

## **INFLUENCE OF GOVERNMENT POLICIES ON THE PROVISION OF PUBLIC INFRASTRUCTURE IN ILA FEDERAL CONSTITUENCY OF OSUN STATE, NIGERIA**

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### **ABSTRACT**

This study examined the distribution pattern of selected infrastructure in Ila federal constituency of Osun state, Nigeria. Primary data will be derived from focus group discussions (FGD) with the villagers, oral interviews, personal and participant observations at field work location and questionnaire administration. Participant Observation at field work location was included in this research as part of the process of data collection during fieldwork. Questionnaire was administered to the rural residents on household basis. Secondary data was obtained from relevant local, state, federal and international publications. Data on the population of the study areas was obtained from the National Population Commission (NPC), while maps of the study area were collected from Osun State Ministry of Lands and Physical Planning in conjunction with Goggle map. The variation in road conditions highlights the significance of regular maintenance endeavors to uphold the quality and safety of these crucial transportation routes. Both primary and secondary data were utilized for this study. Findings revealed that the state of tarred roads displays a diverse topography. Furthermore, findings established that majority (53.2%) of the roads in the study area exhibit consistently level and even surfaces, while a significant 10.2% display signs of deterioration characterized by the presence of potholes and uneven sections. The policy implications of this study's finding suggest that while urban residents should have access to a suitable house- type that fulfills their housing needs and aspirations, the quality of urban housing, and by extension, the quality of life for urban residents, can be enhanced if urgent attention is paid by government to the provision of basic social amenities and infrastructural facilities.

### **Keywords:**

*Infrastructure, Resources, Facilities, Development, Ila*

### **INTRODUCTION**

Infrastructure has been widely accepted as one of the factors in the development of any country. Kessides (2004) maintained that infrastructure is a prerequisite to support the development process of any nation. Wijesinghe and Thorn (2021) sees infrastructure as the basic requirement for the functionality of human settlement. Studies such as World Bank, 2018; Govinda, Gal and Song 2020; Calderon 2009; Egbetokun 2009; Manggut *et al*, 2018; Yoade, Olanrewaju and Adeyemi, 2020) have shown that infrastructure has a good impact on the quality of social services especially in the area of education, health, water and quality of rural life in general. The World Bank Development Indicators Report also affirmed that infrastructure such as communication, road, electricity, port, railway, airport, water supply form the foundation for industrialization and infrastructure development (World Bank, 2016; Yi Huan & Golnoosh Manteghi, 2022). Infrastructure is very crucial to both national and regional development, Ajanlekoko (2016), Zhou *et al* (2017), Adewoye (2015), Sambo, Subair and Oke (2018) identified housing to be crucial to public health, transportation enhances rural-urban integration and foreign trade and electricity infrastructure provides bases for commercial activities and technological advancement. Familoni (2016) maintained that education infrastructure is crucial to human capacity development, improved health productivity and access to paid employments.

Barios (2008) also observed that public demand for improved infrastructure both in quality and quantity has expanded in many countries in line with increased economic activity in rural areas. However, rural areas experience slower progress and less attention from government than urban areas. This has resulted in the lower availability of services for rural people. The shortage of infrastructure as the barrier in optimizing the potential benefits of local resources to the economic activities in the rural areas has been considered by researchers such as Pinstrup-Anderson & Shimokawa, 2008; and Agenor, 2008. The slow pace of rural infrastructure development has to a greater extent been a challenge to rural development in Ila Federal Constituency of Nigeria which is predominantly dominated by agrarian people and a lot of agricultural resources which are germane to national development. Another challenge to rural infrastructure development is that a rural economy project is mostly considered to be a government intervention than a private sector investment (Onifade, Yoade, Olatunji, & Husseni, 2023). Also, rural infrastructure projects such as road, electricity and water supply focus on free public facilities rather than commercial public facilities. Furthermore, the state of infrastructure in Osun State shows that the available infrastructure is either inadequate to serve the people or they are not performing to their optimal level.

The successive governments in Nigeria have initiated a lot of programs and policies to improve the quality of people's life both in urban and rural areas. Among such programs are Agricultural Development Projects (ADP's), Directorate of Food, Roads and Rural Infrastructures (DFRRI), River Basin Development Authority (RBDA), and of recent the National Fadama Development Project (NFDPP) initiated purposely to better the life of the people be it rural or urban. This shows that the development of infrastructure such as road, electricity project, basic medical facilities, water supply and educational facilities had been identified as key to rural development in Nigeria (Yoade, 2022).

Generally, infrastructure provision is the act of supplying facilities with the aim of ensuring their availability and adequacy for the users. According to Sozuer and Spang (2012), infrastructure provision is a process of financing, construction of structures, renovation of facilities, and the delivery of attendant services by government, international donors, and independent organizations. Infrastructure provision connotes the utilization of infrastructure and assessing derivable benefits to the users serving as the beneficiaries of the provision (Ajayi and Omole, 2012; Olatunji & Yoade, 2022). It is concerned with meeting the infrastructure demand of the people and sustainability of such infrastructure in order to continually fulfill the purpose for which they are provided. From the foregoing, this study is concerned with examining the provision of public infrastructure facilities in the rural areas of Ifedayo, Ila and Boluwaduro Local Government Areas that made up Ila Federal Constituency. The study will provide information on the impact of the facilities on socio-economic activities in Ila Federal Constituency which could serve as a framework for policy formulation for the enhancement of socio-economic well-being of the residents in rural areas.

## **THE STUDY AREA**

Ila Federal Constituency is located between latitudes  $8^{\circ} 01' 1.70''$  N and longitude  $4^{\circ} 54' 15.16''$  E. It is located in North Eastern part of Osun State. It is bordered in the North East by Ekiti State, South East by Ondo State, South West by Ogun State and in the North West by Oyo State. Figure 1 shows Ila Federal Constituency within the context of Osun State. Ila Federal Constituency is made up of three Local Government Area namely Boluwaduro, Ifedayo and Ila Local Government (Figure 1).

According to the 2006 National Population Census, Ifedayo Local Government with headquarters in Oke-Ila Orangun had a population of 40,560, Ila with the headquarters in Ila-Orangun had a population of 67,410 and Boluwaduro with headquarters in Otan Ayegbaju had a population of 76,890. In the state, a rural local government council is defined as a council area with only one or two small towns as the principal settlements while the remaining settlements are rural communities. The three Local Government Council Areas have two small towns as the principal settlements except Ila Orangun

which is largely urban with population of over 67,000 people of which the surrounding communities are rural areas. The huge number of rural settlements serves as the major reason for choosing that federal constituency as the study area. Majority of the people in both urban and rural settlement of the Local Government are farmers. Migrants' farmers from other parts of Nigeria (including Ibadan, Benin, Otun Ekiti, Ipoti Ekiti, Igogo, Ore, Akure, Osogbo, Ikirun, Okuku, Inisa and those within the local government) tends to influence the rapid agricultural developments in the area (Agboola 1979, Olajuyin and Fadare, 1987). Most of the basic infrastructures available in the study area are health, road transport, education, and water and electricity facilities. This study will focus on the analysis of road transport, water supply and electricity facilities.

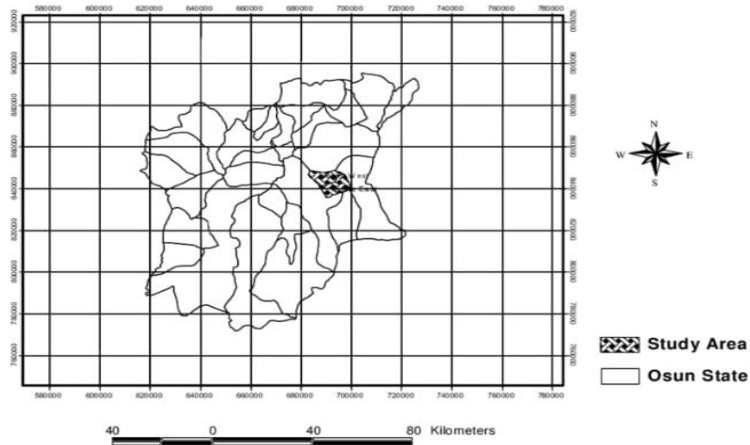


Figure 1. Ila Federal Constituency within Osun State

## LITERATURE REVIEW

According to Spacy (2018), infrastructure provision in the guise of facility is the creation and enhancement of the basic services with the goal of promoting economic growth and increasing people's quality of life. However, the utilization and availability of infrastructure in a particular system or a geographical confine connotes development. Development according to Friedmann (1976) is the innovation process that leads to transformation of a social system which manifests in social overhead capital (SOC). It furthered that the social overhead capital is termed infrastructure which brings about innovations within a social system. The social system in the context of this study is rural areas. Rural areas are a form of community of people that is mainly for agrarian development. Thus, infrastructure facilities are very inconsequential in the development of rural area. The services derived from infrastructure tame development in the various communities of people.

Infrastructure is the required basic service to be set up that allows development to thrive. However, infrastructure facilities boost economic development in any nation. The absence of required infrastructure facilities in a nation is dangerous both to the economy and well-being of individuals in such a place. The provision of facilities in the various sectors of the of the development has being the focus of nations, it is a task that involves theoretical analysis and empirical studies that could accentuates decision makers towards action plans (Nedozi et al., 2014).

Ogunlana, Yakubu and Aihassan (2016) examined infrastructural finance and development in Nigeria between (1970 – 2014), the study analyses the effect of public and private investment on infrastructures and its impact on economic growth based on the empirical review of Stephane et al (2007) and Sahoo et al (2010) approach to explain the effect of public and private investment in infrastructure

with its impact on economic growth. The work carried out based on the gap that there are only few studies to have investigated infrastructure development using varieties of outcomes to gauge growth and development showed that the only avenue a country can explore to attain a reasonable potential is to commit resources to the provision of infrastructures such as good roads, functional railway system, water, electricity, schools, housing etc.

The result however detects that domestic investment on infrastructure and total labour force correlated with economic growth negatively; that Nigeria's experience in terms of infrastructure development show that government needs to design an economic policy that would raise the quality of infrastructure. It was concluded that the reasons for the deplorable conditions of infrastructures among others are; reduction in government spending on its provision, vandalizing of the existing ones, corruption, bureaucratic bottlenecks and delay in or poor maintenance and repairs of damaged facilities (Yoade and Olatunji, 2022).

Similarly, Edun, Akinde and Olaleye (2013) and Owolabi Merus (2015) both investigated the Nigerian perspective on infrastructural development and its effect on economic growth. The studies nexus between the two variables and attempted to bring to the fore because under investment in infrastructural development can lead to economic growth without economic development used the economic model with foreign investment to examine the impact of increase in labour on production of private goods, public infrastructure, foreign investment, welfare and complete specialization. From the study, it was deduced that relatively the neglect of infrastructure has negative effect on the economy, for example; increase in cost of raw materials, reduction of productivity and competitiveness of firms, shrinkage of Foreign Direct Investment (FDI) as investors will always flood or relocate to countries where there is abundant infrastructural facilities. The study concluded that there is a robust relationship between foreign direct investment and infrastructural development.

Rufus et al (2017) analyzed critical infrastructure decay and development crises in Nigeria by investigating comparatively the critical nature of infrastructure to the overall development of the nation vis-avis other developed societies the broad objective of which was to identify the missing link and its prospects. The theoretical framework adopted for the study is the Structural Functional Analysis Theory by Gabriel Almond which is fundamentally concerned with the phenomenon of system maintenance and regulations. The study justified how maintenance and stability of our infrastructure can enhance sustainable development to boost the economy of the nation. The study concluded that there is a disconnect between public and private sector in sustainable infrastructure development and that critical infrastructure should not be taken with levity and neglect if the nation must break out of the dialectical cycle of infrastructure development crises.

In addition, Gbadebo and Olalusi (2014) also identified the critical factors affecting the development of infrastructure in Nigeria. The study which looked into the challenges of the sector using empirical review of literature from scholars shows that infrastructure contributes to the economic development by increasing productivity and providing amenities which enhances the quality of life. The research which recommended that experts in infrastructure development should embrace infrastructural technology skills and methodology identified dearth of visionary leaders, capital flight, capital stagnancy, corruption etc. as some of the factors affecting development of infrastructure in the country. Also, Orji, Worika and Umofia (2017) explored the impact of infrastructural development on Nigeria's industrial sector. The study with empirical review of data on time series spanning 1990-2015 used ordinary least square method of regression analysis to investigate the industry value-added (% of GDP) as an indicator of industrial sector performances and also using the index of electricity consumption, gross capital formation and federal government spending on transport and communication as an indicator for infrastructure development. The result of the regression showed that the index of electricity consumption exerted a positive but significant impact on industry value-added and that federal government spending had a negative but significant impact on industry value-added. It was recommended that measures to revamp and maintain the power sector in Nigeria must be taken seriously to ensure better and steady supply of electricity.

Furthermore, in a study on the challenges of infrastructure development in democratic governance, Oyedele (2012) carried out an empirical review of literature by tracing the era from the independence. The study showed the impact of military regimes with unquestionable attitude by using decree and giving no room for citizens' participation in decision making. The study also identified the impact of civil war which turned Nigeria against one another with the huge sum of money that could have been used to better the lot of the people been used to prosecute the needless war. The researcher noted that demand for infrastructure is higher and resources used in providing them are limited. It was concluded that infrastructure development in democratic governance involves identifying the right project, carrying out feasibility studies and carrying out the physical development of the project

Moreover, in a study conducted by Kaur and Kaur (2018), on the role of social and economic infrastructure in economic development of Punjab, India between 2001-2016 noted that expenditure on education, training & research and improvement of health contributes to increase in quality of population and hence improved productivity. The study which uses multiple regression models for analyzing the impact of social infrastructure viz. education, health and economic infrastructure on the Net State Domestic Product (NSDP) per capita. The study revealed that there exists a significant impact of the health infrastructure index and the economic infrastructure index on the economic development; also, there exist a insignificant impact of education infrastructure index on the economic development of Punjab. The study concluded that economic infrastructure has shown better growth as compare to social infrastructure.

## **CONCEPTUAL FRAMEWORK FOR THE STUDY**

The conceptual framework for this study is derived from the literature review and theoretical framework. It will serve as a guide for data collection and investigation of variation can be determined. It has been pointed out in the background that this study will examine the provision of public infrastructure (road, electricity, water) in the area of stakeholder responsible for the provision of infrastructure. Major stakeholders are Government, Non-Governmental Organization (NGOs), Community Development Association.

The state of the existing public infrastructure can also be viewed on the major provider of the facilities in order to know who will be responsible for the financing, maintenance, and renovation to prevent failures when the infrastructure has failed its functions. The development of appropriate rural infrastructure maintenance systems will help to monitor the condition of the infrastructure through inspection and identification of the priority task to minimize the total cost of keeping the infrastructure functioning.

The condition of existing infrastructure can be viewed in the area of adequacy, functionality, availability, accessibility and spatial distribution of the existing infrastructure whether the locational pattern is clustered or dispersed. The various factors that can influence in the condition of the existing infrastructure are inadequate government intervention, no sense of ownership by stakeholders, inadequate funding, vandalism, overcrowding, differed maintenance, among others.

However, adequacy of the infrastructure available can be viewed from the quality of service rendered, availability of demand and supply, satisfaction derived can be viewed from service rendered, distance covered, availability, adequacy and accessibility. Furthermore, factors that influence infrastructure provision are political instability, state of the nation economy, security, government policy and corruption.

From the rural economic growth and development point of view, rural infrastructure like roads, electricity and water supply provides the necessary prerequisites for growth of agricultural and non-farm opportunities in rural areas. A lot of studies demonstrate that the provision of serviceable roads, electricity and water supply not only increase agriculture productivity; it also reduces the cost of inputs and outputs, encourages greater use of efficiency and generating technologies (Binswanger et al, 1987; Barnas and

Binswanger, 1984), but also support the emergence of small businesses in rural areas which can be a significant source of improvement in rural economic activities in the area of employment opportunities and income for the poor, achievement of sustainable development goal and free flow of goods and service (Binswanger, Khandker and Rosenzweig 1989; Lamach et al 2000).

Infrastructure provision supports the rural economy by developing market access and supporting market expansion for the exchange of goods and services (Yao 2003). It does not only involve the physical flow of goods and services, but also information about commodity price, and market information among the community such as work of transport and communication services (Figure 2). The role of infrastructure provision provides a strong justification for the governments to finance guaranteed infrastructure maintenance and renovation in Ila Federal Constituency.

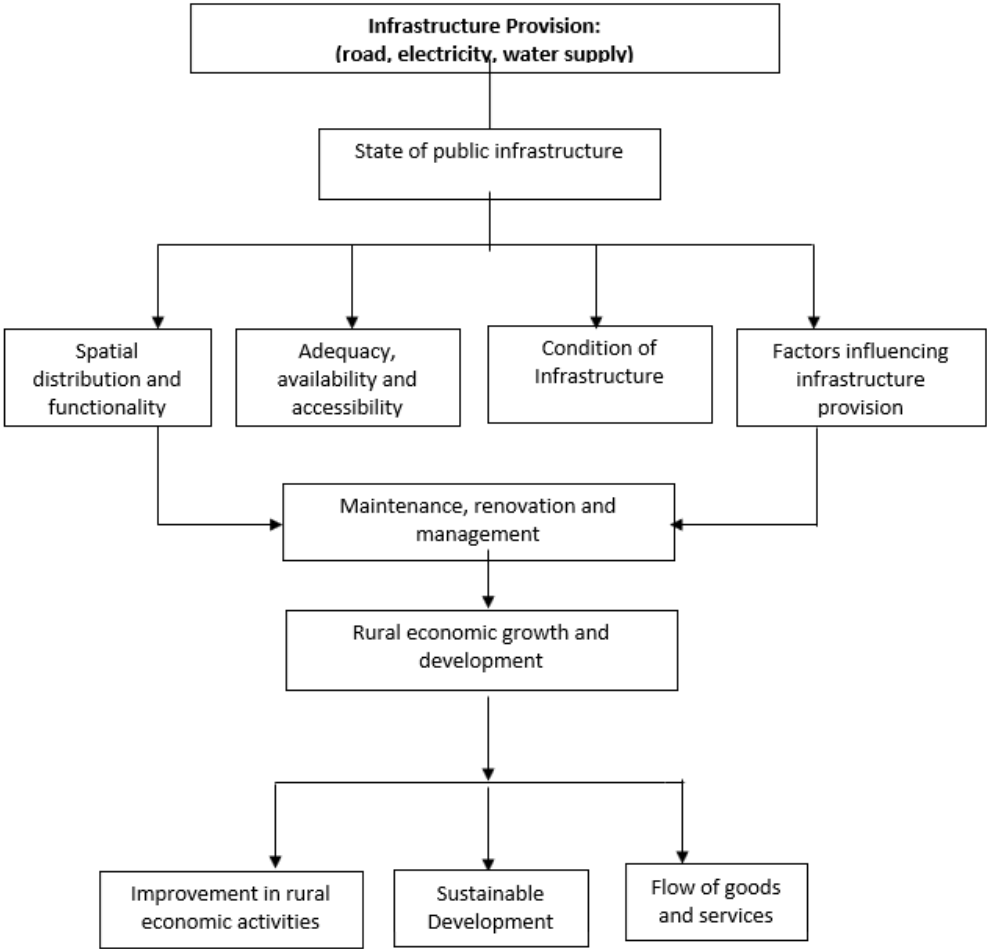


Figure 2: A simple framework illustrating the link between infrastructure investment, state of public infrastructure maintenance and management and rural economic growth and development

## **RESEARCH METHODOLOGY**

Both primary and secondary data were utilized for this study. Primary data will be derived from the focus group discussions (FGD) with the villagers, oral interviews, personal and participant observations at field work location and questionnaire administration. THE FGD is in a form of group interview where the aim is to understand the social dynamic and interaction between the participants through the collection of verbal and observational data. Oral interviews with government officials will be carried out using face to face interview with the key decision makers in the local government level. The aim of these interviews is to identify the government policy on infrastructure and rural development programs.

Interviews with the key decision makers in rural development and rural infrastructure policies were conducted in the early stages of field research in order to gain a comprehensive understanding of infrastructure utilization in specific areas from knowledgeable stakeholders. Participant Observation at field work location was included in this research as part of the process of data collection during fieldwork. Participant observation is a useful tool that enriches the data and information collected by the researcher (Yin 2015). Questionnaire was administered to the rural residents on household basis.

Secondary data was obtained from relevant local, state, federal and international publications. Data on the population of the study areas was obtained from the National Population Commission (NPC), while maps of the study area will be collected from Osun State Ministry of Lands and Physical Planning in conjunction with Goggle map. Other relevant information will be collected from documentary report, newspaper, magazines, thesis, dissertations, seminar papers, journals and internet resources to enrich the research. Various agencies and parastatals of Osun state will be visited for information on Rural Water Environmental Sanitation Agency (RUWESA), Osun Rural Access and Mobility Project (O'RAMP), Ministry of work and transport, National Bureau of statistics (NBS), Ibadan Electricity Distribution Company, Osogbo (IBDEC), Osun Rural Enterprise and Agriculture Programme (O'REAP).

Focus group discussion methods are used to explore the local community perceptions about the role infrastructure plays in their economic activity. The analysis of focus group interview transcripts and observation data revealed a number of key findings related to participants experiences of economic activity in relation to rural infrastructure. It also included discussion on the relationship between sustainable rural developments and sustainable infrastructure, problems and challenges faced by local people in term of their economic activities, the adaptation process of the local community in maximizing benefits from available infrastructure and future development needs of the local community to support their rural economies.

## **RESULT AND DISCUSSION**

### **Major Stakeholder in Infrastructure Development of the Study Area Preamble**

This study is intended at presenting the result of findings from the study on the influence of government policies on the provision of public infrastructure in Ila federal constituency. Agboola (1998) defined policy as plan actions, a statement of aim, idea or statement intents made to guide activities in the field of endeavors. Therefore, government policy are written which usually comprises specific objective strategies and programs aimed at solving specific problems of the people or meeting with ever increasing needs of the people (Ezenagu, 1990). Government policy in the context of political terrain in Nigeria has dimensionally influenced the provision of infrastructure. The study of udoka (2014) decried the deplorable conditions of infrastructure development occasioned by neglect from the governments; this has caused economic doldrums in most towns and cities in Akwa Ibom State. The policy that will ensure its adequate provisioning is missing and partly because politics is affecting its provision. Ethnic interest agitation and lobbying for infrastructure provision are common things in multi – ethnic state like Nigeria. Most infrastructures are now decayed and need repair or replacement.

However, Government is the system that plans, organizes, control and supervises the people who are resident in an area in other for all to have serene environment for living and a sense of belonging. Government has the power to put in place all measures that it deem fit will make an environment beneficial for living for everybody. Politics of infrastructure provisioning in Nigeria can best be understood viewing Nigeria in four different areas; Pre – Independence, Post – Independence, under Military rule and under Democratic rule. Pre – Independence, the colonial masters provided infrastructure based on politics to ensure that the elites were comfortable and to ensure easy evacuation of goods out of Nigeria.

Nigeria became a federal republic in 1963 and began democratic governance. This era marked the best period for infrastructure provision in Nigeria as the leaders in the three regions that made up Nigeria which are South West, East and North competed successfully for infrastructure provision. The first republic was truncated by the military coup d'état of January 15, 1966. The military regime that came in struggled for most of the time for legitimacy. There was little infrastructure development. The second republic started in August 1979 and was ended by another military take – over in December 1983. The Third republic that started in December 1990 was truncated by General Badamosi Babangida on June 12, 1993. Policies are bases upon which good governance are based. The fourth republic and the current democracy started on May 29, 1999. The United States Government and the Federal Government are to partner on a project that will address infrastructure deficit in the country

### **Government Policy in Infrastructure Provision**

The made an attempt to understand the role of government policy on the provision of public infrastructure and responses were returned by the respondents is presented in table 1. However, they were asked to rank the influence of the policy on the provision base on excellent, good, fair and poor hierarchy, the result of the response was presented as follows. In Boluwaduro local government area, 154 respondents were sampled, among which 76.6% of the respondents only see the influence of the government policy in the provision of infrastructure as fair and 23.4% of the respondents deem it good, whereas none of the respondents can rank the influence of government policy in the provision of infrastructure as excellent or poor as they have 0% count respectively. The result of the findings gotten from Ifedayo local government area indicate that 65.2% of the respondents finds government policy influence in the provision of infrastructure fair in the area, while 33.8% of the respondents find the same good; however, 0.5% of the respondents finds the influence of government policy as the major stakeholder in the provision of infrastructure as excellent and poor respectively. For Ila local government area, 61.1% of the respondents agree that the influence of government policy in the provision of infrastructure is just fair whereas 38.9% of the respondents find it to be good, leaving no responses for either poor rating or excellent rating in Ila local government area.

Table 1: Government policy in Infrastructure Provision

Local Government	Government				Total
	Excellent	Good	Fair	Poor	
Bouwaduro	0 (0.0%)	36 (23.4%)	118 (76.6%)	0 (0.0%)	154 (100%)
Ifedayo	3(0.5%)	205 (33.8%)	396 (65.2%)	3 (0.5%)	607 (100%)
Ila	0 (0.0%)	257 (38.9%)	404 (61.1%)	0 (0.0%)	661 (100%)
Total	3 (0.2%)	498 (35.0%)	918 (35.0%)	3 (0.2%)	1422 (100%)

Source: Fieldwork, 2023

### **Community Development Association Policy in Infrastructure Provision**

The result of the finding on the influence of community development associations policy on infrastructure provision within Ila federal constituency was sought and table 2 present the findings. Across the study area, 65.7% of the respondents rank the influence of community development association policy in infrastructure provision as fair, while 34.2% rank it as fair and only 0.1% of the respondents rank their influence as excellent, where none of the respondents rank the influence of the community development association policy as poor in the study area. The breakdown of the influence on the influence of community development association policy has it that 83.0% of the respondents in Boluwaduro local government find it to be fair while 37.0% of the respondents rank it to be good but none of the respondents ranked it to either be excellent or poor respectively. In Ifedayo local government area, 66.4% of the respondents rate the influence of community development association policy in infrastructure provision as fair, 33.3% of the respondents rate it as good while 0.3% of the respondents rate it as excellent and it should be acknowledged that none of the respondents rate the influence of community development association policy as poor in Ifedayo local government area. In the same sequence, in Ila local government area 65.7% of the respondents rate the influence of community development association policy in infrastructure provision as fair, 34.3% of the respondents rate it as good and none of the respondents rate the influence as either poor or excellent.

Table 2: Community Development Association

Local Government	Community Development Association				
	Excellent	Good	Fair	Poor	Total
Bouwaduro	0 (0.0%)	57 (37.0%)	97 (83.0%)	0 (0.0%)	154 (100%)
Ifedayo	2(0.3%)	202 (33.3%)	403 (66.4%)	0 (0.0%)	607 (100%)
Ila	0 (0.0%)	227 (34.3%)	434 (65.7%)	0 (0.0%)	661 (100%)
Total	2 (0.1%)	486 (34.2%)	934 (65.7%)	0 (0.0%)	1422 (100%)

Source: Fieldwork, 2023

### **O’RAMP Policy in Infrastructure Provision**

Osun Road Access Mobility Project (O’RAMP) as a major actor in the provision and management of infrastructure in Osun State was established with the sole purpose of improving the transportation of farm produce by farmers and linking them with accessibility to markets and industries. Ila Federal Constituency (Boluwaduro, Ifedayo, Ila Local Government) being an agrarian constituency is made up of many rural areas with vast farmland which needs accessible roads to allow the farmers in such communities to transport their farm produce to nearby markets for sale. Table 5.3 gives the details of the findings on the influence of O’RAMP Policy in Infrastructure Provision across Ila federal constituency. 55.7% of the respondents sees its policy as fair, 41.6% of the respondents sees it as good and only 2.6% of the respondents sees it as poor while none of the respondents see the influence of O’RAMP Policy in Infrastructure Provision as excellent in Ila federal constituency. On the breakdown of the influence across each local government area, table 3 reveals that 63.6% respondents see the activities of O’RAMP in Boluwaduro Local Government to be fair while 33.8% of the respondents see it to be good. The O’RAMP engage in the rehabilitation of Olukesi farm road, Ojueri, Iresi and construction of culvert over Obuke River in Boluwaduro Local Government. 2.6% respondents see the O’RAMP activities in the study area to be poor. In Ifedayo Local Government, 56.2% respondents see O’RAMP activities to be fair and 38.7% of the respondents see it to be good. 4.8% of the respondents see the activities in the study area to be poor. Actually, Osun Road Access Mobility Project (O’RAMP) carried out rehabilitation of road and

construction of culvert over rivers. O’RAMP helps in the construction of culvert on River Oyi Adunni at Oyin Adunni village on Ila Orangun – Oke Ila Orangun road in Ifedayo Local Government. They also rehabilitate that of Ayedaade and Ilupeju road both in Ifedayo Local Government. Osun RAMP met a lot of the rural roads in a state of disrepair, but the story has changed significantly as a lot of the roads are now wearing a look and farmers and traders now find it much easier to get to their farms. However, in Ila Local Government, 53.4% respondents see the activities of Rural Access Mobility Project to be fair while 46.1% of the respondents sees it to be good because construction and rehabilitation of roads was carried out for example Agbamu road was rehabilitated by O’RAMP to make it motorable. 0.5% respondents see their activities to be poor.

Table 3: O’RAMP Policy in Infrastructure Provision

	O’RAMP				
Local Government	Excellent	Good	Fair	Poor	Total
Boluwaduro	0 (0.0%)	52 (33.8%)	98 (63.6%)	4 (2.6%)	154 (100%)
Ifedayo	0 (0.0%)	235 (38.7%)	341 (56.2%)	30 (4.9%)	607 (100%)
Ila	0 (0.0%)	304 (46.1%)	352 (53.4%)	3 (0.5%)	659 (100%)
Total	0 (0.0%)	59 (41.6%)	791 (55.7%)	37 (2.6%)	1420 (100%)

Source: Fieldwork, 2023

## MAJOR STAKEHOLDERS IN INFRASTRUCTURE PROVISION

### Road Transport Infrastructure

According to Udoka (2014), road transport refers to the conveyance of people, goods and services from one place to the other via roads. In almost rural areas in the study area, the road is the commonest means of transport (Fadare and Salami, 2004). Presented in table 4 is the finding on the major stakeholder on the provision of road infrastructure in Ila federal constituency. It could be noted that about 90.2% of the respondents agree that government is the major actor in the provision of road infrastructure in the area, followed by community development associations with 7.2% and self-help projects with 2.3% and lastly followed by well spirited individuals with 0.1% of the respondents. Based on each local government area that made Ila federal constituency, 90.9% of the respondents in Boluwaduro revealed that government and its agencies are the major provider of road infrastructure in the local government, 7.7% of the respondents stated that community development associations contribute to the provision of road infrastructure in the area while 2.3% of the respondents pinned it on self-help project, where no record was made for well spirited individuals in the provision of road infrastructure in the area. On the other hand, in Ifedayo local government area, 93.4% of the respondents agree to government being their major stakeholder in the provision of road infrastructure, 3.5% of the respondents picked community development association as the major stakeholder in the provision of road infrastructure, 2.9% picked self-help project while 0.2% of the respondents said well spirited individuals are stakeholders in the provision of road infrastructure. In Ila local government area, 87.1% of the respondents said the major stakeholder in the provision of road infrastructure are the government, 10.9% said community development associations are the stakeholders while 1.9% of the respondents are of the opinion that self-help projects are the stakeholders in the provision of road infrastructure in the area.

Table 4: Provision of Road Network

<b>Local Gov't</b>	<b>Government</b>	<b>Community Development Association</b>	<b>Well spirited individuals</b>	<b>Self-help project</b>	<b>Total</b>
Bouwaduro	140 (90.9%)	12 (7.7%)	0 (0.0%)	2 (1.3%)	154 (100%)
Ifedayo	566 (93.4%)	21 (3.5%)	1 (0.2%)	18 (2.9%)	606 (100%)
Ila	576 (87.1%)	72 (10.9%)	0 (0.0%)	13 (1.9%)	661 (100%)
Total	1282 (90.2%)	105 (7.2%)	1 (0.1%)	33 (2.3%)	1422 (100%)

Source: Fieldwork, 2013

On the provision of drainage facilities across Ila federal constituency, table 5 reveals that 99.6% respondents in the study area which comprises Boluwaduro, Ifedayo, and Ila Local Government see that construction of drainage was done by governments. The drainage channel project at the side of the rural roads in order to stop erosion of road shoulder was done by the local governments by either the chairman or councilor to serve as constituent project. 0.2% respondents sees Community Development Association to be part of stakeholder that can also engage in construction of drainage through the community effort while 0.1% and 0.1% respondents see well spirited individual and self-help project respectively also role to play in this area.

Table 5: Provision of Drainage

<b>Local Gov't</b>	<b>Government</b>	<b>Community Development Association</b>	<b>Well spirited individuals</b>	<b>Self-help project</b>	<b>Total</b>
Bouwaduro	154 (100%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	154 (100%)
Ifedayo	602 (99.2%)	3 (0.5%)	1 (0.2%)	1 (0.2%)	607 (100%)
Ila	661 (100%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	661 (100%)
Total	1417 (99.6%)	3 (0.2%)	1 (0.1%)	1 (0.1%)	1422 (100%)

Source: Fieldwork, 2023

In addition, on the maintenance and grading of roads across the study area, table 6 reveals that 99.5% respondents show the constant grading of road to make it motorable all the season was the sole responsibility of government. The highest percentage of respondents from the table indicate that government is the major body responsible for the grading and maintenance of rural roads while 0.4% and 0.1% respondents see Community Development Association and Well spirited individuals are less responsible for grading the roads.

Table 6: Grading/Road Maintenance

Local Gov't	Government	Community Development Association	Well spirited individuals	Total
Bouwaduro	154 (100%)	0 (0.0%)	0 (0.0%)	154 (100%)
Ifedayo	601 (99.0%)	5 (0.8%)	1 (0.2%)	607 (100%)
Ila	661 (100%)	0 (0.0%)	0 (0.0%)	661 (100%)
Total	1416 (99.5%)	5 (0.4%)	1 (0.1%)	1422 (100%)

Source: Fieldwork, 2023

### Water Supply

One of the foremost needs of man for his daily survival is water. Realizing man's need for water, governments over the years have created one agency or the other to ensure adequate supply of water to the people. The agencies include several state water boards and corporations. Past water supply from public taps was free. According to Nubi (2002), government's inability to sustain the free lunch led to commercialization of water cooperation, thus restricting water supply to people that could afford it at the commercial rate. Consumers who cannot afford the commercial rate have their supplies cut off. Irregular electric power supply has often been blamed by the water cooperation for irregular water supply. Today, in most of the rural areas, the major source of water is hand dug well and Borehole provided by the government agency called Rural Water and Environmental Sanitation Agency (RUWESA) and European Union (EU) respectively. Presented in table 7 is the result of the findings from the study area on the stakeholders involved in the provision of portable water in Ila federal constituency. 99.2% of the respondents identify government as the major stakeholder in the provision of portable water in the area, while 0.7% and 0.1% identify community development association and well spirited individuals respectively as the actors in the provision of portable water in the study area. However, RUWESA and UNICEF are consulted in respect of portable water projects in the study area, where they agreed that hand-pump well and solar motorized pump are to be provided in the three local government areas that made Ila Federal Constituency. This made them one of the actors in the provision of portable water supply in Ila federal constituency.

Table 7: Provision of Portable water

Local Gov't	Government	Community Development Association	Well spirited individuals	Total
Bouwaduro	154 (100%)	0 (0.0%)	0 (0.0%)	154 (100%)
Ifedayo	596 (98.2%)	0 (1.6%)	1 (0.2%)	607 (100%)
Ila	661 (100%)	0 (0.0%)	0 (0.0%)	661 (100%)
Total	1411 (99.2%)	10 (0.7%)	1 (0.1%)	1422 (100%)

Source: Fieldwork, 2023

### Electricity Supply

Nationally, the supply of electricity has been the sole responsibility of the Ibadan Electricity Development Centre (IBDEC) for the South West. Regular supply of electricity is very necessary for the all – round development of any nation. Aside domestic uses, commercial and industrial concerns need constant supply of electricity for their businesses. However, our electricity supply is characterized by frequent power cuts. Sometimes some rural communities in the study area remain without electric power supply

for hours, weeks and even months (Iseh, 2003). Owing to the “epileptic” electricity supply, many consumers have resorted to using alternatives such as Solar light and Generators. The irregular supply of electricity has caused many people using electricity for their daily activities like Welders, Traders using electricity for refrigerator, Cold room and those operating cottage industries will produce below capacities and in some extreme cases, fold up, thereby forcing many employees into the labor market (Uchendu, 2007). Respondents in Ila federal constituency were asked who the major stakeholder in the provision of electricity is and the responses are presented in table 5.8. Majority of the respondents across the three local government area that made up Ila federal constituency identified that the government is the major stakeholder in the provision of electricity supply, 3.4% of the respondents identify community development association as the stakeholder in the provision of electricity supply, 1.6% identify with well spirited individuals as the stakeholder in the provision of electricity supply while 1.4% of the respondents identified with the self-help projects as the stakeholder in the provision of electricity supply in the study area.

Table 8: Major Stakeholders in the provision of electricity supply

Local Gov't	Government	Community Development Association	Well spirited individuals	Self-help project	Total
Bouwaduro	74 (77.08%)	15 (15.7%)	5 (5.2%)	2 (2.8%)	96 (100%)
Ifedayo	93 (87.06%)	02 (1.8%)	7 (6.2%)	5 (4.4%)	113 (100%)
Ila	641 (96.09%)	13 (1.9%)	2 (0.3%)	5 (0.8%)	661 (100%)
Total	814 (93.06%)	30 (3.4%)	14 (1.6%)	12 (1.4%)	870 (100%)

Source: Fieldwork, 2023

Responses were also gotten on the stakeholders involved with the responsibility of providing and installation of electrical poles and cables across the study area. The findings are presented in table 5.9 where 93.6% of the respondents picked the government as the major stakeholder responsible with the provision and installations of electrical poles and cables, 2.9% of the respondents believe it is the community development associations that are responsible for the installation electrical poles and cables, 2.1% and 1.4% of the respondents identified it to be well spirited individuals and self-help projects respectively.

Table 9: Installation of Electrical Poles and Cables

Local Gov't	Government	Community Development Association	Well spirited individuals	Self-help project	Total
Bouwaduro	74 (77.01%)	13 (13.5%)	7 (7.3%)	2 (2.1%)	96 (100%)
Ifedayo	99 (87.06%)	02 (1.8%)	8 (7.1%)	4 (3.5%)	113 (100%)
Ila	641 (96.09%)	11 (1.7%)	3 (0.5%)	6 (0.9%)	661 (100%)
Total	814 (93.6%)	26 (2.9%)	18 (2.1%)	12 (1.4%)	870 (100%)

Source: Fieldwork, 2023

## **The Program of the Directorate**

The post fourth plan period witnessed the establishment of the Directorates of Food, Roads and Rural Infrastructure (DFRRI) in 1985 for the purpose of providing rural infrastructures in the countryside. The law establish the Directorates was promulgated under Decree number four 1987. The core of the Directorates program is the promotion of productive activities, besides; the directorate recognizes the provision of rural infrastructures such as feeder roads, water, electricity and housing as essential for the enhancement of the quality of life in the rural areas.

In pursuit of its objectives, DFRRI also planned to co-operate with organizations like Nigeria Building and Road Research Institute (NBRRI) as well as Rural Water and Environmental Sanitation Agency (RUWESA) and The Directorate of Food, Roads and Rural Infrastructure (DFRRI) does not get involved in direct implementation of the program. Rather, for the purposes of the program implementation, the directorate uses as its main agents, the state and the local government to execute its programs. The funds for the programs of the Directorate are made available directly to each state government who then goes to the disbursement of such fund to the local government. The Local Government in the federation is constituted into rural development committees. These committees embrace the local government officials and the rural communities.

Overall, about 433 million naira was allocated to the directorates in 1986 for the purpose of implementing its programs. But only 300 million naira was actually disbursed. In 1987 and 1988, 500 million naira and one billion naira respectively were allocated to the directorates. Within the few years of DFRRI existence some notable achievements were made. For instance, between 1986 and 1988 about 30,000 kilometers of rural roads have been constructed. Although, it could be argued that length of road constructed were just 50% short of government target of 60,000km for 1968, yet the directorate should be commended for opening up the rural areas within a short period of time. The Directorates made rural road development as its first priority because of the belief that unless there is access to rural communities, all other infrastructures such as electricity, water and farm inputs cannot reach the rural people.

## **CONCLUSION**

This study examined the distribution pattern of selected infrastructure in Ila federal constituency of Osun state, Nigeria. Considering the need to ensure user-dwellings in our cities, housing researchers and planners of the built environment must make relevant inputs that would form the basis for rationally explaining and achieving qualitative housing. One such input is to generate relevant data on specific spatial-interactive behavior and attitude of households. What must be considered in this regard is the relevance of design approaches to the particular culture in question, which should include, among other issues, user acceptability of dwellings, satisfaction of habits and life- styles in terms of functionalism, and the adaptability to changes. Further research effort is therefore required along this direction to gain a comprehensive and more realistic approach to the housing requirement. The policy implications of this study's finding suggest that while urban residents should have access to a suitable house- type that fulfills their housing needs and aspirations, the quality of urban housing, and by extension, the quality of life for urban residents, can be enhanced if urgent attention is paid by government to the provision of basic social amenities and infrastructural facilities. To upgrade the quality of the existing urban housing stock, adequate awareness should be created among residents regarding the need for housing improvement. Financial resources should be provided by the granting of interest-free soft loans to low-income households to encourage them to improve the wellings in affected areas.

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