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SOCIO-ECONOMIC EFFECTS OF PROLONGED ROAD CONSTRUCTION ON BUSINESS PERFORMANCE, URBAN MOBILITY, AND LIVELIHOODS IN SABON TASHA COMMUNITY, CHIKUN LOCAL GOVERNMENT AREA, KADUNA STATE

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ABSTRACT

Purpose: *The study aimed at assessing the socio-economic effects of prolonged road construction on business performance, urban mobility, and livelihoods in Sabon Tasha Community, Chikun Local Government Area, Kaduna State, Nigeria. The study specifically focused on shop owners, private motorists, commercial drivers, motorcycle riders, and tricycle operators affected by the prolonged road construction.*

Design/methodology/approach: *The study employed a descriptive survey design. Data were collected from 400 respondents using structured questionnaires, out of which 396 (99%) were successfully retrieved and analysed. Secondary data were obtained from relevant government publications and academic literature. The data were analysed using descriptive statistics, particularly frequencies and percentages.*

Findings: *The findings revealed that prolonged road construction had considerable negative effects on businesses, urban mobility, and livelihoods in the study area. About 54% of the respondents reported a substantial decline in customer patronage, while 48% reported considerable reductions in business revenue. Furthermore, 49% experienced considerably slower and more difficult daily travel, while 47% reported significant increases in transportation or vehicle operating expenses. The study also found that 47% experienced significant increases in transport fares, 47% reported severe traffic congestion, and 46% indicated that prolonged road construction had substantially affected their livelihoods and economic well-being. Overall, the findings indicate that prolonged road construction created significant economic and social challenges for businesses, transport operators, commuters, and households.*

Research limitations/Implications: *The study was limited to Sabon Tasha Community and focused on people affected by the road construction. Therefore, the findings may not apply to other areas.*

Practical implications: *Government and contractors should complete road projects on time and provide alternative routes to reduce problems for road users and businesses.*

Originality/value: *The study shows how prolonged road construction affects businesses, transportation, and livelihoods in Sabon Tasha.*

Keywords: Prolonged road construction, business performance, urban mobility, livelihoods, Sabon Tasha, Kaduna State.

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1.0 INTRODUCTION

Transportation infrastructure is widely recognized as a key driver of economic growth, urban development, and regional integration because it facilitates the efficient movement of people, goods, and services. An efficient road network improves accessibility to markets, employment opportunities, educational institutions, healthcare facilities, and other essential services, while reducing travel time and transportation costs (World Bank, 2023). Reliable transportation infrastructure also promotes labour mobility, facilitates the distribution of goods, strengthens market linkages, and enhances the productivity of businesses and households. Consequently, investment in road infrastructure remains an important strategy for promoting economic development, reducing spatial inequalities, improving urban connectivity, and supporting sustainable development, particularly in developing countries where road transportation constitutes a major means of movement (African Development Bank [AfDB], 2024; Timilsina, Shrestha and Dulal, 2024). However, the benefits associated with road infrastructure depend not only on the construction of new roads but also on the efficiency, quality, and timely completion of infrastructure projects. Where road projects are poorly planned, inadequately funded, or delayed for prolonged periods, the construction process itself can impose considerable economic and social costs on surrounding communities (Chinzara, Moyo and Ncube, 2023).

Despite the long-term benefits of road development, road construction and rehabilitation projects can generate significant temporary disruptions, particularly when implementation extends beyond the scheduled completion period. Prolonged road construction may arise from inadequate funding, inflation, poor contractor performance, weak project supervision, contractual disputes, administrative bottlenecks, security challenges, and changes in project design (Federal Ministry of Works, 2024). Extended construction periods can reduce road capacity, restrict access to commercial premises, create road diversions, and increase traffic congestion and travel time. They may also increase vehicle operating expenses through higher fuel consumption, frequent braking and idling, longer travel distances, and accelerated vehicle wear and maintenance requirements. For businesses located along construction corridors, restricted accessibility can reduce customer patronage, delay the delivery of goods, increase logistics costs, and reduce sales revenue. Similarly, transport operators may experience fewer daily trips and declining earnings because of congestion and longer journey times (World Bank, 2023; Chinzara, Moyo and Ncube, 2023; Timilsina, Shrestha and Dulal, 2024). Thus, although road construction is intended to improve transportation efficiency in the long term, prolonged implementation may produce substantial short-term economic costs for businesses, commuters, and transport operators.

The effects of prolonged road construction also extend to the social, environmental, and livelihood conditions of affected communities. Residents may experience increased transportation fares, longer commuting periods, restricted access to workplaces and essential services, dust pollution, noise, and general inconvenience during construction activities (UN-Habitat, 2022). Where alternative routes are inadequate, road users may be forced to travel longer distances, increasing both the financial and time costs of daily movement. For households whose incomes depend on daily business or transport activities, reduced mobility and declining economic activity may translate into lower earnings and difficulties in meeting essential household responsibilities. Small and medium-sized enterprises and informal businesses may be particularly vulnerable because prolonged reductions in customer patronage and revenue can affect their ability to meet operating expenses and sustain their businesses (Akinyemi, Adejumo and Afolabi, 2021). Commercial drivers, motorcycle riders, and tricycle operators may similarly experience increased fuel and maintenance costs and reduced productivity. Consequently, the socio-economic effects of prolonged road construction can extend beyond transportation to household financial well-being, employment-related activities, business

sustainability, and overall standards of living (Timilsina, Shrestha and Dulal, 2024; World Bank, 2023).

In Nigeria, the problem of prolonged road construction is particularly important because road transportation plays a central role in the movement of people, agricultural products, manufactured goods, and commercial services. Delays in road construction projects have been associated with funding constraints, inflation, poor contractor performance, inadequate project supervision, and administrative challenges (Federal Ministry of Works, 2024). Such delays can disrupt transportation systems and commercial activities, resulting in traffic congestion, increased transport costs, longer travel times, reduced productivity, and declining business performance (Ifoghere and Olele, 2024). The effects may be more pronounced in rapidly expanding urban and peri-urban communities where a single road corridor serves several functions simultaneously, including residential access, commercial activities, and public and private transportation. Businesses located along such corridors depend on regular customer movement and the efficient delivery of goods, while transport operators depend on the road for daily income generation. Therefore, prolonged disruption of major road corridors can create interconnected economic effects involving businesses, transport operators, commuters, and households (Akinyemi, Adejumo and Afolabi, 2021; Ifoghere and Olele, 2024).

Sabon Tasha, located in Chikun Local Government Area of Kaduna State, is one of the rapidly growing residential and commercial communities within Kaduna metropolis. The community contains diverse commercial activities and depends heavily on road transportation for the movement of residents, customers, goods, and services. The ongoing road construction along the community's major corridor has affected accessibility to businesses, increased travel time, contributed to traffic congestion and road diversions, and created difficulties for shop owners, commercial transport operators, private motorists, and residents who depend on the road for their daily activities and livelihoods. These conditions raise important concerns about the extent to which prolonged road construction affects business performance, urban mobility, transportation costs, and household livelihoods within the community. Although road infrastructure development is expected to generate long-term socio-economic benefits, prolonged construction can impose substantial short-term costs on communities when access, mobility, and economic activities are disrupted. It is therefore necessary to examine these effects within the specific context of Sabon Tasha in order to provide empirical evidence on how prolonged road construction influences businesses, transport operators, road users, and livelihoods in the study area.

Although several studies have examined the relationship between road infrastructure and economic development, limited attention has been given to the socio-economic effects of prolonged road construction on business performance, urban mobility, and livelihoods within rapidly growing peri-urban communities such as Sabon Tasha (Ifoghere and Olele, 2024; Timilsina *et al.*, 2024). Most previous studies have focused on infrastructure development, engineering performance, or project management, with less emphasis on the experiences of shop owners and transport operators directly affected by delayed construction projects. This gap limits the availability of evidence needed by policymakers and project managers to reduce the adverse impacts of prolonged road construction. Against this background, this study examines the socio-economic effects of prolonged road construction on business performance, urban mobility, and livelihoods in Sabon Tasha Community, Chikun Local Government Area, Kaduna State.

Specifically, the study seeks to:

i. Assess the effects of prolonged road construction on the business performance of shop owners in the study area.
ii. Examine the effects of prolonged road construction on urban mobility and the operational activities of private and commercial road transport operators in the study area.

iii. Evaluate the socio-economic effects of prolonged road construction on the livelihoods of residents, business owners, and commercial transport operators in the study area.

2.0 THEORETICAL FRAMEWORK

This study adopts the Sustainable Livelihoods Framework (SLF) developed by the UK Department for International Development (DFID, 1999). The framework explains how people use available resources such as human, financial, physical, natural, and social capital to sustain their livelihoods while coping with external challenges. It is relevant to this study because prolonged road construction disrupts business activities, reduces accessibility, increases travel time and transport costs, and negatively affects the incomes and livelihoods of shop owners, transport operators, and residents. Although the framework gives less attention to institutional factors such as poor governance and project management, it is suitable for explaining how prolonged road construction affects business performance, urban mobility, and livelihoods in Sabon Tasha Community, Chikun Local Government Area, Kaduna State.

3.0 MATERIALS AND METHODS

3.1 Study Area

The study was conducted in Sabon Tasha Community, located in Chikun Local Government Area (LGA) of Kaduna State, northwestern Nigeria. Sabon Tasha is one of the fastest-growing residential and commercial communities within the Kaduna metropolis (Kaduna State Bureau of Statistics, 2023). It lies approximately between latitudes 10°28′N and 10°31′N and longitudes 7°26′E and 7°29′E, along the Kaduna–Kachia Road, which serves as a major transportation corridor linking Kaduna city with neighbouring communities such as Narayi, Kujama, Maraban Rido, Television, Gonin Gora, and Kakau (Kaduna Geographic Information Service (KADGIS), 2022). The community is characterized by numerous commercial activities, including retail shops, markets, restaurants, pharmacies, banks, workshops, and transport services, making it an important commercial hub within Chikun LGA (Kaduna State Bureau of Statistics, 2023).

The area experiences a tropical wet-and-dry climate, with a rainy season extending from April to October and a dry season from November to March. Annual rainfall ranges between 1,100 mm and 1,500 mm, while mean annual temperatures vary from 24°C to 33°C. The vegetation belongs to the Northern Guinea Savanna, characterized by scattered trees and grasses (Nigerian Meteorological Agency, 2024; Federal Ministry of Environment, 2022). The ongoing road construction in Sabon Tasha has disrupted business activities and transportation by causing traffic congestion, road diversions, dust pollution, and restricted access to shops and other business premises. These conditions make the community a suitable area for studying the socio-economic effects of prolonged road construction on businesses, urban mobility, and livelihoods.

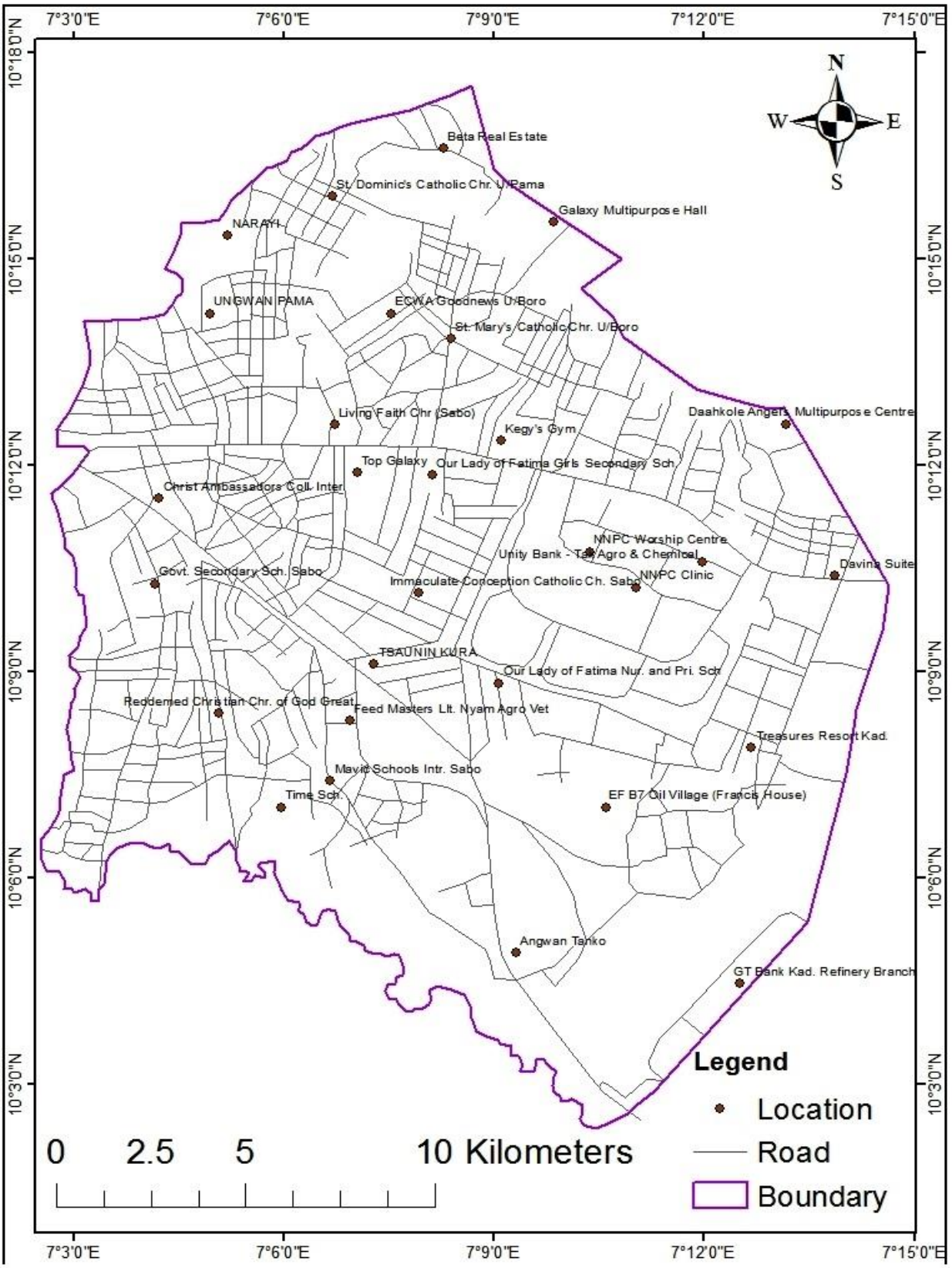

Figure 1: Location Map of Sabon Tasha Community Showing the Study Area
Source: Kaduna State Geographic Information Service (2026).

3.2 Data Sources

The study used both primary and secondary data. Primary data were collected through structured questionnaires administered to shop owners, private motorists, commercial taxi drivers, commercial motorcycle (Okada) riders, and commercial tricycle (Keke Napep) operators in Sabon Tasha Community. Secondary data were obtained from National Population Commission (NPC) records, Kaduna State Bureau of Statistics, Kaduna State Ministry of Works, Kaduna Geographic Information Service (KADGIS), government publications, and relevant academic literature on road infrastructure, transportation, urban mobility, and livelihoods. A 2025 projected population of 105,000 was adopted for Sabon Tasha Community. The projection was based on the 2006 National Population Census (NPC, 2006) and Kaduna State's population growth trend, reflecting the rapid urban expansion of the community within Chikun Local Government Area.

3.3 Data Collection

A multistage sampling technique was used for the study. Sabon Tasha Community was purposively selected because of the ongoing road construction project. The area was divided into major commercial clusters along the road corridor, and respondents were proportionately selected from shop owners, private motorists, commercial taxi drivers, commercial motorcycle (Okada) riders, and commercial tricycle (Keke Napep) operators. Simple random sampling was then used to select respondents within each group.

Data were collected using a structured questionnaire with four sections covering respondents' socio-economic characteristics, the effects of prolonged road construction on business performance, urban mobility, and livelihoods. The questionnaire was pre-tested in a neighbouring community, and necessary revisions were made to improve its clarity and reliability. The reliability test using Cronbach's Alpha showed acceptable internal consistency ($\alpha \geq 0.70$).

3.4 Sample Size Determination

The sample size was calculated using Taro Yamane's (1967) formula:

$$n = \frac{N}{1 + N\,(e)^2}$$

Where;
n = Sample size
N = Population size (105,000 projected for 2025)
1 = Constant
e = Margin of error (0.05)
Substituting the values:

$$n = \frac{105{,}000}{1 + 105{,}000(0.05)^2}$$

$$n = \frac{105{,}000}{1 + 262.5}$$

$$n = \frac{105{,}000}{263.5}$$

$$n = 398.48$$

$$\approx 400$$

Thus, the calculated sample size is 398 respondents. However, it was rounded up to 400 respondents to make questionnaire administration and proportional allocation easier and to allow for possible non-response or unusable questionnaires. Therefore, 400 respondents were targeted for the study.

3.5 Data Analysis

The data were cleaned, coded, and analyzed using the Statistical Package for the Social Sciences (SPSS). Descriptive statistics, including frequencies and percentages, were used to analyze respondents' views on the socio-economic effects of prolonged road construction on business performance, urban mobility, and livelihoods in Sabon Tasha Community. The results were presented in frequency tables and chart to facilitate interpretation and discussion.

4.0 PRESENTATIONAND DISCUSSION OF RESULTS

4.1 Demographic Characteristics of Respondents

This section presents the demographic characteristics of the respondents, including their gender, age, educational attainment, and occupation.

Table 1: Demographic Characteristics of Respondents

Variable	Category	Frequency	Percentage (%)
Gender	Male	278	70
	Female	118	30
	Total	**396**	**100**
Age Group	18–27 years	72	18
	28–37 years	138	35
	38–47 years	115	29
	48 years and above	71	18
	Total	**396**	**100**
Educational Attainment	No Formal Education	41	10
	Primary Education	83	21
	Secondary Education	165	42
	Tertiary Education	107	27
	Total	**396**	**100**
Occupation	Shop Owner	96	24
	Private Motorist	80	20
	Commercial Taxi Driver	78	20
	Commercial Motorcycle (Okada) Rider	74	19
	Commercial Tricycle (Keke Napep) Operator	68	17
	Total	**396**	**100**

Source: Field Survey, 2026

Table 1 indicates that 70% of the respondents were male, while 30% were female, suggesting that males constituted the majority of participants in the study. Regarding age, the largest proportion of respondents 35% fell within the 28–37 years age group, followed by 29% aged 38–47 years. Respondents aged 18–27 years and 48 years and above each accounted for 18% respectively. This implies that the study was dominated by economically active adults who are engage in business and transport-related activities.

In terms of educational attainment, 42% of the respondents had secondary education, 27% possessed tertiary education, 21% had primary education, while only 10% had no formal education. This indicates that most respondents had at least basic formal education, which enhanced their understanding of the questionnaire. With respect to occupation, 24% were shop owners, 20% were private motorists, 20% were commercial taxi drivers, 19% were commercial motorcycle (Okada) riders, and 17% were commercial tricycle (Keke Napep) operators. The relatively balanced

distribution across occupational groups suggests that the study adequately captured the views of the major stakeholders directly affected by the prolonged road construction in the study area.

4.2 Effects of Prolonged Road Construction on Business Performance

This section presents the respondents' views on the effects of prolonged road construction on the business performance of shop owners in the study area.

Table 2: Effect of Prolonged Road Construction on Customer Patronage

Response	Frequency	Percentage (%)
Customer patronage has declined substantially, resulting in significant reductions in business transactions.	214	54
Customer patronage has declined moderately, but the business continues to operate with some stability.	108	27
Customer patronage has remained relatively stable despite the ongoing road construction.	58	15
Customer patronage has improved due to increased activities associated with the construction project.	16	4
Total	396	100

Source: Field Survey, 2026

The table 2 shows that 54% of the respondents indicated that customer patronage had declined substantially as a result of the prolonged road construction, while 27% reported a moderate decline. About 15% stated that customer patronage had remained relatively stable, whereas only 4% believed that customer patronage had improved during the construction period. This suggests that the prolonged road construction has adversely affected customer patronage among shop owners.

Table 3: Effect of Prolonged Road Construction on Business Revenue

Response	Frequency	Percentage (%)
Business revenue has declined considerably, making it difficult to sustain normal operations.	192	48
Business revenue has declined slightly, but the business remains operational.	124	31
Business revenue has remained largely unchanged since the commencement of the project.	53	14
Business revenue has improved because of increased demand generated by the construction activities.	27	7
Total	396	100

Source: Field Survey, 2026

Table 3 shows that half (48%) of the respondents indicated that business revenue had declined considerably due to the prolonged road construction, while 31% experienced a slight decline. Approximately 14% reported no noticeable change in revenue, whereas only 7% experienced an improvement. This implies that the prolonged road construction has negatively influenced the revenue of many businesses.

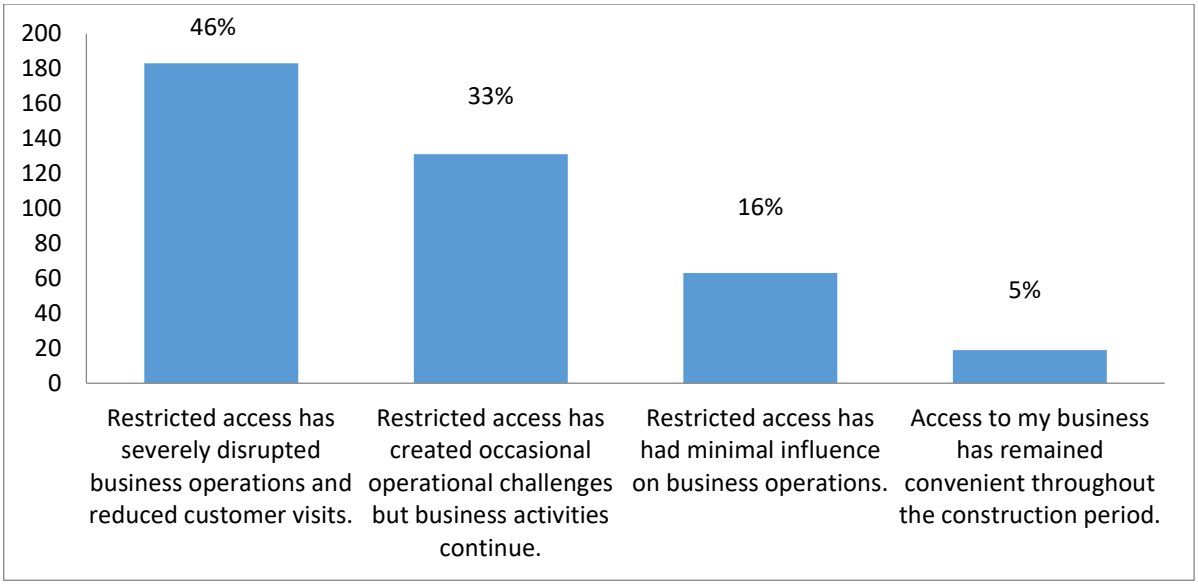

Figure 2: Effect of Restricted Access on Business Operations

Source: Field Survey, 2026

Figure 2 indicate that 46% of the respondents reported that restricted access had severely disrupted their business operations, while 33% experienced occasional operational challenges. About 16% stated that the construction had little influence on their operations, whereas 5% indicated that access to their businesses remained convenient. This demonstrates that restricted accessibility was a major challenge during the construction period.

Table 4: Effect of Prolonged Road Construction on Business Operating Costs

Response	Frequency	Percentage (%)
Business operating costs have increased substantially due to transportation, logistics, and maintenance expenses.	168	42
Business operating costs have increased slightly but remain manageable.	147	37
Business operating costs have remained relatively unchanged.	47	12
Business operating costs have reduced as a result of adjustments made during the construction period.	34	9
Total	396	100

Source: Field Survey, 2026

Table 4 shows that 42% of the respondents reported a substantial increase in business operating costs, while 37% experienced a slight increase. Approximately 12% observed no noticeable change in operating costs, whereas only 9% indicated a reduction in operating costs. This suggests that prolonged road construction may increase the cost of running businesses.

4.3 Effects of Prolonged Road Construction on Urban Mobility and Transport Operations

This section examines the effects of prolonged road construction on urban mobility and the operational activities of private and commercial road transport operators in the study area.

Table 5: Effect of Prolonged Road Construction on Daily Travel Experience

Response	Frequency	Percentage (%)
Daily travel has become considerably slower and more difficult because of congestion and road diversions.	194	49
Daily travel has become slightly slower, although movement is still manageable.	119	30

The road construction has had little or no noticeable effect on my daily travel.	54	14
Daily travel has become easier due to improvements in traffic management during construction.	29	7
Total	396	100

Source: Field Survey, 2026

Table 5 indicates that 49% of the respondents reported that their daily travel had become considerably slower and more difficult because of congestion and road diversions, while 30% experienced a slight increase in travel time. About 14% observed little or no noticeable effect, whereas 7% believed that travel had become easier due to traffic management measures. This suggests that prolonged road construction could significantly reduce travel efficiency within the study area.

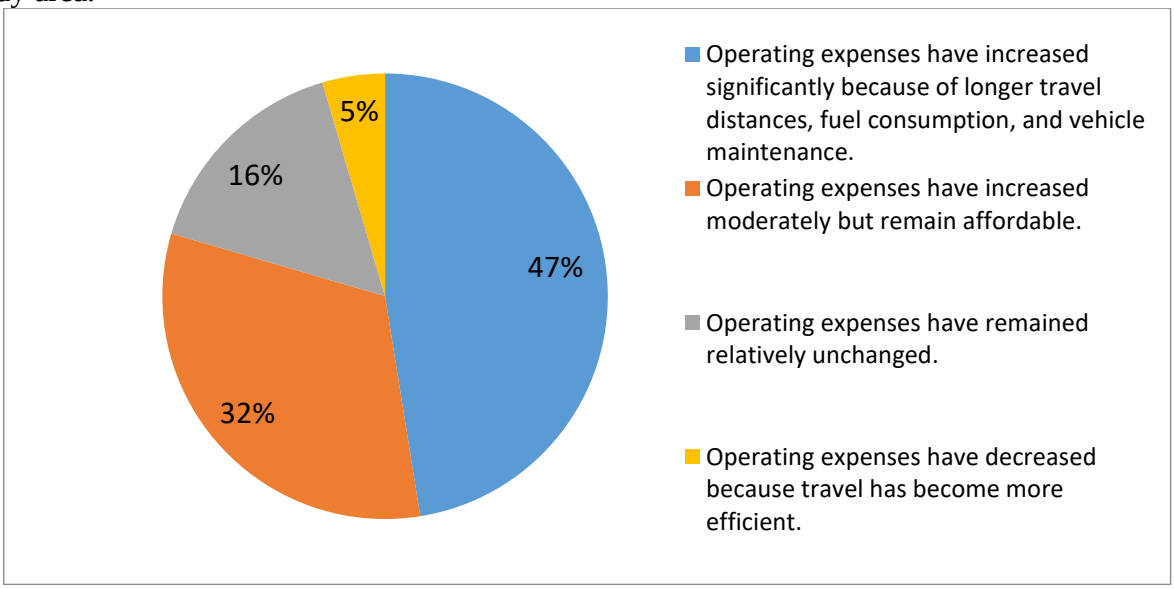

Figure 3: Effect of Road Construction on Transportation or Vehicle Operating Expenses

Source: Field Survey, 2026

Figure 3 shows that 47% of the respondents indicated that transportation or vehicle operating expenses had increased significantly due to prolonged road construction, while 32% reported a moderate increase. About 16% experienced no noticeable change in operating expenses, whereas 5% reported a reduction. This suggests that prolonged road construction may have increase the cost of transport operations.

Table 6: Effect of Prolonged Road Construction on Commuters' Transport Fares

Response	Frequency	Percentage (%)
Transport fares increased significantly	185	47
Transport fares increased moderately	128	32
Transport fares remained constant	63	16
Transport fares decreased	20	5
Total	396	100.0

Source: Field Survey, 2026

Table 6 indicates that 47% of the respondents indicated that transport fares increased significantly during the prolonged road construction, while 32% reported a moderate increase. About 16% stated that transport fares remained constant, whereas only 5% indicated that fares decreased. The findings suggest that prolonged road construction placed an additional financial burden on commuters, as a substantial majority (79%) experienced an increase in the fares they paid for transportation.

Table 7: Traffic Conditions during the Road Construction Period

Response	Frequency	Percentage (%)
Traffic congestion has become severe, resulting in frequent delays and long waiting times.	188	47
Traffic congestion has increased moderately with occasional delays.	121	31
Traffic conditions have remained fairly normal despite the construction activities.	48	12
Traffic movement has improved due to better traffic control measures.	39	10
Total	396	100

Source: Field Survey, 2026

Table 7 reveals that 47% of the respondents believed that traffic congestion had become severe, leading to frequent delays and long waiting times. Another 31% reported moderate congestion, while 12% indicated that traffic conditions remained fairly normal. Only 10% observed an improvement in traffic movement. This suggests that prolonged road construction contribute to increased traffic congestion within the study area.

Table 8: Effect of Prolonged Road Construction on Daily Transport Operations

Response	Frequency	Percentage (%)
Transport operations have been seriously disrupted, resulting in reduced productivity and earnings.	168	42
Transport operations have experienced moderate disruption with occasional operational difficulties.	140	35
Transport operations have experienced little or no disruption.	52	14
Transport operations have improved during the construction period.	36	9
Total	396	100

Source: Field Survey, 2026

As shown in table 8, the study reveals that 42% of the respondents stated that their transport operations had been seriously disrupted; resulting in reduced productivity and earnings, while 35% experienced moderate disruption. About 14% reported little or no disruption, and 9% indicated that their operations had improved during the construction period. These illustrative findings suggest that prolonged road construction negatively affect the efficiency and productivity of private and commercial transport operators.

4.4 Socio-Economic Effects of Prolonged Road Construction on Livelihoods

This section evaluates the socio-economic effects of prolonged road construction on the livelihoods of residents, business owners, and commercial transport operators in the study area.

Table 9: Effect of Prolonged Road Construction on Household Financial Well-being

Response	Frequency	Percentage (%)
It has significantly weakened our financial capacity to meet essential household needs.	186	47
It has moderately affected our financial situation, but we are still able to cope.	128	32
It has had little or no noticeable effect on our household finances.	58	15

It has improved our household financial situation through new economic opportunities.	24	6
Total	396	100

Source: Field Survey, 2026

Table 9 reveals that 47% of the respondents indicated that the prolonged road construction had significantly weakened their household's financial capacity to meet essential needs. Another 32% reported a moderate effect on their financial situation, while 15% experienced little or no noticeable effect. Only 6% believed that the road construction had improved their household finances through new economic opportunities. This suggests that prolonged road construction might have negatively affect the financial well-being of many households.

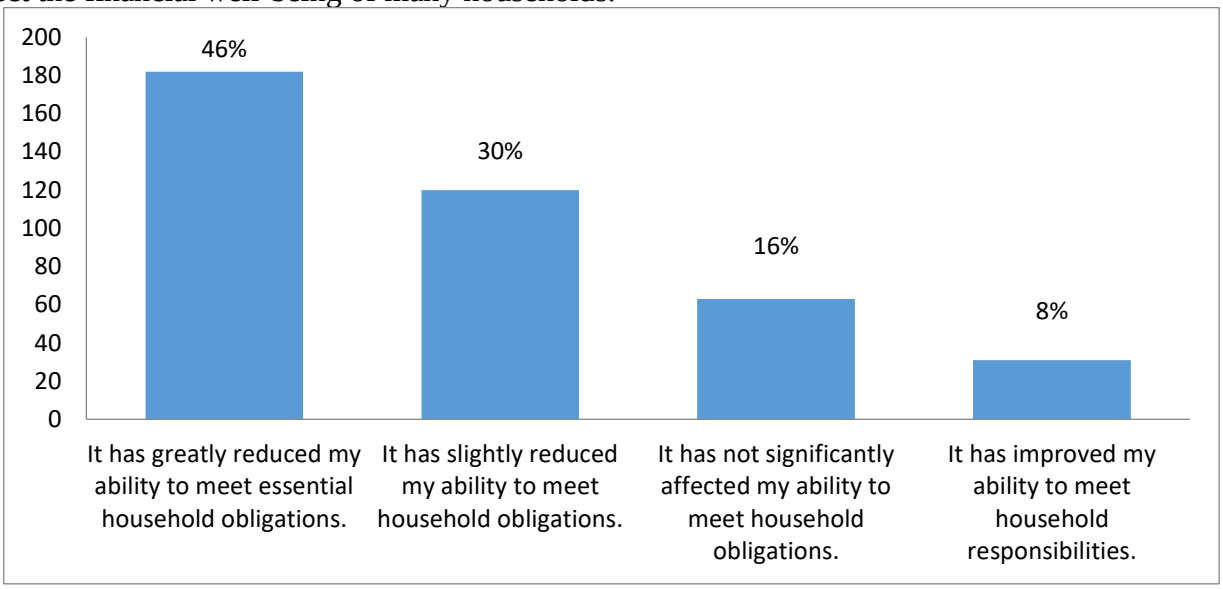

Figure 4: Effect of Prolonged Road Construction on Ability to Meet Household Responsibilities

Source: Field Survey, 2026

Figure 4 show that 46% of the respondents reported that prolonged road construction had greatly reduced their ability to meet essential household obligations such as food, education, healthcare, and utility expenses. About 30% experienced a slight reduction, whereas 16% indicated no significant effect. Only 8% reported an improvement in their ability to meet household responsibilities. These results suggest that prolonged road construction may adversely affect household welfare.

Table 10: Effect of Prolonged Road Construction on Overall Standard of Living

Response	Frequency	Percentage (%)
My standard of living has declined considerably due to reduced income and increased living costs.	180	45
My standard of living has declined slightly but remains manageable.	138	35
My standard of living has remained largely unchanged.	47	12
My standard of living has improved during the construction period.	31	8
Total	396	100

Source: Field Survey, 2026

Table 10 indicates that 45% of the respondents stated that their standard of living had declined considerably because of reduced income and increased living costs associated with the prolonged road construction. Another 35% reported a slight decline, while 12% observed no significant change. Only 8% believed that their standard of living had improved during the construction period. This

implies that prolonged road construction may contribute to a decline in the living conditions of affected residents and transport operators.

Table 11: Overall Effect of Prolonged Road Construction on Livelihood

Response	Frequency	Percentage (%)
The prolonged road construction has had a substantial negative effect on my livelihood and economic well-being.	182	46
The prolonged road construction has had a moderate negative effect on my livelihood.	122	31
The prolonged road construction has had little or no significant effect on my livelihood.	62	16
The prolonged road construction has created more opportunities than challenges for my livelihood.	30	7
Total	396	100

Source: Field Survey, 2026

Table 11 shows that 46% of the respondents believed that prolonged road construction had a substantial negative effect on their livelihood and economic well-being, while 31% reported a moderate negative effect. About 16% indicated little or no significant effect, whereas 7% perceived that the road construction had created more opportunities than challenges. Overall, this hypothetical distribution suggests that prolonged road construction may have considerable socio-economic implications for the livelihoods of residents, business owners, and commercial transport operators in the study area.

4.5 Discussion of Findings

The findings show that prolonged road construction negatively affected businesses, transportation, and livelihoods in Sabon Tasha. The respondents were mainly economically active people, including shop owners, motorists, taxi drivers, motorcycle riders, and tricycle operators. The study found that many businesses experienced reduced customer patronage, lower revenue, restricted access, and higher operating costs. It also found that road construction caused longer travel times, higher transport and vehicle costs, increased transport fares, traffic congestion, and disruption of transport activities. These problems reduced the income and productivity of business owners and transport operators. The study further found that many respondents experienced reduced household income, difficulty meeting basic needs, and a decline in their standard of living. These findings agree with Akinyemi, Adejumo and Afolabi (2021), Ifoghere and Olele (2024), and Timilsina, Shrestha and Dulal (2024), who found that transportation problems can negatively affect businesses, mobility, and livelihoods. The findings also support the Sustainable Livelihoods Framework (DFID, 1999), which explains that disruptions to income and access to resources can weaken people's livelihoods. Overall, the study shows that prolonged road construction in Sabon Tasha created serious economic and social difficulties for businesses, road users, transport operators, and households.

5.0 CONCLUSION AND RECOMMENDATIONS

The study concludes that prolonged road construction has adversely affected business performance, urban mobility, and the livelihoods of residents in Sabon Tasha Community, Chikun Local Government Area. The findings revealed that many shop owners experienced reduced customer patronage, declining business revenue, and increased operating costs, while private and commercial transport operators faced longer travel times, traffic congestion, higher transport expenses, and disruptions to their daily operations. The study also found that these challenges weakened household financial well-being, reduced the ability of many respondents to meet essential household needs, and lowered their overall standard of living. Although road infrastructure development is necessary for

long-term socio-economic growth, prolonged construction periods impose considerable short-term economic and social hardships on affected communities.

Government and road construction contractors should ensure adequate funding, effective project supervision, and strict adherence to construction schedules to prevent unnecessary delays and minimize disruptions to businesses and transportation activities. Temporary access roads, proper traffic diversion measures, and clear directional signs should also be provided throughout the construction period to improve accessibility and reduce congestion. In addition, government should provide support for affected businesses and commercial transport operators through measures such as low-interest loans, tax relief, or other forms of financial assistance. Regular consultation and communication between government agencies, contractors, transport unions, business owners, and community leaders should also be encouraged to address emerging challenges and ensure that future road construction projects are implemented with minimal socio-economic impacts on surrounding communities.

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