PERCEIVED SOCIO-ECONOMIC SPILL-OVER EFFECTS OF TRANSIT RURAL ROADS DEVELOPMENT ON RURAL FARM HOUSEHOLDS IN MAKURDI LGA IN BENUE STATE NIGERIA

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ABSTRACT

The study was carried out in Makurdi local government area of Benue state Nigeria to assessed the perceived socio-economic spill-over effects of transit rural roads development on rural farm households in Makurdi LGA in Benue state Nigeria. The study adopted a descriptive research design. This was in the form of a cross sectional survey design. A multistage sampling techniques was employed to elicit respondents for the study. Questionnaire distribution and interview schedule were used as source of data collection from 120 rural farm household's. The data collected were analysed using 4-point Likert scale, 3point Likert, table, means, percentages, frequency distribution and chi-square. The result of socio-economic characteristic revealed that, majority of rural farm households 78(65%) were male, 48(40%) of rural farm households were within the age brackets of 36-46years, 83(69.2%) rural farm households were married, and 52(43.3%) rural farm households had primary education. The socio-economic spill-over effect of transit rural road development as perceived by households in Makurdi Local government area were revealed that, 46(38.33%), Agreed that, road development improves linkages to other transport modes and thereby aiding mobility and was rank 1 with Mean ($\bar{X}$ = 2.992), While, 50(41.67%) Agreed that, road development increases income of rural farmers was ranked 2nd with Mean of $\bar{X}$ =2.925, 40(33.33%) agreed that, road development Improves economic wellbeing/quality of life of rural farm households and was ranked 3rd with Mean of ($\bar{X}$) of 2.742, 43(35.83%) agreed that, rural road development boost agriculture ranked 4th with mean of ($\bar{X}$) of 2.717, 41(34.17%) agreed that, road development reduces travel time and cost of transportation to the market and was ranked 5th with mean of ($\bar{X}$) of 2.658. and finally, 39(32.5%) agreed that, road development facilitates social integration, inclusion and job creation and was ranked 6th with mean of ($\bar{X}$) of 2.567. Thirdly, the perceived constraints affecting road development revealed that, majority, 83(69.17%) respondents perceived corruption as the major factor militating against road development in makurdi local government area of Benue state Nigeria with Mean ($\bar{X}$ = 2.55). The study therefore recommends that, increase government budgets on road. Government should also adopt and put on mechanism that will monitor progresses of road development at every stage to ensure that, funds appropriated for road development are not embezzled by corrupt government officials.

Keywords: Road, Development, Households, Socio-Economics, spill-over, and Effects.

1. INTRODUCTION

Transit Rural Roads developments are critical enabler of economic activities with multidimensional appendages practically connecting and accelerating other sectors by promoting access to economic and social services through income generation, employment and improvement of wellbeing of beneficiaries (Ater, 2023). Transit Rural Road development is no doubt an infrastructural artery aiding the movement of goods and services from one geographical area to another. Transit Rural Road development plays an essential role in socio-economic transformation of any nation particularly developing economy like Nigeria, as it opens up more areas and stimulate economic and social development infrastructure by facilitating access to employment, social health and educational services which makes its a crucial component in poverty reduction by bringing social infrastructures closer to the people.

The importance of road development (transportation) in the development of economies around the world cannot be overemphasized. Transit Rural Road makes a crucial contribution to economic development and growth and bring important social benefit attached to it development. According to Tunde and Adeniyi (2012), Transit Rural road infrastructure development improves the operations of the manufacturing industry, retail, labour, and housing markets through improved road development to both geographical and economic regions. Undoubtedly, good transit rural road infrastructure leads to expansion of markets, economies of scale and improvement in factor market operations. It also opens up the rural economy to greater competition.

According to national integrated infrastructural master plan report (NIIMPR) (2013), Nigeria has a national road network of about 200,000km of which total federal road make up 18% (35,000km), state road 15% (17,000km) and local government road 67%(150,000km) with most local roads being paved (tarred). It further remarked that, an estimated road network is in poor condition, 30% in fair condition 27% in good condition, the remaining 3% consist of unpaved trunk roads that needs to be paved.

The thrust of this paper therefore is the perceived socio-economic spill-over effects of transit rural roads development by rural households in makurdi local government area of Benue state Nigeria, especially in those areas which have the greatest impact on the lives of rural household's dwellers. We intend to establish the socio-economic spill-over effect of transit rural road development in makurdi local government area. However, rural transit road development is the key catalyst to socioeconomic transformation, development and growth of the rural areas. Yet, they are insufficient in most rural communities in makurdi local government areas of Benue state Nigeria.

Several studies [(Flouracre,2010) and (Ogunseye, *et al.,* 2020)] have been conducted focusing on social benefit of road infrastructure development, its effects on economic growth and socio-economic impact of road infrastructure development during-and post-construction in a fast-growing city in Nigeria and globally. None of these study, tried to assess the socioeconomic spill-over effect of transit rural roads development on local government level. It is in-view of this that, this study seeks to assess the socioeconomic spill-over effect of transit rural road development on rural household farmers in Makurdi local government area of Benue state Nigeria.

1.2 Statement of the Problem

Transit rural Roads development play a complex role in stimulating, revitalizing and facilitating socio-economic transformation through easy movement of people, goods and services from one region to another region. In spite of this importance of rural road development as a critical tool for integrating transport modes to enhance intermodal movement, it has been faced with bedevilling issues such as; low budgetary allocation on road, corruption, high cost of road development, delay payment and high compensation to residence residing within the marked areas for road development and existing topography etc. As such, these factors have high tendency to hinder rural road development in makurdi local government area. However, road development still remains vital to development of any human settlement and thus, it remains an integral component of for socio-economic transformation and development, despite the numerous benefit it offers.

Ironically, these rural roads infrastructure that should serve as a hub linking geographical locations in makurdi local government area in Benue state are simply inadequate, under-developed and in decayed state. It was remarked that, about 78% of state road are in poor condition, with 87% of local government roads considered to be in poor condition (National Integrated Infrastructural Master Plan Report (NIIMPR) (2013). It is against this backdrop that, this study seeks to assess the socio-economic spill-over effect of transit rural road development on rural farm households in makurdi local government area of Benue state Nigeria.

1.3 Research question

The following research questions were formulated to guide objective investigation into specific issues surrounding rural road development and it socio-economic spill over effect on rural farm households in makurdi local government area of Benue state Nigeria;

i. What are the socioeconomic characteristics of the rural farm households?
ii. What are the perceived socio-economic spill-over effects of transit rural road development on rural farm households in makurdi local government area of Benue state Nigeria?
iii. What are the perceived constraints militating against rural road development in makurdi metropolis?

1.4 Objectives of the Study

The broad objective is to assess the socio-economic spill-over effect of transit rural roads development in makurdi local government area of Benue state Nigeria. While, the specific objectives are to;

i. determine the socio-economic status of rural farm households in makurdi local government area of Nigeria;
ii. assess perceived socio-economic spill-over effects of transit rural roads development on rural farm households in makurdi local government area of Benue state Nigeria;
iii. determine the perceived constraint militating against rural road development on rural farm households in makurdi local government area of Benue state Nigeria;

1.5 Statement of the Hypothesis

i. H$_{01}$: transit rural road development does not have socio-economic spill-over effect on rural farm households in makurdi local government area of Benue state Nigeria.

1.6 Significance of the study
The findings of this study will be beneficial in the following ways:

i. It will contribute meaningfully to the existing literature in the infrastructural sector and also serve as a vital tool to guide policy makers in formulation of policies that pertains to road development and the intended benefit accrued to the provision of well-developed road networks in Makurdi local government area of Benue state, Nigeria.

ii. In addition, the study will serve as reference point to other researchers and allow for proper planning and implementation of infrastructural development policy as it relates to the provision of adequate rural road infrastructure in Makurdi local government area of Benue state Nigeria.

1.7 Scope of the Study
The scope of the study was sub-dived into the following;

i. The geographical scope
The study was carried out in Makurdi local government area of Benue state Nigeria.

ii. Element in the focal organization
The participatory respondents for this study were specifically rural farm households in with access to transit rural roads networks in Makurdi local government area of Benue state Nigeria;

iii. Variable scope
The variable scope consists of dependent variable which is socioeconomic spill-over effect and transit rural road development is an independent variable. $Y = f(X_1)$
Where;
 y = socioeconomic spill over effect
X = transit rural road development.
Socioeconomic spill-over effect of rural road development was measured on a four (4) point Likert scale fashion measured as; Strongly agree (SA) =4, Agree (A) =3, Disagree (D) =2 and Strongly Disagree (SD) =1.
Also, the Constraints militating against rural road development in makurdi metropolis was measured on 3 point Likert scale as perceived constraint (PC)=3, Undecided (U)=2 and not perceived constraint (NPC) = 1.
iv. Period of study
The time scope from March – August, 2023.

2. METHODOLOGY

Research design: the study adopted a descriptive research design. This was in the form of a cross sectional survey design. This survey design was appropriate where the study sought to describe the characteristics of certain groups. Estimate the population who have certain characteristics and make certain predictions. It allows the researcher collect data from relatively large samples.

2.1 Study area:

Makurdi is the capital of Benue state Nigeria, the town is located in the middle belt region between latitude 7°38'N - 7°50'N, and longitude 8°24'E and 8°38'E. The city is situated on the south bank of the Benue river. In 2016, makurdi and the surrounding areas had an estimated population of 365,000 persons. *(www.nigeriastat.gov.ng).*

As an administrative unit, Benue State was first created on 3 February 1976. It was one of the seven states created by the military administration headed by General Murtala Mohammed, which increased the number of states in the country from 13 to 19. In 1991, its boundaries were re-adjusted with the creation of Kogi State. The new Benue State of today has twenty-three (23) local government areas, which are administered by local government councils *(Encyclopaedia Britannica. Retrieved 2022-05-26).*

Makurdi metropolis apart been a connecting hub to different regions. It has a number of few well-developed Intra state roads. All the roads in the state radiate from these interstate routes below: Major Northern route is the: Makurdi to Lafia to Jos Road. Major Southern routes are: Makurdi to Otukpo to Enugu, and Makurdi to Yandev to Adikpo to Calabar, Cross River State Road. Major Eastern route (Which attracts lots of traffic): Makurdi to Yandev to Katsina Ala to Wukari roads. Major West routes (Which attracts lots of traffic): Makurdi to Ankpa to Okene Road.

Makurdi North and Makurdi South constituencies consist of 11 council wards namely; Wailomayo, Ankpa-Wadata, Modern Market, Market/Clerk, Central/South Mission, Fiidi, Bar, North-Bank I, North-Bank II, Mbalaagh and Agan. Makurdi local government is divided by River Benue from south bank to north bank with bidirectional transit route. *(Makurdi/Encyclopedia.com).*

In addition, the economic activities indulge by households in makurdi metropolis is farming, trading. While, majority of respondent were civil servants.

Climatically, makurdi metropolis falls on Koppen;s AW climate group and experiences seasonal wet and dry seasons. Owing to its location in the valley of river Benue, makurdi experiences warm temperatures most of the year and it is relatively cool during the period of November to January, when the harmattan weather is experienced. The temperature are constantly high averaging between 28^0-32^0 and sometimes rising to 37^0 C. vegetation possess relics of guinea savannah with coarse grasses and numerours species of scattered trees.
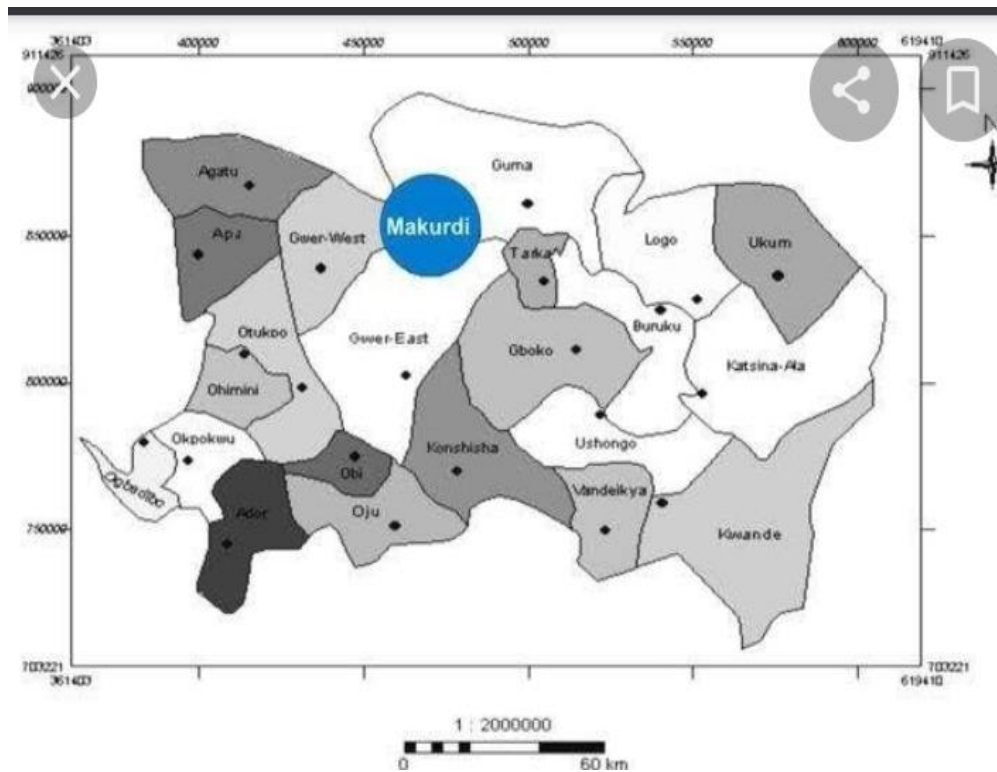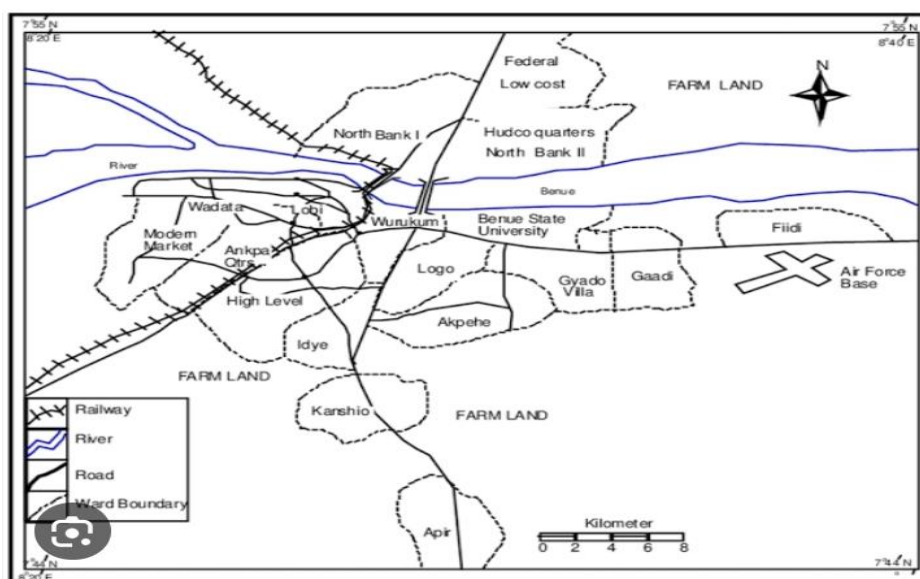
Figure 1: Map of Makurdi LGA

Figure 2 Showing Map of Makurdi
LGA with Road Networks

2.2 Target population for the Study: the targeted population were rural farm household's dwellers.

2.3 Sample size and sampling techniques: The study employed a multistage sampling technique for eliciting respondents for the study. The first stage was purposive selection of 12 transitory rural roads in Makurdi local government area of Benue state Nigeria. The second stage was random selection of 10 households from each rural transit road in stage 1 above to arrive at a sampling frame of 120households in makurdi local government area of Benue state Nigeria. These randomly selected transitory roads was chosen because of high freightage, number of rural households and commercial activities been carried out within the parameter of interest.

Table 1 sample size selection plan

Local government	Name of rural transitory roads within Makurdi LGA	Transitory roads sampling frame	Rural Households Sample size
	Apir	1	10
	Adaka	1	10
	Adeke	1	10
	Iwa	1	10
	Tatyough	1	10
	Toighor	1	10
Makuridi LGA	Yaikyo	1	10
	Nyirgir-makurdi	1	10
	Kachi	1	10
	Beetseh	1	10
	Agbadu	1	10
	Ikan	1	10
Total			**120 households**

 Source: (Field Survey. 2023).

2.4 Instrument of Data Collection

The researcher designed an interview schedule tagged; Perceived Socio-Economic Spill-Over Effects of Rural Road Development by rural farm Households in Makurdi Metropolis (PERSOCEORDV) as one of the data collection instrument for this study. The households with well development transitory rural roads were interviewed. The interview questions were aimed at eliciting relevant information concerning their socio-economic spill-over effect of rural road development with their areas in makurdi local government area of Benue state Nigeria.

The content of the instrument was based on the findings of the interview conducted with households. The questionnaire has 3 sections: A, B, and C. Section "A", was on socioeconomic characteristics of rural farm households in makurdi local government area of Benue state Nigeria. Section "B", is the perceived socioeconomic spill-over effect of transit rural roads development which was anchored on 4point Likert scale as; Strongly agree (SA)=4, agree (A)=3, Disagree (D) and Strongly disagree (SD)=1. Decision Rule was achieved by the following step:

Steps1: 4-1 =3

Step 2: ¾ = 0.75

Step3: = add 1 to 0.75 obtained in step 2 = 1.75

Using result from step 3 to obtain various class boundary for respective decision rule starting value of 1 as minimum.

1 - 1.75 = Strongly Disagreed;

1.76 – 2.5 = Disagreed;

2.51 – 3.25 = Agreed and

3.26 – 4.000 = Strongly Disagree.

And Section "C" contains questions on perceived constraint militating against transit rural road development in makurdi local government area of Benue state Nigeria which was anchored on 3point Likert scale. Perceived constraint (PC)=3, Undecided (U)=2, Not Perceived Constraint (NPC)=1. Decision Rule was achieved by the following step:

Step1: 3-1 =2

Step2: 2/3 = 0.67

Step3: = add 1 to 0.67 obtained in step 2 = 1.67.

Using result from step 3 to obtain various class boundary for respective decision rule starting value of 1 as minimum.

1-1.67 = not Perceived constraint;

1.68-2.35= undecided;

2.36-3.00 =perceived constraint.

2.5 Method of Data Collection:

The method used in collecting information for the study were structured questionnaire and interview schedule.

2.6 Data Analysis Techniques

The data collected for this study were analysed using descriptive and inferential statistics. Descriptive statistics such as table, Percentages, Frequency distribution, Mean, standard deviation; 4-point scale and 3-point scale were employed to achieve objectives (i) and (ii). Hypothesis test was done using repeated measure of analysis of variance (ANOVA) for objective (ii).

3. RESULT AND DISCUSSION

Objective One: Determine the socio-economic status of households in Makurdi metropolis

The table 2 shows the result of socio-economic characteristics of rural farm households in makurdi local government area of Benue state Nigeria. The distribution of gender revealed that, majority of 78(655) were male. While, 42(35%) were females.

The age distribution, revealed a mean age of 43years indicating that, majority 48(40%) of households were within the age brackets of 36-46years, 46(38.3%) were within age brackets of 25-35years, 16(13.3%) were within the age brackets of 47-56years, 7(5.8%) were within the age brackets of 57-66 and 3(2.5%) were within the age of 66years and above.

The distribution of marital status of households in Makurdi metropolis revealed that, majority 83(69.2%) were married, 21(17.5%) were single, 14(11.7%) were either separated or divorced and 2(1.7%) were either widow or widower.

The findings for educational level of households revealed a mean years spend schooling as 6.9244. indicating that, majority 52(43.3%) had primary education, 37(30.8%) had secondary education, 23(19.2%) had tertiary education and finally, 8(6.7%) had no form of formal education.

Table 2 Showing Result for the Distribution of Socio-economic Characteristics of rural farm Households in Makurdi Local Government area of Benue State Nigeria

Socioeconomic characteristics	Frequency	Percentages (%)	Mean
Gender			
i. Male	78	65	
ii. Females	42	35	
Total	**120**	**100**	
Age			43years
25-35	46	38.3	
36-46	48	40	
47-56	16	13.3	
57-66	7	5.8	
Greater than 66	3	2.5	
Total	**120**	**100**	
Marital status			
i. married	83	69.2	
ii. single	21	17.5	
iii. separated/divorced	14	11.7	
iv. widow/widower	2	1.7	
Total	**120**	**100**	
Level of Education			6.9244
i. no formal education	8	6.7	
ii. primary education	52	43.3	
iii. secondary education	37	30.8	
iv. tertiary education	23	19.2	
Total	**120**	**100**	

Sources:(Field survey, 2023).

Objective Three: Determine The Socio-Economic Spill-Over Effect of Transit Rural Road Development in Makurdi Local Government Area of Benue State Nigeria

The socio-economic spill-over effect of transit rural road development as perceived by rural farm households in Makurdi LGA is summarized in table 3 below. The result revealed a grand mean of $(\bar{X})$ = 2.767; [Decision rule: (2.51 – 3.25 as Agreed]. Implying that, all the Rural farm households were in agreement that, transit rural roads development has socioeconomic spill over effect on rural households in Makurdi local government area of Benue state Nigeria.

The result further revealed that, 46(38.33%), Agreed that, road development improved linkages to other transport modes and mobility was rank 1 with Mean ($\bar{X}$ = 2.992 [Decision rule: ($\bar{X}$ = 2.992 fell in between (2.51 – 3.25 =Agree)], While, 50(41.67%) Agreed that, road development increases income of rural farmers was ranked 2nd with Mean of $\bar{X}$ =2.925; [Decision rule: $\bar{X}$ =2.925 fell in between (2.51 – 3.25 = Agree)], 40(33.33%) agreed that, road development Improves economic wellbeing/quality of life of rural farmers and was ranked 3rd with Mean of $(\bar{X})$ of 2.742. [Decision rule: $(\bar{X}$ =2.742) fell in between (2.51 – 3.25 = Agreed], 43(35.83%)

agreed that rural roads boost agriculture and was ranked 4th with mean of ($\bar{X}$) of 2.717. [Decision rule: $\bar{X}$ = 2.717 fell in between (2.51 – 3.25 = Agreed)], 41(34.17%) agreed that, road development reduces travel time and cost of transportation to the market and was ranked 5th with mean of ($\bar{X}$) of 2.658. [Decision rule: ($\bar{X}$=2.658) fell in between (2.51 – 3.25 = Agreed] and finally, 39(32.5%) agreed that, road development facilitates social integration, inclusion and job creation was ranked 6th with mean of ($\bar{X}$) of 2.567. [Decision rule: $\bar{X}$ = 2.567 fell in between (2.51 – 3.25 = Agreed).

Table 3 Shows the households Perceived Socio-Economic Spill-over Effect of Road Development in Makurdi Metropolis

Perceived Socio-economic spill-over effect of road development by households	Strongly agree (SA)(4)	Agree (A)(3)	Disagree (D)(2)	Strongly disagree (SD)(1)	Mean ($\bar{x}$)	Decision rule	Ranking
Improve linkages to other transport and mobility.	46	39	23	12	2.992	Agree	1st
Rural Road development increases income of rural farmers.	50	31	19	20	2.925	Agree	2nd
Rural Road development improves economic wellbeing/quality of life of rural farmers.	40	30	29	21	2.742	Agree	3rd
Rural Road development boost agriculture.	43	30	17	30	2.717	Agree	4th
Road development reduces travel time and cost of transportation to the market.	41	27	22	30	2.658	Agree	5th
Road development brings about social integration, social inclusion and job creation.	39	18	35	28	2.567	Agree	6th

Total mean	2.767	Agree

Source: (Field survey, 2023). SPSS version 20 computation.
Likert Keys: Strongly agree (SA)=4, agree (A)=3, Disagree (D) and Strongly disagree (SD)=1.
Decision Rule: 1 - 1.75 = Strongly Disagreed; 1.76 – 2.5 = Disagreed; 2.51 – 3.25 = Agreed and 3.26 – 4.000 = Strongly Disagree.

Objective Four: Assess the perceived constraint militating against road development in makurdi Local Government Area of Benue State Nigeria

The perceived constraints affecting rural road development by respondents is summarized in the table 4 below. The result revealed a grand mean of $(\bar{X})$ = 2.436; [Decision rule: 2.36-3.00] implying that, all the constraints specified by respondents were perceived as constraint affecting rural road development in makurdi local government area of Benue state Nigeria. Specifically, The result further revealed that, 83(69.17%), respondents perceived corruption as factor militating against rural road development in makurdi local government area of Benue state Nigeria and was rank 1 with Mean $(\bar{X}$ = 2.55) which fell between [Decision rule: $(\bar{X}$ = 2.36-3.000 as perceived constraint], 65(54.17%), respondents perceived low budgetary allocation on road and maintenance as factor militating against road development in makurdi local government area of Benue state Nigeria and was rank 2nd with Mean $(\bar{X}$ = 2.46) which falls in between [Decision rule: $(\bar{X}$ = 2.36-3.000 as perceived constraint], 68(69.17%), respondents perceived huge compensation to households and delay payment to communities/villages as factor militating against road development in makurdi local government area of Benue state Nigeria and was rank 3rd with Mean $(\bar{X}$ = 2.43) which falls in between [Decision rule: $(\bar{X}$ = 2.36-3.000 as perceived constraint], 58(48.33%), respondents perceived Faulty design of existing road, Lack of proper drainage and household placement as factor militating against road development in makurdi local government area of Benue state Nigeria and was rank 4th with Mean $(\bar{X}$ =2.383) which fell between [Decision rule: $(\bar{X}$ = 2.36-3.000 as perceived constraint]. And 58(48.33%), respondents perceived Topography of land for road development as factor militating against road development in makurdi local government area of Benue state Nigeria and was rank 5th with Mean $(\bar{X}$ =2.358) which fell between [Decision rule: $(\bar{X}$ = 2.36-3.000 as perceived constraint].

Table 4 Shows respondents perceived constraint affecting road development in Makurdi metropolis

Perceived Constraints of Road Development	Perceived Constraint (PC) (3)	Undecided (U) (2)	Not perceived Constraints (NPC)(1)	Mean ($\bar{x}$)	Decision Rule
Corruption	83	20	17	2.55	1st
Low budgetary on road development and maintenance	65	45	10	2.46	2nd
Huge compensation and delay payment to communities/villages.	68	36	16	2.43	3rd
Faulty design of existing road. Lack of proper drainage and household placement.	58	50	12	2.383	4th
Topography of land for road development	70	23	27	2.358	5th
Overall mean				**2.436**	

Source: (Field survey, 2023). SPSS version 20 computation: **key:**
Likert keys: Perceived constraint (PC)=3, Undecided (U)=2, Not Perceived Constraint (NPC)=1. **Decision Rule**: 1-1.67 = not Perceived constraint; 1.68-2.35= undecided; 2.36-3.00 =perceived constraint.

3.1 Test of Hypotheses

Hypothesis one (H_{01}): there is no significance difference in perception of the effect of rural roads development on socio-economic spill over on rural farm households in Makurdi local government area of Benue state Nigeria. Table 5 below shows the chi-square (X^2) result of perception of households on effect of rural road development on socio-economic spill over on rural farm households in Makurdi local government area of Benue state Nigeria. The result revealed that, X^2 (12, 120) =30.11, p =.005 significant level implying that, there is a statistically significant effect of rural road development on socio-economic spill over on rural farmer's households. Thereby, the null hypothesis which state that, road development does not have socio-economic spill over effect on rural farm households in Makurd local government area of Benue state Nigeria is rejected and alternative hypothesis accepted since X^2 _calculated (30.11) > X^2 _tabulated (21.026), p =.005.

Table 5: Summary of Chi-Square Analysis (X^2)

Variables	Df	Calculated X^2	Tabulated X^2	P-value	Decision
Transit rural Road development does not have effect on socio-economic spill-over effects on rural farm households in Makurdi Metropolis	(R-1) (C-1) (5-1) (4-1) (4)(3) 12	30.11	21.026	.05	Null hypothesis rejected and alternative hypothesis accepted.

Source: (Field survey, 2023). SPSS version 20 computation.

4. CONCLUSION AND RECOMMENDATION

4.1 Conclusion:

Rural Road development is a vital to tool of any human settlement and it benefits to any society cannot be overemphasized. As such, it remains a vital component in socio-economic transformation of any nation. Thereby, the study concludes that, road development has a significant effect on socio-economic spill-over of household's dwellers in makurdi metropolis.

4.2 Recommendation:

Based on the findings from the research, the study therefore recommends the following;

i. Government should increase budgetary allocation on roads through in cooperating integrated road programmes as basic for socioeconomic livelihood or status of households in makurdi metropolis.

ii. Government should pre-empt possible ways to help fast track and facilitate compensations to households affected during road development or construction this will go a long way to tackle problems cause by delays in payments of compensations to households in the affected communities.

iii. Government should adopt best practices in monitoring the progress of road development at every stage to ensure that, funds appropriated for road development are not embezzled but used for the purpose of road development.

4.3 Contribution to knowledge

i. The study thereby established that increase government spending on road development will have socio-economic spill over effect on household dwellers in makurdi metropolis.

4.4 Competing interests

Authors have declared that, no competing interest exists from this research paper

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