Socioeconomic Impact of Road Transportation to Rural Development in Oyun Local Government Area of Kwara State

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Abstract

This study evaluates the socioeconomic impact of road transportation on the rural development of Ovun Local Government Area, Kwara State. The study employs the use of descriptive techniques and an observatory approach in data collection and analysis. The primary data was sourced by administering questionnaire to 200 people (community members and transporters) from the study area through random sampling. Descriptive statistics and multiple regression model were used to analyse the observation data. The findings revealed that the model summary in Table 10, using the R Square figure, show that the coefficient of the determinant value of 0.616, the independent variable account for 61% of the variability in the dependent variable. The impact of trip purpose, road condition, route type, accessibility, and means of transport on socioeconomic development of Ovun LGA is 61%, i.e. highly significant, as expressed by the coefficient of determinant variables. ANOVA table reveals the P-value of 0.000 (Significant value). Using the benchmark of < 0.05, there is a 95% significant relationship between the socioeconomic development of Oyun LGA and trip purpose, road condition, route type, accessibility and means of transport. In contrast, 0.465 (46%) route type has no statistically significant relationship with the socioeconomic development of the rural areas. Furthermore, good and motorable roads, low cost of transportation, availability of vehicles, etc as recommended will enhance or boost the socioeconomic development of Oyun Local Government *Area. The findings from this study reveals that construction of good roads, proper maintenance of* roads, access to a good market and integrated development of rural areas will help boast the socioeconomic development of Ovun Local Government Area in Kwara State.

Keywords: Socio-economic, Impact, Transport, Rural Development

Introduction

Rural development is a function of several factors in which transportation is of great significance. Non-clog rural transportation serves as one of the backbones for regaining and moving goods and services, people, information, and promoting the rural economy (Adedeji *et al.*, 2014, Ajiboye andOlaogun, 2006). Transportation leads to economic development through the production area's linkage with the consumption area (Pokharel, *et al.*, 2023, Ajiboye, 2011, Abegunde *et al.*, 2005). If an

area increases accessibility due to an increase in the transportation chain, this in turn increases its market potentiality. Transportation fast track the mobility of raw materials from rural areas to urban areas, the evacuation of finished goods to the consumer, reduces waste from overproduction and stabilises prices (Ajiboye and Afolavan. 2009). Road as one of the elements of transport is a critical factor and enabling condition for improving living conditions in rural areas (Ajiboye, et al 2024a, Ajiboye, et al 2009). However, the distribution of socioeconomic benefits resulting from a rural road is a separate issue. Asian Development Bank, (ADB, 2006) submitted that no traces to the fact that the socioeconomic benefit of the rural road will be distributed equally between the community's people.

The rural areas suffer poor accessibility, which has adverse effects on people's economic activities. In the developing world, most of the rural dwellers are farmers, including the residents of Oyun LGA. However, much of their farm produce is lost through wastage because they cannot be transported to the consumption areas such as the markets and urban centres (Ajiboye andAyantoyinbo, 2009). This affects the level of productivity of the rural dwellers and also cause restriction on demand for food crops among the rural areas. The rural transportation situation in Nigeria has negatively affected the various efforts of the federal and state governments on rural development. This has resulted in numerous challenges facing the rural areas, such as the inaccessibility and the cutting off of many rural areas in Nigeria from the urban areas from which they could access higher-order socioeconomic services. This, therefore, resulted in low productivity and income, poor standard of living and a high rate of poverty among the rural residents (Lawal-Adebowale, 2023; Ajiboye and Afolayan, 2009; Adaramo and Magaji, 2010).

Inadequacy of transport infrastructure, such as low vehicle ownership level and high transport cost, are significant challenges encountered by the residents of Oyun LGA. This, therefore, limits place accessibility (i.e. vehicle access to farm), people's accessibility (rural people having access to transport for the mobility of self and farm produce to market), affects the socioeconomic activities in rural development of Oyun LGA such that farm produce are lost, and production reduced to a minimal level, affect education activities. health provision, access to basic facilities, affect population growth, and empowerment (labour). It is pertinent to note that the present road condition in Oyun LGA includes untarred and non-motorable roads with potholes and unconstructed bridges directly having a negative impact of early damage of the road increased vehicle maintenance cost, and in some cases road accident. Absence of road linking rural settlement to the market place has a negative impact on the cause of transportation of farm produce and services to the market, i.e. point of production to the place of consumption in which the poor road /bad road will hinder the place utility for the farm produce where the high price will be paid or results to spoilage of most farm products in some cases. This is pointing directly to the economic impact.

However, due to bad roads condition of the area, most people have to trek through a long distance to access health care, education, employment and some social functions which are far from their area. Also, the bad road enhances transport operators to hick the transport fare and short distance will be overcharge, which harms the rural development of Oyun LGA. More so, people, having vehicles in the rural area are very limited and countable, thereby resulting in shortage of transport services in rural areas thus, reducing demand for the social function of rural dwellers, most especially ceremonial outing, resulting in inflation in the price of agriculture produce in the rural areas because of the limited vehicle availability causing farm produce not to meet the market demand mostly on market days because the demand for the transport is high and limited vehicle owners resulting in a loss on the side of the farmer.

It is in the light of the above that this paper aimed at examining the impact of road transportation on the transformation of rural areas in Oyun LGA, Nigeria, as a fastgrowing economy, demand for economic and technological advancement to reduce poor access road, inadequate technologies, infrastructure and insufficient road vehicle (Akuesodo, *et al.*, 2024: Wang, *et al* 2023).

Studies have revealed that transportation in the rural communities are characterised by road with the unpaved surface, narrow with circuitous alignment and with a low quality bridge (Ajiboye, et al., 2024a, Ajiboye, et al., 2024b, Umeghalu, et al., 2023).Lawal-Adebowale, (2023) and Aderamo (2010) submitted that rural area is characterised by certain factors such as settlements with less than 20,000 people and predominately involves in primary production (Wineman, et al, 2020, Aderamo, 2010). In the same clime, Weir and McCabe (2012) described the rural settlement as a population with less than one resident per acre with low development density. Ajiboye and Afolayan (2009) studied the impact of transportation on agricultural production in a developing country that focuses on Kolanut production in Nigeria, it was revealed that improved transportation would bring a positive impact on farmers' productivity, income, employment and reduce poverty level in the rural areas.

Oguzor (2011) carried out a theoretical study of infrastructural approach to the physical, social or institutional infrastructure development of the rural area on a modernisation theory called the "trickledown theory of development" postulated by an Amerian economist Hirschman in 1958. Durlark (2016) observed that improvement of agriculture, promotion of rural justices, the promotion of requisite infrastructure and social overheads, and decentralise structure to allow mass participation is one of the strategies of transforming rural area. Rural transformation is a design to improve the economic and social condition of rural inhabitants. The strategy for extending the benefits of the development of the rural majority must involve (Wang, et al 2023).

World Bank (2010) revealed that one of Nigeria's peculiar feature is the magnitude of transformation disparities expressed in the spatial structure. One of the methods used mainly by the developing country of the world is the provision of either physical, social or institutional infrastructure as an approach to rural development (Oguzor, 2011). Afolabi et al. (2016) opined that an adequate and reliable transportation system is essential and reliable for the social and economic development of the rural area and a pre-condition for the full participation of rural society in the benefit of national development most especially in the developing countries. Furthermore, Ajiboye, et al. (2024a) examined the impact of road transport infrastructural facilities on poultry farming in Remoland and concluded that it have an influence on the production, distribution and marketing of poultry products especially the eggs.

Materials and Method The Study Area

The new Oyun Local Government

Area (LGA) came to being in 1991 with its headquarters in Ilemona and has 11 wards. The LGA covers 473km square. The LGA population was 94,253 (National Population Census, 2006). As a result of population growth of 3.05%, 157,076 is the population of Oyun Local Government Area of 2023

(National Population Commission estimation forecast). The LGA shares boundaries with the Offa Local Government Area, which is in the centre of Oyun Local Government, east by Ifelodun and Irepodun local government areas and to the south by Osun State.



Figure 1: Map of Oyun Local Government Area

The Instrument used for the study

In examining the socioeconomic impact of transportation to rural development in Oyun Local government area, a field survey was carried out. Data were collected through primary sources, which consisted of personal observation, interview and questionnaire administration. Using purposive sampling techniques, four wards which make up Erin Ile, Ijagbo, Ilemona, and Ipee are the major mini towns within the LGA in term of population and size.

About 200 copies of structured questionnaire were administered to each selected rural area. Among the respondents were farmers, students, transporters, and transport users. Information were gathered on the effects of road transportation on their daily activities, road condition, cost of transportation, types of vehicles available and used, ownership level and their socioeconomic characteristics while the presentation of the analysed data were divided into sections: namely socioeconomic characteristics of the respondents; modes of transportation available in the study area; types of routes; condition of the roads network and obstacles to accessibility in the study area.

Analytical Techniques

Multiple regression was adopted to show the relationship between the variables and to test the hypothesis. The explicit equation of the mode was specified below;

$y = a_0 + b_1 x_1 + b_2 x_2 + b_3 x_3 + b_4 x_4 + b_5 x_5 + C$

Where y is dependent variable, x(s) are independent variables, C is constant, a is slope, b_{12345} are coefficient of independent variables

Results And Discussions Results

This section deals with the analysis and presentation of data collected from the field. Out of the 200 questionnaires administered, only 193 of the questionnaire were returned and analysed. The result of the analysis is presented below.

Distribution of Respondent by Settlements

The distribution of the settlements of the respondents is presented in Table 1. As earlier discussed in the methodology, four wards were sampled in Oyun LGA as the case study and 200 questionnaires were administered. The target population was the household heads in the settlements About two hundred respondents were selected using the purposive sampling techniques (Because the study selects 4 most popular wards in the LG, 2 most populous in Oke Ogun (Ijagbo and Ipee) and 2 most populous wards in Odo Ogun (Erin Ile and Ilemona)). Combinations of open and close-ended questionnaire was administered to the respondents

Villages	Number of Respondents	Percentage %	Returned	Percentage%
Ijagbo	54	27	52	27
Ipee	46	23	45	23
Ilemona	44	22	42	22
Erin Ile	56	28	54	28
Total	200	100	193	100

 Table 1: Distribution of Respondents by Settlements

Source: Authors' Field survey, 2023.

Socioeconomic Characteristics of the Respondents

Information on the socioeconomic characteristics of the respondents were collected, analysed and presented in Table 2. Table 2 reveals that the majority (60%) of the respondents are males, while their female counterparts constitute about 40% of the sample population. Also, the table reveals the age structure of the sample population indicates that 34% of the sample populations are between ages 18- 30 years, 25% of the respondents' ages lied between 31-40 years while 17% and 24% of the respondents have their ages range between 41-50 and above 50 years respectively. The result implied that the younger adult (18-30 years) constitute the bulk of the rural labour force in the study area. Out of the 193 respondents, about 38% are single adults, while most (54%) are married adults. Those who are divorced, widowed constitute 3% and 5% of the

respondents consecutively.

Information on the educational status of the population was also gathered, analysed, and also presented in Table 2 above. The table reveals that about 8% of the study population has no form of formal education. About 17% of the population has primary education as their qualification, while 39% have secondary school education (O-Level). Those with tertiary education constitute 36% of the respondents in the study area. This implies that the literacy rate is high in the study area.

Data on the occupation of the respondents in the study area was also collected, analysed and presented in Table 2 above. The analysis shows that about 26% of the respondents are farmers, civil servant constitutes only 20%, while trading/ business account for 22% of the respondents. About 14% are artisans, 11% are transporter, while others constitute 7%.

Table 2: Socioeconomic Characteristics of the Respondents in the study area

Variable	Number of Respondents	Percentage %
Sex		
Female	78	40.3
Male	115	60.4
Total number of respondent	193	100
Age		
18 - 30	65	33.3
31-40	48	25.1
41-50	33	17.3
51 above	47	24.3
Marital Status		
Single	73	38.2
Married	105	54.0
Divorced	5	03.1
Widowed	10	05.1
Qualification		
No Formal Education	16	08.0
Primary School	32	17.1
O-Level	75	38.4
Tertiary	70	36.3
Occupation		
Farmer	51	26.1
Trader	43	22.0
Civil Servant	38	20.2
Artisan	26	14.1
Transporter	21	11.1
Others	14	07.2
0 1 1 10 2022		

Source: Authors' Field Survey, 2023.

Means of Transportation *use by* Respondents

Results on the various means of transportation available to the respondents is summarized in Table 3. The analysis shows that the majority (32%) of respondents use motorcycles as their means of transportation. About 18% of the respondents utilise a

bicycle as a means of transportation, while 3% of the study population uses the truck as a means of transportation. About 22% use car/minibus as means of transportation in the study area, non-motorised means of transport constitute 16% and about 9% use foot for the transportation in Oyun local government area.

 Table 3: Means of Transportation of Respondents

Modes	Number of Respondents	Percentage %
Bicycle	35	18.1
Motorcycle	62	32.0
Truck	6	03.3
Car/Minibus	42	22.1
Non-motorized	31	16.2
Foot	17	09.0

Source: Authors' Field Survey, 2023.

Types of Transportation Routes Available in the Study Area

The types and nature of roads available to the respondents in Oyun LGA were collected and presented in Table 4. The table reveals that 22% of the respondents have access to the tarred road. This may be the case for those settlements that are close to the main roads like AjaseIpo-Ijagbo-Offa road and Offa-Erin Ile -Ila (Osun State) road.

Table 4 also reveals that most (50%)

of the respondents' roads are untarred and, in some places, seasonal. About 9% stated that they do not have either tarred road or untarred but footpath, which makes accessibility to the market for their farm produce very difficult. Furthermore, transporting the farm produce from the farm to the house is always very difficult. About 22% of the respondents have tarred roads, untarred roads, and footpaths in their settlements. This implies that about 22% of the respondents do not have problems with transportation in their communities.

✓ 1		
Types of routes	Number of Respondents	Percentage (%)
Tarred	43	22
Untarred	96	50
Footpath	14	07
All of the Above	40	21

Table 4: Types of Routes Available

Source: Authors' Field Survey, 2023.

Condition of Roads in the Study Area

Information on the condition of the roads in the study area was also sought from the respondents. The information gathered was analysed and presented in Table 5 below. Table 5 above reveals that the majority (71.1%) of the respondents stated that the existing roads in the study area are in bad condition. Most of the roads are untarred, seasonal and inaccessible. Even the tarred roads are mainly within the township, such as Erin Ile to Ilemona, Ijagbo-Offa, Ijagbo-Ipee, Offa-Erin Ile, Ilemona to Ijagbo roads which are in a very bad state. About 18.1% of the respondents believed that the roads' conditions are fair, while 11.0% said the roads are good. According to the respondents, the bad conditions of road in the study area make it difficult for them to transport their farm produce from the farm to the house and from the house to the market. Furthermore, accessing social amenities, health facilities and good schools are made very difficult by the condition of roads in the area.

 Table 5: Condition of the Roads

Condition of road	Number of respondents	Percentage %
Good	21	11
Fair	35	18
Bad	137	71

Source: Authors' Field Survey, 2023.

The kilometre distance from the commercial centre or market area and minutes' drive to the various destinations of the respondents were also analysed. For instance, Offa/Ijagbo remains the commercial centre for the Oyun/Offa Local Government Areas, and the Owode market is the commercial centre. Erin to Offa/Ijagbo 5.9min (9.5km) 21min drive, Ilemona 8.1min (13km) 31min drive, Ojoku 9.7mi (15.6km) 25mins, Ira 10min (16.1km) 36min, Igosun 4.2mi (6.8km) 16min, Ipee 1.5min (2.4km) 10min, 8.2min (13.2km) 28min, Inaja 12min (19.3km) 37 min Ilorin to Ijagbo/offa (42km).

Factors responsible for bad roads in Oyun Local Government Area

This simply looks at the causes of bad roads in the rural environment of Oyun LGA, and pie chat is being used to give a clear view. Figure 2 below, is the representation of the pie chat. Having established the conditions of roads in the study area, it was also essential to know the factors responsible for the roads' nature in the study area. Therefore, the information on these factors was collected. analysed and presented in Figure 2. The Figure shows that the majority (55%) of the respondents believed that lack of proper construction of roads by those who constructed the roads is responsible for the bad nature of roads in the study area. It has been alleged that most roads were constructed using substandard material to maximised profits by these selfish contractors. About 20% attributed the bad nature of the roads in the study area to lack of maintenance, while 10% opined that rain is responsible for the bad state of roads in the area, especially during the wet season. Other unclassified causes accounted for 15% of the respondents' views on the bad conditions of road in the study area.



Figure 2: Pie chart showing factors responsible for bad roads in Oyun Local GovernmentArea **Source:** *Authors' F*ield Survey, 2023.

Obstacles to Accessibility in the Study Area

Results on obstacles to accessibility by respondents is presented in Table 6. The table reveals that 53.1% of the respondents stated that poor motorable road prevents them from accessing markets for their produce. About

22.0% of the respondents viewed the high cost of transportation as a hindrance to the farm produce's access to market infrastructure. About 16.2% of the respondents said distance is one of the major hindrances to accessibility in the study area, while 9.1% constitute others. All these, according to the respondents, affect their socioeconomic activities, thereby increasing the poverty level of the study area communities.

Challenges	Number of respondents	Percentage %		
Poor motorable roads	102	53.1		
High cost of Transport	43	22.0		
Distance	30	16.2		
Others	18	9.1		
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Table 6:	Accessibility	challenges	in the	Study	/ Area
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Source: Authors' Field Survey, 2023

Trip distribution/purpose in the study area.

Trip in this context is regarded as the movement from origin to destination. The respondents most frequent trip ranges from farm, social, education, health, market, work, and others. Data gathered in Table 7 shows the trip distribution in Oyun LGA.

The table shows that farm trip has the highest percentage of the trips in the communities surveyed with 30.0%. This implies that the majority of the people in the area are farmers and the condition of the roads in the area have significant effects on their farming activities. Considering the perishable nature of farm produce, most farmers in the rural areas find it difficult to transport their produce from farm to urban areas, where they have better patronage to boost their financial ability.

Efficient and effective road facilities will enhance the transportation of these products to urban areas where they are processed, distributed locally, and exported to grow the nation's economy. Market constitutes 20% which means farm produce needs to be supplied to market and consumers demand can be met, 19% is the educational purpose, 13% movement constitute work, 8% is for health, 6% movements are for social activities/functions, and 4% of the trip distribution is for others.

Table 7.	Trin	distribution/	nurnose	in	the	study a	area
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Trip Purpose	Number of Respondents	Percentage %
Farm	57	30
Market	38	20
Work	25	13
Social function	12	6
Education	36	19
Health	16	8
Others	9	4

Source: Authors' Field Survey, 2023.

Waiting time at the bus stop/roadside

Owing to bad conditions of the roads at the study area, the transporters usually select the route to ply. This eventually resulted in the inadequacy of vehicles plying rural roads. Similarly, most of the rural areas could not maintain their motor parks. Consequently, commuters have to wait for a considerable length of time by the roadside or bus stops before they can get vehicles especially on market days, prompting some commuters to find it difficult to transport their farm produce to the market. Table 8 shows that 35.0% of respondents spent 15 minutes to get a commercial vehicle, 28.1% spent 16-30 minutes, 23.3% spent 31-45mins, 16.0% spent 46-60minutes and above 60 minutes are spent as indicated by 12.1% of respondents in Oyun LGA in the cause of transportation.

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Waiting time	Number of Respondents	Percentage %	
0-15mins	68	35.0	
16-30mins	53	28.1	
31-45mins	45	23.3	
46-60mins	31	16.0	
60mins and above	23	12.1	
0 1 1 1 110	2022		

Table 8: Waiting time spent at the bus stop/roadside in the study area.

Source: Authors' Field Survey, 2023.

Number of Vehicle Owners in the study area

The available number of vehicles, their owners and their impact in the movement of people, goods and services from origin to destination were also analysed. The number of vehicle owners in the study area also influence the socioeconomic impact of transport to rural development in Oyun LGA. Table 9 below gives the number of vehicle owners in the study area. Table 9 shows 25.1% are vehicle owners and 75.2% are not having the vehicle; its implication of these on socioeconomic impact in Oyun LGA is that the lower the number of transport owner, the less the vehicle availability. Therefore, the accessibility of the rural dwellers to the socioeconomic variables are limited and also resulting in loss of farm produce and income to farmers.

Table 9:	Number	of Vehicle	Owners
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Vehicle owner	Number of respondents	Percentage %
Yes	48	25.1
No	145	75.2

Source: Authors' Field Survey, 2023.

Test for Hypothesis

The Model Summary

The results of the regression analysis in Table 10 imply that there is a statistically significant relationship between the socioeconomic (income, occupation and education) development (dependent variable) and the independent variables; trip purpose, road type, routing type, accessibility issues, and mode of transport. The results also indicated that the model presented good fit, with value of 0.785 indicated the positive significant relationship between the independent predictors and income. The R Square of 0.616 shows that these independent variables can in fact, explain 61.6% of the variation in income. The model significance exceeds the 0.05 level of significance, moreover, the value of Adjusted R Square which is 0.606 indicates that the model is fitting adequately after a deduction has been made for the number of predictors introduced into the model. Standard error of the estimate equals 0.989 which means that the average prediction error relatively small comparing to standard deviation of observed income values.

Therefore, it is also found that there exists possibility of positive autocorrelation in the residuals by applying Durbin-Watson statistic equal to 0.300.

Table 10: Model Summary

Model	l R	R Square	Adjusted R	Std. The error of	Durbin-Watson
			Square	the Estimate	
1	.785 ^a	.616	.606	.989	.300
	11 (0				

a. Predictors: (Constant), Trip Purpose, Road condition, Route type, Accessibility challenges,

Means of Transport

b. Dependent Variable: Socioeconomic (income

level, education and occupation)

Source: Authors' Computation, 2023

The ANOVA Result

The Anova table 11 reveals the P-value of 0.000 (Significant value). Using the benchmark of <0.05, there is a 95% significant relationship between the socioeconomic development (occupation, education and income) of Oyun LGA and trip purpose, road condition, route type, accessibility and means of transport. The Coefficient table reveals the statist ical significant relationship between the dependent and independent variables using the p-value (Sig).

Table 11: ANOVA result

Model		Sum of Squares	Df	Mean Square	F	Sig.
1	Regression Residual Total	293.760 182.893 476.653	5 187 192	58.752 .978	60.071	.000 ^a

Source: Authors' Computation, 2023

The Coefficients results in Table 12, indicate the relationship between socioeconomic development (income, education and occupation) and the predictors: road networks and their physical characteristics, preferred means of transport, route characteristics and accessibility constraints and the specific purpose of the trip. The constant was also meaningful (B = 1.257, p = .002), which suggests that when all other variables are at their mean, the baseline socioeconomic development is also meaningful.

Table 12: Coefficients

Model		Unstandardised Coefficients		Standardised Coefficients	t	Sig.
		В	Std. Error	Beta	-	
1	(Constant)	1.257	.403		3.121	.002
	Road condition	286	.108	123	- 2.640	.009
	Means of Transport	.170	.063	.178	2.676	.008
	Route type	054	.074	035	732	.465
	Accessibility challenges	.853	.087	.549	9.853	.000
	Trip Purpose	.110	.058	.135	1.909	.058

a. Dependent Variable: Socioeconomic (income, occupation and education)

Source: Authors' Computation, 2023

The Hypothesis 1 also received support the analysis showed that poorer road conditions were related to lower socioeconomic development (B = -0.286, p =.009). More fundamentally, the empirical estimates of road condition indicate that for every unit drop in road quality, there is a corresponding 0.286 units drop in socioeconomic development. This research also indicates the importance of the study since the obtained p-value of less than 0.05 assures the study's statistical relevance. On the other hand, other sources of socioeconomic development had a positive relationship with means of transport (B =0.170, p =.008), meaning that better or diverse modes of transport cause an increase in socioeconomic development s. These results indicate that for every unit improvement in transport, socioeconomic development is expected to improve by 0.170 units and this relationship is statistically significant (p < .05).

Route type did not have a significant effect on socioeconomic development (B =-0.054, t(95) = -0.77, p = 0.465) meaning that different types of route was not significantly associated with socioeconomic development in this model. However, it was also found that accessibility challenges had a strong positive correlation with socioeconomic development (B = 0.853, p = 0.000, importance score = 0.8)6). Other studies have also reported similar finding with a touch of irony: in this model, the findings reveal that higher levels of accessibility challenge are positively related to socioeconomic development, but the mechanism underlying merits this relationship deserves further research on its counterintuitive nature.

Finally, the coefficient for the trip purpose main effect was positive (B = 0.110), suggesting that socioeconomic development might increase with trip purpose.

Nonetheless, this result is significant with an p-value of 058, which is just above conventional 0.05 significance level, thus implying that, more research needs to be conducted to identify the relevance of purpose of trip in accounting for disparities in socioeconomic development.

In conclusion it was found that Road condition as an independent variable is significant and has negative effect on socioeconomic development while transport is significant and has positive influence on socioeconomic development. First, accessibility challenges revealed a strong and positive correlation with socioeconomic development; however, subsequent analysis might be needed to understand this relation. On average, trip purpose had a moderately positive impact while the impact that resulted from the routes type was not significantly positive.

Suggestions to enhance the Socioeconomic Activities of the study area

Opinions of the respondents were sought to improve the rural dwellers socio-economic activities in the study area. The information captured was analysed and presented in Table 13. The Table reveals that about 45.1% believe that the construction of good roads in the rural communities of the study area will significantly improve the people's socioeconomic activities, thereby enhancing their well-being. The result also shows that about 20% of the respondent stated that if the roads are properly maintained, it will bring about improvement in the economic activities of the people in the area. 26% advocated for access to good markets for the farm produce of the rural Communities, while 9% see integrated rural development as the sure ways for enhancing the socio-economic activities of the rural communities in the study area.

00	0	
Suggestions	Number of Respondents	Percentage %
Construction of good roads	87	45.1
Proper maintenance of roads	38	20.0
Access to a good market	51	26.3
Integrated development of	17	9.2
rural areas		

Table 13: Suggestion for Enhancing the Socioeconomic Activities of Rural Communities

Source: Authors' Field Survey, 2023.

Discussion of Result

Therefore, the availability of different means of transport (vehicle) will improve the Oyun LGA's socio-economic activities. As shown in Table 3 that majorly 32% uses motorcycle and 22% uses car/minibus for their socioeconomic activities, while 16 and 9% constitute non-motorise and foot, 18% for the bicycle. This implies that 43% do not have access to vehicles that hinder their socio-economic activities in the study area. It will be advised that accessibility to affordable vehicles will enhance improvement in the means of transport available likewise improve the socioeconomic activities of the study area.

The types of route available and their condition is not socioeconomic enhanceable, i.e no significant impact of the socioeconomic of the study area, as 50% untarred in Table 4 and 71%, 18% of bad and fair road condition as shown in Table 5, it indicates that the socio-economic activities of Oyun LGA cannot attain its maximum potential and construction of the new road. Likewise, proper maintenance will help to resolve the condition of the road and types of road to improve the socio-economic activities of Oyun LGA.

The obstacle to accessibility in Oyun Local Government Area, as explained in Table 6, shows that 53% constitute poor motorable roads and should be addressed by constructing the roads or repair and maintenance of the road. The 22% high cost of transport which can be resolved by the reduction in transportation cost through subsidies of transport cost and availability of the public vehicle by government intervention, distance (16%) and others (9%) can be resolved by the construction of quick access roads to the destination by concern agency and others address as demand or required. Doing so will help to flourish the socio-economic activities of the Oyun LGA.

Trip distribution in Oyun LGA tells about the socio-economic activities in the study area. 50% of the trip distribution shows that the people of Oyun LGA are involved in 30% farming, 20% market function while education 19%, health 8%, social functions 6% and others 9% constitute the remaining 50% of the trip. It tells how important transport is to the socio-economic activities of the Oyun LGA. It implies adequate transportation will enhance the socioeconomic activities of the area, such as good roads, vehicles' availability for transporting people and goods to their desired destination at an adequate time, and cheap or low transportation costs.

Waiting time at the bus stop/ road affects the agricultural produce, and prompt availability of people for the social function, most agricultural produce in Oyun LGA, are easily perishable when late in delivery at the market. When the agricultural product does not meet market demand, it perishes and leaves the farmers to loss. The reduction in the waiting time is the solution which can be attained by the availability of vehicle at every time. When government or concerned bodies contributes by the purchase of buses of vehicles for ready mobility of people and goods will go a long way in resolving waiting time challenge as shown in Table 8 of 12%, 16%, 23% of 60min above, 46-60min, 31-45min and 28% of 16-30mins, 0-15min of 35%. Doing so will improve the socioeconomic activities in the study area, and development will be attained at its optimum.

Availability of vehicles reflecting in the number of vehicle owners in the study area shown in Table 9, 75% of the sampled respondents are no vehicle owners while 25% are owners of vehicles. The implication of this is that it affects the socio-economic activities and development of the study area negatively. The scarcity of vehicles can be resolved by making vehicles available by the government or community development bodies and also to subside the cost of transportation in the study area. The number of vehicle owners reflects the development of Oyun local government area. As suggested by the respondents who are mostly indigenes of Oyun LGA, 45% believe that the construction of good roads will help in the socio-economic development of the local government area.

The proper maintenance of roads which constitute 20% as opined by the respondents will enhance the socio-economic development of the study area while access to the market, 26% and integrated development of rural areas of 9% will help in the socioeconomic development of the Oyun LGA.

Conclusion

It has come out from this study that the importance of transportation to the socioeconomic development of the rural communities of Oyun LGA cannot be overemphasised. The bad road, cost of

transportation and down to the scarcity of vehicle and others in the study area shows great strength in the socio-economic development of the area which is not attaining its full potential. This situation is still redeemable. The implementation of the recommendations of this paper, therefore, becomes imperative in turning around the study area to attain a full potential in socioeconomic development. The government should provide vehicles for transporting rural people to ease their movement for socioeconomic activities, subsidize the high cost of transportation and overcome vehicle scarcity while there should be constant maintenance of the rural roads across the LGA in particular and Kwara State in general.

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