transport system.

Transport policy is generally a response to the needs of a society and this is what makes it flexible and dynamic. Based on the values of a society, a policy outline what transport of the society's want, how it wants and how it go about .Thus, transport policy has many cross-sectional implications which makes its goals largely independent. Transport policy is designed to specifically deal with it focus on general societal phenomenon of mobility which is the very nature of today's society as against seeing mobility as a mere characteristic of the society. Indeed, transport policy treats mobility as a core trait of the modern world. According to Plateau State urban planned, the goal of transport is therefore is to encourage mobility (Odeleye, 2022). Transportation policies are analyzed with respect to the context upon which the policy is formulated; it includes the institutional set-up and policy motivations derived from the country's socio-economic and political

circumstances. While the institutional evaluates the country's general government structure and how sub-national entities fit into the policy formulation and implementation process, policy motivations are explained in terms of the country's transport framework messages such as their end goals.

Transportation help in economic development, human being depend upon natural resources and materialistic good and services to satisfy the needs and wants of life. There is no uniformity in the production of these resources and things and at this point in time, it is the transportation that comes forward as a blessing in disguise and distributes the necessities as well as luxuries from one place to another. Trade is no longer restricted within certain boundaries but has spread far and wide within every nook and corner of the world. It is the advancement of transportation that has acted as a binding force to link the world market. The importance of transportation is that it has become a major force in boosting immobility of capital and labour. Now it is easy for labourers to migrate to place where the job facilities and opportunities are to earn greater than the local places. It is possible for a region to concentrate on the production of goods that it is best suited for and distribute it to places where the demand is more. There is better accessibility to investors for new as well existing business entities. It is easy to see the emergence of market, school, college and other facilities that have been a sign of increased economic growth in a place.

Infrastructure is considered to be the key factor of promoting a sustainable and inclusive political and economic growth, so a great deal of policy emphasis has been place on infrastructure development, augmenting growth, productivity and quality of life of the citizen for development. According to Oyesiku (2020) infrastructure is the underlying structure of a country and its economic, the fixed installation that need in order to function. This includes road, bridges, railway, dams, water and sewer system and airports. Infrastructure refers to the basic system and services that a country or organisation needs in order to function properly for the whole nation; it includes all the physical system such as road, railway, networks utilities, sewage water,

telephone line and so on. According to Ikya (2022) the term infrastructure means structure, facilities associated with equipment services, instructional arrangement that facilitate the aids for the flow of goods and services between individual, firms and government. In the military terms; infrastructure refers to all building and permanent installation required to support the armed forces, whether they are stationed at bases or deployed/engaged in operations e.g. in the military include airfield, barrack, port installation, maintenance of stations and store of military equipment.

Aim and Objectives of the Study

The purpose of the study is to examine the impact of transport infrastructure development on economic of Plateau State. However, the study intends to achieve the following objectives:

1. To assess the extent that road transport infrastructure impacted on the prospect of economic development in Plateau State.
2. Assess the major challenges confronting effort at improving transport infrastructure for economic development in Plateau State.

Research Questions

In order to effectively collect data that can assist the study to interpret the problems identified on the statement above, the following research questions were raised:

1. To what extent has road transport infrastructure impacted on the prospect of economic development in Plateau State?
2. What are the major challenges confronting efforts at improving road transport infrastructure for economic development?

Hypotheses

The research prepositions for this study are as follow:

1. There is relationship between road transport system and economic development in Plateau State.
2. There is no extent that road transport agencies helped in advancing activities towards economic development in Plateau State.
3. There is no extent that road transport impacted on the prospect of economic development in Plateau State.
4. There are challenges that confront efforts at improving transport infrastructure for economic development in Plateau State.

Methodology

Research Design

This aspect of the study focus on the most appropriate procedures to be adopted in laying solid foundation on how data are collected, analyze and interpret. Methodology has to do with the approaches that are used in carrying out the investigation. The research design for this study was survey method. Survey method has to do with the approaches that were used in carrying out the investigation. This study employed the use of quantitative method. Research design concentrates on the method and instruments that were adopted in carrying out the study. This study employed the primary and secondary methods of data gathering which involves the administering of questionnaires and interview. The study directly involved the collection of relevant information necessary for the study. Observation method, in-depth interview, sampling techniques, sample size are methods for data analysis that was given due consideration in this aspect of the study on urban transport policy and infrastructure development in Plateau State.

The population for this study is made up of some target population (respondents) of Jos residence which include commercial car drivers, tricycle operators, Federal Road Safety Corp. (FRSC), the Nigeria Union of Road Transport Workers (NURTW), Vehicle inspection Officers (V.I.Os) and private car owners within Jos city centre.

1: Population of the Study

S/No	Variables	Population
1.	Commercial car drivers	415
2.	Vehicle Inspector Officers (VIO)	1080
3.	Federal Road Safety Corp (FRSC)	6103
4.	Nig. Union of Road Transport Workers (NURTW)	2004
5.	Tricycle operators	7005
6.	Private car owners	1820
	Total	22,163

Source: Plateau Ministry of Transport and Urban Development (2023)

Sampling is defined as that Part of research practice concern with the selection of individual observations that expected to yield some knowledge about the population of the study. Sample size is the number of people included in the research study to reflect the population as sample size in the research. The main aim of respondents to be used in the study which was as many as 400 people. The sampling techniques adopted in this study are Yamane Taro statistical formula. Yamane. The purpose of selecting this method is that they formula has 90% confidence l (Yamane 1976). The Yamane Formula is

$$n = \frac{N}{(1 + N(e)^2)}$$

Where:

n = sample size

N = population size

e = sampling error

$$n = \frac{22,163}{1 + 22,163(0.05)^2}$$

$$n = \frac{22,163}{1 + 55.4}$$

$$n = \frac{22,163}{56.0}$$

$$n = 396$$

$$n \simeq 400$$

Sample size of

1. Commercial car drivers

$$\frac{415 \times 400}{22,163} = 75$$

2. Vehicle Inspection Officers

$$\frac{1080 \times 400}{22,163} = 20$$

3. Federal Road Safety Corp

$$\frac{6103 \times 400}{22,163} = 110$$

4. Nigeria Union of Road Transport Workers

$$\frac{2004 \times 400}{22,163} = 36$$

5. Tricycle Operators

$$\frac{7005 \times 400}{22,163} = 126$$

6. Private Car Owners

$$\frac{1820 \times 400}{22,163} = 33$$

Table 2: Questionnaire distribution

S/No	Variables	Sample size
1.	Commercial car drivers	75
2.	Vehicle Inspector Officers (VIO)	20
3.	Federal Road Safety Corp (FRSC)	110
4.	Nig. Union of Road Transport Workers (NURTW)	36
5.	Tricycle operators	126
6.	Private car owners	33
	Total	400

The study utilized both primary and secondary method of data collection. These methods involve obtaining of all necessary information which were considered to raw facts (including primary and secondary) and information which is already accessed into a usable or useful mode. Questionnaire and interview were used as the primary instrument of data collection in this research work.

One of the methods used for data collection in this study is questionnaire. The questionnaire allows for anonymity, eliminate any form of personal influence on the respondents and also allow a number of people to be reached in the process. McMillan (2000) describes a questionnaire as a document containing statement or question that are used to obtain objects, perceptions, attitudes, beliefs, value, perspective and other traits. Questionnaire is a device for getting answer to a question by using a form which is filled in by respondents, a questionnaire can be used to obtain facts about past, present and anticipated events, condition to make inquiries concerning attitude and opinion.

Data to be collected using a self-report questionnaire containing a letter of introduction with five sections. The questionnaire shall be administered by the researcher only in other to achieve fairness and justice in the research study.

The questionnaire instrument to be used shall be primarily obtained through a sample survey, it shall be divided into at least five sections; A, B, C, D and E. The A section will constitute the question on background information of the respondents while the other alphabet consist of research questions designed to obtained information from the respondent on the effect of road transport infrastructure on economic development in Plateau State. The questionnaire is administered and equally collected from the respondents.

Gorman and Clayto (2005) define observation of a study as those that involve in systematic recording of observable phenomena or behaviour in a particular setting. It is done to fill a gap in the questionnaire and to reduce the chances of incorrect data. Personal observation is used in which required information that is collected rather than through report of others. The importance of this method in research is that it employ facts that are collected with free relevant information obtain from the respondents.

The work adopt the used of tabular to explain with illustration because of the advantage of this technique over others and it help to estimate both the short and run parameters of road impact on economic development as while as to underlisted all in work at a glanced. The distribution of the

questionnaire was assisted by the Youth Leader and Mai-Anguwa of various communities to deliver the questionnaire to the respondent in order to cover a wide number of respondents. The administered questionnaires were retrieved and summarized in tabular form above.

Results

Research Question One

To what extent has road transport infrastructure impacted on the prospect of economic development in Plateau State?

Table 3: The Contribution of Road Transport Infrastructure on the Prospect of the Movement of Goods and Services in Plateau State

Category	Very Significant		Significant		Not Significant		Indifference		Total	
Commercial Car Drivers	40	30	26	10	14	24	36	26	116	100
Vehicle Inspection Officer (VIC)	8	36	5	30	3	4	4	26	20	100
Federal Road Safety Corp (FRSC)	40	36	24	30	20	28	6	22	90	100
Nigeria Union of Road Transport Workers (NURTW)	7	21	10	28	9	24	10	28	36	100
Tricycle Operators	15	18	20	30	27	32	13	20	75	100
Private Car Owners	8	20	10	32	6	18	9	30	33	100
Total								370	100	

The Table above indicate that the majority of the commercial car drivers 40 (30%) were of the opinion that the contribution of Road Transportation easy the movement of goods and service in Plateau State is significant. The larger percentage of the respondents 8 (36%) subscribed that it is significant. The opinion of 40 (36%) also subscribed that it is significant for the movement of goods and services. On the part of National Union of Road Transport Workers which consist of 10 (28%) were of the opinion that it is significance for the development of Plateau State. 27(32%) were of the view that it is not significance. 10(32%) stated that significant

for easily contribution of movement of goods and services within plateau state .A respondent who is a private car operator said it is significant.

A respondent and a member of NURTW Bauchi Road Junction on the 26th May, 2025. Contributed that Road Transport Infrastructure and delivering of goods and services within Jos and environs.

The analysis of the table contains and interview revealed that almost 90 percent of transportation of goods and services is on Road, so road

transport is very critical in contributing economic development of the state. It is the foregoing decision to promulgate a new transport decision in 2019, a development that led to the ban of motor cycle for commercial services in Jos metropolis. This created a shortage in the number of commercial vehicle for commuters. To fill the gap, the administration of David Jonah Jang immediately procure over 400 buses and 800 tricycles were purchased for commercial uses in Plateau State. This can be seen in the

procurement of high capacity building to alleviate and ease movement and boost economic development of the state.

Research Question Two

What are the major challenges confronting efforts at improving road transport infrastructure for economic development.

Table 4: Rate of Extortion of Money from Motorist by Road Agents V.I.O, FRSC

Category	Very significant		Significant		Not Significant		Indifferent		Total	
%	%		%		%		%		%	
Commercial car drivers	40	30	26	10	14	24	36	26	116	100
Vehicle inspection officer	8	36	5	30	3	4	4	26	20	100
Federal Road Safety Corp (FRSC)	30	36	24	26	33	30	6	22	90	100
Nigeria Union of Road Transport Workers (NURTW)	7	21	10	28	9	24	10	28	36	100
Tricycle operator	15	18	20	30	27	32	13	20	75	100
Private car owners	8	20	10	32	6	18	9	30	33	100
Total									370	100

The Table indicates that 40(30%) opened up that there is high rate of extortion on commercial drivers by VIO, Police and Road Safety Corp on Motorist. 8 (36%) said there is extortion on the motorist but another respondents differ in opinion 33(30%) said there is no extortion while another group of 10(28%) indicate that there is no extortion too. 27(32%) said there is extortion. another responders 27(32%) said that there extortion.

In an interview with Kumara Daniel of Gada Biu on 28 May, 2025 attested that:

The rate of extortion of money from

motorist by police, VIO and FRSC in Plateau is high. However, he noted that since the reform on transport sector in Jos The tricycle and commercial car drivers were mostly affected with the extortion by police, VIO and FRSC once a commercial driver refused to give them bribe they usually delayed him unnecessarily or charged him with one form of offence so that they will get money from the person.

The implication is that the rate of extortion from motorists by V.I.O., Police and FRSC is high.

This is not in line with the rules of engagement.

Discussion of Findings

The findings and analysis discovered that the implementation of transport rules and regulation to reduce the rate of accident in Plateau state is low it shows that enforcement of traffic regulation by VIO and Federal Road Safety Corp and police force has no significance effect on the reduction of accident rate and deaths of passengers in Plateau state. This is as result of result that roads agents are not regular in their duty post, no proper awareness and in most cases, corruption is involved dusting the enforcement process. The study also revealed that duplication of agencies in transport sector for example, the police is performing the duty of Federal Road Safety Corp or vehicle inspection officer performing the function of police, while Police is performing the duties of vehicle inspection officer. The consequences of performing such duties without proper knowledge on the subject matter attribute to road crashes, unnecessary delay, logjams, and high profile of corruption. The empirical findings from the study shown a strong relationship between road transport and economic development, in capital formation it was found that there is a significant impact on real gross domestic production and distribution.

Road transport play an important role in Plateau economic, is the most safer and more accessible mode of transportation, It remain the predominant among all mode of transportation in Nigeria and is divided into several segments according to the type of equipment used, horse-down, motorcycle and automobile. Investment on road is an important determinant of success of a Nation and diversifying its production base, expanding trade and linking together various resources, It is also necessary for the connection of towns, market Centre's and bringing together remote and developing areas. It were discovered in analysis that road mobility influences infrastructure development and social improvement by improving trade. Roads facilitate the distribution of construction materials, potatoes, tin. Road transport provides access to rural places which promotes

development and enhances the quality of life of the Plateau, it is the groundwork for societal progress and wealth.

The major findings from the analysis of data relating to the impact of road transport infrastructure on economic development revealed that there is a significant increase in commercial farm produce as a result of economic impacted on the prospect of development contributed in Plateau State. The negative contribution of government budget on road infrastructure attribute to the low level of government investment on road transport sector despite its links with other critical sectors of the economy in Plateau State. The finding also indicates that road transport challenges affect the improving activities of economic development in Plateau State. The empirical finding from the study showed a strong relationship between road transport and economic development.

The research finding also discovered that there is relationship between road and economic development. Road transport play an important role in plateau economic, road transport is the safer and more accessible mode of transportation, road transport remain a predominant among all mode of transportation in Nigeria. Road is divided into several segments according to the type and equipment used. There is a need for Government to invest more in developing and improvement of road infrastructure in other to ensure that people can travel safely and efficiently. Investing on road is the important determinant success of a Nation and diversifying its production base, expanding trade and linking together various resources, and market integration. It is also important for connectivity of towns, market centres. It brings together remote and developing areas. The research findings discovered that mobility of people on road encourage distribution of potatoes, tin and other raw materials. Road transport provides access to rural places which promotes movement and enhances the quality life of the people in Plateau.

Furthermore, the result of the analysis revealed that the cost of road transportation to passengers within the Jos and environs has not been affordable this attributed as a result of removal of Fuels subsidy by the Federal government of

Nigeria. It result shows that there is no fixed price of transportation within Plateau state. The tricycle driver popularly known as Keke Napep, commercial car driver etc. the increase in the price of transportation in the state as a result of fuel subsidy removal.

Summary

The result of the study revealed that road transport infrastructure has a significance role on facilitating the economic development in Plateau state. The contribution of transport system significantly contributed for easy movement of goods and services from one area to another. The federal road safety and fire service were not prompt on rescued victim during fire outbreak or accident due to poor vehicle maintenance, poor communication system and lack of adequate utilizing of budget fund by government. In addition it was discovered that number of buses. Supply by the government under administration of Caleb Mutfang to the various city Centre's in Jos is not adequate. The result also indicated that the provision of street lights, flyovers road signs has a significant role in development of commercial activities in the state. Infrastructure plays an important role in daily commercial activities of any nation and plateau is not exception, the overall economic development largely on how properly developed the road infrastructure are and there is need for all government at all levels, federal, state and local government to ensure that good road networks are constructed and there should be punishment for those who intentionally vandalized road transport infrastructures.

Conclusion

This research examined the contribution of road transport infrastructure on economic development special attention focus on road transport sector and how it facilitates the development of economic, business as while as expanding of commercial activities in plateau state. The empirical result revealed that road transport has a significant impact on economic development in plateau state during the period under review. It should be noted that the outcome

is instructive for both policy and planning as while as transformation of road concerned. Hence, economic measure with regards to improving infrastructure facilities with respect to road transportation which can help increase productivity in the country, it therefore, facilitating positive development of economic, our consumption, our economic livelihoods our mobility and entertainment are impacted by transportation, the growth of economy, as well as the economies of industrialized countries is attributed by the benefits derived from the contribution of transport sectors. Road Transport has a definite, identifiable effect upon a person lifestyle.

An individual decision about where to work, live are influenced transport by transportation. The convent, flexibility, relative low cost of automobile travel allow individual to live in location distant from where they work. The growth of some are as in plateau state is usually attributed largely to the automobile travel allow individual to live in locations distant from where they work. The growth of some areas in plateau state is usually attributed largely to the automobile and the appropriate roadway infrastructure. The demand for transportation examined at different levels of aggregation in the analysis table explained in chapter four. In conclusion, it is hope that various strategies are being put in order for government to ensure the enabling environment created for investment on road transport infrastructure with a view to enhance the effectiveness of the sector towards economic development and transformation.

Recommendations

In light with the discussion of findings, the following recommendations are considered very important for the enhancement of effective impact of road transport infrastructure on economic development in Plateau State.

1. The federal, state government should ensure that road transport is well manage in line with best global practices, accountability and transparency guide by expects in order to achieve and meet up with best International standard.

2. Transport agents should put more efforts in regulating, truck monitoring of vehicles movement, quality of human resources, Involvement of private sector. There is need for provision of adequate transportation facilities such as road signs, traffic lights, street light, construction of drainage, mass transit vehicle aim at minimizing traffic congestion especially around Fari - Gada, Apata and Bauchi junction.
3. Fuel price volatility along with overall price increase has been a major issue with transportation, it can be argued that, this is a manifestation of world demand and the supply of crude oil. The demand for fuel as a source of transportation so, new refinery is needed to meet up with the people demand.

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