

Impact of Road Transport Infrastructure on Economic Development in Plateau State

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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

Road transport is an important pervasive in our society that affects almost every person in various parts of Plateau State either directly or

indirectly. Road is a route between two destination, which has been paved or worked on to enable transportation by motorised or non-motorised carriage (Coyle, 2011). Road transportation refers to the movement of goods,

people or animals from one location to another by using various vehicles such as car, trucks, buses and motorcycles on road network. Road is a lane route between the point of departure and destination. The essence of constructing road is to create a safe pathway where both vehicle and commuter can easily move from one place to another. It is very essential to differentiate the various types of roads, so as to know which is which in this research work (Afolayan & Abidoye, 2023).

District road are mostly found in communities or villages and are constructed to connect either federal roads or state road. These pathways are devoid of major activities that are found in some village areas to connect with commercial centres in Plateau State, the roads aid the movement of farm produces from villages to urban areas. There are also state road constructed by the state government using state funds. It is owned, maintained and built by the state government to ensure that towns are connected for residents to purchase goods from neighbouring. The state government connects with various local government and towns within their jurisdiction. The state government with these road networks creates economic opportunities for development. The state also has agencies who control traffic and arrest offenders on such roads.

Federal road are owned, constructed and fully maintained by the federal government. The member of federal roads in Nigeria are much, road connects one state to the other which allow citizens to move and transport themselves, goods and services around the country. Federal road bring about massive economic development as businesses, movement to work as while as transporting of goods are made possible on road. The history has it that the greatest systematic road builders of ancient world were the Romans who were very conscious of the economic, military and administrative benefit of a good road system (Ahmad, 2017). Though, the earlier means of transportation was by human foot, man was moving from one place to another searching of food and other basic needs of life. This form of movement was very slow for man in his feet; he could not travel more than three mile per hour (Nguyen & Nguyen, 2020). Man started domestication of animals purposely for

transportation. Such animals were donkeys, horses, camel. Oxen became the first animal to be used for transportation (Aliyu & Amadu, 2017).

Donkey became one of the most important animal used to transport the owner and farm produce, millet, maize and other different farm products from the farm to various places. Oxen was another animal used for transportation in the ancient period. Principally, not for commercial purpose alone but it serve as cargo transport mostly by the pastoralist during nomadic movement. This unlike the camel, horse and donkey that were not docile animals but can be friendly in most case with pastoralist who is always in contact with them. Roman roads were marvel in construction of road which show cased the Roman commitments on efficient infrastructure development. Road infrastructure played a vital role in facilitating trade and communication development throughout the vast Roman Empire. The Roman road system with its efficient transport network allowed the easy movement of goods and people, facilitates the provision of public goods, fostering city growth and denser infrastructure in part of the modern societies which promote economic development (Aigbedion, Anyanwu & Aiyadogbon, 2015).

Current connectivity and trade patterns of today reflect those traced in ancient time by the Roman roads network, by shaping the economic geography of the world, positively affected the development of different part of economic in different part of the world. The Roman roads foster a sense of connectedness and facilitated the spread of ideas, innovations and even cultural practices. This cultural practice exchange played a vital role in shaping the identity of the Roman Empire and promoting a sense of coherence and shared value among its inhabitants Roman roads were not only well build but well protected, specifically detachment of the imperial troops, patrolled of the roads, ensuring the safety travellers and assist in maintaining of road functionality.

The security measure adopted by Roman helped to protect travellers from threats posed by bandits and other criminals. The presence of the soldiers and their regular patrol allowed them to respond quickly to any incidents or emergencies

that occur along the roads. Maintenance of Roman roads was a crucial aspect of their longevity and usability. Despite their sturdy construction, Roman roads need regular upkeep to ensure their functionality. The historical records mention that renovations are carried out by various individuals which include local communities, wealthy benefactors and even emperors themselves. Durability of Roman roads were built to withstand the test of time and their durability is a testament to the engineering power of the ancient Romans. The roads were constructed with multiple layers of materials consist of crusted rocks, gravels, pebbles, iron ore, volcanic lava was designed to withstand heavy usage and provide a smooth and sturdy surface for travellers. Roman roads infrastructure were an extraordinary engineering feat that left a lasting mark on the world history. The significance of these road infrastructures cannot be overstated as it played a crucial role in the military might and the economy of the Roman Empire. The Roman roads were not just used for transportation but a symbol of Roman power and ingenuity. The network of Roman roads stands as a testament of achievement in the ancient Roman Empire and the impact on world live today (Tewe, Ojiniyi & Abu, 2023).

The history of road transport and construction in Nigeria date back to 1904 when Sir Lord Lugard attempt the construction of Mute road in Zunguru in Northern part of the Nigeria, later the construction was extended to Zaria, Sokoto, Katsina and Maiduguri. However, the road linking Ibadan to Oyo constructed in 1906 is recorded to be the first motorable road constructed in Nigeria. A vast improvement of road construction in Nigeria emerged from nearly all part of the country which comprises of trunk A which forms the national road grid. It cuts across the different region in Nigeria and this class of road is constructed, maintained and financed by the federal government through the Federal Ministry of Works and Housing. The road link with Niger Republic, Cameroun, the Republic of Ghana, Togo and Benin via Chad, the growth in road construction in Nigeria partly reflect the increased in demand for road transport service (Plateau Transport Report, 2022). Over the years a lot of attention and consideration

efforts have been directed to improving road transportation in Nigeria as a whole but some of the roads have been commissioned and are left uncared for with holes and cracks dotting in highway and a lot of resources has been spent to promote a smooth good road. The corruption among some members do not allow the assigned officials to properly carryout the job until the road become death trap in spite of mission invest on the nation road over years. It is universally recognized that transport is crucial for sustainable economic growth and modernization of a nation. Adequacy of this vital infrastructure is an important determinant of the success of a nation's effort in diversifying its production based, expanding trade and linking together resources and market into an integrated economy. It is also necessary for connecting villages with towns, market centres and bringing together remote and development in various areas.

The government understands the challenges experienced by motorists with the state of uncompleted roads within Jos-Bukuru metropolis. The governor further assuring all citizens that the situation would be remediated immediately to ameliorate the difficulties the residents are facing. The governor also assured the transition committee to ensure that a common understanding is reached with government to facilitate their immediate mobilization, to site for the continuation of the road project which were suspended. However, there are views that the road projects were not completed due to the reduction in revenue, especially from the federal account as a result of the fall in global oil prices, that is notwithstanding the pains of the uncompleted intra-city road will have continue until it is completed by the Lalong administration.

According to Schwane (2018) without an efficient road transport system, the economics of our society would grind to a halt. It is no doubt that Nigeria is well endowed with a total land mass of 351, 649 sq. miles (910,771 sq. km) with a total population of about 170 million (Sanusi, 2014). Although the population of Nigeria is currently estimated to about 232,679,478 million people. But the movement of people and goods is currently done inefficiently through road

transportation, in contrast, however, efficient road transportation could provide an efficient distribution that is both cost effective and economic development initiative. Jacket (2017) opening of an efficient road will act as an aid to the development of other sectors include mineral resources, tourism, manufacturing and agriculture, through the effective transportation of both human and material resources throughout Nigeria from the seaport, as well as airports linking companies within and outside the world. This research revealed that “today Nigeria economy ultimately relies on road transportation mode for its economic activities”. Unfortunately, the road transport system is pressured due to its limited carrying capacity as a result of poor maintenance of vehicles and road network.

Plateau worsening insecurity is attributed by poor road condition accessibility, endangering commuter lives in the state, reducing economic activities on identified hotspots and slowing agricultural productivity, especially at the following parts of Plateau State. The survey highlighted the existence of dangerous hotspots across the major areas, Jengre, Gnawuri, pinpointing areas with high risks of theft, attacks and road hazards. Bad roads shrink transport contribution to GDP over the years, the contribution of transportation sector to the country's GDP has shrunk from the high of 17.1 percent in 2021 to a staggering 2.5 percent last year (Bailey, 2024). This drop has been attributed to poor road infrastructure and high petrol price as a result of subsidy removal which slowed the demand for transportation services. Nigeria should then put the right infrastructure in place according to Bailey (2024) to fix the transportation sector in order to 1 trillion achieve the road infrastructure lead to higher fuel consumption. Bailey (2023) over the past couple of years, the road network in Nigeria has actually been very poor. The impact affects the economy and is already affecting the transport sector.

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. What is the relationship between road transport system and economic development in Plateau State.?
2. To what extent have road transport agencies helped in advancing activities towards economic development in Plateau State.?

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. Determine the relationship between road transport system and economic development in Plateau State.
2. To assess the extent that road transport agencies helped in advancing activities towards economic development in Plateau State.

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.

Methodology

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.

Table 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

$$\frac{4151 \times 400}{22,163} = 75$$

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

Source: Field Work (2025)

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. Observation method constitute of listening, reading, touching and recording in this work.

In-depth interview is used which involve face to face interview conducted to achieve desire goals. In-depth interview also known as one-on-one is a method of extracting more details information or deep understanding of the subject or the concept (Kvale, 1996). In this regard, face to face

interview conducted in this research work used in selection of respondents within Jos city centre. In-depth interview is one of the most efficient methods used in collecting of primary data. It help to uncover more details and others relevance information regarding this study.

The study used annual time report on road transport from plateau ministry of urban development and National Bureau of Statistics (NBS) statistics report, Journal, books and other published materials related to the study. All the span from 2011 – 2020 covering the period of ten years.

Results

Research Question 1

What is the relationship between road transport system and economic development in Plateau State.?

Table 1: Respondents to Road Transport and Economic Development

Category	Very significant		significant		Not significant		Total	
Commercial car drivers	30	35	40	35	20	25	90	100
Vehicle inspection officer (V.I.O)	20	27	35	42	20	33	75	100
Federal Road Safety Corp (FRSC)	10	35	10	25	16	40	36	100
Nigerian Union of Road Transport Workers (NURTW)	5	25	6	33	9	40	20	100
Tricycle operators	10	33	13	34	10	33	33	100
Private car owners	50	58	42	32	24	20	116	100

From the table above indicates that 40 (35%) of respondent claimed that road is significant for economic development. In the case of the vehicle inspection officer 35(42%) said that it is significant to development. However, 16(40%)

of the federal road safety corps respondent that it is significant. National union of road transport workers 9 (40%) were of the opinion that it is not significant. The 13 (34%) which constituted of the tricycle operators were on the opinion that it

is significant for economic development. While the 50(58%) of the private cars owners were on the opinion that it is very significant for economic development of plateau state(Respondent 1) Adamu Godiya a tricycle operator in Danmarya street of Jos north on 27th May 2025. The contribution of road transportation easy the movement of goods and services within the Jos Plateau state capital and it contribute a lot

in boosting the commercial activities in the state economic.

Research Question 2

To what extent have road transport agencies helped in advancing activities towards economic development in Plateau State?

Table 2: The Extent of Road Agents, Signs, Streets Light in Advancing and Reduction of Road Accidents towards Economic Development in Plateau State

Category	Very significant		Significant		Not significant		Indifferent.		Total	
Commercial Car Drivers	5	30.5	7	60.5	4	10.0	4	10	20	100
Vehicle Inspection Officer (VIC)	35	30	35	30	10	22	10	18	90	100
Federal Road Safety Corp (FRSC)	40	30.3	50	40.5	10	25.0	6	20.2	116	100
Nigeria Union of Road Transport Workers (NURTW)	10	30	8	25	5	10	10	30	33	100
Tricycle Operators	10	30.5	10	30.5	9	20.5	7	20	36	100
Private Car Owners	15	21	17	29	14	20	29	35	75	100
Total									370	100

The table above revealed 7 (60.5%) subscribed to the view that road signs, street light is significant in reduction of accident rate 35(30%) respectively subscribed to the opinion that it is significant. Another significant respondents 50 (40.5) open up that the use of road signs, light really reduced the rate of accident in the city of Jos. The National Union of Road Transport Workers which constitute of 10 (30%) clearly advocated that it is significant, but 10(30.5%) were on contrary opinion that it is not significant in reduction of accident rate because since time

in memorial road, sign existed and road accident still persist. Lastly 29 (35%) were on the opinion that it is not significant in reduction of accident rate in Plateau State base on the view.

A respondent Tambaya Gyang in Du of Jos South who is a taxis drive affirms to me that:

There is no prompt response of fire service during fire outbreak. He advice that government should create more awareness and stiffer penalties and regulations in order to reduce the problem, he further said that the use of

road sings by buses, motorcyclist, private car drivers and taxis for the movement of passengers, goods within Jos has not be significant and affective according to him, that most of the operators of motorcyclist in Janta Apata, Keke Napep Drivers are not having enough knowledge on the use of road signs,

hence they always violate the rules.

Hypothesis one

There is relationship between road transport system and economic development in Plateau State.

Table 3 Significance of Road Transport Infrastructure on Economic Development Local Government Areas of the Study

Category	Very Significant		Significant		Not Significant		Indifferent		Total	
	%		%		%		%		%	
Commercial car drivers	50	30	26	10	14	24	26	26	116	100
Vehicle inspection officer	18	36	10	30		28	26	22	90	100
Federal road safety Corp (FRSC)	15	18	20	30	27	32	13	20	75	100
Nigeria Union of Road transport workers (NURTTW)	7	21	10	28	9	24	10	28	36	100
Tricycle operator	8	36	5	30	3	4	4	26	20	100
Private car owners	8	20	10	32	6	18	9	30	33	100
Total									370	

Source: Field Survey (May, 2025)

The table above shows the opinions of respondents on issue regarding the significant of road transport infrastructure on economic development of Plateau state. In the first place the large percentage of commercial car drivers

50 (30%) opened up that it is significant. This made performance of Government to consider so significant on road construction. Most of the respondents from vehicle inspection officer said, they are committed 36 (30%) believed that it is

significant. 27 (32%) of Federal road safety were on the opinion that it is significant 10(36%) were on view that it is significant 10(28%) were highly happy and respondent that it is very significant. The last respondents who are private car owners were on the opinion that it is significant but more is required.

A respondent Mr. Simon Aridi a tanker driver and business man in Jengre on 27th May 2025 in an interview indicated that:

The road infrastructure is very good in bringing

development but government need to invest more on road infrastructure. A tricycle operator in Gada biu, said that access road infrastructure make their work easy because of road.

Hypothesis 2

There is no extent that road transport agencies helped in advancing activities towards economic development in Plateau State

Table 4 Extortion of Money from Motorist by Road Agents

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

Source: Field Survey (May, 2025)

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.

Discussion of Findings

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. Road is the groundwork of societal progress and wealth. The analysis and interview respondents clearly identified that there is significant positive relationship between road transport infrastructures on economic development. The findings showed that road transport infrastructure improves the well-being of

citizens. To attested that a respondent from Janta Adamu, Anguwa Rogo, Jebbu and Bukuru all from local government of the study. The findings revealed that good road network contributed in boosting of commercial activities and expansion of economic of Plateau State.

Summary of Findings

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. There is need of significant increase in transport equipment for instance more public buses to replace old with new ones in order to encourage effective distribution as well as encouraging the exchange of goods and service possible

and effective in Nigeria and Plateau State in particular.

2. The government at all levels; federal, state should intensify in rectifying all challenges that hinder economic development. For instance, poor road maintenance, extortion by road agents e.g. Federal Road Safety Corp, (FRSC), Vehicle Inspection Officers (V.I.O), police force which are often alleged in corruptions while performing their legitimate responsibilities; officers found in such activities or acts should be punished by the government to serve as example against others. This will go a long way in restoring confidence on the activities of Federal Road Safety Corp, police force and vehicle inspection officers within Plateau State when performing their legitimate functions.

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