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Niger Delta Development Commission (NDDC) Feeder Road Construction and Socio-Economic Wellbeing of People in Southern Senatorial District of Cross River State, Nigeria

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Abstract

This study looked on the socioeconomic well-being of residents in the Southern Senatorial District of Cross River State, Nigeria, and the development of NDDC feeder roads. For the study, a cross-sectional survey design was chosen. The Southern Senatorial District of Cross River State is the research area. There are 1,590,200 people living in the research region, making up the study's population. The sample size of 1199 residents who were reachable during the researchers' visit to the sample area was determined using Taro Yamane's statistical procedure. For this investigation, primary and secondary sources of data were used. The study tested the hypotheses at the 0.05 level of significance using a straightforward linear regression analysis. The results showed a strong correlation between the building of feeder roads and the socioeconomic well-being of the populace. This data implies that the Niger Delta Development Commission's construction of feeder roads will enhance the socioeconomic well-being of the populace by facilitating access to motorable highways, enhancing the caliber of transportation services, and facilitating the seamless operation of enterprises. Based on the findings, the government was advised to, among other things, adopt a bottom-up approach to project award and execution, reexamine the commission's needs assessment strategy to better reflect the felt needs of the populace, and make aggressive efforts to repair and construct feeder roads to improve accessibility for the communities in the area.

Keywords: *Niger Delta Development Commission (NDDC), Feeder Roads, Construction, Socio-Economic Wellbeing, People, Communities*

INTRODUCTION

Nigeria's crude oil reserves are mostly found in the Niger Delta region. Oil has become the nation's most valuable resource, and the Niger Delta's proximity to the country's major oil-producing regions has led to the region's boundaries being defined as including Abia, Akwa Ibom, Delta, Bayelsa, Cross River, Edo, Imo, Ondo, and River States (African Network for Environment and Economic Justice (ANEEJ, 2005). These states fall into the Niger Delta's core and periphery categories. The three states that make up the Niger Delta's core are Rivers, Bayelsa, and Delta; the remaining states are known as periphery. The Nigerian economy's pillar is now the oil and gas produced in these states (Barrett, 2008).

The marine water from the ocean currently has an impact on the Niger Delta region. High tides and the dry season are when the effect of the coast or coastline is most noticeable. Before Nigeria gained

independence, the government began to take steps to develop the Niger Delta Communities. Since the region's independence, successive administrations have created special development agencies in acknowledgment of its deplorable infrastructure and challenging topography (Ibeanu, 2008). The Willinks Commission's 1958 findings resulted in the creation of the Niger Delta Development Board (NDDB) for the region. Subsequently, the River Basin Development Commission (RBDC) was a key instrument employed by the government for community development in the region during the 1970s. The 1981 Revenue Act established a special budget for oil producing areas, and in 1989 the President established a task force to develop these areas. These are examples of subsequent attempts. In a similar spirit, the Oil Mineral Producing Areas Development Commission (OMPADEC) was established in 1992 as a means of involvement. In 2000, the Niger Delta Development Commission (NDDC) was eventually involved. The Commission's funding comes from three sources: 3% of the annual budget of any oil producing company operating in the Niger Delta region, both onshore and offshore; 15% of the federation account's allocations due to member states; and 50% of the funds owed to member states from the Ecological Fund, which began operations in January 2001 (NDDC Act, 2001). The NDDC started community development initiatives aimed at improving people's quality of life. Road, agriculture, health, water, education, and energy are a few of the projects (Kaur, 2013).

Expectations surrounding the oil discovery and exploration have gradually increased, however because of the current situation in the Niger Delta, the discovery has not had a good impact on the local population. Therefore, the government of Nigeria's response to these agitations is shown in the intervention initiatives carried out by the NDDC, its agency. They also show the government's efforts to address the issues of sustainable livelihood brought on by the study area's oil and gas production. The programs aim to guarantee the social welfare and sustainable development of the area, as well as to support households and communities (Afinotan & Ojakorotu, 2009).

In addition to allowing people to follow their objectives, prosper, and feel content with their lives, social wellbeing encompasses providing for a variety of human needs, some of which are fundamental (such as being in excellent health). The Better Life Initiative, which takes a multifaceted approach to assessing well-being, highlights three key components: standard of living, material condition of life, and health quality. The Niger Delta Development Commission (NDDC) was established by the federal government in 2000 in order to guarantee an increase in the socioeconomic well-being of the local population. One of the commission's main responsibilities is to educate and teach the next generation to put an end to hostilities and militancy while building the necessary infrastructure to encourage production and diversification. The Niger Delta Development Commission (NDDC) was established to define policies and guidelines for the region's development as well as to envision, plan, and carry out initiatives that would support the region's sustainable development in compliance with established norms and regulations (Dafione, 2007).

The Niger Delta Development Commission (NDDC) was established by the Nigerian government to expedite action on sustainable development projects, specifically on human development, infrastructure, and ecological development in the region. However, the government's efforts to develop the Niger Delta region have not produced many results (Agekameh, 2013). However, the area's development is out of proportion to how much it contributes to national revenue and does not take into account the significant financial commitments made by the federal and state governments (Nkpoyen & Bassey, 2013). According to a 2013 analysis by the United Nations Development Programme (UNDP), the Niger Delta region's human development index is 0.43, compared to similar oil-producing towns in Gabon, Libya, and Malaysia, which had respective scores of 0.668, 0.791, and 0.791. In a similar vein, Eneh (2011) noted that the area has lower rates of young literacy and

access to secondary education than the South-West, which has less oil deposits than the South-South. Additionally, there is only one primary school every 3,700 people, serving three or more towns; in contrast, the secondary education ratio is one school per 14,679 people, serving eight or more communities (NDESR, 2010). In a similar line, Eneh (2011) results showed that the region in Nigeria had the highest percentage of youth unemployment. As an illustration, the region as a whole has 9.5 percent, whereas the North-East, North-West, North-Centre, South-East, and South-West each have 3.2, 6.6, and 4.5 percent.

The majority of the population in the Niger Delta region is impoverished and practices subsistence farming, even in cases where they have an excess of agricultural goods to sell. There are no access roads available to them thus they cannot be transported to the cities. Canoes and motorboats are the main modes of transportation used by residents of coastal settlements. With the exception of a few wealthy families that primarily use their generators at night for a few hours before going to bed, the villages lack functioning electricity and the majority of their spaces are completely black. The children have limited access to schools and a very low economic level. The distances between the villages are great and there are not many health centers. Many bodies of water surround the inhabitants, but none of them are suitable for human consumption. An oil seal covers the water, killing aquatic life, and gas flaring poses numerous health risks (Ajugwo, 2013). Humans consume water from rivers, streams, and wells, but this water is unsafe to drink and can cause a number of water-borne illnesses. In general, life is risky and near to nature. The large skills gap in some important economic sectors, such as computer, welding, truck driving, carpentry, etc., is also due to insufficient human capacity in the region.

LITERATURE REVIEW

Niger Delta Development Commission and Socio-Economic Wellbeing

The Federal Republic of Nigeria's government has made the most significant, organized, and ambitious efforts to date to improve the lot of the communities that produce oil through the NDDC (Okumagba, 2012). Akinwale and Osabuohien (2009) evaluated the NDDC Master Plan in light of the Commission's declared goals for the creation of jobs, health, education, and overall sustainable development of the area. According to the report, there is no significant difference between the current government development policies in the area and the NDDC Master Plan. The Plan's current execution, according to the authors, may make the social tensions that are a feature of daily life in the area worse. The study suggested that decision-making and project execution aimed at enhancing the living conditions of the local population should actively include and involve the people whose daily lives and livelihoods are impacted by operations related to the production of crude oil.

Using a human development paradigm, Akpomuvie (2011) evaluated the NDDC's contributions to solving the Niger Delta paradox, which asks why the region's abundant natural and human resources have had such little beneficial effect on the region's sustainable development. The author contended that the Niger Delta region's situation is pitiful, particularly in light of comparable oil-producing regions in other nations like Kuwait, Saudi Arabia, Iraq, Indonesia, and so forth. This demonstrates the appalling living conditions and high rates of poverty in the oil-producing towns. The ecosystem is badly damaged, which leads to a number of problems, including contaminated surface and subsurface water sources, decreased crop output due to decreased soil fertility, and contamination of agricultural land. Based on a proposed nine-point agenda for the region's development, the study offered a people-centered development paradigm.

Wilson (2012) used Rivers State as a case study to investigate how the Niger Delta Development Commission (NDDC) affects the region's sustainable development. According to the study's conclusions, the NDDC's initiatives are beneficial and beneficial for Rivers State's sustainable development, but they fall woefully short of what is needed to spark the state's rapid sustainable development. The report made recommendations on how the Commission should go about achieving its objectives.

Similar to this, Uche, Okoye, and Uche (2014) investigated the community development initiatives carried out by NDDC in Abia State as an essential part of the state's sustainable community development. The study's main objective was to evaluate the Commission's programs critically in light of how the public views them and how they support long-term, sustainable community development. Six settlements were chosen from among the state's six local government areas using the purposive sample technique. The study used interviews and focused group discussions (FGD) as participatory research appraisal procedures. According to the results, the NDDC has carried out community development initiatives in the six communities, some of which have been effectively finished. The study communities' quality of life has improved as a result of these initiatives' successful completion. It was mentioned that the low level of community members' participation in the projects' execution has major ramifications for the projects' sustainability.

For their part, Sabran (2015) looked into the issues and difficulties the NDDC faced in carrying out its range of projects in the Imo State villages of Ohaji/Egbema, Obowo, and Oguta. The results showed that management issues rather than financial or technical ones are the main obstacles the NDDC has when carrying out its programs and pursuing its mission goals. Among the main issues facing the Commission, according to the researchers, are environmental issues, hiring of unqualified contractors, and corruption. Furthermore, the results demonstrated that NDDC projects in these communities had a significant positive impact on householders' living conditions, and as a result, it was suggested that the number and variety of infrastructure projects carried out by the NDDC in the Niger Delta region be increased. In addition, the commission should be completely restructured, and a board of directors made up of individuals with good moral character and expertise in their respective fields of expertise should be appointed.

NDDC Feeder Road Construction and Socioeconomic Wellbeing of the People

The evaluation of the socioeconomic impact of intervention programs is a crucial paradigm for a full comprehension and rationale of the substantial public monies invested in these initiatives. The goal of NDDC's supply of these facilities is to enhance the socioeconomic, security, and environmental sustainability of the area. The Niger Delta Region has been neglected, and the oil mining industry's activities have exacerbated problems there. The environmental effects of the oil companies' operations here have negatively impacted local communities' quality of life, and the need for these projects arose from an attempt to lessen the effects of these operations. According to Oyetusi (2007), the pollution caused by oil activities in these villages has a negative impact on individuals, animals, vegetation, and agriculture. This has led to an increase in violence and other illicit activities The infrastructure, way of life, housing pattern, agriculture, and economic trees, as well as the primarily farming, fishing, and petty trading occupations of these communities, have all been assessed in terms of their socioeconomic impact. Additionally, the construction of roads, water, and electricity has altered the people's health, education, income, and standard of living.

Feeder roads are an example of infrastructure that gives rural residents access to essential services, promotes economic expansion and creates job possibilities, which in turn raises incomes and

advances social development. Good feeder roads can enable the supply of perishable crops to high-value urban markets, and the cash gained can be spent in health and education to boost the productivity of eventual migrants to the cities, according to a 2005 Asian Development Bank report. Infrastructure related to rural transportation includes things like rural roads, which give people living in rural areas the chance to move their goods and services in search of a better life.

By building road infrastructure that will permit improved outcome variables, people's socioeconomic conditions are enhanced. According to Gannon, Gwilliam, Liu, and Calvo (2001), physical infrastructure like rural roads promotes non-farm employment and increases agricultural productivity, both of which lead to greater incomes. They also underlined how roads directly affect household income and the cost of transactions. Due to a lack of roads, rural residents must engage in "head loading," which is the conveyance of a little amount of produce at a time. The construction of rural roads eases traffic and frees up time for individuals to work on constructive projects. It is anticipated that the rural roads will shorten travel times and provide jobs outside of agriculture (Gannon and Liu, 2001).

The benefits of transportation provided by rural roads have raised living standards (Gannon and Liu, 2001). Rural roads can lower transportation costs, which will increase access to economic opportunities. Naturally, this will result in lower prices for goods and services. Studies on the effects of rural roads have been conducted in Brazil, Tanzania, Peru, and Morocco (Gannon, Gwilliam, Liu, and Malmberg 2001). Through facilitating non-farm activities and creating demand for services, rural roads help farmers diversify their sources of revenue. According to Pinard (2004), rural roads serve as Africa's main mode of transportation. On the other hand, some believe that roads impede Africa's socioeconomic progress. According to FAO (2002), physical infrastructure in Africa is often lacking.

According to Pankaj (2000), funding rural roads guarantees sufficient transportation, which promotes socioeconomic growth and lessens poverty. A sufficient and effective road network is required for increased output, and this can lead to lower transportation costs for agricultural products. According to Khandler, Bakht, and Koolwal (2006), rural roads help boost agricultural income and productivity while lowering produce prices. Both employment and off-farm prospects are significantly increased by rural road projects (Akpabio, 2011). In Nigeria, underdevelopment in rural regions was a result of a lack of focus on the development of rural road infrastructure. The lack of rural road infrastructure negatively impacted personnel at rural institutions. Because they don't live nearby, these employees missed out on the expenses that would have helped their income growth. Poor and inadequate infrastructure hindered the socioeconomic development of many areas, which had consequences for welfare and ongoing poverty.

Several writers on the significance of roads in communities have demonstrated how the development of the road network in the host communities has really facilitated the transportation of products and services easier and faster (Oraboune, 2008, Usman, 2013, Tilak 2002, Barros, Ibiwoye & Managi, 2011). The recently built ring roads and NDDC roads connect all of the farming and fishing communities in Ohaji/Egeme. They also provide access for visitors who come to purchase food items from the region and allow farmers to transport some of their produce to feed the urban residents of Owerri town. However, more roads must be built to connect the farms to the residential areas of the communities in order to create a seamless network that connects the farms to the residents and ultimately to the markets. Additionally, the Southern Senatorial District’s Road networks have substantially facilitated the flow of people and products both inside and outside of the communities, as well as making it easier to move goods and services. When the numerous unfinished roads are finished, they will improve the social and economic aspects of these communities. It has been

discovered that there is a positive correlation between the construction of infrastructure and well-maintained motorways. Consequently, the presence of these highways has enhanced the telecommunication networks in the communities where they have been built by different network providers. In a similar vein, Fan and Chan-Kang (2008) clarified that China's economy has seen evident and increasing economic growth as well as a decrease in absolute poverty due to advancements in human capital and transportation.

According to Adedeji et al. (2014) and Matawal (2013), there is a detrimental impact on agricultural and community well-being in Nigeria due to the low level of development caused by inequalities in the availability of infrastructure and poor-quality roads. This result is consistent with the findings in the communities that were the subject of the study, since poor road condition impacts both the development of the localities and the benefits that road users can obtain from them. In evaluating the quality of roads in communities, (Adeoti & Awoniyi, 2014) used indices such as surface condition, road width, number of lanes, and reliability in all seasons, as was also the case in the study region.

In addition, Ayuba (2012) suggested that subpar road construction contributes to traffic accidents in Lagos, Nigeria. This conclusion is consistent with the feedback from the communities studied, which expressed dissatisfaction with the low quality of NDDC roads due to factors like narrowness, lack of pavements, lack of road markings and signs, and the use of subpar materials that result in potholes on the road a few months after construction. Development is accelerated by effective transportation infrastructure, according to Oyetusi (2007). Given that Nigeria's current transport infrastructure base compares poorly to that of other African countries in terms of both quality and service coverage, there is reason for concern. Specifically, the majority of people live in rural areas, which are virtually devoid of essential transportation infrastructure. Actually, the degree of the city's road network determines how easily people may commute between its various places, which is a key component of an urban area's sustainability. The goal of development projects is to alter the social and natural surroundings to produce or improve livelihood, the economy, and other benefits that the community values. However, this objective may not be achieved due to unforeseen or inadvertently harmful social or environmental effects that lessen planned advantages or, in extreme cases, jeopardize the project's viability. Road and highway projects offer a number of socioeconomic advantages, such as lower transportation costs, easier access to markets for regional produce and goods, opening up new job centers, hiring local labor for the project, improved access to social services like health care, and the development of local economies (Ajugwo, 2013).

According to Ayugba (2012), the prevalence of poverty in different Nigerian communities, both in urban and rural locations, can be explained by the inadequate availability of transportation infrastructure and services. It is commonly known that insufficient transportation infrastructure and services, along with restrictions on people's ability to move about and access places like marketplaces, medical facilities, and water sources, have a serious negative impact on the rate at which poverty is increasing. Development is accelerated by effective transportation infrastructure. According to Oruonye (2011), the degree of the city's road network determines how easy it is for people to commute between its various areas, which is a key component of an urban area's sustainability. The goal of road development projects is to alter the social and natural settings to produce or improve livelihood, the economy, and other benefits that the community values. However, this objective may not be achieved due to unforeseen or inadvertently harmful social or environmental effects that lessen planned advantages or, in extreme cases, jeopardize the project's viability.

Similarly, Ironi et al. (2006) contended that the National Economic Empowerment and Development Strategy (NEEDs) of the Federal Government of Nigeria, through which it is implementing the new economic principles, remains a key instrument for realizing the goals of transport infrastructure development. Nonetheless, astute observers continue to be astounded by the state of Nigerian roads, which are actually among the worst in the world.

THEORETICAL FRAMEWORK

Endogenous Development Theory

In contrast to conventional wisdom, or more accurately, the "modernist" conception of development, Bassand (1986) proposed the idea of endogenous development. The idea behind endogenous development is that the greatest way to improve the socioeconomic well-being of underprivileged communities is to identify and harness the local community's resources (Udom, 2006). Bassand (1986) defined "the new meaning of development as the combination of social costs and long-term effects with cultural, social, political, and ecological values as well as qualitative and structural indicators and not just quantitative and monetary measures used as criteria for endogenous development." As an alternative to the practice of central authorities designing interventions that deal with different spheres of social and economic life separately and/or that presume standard measures can solve socio-economic problems regardless of location or culture, this concept was developed as a development approach. In this case, the focus has been on what communities can accomplish on their own, with support and aid directed toward fostering local economic expansion (OKOLO, 2014).

Usman (2013) identifies three primary features of endogenous (or participatory) development. First, it places development activities in a framework that is territorial rather than sectoral, with a territory smaller than a nation-state. Second, by valuing and utilizing local resources—both human and physical—economic and other development initiatives are refocused to maximize the retention of benefits within the local region. Third, by emphasizing the needs, abilities, and viewpoints of the local populace, development is contextualized. This means that a local community should gain the ability to take on some of the responsibility for fostering its own socioeconomic growth. The recognition of partnership working cooperation arrangements as a vehicle to introduce and regulate endogenous growth has grown, whether between official organizations or between the public, corporate, and voluntary sectors (Udom, 2006). The partners combine their resources to work toward a shared policy goal, in this example the socioeconomic revitalization of a region. Theoretically, the partners develop mutually beneficial plans that incorporate their respective roles or contributions (Ede, 2011).

This method holds that the system's essential components are centrally planned social animation, empowerment, capacity building, and the availability of appropriate training and development facilities. Certain political-institutional configurations may potentially support endogenous growth patterns, claims Sabran (2015). These include an extensive network of services offered by local governments to various economic sectors, planning tools designed to fortify development patterns, and a stable environment conducive to industrial growth. According to Keane (1990), endogenous development differs from exogenous development in two key ways: first, it is viewed as a process that addresses the entire human condition, rather than just an economic concept; and second, it accepts a variety of possible conceptions of development and presents the goals and paths on a local level that makes sense. "Represents a significant change from investment on physical capital to investment in developing the knowledge, the skills, and the entrepreneurial abilities of the local population," adds Keane of the endogenous approach. However, it has also been observed that the

endogenous development strategy has a number of shortcomings. Although Brugger (1986) acknowledged that the theory of endogenous development has substantial flaws, he also maintained that these deficiencies might be filled by methodically analyzing real-world experiences and that policymakers could still benefit from the theory.

Methodology

For the study, a cross-sectional survey design was chosen. The Southern Senatorial District of Cross River State is the research area. There are 1,590,200 people living in the research region, making up the study's population. Taro Yamane's statistical procedure was used to sample 1199 people who were reachable during the researchers' visit to the sample area in order to determine the sample size. For this investigation, primary and secondary sources of data were used. First-hand information collected from respondents during fieldwork served as the primary source. The key sources for this study were the questionnaire, focus group discussions, and interviews (qualitative data). Reviews of scholarly empirical or theoretical works, including those found online, in journals, newspapers, textbooks, and other publications, constituted the secondary data source. At the 0.05 level of significance, the study used Simple Linear Regression Analysis to evaluate its assumptions. The purpose of the analysis and the type of variable in the hypothesis were taken into consideration when selecting it.

Presentation of results

The study's premise was supported by the results that were presented. The null hypothesis and the suitable statistical method used for data analysis were restated prior to the hypothesis being tested. This is displayed as follows:

Hypothesis one

According to the null hypothesis, there is no meaningful connection between the building of NDDC feeder roads and the socioeconomic well-being of the populace. At the.05 level of significance, basic linear regression analysis was used to test this hypothesis. The analysis's outcome is shown in the table below.

Table 1

Simple linear regression results summary of the relationship between feeder road construction and the socio-economic wellbeing of the people

R	.729				
R Square	.532				
Adjusted R Square	.531				
Std. Error	3.769				
Model	SS	Df	MS	F	Sig.
Regression	6428.250	1	6428.250	452.618	.000
Residual	5652.540	1198	14.202		
Total	12080.790	1199			
B = .730	t = 21.275	p< .05			

Source: Field Work, 2023.

The findings displayed in Table 1 demonstrate a robust positive association (R =.729) between the development of NDDC feeder roads and the socioeconomic well-being of the populace. The supply of feeder road construction intervention project is thought to account for 53.1% of the overall variance in the socio-economic prosperity of the population, according to the adjusted R square value of.531. This implies that additional unrelated factors account for 46.9% of the variance that remains.

The regression's analysis of variance produced an F-value of 452.618 at 1 and 1198 degrees of freedom, and the p-value of.000 was less than the.05. This finding meant that there was enough statistical support to keep the alternative hypothesis and reject the null. Thus, there is a strong correlation between the building of feeder roads and the socioeconomic well-being of the populace. If all else is equal, the regression (B =.730) indicates that a unit increase in the feeder road construction standard deviation will result in a.730 rise in the socioeconomic well-being of the residents of the Southern Senatorial District of Cross River State.

Discussion

The study's initial conclusion revealed a strong correlation between the building of feeder roads and the socioeconomic well-being of the populace. According to this research, the Niger Delta Development Commission's construction of feeder roads will enhance the socioeconomic well-being of the populace by facilitating better access to motorable roadways, higher-quality transit options, and efficient business operations. This is an intriguing discovery because building roads would help residents achieve their goals faster and can also lower the number of accidents and criminal activity in the neighborhood. This result supports the Asian Development Bank's (2005) assertion that "efficient feeder roads can facilitate the delivery of perishable food to premium urban markets, and the revenue generated can be allocated towards health and education to enhance the productivity of future migrants to the cities." It follows that the results of this study are not surprising. This study's findings further support those of Festus, Bassey, and Uyang (2014), who found that physical infrastructure like rural roads facilitates non-farm employment and increases agricultural productivity, both of which lead to greater incomes. They also underlined how roads directly affect household income and the cost of transactions. Even though the individual well-being of the participants was the main emphasis of this study, Gannoon's (2001) conclusion is highly pertinent since income availability can be utilized to raise living standards. According to association, a person's well-being will increase with anything that will raise their money. Since the person could meet all of their basic needs—food, clothing, and shelter—and consequently have access to a good education, clean water, and effective methods of communication—with their salary.

Investment in rural roads ensures adequate transportation that supports socio-economic development, promotes poverty alleviation, increases production through reduction in transport costs, improves income, lowers the price of products, and increases off-farm opportunities and employment opportunities, according to studies like Pankaj (2000), Khandler et al. (2006), and Mabogunje (2002). This suggests that the construction of infrastructure—like easily navigable roads—can stimulate economic growth and, as a result, raise people's standards of living.

Conclusion

The general conclusion drawn from the study's findings was that Niger Delta intervention initiatives can play a significant role in advancing the socioeconomic well-being of residents in Nigeria's Southern Senatorial District of Cross River State. This can be accomplished by empowering rural areas, which can support the current projects offered. To be more precise, building feeder roads and a variety of other intervention projects are productive initiatives that have the ability to greatly improve the socioeconomic wellbeing of the populace.

Recommendations

Based on the findings of this investigation, the following suggestions were made.

1. The government should select and carry out projects using a bottom-up methodology.
2. A reevaluation of the commission's needs assessment plan to take the people's felt needs into account.
3. To improve accessibility to the local communities, significant efforts should be put into the development and repair of feeder roads.
4. The Niger Delta Development Commission has to build more roads, particularly in remote regions, and fix the crumbling ones quickly. People will be able to move their things around more easily as a result, which will boost commerce and lessen the likelihood of robberies and accidents, which are typically made easier by poor roads.

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