

**IMPACT OF RURAL ROAD TRANSPORTATION ON  
SOCIO-ECONOMIC DEVELOPMENT OF  
RESIDENTS IN IFE NORTH LOCAL  
GOVERNMENT AREA, OSUN STATE, NIGERIA.**

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**SHOBOWALE, JELILI BOLAJI**

**(EDMP12/13/R/0010)**

**2015**

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By

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**B.Sc (Hons) Urban and Regional Planning (OAU, Ife)**

**A THESIS SUBMITTED TO THE  
DEPARTMENT OF URBAN AND REGIONAL PLANNING,  
FACULTY OF ENVIRONMENTAL DESIGN AND MANAGEMENT, OBAFEMI  
AWOLOWO UNIVERSITY,  
ILE-IFE, NIGERIA**

**IN PARTIAL FULFILMENT OF THE REQUIREMENTS FOR  
THE AWARD OF MASTER OF SCIENCE (M.Sc) DEGREE IN  
URBAN AND REGIONAL PLANNING, OBAFEMI AWOLOWO UNIVERSITY, ILE-IFE,  
OSUN STATE, NIGERIA.**

**2015**

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**DEGREE:** M.Sc. (Urban and Regional Planning)

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Supervisor's Signature and Date

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**Dr. P.O. Olawuni**

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**Dr. S.A. Adeyinka**

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## DEDICATION

The entirety of the research work is dedicated to the God Almighty for the protection, guidance and grace upon my life.

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## DECLARATION

I hereby declare that this is my original work done under appropriate and adequate supervision and that it has not been presented in part or whole for examination or award for another degree.

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**Shobowale, Jelili Bolaji**

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**Date**

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## **ACKNOWLEDGEMENT**

I wish to express my sincere appreciation and gratitude to those who have contributed in one way or the other to the successful completion of this work. My appreciation goes to my supervisor Dr. P.O. Olawuni for his constructive criticisms, intellectuality, perseverance and particularly his encouragement throughout the course of this study. I also wish to express my appreciation to Dr. S.A. Adeyinka, the Head of Department, Urban and Regional Planning OAU, Ile Ife. My gratitude goes to Professor S.O. Fadare, Professor L.M. Olayiwola, Dr. O. A. Adeleye, Dr. A.O. Afon, Dr. A. A. Abegunde, Dr. Femi Olojede, Dr. Daramola and the entire staff of the Department for their encouragement.

My special thanks go to my intimate partner Miss Funke Fasunon, as well as Mr. Yusuf Shobowale and the entire Shobowale family for their great assistance and support.

I must not fail to acknowledge the courage, financial support, unconditional love and understanding of my father, Mr. N. Shobowale, as well as my mum Mrs. F, Shobowale.

My profound gratitude also goes to my father in the Lord Pastor Femi Fajemiyo, of the New Covenant Church, Sabo, Ile Ife, Osun State, and Dr. and Dr. (Mrs) Badejoko.

**SHOBOWALE, Jelili Bolaji**

**May, 2015.**

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## ABSTRACT

This study examined types and conditions of the existing roads in Ife-North Local Government Area; identified and examined the different socio-economic activities of the residents; evaluated the effects of road conditions on the socio-economic developments of residents in the study area; and examined the mode of transportation and frequency of travel in the study area. This was with a view to determining the relationship between road condition and socio-economic development in the study area.

The data for the study were both from primary and secondary sources. Primary data were collected through questionnaire administered on the residents of some selected rural settlements in Ife North Local Government Area of Osun State. Four hundred and seventeen (417) rural settlements identified through preliminary surveys, which were stratified into six categories of villages based on the population size. Ten percent (10%) of the categorized villages (42) were sampled, which consisted of 3150 houses. Ten percent (10%) of these were selected for survey using systematic random sampling technique which amounted to 315 buildings. Data obtained were analysed using cross tabulation and percentages.

The study revealed that 96% of the household heads were male and 91% of the respondents were farmers; 65% were educated up to secondary school level. The study further revealed that most of the roads were untarred and ungraded (92.3%). The most frequent mode of transportation - motorcycle - accounted for 88.9%. The study established that most of the roads were in bad condition during the dry season (80%) and became worse during the rainy season as revealed by 84% of the respondents. The study established that the residents' socio-economic activities and well-being were influenced by the deplorable state of most roads in the study area.

The study concluded that the bad state of roads in the study area had negatively affected the socio-economic development of the residents, limiting accessibility to healthcare, educational and social facilities and services.

**Name of Supervisor: Dr. P.O. Olawuni**

**Number of Pages: 78**

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## CHAPTER ONE

### INTRODUCTION

#### 1.1 Background to the Study

Roads are commonly called arteries through which the life blood of economy flows. They do not produce any wealth but act as catalysts in the transformation of economy from poverty to prosperity, and once a village is linked by road to growth centers, its economy undergoes a remarkable change. It facilitates movement of agricultural produce from the hinterland to the market and fetches a better price to the farmers. In turn, it enables the people to purchase fertilizers, insecticides, agricultural implements and other production input more easily from the market town. This sets in a process of modernization and technological change in the level of economic activities (Arora, 1981). Villagers who have no experience of growing commercial crops like potatoes, vegetables etc adopt them easily, once roads are constructed connecting them with urban complexes. (Arora, 1981).

Rural roads are very vital to the socio-economic development of rural communities all over the world. These roads provide access to schools, clinics, farms, markets, neighbouring rural communities among others (Overseas Road Note, 2003). They also link rural areas to the higher order road network. Thus, it is important that they remain open to traffic throughout the year. However, in practical terms, these roads are non-accessible, particularly during the wet season. Throughout the world, transportation contributes in no small measure to the socio-economic development of many nations and communities while on the contrary, poor roads usually have undesirable effects not only on agricultural production but also on the entire socio-economic development of the rural areas since the rural economy depends largely on the former. Chambers (1983) noted that poor accessibility in rural areas often slows down the diffusion of

new technologies and techniques, increases production and marketing costs, reduces spatial interaction and limits access to education and health facilities. It also constraints mobility and aggravates isolation (Burmington and Stankewich, 2005). Ipingbemi (2001), Anderson (1995) and Ogunsanya (1987) also documented the impact of poor rural roads on the rural economy by using various indices such as household income, agricultural productivity, and standard of living. They concluded that, there is the need to ensure regular and adequate maintenance of rural roads in order to facilitate the socio-economic transformation of the rural areas in the country.

It is generally recognized that transport operating costs, are higher on rough roads than on good quality bitumen roads. For example, in Zambia the route from Chipata to Mpetamai (24km) is on good quality gravel road and costs a passenger 62.5 Kwacha per kilometer; while the route from Chipata to Nwanga (14km) is on poor quality earth road and costs twice as much per km. However a wide range of transport costs (measured per passenger/km or tonne/km) have also been found in different countries for similar types of transport operation on similar roads (Hine and Ellis, 2001). This indicates that there is substantial need for improving efficiency of transport operations in many countries.

The role of transport on the health of the people also cannot be over-emphasized. Transport plays an important role in raising the effectiveness of the health sector. Mobility means better access to health facilities. In the case of emergency, oftentimes a few minutes delay in treatment can make the difference between life and death. However, especially in rural regions, the condition of roads and tracks does not allow quick response to emergencies (Department for International Development, 2002).

Rural transportation plays a major role in the prevention and treatment of malaria and tuberculosis which is in line with its general complementary function in the health sector. In order to eradicate tuberculosis from patients, therapy must be upheld for at least six months, thus visits to the doctor must be made and timely delivery of key medications must be ensured. On the other hand, treatment of cerebral malaria requires immediate movement to hospital; otherwise the fatality rate increases dramatically. Thus, efficient transport infrastructure both facilitates rapid response to emergencies and reduces the costs of regular visits to health facilities as well as delivery of medical services. (Africa Union, 2005).

Owen (1966) has demonstrated a direct relationship between the level of mobility and level of economic development. The world's immobile countries, that is, those with low indices of freight and passenger movements, are the poor nations; whereas the affluent nations have much higher levels of mobility. The contrast in the standard of living in rural and urban areas can also be ascribed to the differences in the level of facilities and possibilities for movement and interaction.

This study therefore examines the impact of transport on the socio-economic development of the rural dwellers in Ife North L.G.A. of Osun State, Nigeria.

## **1.2 Statement of Research Problem**

The socio-economic development brought about by rural transport to the rural people in many countries especially in the developing countries where about 70% of the population lives in the rural area has generated a lot of controversy and have been subjected to scrutiny for many decades by researchers and scholars in the field of rural transport. Interestingly, most of these studies focused on the impact of transportation on agricultural development in the rural areas (Ahmed and Hossain 1990, World Bank 1997, Schelling 2000, Kaduna State, 1979). However,

few available indigenous relevant literatures have at best only examined the impact of rural road at reducing rural poverty. Moreover, the bulk of relevant literature has been from the developed countries where there is difference in the socio-economic activities of the rural people. However, the definition of rural area in the developed countries where most of the research works on

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