Assessing The Performance and Challenges of Ramp-2 Project Towards Access Road in Some Rural Communities of Adamawa State, North-Eastern Nigeria

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Abstract
The research work aimed to assess the performance and challenges of Ramp-2 project towards access road in some rural communities of Adamawa State, North-Eastern Nigeria. The study adopted survey method where 399 respondents from the residents were selected using multi-stage method and 10 respondents were selected from the stake holders respectively. The data were obtained from the selected respondents using well-defined and structured questionnaires. The data were analyzed using descriptive statistics. The results of the demographic characteristics of the respondents revealed that most of them female (57.8 %) with 73 % married within the age of 31-50 years having primary school certificates (40.1 %) who are majority farmers (53.9 %) and stayed in the area for 10-14 years. In addition, assessing the performance of Ramp-2 project was perceived as good by 70.4 %, significance of the project was rated as very good (51.9 %), achievement assessment was described as very good (51.9 %). Accessibility to nearby schools and farm produce were defined as good (63.0 %) and (52.1 %) while access to nearby market was conceived as very good (52.9 %) by most of the respondents. Furthermore, It was revealed that there was no any challenge in accessing finance for Ram-2 project as recorded by 90.0 % of respondents (Stake holders), all the respondents (100.0 %) defined that no difficulties encountered by Ramp-2 in executing programs, 90.0% of the respondents agree that RAMP-2 project do not have any political support in carried out its project while 10.0% testified it. In addition, 90.0 % attributed to no accessing counterpart fund to execute projects as the major challenge. On the other hand, respondent emphasized that weather condition is as one of the major (50%), related problems affect effective execution of Ramp-2 project leading to delayed in execution s of the project as the major (80.0 %).

Keywords: *Assessing, Challenges, Project, Performance, Ramp-2*

INTRODUCTION

Generally, rural areas serve as the base for the production of food and fibre, the major sources of capital formation for a country, and a principal market for domestic manufactures (Olayiwola and Adeleye, 2005). In general terms, the rural areas engage in primary activities which form the foundation for any economic development. Despite this level of contribution to economic development, rural areas have been neglected in terms of development which has made it non-attractive to live in and also increase poverty level in the rural areas. This is justified by the high correlation that exists between rural living and poverty with this situation particularly exacerbated

in developing countries (World Bank, 1994). Meanwhile in Nigeria, the issue of rural transportation development has continued to be of national importance. For instance, most of the rural roads are in poor condition, and this has imposed significant cost on the national economy especially to the agricultural activities due to increased vehicle operating costs and travel times (Akintola, 2007).

The concept of assessment of the impacts of Second Rural Access and Mobility Project (RAMP-2) on socio-economic and physical development of rural areas as some researcher usually use it, we should, firstly, take them apart as impact assessment, rural areas, accessibility, mobility and project. Explain them separately and secondly explain the concept of impact assessment of Second Rural Access and Mobility Project. Impact assessment is a term used to explain measure of a very specific changes or it can be broad and open. Specific impact focuses on a fixed number of pre-define variables such as household income, disease status, or air quality, and statement of impact discuss about impact according to these variables. Meanwhile, impact assessment is a means of measuring the effectiveness of organizational activities and judging the significance of change brought about by those activities. The World Bank, in close collaboration with other development partners like the French Development Agency (AFD, co-financing RAMP 2) has been actively partnering with the Federal Ministry of Agriculture and Rural Development to provide support in operationalizing and implementing NATA especially in the area of providing accessibility infrastructure in the rural areas of Nigeria. However, the experience from RAMP-1 highlights the importance of road prioritization, road maintenance, institutional development at the sub-national level, as well as some recommendations for project design. Consequently, the Second Rural Access & Mobility Project (RAMP-2) is focusing exclusively on the issue of improving access in selected states like Adamawa, Enugu, Niger and Osun state respectively (World Bank, 2009). However, the second Rural Access and Mobility project (RAMP-2) is a World Bank (WB) and French Development Agency (AFD) Co-financed initiative to improve transport condition and bring sustained access to the rural populace through rehabilitation and maintaining key rural transport infrastructure in a sustainable manner in selected Nigerian states.

Preliminary investigation reveals that, rural areas in Adamawa state particularly Yola South, are characterised with lack of bridges/culverts, ditches/potholes, erosion and stream that cut across roads which hinder easy access to other 3

areas. Similarly, it was observed that rural roads in Yola North Local Government Area have the same problems with rural areas in Yola south and Girei Local Government Area respectively. Despite series of policy intervention played by the Federal Government of Nigeria, rural areas are still facing lots of challenges ranging from lack of access to basic needs such as markets, health, education, water supply and other subsistence tasks (principally farming) which consequently possess negative effect on socio-economic and physical development of these study areas. It is therefore, pertinent to assess the performance and challenges of Ramp-2 projects in the area. Thus, this research work aimed to assess the performance and challenges of Ramp-2 project towards access road in some rural communities of Adamawa State, North-Eastern Nigeria.

MATERIALS AND METHODS

Study Area

The study area covers three local governments namely Yola North, Yola South and Girei in Adamawa State, Nigeria. The areas comprise of rural areas in Yola North, Yola South 6 and Girei. Yola metropolis is the heart and capital city of Adamawa state; other town continuously

growing in size and population also surround it. The cities have high density of building and have not earlier been developed according periodic urban plans; thus, resulting in clusters of building with different size and shapes. The agricultural fields surround the cities and it is relatively flat in eastern and some northern part. This metropolis, with increasing institution development (2 Universities, Colleges and various Government Department); this together with good road network provided by the Jimeta bridge connect peoples from the northern part of the state with southern part. This created additional urban expansion pressure with Santuraki province (Song, Gombe, Hong, Mube, Maiha and Michika L.G.A) industrial and residential areas with high population density are located in the northern part called Jimeta and spreading in the Lamido's city Yola (I.e. residential areas, both densely and sparsely build-up are located at the southern edge of the city). The general urban areas were built on a relatively flat surface, even though some hill with reasonable slopes are present in the city center. The local Government areas are located within: Girei: Lat. 90 15/N, Long. 12025/, Jimeta Lat. 906/N, Long. 12027/ and Yola Lat. 9014/, Long. 12027/.

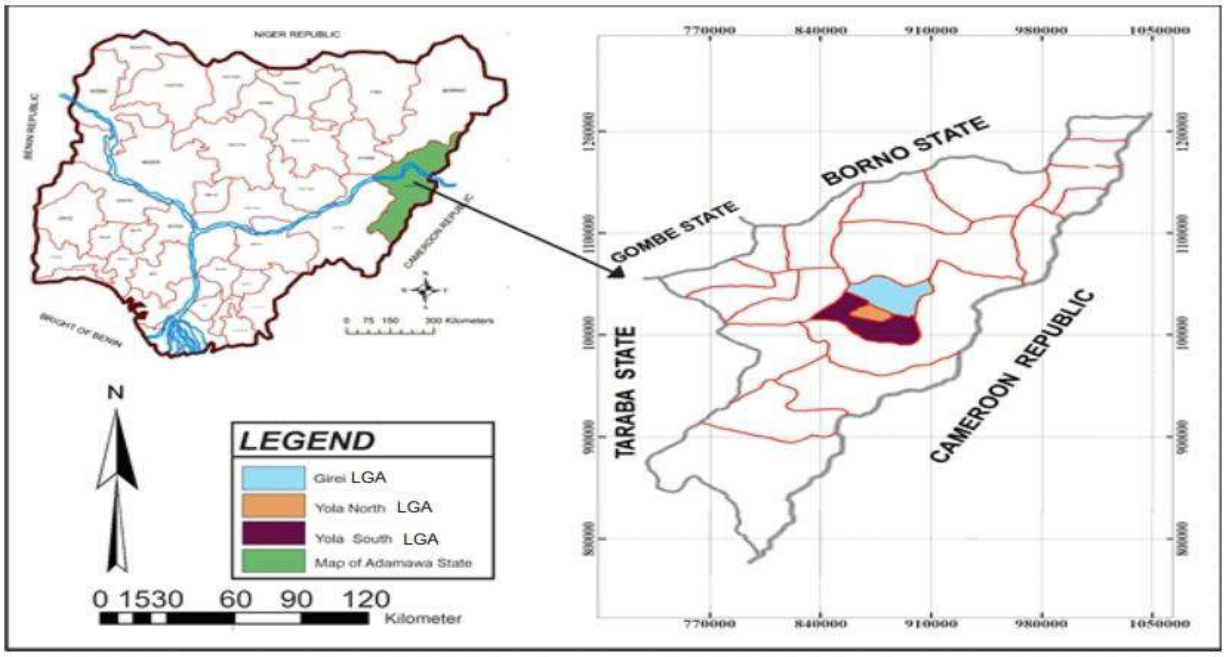

Figure 1. The Study Area

Sampling Techniques and Sample Frame

A probability sampling approach were adopted and random selection method is utilized in the selection of communities for the survey as well for obtaining data from various Settlement/Neighbourhood through distribution of questionnaires and interview in the study areas. This is one of the methods of probability sampling in which an individual chosen at random from the population which give every individual in the population an equal chance of being selected. For the purpose of this study, the research makes use of the formula by Yamane, given below to determine the respondent size. The formula is as follow: $n = N/1+N(e)^2$

Table 1: Respondents Size

S/N	Respondent	Total Number
1	Residents (Household Head)	20,000
2	Stake Holders	5,00
	Total	20, 500

Where:
n= Sample size
N=Size of population
e=Precision level
Therefore:
$n=20500/1+20500(0.05)^2$
n=20500/20501(0.0025)
n=20500/51.2525
n=399.98

The distribution of questionnaire to the responded were determine using the bowlers, proportion allocation formula which is given as: n=n1(n)/N

Where:
n= the sample size of the study
n1=the proportion of each element
N=the population for the study
Through substitution of values from the above formula
Residents=20000×399/20500
Residents=389
Stake holders=500×399/20500
Stake holders=9.7
=10

This is the basis of the 399 Questionnaires that were administered to the residents and 10 Questionnaires were administered to the stake holders of RAMP-2.

Table 2: Sample Size

S/N	Respondent	Total Number
1	Residents	389
2	Stake Holders	10

Data Analysis Procedure and Techniques

The data generated are subjected to analysis. Data collected were analyse using Statistical Package for Social Sciences (SPSS). The statistical analytical tools used for the data analysis

includes simple Percentage, mean and standard deviation. For the purpose of interpretation and decision making.

RESULTS AND DISCUSSIONS

Demographic Characteristics of the Respondents

The results on the demographic characteristics of the Respondents were presented on Table 3. The results revealed that majority of the respondents were female (57.8 %) while 42.2 % were found to be male in the study area. In addition, most of the respondents were married with 73.0 % of the total sample population, 15.0 % devoiced and 12.0 % were characterized as single respectively. Results on the age of the respondents indicates that majority of the respondents (64.7%) from study conducted within the households lie in the age bracket of above 31-50 years described to have fall within the work force range that may promote socio-economic and physical development in the area. Moreover, those within the age of 18-30 constituted 20.6% while 51-70 constituted 14.8 % respectively. Furthermore, level of education of the respondents indicates majority of the respondents, 160 (40.1%), had the level of education as being primary level, followed by 145 respondents (36.3%) with secondary certificates, those with non-formal level of education were found to be 20.1% of the respondents and only 3.5% had tertiary certificates respectively. The results are in agreement with the national economic survey results which show that majority of the rural dwellers have education of primary level. In addition, results reveals that the occupations of the respondents were mainly farmers with the frequency 214 (53.9%), followed by trading 114 (28.7%) while civil servants were 35 (8.8%) and fishermen 34(8.6%) respectively. Furthermore, majority of the respondents (41.6%) shows that they had stayed in the area between 10 -14 years followed by those that stayed above 15 years with a frequency of 103 (25.8%), while those that stay for 4-9 years were recorded as 101(25.3%) and those that leave for 1-4 years scores 29 (7.3%) respectively.

Table 3. Demographic Characteristics of the Respondents

Factor	Variables	Frequency	Percentage	Cumulative Percentage
	Male	168.0	42.2	42.2
Sex	Female	231.0	57.8	100.0
	Total	**399**	**100.0**	
	Single	48.0	12.0	12.0
Marital status	Married	291.0	73.0	75.0
	Divorced	60.0	15.0	100.0
	Total		**100.00**	
	18-30	82	20.55	20.55.0
Age	31-50	258	64.66	85.21.0
	51-70	59	14.79	100.0
	Total	**399**	**100.0**	
	Non formal	80	20.1	20.1
	Primary	160	40.1	60.2
Educational Level	Secondary	145	36.3	96.5
	Tertiary	14	3.5	100.00
	Total	**399**	**10.00**	
	Trading	114.0	28.7	28.7
Occupation	Fishing	34.0	8.6	37.3
	Farming	214.0	53.9	91.2
	Civil Servant	35.0	8.8	100.0
	Total	**399**	**100.0**	
	1-4	29	7.3	7.3
Residence Years	5-9	101	25.3	32.6
	10-14	166	41.6	74.2
	15 AND ABOVE	103	25.8	100.0
	Total	**399**	**100.0**	

Source: Field Survey, 2020

Assessment of Performances and achievement of RAMP-2 Projects in the Study Area

Results on the **performances and achievement of RAMP-2 projects in the study area were presented on** Table 4. It described that assessment of performance respond of ramp-2 with a frequency of 281 (70.4%) as good and 88 (22.1%) as very good while those respondents that could not able decide any things 30(7.5%) respectively. The significance of Ramp-2 project in the area were evaluated as very good with a value of 207 (51.9%) and good as 46.6%. There is also a literature on the impacts of roads or other infrastructure, which can be thought of as impacts of a great many past projects. (Binswanger *et al.,* 1993; Fan *et al.,* 2000; Fan and Chan-Kang, 2005).

Furthermore, the respondents' measurement of achievement of ramp-2 project with a frequency of 207 (51.9%) described as very good while 46.6% reported that the achievement of ramp-2 was good whereas 6(1.5%) of respondents says the achievement is poor. This has significantly improved their socio-economic activities in the area. Thus, rural road network has significant effect on the distribution of facilities in rural areas and has the potential of reducing poverty (Aderamo *et al*., 2010). Ogunsanya*,* (2006) observed that the need for transportation arises in any economy that is distributed over space, this need is particularly so in the context of community development where transportation is considered as the engine of growth of such economy. The accessibility to nearby schools before ramp-2 was poor with 55.3% while 28.6% described it as very poor while 64(16.1%) did not decide on any things. In contrast, the accessibility to nearby schools after RAMP-2 has a frequency of 253 (63.4%) as good and 106 (26.6%) as very good whereas 40(10.0%) were undecided. Similarly**,** results for accessibility of farm produce before RAMP-2 project in the study was characterized as poor with a frequency of 216 (54.1%) and very poor 101 (25.3%) while 20.6 % of the respondents were undecided. Conversely, accessibility of farm produce after Ramp-2 project has a frequency of 208 (52.1%) rated as good while 47.9% rated as very good. Omotor and Inioni (2009) studied the effect of road infrastructure on agricultural output and income of rural households in Nigeria using household agricultural production. The results indicate that rural roads have a significant positive effect on agricultural output, reduce transportation cost, stimulate demand for rural labour and improve rural income. Road quality instigated a strong positive response on output and income as a 10% improvement in road quality caused a 12% and 2.2% increase in agricultural output and total household income respectively.

Moreover, results on accessibility of market before Ramp-2 project has a frequency of 208 (52.1%) as poor while 191 respondents (47.9%) as worst, meanwhile accessibility of market after RAMP-2 project recorded as 211 (52.9%) was defined very good followed by 47.1% which was good. It developed rural access roads to connect rural-rural communities, rural-urban centres and farmers to the markets. This is because prior to the introduction of the programme, one of the serious problems facing farmers and farming activities was poor road network.

Table 4: Assessment of the Performance and achievement of RAMP-2 Projects in the Study Area

Factor	Responses	Frequency	Percentage	Cumulative Percentage
Assessment of Performance Respond Of RAMP-2	Undecided	30	7.5	7.5
	Good	281	70.4	77.9
	Very good	88	22.1	100.0
	Total	**399**	**100.0**	
Evaluation of the Significance of RAMP-2	Poor	6	1.5	1.5
	Good	186	46.6	48.1
	Very Good	207	51.9	100
	Total	**399**	**100.0**	
Measurement of Achievement of RAMP-2	Poor	6	1.5	1.5
	Good	186	46.6	48.1
	Very good	207	51.9	100.0
	Total	**399**	**100.0**	
Accessibility of Nearby Schools before RAMP-2	Very poor	114	28.6	28.6
	Poor	220	55.3	83.9
	Undecided	64	16.1	100.0
	Total	**399**	**100.0**	
Accessibility to Nearby Schools after RAMP-2	Undecided		10.0	10.0
	Good		63.0	73.00
	Very Good		27.0	100.0
	Total	**399**	**100.00**	
Accessibility of Farm Produce before RAMP-2	Very Poor	101.0	25.3	25.3
	Poor	216.0	54.1	79.4
	Undecided	82.0	20.6	100.0
	Total	**399**	**100.00**	
Accessibility of Farm Produce after RAMP-2	Good	208	52.1	52.1
	Very good	191	47.9	100.0
	Total	**399**	**100.0**	
Accessibility of Market before RAMP-2	Very poor	191	47.9	47.9
	Poor	208	52.1	100.0
	Total	**399**	**100.0**	
Accessibility of Market after RAMP-2	Good	188	47.1	47.1
	Very good	211	52.9	100.0
	Total	**399**	**100.0**	

Source: Field Survey, 2020

Challenges affecting the effective execution of RAMP-2 projects in the study

Results on the **Challenges affecting the effective execution of RAMP-2 projects in the study are depicted on** Table 5. It was revealed that there was no any challenge in accessing finance for RAMP-2 project as recorded by 90.0 % of respondents (Stake holders) and only 10.0 % associated the challenge. Similarly, all the respondents (100.0 %) defined that no difficulties encountered by Ramp-2 in executing programs in the communities

In addition, 90.0% of the respondents agree that RAMP-2 project does not have any political support in carried out its project while 10.0% testified it. The respondents (Stake holders) reveals that 100% of the respondents perceived that RAMP-2 use to have support of unskilled labourers while executing the programs in the area and also that 90% of the respondents agreed that RAMP-2 project do not have problem with skilled labourers while executing its programs and 10% disagreed accordingly. Moreover, on the difficulties encountered by Ramp-2 project in executing programs in the communities revealed that 90.0 % attributed to no accessing counterpart fund to execute projects and only 10.0 % conceived to have accesses to counterpart funding of the project. As it was reveal from the responses of the above table that accessing counterpart fund is one the problem affecting success of RAMP-2 project and this challenging's usually result to delay in terms of executing the project and consequently abandoning of the entire project In addition, results shows that RAMP-2 project do have problem of construction of roads in an area where river have cross the roads with 70% of respondents agree and 30% did not agree.

Table 5. Challenges affecting the effective execution of RAMP-2 projects in the study

Factor	Response	Frequency	Percentage	Cumulative Percentage
Accessibility of finance by RAMP-2 to finance project	Yes	9	90.0	90.0
	No	1	10.0	100.0
	Total	**10**	**100.0**	
Difficulties encountered by Ramp-2 in executing programs in the communities	Yes			
	No	10	100.00	100.00
	Total	**10**	**100.00**	
Political support in executing Ramp-2 project?	Yes	1	10.0	10.0
	No	9	90.0	90.0
	Total	**10**	**100.0**	
Support of unskilled labourers from the community in terms of executing Ramp-2 programs	Yes	10	100.00	100.0
	No	0	0.0	
	Total	**10**	**100.00**	
Problem of skilled labourers while executing Ramp-2 programs	Yes	9	90.0	90.0
	No	1	10.0	100.0
	Total	**10**	**100.0**	

Problem of accessing counterpart fund to execute RAMP-2 projects	Yes	1	10.0	10.0
	No	9	90.0	100.0
	Total	**10**	**100.0**	
Problem of construction in an area where river have crossed the roads?	Yes	7	70.0	70.0
	No	3	30.0	100.0
	Total	**10**	**100.0**	

Source: Field Survey, 2020

Related Problems and Ways they affect Effective Execution of RAMP -2 Project in the area

Results on the related problems and ways of which they affect effective execution of RAMP -2 project in the area are portrayed in Table 6. The respondent emphasized on weather condition is as one of the major problems affects effective execution of RAMP -2 project in the area with (50%), followed by both political instability and frequent change in government policies and programs with (20%) each and lastly lack of political wills (10%) accordingly. Apparently, a lot has been done by successive government to address rural transportation problem yet, little has been achieved due to frequency of policy variation and government instability (Fayinka 2004). Furthermore, the ways in which the problems affect Ramp-2 project execution in the study area described delayed in execution s of the project as the major (80.0 %) upset which might be attributed to weather condition of perpetual and consecutive precipitation in the months of July, August and September which leads to shifting of the work to dry months of the season. Meanwhile, 10.0 % of the respondents also described that it also leads in complete project and abandoning of project with also 10.10 % respectively.

Table 6: The Related Problems and Ways they affect Effective Execution of RAMP -2 Project in the area?

Factors	Responses	Frequency	Percentage	Cumulative Percentage
What are the related problems that RAMP -2 Projects are Facing in the study area?	Lack of Political will	1	10.0	10.0
	Political Instability	2	20.0	30.0
	Change in weather Condition	5	50.0	80.0
	Frequent change in government policies and programmes	2	20.0	100.0
	Total	**10**	**100.0**	
What are the ways the problems affect Ramp-2 project execution in the study area?	Delay in execution	8	80.0	80.0
	Result to in complete project	1	10.0	90.0
	Abandoning of project	1	10.0	100.0
	Total	**10**	**100.00**	

Source: Field Survey, 2020

Conclusions

Assessing the performance and challenges of Ramp-2 project is essential towards sustainable development in the area. The findings revealed that the performances and achievements of the project are rated good. It provides ease accessibility to nearby school, farm produce and market areas which improves their socioeconomic activities. However, the project is associated with challenges particularly no frequent access to counterpart fund to execute projects and changes in weather condition causing delay in execution of the project. It is therefore, recommended frequent support particularly on counterpart funding should be improved and projects should executed during dry season for effective and sustainable projects development in the area.

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