



Investigation of the Role of Road Transport in the Nigerian Economy

Karayolu Taşımacılığının Nijerya Ekonomisine Etkisi Üzerine Bir Araştırma

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ABSTRACT

This review includes the literature on road transport infrastructure and how it affects economic growth. The main aim is to evaluate the scope and importance of transport infrastructure for economic and social growth. Research has shown that in Nigeria, the construction of road infrastructure is often chosen to meet the practical need of moving people and goods from one point to the other. The article covers a short history of the Nigerian national road network, its emergence and the expansion of Nigerian roads, and the influence of road infrastructure on agriculture and rural development. In addition, healthcare, general social change, and poverty are inclusive as the main components of this review. While this article focuses primarily on road infrastructure, there are few citations to back up points about other forms or modes of transportation. Conclusively, the research indicates a functional link between road infrastructure and economic development.

ÖZET

Bu derleme, karayolu ulaşım altyapısı ve bunun ekonomik büyümeyi nasıl etkilediği ile ilgili literatürü içermektedir. Temel amaç, ekonomik ve sosyal büyüme için ulaşım altyapısının kapsamını ve önemini değerlendirmektir. Araştırmalar, Nijerya'da karayolu altyapısının inşasının genellikle insanları ve malları bir noktadan diğerine taşımamın pratik ihtiyacını karşılamak için seçildiğini göstermiştir. Makale kısa bir tarihçeyi, Nijerya ulusal karayolu ağı, Nijerya yollarının ortaya çıkışı ve genişlemesi, karayolu altyapısının tarım ve kırsal kalkınma üzerindeki etkisi hakkında kısa bir bilgi içermektedir. Ayrıca sağlık, genel sosyal değişim ve yoksulluk bu derlemenin ana bileşenleri olarak kapsayıcıdır. Bu makale öncelikle karayolu altyapısına odaklanırken, diğer ulaşım biçimlerine veya modlarına destek noktalarına çok az atıfta bulunmaktadır. Sonuç olarak, araştırma karayolu altyapısı ile ekonomik kalkınma arasında işlevsel bir bağlantı olduğunu göstermektedir.

Many scholars have studied transport as an important area for economic development. For local and international competitiveness, the transport sector is essential. Business growth and development are the cornerstones of any community and play a major role in the transport industry (Abiodun Olawepo, 2018). Several scientists, economists, and decision-or-policy-makers have been concentrating on transportation infrastructure and economic growth links since the 1990s (Abiodun Olawepo, 2018). One of the biggest problems with focusing on the economic effects of road networks is that, so far, not enough attention has been paid to factors that may contribute to economic growth and the benefits of that growth. Road transportation is of major importance in global development models and, at the same time, essential to economic development, which has both short-term and long-term consequences for a nation's growth (Adebambo & Onifade, 2019). Infrastructure has long been acknowledged for its economic development advantages and importance. Recent research has also done a lot of work on how the public and private sectors affect and affect the growth of the economy.

Previous studies have shown a strong and consistent connection between road networks and economic growth in nations (Adebambo & Onifade, 2019). The transport route is an integral component of certain development patterns that are often characterized as an important factor in human life, development, and civilization (Adelowotan, 1973). Connection to major highways provides competitive benefits to businesses. The movement of goods and services between the industrial and urban economies is substantial. Their mobility relies on the road system and on the whole transport infrastructure. The other ones include human transport; rail; cables; pipelines; inland waterways; shipping; and air transport (Adelowotan, 1973). The growth of several forms of automotive mobility is becoming increasingly essential to physical and economic development. Integrated urban planning, mobility strategies, and beneficial environmental impacts make land and transport services more effective. Expansion of the transport network will lower the total burden of emissions as traffic congestion falls constantly, the average speeds of traffic rise while road travel time is decreased considerably. Improved roads will thus also promote sustainable vehicular use and decrease pollution. When a new railroad or highway is finished, it will be faster to get goods to the market, and the average rates of production and supply will go down.

Lower production and delivery costs, promoting private investment, improving labor efficiency, and generating capital for infrastructure development from other areas will also be seen. Given the influence of transport infrastructure on economic growth, thorough studies are anticipated into the effect of economic growth from the transportation sector in Nigeria. In fact, the establishment of high-quality transport infrastructure has become a prerequisite for the full involvement of distant communities in favor of national development. Road mobility opens up new economic regions, improves agricultural output, revitalizes trade activities, and has a beneficial effect on urbanization. Although other forms of travel are available, such as air, rail, and water, they would have been significantly inadequate to take care of demand. Consequently, there have been supplementary efforts provided by road transport in society. Insufficient transportation restricts the capacity of the country to use its natural resources, distribute food and other finished products, combine the production and agriculture sectors, and provide education, healthcare, and other infrastructure. Consequently, current road transport must be maintained and improved, and infrastructure investment for national prosperity must be prioritized. In terms of the effects on local economies, road costs have been identified for rural jobs, especially in the industrial and retail sectors, while studies have shown that new roads tend to benefit rural regions near metro regions. Because of these things, the focus of this study is on road transport, so that the Nigerian transport system can figure out how it affects local economic growth.

1. Theoretical Framework

The transport system is the anchorage of physical distribution and concerns the actual transportation of products to their different consumers (Aderamo & Magaji, 2010). The transportation of goods and services, including people, from one location to another is essential to any nation's development (Aderamo & Magaji, 2010). The commercial nerve of development is thus integrated into the efficient transport system. Furthermore, the development activities of countries, regions, and the globe as a whole would be limited without transportation, thus making transportation systems essential for physical and economic growth (Adereti & Adeokun, 2005). A good system of transit provides people with the freedom of flexible movements, civilization, well-being, and riches, and unites people. The transportation system for the economy is as essential as the veins for blood flow in the human body for survival (Adereti & Adeokun, 2005). The development and promotion of different transport methods are thus crucial to any nation's physical and economic progress. For global and municipal economic existence, methods such as roads, railroads, air, sea, inland waterways, pipelines, routes, cables, etc. are unavoidable (Adetoro & Akinlolu, 2018). Adetoro & Akinlolu (2018) have also underlined the importance of economic transport in national development across all sectors, even as complementary functions for moving products and services are played by road and rail transport. It is thought that road travel has been the most important mode of transportation in less developed countries, but (Adeyemo, 2005; Adetoro & Akinlolu, 2001; and Adler & Polsky, 2010) that rail transportation may help and drive economic growth.

In a broader viewpoint, however, it means increasing people's living standards and decreasing income distribution inequality (Alises & Vassallo, 2016). Economic growth is an increase in a country's national revenue due to the number of products and

services produced. In order to accomplish this, all economic sectors must grow and be sustainable (Alises & Vassallo, 2016). Thus, economic development occurs when quantitative and qualitative improvements can be sustained in all economic sectors. Barwell(1996)observed that economic growth is the process by which an economy's productive capacity grows over a certain period of time, resulting in an increase in national income levels. In the context of economic development, as the level of income increases and labor expands, the total capital stock of the nation increases, and commerce and consumption are increased. Economic development, on the other hand, is the process by which the level of national output (national revenue) or per capita income rises over a period of time. The primary objective of economic development is to improve living standards and the overall well-being of individuals in an economy. In the 1960s and 1970s, road and rail transport networks were optimally utilized in Nigeria to move commodities. In the 1980s, the rail system was abandoned, which put a lot of pressure on the roads. This led to a lot of traffic, accidents, potholes, cracks, and low economic productivity (Barwell, 1996).

1.1. A brief History of Roads in Nigeria.

In 1904, Lord Lugard tried to construct a roadway in the northern region of Nigeria between Zungeru and Zaria. Maiduguri, Katsina, and Sokoto joined the same route later through Zaria. The Nigerian terrain was adorned with an independent route, secondary and feeder network in the sixties, which showed the characteristics reflecting the aim of development. The terrain was such that they could facilitate evacuation and the cooperation between dispersed human settlements of agricultural products from the interior regions to export ports. It is intended not only to facilitate the clearance of agricultural commodities but also to connect and govern scattered human settlements. The networks were distinguished by their small and twisting characteristics. In 1925, the federal government of Nigeria created a road board. In 1926, H.E. Walker suggested that the main administrative centers of the nation be connected through the skeletal trunk road network. These roads were planned for the introduction of the secondary road network. Thus, instead of a tiny puzzle of unbundled regions, the entire road system might be seen as a coordinated whole. The entire length of the government's roadways quickly rose from 6,160 km to 9,453 km (Oyesiku, 2016).

1.2. Nigerian National Road Network

Research by Bofinger (2011) indicates that road transport as a driver of growth has a major role to play in the mobility of people, commodities, and service providers in particular. The functioning of its transport infrastructure is an important element in the economy of Nigeria.

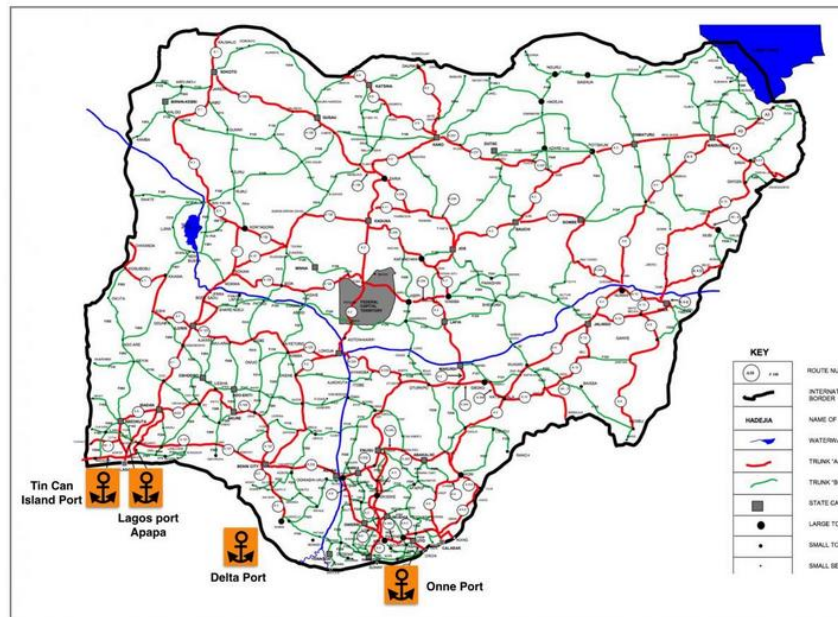


Figure 1. Map depicting the Road Network of Nigeria depicted (Maps Nigeria, 2022).

Roughly 90% of macroeconomic operations in Nigeria depend on the motor car as a mobility vehicle. Compared to other means of transport, this is seen to contribute significantly to any nation's overall Gross Domestic Product (GDP). The most important highways in Nigeria go from the south to the north to export products from the hinterland and connect the old economies of the north and south of Nigeria and vice-versa. The markings A1, A2, A3, and A4 are designated as highway classifications in Nigeria on these routes. The government has allotted N295 billion (\$819,000) for road network maintenance and repairs in its 2018 budget to ensure continued modernization and sustainability of its infrastructure. Table 1 below shows the contribution

of the highway to the Nigerian economy. As well, the map showing the current state of Nigerian road networks is shown in Figure 1 below.

Table 1. Some major areas of contribution to Nigeria's Economy from Highway Infrastructure.

S/No	Type of Transport Mode	Sector of Nigerian Economy	Major Advantages To The Economy
1.	Highway	Agriculture(Crops).	Fosters agriculture through links between rural and urban markets.
2.	Highway	Agriculture(Animals).	It has contributed to fishing growth by connecting landing points to market centers.
3.	Highway	Regional cooperation and peace.	Fosters regional cooperation amongst regions that promotes employment and peace.
4.	Highway	All sectors	Provides job possibilities e.g. engineers, police officials therefore enhanced living conditions.
5.	Highway	Industries	Promotes industrial development by distributing industrial products to market locations as well as by transporting raw materials.
6.	Highway	Tourism.	Fosters tourism through connections to all tourist attractions in distant regions.
7.	Highway	All sectors	Facilitates simple sharing of national development ideas.
8.	Highway	All sectors	Helps to diversify the economy by encouraging a number of industries which guarantee a large input of capital.
9.	Highway	All sectors	It promotes a linear settlement layout along highways leading to urbanization and its benefits, for example, the establishment of schools.
10.	Highway	All sectors	Promotes cross-border commerce, thereby boosting revenues between regions.
11.	Highway	All sectors	Governments get income through customs taxes, road licenses and national development

1.3. The Emergence of Road Expansion in Nigeria

During the pre-colonial days, horses were carried over routes. A first route, about 56 km (35 miles) for automobiles in Nigeria, was built between Ibadan and Oyo in 1906 to lessen the strain for British officers and carts. Nigeria had roughly 3,200 km of roads then. Roads in Nigeria have improved since the 1970 oil boom. In 1970, the national transportation system increased to about 10,000 km in 1970, from 6,500 km in 1960 to 29,000 km in the 1980s. Unfortunately, for years, the Nigerian road system has not been upgraded except recently.

1.4. Influence of the road transportation system on agriculture and rural development

In Kwara, the effects of road mobility on agricultural productivity have been extensively examined. Studies have revealed that agricultural goods that are supplied by the local governments are mainly by road transport. Consequently, it was concluded that the method of transport by road must be upgraded to increase agricultural output in particular. The upgrade would generate more revenue and improve the living conditions of farmers and residents in rural and urban areas (De, 2018). According to Ehizuelen & Bodybobton (2013), the quality of transportation services is important for investment by increasing accessibility in economic growth. The impact on agricultural efficiency and production of transport infrastructure in Africa (Sub-Saharan) is particularly important for three reasons. First of all, in most African nations, a substantial proportion of the Gross Domestic Product (GDP) is represented by the agricultural sector (Estache & Wodon, 2014). Moreover, poverty is concentrated in rural regions, hence the need to upgrade for a better standard of living Ehizuelen (2015). Finally, the comparatively poor roads and lengthy processing times contribute to high input and product sales costs, restricting agricultural production and development. Research of the connection between transport, lack of development, and rurality (Gifford, 1994), observed that the less transport development, the greater rurality and poverty in Nigeria. Transportation is thus, the main route connecting various sectors of Nigeria's economy. Figure 2 below shows the Impact of Roads (Highway) On Healthcare in Nigeria in the first quarter of 2020 while table 1 shows the distribution of relative transportation sector capital expenditures from 1962 to 2000.

1.5. Impact of Roads (Highway) On Healthcare

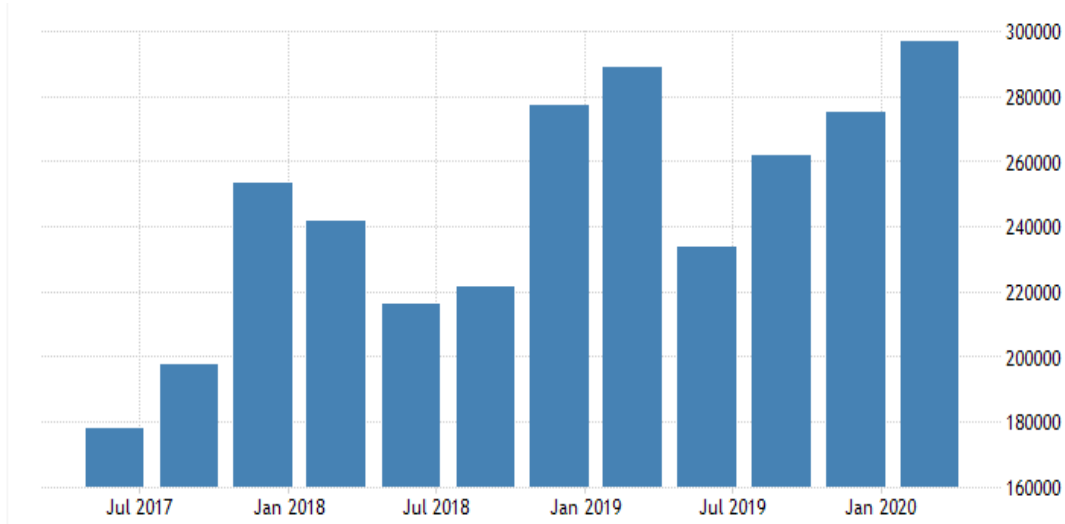


Figure 2. GDP in the first quarter of 2020 for transportation in Nigeria. (Trading Economics., 2022).

Table 2. Relative distribution of transportation sector capital expenditure 1962-2000.

Transport Mode	Plan Period							Average
	1962-1968	1970-1974	1975-1980	1981-1985	1985-1989	1990-1994	1995-2000	
Highway	54.0	58.8	72.4	70.0	72.6	65.0	70.2	66.14
Railway	14.0	17.2	10.6	15.0	3.8	14.2	13	12.54
Port (sea)	25.0	13.0	9.0	9.0	5.9	7.5	4.6	10.57
Wateways					3.8	3.3	3.0	3.37
Port (Air)	7.0	11.0	8.0	6.0	5.6	2.6	2.3	6.07
Others	N/A	N/A	N/A	N/A	8.4	7.4	6.9	7.57
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	

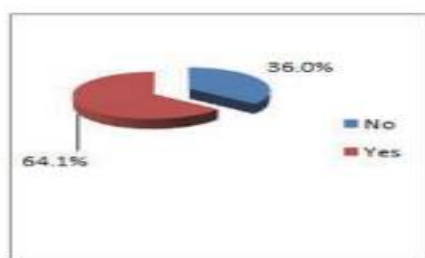
Source: Kayode (2013)

2. The impact of highway road on healthcare.

Transport infrastructure, particularly in health care and other human activities, is important for the development of any region. Several experts discussed the difficulties rural people have to face, particularly in mobility. This is essential for the social and economic existence of every group or civilization (World Bank, 2010). For example, Hettige (2006) believes that the road network is an important subject for communities based on studies in Zambia. (International Monetary Fund, 2005) advocates a shift in phase, a step towards a more substantial and desired degree of progressive transformation. According to Lawal, Alabi, & Oladele (2017), urban residents have superior health care services than the rural majority. This difference in how health services are spread causes a lot of health problems in rural areas. No doubt, rural areas, which make up more than 60% of the national population, have limited access to townships due to poor or no road networks. Accessibility in rural areas also plays an important role in enhancing rural human health care. As Lebo and Schelling (2001) point out, as land policies and their types or regions become increasingly unavailable to people or resources, their ability or proclivity to attract transportation would diminish. Similarly, some other studies from various regions of Nigeria revealed differences in how much people attend to health facilities, as (Leninisha, Vani, Agasta Adline, & Vani, 2015) the distance between people and certain health services is restricted. They also said that people go to a health facility based on the two services it offers and how far it is from them (Olanrewaju, 1987).

In the same way, many more studies in different parts of Nigeria have shown big differences in how far people have to travel to get to health services. The distance between people who are prepared to go to certain healthcare institutions restricts them. In this context, Olubomehin (2005) indicates that development, change, and transformation towards betterment are the routes to success. The movement also includes non-material and material aspects of existence. In any event, the present concept of

growth implies improving the well-being of the individual (Olubomehin, 2011). Modernization is what the contemporary evolution of the term means (Oluwaseyi & Bello, 2019). It is claimed that little improvement has been achieved in rural people's quality of life after numerous efforts. Inefficiency is the best description of the situation, as described in (Onuigbo & Adewuyi, 2014). Research by Onuigbo & Adewuyi (2014) examines the transport issues in rural travel in the Kabba-Bunu Kogi area as a barrier to medical services in Akutupa-Kiri. The results were gathered using a technique of descriptive analysis. Findings indicate that high-quality hospital services have to be enhanced since insufficient roads and high rates of travel have caused problems reaching the hospital. The poor road network and epileptic nature hamper rural health workers' abilities. This scenario has damaged access to healthcare in the area. The research recommended that a rural infrastructure supervisory body (or committee) should create and set up efficient mobility and better care, particularly within transport infrastructure. The study



recommended that roads should be constructed with appropriate facilities and resources.

Figure 2a. Tradiomedical care patronage

Source: Gbadamosi & Olorunfemi (2016)

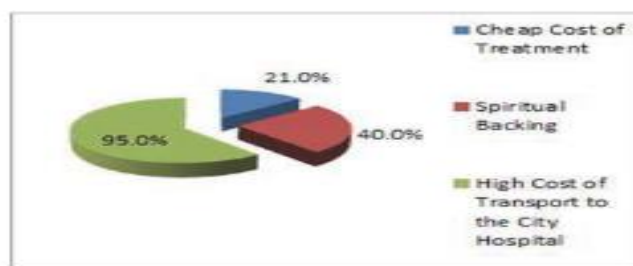


Figure 2b. Patronage Reason

In conclusion, the literature study on healthcare has revealed how transport networks, in this instance, road transport, are linked to rural and urban health conditions of individuals. However, the impact on rural residents seems to be more severe.

2.1. Investment in infrastructure

However, throughout most of the 20th century, investment in transport infrastructure was one of the primary goals. In early economic literature, capital was undifferentiated and often represented by factories, and was largely ignored as an analytical parameter (Otutu & Izugbara, 2015). Modern research has added to what is known about how a country's transportation system can help its economy grow (Shamdasani, 2021). The transport network is based on more concrete financial sources and enables the movement of commodities to production sites and the sale of finished items to market locations. There are many social services, including connections to schools, hospitals, and businesses (Simanovsky, 2021). Employment, income, and spending were important factors for evaluating the economic effects of transport networks. There has also been a positive relationship between road and highway infrastructure and per capita income (Titilola, 1999). Ulimwengu, Funes, Headey, & You (2009) found that public investment in road infrastructure had a favorable effect on the profitability of the private sector. The advantages of road networks are intuitively prevalent and play a crucial part in life-long business activities in any nation. At best, though, proof to support these claims is difficult to obtain. A complete road impact assessment system will give government officials, funders, and academic scientists a place to start building tools that can accurately measure these effects.

2.2. Infrastructure and Relationship With Poverty

The important effects of sustainable long-term growth include public investments in social welfare and physical infrastructure, while providing a platform for individuals in need of development (Oshodi & Egegbara, 2010). Investment in transport networks on the African continent has been more widely recognized lately. Between 2008 and 2010, the EXIM Bank of China alone supported approximately \$20 billion in rail rehabilitation, infrastructure finance, and dam construction in Angola and Nigeria. Most people agree that transportation structures have a large, positive, and significant effect on economic growth and poverty by making remote areas better (Otutu & Izugbara, 2015). This is why roads are seen as a major way to reduce poverty in infrastructure. In recent decades, organizations have been concerned with infrastructure and social expenditure. In the last several decades, huge infrastructure investments, especially in Africa, have failed to achieve the expected results. Will that change when, in general, investment in roads and infrastructure is projected to increase? Although investment in roads has increased lately, the world's highest transit costs remain (Shamdasani, 2021; Yusuf, Odumosu, & Odeleye, 2013). However, in most rural areas on the African continent, particularly in the Sub-Saharan regions, the proportion of global commerce in Africa has fallen, while poverty has not been reduced in any manner. It is thus important that the possible impact of decreasing poverty through road investment is thinkable. The economic effects of highways are rather substantial. Poverty is typically an important separating component based on any theoretical model (Simanovsky, 2021), emphasizing that defining conceptual processes for

the appropriate test of econometrics is vital. In general, the criteria are significant: Easier or enhanced road access lowers poverty (Titilola, 1999; Shamdasani, 2021).

Several other studies (Ulimwengu, Funes, Headey, and You, 2009) have looked at how to give people access to health care, resources, and meaningful jobs, as well as how to make people safer through risk reduction and protective factors. There are many aspects or connections between the theoretical prospects for investment in transport and improvements in the living conditions of the poor. Ulimwengu, Funes, Headey, & You (2009), stated the five major categories of poor people and how poor infrastructure has impacted them. The "poor income," which makes fewer trips since they are left to walk.

- "Missing connection," "dwelling on the fringes of cities and loss of access to cities (such as schools and hospitals) or jobs since the finest amenities are located mostly in far-off cities
- Cities.

The "Duration of time"

Use lenient and long-term methods to get to or from work and leave them free for pleasure.

- Children, the elderly, and women are typically vulnerable to individual assaults, including traffic accidents
- The "low energy"

Long-distance walking causes frustration and fatigue and reduces efficiency. These ideas have been utilized by poor people to show significant linkages between poverty alleviation and development by using road infrastructure. It is also discovered that higher education levels assist in mobilizing even poor urban people, changing employment and seizing the possibilities offered. The road network expands job market possibilities, reduces poverty and increases employment options for those with low incomes. Overall, there is a general agreement by the authors cited in this work that transport infrastructure, especially roads, has a vital, positive, and substantial impact on economic development and poverty.

2.3. Quality of Nigerian Roads

The World Economic Forum's (WEF) annual Global Competitiveness Index has a number that can be used to judge how well the roads are in a country (The Global Economy, 2022). It is an appraisal of a country's road based on the replies to the World Economic Forum's Executive Opinion Survey, which is a thorough and continuous poll of more than 14,000 business leaders from 144 different nations. A single inquiry serves as the foundation for the quality of the road score that is indicated. How would you rate the level of development of the roads in your nation, using a scale that ranges from 1 (very underdeveloped) to 7 (very well developed)?

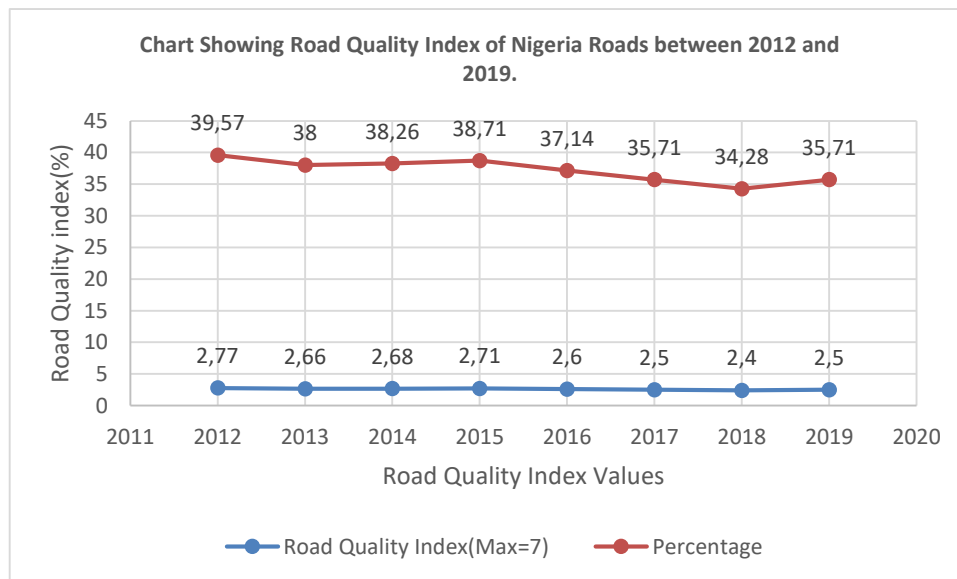


Figure 3. Quality Index of Nigeria Roads between 2012 and 2019. Data sourced from

Source: The Global Economy (2022)

A score is assigned to each country that is determined by taking the average of all of the responses. The study indicates that the quality of Nigerian roads is below 50% of the required level. This study clearly indicates that as much as there is an improvement in the construction of roads in Nigeria, the quality of roads is below the expected standard. Figure 3 below

indicates the road quality index in Nigeria between 2012 and 2019, which is the available data. The average quality result for these years is 2.60, which is 37.14%. This clearly indicates that the quality of roads in Nigeria is very poor.

2.4. Nigerian Road Quality Index in comparison to other African Countries

According to (The Global Economy, 2022) an organization that compiles the Global Competitiveness Report in roads quality, Nigeria's road infrastructure lags behind that of other African nations. Nigeria ranks 31st position out of all African countries. Despite having the world's greatest economy and population, Nigeria has a vast number of people that need to go about their daily lives, but the nation's transportation infrastructure is not quite up to par. As a result, Namibia, Rwanda, Morocco, and South Africa have increased their export earnings as a result of the construction of their own transportation infrastructure. According to the study's findings, Namibia's road infrastructure was the best in Africa, with a score of 5.3 out of 7, which was higher than South Africa's and Rwanda's ratings. According to the World Economic Forum's (WEF) annual Global Competitive Report Index, Namibia's roads have been recognized as the highest quality in all of Africa for the last five straight years. It has a higher GDP per capita than significant countries like China, India, and Italy on a global scale. This further authenticates that road infrastructure improves on economic standing of any nation. Nigeria's roads require significant upgrading.

2.5. Implication Transportation on Social Change

Since 1960, Nigeria has tried to address the weaknesses in its roads and transport networks. The lack of oversight and bad management may be linked to corruption and are several of the fundamental reasons for Nigeria's underdevelopment. In addition to aiding development, access to excellent road networks and infrastructure will increase the efficiency of commodity and agricultural product distribution on the market. Transportation and time are reduced, and fatalities are minimized on the Nigerian roadway. Social development may be used to better understand the effect of excellent investment in road infrastructure on economic growth, especially in a difficult economic situation such as Nigeria. Research and advancements in the networks of road connections may eventually lead to improvements in living circumstances, reduced travel and transportation expenses, and can contribute to good social change in the end. In addition to aiding development, access to excellent road networks and infrastructure will increase the efficiency of commodity and agricultural product distribution on the market. Transportation and time are reduced and fatalities are minimized on the Nigerian roadway. Social development may be used to better understand the effect of excellent investment in road infrastructure on economic growth, especially in a difficult economic situation such as Nigeria. Research and advancements in the networks of road connection may eventually lead to improvements in living circumstances, reduced travel and transportation expenses and can contribute to good social change in the end.

3. Recommendations and Conclusion

This article examines earlier research which show that the investment of road transport infrastructure and road networks increases the economic development of countries, Nigeria in perspective here. Typically, investment advantages transcend beyond economic development to social change in developing countries such as Nigeria. The World Economic Forum's (WEF) annual Global Competitive Report Index has classified Namibia's roads as the finest in all of Africa for the past five years in a row. With a score of 5.3 out of 7, Namibia's road infrastructure was determined to be the best in Africa, surpassing both South Africa and Rwanda. It has a larger per capita gross domestic product than other major nations, including China, India, and Italy. This gives more evidence that national transportation networks may stimulate the economy. The infrastructure of Nigeria's roadways requires significant improvement. The overall perspective of the papers examined in the research reveals that the major obstacles to expanding road networks and transport services in Nigeria include corruption, namely in contract awards, lack of road monitoring at building sites, and governance for road construction. The connection between roads and the economic potential of emerging nations is thus established. Road transportation has an enormous contribution to the economic growth of Nigeria. The absence of appropriate oversight of road projects and the lack of monitoring for a specified time imply intentional attempts by government officials to look the other way. Unless controlled, such corrupt trends will also continue to harm country's socio - economic growth. Therefore, there is a need for attitude changes by the different government entities at all levels responsible for road construction. In addition, changes to transport planning support efficiency through accessibility planning, which extends transportation services to include enhancements to different modes of transport, mobility management, more accessible land uses and mobility substitutes. The necessity to generate jobs and enhance the local economy also promotes the system of public transit. This article examines earlier research which show that the investment of road transport infrastructure and road networks increases the economic development of countries, Nigeria in perspective here. Typically, investment advantages transcend beyond economic development to social change in developing countries such as Nigeria. The overall perspective of the papers examined in the research reveals that the major obstacles to expanding road networks and transport services in Nigeria include corruption, namely in contract awards, lack of road monitoring at building sites, and governance for road construction. The connection between roads and the economic potential of emerging nations is thus established. Road transportation has an enormous contribution to the economic growth of Nigeria. The absence of appropriate

oversight of road projects and the lack of monitoring for a specified time imply intentional attempts by government officials to look the other way. Unless controlled, such corrupt trends will also continue to harm country's socio - economic growth. Therefore, there is a need for attitude changes by the different government entities at all levels responsible for road construction. In addition, changes to transport planning support efficiency through accessibility planning, which extends transportation services to include enhancements to different modes of transport, mobility management, more accessible land uses and mobility substitutes. The necessity to generate jobs and enhance the local economy also promotes the system of public transit.

AUTHOR DECLARATIONS

Declarations of Research and Publication Ethics: This study has been prepared in accordance with scientific research and publication ethics.

Ethics Committee Approval: Since this research does not include analyzes that require ethics committee approval, it does not require ethics committee approval.

Author Contributions: The authors all contributed to conceiving, drafting, writing, editing, and publishing the work. The lead author was in charge of correspondence.

Conflict of Interest: There is no conflict of interest arising from the study for the author or third parties.

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