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Impact of Delayed Road Infrastructure Development on Values of Shops along Aba Road, Ikot Ekpene

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Abstract

Infrastructure refers to all the physical, social and economic elements needed to support the population. This research aimed at assessing the effect of delayed road infrastructure development on rental values of shops along Aba Road, Ikot Ekpene, Akwa Ibom State. In order to achieve the stated aim, the objectives of the study were stated as follows: to assess the present condition of Aba Road, Ikot Ekpene and to examine the relationship between road infrastructure provision and property value in the study area. The research employed the cross-sectional survey research approach. The simple random sampling technique was employed and the sample size was determined using Cochran's formula for descriptive studies. Data was collected mainly through primary sources. A sample size of one hundred and fifty (150) was used for the study determined through the use of Cochran's formula. The primary source of data collection was through a structured questionnaire and copies of the questionnaire were administered to the respondents within the study area. Descriptive analysis such as the use of frequency tables and percentage as well as Relative Importance Index were employed to analyze the data obtained through the questionnaire. The collected data from the field was also edited, coded and classified into response categories; this was done with the help of the Statistical Package for Social Sciences (SPSS) in order to determine the relative importance index of the variables. the result revealed that none of the respondents opined an excellent or good state of the road assessment. This implies that the road is in a bad state of functionality. The research concluded that there was a strong relationship between delay in road infrastructure development and property values as all the questionnaire items scored above the minimum point of 3.5 on the scale with the highest mean score depicting that delay in the provision of road infrastructure discourages most shop operators to accept settling along Aba road. However, the research recommended that it is pertinent for the government and the infrastructure service providers to take into consideration the indicators of effectiveness and efficiency in physical infrastructure performance measurement.

Keywords: Impact, delay, road infrastructure, values, shops, Ika.

Introduction

The term infrastructure refers to all the physical, social and economic elements needed to support the population, in addition to other municipal services which include road construction, water supply, schools and police stations, electricity, airports, etc. According to Yomi (2003), infrastructure is seen as including those social services derived from a set of public works traditionally provided by the public sector, to enhance private sector production and to allow for household consumption. They include services like roads, hospitals, schools, water supply, sewage, etc. All these services largely determine how healthy and prosperous an individual would be and how long he will live. Nubi (2002) describes infrastructure as a wide range of economic and social facilities growth that enhances quality of life. They include housing, electricity, pipe-borne water, drainage, waste disposal, roads, sewage, health, education, telecommunications and institutional structures like police station, firefighting station, bank and post office. Donald (2000) defines Infrastructure as the physical structure and facilities that are developed or acquired by public agencies to enhance governmental function and provide water, power, waste disposal, transportation or similar services to facilitate the achievement of common social and economic objectives. However, irrespective of the classification, infrastructure aims at improving, promoting and enhancing total wellbeing of the people (Udoudoh, 2016). It is an undisputed fact that transportation is among the most leading factors on the development, evolution, and growth of urban form. Linking different modes located all the way through the metropolitan environment, transportation offers, gives and affords people with ease of access to various markets, downtown, central business districts, inner-city as well as other vital locations; such ease of access, sequentially, is a significant indicator of real estate value (Gatzlaff, and Smith, 1993). Moreover, transportation helps create and produce the devolution of urban places following the growth of personal vehicle as the dominant type of transportation and commuting in many developed cities of the world. Road infrastructure, as a complex network, connects cities and accommodates human activities coupling the social, economic and environmental systems with the urbanization and population growth. Additionally, some authors have found that the road transportation network contributes to the socioeconomic development and the increased quality of life through generating inter- or intra-city connections during urbanization (Rodrigue, *et al.*, 2016). Recently, the impact of road infrastructure has been a hot topic, and the economic effect of road infrastructure has been receiving more attention and debate because of the pursuit to direct economic growth of both regions and sectors (Lakshmanan, 2011). As posited by Adebayo (2012), one major determinant of property values is infrastructural facilities, the preserve of which leads to appreciation of property values and its absence affects neighborhood prices adversely. Where urban infrastructure is adequately provided and efficiently managed, productive and profitable land uses are usually attracted towards such area.

Statement of the Research Problem

The effective economic activities functioning and development level fulfillment in either urban or rural environment is reliant on availability of sufficient infrastructural provisions such as: good road network; portable water supply system; drainage system etc. (Ihuah and Benebo, 2014). Amongst the existing urban physical infrastructure available in every urban center, - electricity, water and road infrastructures – road infrastructure is asserted to be the most important amongst these identified urban physical infrastructures in that it aids circulation services in every urban center. The absence of adequate road circulation services or network in any urban center amounts hinders urban expansion and economic stagnation on the long run. The rationale behind this study is on the premise that the expected real properties and its values can be influenced by the availability or non-availability of proper road circulation network. It has been observed in Ikot Ekpene that the delay in road infrastructural development for years by governments has bedeviled the ancient town. It is worthy to note that most areas in Ikot Ekpene especially Aba road suffer accessibility problems resulting from ill routed and bad road network, poorly constructed roads and pot holes along the road. The bad situation of roads and drainages in the study area has also increased the cost of transportation and result in loss of man-hour to businesses in shops that need to commute. The incessant menace of flooding, due to poor drainage system and desilting has vastly obstructed livability along Aba road. In the light of this state of urban road infrastructure in the study area, there arise a need thus for a research on the state of public road infrastructural provisions in the study area, unravelling the present state of decline, its causalities as well as assessing its impact on commercial real estate sector. The foregoing elicited the interest of the researchers towards assessing the effect of delayed road infrastructure development on rental values of shops along Aba Road, Ikot Ekpene, Akwa Ibom State. In order to achieve the stated aim, the objectives of the study were stated as follows:

i. To assess the present condition of Aba Road, Ikot Ekpene.
ii. To examine the relationship between road infrastructure provision and property value in the study area.

The study is focused mainly on the effect of the delay in road construction on property values along Aba Road, Akwa Ibom State. Specifically, Aba Road is a major new federal road still under construction by the administration of His Excellency Ahmed Bola Tinubu, the executive president of the Federal Republic of Nigeria. Furthermore, the study dealt specifically on shops, being the predominant commercial sector of real estate development in the area. Nevertheless, the findings of this study will be of immense benefit to different groups in the society. The findings of this study will contribute to the ever growing literature on the subject so investigated. Consequentially, researchers, related professionals, government agencies and decision makers can rely on the data provided by this research in solving problems associated particularly urban infrastructure provision and management. Additionally, it will provide facts to researchers such as students, professional bodies, research agencies etc, who intends to carry out research in this field at a wider scope.

Review of Related Literature

Conceptual Framework

According to Yomi (2003), urban infrastructure propels the socio-economic growth of a city. To be able to do this, not only should the physical structures be put in place, they must also be properly maintained. Also, they must always be seen to be in good performance conditions. Key among urban infrastructure are electricity supply, water supply, road transportation, communication, drainage, sewage disposal, and housing. However, it must be emphasized that the assessment of Nigeria's infrastructure is not all gloom and doom. Significantly some states in Nigeria are responding effectively to the infrastructure challenges they face. Lagos an Osun are good and practical examples in this regards. From 1999 to date, successive governments in Lagos state have recorded significant achievements in infrastructural development through public-private partnership, people-oriented policies, effective implementation and efficient maintenance system and nothing of such is done in Ikot Ekpene, which was the first experimental Local government area in West Africa. This neglect has left major roads in the study area undeveloped.

Road Infrastructure

It consists of the installation of fixed assets including surface roads and railways and terminals such as bus stops, trucking terminals, railways stations. Operations of vehicles along these transport systems make the travel time to reduce and generation of employment in the sector which in aggregate influence the aggregate demand for goods and services that ultimately leads to increase in GDP and overall development. According to Olujimi (2010), Road infrastructure is understood to include all physical assets within the road reserve, including not only the road itself, but all associated furniture (signage etc), and all earthworks, drainage, structures (culverts, bridges, buildings etc). Road-network is supposed to be the arterial system of a nation that matters much to reduce the distance factor between two points of a nation in particular. We often talk about the death of distance in the era of globalization and hence road-network plays an important role to reduce the troubles distance factor as well as communication; facilitate trade, transport, integration and, in turn, economic growth and development. The ratio of square area of roads to the total square area of a city of a nation is an index for improving not only the living conditions of common people but also supplements market integration. Urban people are in a well off position in normal stage compared to the people residing in rural belt in developing nations in particular. Road-web is a basic infrastructure which is directly linked to the up-graded marketing system of all types of goods and services. Newly constructed roads may persuade development in previously undeveloped areas; significantly affecting sensitivity of the lifestyles of indigenous people. The majority of poor people in the world live in rural areas and the level of public infrastructure in terms of road-facility are of low quality. Increased road capacity and better quality of pavements can reduce travel times and lower the fuel costs of vehicle used. The benefits of increasing access to the markets, jobs, education facilities, health services and reducing transport costs for both freight and passengers are pronounced. According to data on the United States, Queiroz and Gautam (1992) observed that the country accounts for 15 per cent of its Gross National Product and 84 per cent of all spending on transportation activities.

Infrastructural developments in the road network have so many positive effects upon the socio economic structure in any economy. According to the OECD Report (2002) on impact of road on regional development, the main direct user benefits are travel time, vehicle operating or fuel efficiency and safety. Travel time savings are usually regarded as the largest economic benefits of transport infrastructure investment. This is known as 'accessibility'. Improvement in accessibility would increase the market size for agriculture, manufacturing, tourism and/or labor sectors, leading to increased competition. Besides it has many spillover effects on the economic and social variables, likewise the effects on employment, efficiency and social inclusion. The impacts of construction, operation and maintenance of transport infrastructure on employment include both created and relocated jobs. Direct and indirect employment linked to the operation and maintenance of transport infrastructure is largely related to the level of traffic. Wider access to the market would create both new business opportunities and increased competition, leading to further increases in profitability which will again lead to increase in factor productivity and efficiency. Increased access to road network to all sections will make the inclusive social benefits that have a long term positive effect in terms of social welfare.

Constraints of Effective Service Delivery of Urban Road Infrastructure in Nigeria

Recently, it has been observed that there is general public outcry over the poor conditions of our urban road infrastructure. Roads infrastructure especially in the south-south geopolitical enclave where the study area is found over the years have remain the same. According to Iseh (2003), a survey has shown some features among the major causes of the poor infrastructural performance in urban centres in Nigeria to include:

High Cost of Providing Urban Infrastructure:

The capital intensive characteristic of urban infrastructure provisions makes it to be left in the hands of the government for its development. Nubi (2002) however observed that funding of the urban infrastructure has always been a major concern of all tiers of government and procurement has always been limited by available fund. Funding for road infrastructure usually requires a lot of capital. With our low income per capita, only a limited number of persons or organizations may venture into the provision of such services as the generation and distribution of electricity. Lawal (1997) presented a similar scenario when he said that without well organized and efficient housing finance system, it is difficult to mobilize substantial financial resources for channeling funds into the housing sector. During the era of the oil boom, the three tiers of government invested substantial sum of money into our urban infrastructure such as roads, telephone services, stadia, and electricity supply, but by the 1980s and 1990s, following economic depression of the time in the country, the maintenance of the existing facilities became difficult, making substantial additional provisions to meet the increasing demand for them became a great task. Due to financial limitations, many projects that had commenced were later abandoned or developed in piece mill, while in some other cases; the pace of work was slowed down in order to accommodate the lean financial resources available.

Inadequate Budgeting by the Government:

Though the fund for any contemplated development might be available, if adequate budgeting is not made, the project might not see the light of the day after all. Therefore, unless adequate financial resources are budgeted for a project, it will normally be almost impossible for funds to be withdrawn for such unbudgeted projects.

Poor National Maintenance Policy

The national maintenance policy of our urban infrastructure is the general attitude of the people to the culture of maintenance itself. It would appear that generally, people are more interested in the initial capital cost of developing or providing the infrastructure without paying due attention or making adequate provision for the running/maintenance costs of such facilities. Analysing this problem, Ahmad (1997) asserts thus- “the major maintenance constraints are institutional and that maintenance is not recognized in the national policy making process; it is not reflected in budgetary or resource allocation process in spite of the expected contribution of the national assets to the achievement of the nation’s macro-economic objectives”. Furthermore, it is known that the non-availability or inadequacy of appropriate spare parts in the country and the difficulty of importing them add to the problems of maintenance. This poor maintenance culture often leads to the breakdown of facilities. It is no surprise therefore to note that this point has been repeated severally in many different literatures concerning development. Omirin (1986), in this direction particularly observed that “Nigeria is generally considered a country where nothing works and that water and electricity are irregular, roads are in bad state of repairs, streets and neighbourhood are always flooded in rainy season, refuse dumps litter the neighbourhood, while telephones have become mere monumental pieces of furniture instead of a mean of communication”. As a result, these urban infrastructures perform below expectation despite the huge sums of money invested to provide them and they have remained a great burden to the national reserved.

Undue Political Interference/Uncoordinated Good Policies

Undue interference and poor coordination of government policies can have negative influence on urban infrastructure. The case of the abandoned metro line project may be illustrative here. The proposed project, if implemented, would probably have eased urban transportation problem in Lagos. But the successive military administration abandoned it. The alleged heavy financial cost was one of the reasons given for stopping the project by the military administration which took over power in Lagos state for instance. It is the same story all over the country, each successive government maintains a negative attitude to projects instituted by its predecessor and the chain continues, leaving the country with thousands of uncompleted and abandoned projects.

Failure/Unwillingness of Government to Liberalize Policies towards Urban Infrastructural Services: In the past, government for certain reasons refuses to show reasonable interest in allowing private sector participation in our urban infrastructural provision (Iseh.2003). The burden of providing urban infrastructure was concentrated on the three tiers of government, even though the government lacked the funds to live up to expectation in most cases. But the present government in Nigeria has made a paradigm shift through privatization by allowing private participation in infrastructural provision. This case is observed in Akwa Ibom state where the present government in the state initiated a joint venture with power holding Nigeria and some foreign private investors to come up with the Ibom power plant project for the generation and distribution of electricity in the state and beyond. In the telecommunication sector, giant strides have been made also in this direction. For instance, the immediate past administration was the first state government to partner with a telecommunication outfit (Econet wireless) to liberalize its services especially in the rural communities. In the road sector, it was observed that the then governor of Akwa Ibom state (Governor Godswill Akpabio) initiated private participation in road construction and maintenance through “Operation Zero Pothole” initiative. In the area of solid waste disposal or management, private sector involvement has come to stay in Akwa Ibom state.

Public Attitude to Urban Infrastructure

The notion that public property is nobody’s property” is still fresh in the minds of people in the country. This particularly account for the nonchalant attitude of the public towards public property. Aibangbee (1997) states that “it is not uncommon, for instance, for the pipes laid for the distribution of water to be uprooted by road construction workers without any care to repair them, thereby causing avoidable wastage. Also, the fact that the public sees nothing of the efficient services expected of the tax it pays makes it indifferent to the need, of the government and causes it to develop an attitude of total disregard for government infrastructure”. Mischievous members of the public are always cannibalizing on electric and telephone cables and, while such infrastructure is being vandalized and stolen, and Nigerians turn the blind eye.

Corruption in the Public Sector of the Economy

Nigeria is rated as the second most corrupt nation in the world, after Bangladesh, according to Vanguard newspaper of Thursday, 29 August, 2002. This singular fact poses a big problem in the country. The high-class corruption in the public sector of our economy affects the provision and maintenance of urban infrastructure. These corrupt practices may take various forms. Examples, it is not uncommon to inflate by a great margin the budgetary provision for the procurement of urban infrastructure, only for the facilities not to be procured at all. At other times, very inferior materials are acquired at exorbitant prices, with the result that the life cycle of the item or project may be terribly shortened. Similar problem affects the maintenance of urban infrastructure. Often fictitious and highly inflated maintenance bills may be raised, yet poor standard jobs may be done and in some cases, no jobs are executed at all even though maintenance contracts to firms in which they have direct or indirect interest. The conservative 10% kickback that the immediate post-independence policy makers took has given way to brazen robbery that makes the actual cost spent on project peanuts compared to the total sums paid out on them.

Real Estate Values

Ordinarily, value refers to the monetary worth of something. Many studies have been undertaken on value. However, of interest to the valuer and appraisers is the concept of market value. The special attribute which makes people loathe for the property or attracts them to invest a certain amount of money is preferentially the property value. The major considerations of property value hinge on the property's ability to produce income, be in demand and have a good location relative to its use. The word value has to do with the capacity to satisfy want (utility) and since there are many classes of want, then there are as many kinds of value in common usage in everyday business such as aesthetical value, scientific value, political value, fair market value, economic value, book value, religious value, salvage value, etc. Real estate basically has no value if it has no utility, if it is not scarce and if it is not effectively demanded. Real estate has significance only as it satisfies man's needs and desires. It is this man's collective desire for property that gives rise to value (Olusegun, 2003). Thus, the ability of a property to satisfy man's needs and desires together with its degree of scarcity and utility compared with others makes man to ascribe value to it. Property value, therefore, according to Millington (2006) is the money obtainable from a person(s) willing and able to purchase property when it is offered for sale by a willing seller, allowing for reasonable time for negotiation and with the full knowledge of the nature and uses which the property is capable of being put. Real estate is a heterogeneous good that is comprised of a bundle of unique characteristics reflecting not only its location, but equally affected by other amenities such as the quality of neighbourhood and infrastructure. Millington (2006) opine that property value is an essential aspect of property markets worldwide and determined by a variety of factors and the determination of those factors is a significant part of property valuation. Kamali*et al.,* (2008) group the variables determining property values into; environmental variables, neighbourhood variables, accessibility (location) variables and property variables. Various earlier studies had been conducted on the effect of location on property values. These studies include Isard (1986), Harvey (1993) and Hendrikse (2003). Their various findings agreed that location is a major determinant of property value. Location is important in relation to proximity to the target market and sources of supplies; conditions and facilities are important in relation to attracting optimal rentals, and security is important in relation to tenant and visitor safety. However, these studies ignore the effects of other factors (variables) in the determination of property values.

While McCluskey *et al.,* (2000) measured the effect of location on residential house prices using the Ordinance Survey of Northern Ireland data and conclude that location and structural characteristics are the key determinants of residential property values. Kauko (2003) lists a set of attributes that have been commonly used in property valuation research including accessibility factors, neighbourhood level factors, specific negative externalities, public services, taxes and density factors. Oyebanji (2003) identifies seven factors that affect property values. These factors are; population (increase or decrease), changes in fashion and taste, institutional factors (these are factors relating to people's culture, religious belief and government action), technological factors, economic factors, location and complementary uses. Stratton (2008) conducted a study of the spatial concentration of office uses and how their combination with other land uses affects value of office properties; this was to determine the relationship between spatial clustering of office uses and office property values. The variables used were cluster size, regional location and relationship to transportation infrastructure, internal land use mix, and transportation network. The study revealed that recent office development has continued to benefit economically from agglomeration. In addition, office property values were positively affected by intensity of office development, a central regional location, and clustering or agglomeration of office parcels. Furthermore, where a building is located will determine how easy it will be to attract customers or how easy it will be for employees to get to work. Buildings within city limits are more valuable than those outside the city and those closer to the center of town and major roadways are worth more than those on small or obscure side streets. The neighbourhood within which such buildings located also determines the value and profitability of the real estate. Potential income of an office space is another factor. An investor will calculate the amount of money that a property is likely to bring each month from renting the property. This is an important part of the commercial property analysis. Check out nearby properties to discover if they have good rates of renting and retaining tenants. Zoning law is another factor, each city has its own set of zoning laws setting forth how certain areas of town are allowed to be used.

The Impact of Infrastructure Provision on Property Values

There are no major writers or analysts who reject the relationship between infrastructure and economic development. Often the concept of infrastructure investment and economic development are considered one and the same variable. Since economic development is universally connected with increasing property values near the infrastructure projects, there is also a clear relationship between increases in public investment and local property values. In the modern western world, infrastructure usually is reduced to roads, bridges, water and sewer services. In the developed world, things like security, health care and recreation are often included. However, infrastructure is defined, it is the fundamental condition for economic development. Its network of services usually provided by the state that makes increasing economic development possible. Professor Janet Rivers and Professor Michael Heaney have connected infrastructure investment to all facets of economic development. This almost always includes an increase in property values, which is not a problem since the increase is always offset by increasing opportunities and incomes in the general vicinity. The closer a residential area, for instance, is to new infrastructural projects, the higher the increase in its values. In addition, Rivers and

Heaney (2022) also found that the reverse relationship is true. Falling infrastructural investment is closely related to falling property values. They go so far as to hold that, decaying or neglected infrastructure is a major determinant of economic decay and recession (Rivers and Heaney, 2022). This relationship also exists in the developing world in which Nigeria is not left out. When infrastructural development falls off due to tight budgets or any other reason, the implication is that property values fall, and these fall because external investment falls. The most economically active people move out of an area when public investment is neglected. Furthermore, the basic transaction costs of infrastructural neglect begin to increase, making it less profitable to do business in that area (Heany, 2023). The policy implication is that public investment is necessary for economic development, profitability and economic progress in a given area.

The scenario presented above is not different from what is observed in the neighbourhood of Aba Road as well as other neglected infrastructural development in Akwa Ibom state generally. Properties around newly developed infrastructure are seen to have increased value in recent past compared to what used to be before. For example, around the new Federal Correction Centre located at Ikot Ekpene, the International Airport, Uyo; Ibom Tropicana five-star hotel, Uyo, Le Meridian Ibom Hotel and Gulf Resort, Uyo; the Akwa Ibom State University, Mkpat Enin; to mention a few, it is observed that property values have all gone up around these vicinities   The construction of road ways is a major factor in making life easier in any area, particularly areas farther away from the urban centre. For this reason, road construction can be a major boom for property values, both residential and commercial. At the same time, if road construction leaves areas excluded at the benefit of others, it can lead to lower property values. (http://www.ehow.com/list_7592567_effects-road-constructionpropertyvalues.html.)

Moreover, the effect of highway infrastructure upon property values vary according to the type of construction that is already in place or currently being proposed. Roads that provide access to communities and business for 'smart' growth will increase property values. Roads that serve as barriers, or redirect traffic away from particular areas, will cause property values to fall. Secondary Route; for example, which provide access into an area by signed traffic lights increase property values. Newly constructed and well-maintained highways and side streets are good places for commercial and residential development. Principal Route; the impact upon property values related to principal routes, such as express ways and multilane highways is mixed. Interstates have been tied to both economically vibrant corridors and urban blight.

From the foregoing, it can be summarized that urban infrastructure propels the socio-economic growth of a city. To be able to do this, not only should the physical structures be put in place, they must also be properly maintained to attain optimum capacity. Also, they must always be seen to be in good performance conditions to properly and adequately confer the purpose to which it's made to proffer. This, thus unveils the necessity of road infrastructure to economic growth. It is worthy to note that proper road circulation is a major determinant in real estate attainment. However, there exist some deters to the proper functioning of the road transportation provision in the world today, specifically akin to third world countries of which Nigeria is a typical example. The financial engagement involved in the provision of road infrastructure is usually cumbersome. Even at this, corrupt practices and other such related menaces impedes the due provision of this infrastructure. To this end, it is pivotal to investigate further to assess the impact of road infrastructure development on property values which is the focal of this research.

Research Methodology

Here, the method that was employed by the researchers in the study is described. It was organized under the following sub-headings: design of the study, population of the study, area of the study, sample and sampling techniques.

Research Design

This research employed the cross-sectional survey design using a mixed-methods approach. The combination of quantitative and qualitative methods allowed a comprehensive assessment of the delayed road infrastructure practices and their influence on the values of shops along Aba road in Ikot Ekpene. The cross-sectional nature of the study enabled data to be collected at a single point in time to capture the current delay in the infrastructure provision and associated outcomes. The design was appropriate for this study because the researchers observed the variables without influencing them.

Population of the Study

This research identified two study groups for the investigation. These included the shop occupiers and shop owners in the study area. The population of the study comprised shop owners and operators along Aba road in Ikot Ekpene.

Sampling procedure

The simple random sampling technique was employed and the sample size was determined using Cochran's formula for descriptive studies.

Data Collection

Data was collected mainly through primary sources.

Sample size

A sample size of one hundred and fifty (150) was used for the study determined through the use of Cochran's formula.

Method of Data Collection

The primary source of data collection was through a structured questionnaire and copies of the questionnaire were administered to the respondents within the study area.

Method of Data Analysis

Descriptive analysis such as the use of frequency tables and percentage as well as Relative Importance Index were employed to analyze the data obtained through the questionnaire. The collected data from the field was also edited, coded and classified into response categories; this was done with the help of the Statistical Package for Social Sciences (SPSS) in order to determine the relative importance index of the variables.

Data Presentation and Analysis

In this section, an attempt was made to analyze the data obtained from the field. It presents the demographic data and the impact of delayed road construction on the property values in the study area.

Table 4.1: Frequency distribution of respondents

Respondents	Frequency	Percentage
Food vendors/Restaurant operators	31	20.67
Dry cleaners	15	10.00
Fuel station operators	3	2.00
Welders	6	4.00
Computer operators	18	12.00
Shop owners	31	20.66
Fashion designers	25	16.67
Hair dressers	21	14.00
Total	**150**	**100**

Source: Field Survey, 2025.

Table 4.1 showed the frequency distribution of respondents along Aba road in Ikot Ekpene, Akwa Ibom State. Most of the respondents (20.67%) were the shop owners, the fashion designers constituted 16.67% of the respondents while the restaurant operators/food vendors and computer operators constituted 20.66% and 12% respectively. Similarly, the welders and fuel station operators constituted 4% and 2% respectively.

Analysis of the Present Condition of Aba Road

The first objective of the study sought to assess the present condition of Aba road and its accessibility in the study area. In attempt to address this objective, the respondents were required rate the condition of the road after construction and usage over the years of its completion and service. This is illustrated in Table 4.3.

Table 4.2: Condition of road infrastructure services along Aba Road, Ikot Ekpene

Condition of Road	Frequency	Percentage
Excellent	0	0.00
Good	0	0.00
Fair	9	0.06
Bad	106	0.71
Poor	35	0.23
Total	**150**	**100**

Source: Field Survey, 2025.

Table 4.2 showed that 106 (71%) respondents affirmed that the road provided is in a bad condition. About 35 (23%) of the respondents affirms the road is in a poor state of functionality. 9 respondents, which represented 6% of the population affirmed the road is in a fair state of functionality while none of the respondents opined an excellent or good state of the road assessment. This avails to the researchers that the road is in a bad state of functionality.

The Relationship between Delay in Road Infrastructure Provision and Shop Property Value in the Study Area.

The second objective of the study sought to examine the relationship between road infrastructure provision and property value in the study area. In attempt to address this objective, the statistical mean was adopted to ascertain the acceptance or otherwise of the questionnaire item. An item was only accepted if it scored at least 2.5 on the four-point scale mean value (x). Items which scored below 2.5 were rejected. In order to achieve this analysis, a Likert scale is provided the respondent ranking from 1 to 4 in a descending order. From the crux, 5 = Strongly Agreed, 4 = Agreed, 3 = Undecided 2 = Disagree and 1 = Strongly Disagreed. The analysis of the collated data presents the result in Table 4.3 below.

Table 4.3: The relationship between delay in provision of road infrastructure and property value:

S/N	Variables	Relative Importance Index					
		Strongly Agree (5)	**Agree (4)**	**Undecided (3)**	**Disagree (2)**	**Strongly Disagree (1)**	**Mean**
1	Delay in development of road infrastructure gives rise to the choice of site for alternative shop operation.	69	67	8	5	1	4.31
2	Delay in the provision of road infrastructure generates lower shop values.	84	66	0	0	0	4.56
3	Delay in the provision of road infrastructure discourages most shop operators to accept settling along Aba road	77	69	1	3	0	4.48
4	Shop operators prefer properties located where road infrastructure development are comparatively optimal	80	65	2	2	1	4.47
5	Values decrease in shops that situate along untarred Aba road.	65	78	4	3	0	4.32

Source: Researchers' analysis, 2025.

Table 4.3 showed the relationship between delay in road infrastructure development and values of shops along Aba road in Ikot Ekpene local government area. Some postulations in the literature review and theory questions were given to the respondents on a five-point Likert scale, the relative importance index was used in the analysis, and the results showed that the postulation - *delay in the provision of road infrastructure discourages most shop operators to accept settling along Aba road* returned the highest mean value of 4.48. Also, the postulation - *shop operators prefer properties located where road infrastructure developments are comparatively optimal* returned the mean value of 4.47. However, the table showed that delay in development of road infrastructure gives rise to the choice of site for alternative shop operation with a mean return of 4.31.

Discussion of Findings

The research has been able to present and analyse the data obtained from the field. Result deduced from the analysis of the first objective focused on assessing the present condition of Aba Road and the result revealed that none of the respondents opined an excellent or good state of the road assessment. This implies that the road is in a bad state of functionality. All the respondents had negative perception about the present state of the road. The second objective of the study sought to examine the relationship between the delay in the provision of road infrastructure and the value of shops. The result shows that there is strong relationship between delay in road infrastructure development and property values as all the questionnaire items scored above the minimum point of 3.5 on the scale with the highest mean score depicting that delay in the provision of road infrastructure discourages most shop operators to accept settling along Aba road

Conclusion

The study investigated the impact of delayed provision of road infrastructure on values of shops along Aba road in Ikot Ekpene local government area of Akwa Ibom State. The study revealed that all the respondents had negative perception about the present state of the road. It can therefore be concluded that there is a significant negative relationship between provision of infrastructure and property values along Aba road in Ikot Ekpene Local Government Area of Akwa Ibom State.

Recommendations

Based on the findings, the researchers recommended the following:

In order to tackle the problem of poor performance of urban road infrastructure in the study area, it is pertinent for the government and the infrastructure service providers to take into consideration the indicators of effectiveness and efficiency in physical infrastructure performance measurement.

Government at all levels should consider the use of performance measurement technique to assess the performance of basic public infrastructure, of which road infrastructure is key, in urban centers to aid maximise optimum utility of the service provided as well as achieve economic sustainability in the long run.

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