

Road Dualization and Its Effects on Commercial Properties Rental Value Along Obafemi Awolowo Way, Abeokuta, Nigeria

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Abstract: This study aimed at assessing road dualization and its effects on commercial properties rental value along Obafemi Awolowo Way in Abeokuta, Nigeria. The study investigated the level of accessibility and traffic situation in the study areas before and after the road expansion, assessing the relevance of the road expansion, examined the trends of rental markets of commercial property, surveyed the current rental values of property types and contributing factors to the derived rental values. In carrying out the research work a total of 134 questionnaires were distributed in two sets (i.e. Estate firms 14 and property owner 120) out of which 92 (59.70%) were returned and both random and stratified sampling method were adopted. However, findings reveals that the level of accessibility and traffic situation in the study areas were fairly accessible before road expansion and was now very accessible and free from traffic challenges. The rental market situation of commercial properties was not active initially but latter active after the expansion, rental markets and demand for properties was there after very high. The road expansion had numerous effect on rental values of properties, such as increase in rental values, high demand, increase in capital values, while current rental values was steadily increasing. This made the road expansion projects to be relevant and significant to commercials properties and properties owner. It was hereby recommend that Estate Surveyors should be involved from the inception of road expansion projects in other to determine the cost and benefits of the projects and worth of compensation, urban renewal along the study area for old structure to give way for modern sustainable architectural design, property investors to invest on real estate since demand and rental values is now high to reduces scarcity of properties amongst others.

Keywords: Commercial Properties, Dualization, Rental Value, Road Transportation, Property

1. Introduction

[1], citing [2], observes that property's location and value are strongly interrelated. Urban transport systems influence property features. Accessibility is a key aspect of location. Physical accessibility is determined by the time and cost of travel to other locations. It depends on the presence, efficiency and effectiveness of transport modes. Investment in new transport infrastructure will alter location's relative accessibility, inducing both localised and more general changes in land values. Substantial value changes will trigger

property investment and development decisions, resulting in the intensification or change in land use. Therefore, property market acts as the conduit through which the economic and social impact of changes in accessibility is transmitted to the environment.

Indeed, the provision of a high quality transport system has been identified as a pre-condition for the full participation of remote communities in the benefit of national development [3]. Road transportation opens up new areas of economic activities, increases agricultural production, revitalizes trading activities and impacts positively on urbanization process. Although, there are other means of transportation

such as air, rail and water, these means of transportation would have been greatly incapacitated but for the complementary role played by road transport in the economy. Road transportation is indeed the lifeline of the economy in the local regions [4]. [5], opines that road network constitutes an important element in urban development as roads provide accessibility to the different land uses in the urban area. Thus, the proper functioning of an urban area depends on an efficient transportation network. General accessibility largely depends on transport facilities. [6], listed transportation modes to include human portage, railways, ropeways and cableways, pipelines, inland waterways, sea, air and road.

Usually, benefits of road investments are direct, indirect or induced. The direct benefits include travel time savings, savings in vehicle operating costs and reduced accidents costs among others while indirect benefits are in form of employment opportunities that are related to the road investment. The induced benefits come from the local economic development – towards poverty alleviation – resulting from the road investment. This include enhanced self sufficiency, increased production and efficiency, improved access to market, social services (such as healthcare and educational facilities) and increase in household income and a more equal distribution of income [7].

The present position concerning commercial properties in Abeokuta is that majority are located along the newly constructed roads that deliver much of the vehicular and pedestrian movements. There has been increases in rental values along these roads although not at equal rates and increment has really taken place due to the completion in areas of Abeokuta. It is against this background that this research examined the effect of roads dualization on rental values of commercial properties. Examining into the level of impact, effect of accessibility, connectivity, traffic situation, and market situation and rental values of commercial properties in the study area.

2. Research Methodology

It should be recalled that the main purpose of this research is to examine the road dualization and its effect on rental values of commercial properties in Sapon Abeokuta. Sapon road started from Ijeja junction to Sapon market and the road is called Obafemi Awolowo way.

The study population for this research work focused on Estate Surveyor and valuers, and occupier of commercial properties along Obafemi Awolowo way to Sapon market. The data requirements of this research work were both primary and secondary sources of data. The relevant of the primary data to this study is to source information on the level of accessibility and traffic situation, the market situations of commercial properties within Abeokuta, relevance and significance of the provision of the massive road expansion project, the trends in rental values, the current rental values of commercial property in Obafemi Awolowo way, Sapon Abeokuta, the factors responsible for the present rental values through administration of questionnaire to Registered Estate Surveyor and Valuers

and occupier of commercial properties within the study. Secondary data includes relevant information collected through the use of published and unpublished materials from different magazine, journals, seminars papers, text books, daily newspapers and through the use of internet. Sample frame is the complete list of all the units of elements from which the sample is to select: the list of members of the population from which samples are to be selected. Hence, the sample frame for this research focused on registered practicing estate firms practicing/operating within Abeokuta which are identified to be 14, as obtained from the secretary of Ogun State branch of Nigeria Institution of Estate Surveyor and Valuer (NIESV) and occupier of commercial properties (shops and shopping complexes) directly facing the road along the study area which were identified through field survey to be 400 occupiers. Sample size is the selected number of population from the sample frame since in some cases; all the entire member of the population cannot be studied. Therefore from the sampling techniques 100% of the sample frame of the Registered Estate firm were sample which is 14 while 30% of the occupiers of commercial properties which is 120 residents were sampled. Therefore, a total number of 120 respondents were sampled through administration of questionnaires.

Basically there are several types of sampling techniques/methods namely, random sampling, systematic sampling, stratified sampling, cluster sampling a purposive sampling. Hence, in order to obtain accurate information from the respondents, in carrying out this research work, a combination of random and stratified sampling techniques were adopted. However, for the purpose of this research work, well-structured questionnaire and personal interviews was adopted in collecting data from the targeted population. To achieve the objectives of this study, tools such as frequency distribution table linear regression and simple statistical method was used.

3. Literature Review

3.1. Concept of Property and Property Values

The concept of property has no single or universally accepted definition and various academic disciplines like law, economics, anthropology, and sociology treat the concept more systematically and within or between the different disciplines and fields definitions vary. Real estate (immovable property) is synonymous with real property otherwise called realty, in contrast with personal property (also sometimes called chattel) [8]. In respect of value, market value is the price at which an asset would trade in a competitive setting, and it is usually interchangeable with fair market value or fair value. The legal definition of market value is the most probable price at which a property would trade in an arms-length transaction in a competitive and open market.

In this case, each of the buyer and seller is expected to be prudent and knowledgeable, the price being not affected by any special relationship between them. In distinguishing

between market value and price, a price is obtained for specific property under specific transaction and may or may not represent the property's market value when special considerations such as a family relationship between the buyer and seller are present [9].

Fair market value and fair value are commonly used as accounting terms while the equivalent appraisal term is market value. Market value is defined as a type of value stated as an opinion that presumes the transfer of a right of ownership or a bundle of such rights at a certain date, under specific conditions set forth in the definition of the term identified by the appraiser as applicable in an appraisal. Implicit in the definition are the consummation of a transaction at a specified date and the passing of title from seller to buyer under conditions whereby buyer and seller are typically motivated, both parties being well informed or well advised and acting in what they consider best with reasonable time allowed for exposure in the open market.

In common use, property may be regarded as simply one's own thing and it is the relationship between individuals and the objects, which is seen as being the holders' "own" to dispense with as they see fit. The social scientists conceive property as a bundle of rights and obligations [10]. They stressed further that property is not a relationship between people and things but a relationship between people with regard to things, and it is often conceptualized as the rights of ownership defined in law, and may be private or public property. The latter belongs to an individual while the former belongs to a community collectively or a State. Property rights encourage holders to develop the property, generate wealth, and efficiently allocate resources based on the operation of the market to produce more wealth and better standards of living.

Property may be classified into real estate, immovable property, estate in land, real property, tangible and intangible, personal property, interests in land and improvements. Personal property may be tangible such as cars, clothing, animals, and intangible or abstract (e.g. financial instruments such as stocks and bonds), which includes intellectual property (patents, copyrights, trademarks). [11], stressed that real property in common law systems refers to land or any permanent feature or structure above or below its surface. Immovable property is any immovable object or item of property that cannot be moved and includes premises and property, houses, land and associated goods and chattels. In common law systems, personal property may be called chattels, and distinguished from real property or real estate, while in civil law systems personal property is called movable property. Movables indicating any property that can be moved from one location or another. In distinction with immovable property, such as land and buildings, property may be classified in variety of ways, such as goods, money, negotiable instruments, securities, and intangible assets.

There is further distinction between personal and private property. Personal property refers to things that an individual has an exclusive right to use but only while they are in use or used regularly. It differs from private property, which refers

to things owned by an individual regardless of whether he is using them and has a right to prevent others from using what he does not use or has no intention of using. Real estate or immovable property is a legal term that encompasses land together with anything permanently affixed to it. [12].

In this study, attention is on market value of commercial property, which is the amount of money obtainable for an interest at a particular time from persons that are able and willing to purchase it on the basis that value is not intrinsic. The results from estimates made subjectively by able and willing purchasers of the benefit or satisfaction that is derivable from ownership of the interest, which may be for profit making, speculative, pre-cautionary, or prestige motives [13]

3.2. Concept of Rent and Rental Value

3.2.1. Concept of Rent

Rent is an annual or periodic payment made by a Lessee to a Lessor in consideration for the use of the owner's property for a specified period of time. Rent may be defined as the annual or periodic payment for the use of land or buildings. Rent as a major condition of a lease or tenancy agreement is paid annually, quarterly monthly or even weekly.

Economists consider rent to be the differences between the prices obtain for the produce of a given area of land and the total cost of production. It is the compensation paid for the use of land and / or improvement on land and capital goods. [14].

Types of Rent

As reported by [15] the types of rent as follows:

- a. Profit Rent: This rent described the difference between the full rental value and the rent passing or rent reserve under a lease. It serves as a gain to the tenant and a loss to the land lord.
- b. Economic Rent: Defined by Richards as the surplus income earned by a factor of production over the minimum necessary to bring it into production.
- c. Ground Rent: This is the rent that is being paid in respect of bare land over a long period of time
- d. Rack Rent: This can be defined as the greatest amount in which a property can command under favourable condition in the open market. It is also known as market rent or full rental value.
- e. Virtual Rent: It is defined as the true annual cost of land or building to a lessee. It is thus the rent reserved in the lease and also the annual equivalent of any capital sums the lessee pays as premium or has expended on the premises from time to time.
- f. Contract Rent: This refers to the actual payment which the owners receive from their tenants for the occupation or use of their properties. Generally, contract rent includes element of interest of return on capital and value is economically concerned with this.
- g. Inclusive Rent: This is the amount paid by the tenant to the landlord in whom the landlord is responsible for the outgoings like repairs, management fees and insurance premiums. It is also called Gross Rent

- h. Exclusive Rent: This is the rent which makes the tenant to be responsible for the outgoings. It is also called net rent.
- i. Peppercorn Rent: This is a token rent payable as consideration to a landlord being either of a nominal amount of money or more imaginatively a peppercorn.

3.2.2. Concept of Value

The word value does not have a specific and restricted meaning as it means different things to different people. [16]. Value is a word of many meanings. In consequence the problem of valuation is first to secure a definition acceptable for the purpose of the particular enquiry. The second is to determine the method by which quantum may estimate 'Value' as the "Worth of Something in terms of money or other goods for which it can be exchanged or quality of being useful or important".

Rental value: Value expresses the words/importance's or usefulness of an item. Rental value is the established competitive price of an item (Properties) determined by the market forces of demand and supply.

Determination of Rental Value

Before estimating the capital value of a property from an investment point of view, the valuer must first determine the rental value. In doing this, he will have regard to the trend of values in the locality and to those general factor affecting rent.

In determining rental value of a property, the valuer is largely influenced by the evidence he can find on the rent actually paid not only for a property being value but for the comparable in some district [10]

The factors most likely to influence the determination of rental value are:

- a. The rent at which the property is let
- b. The rent paid for similar properties
- c. By considering rent as a proportion of turnover or profit.
- d. By relating the rent to cost

3.3. Concept of Commercial Property

Commercial properties are properties that are purposely built for commercial uses and it comprises of offices, shopping complexes shopping mall, warehouses to mention but few. Out of all types of property, commercial properties tend to attract more value than other type of property. This is a result of the fact that the demands for such properties are usually greater than the supply. These relates to properties that are basically used for trading (buying & selling), production of income through commerce or business use.

- a. Shops: The pattern of shops varies widely e.g. mobile shops, chain stores, supermarkets etc. but we shall look at local shops. This is a shop that is probably occupied by a sole trader, usually located within a residential area and provides convenient services. The success of local shops has in the past stemmed from the varied range of goods they provide, the extensive hours of opening and personal services.
- b. Generally speaking, the value of any given shop

depends on location, position and physical characteristic of the said shop.

- c. Offices: This category range from converted dwelling houses to modern high rise office buildings. Majority of the jobs in finance, insurance and real estate and related areas are keyed to office space use.
- d. Banks: a bank is a commercial property that creates credit by lending money to a borrower, thereby creating a corresponding deposit on banks balance sheet. Lending activities can be performed either directly or indirectly to through capital market.
- e. All Purpose Hall: it refers to a large room or building for meeting, concert and all kinds of occasion etc.[9]

3.4. Transportation and Property Value

Transportation is the conveyance of goods and people over land, across water, and through the air. It is also the movement of people and goods from one place to another by land (by road, rail, human porter age, motorized and non-motorized vehicles), across water (ship, canoe, boat, etc.) and through the air (helicopter, light and heavy aircraft, etc.). One thing is clear, transportation or transport involves the movement of people, goods and services from origin to destination either by road, air, sea, rail, human porter age, animals, pipeline and even telecommunication or combination of these modes to bring inter-modal essence of final movements of such goods, people or services [17]. The importance of transportation cannot be over-emphasized. Transportation centrally affects the relationship between physical space and society, and changes in transportation affect the organization of human activity in urban and regional space. It structures the built environment, spurs urban growth, as well as orders relationships among cities in a national urban system [18]. However, the study put less emphasis on exact values, and some of the observed increase may be due to optimism of the markets rather than actual effects. Similarly, there is also some evidence that residential property prices might decrease immediately around the transport investment or station. Value increase was determined in the study in a narrow way and mainly through changes in property and land values whereas wider range of measures ought to have been used. The measures should have included changes in accessibility, ownership patterns for land and property, site consolidations, numbers of transactions and yields as well as composite measures such as density of development. In terms of connection between transportation and supply of land, transportation changes extend the supply of urban land for settlement and urban expansions were promoted through transportation advances in addition to evolution of national urban system. As one mode of transportation reached technological limits in extending urban space another takes its place [19]; [20]; changes in urban physical structure are linked with transportation technology. Urban road transportation system is one of the important factors responsible for shaping the urban centers, based on the assumption that consumers rationally choose a form of transportation, according to their social and spatial

position within the urban market. They opined that the urban road transportation system acts as basic component of urban areas' social, economic and physical structure it plays an essential role in the determination of the scale, nature and form of urban areas.

A study on changes in relative values along routes perpendicular to particular streets, through simulation of door-to-door access costs before and after construction of a subway discovered that there was an increase in rent gradient near the subway stations. The study differed from many other studies by modeling price effects around a subway station rather than the distance to the Central Business District (CBD). The higher the price paid for land, the more the capital applied to it, thereby increasing its productivity and intensity of use and consequently its value [21]. The relationship between accessibility, property values and land use patterns was the pre-occupation of earliest theorists. The theories indicate that travel costs were traded off against rents and accessibility in more complicated phenomena that require treatment that is more sophisticated. Increase in accessibility leads to reduction in relative transport costs of a site directly through transport subsidy or indirectly through public transport investment and its manifestation. This was proved in increased demand that triggered land and property values, intensity of land use, and values with substantial changes [22]. In correlating location values of shops with accessibility index, however, [23] used expert system heuristics to select comparable properties from a database with questions asked about the subject property. He adjusted the values of the comparable to account for differences between them and the subject property, and similarly for values of comparable to account for physical differences. The result was displayed on Value Maps after the values have been reconciled for differences except those attributable to location. It was concluded that configuration of route network and impedance for traversal along the routes affect accessibility and locational value using network model with implication for transport planning and its effects on property values. [24], in a mono-centric urban area, the centre that

attracts highest values and rents is where transport facilities maximize labour availability, customer flow and proximate linkages, while rent is the charge that owner of a relatively accessible site can impose because of saving in transport costs which the use of the land makes possible. The better the transport network the less the friction and the higher will be the rent, which is the payment to overcome the friction of space.

One of the fundamental relationships in the study of transportation and its linkage with land use [25]. Land use generates traffic carried by transport and land use-transportation system exists in socio-economic environment while change in road network stimulates change in land use. This leads to altering of flows on roads and consequently land values. Land use-transportation model attempts to relate the different levels of accessibility provided by the transport system to changes in land use in terms of population and employment growth and consequently, the multiplier effects in the value of the land use [26]. In addition to the aforementioned studies, [27] examined the spatial pattern of vacant industrial land prices in Chicago. He found that prices have negative concave relationship with distance from the CBD, and that the airport had a significant positive effect but only within three miles radius with price varying in relation to spatial sectors of the city. [28] in a study commissioned by the Scottish Executive aimed at developing a methodology by which land value uplift can be captured around improved transportation facilities.

4. Data Analysis and Presentation

This chapter deals with data collection, analysis and presentation, the general information, Demographic information of Estate Surveyors and Valuers and occupier of shops and shopping complexes, data analysis is by table presentation and its interpretations. All data gathered were analysed and presented by using simple statistical method which includes, linear regression, the tabulation of data and converting the frequency into simple percentage

Table 1. Analysis of returned administered questionnaire.

Respondents	No of Administered Questionnaire	No of Returned Questionnaire	Percentages of Returned Questionnaire
Estate Surveyors and Valuers	14	12	86
Occupants	120	80	67
Total	134	92	67

Source: Field Survey, 2017

Table 1 shows the analysis of number of the administered questionnaire and returned from both Estate surveyor & value and occupiers respectively. 14 questionnaires were administered, out of which 12 (86%) were returned; while 120 were administered shops and offices occupier out of which 80 (66%) were returned. This implies that percentage (%) of returned questionnaires from the administered questionnaires were encouraging.

Objective one: *Investigate the access and traffic situation in the study area before and after the road expansion projects*

Table 2. Opinion on the Accessibility of Sapon Market, Imo, Grammar School and Isale-Igbeyin (Obafemi Awolowo Way) before road expansion.

OPTION	FREQUENCY	PERCENTAGE (%)
Very Accessible	1	8.4
Accessible	2	16.7
Fairly Accessible	6	50.0
Not Accessible	3	25.0
Total	12	100

Source: Field Survey, 2017.

Table 2 shows that out of the total number of 12 respondents surveyed, 1 (8.4%) are of the opinion that the study area are very accessible before the road expansion, 2 (16.7%) believe it was accessible, 6 (50%) says fairly Accessible while 3 (25%) disagree that the road was not accessible. This implies that the study area was fairly accessible before the road expansion.

Table 3. *Opinion on Traffic Situation Rating in Sapon Market, Imo, Grammar School and Isale- Igbeyin (Obafemi Awolowo Way) before Road Expansion.*

OPTION	FREQUENCY	PERCENTAGE (%)
Very High	6	50
High	5	41.6
Low	1	8.4
Very Low	-	-
Total	12	100

Source: Field Survey, 2017.

Table 3. shows that out of the total number of 12 respondents surveyed, 6 (50%) are of the opinion that the traffic situation in the study area before road expansion was very high, 5 (41.6%) believed it was high, while 1 (8.4%) says Low.

This implies that the traffic situation in Isale Igbeyin road before the expansion was very high

Table 4. *Opinion on Traffic Situation Rating in Obafemi Awolowo way after Road Expansion.*

OPTION	FREQUENCY	PERCENTAGE (%)
Very High	-	-
High	-	-
Low	4	33.3
Very Low	8	66.7
Total	12	100

Source: Field Survey, 2017.

Table 4. shows that 4 (33.3%) argue that the traffic situation in Grammar School after road expansion is Low, while 8 (66.7%) says Very Low.

This implies that the traffic situation along Obafemi Awolowo Road after the road expansion is Very Low.

Objective Two: *Examine the rental market situation of commercial property types in Abeokuta before and after the road expansion projects.*

Table 5. *The Rental Market Situation of Commercial properties in the study area of Abeokuta before the road dualization.*

OPTION	FREQUENCY	PERCENTAGE (%)
Very Active	-	-
Active	3	25
Fairly Active	4	33.3
Not Active	5	41.7
Total	12	100

Source: Field Survey, 2017.

Table 5 shows that out of the total number of 12

respondents surveyed, 3 (25%) are of the opinion that rental market situation of commercial properties in Obafemi Awolowo way, Abeokuta before the road expansion is active, 4 (33.3%) fairly active while 5 (41.7%) says not active.

This indicates that rental market situation of commercial properties along Obafemi Awolowo Road, Abeokuta before road expansion was not active.

Table 6. *Opinion on the Present Rental Market Situation of Commercial Properties in the Study area after the Road Expansion.*

OPTION	FREQUENCY	PERCENTAGE (%)
Highly increasing	8	66.6
Increasing	3	25
Stable	1	8.4
Decreasing	-	-
Total	12	100

Source: Field Survey, 2017.

Table 6, shows that out of the total number of 12 respondents surveyed, 8 (66.6%) concluded that the rental market situation of commercial properties is highly increasing after the completion of the road expansion, 3 (25%) says Increasing while 1 (8.4%) believe that it is stable.

This justify that the rental market situation of commercial property market in the above selected areas is highly increasing due to the completion of the road expansion.

Table 7. *The Level of Market Demand for Commercial Properties in the Study Area before the Road Expansion.*

OPTION	FREQUENCY	PERCENTAGE (%)
Very High	1	1
High	4	5
Moderate	47	59
Low	28	35
Total	80	100

Source: Field Survey, 2017

The analysis of table 7 shows that out of the total number of 80 respondent surveyed, 1 (1%) are of the opinion that the level of market demand for commercial before the road expansion was Very High, 4 (5%) says High, 47 (59%) believes it is moderate rental values, while 28 (35%) believes is Low.

This shows that the demand for commercial properties before road expansion project was moderate.

Table 8. *The Level of Market Demand for Commercial Properties in the Study area after the Road Expansion.*

OPTION	FREQUENCY	PERCENTAGE (%)
Very High	48	60
High	28	35
Moderate	4	5
Low	-	-
Total	80	100

Source: Field Survey, 2017.

The analysis of table 8 shows that out of the total number

of 80 respondent surveyed, 48 (60%) are of the opinion that the level of market demand for commercial properties after the road expansion was Very High, 28 (35%) says High, while 4 (5%) believes it is Moderate, market demand for properties.

This justify that the demand for commercial properties after road expansion project is now high. This make the road expansion projects to be significance.

Objective Three: *Identify the trends of markets values of commercial properties in the study area.*

Table 9. The Trends of Rental value per annum of Commercial Properties before road expansion in the Study Area.

LOCATION	2010	2011	2012	2013
Isale Igbeyin	10,000	12, 000	12,000	12,500
Grammar School	8,000	8, 400	8,400	8,500
Imo	6000	6,000	6,000	6,500
Sapon	20,000	24,000	24,000	25,000

Source: Field Survey, 2017.

Table 9, shows the average rental value per annum of commercial properties in each location along Obafemi Awolowo way of the study area within 2010-2013. Adopting the central tendency of statistical mean of the range of each location of rent of commercial property, it shows that the rental value of the properties are low and stable

Table 10. The Trends of Rental value per annum of Commercial Properties after road expansion in the Study Area.

LOCATION	2014	2015	2016	2017
Isale Igbeyin	90, 000	95,000	100000	120,000
Grammar School	36, 000	40,000	48,000	50,000
Imo	48,000	50,000	55,000	60,000
Sapon	90,000	95,000	100,000	120,000

Source: Field Survey, 2017.

Table 10, shows the average rental value per annum of commercial properties in each location along Obafemi Awolowo Way of the study area within 2014-2017. Adopting the central tendency of statistical mean of the range of each location of rent of commercial property, it shows that the rental values of the properties increase rapidly immediately the road dualization was completed. This justify that there are continual increase in the rental value of commercial properties in the study area as a result of road dualization.

Table 11. Rating of the Trends of the Current Rental Values of Property Since the Completion of the Road Expansion.

OPTION	FREQUENCY	PERCENTAGE (%)
Steadily Increasing	38	47.5
Increasing	36	45
Static	6	7.5
Decreasing	-	-
Total	80	100

Source: Field Survey, 2017.

The analysis of table 11, shows that out of the total number

of 80 respondent surveyed, 38 (47.5%) are of the opinion that the trends in the current rental values for commercial properties after the road expansion is Steadily Increasing, 36 (45%) says Increasing, while 6 (7.5%) believes it is Static.

This proves that the trends in the current rental values for commercial properties after road expansion project are Steadily Increasing.

Objective Four: *Identify and examine the contributing factors for the current rental values of commercial properties in the study area.*

Table 12. Factors That Influences the present rental values of the property.

FACTORS	FREQUENCY	PERCENTAGE (%)
Good Road Network	28	35
Road Accessibility	20	25
Neighborhood Character	8	10
Availability of Facilities	7	8.75
Closeness to CBD	5	6.25
Competitive Environment	12	15
Total	80	100

Source: Field Survey, 2017.

Table 12, shows that out of the total number of 80 respondent surveyed, 28 (35%) are of the opinion that Good Road network is the factors responsible for the present rental values, 20 (25%) Road Accessibility, 8 (10%) Neighborhood characteristic, 7 (8.75%) Available Infrastructural facilities, 5 (6.25%) Closeness to CBD, while 12 (15%) are of the opinion that is Competitive Environment.

This proves that the factors that influence the present rental values of commercial properties in the study area is as a result of good road network and good accessibility.

5. Result and Discussion

Having critically analysed and reveals the findings of this research, the following are the implication of the research findings;

- i. Obafemi Awolowo Way was not accessible before the road expansion and after the expansion the road are now very accessible. The implication is that there is now free flow of traffic and easy movement of vehicle in the study area.
- ii. Rental market situation of commercial properties were not active before the dualization but are now very active. The implication of this is that there are now high demands for properties in the study area more than other parts of Abeokuta city and this has leads to scarcity of commercial properties.
- iii. The trends of rental values of commercial properties are steadily increasing in Abeokuta most especially during and after the completion of the road expansion. The implication is that the current rental values of properties are high and this will attracts more investors to invest in real estate in Abeokuta.
- iv. Accessibility/good road network, lucrative location, infrastructural facilities, demand and scarcity of

properties are all significance factors contributing to the current rental values of properties. This implicates that, there are various factors responsible for steady increase of rental values but good road network and accessibility take the lead.

- v. The road expansion has a significant effect on rental values of commercial properties in Abeokuta and the effects are numerous such as increase in rental values, increase in demand of properties, scarcity of property, increase in capital values etc. the implication of this is that road expansion has high relevance and significance to real estate and economic at large. Therefore it should be encouraged.

6. Conclusion

No doubt, the result is clear that road dualization projects in the study area has a great impact/effect on rental values of residential and commercial properties and a significant benefits to the economy at large. The study has outlines many of this benefits after the completion of the road expansion project such as steady increase in rental values, high demand for properties, increase in capital values, aesthetic environment beautification, easy traffic flow etc. This will create more room for investors to invest in real estate and it will be an opportunity for the government to collect tenement tax, betterment fee etc from the beneficiaries. Moreso, there will be active business activities within the city.

Finally, as every individual land corporate bodies are ready to tap from these whole benefits of infrastructural development we should be ready to play our roles, by paying our taxes, proper usage of public facilities, abiding with stipulated laws, and personal maintenance of our environment. Meanwhile the Estate Surveyors should always encourage people to invest in real estate since the demand for property and rental value is now very high and steadily increasing as the recommendation giving below should not be taken with levity.

Recommendations

Since one of the key factor that plays an important role in the economic growth of every society present of reliable, accessible and efficient transportation system, and the findings has revealed how road dualization has effect and significant on commercial properties such as increase in rental and capital values, high demand for properties etc. therefore the following are the recommendations.

The Estate Surveyors and Valuers should be involved in the process of road construction from the inception so as to determine the cost and benefits of the projects and recommend professional advise if it worth doing or not to avoid waste of public funds. Also to involved in determination of worth of compensation and to represent property owner in their claims.

Since it was observe that there is high demand for

properties with steady increase in rental values the developers and real estate investors should tap from this opportunity to developed more properties so as to reduce scarcity of property and creates more property for property for real estate transactions.

There is need for urban renewal along the Obafemi Awolowo way by replacing the existing old structure with modern architectural design that are sustainable and add value to the city.

The government should make more efforts in developing other infrastructural facilities to complement the existing such as modern shopping mall along the roads, steady water and power supply to make life comfortable for the populace

Proper notice with enough time should be giving to the property owners before commencement any kind of such road projects and demolition of properties and adequate compensation should always be giving base on the advice of the Estate Surveyors. While property owners should always build to meet up with the required standard, enough set back and plan should approved by town planners to avoid high level of demolition of properties.

There should be good maintenance policy on how to take proper care of the newly constructed roads, day to day cleaning of drainage, sweeping of the roads, and carrying out repairs regularly to prolong the life span of the roads and public enlightenment on proper uses of the road. Since road expansion has significance impacts.

There should be introduction of effective public transport with a subsidies price to discourage usage of private cars and dis-congest the road traffic.

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