
Journal of Management Research and Review

Volume: 01 Issue: 06 December-2025

Political Leadership and Infrastructural Growth Towards Small and Medium Enterprises Sustenance in Nigeria: An Empirical Investigation

OSAMO Caleb Kehinde

Department of Finance, Veritas University Abuja

ATTAH Elejo Vincent

Department of Finance, Veritas University Abuja

IBRAHIM Adesina Fatai

Nigeria Department of Public Administration, Federal University Lokoja, Nigeria

Published Date: December 24, 2025

Article DOI: 10.65150/EP-jmrr/V1E6/2025-04

ABSTRACT: The study examined the impact of political leadership on infrastructural growth towards Small and Medium Enterprises (SMEs) growth in Nigeria. The study's specific objectives were to ascertain whether political leadership has an impact on the infrastructural growth of transportation, health, education, social and urban infrastructures in Nigeria. Survey design was adopted; thus, the study used a structured questionnaire to gather the primary data. The instrument has 4 4-point "Likert" scale ranging from strongly agree to strongly disagree for positively worded items. Data from the survey were analysed by obtaining the mean and modal scores. The t-test was conducted, while estimation was done using SPSS statistical packages. Outcome of the investigations show that political leadership has impact on all the investigated structures and that political corruption is linked to all the decay in infrastructures and inadequacy of the infrastructures to sustain SMEs in Nigeria, the study concludes that all forms of growth in infrastructures of any country, Nigeria inclusive, depend to a large extent on the capacity of its leadership to facilitate, entrench, and sustain good political governance. Recommendations from the study include, among others, that political leaders in Nigeria should make infrastructural growth and SMEs sustenance a compelling part of their promises, upon which the populace should demand performance.

KEYWORDS: Infrastructural Growth, Political Leadership, SMEs Sustenance.

1. INTRODUCTION

Infrastructural growth is a fundamental tool for stimulating economic transformation, growth and stability, it is a foundational truth for all economies that where Small and Medium Enterprises (SMEs) are expected to spur economy wide growth and development, such desired infrastructures are physical and organizational elements that enable a society to function, such as roads, bridges, health services, governance and education, they are the physical element of interconnected systems that provide commodities and services necessary to aid, sustain, or improve living conditions of families and businesses at urban and rural centers. Infrastructure enables the creation of goods, the distribution of finished goods to the end-users, which might affect their purchasing behaviour (Oyedele et al., 2023).

SMEs have, ever since many centuries, gained global relevance as a catalyst for engendering economic growth and sustenance (Omale et al., 2024). It was on this note, Onyeiwu, et al (2021) reviewed that small and medium-scale enterprises are significant employment sources in the United States, as more than half of the total human capital is employed through them. Also, accounting for two-thirds of the European Union's aggregate human resources, SMEs are akin to an automatic instrument used in moving the engine of an economy forward to bring about growth and development. In line with this thought (Wasiu, 2019). Also, various studies commonly posited that SMEs' global relevance remains vividly clear, positioning them as a fulcrum for economic growth and promoting private sector development. It has also been unarguably observed that Africa remains among the poorest continents in the world, and with such conditions that indicate a backward movement in terms of infrastructural provision, especially technology-based infrastructures (Oloyede, 2015; OkpaLaoka, 2021).

Sub-Saharan Africa has consistently been ranked at the bottom-most of all developing regions in terms of infrastructure assessment, and as a major impediment to growth and poverty alleviation across the region (Oyenuga & Omale, 2024). An important point of debate is whether the strong political leadership necessary for rapid and sustained economic growth is more likely to occur in democratic, rather than authoritarian, political systems. Narrowing the African case of poor infrastructural growth specifically to Nigeria, majority of Nigeria's current infrastructure was created between 1970 and 1974 as part of the country's second national developmental plan, It is therefore unsurprising that the second national plan places a premium on political change to establish the groundwork for the development of public infrastructure for productive and consuming reasons due to the country's oil boom. However, because of the high volatility of the oil market and the poor implementation of the national plan,

License: This is an open access article under the CC BY 4.0 license: <https://creativecommons.org/licenses/by/4.0/>

the government began a series of economic reforms, which resulted in the neglect of the country's infrastructure and underachievement. This negligence has continuously impacted negatively on the nation's infrastructure, power supply, aviation networks, road networks, education, housing, and health services. Besides, the COVID-19 pandemic has also had its toll on various sectors of the Nigerian economy (Oyedele & Iember, 2021), which adversely affected infrastructural development (Omale et al., 2024; Omale et al., 2023). More painfully, the spiral effect of the challenges is the consequence on the indigenous and foreign SMEs that were or are still operating in Nigeria, such may be structurally deprived of the needed infrastructures for sustenance and growth.

Effective political leadership is reckoned worldwide for enhancing macro-economic transformation and sustainable growth in human welfare and the economy (Oyenuga et al., 2025). Political leadership in this regard is the constitutional leadership set up by the power of the constitution through the instrument and agency of democracy (De-Clarcy & Furguson, 2016; Mullar, 2016). The worldview of political leadership is based on the constitutional democratic system and the application of the rule of law. Such a system is what guides the political leader in the direction to follow towards economic growth and development. According to Alhassan and Sanusi (2020), there are certain parameters used to determine a good political leader and a healthy or good economic development. These include: true democracy, rule of law, high level of investment, industrialisation, equality of income, low poverty rate, high level of independence, self-reliance, etc. In Nigeria, successive governments since 1999 under democratic rule have had different economic plans; unfortunately or otherwise, have these plans led Nigeria to the developmental stage of economic and political independence? More pointedly, has the economy attained the transformation that is needed for the sustenance of all business entities, including the existing and upcoming SMEs?

These questions and several others call for specific empirical answers. Why should Nigeria remain unable to meet the infrastructural needs of its ever-increasing population? How much do political leaders consider infrastructural development as part of their patriotic duty for gearing economic transformation and growth? It was on this premise that the researcher undertakes the task to empirically investigate the impact of political leadership on infrastructural growth towards the sustenance of SMEs in Nigeria. For an in-depth probe into the study, the specific objectives remain:

- I. To examine the impact of political leadership on transportation infrastructures in Nigeria
- II. To examine the impact of political leadership on health infrastructures in Nigeria
- III. To investigate the impact of political leadership on social infrastructures in Nigeria
- IV. To investigate the impact of political leadership on educational infrastructures in Nigeria
- V. To investigate the impact of political leadership on urban infrastructures in Nigeria

Statement of Hypotheses

- I. Political leadership does not significantly impact on transportation infrastructures in Nigeria
- II. Political leadership has no significant impact on health infrastructures in Nigeria
- III. Political leadership has no significant impact on social infrastructures in Nigeria
- IV. Political leadership has no significant impact on educational infrastructures in Nigeria
- V. Political leadership does not have significant impact on urban infrastructures in Nigeria

2.0 REVIEW OF RELATED LITERATURES

2.1 Conceptual Review

Leadership

Ogbeidi (2012) captured leadership as the ability to lead, direct and organize a group. Leadership is an act of spurring the subjects to pursue goals, needs, and values that are of interest to both the leaders and the followers. Leadership is the capacity and will to rally men and women to a common purpose and the character which inspires confidence (Jafar et al., 2025). In every society, man is constantly searching for true and dedicated leaders who inspire confidence with a force of personal will and enthusiasm to serve. Leadership confidence includes ability to accept opposition to one's viewpoints or decision without taking it as personal affronts. In short, leaders must exhibit the confidence of having interest in people of all types and all tribes irrespective of their shortcoming and deficiencies (Anyanwu, 2023; Ikerionwu & Ndubuiwa, 2019).

Infrastructural Growth

Infrastructures are the rudimentary organizational structures required for societal operation like industries, buildings, roads, bridges, health services, and governance and so on. They are solid structures, products, public goods and facilities that are essential for spurring national development (Okpalaoka, 2021; Oyenuga et al., 2025). Infrastructure can be described generally as the set of interconnected structural elements that provide framework supporting an entire structure of development. It is the means of achieving an objective or set of objectives and also includes the objectives. It is an important term for judging a country, region or states and individual's developments (Anyanwu, 2023; Nwanego, 2016). An economy with steady infrastructural growth is expected to achieve steady economic development and growth spurred by SMEs transformation and sustenance.

The condition of the infrastructure of any state is directly connected with the value of life. The quality of life in Sub-Saharan Africa appears to have either not improved or grown or only done so slightly (Shehu, 2018; Okpalaoka, 2021).

Small and Medium Enterprises

The term Small and Medium Scale Enterprises (SMEs) does not have a universally accepted definition; a country with different institutions may adopt different definitions depending on its focus. The common criteria usually used include capital investment, annual gross turnover, output and employment. For example, in the United States of America, a Small-Scale Enterprise is independently owned and operated with a capital base of not more than \$5 million. In the East (mainly China, Hong Kong, Taiwan and South Korea) and even Europe, the average turnover of a Small-Scale Enterprise must not exceed \$3 million (Akawu et al., 2018; Wasiu, 2019). In Nigeria, a Small-Scale Medium Enterprise is defined as any enterprise with a maximum asset base of N50 million (excluding land and working capital) with no lower or upper limit of staff (SMEEIS, 2015).

2.2 Theoretical Review

2.2.1 Freshman's Theory of Infrastructure and Commons Management

Scholars in several fields have been struggling to determine whether resources should be managed as commons, which means that the resource is openly accessible to all within a community, regardless of the entity's identity or intended use. Perceived as the antithesis of private property and an alternative to government ownership or control, commons have become the centrepiece of a broader debate over public access to and private control over various resources. While there is significant interest in the concept of managing resources as commons, there is considerably less explanation of how to decide whether doing so would be normatively attractive in particular cases with respect to particular resources. Both traditional and modern uses of the term infrastructure are related to synergies. Economists call them positive externalities, which are incompletely appropriated by the suppliers of goods and services within an economic system. The traditional idea of infrastructure, according to Freshman (2005), was derived from the observation that the private gains from the construction and extension of transportation and communication networks, while very large, were also accompanied by additional large social gains. Over the past century, publicly regulated and promoted investments in these types of infrastructure have been so large, and the resulting spread of competing transportation and communications modalities has become so pervasive, that they have come to be taken as a defining characteristic of industrialised nations. Generalisations about traditional infrastructure are worth noting. First, the government has played and continues to play a significant and widely accepted role in ensuring the provision of many traditional infrastructures. While private parties and markets play an increasingly important role in providing many types of traditional infrastructure (due to a wave of privatisation as well as cooperative ventures between industry and government), the government's position as provider, coordinator, or regulator of traditional infrastructure provision remains intact in most communities. Second, traditional infrastructures are generally managed in an openly accessible manner. They are managed in a manner whereby all members of a community who wish to use the resources may do so. We pay tolls to access highways, we buy stamps to send letters, we pay telephone companies to route our calls across traditional infrastructures that generate positive externalities and why such resources are managed in an openly accessible manner is an important first step in understanding why other resources should be managed similarly. The same rationale for managing traditional infrastructure in an openly accessible manner applies to other resources that behave in the same economic fashion as traditional infrastructure, even though they generally are not considered infrastructure. A few examples of such resources include:

(1) environmental resources, such as lakes, the atmosphere, and ecosystems; (2) information resources, such as basic research, abstract ideas, and operating systems; and (3) Internet resources, such as interconnected computer networks and protocols that enable interconnection, interoperability, and data transfer. These resources also generate (or have the potential to generate) significant positive externalities that result in large social gains. Carol Rose was the first to draw an explicit, causal connection between open access and these positive externalities, *The Comedy of the Commons: Custom, Commerce, and Inherently Public Property*, Rose explained that a comedy of the commons arises where open access to a resource lead to scale returns. greater social value with greater use of the resource. With respect to road systems, for example, Rose considered commerce to be an interactive practice whose exponential returns to increasing participation run on without limit. Through ever-expanding commerce, the nation becomes ever-wealthier, and hence trade and commerce routes must be held open to the public, even if contrary to private interest. Instead of worrying that too many people will engage in commerce. For both traditional and nontraditional infrastructure resources, analysts emphasize supply-side issues, typically cost recovery, and assume that the market mechanism will best generate and process demand information. Economists (and regulators) generally focus on three types of supply-side issues: (1) excludability, (2) natural monopoly, and (3) anticompetitive behavior. Excludability relates to the costs of excluding nonpaying users. If these costs are high, then producers may undersupply because they are unable to prevent free riding. The concept of a natural monopoly recognizes that for certain markets, it may be socially desirable to have a single producer, in which case government regulation may be necessary for a variety of reasons (e.g., to constrain monopoly pricing). Anticompetitive behavior relates to industry structure and the risk of anticompetitive behavior by dominant firms. These issues in contrast to these supply-side concepts, this Article focuses on the demand-side issues. How and to what extent infrastructure resources generate value for society remain underexplored areas that warrant further attention. When economists and other observers focus on supply-side issues with respect to infrastructure resources, they fail to account for many critical demand-side considerations. Consequently, there is an incomplete evaluation of true social demand for infrastructure resources. This problem distorts institutional analyses by discounting the social benefits (costs) of open access (restricted access) to infrastructure resources.

2.3 Empirical Review

Anyanwu (2023) extensively investigated leadership and infrastructural development in Rivers state. The objectives of the study, research questions as well as the hypotheses were formulated and tested. The data for the research was generated basically from the primary source. The questionnaire was the major instrument used to generate the data. The study determined the sample size from the population of the study. The determined sample size was tested based on the questions posed to respondents. The statistical analysis that was adopted is the chi-square statistical technique while the simple percentage was used to test the questionnaires, the chi-square was used to test the formulated hypotheses. The findings show that there is significant relationship between leadership discipline and infrastructural development. Also, that leadership integrity has impact on infrastructural development.

Okpalaoka (2021) examined Infrastructure development is a critical prelude to economic growth and development on a global scale. Most emerging economies with infrastructure deficits have little chance of establishing a sustainable route to national growth, as attracting FDI and advancing essential and noncritical sectors of the economy are near-impossible. Nigeria is trapped in this heinous predicament. Over the years, various administrations have failed to prioritize the building of critical infrastructure. Budgeting has frequently prioritized recurrent expenditures over infrastructure development, leaving the country in a dismal and awful condition of infrastructural presence. This study examines infrastructural challenges in Nigeria and their effect on the Nigerian economy. The research mainly relies on a secondary data source, employs the descriptive approach, and finds that Nigeria's infrastructural state results from state actors' continual negligence. It thus recommends that effective management fosters accountability, lowers corruption, and minimizes waste of resources due to efficiency

Ndubuwa (2020), reviewed that from several events in the country that key issues in Nigeria's democracy and in her governance, structure are far from been determined. Bad leadership yields nothing good in the society, ranging from poor and discriminatory selection of those who man our various government ministries, departments and agencies (MDAs), where squared pegs (leaders) are placed in round holes to the formation of unprogressive, irritant clique, popularly called cabals which make them not to perform according to the yearnings of the governed. Governance is misapplied through the practice of the constitution and laws negatively; paying no regard to good policies as enshrined in Chapter 2, section 17, subsection 3, and section 18 of the 1999 Nigerian Constitution (as amended). He adopted historical and hermeneutical approaches to highlight the failures of leadership and lack of observance of civic values in Nigeria as noted in the polity. The theory of reciprocity was also applied with a notable example from a text in the Bible to explain the irony in the leadership and observance of civic values in Nigeria. The paper recommends that good governance; provision of social amenities, adequate security, equitable allocation of amenities and gender/age equity in democratic politicking would result to multifarious development and signify positive observance of civic values in Nigeria.

Shehu (2018) noted in his study that Infrastructure development involves identifying and executing the right project, carrying out feasibility studies vis-à-vis physical development of the country. He reviewed further that national development of any country is a function of effective policy on infrastructure as it is the basis of measuring the performance and specifically development. The desire for infrastructural development is complex and the resources to provide it across the globe and Nigeria in particular are inadequate. Literature established that the military regime in Nigeria experienced a robust economic yet, there was a gap in infrastructural provision to the citizens. This study examine infrastructure in Nigeria and some challenges confronting infrastructures in Nigeria. The paper reveals that poor leadership commitment, corruption, paucity of fund, technology for development, maintenance and design are major challenges of infrastructure in Nigeria and consequently recommended for attitudinal change of the leaders and the citizens.

3. METHODOLOGY

Cross-sectional survey design had been employed because the researcher determined to obtain information from a cross-section of respondents such that flow across different sector as determined by the study's objectives. Survey research design is the one in which the entire population or representative sample is studied by collecting and analyzing data from the group through the use of questionnaire and / or interview. The design is therefore; appropriate for the study, since it obtains data from the sampled population through the use of questionnaire.

The target population for this study is the entire population of Nigeria; making up to above two hundred million people. Purposive random sampling was adopted for this study to make the research purposeful; the researcher randomly select respondent from relevant sectors of the population. The instrument used for data collection was a questionnaire which consists of two sections. Section (a) consists of personal data and Section (b) consists of questions on infrastructures of various categories. The instrument has 4 point "likert" scale ranging from strongly agreed to strongly disagree for positively worded items. The reverse is the case for negatively worded items. Data were analyzed using tables, charts by obtaining the mean and modal scores. The t-test was conducted while estimation was carried out with EVIEWS 10 model, t-test formula is represented thus:

$$t = \frac{\bar{X}_1 - \bar{X}_2}{\sqrt{\frac{S_1^2}{n_1} + \frac{S_2^2}{n_2}}}$$

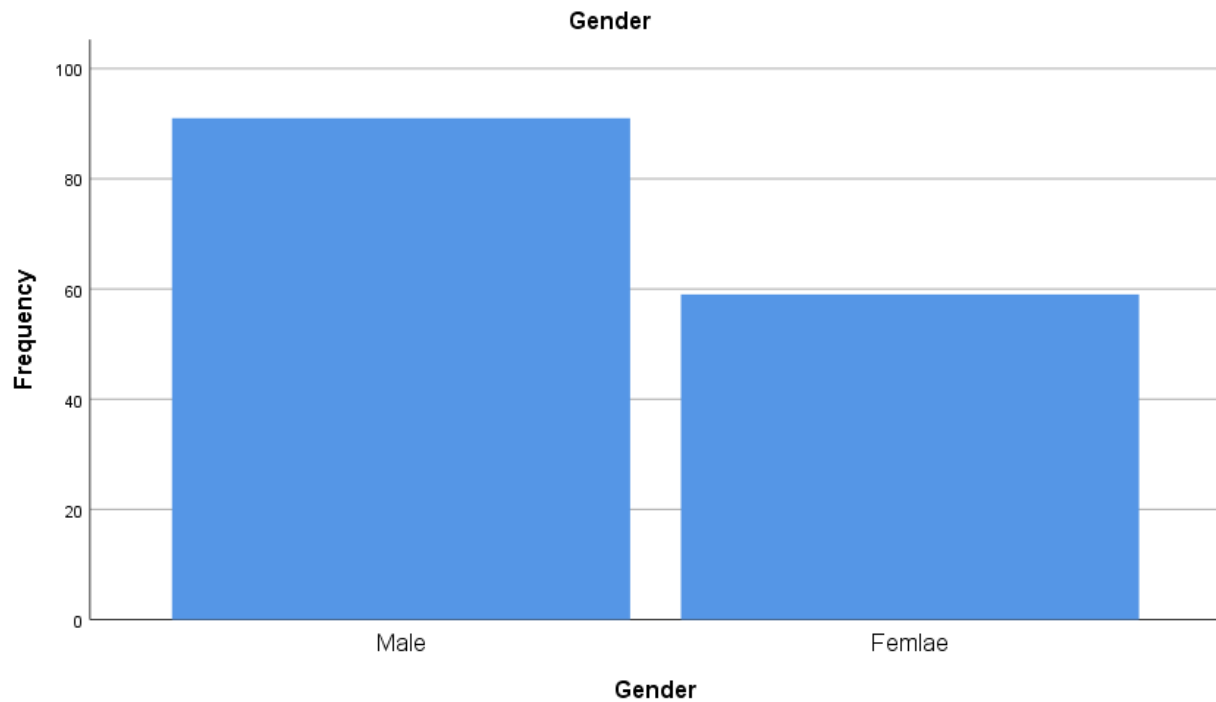
$$S^2 = \frac{\sum_{i=1}^{n_1} (x_i - \bar{x}_1)^2}{n_1 + n_2 + 2} + \sum_{j=1}^{n_2} (X_j - \bar{X}_2)^2$$

4 DATA ANALYSES AND RESULTS

4.1 Data Analysis

Gender

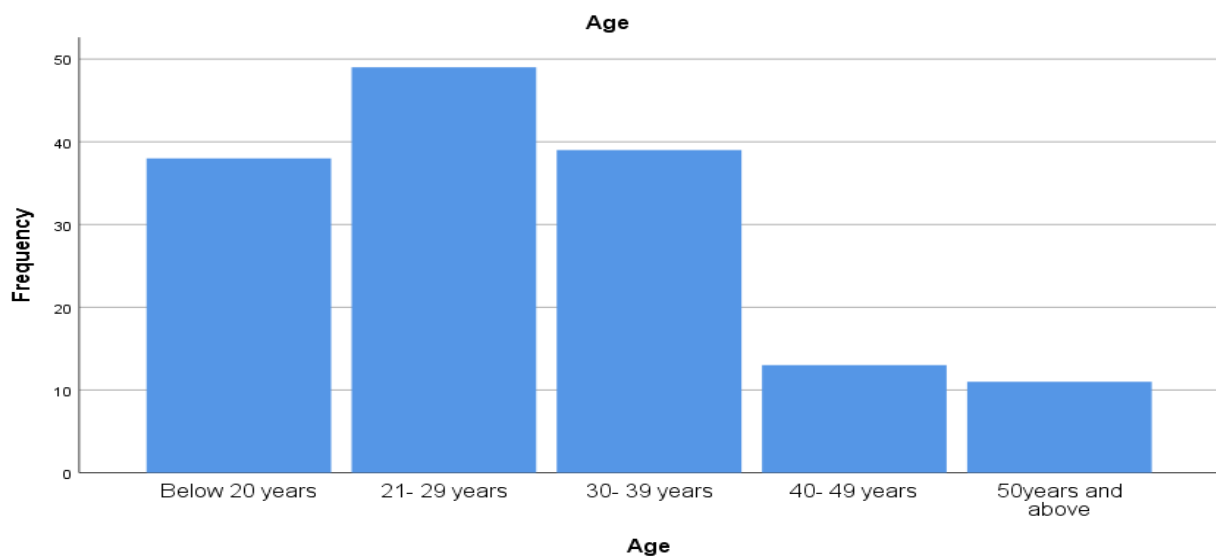
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Male	91	60.7	60.7	60.7
	Female	59	39.3	39.3	100.0
	Total	150	100.0	100.0	



The gender distribution of respondents indicates that 60.7% of participants in the study are male, while 39.3% are female, out of a total sample size of 150. Though seemingly a male-dominated sample, the gender composition is important for understanding the potential differences on how men and women perceive the impact of political leadership on infrastructural development towards SMEs sustenance. This also may shape their views on infrastructure accessibility, priorities, and leadership effectiveness.

Age

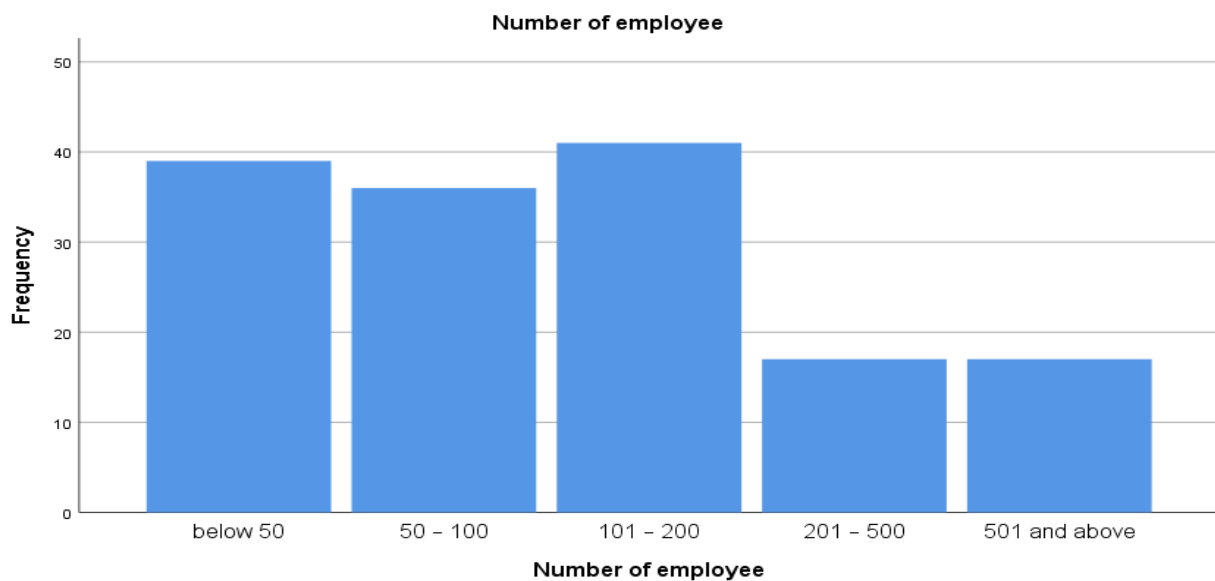
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Below 20 years	38	25.3	25.3	25.3
	21- 29 years	49	32.7	32.7	58.0
	30- 39 years	39	26.0	26.0	84.0
	40- 49 years	13	8.7	8.7	92.7
	50years and above	11	7.3	7.3	100.0
	Total	150	100.0	100.0	



The age distribution of respondents reveals that the largest group (32.7%) falls within the 21-29 years category, followed by 26.0% in the 30-39 years range and 25.3% below 20 years. Meanwhile, 8.7% of respondents are aged 40-49 years, and 7.3% are 50 years and above. This indicates that the majority of participants are relatively young, with over half (58.0%) under 30 years. The age structure suggests that the findings of the research may reflect the views and experiences of a predominantly youthful population, which is particularly relevant when evaluating perspectives on political leadership, infrastructure development and all engagement in SMEs.

Number of employees in respondent's place of work

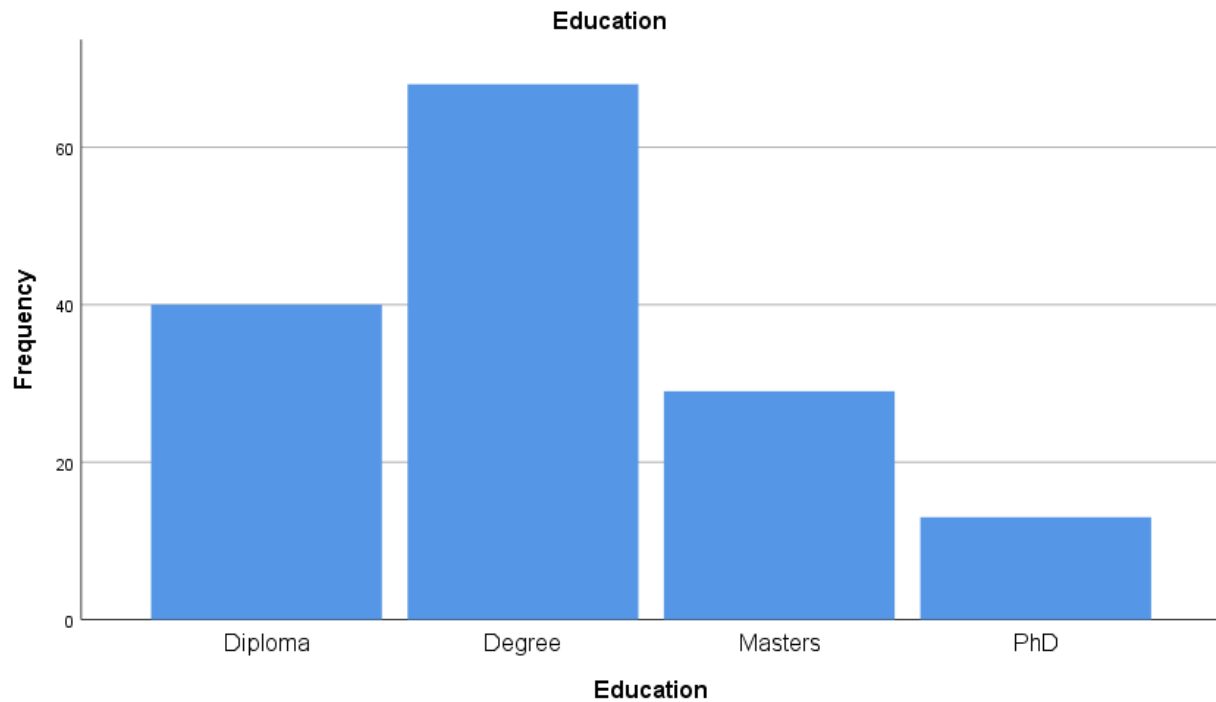
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	below 50	39	26.0	26.0	26.0
	50 – 100	36	24.0	24.0	50.0
	101 – 200	41	27.3	27.3	77.3
	201 – 500	17	11.3	11.3	88.7
	501 and above	17	11.3	11.3	100.0
	Total	150	100.0	100.0	



The distribution of the number of employees indicates that 27.3% of respondents work in organizations with 101-200 employees, making this the largest group. This is closely followed by 26.0% in organizations with fewer than 50 employees and 24.0% in those with 50-100 employees. Organizations with 201-500 employees and those with over 500 employees each account for 11.3% of respondents. The data suggests that most respondents are employed in small to medium-sized organizations, with fewer individuals working in larger establishments.

Education

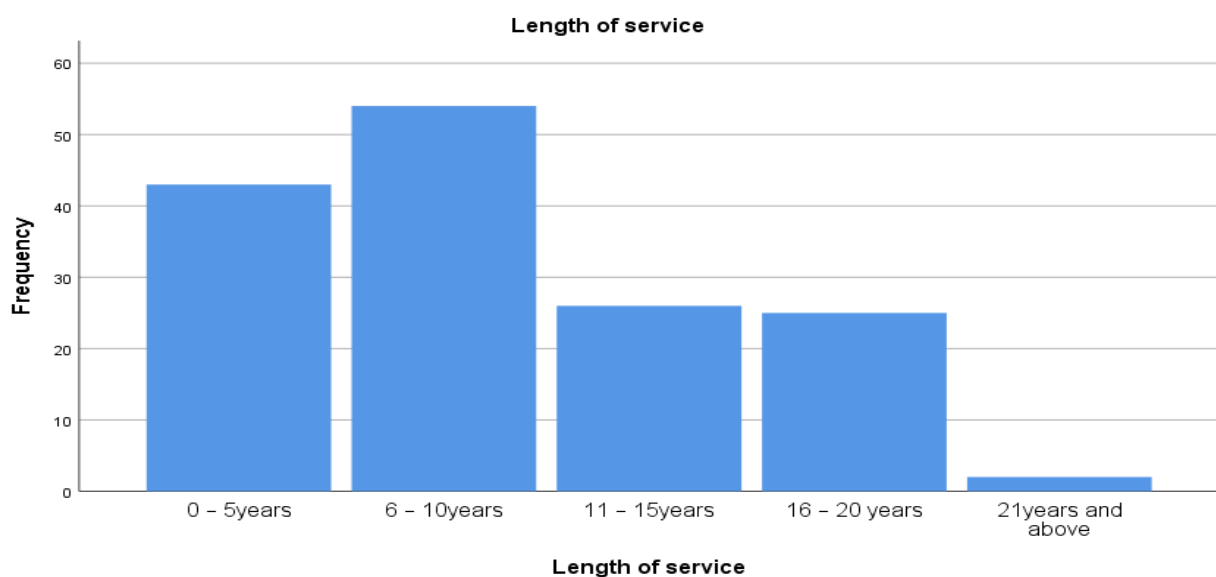
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Diploma	40	26.7	26.7	26.7
	Degree	68	45.3	45.3	72.0
	Masters	29	19.3	19.3	91.3
	PhD	13	8.7	8.7	100.0
	Total	150	100.0	100.0	



The educational distribution of respondents shows that 45.3% have a degree, making it the most common level of education. This is followed by 26.7% with a diploma and 19.3% holding a master's degree. Only 8.7% of respondents have attained a PhD. This suggests that the majority of participants have either a degree or diploma, reflecting a relatively well-educated group. The educational background of respondents could influence their perspectives on infrastructural issues and political leadership, as higher education levels may lead to a deeper understanding of the challenges and potential solutions within their environments.

Length of service

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 – 5years	43	28.7	28.7	28.7
	6 – 10years	54	36.0	36.0	64.7
	11 – 15years	26	17.3	17.3	82.0
	16 – 20 years	25	16.7	16.7	98.7
	21years and above	2	1.3	1.3	100.0
	Total	150	100.0	100.0	



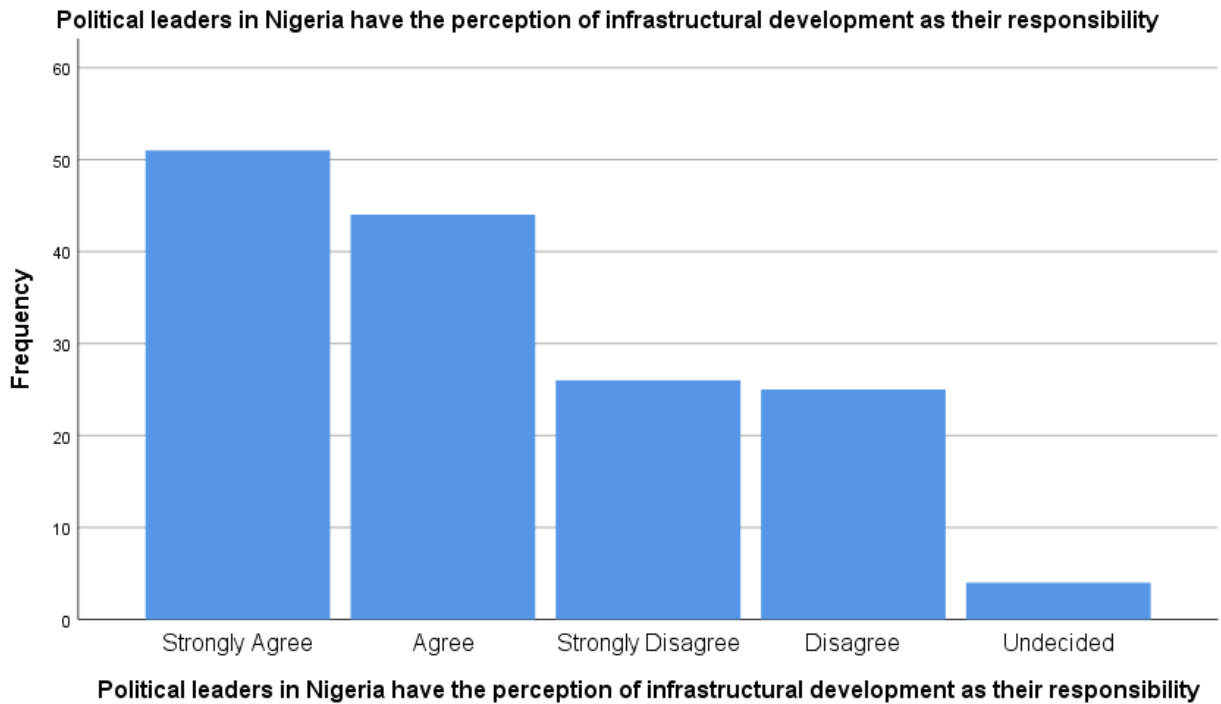
The length of service data reveals that 36.0% of respondents have worked for 6–10 years, making this the most common category. This is followed by 28.7% with 0–5 years of service and 17.3% with 11–15 years. Those with 16–20 years of service account for 16.7%, while only 1.3% have

License: This is an open access article under the CC BY 4.0 license: <https://creativecommons.org/licenses/by/4.0/>

served for 21 years or more. This indicates that most respondents are relatively early or mid-career professionals, which may shape their experiences and views on infrastructural and leadership issues in their sectors.

Political leaders in Nigeria have the perception of infrastructural development as their responsibility

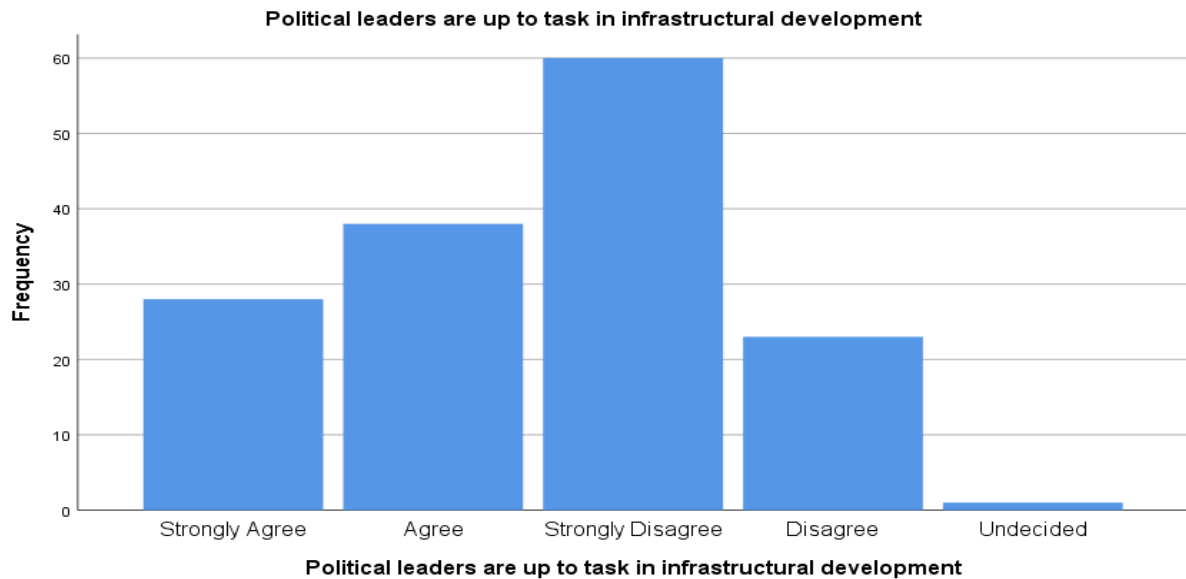
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	51	34.0	34.0	34.0
	Agree	44	29.3	29.3	63.3
	Strongly Disagree	26	17.3	17.3	80.7
	Disagree	25	16.7	16.7	97.3
	Undecided	4	2.7	2.7	100.0
	Total	150	100.0	100.0	



The data on the perception of political leaders regarding infrastructural development towards SMEs sustenance as their responsibility indicates that 34.0% of respondents strongly agree, and 29.3% agree, suggesting that a majority (63.3%) believe political leaders perceive infrastructural development as their duty. However, 17.3% strongly disagree, and 16.7% disagree, indicating a significant minority (34.0%) who doubt this perception. Only 2.7% of respondents were undecided. This suggests a divided view point; though the majority aligned with the belief that political leaders see infrastructural development as their responsibility.

Political leaders are up to task in infrastructural development towards SMEs sustenance

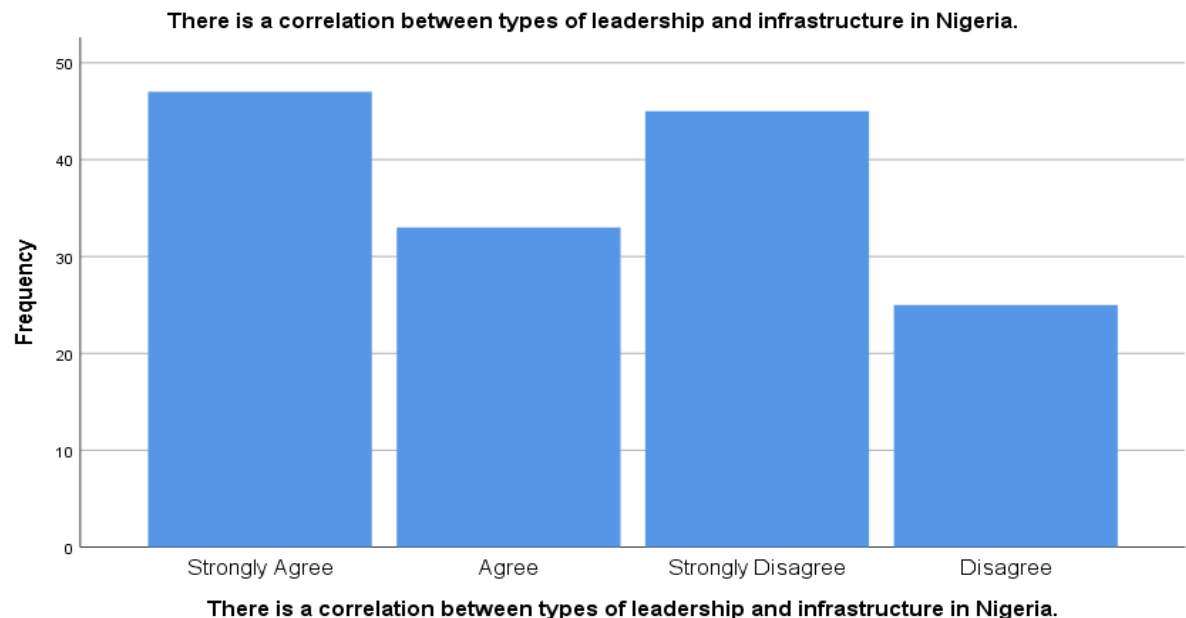
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	28	18.7	18.7	18.7
	Agree	38	25.3	25.3	44.0
	Strongly Disagree	60	40.0	40.0	84.0
	Disagree	23	15.3	15.3	99.3
	Undecided	1	.7	.7	100.0
	Total	150	100.0	100.0	



The data on whether political leaders are up to task in infrastructural development towards SMEs sustenance reveal a polarized view. While 18.7% of respondents strongly agree and 25.3% agree (totaling 44.0%), a larger proportion, 40.0%, strongly disagree, and 15.3% disagree (totaling 55.3%). Only 0.7% was undecided. This suggests that most respondents perceive political leaders as not adequately fulfilling their role in infrastructural development, though a notable minority holds a positive view.

There is a correlation between types of leadership and infrastructure development in Nigeria.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	47	31.3	31.3	31.3
	Agree	33	22.0	22.0	53.3
	Strongly Disagree	45	30.0	30.0	83.3
	Disagree	25	16.7	16.7	100.0
	Total	150	100.0	100.0	



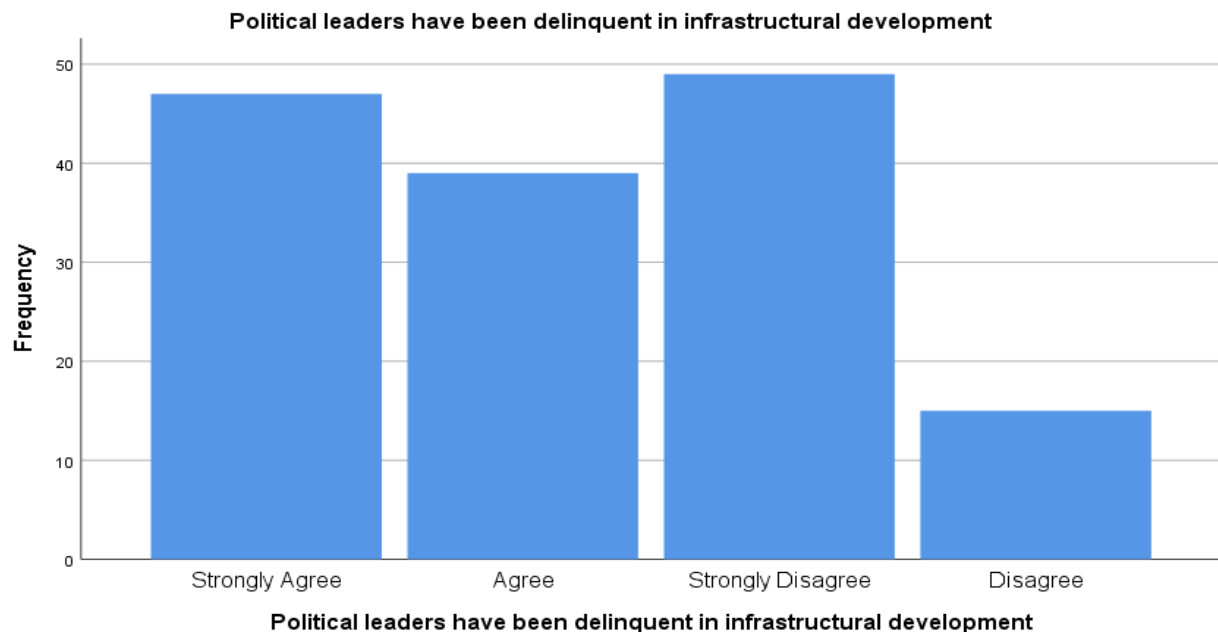
The responses regarding whether there is a correlation between types of leadership and infrastructure development in Nigeria reflect a division in perspective. A combined 53.3% of respondents agree or strongly agree that such a correlation exists, while 46.7% either disagree or strongly disagree. This suggests that while a slight majority perceives leadership style as influencing infrastructure development, a significant minority do not share this view, indicating diverse opinions on the relationship between leadership and infrastructural development for sustenance and growth of SMEs.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	64	42.7	42.7	42.7
	Agree	29	19.3	19.3	62.0
	Strongly Disagree	43	28.7	28.7	90.7
	Disagree	14	9.3	9.3	100.0
	Total	150	100.0	100.0	

Responses to whether political leaders are responsible for poor infrastructural development in Nigeria show a significant level of agreement. A combined 62% of respondents either strongly agree (42.7%) or agree (19.3%) with this statement, indicating a wide-spread belief that political leaders play a key role in the nation's infrastructural challenges. On the other hand, 38% of respondents either strongly disagree (28.7%) or disagree (9.3%), suggesting that a notable minority attributes poor infrastructural development to other factors beyond political leadership.

Political leaders have been delinquent in infrastructural development

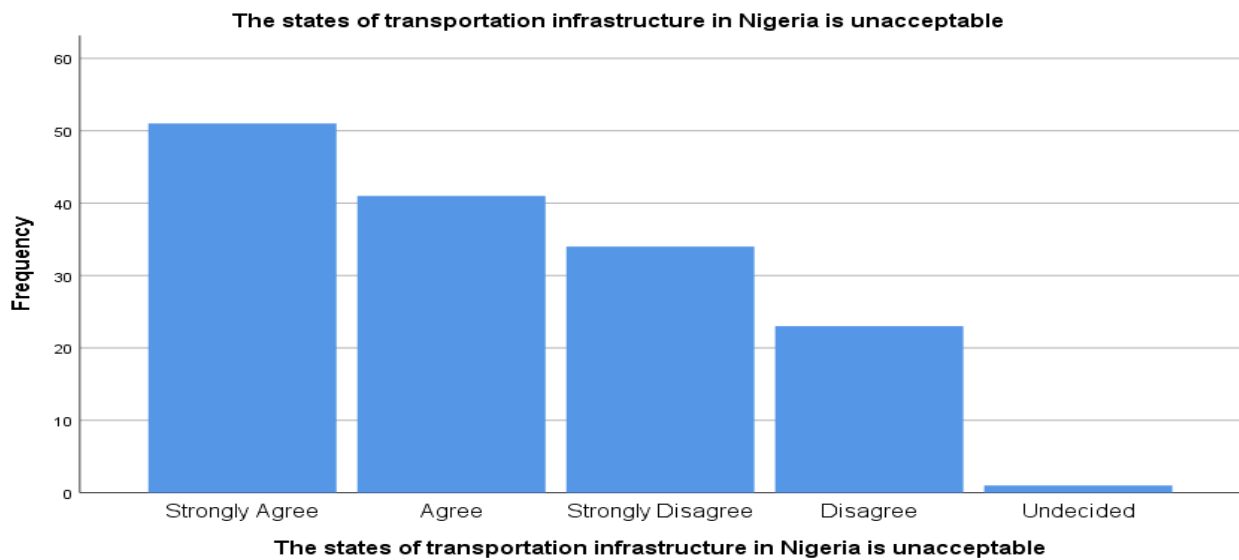
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	47	31.3	31.3	31.3
	Agree	39	26.0	26.0	57.3
	Strongly Disagree	49	32.7	32.7	90.0
	Disagree	15	10.0	10.0	100.0
	Total	150	100.0	100.0	



The responses to whether political leaders have been delinquent in infrastructural development reveal a split in opinion. A majority of 57.3% of respondents either strongly agree (31.3%) or agree (26.0%), indicating a perception that political leaders have indeed failed in their responsibilities regarding infrastructure. However, 42.7% of respondents either strongly disagree (32.7%) or disagree (10.0%), suggesting that a portion of the population does not hold political leaders primarily accountable for infrastructural shortcomings. This reflects that citizens do not jointly demand performance from political leaders for fostering infrastructural development for SMEs sustenance.

The states of transportation infrastructure in Nigeria is unacceptable

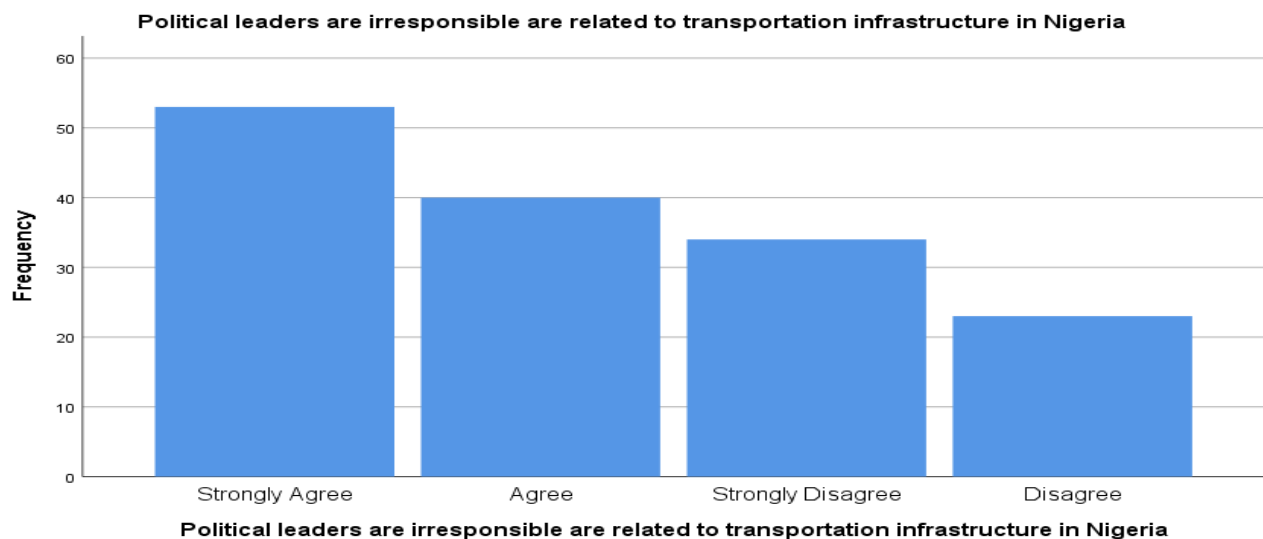
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	51	34.0	34.0	34.0
	Agree	41	27.3	27.3	61.3
	Strongly Disagree	34	22.7	22.7	84.0
	Disagree	23	15.3	15.3	99.3
	Undecided	1	.7	.7	100.0
	Total	150	100.0	100.0	



The responses regarding the state of transportation infrastructure in Nigeria being unacceptable reveal a predominant dissatisfaction among respondents. A total of 61.3% either strongly agree (34.0%) or agree (27.3%) that the state of transportation infrastructure is indeed unacceptable. On the other hand, 38.0% strongly disagree (22.7%), disagree (15.3%), or remain undecided (0.7%), suggesting a significant portion of respondents hold a different or neutral view. These findings highlight a general perception of inadequacy in the state of transportation infrastructures.

Political leaders are irresponsible as related to transportation infrastructure in Nigeria

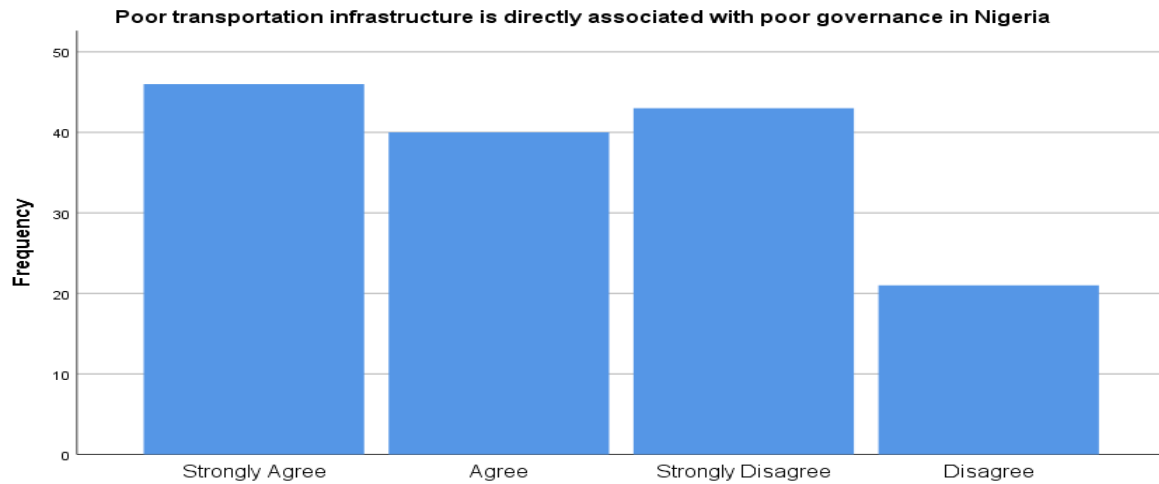
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	53	35.3	35.3	35.3
	Agree	40	26.7	26.7	62.0
	Strongly Disagree	34	22.7	22.7	84.7
	Disagree	23	15.3	15.3	100.0
	Total	150	100.0	100.0	



The perception of political leaders' irresponsibility concerning transportation infrastructure in Nigeria is strongly expressed by the majority of respondents. About 62.0% either strongly agree (35.3%) or agree (26.7%) that political leaders are irresponsible regarding transportation infrastructure. Conversely, 38.0% either strongly disagree (22.7%) or disagree (15.3%) with this view. These results suggest that while a substantial majority associate irresponsibility with political leadership in the context of transportation infrastructure, there remains a notable minority who hold a differing opinion.

Poor transportation infrastructure is directly associated with poor governance in Nigeria

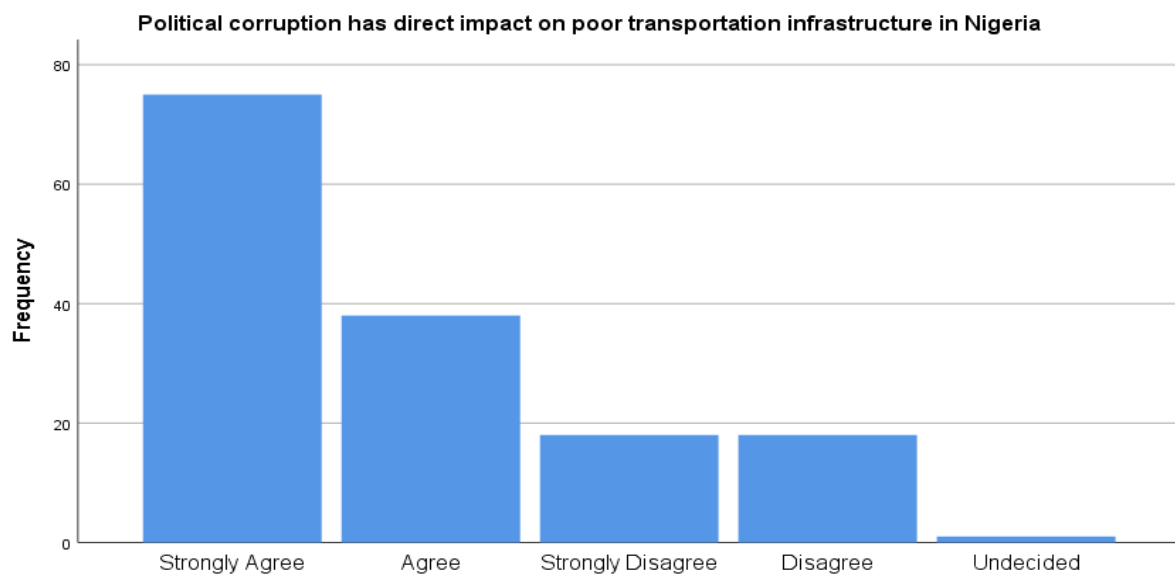
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	46	30.7	30.7	30.7
	Agree	40	26.7	26.7	57.3
	Strongly Disagree	43	28.7	28.7	86.0
	Disagree	21	14.0	14.0	100.0
	Total	150	100.0	100.0	

**Poor transportation infrastructure is directly associated with poor governance in Nigeria**

The majority of respondents perceive a direct connection between poor transportation infrastructure and poor governance in Nigeria. Specifically, 57.3% either strongly agree (30.7%) or agree (26.7%) that poor transportation infrastructure is a reflection of poor governance. However, 42.7% of respondents either strongly disagree (28.7%) or disagree (14.0%) with this statement, indicating a significant portion of the population does not have the view. This suggests a divergence in the opinions regarding the role of governance in the quality of transportation infrastructure in Nigeria.

Political corruption has direct impact on poor transportation infrastructure in Nigeria

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	75	50.0	50.0	50.0
	Agree	38	25.3	25.3	75.3
	Strongly Disagree	18	12.0	12.0	87.3
	Disagree	18	12.0	12.0	99.3
	Undecided	1	.7	.7	100.0
	Total	150	100.0	100.0	

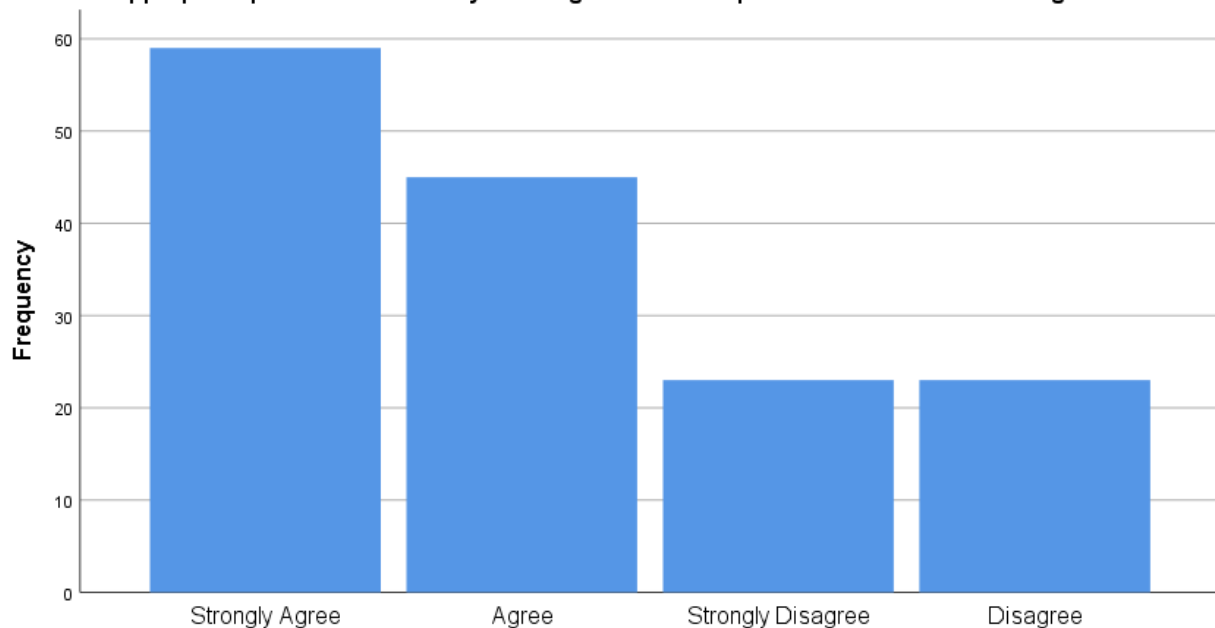
**Political corruption has direct impact on poor transportation infrastructure in Nigeria**

The majority of respondents perceive a direct connection between poor transportation infrastructure and poor governance in Nigeria. Specifically, 57.3% either strongly agree (30.7%) or agree (26.7%) that poor transportation infrastructure is a reflection of poor governance. However, 42.7% of respondents either strongly disagree (28.7%) or disagree (14.0%) with this statement, indicating a significant portion of the population does not view the two as directly linked together. This suggests mixed opinions; evidence of political bias regarding the role of governance in the quality of transportation infrastructure in Nigeria.

Appropriate political reforms may lead to growth in transportation infrastructure in Nigeria

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	59	39.3	39.3	39.3
	Agree	45	30.0	30.0	69.3
	Strongly Disagree	23	15.3	15.3	84.7
	Disagree	23	15.3	15.3	100.0
	Total	150	100.0	100.0	

Appropriate political reforms may lead to growth in transportation infrastructure in Nigeria

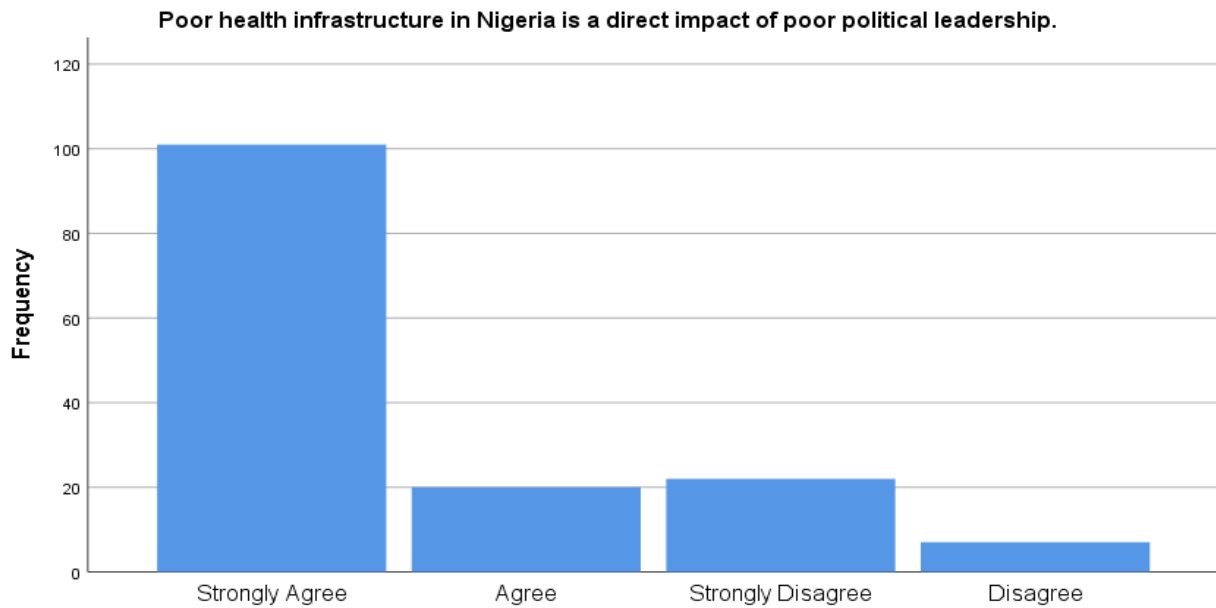


Appropriate political reforms may lead to growth in transportation infrastructure in Nigeria

A majority of respondents believe that appropriate political reforms could foster growth in transportation infrastructure in Nigeria. Specifically, 69.3% either strongly agree (39.3%) or agree (30.0%) with this statement. However, 30.6% of respondents either strongly disagree (15.3%) or disagree (15.3%) with the idea, indicating that a portion of the population is skeptical about the potential impact of political reforms on improving transportation infrastructure.

Poor health infrastructure in Nigeria is a direct impact of poor political leadership.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	101	67.3	67.3	67.3
	Agree	20	13.3	13.3	80.7
	Strongly Disagree	22	14.7	14.7	95.3
	Disagree	7	4.7	4.7	100.0
	Total	150	100.0	100.0	

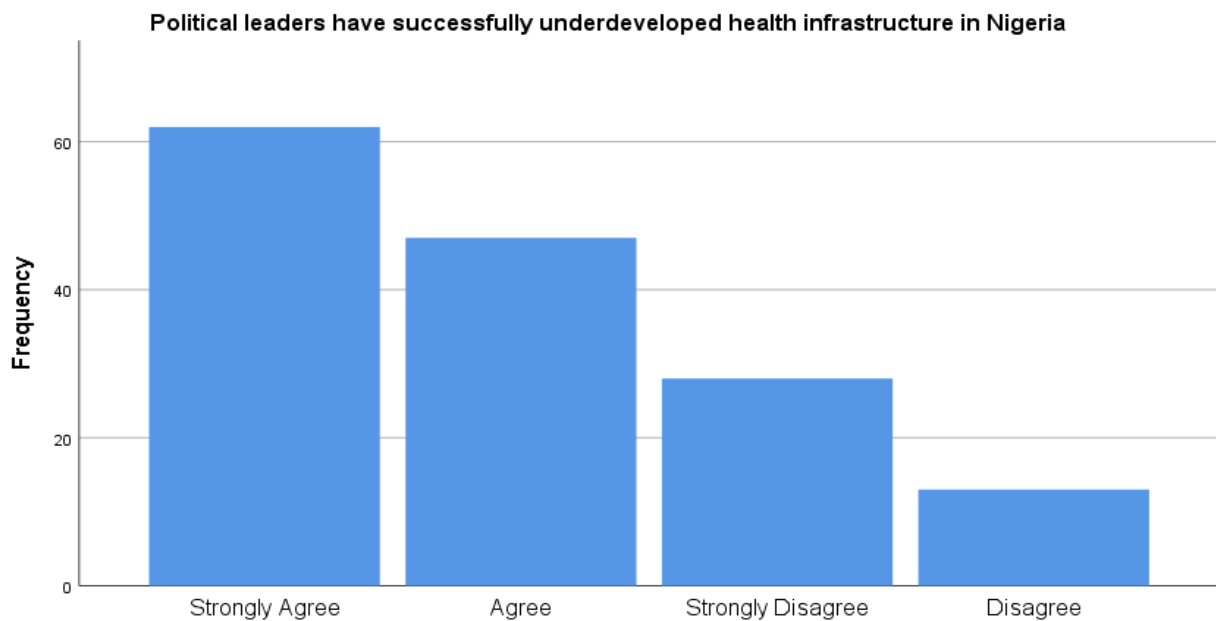


Poor health infrastructure in Nigeria is a direct impact of poor political leadership.

The majority of respondents strongly believe that poor health infrastructure in Nigeria is a direct result of poor political leadership. Specifically, 67.3% of respondents strongly agree with this statement, while 13.3% agree, bringing the total to 80.7% who view political leadership as a key factor in the state of health infrastructure. On the other hand, 14.7% strongly disagree, and 4.7% disagree, indicating a smaller portion of the population holds a different view. This suggests a general consensus that political leadership plays a significant role in the challenges facing Nigeria's health infrastructure. Giving the importance of health infrastructures in an economy, these challenges may be one of the factors that hinder SMEs sustenance and growth in Nigeria

Political leaders have successfully underdeveloped health infrastructure in Nigeria

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	62	41.3	41.3	41.3
	Agree	47	31.3	31.3	72.7
	Strongly Disagree	28	18.7	18.7	91.3
	Disagree	13	8.7	8.7	100.0
	Total	150	100.0	100.0	

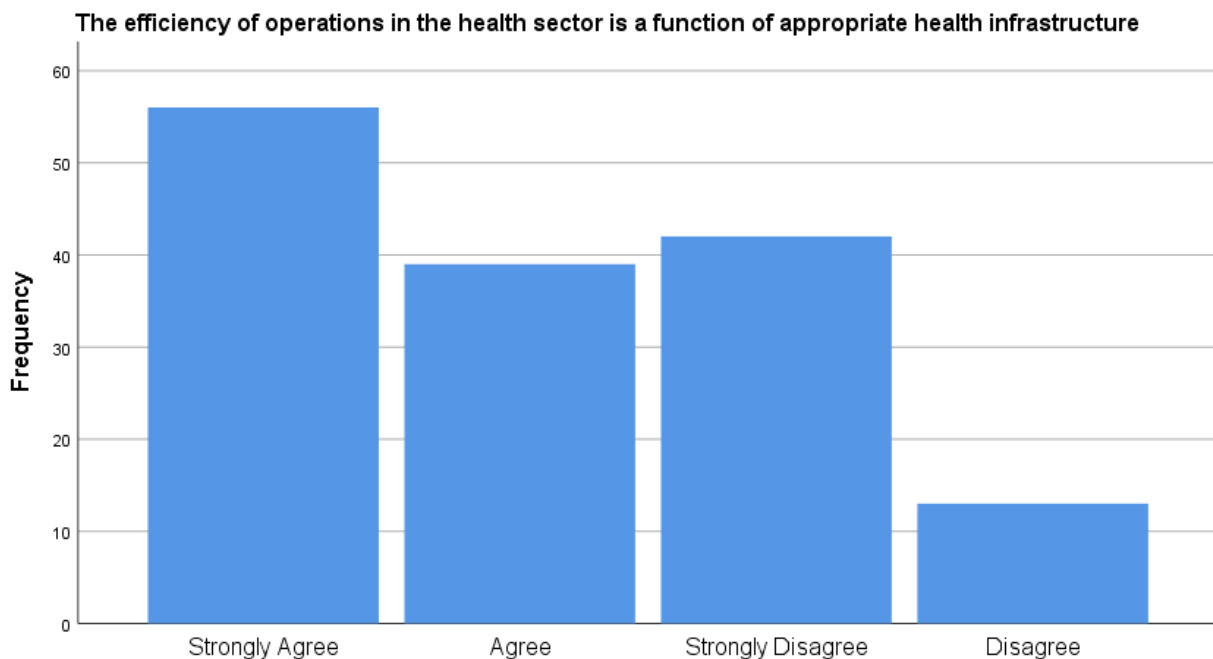


Political leaders have successfully underdeveloped health infrastructure in Nigeria

A significant portion of respondents believe that political leaders have successfully underdeveloped health infrastructure in Nigeria. Specifically, 41.3% strongly agree with this statement, while 31.3% agree, totaling 72.7% who view political leadership as having played a role in the underdevelopment of health infrastructure. On the other hand, 18.7% strongly disagree, and 8.7% disagree, suggesting a minority of respondents do not share this perspective. The results indicate that a majority of respondents feel that political leadership has contributed to the underdevelopment of the health infrastructure in Nigeria and consequently to inability to sustain the SMEs.

The efficiency of operations in the health sector is a function of appropriate health infrastructure

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	56	37.3	37.3	37.3
	Agree	39	26.0	26.0	63.3
	Strongly Disagree	42	28.0	28.0	91.3
	Disagree	13	8.7	8.7	100.0
	Total	150	100.0	100.0	

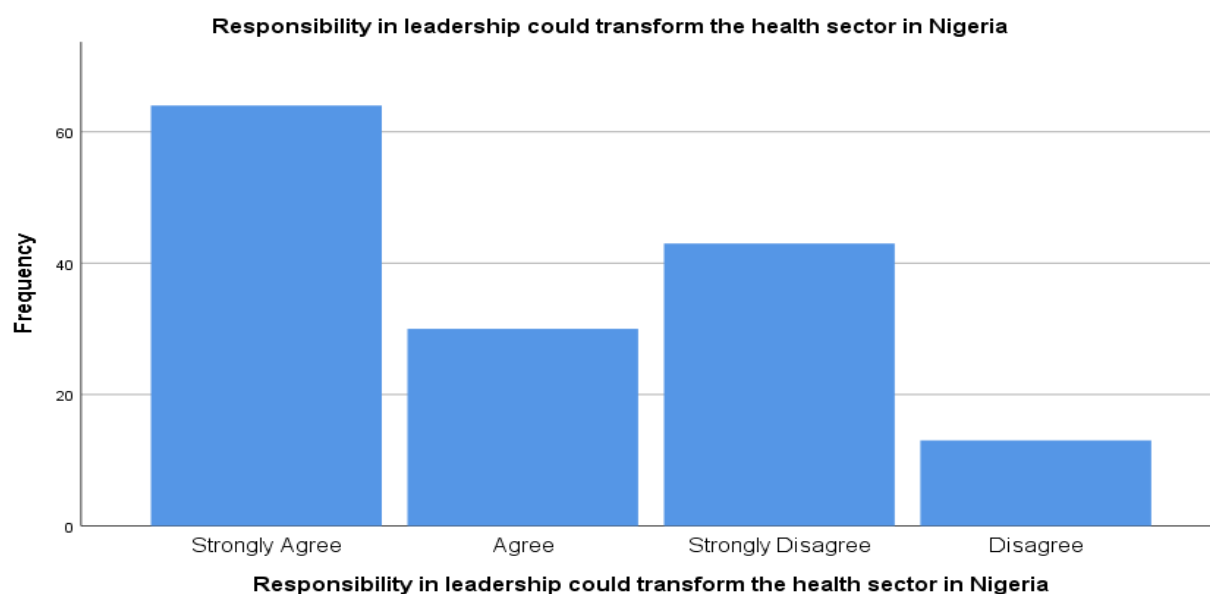


The efficiency of operations in the health sector is a function of appropriate health infrastructure

A significant proportion of respondents (37.3%) strongly agree that the level of efficiency of operations in the health sector is a function of appropriate health infrastructure and 26% agree, bringing the total to 63.3% who recognized a direct relationship between health infrastructure and the effectiveness of health operations. In contrast, 28% strongly disagree, and 8.7% disagree, indicating that a notable minority does not see health infrastructure as a crucial factor for improving health sector efficiency. Overall, the majority of respondents believe that adequate health infrastructure plays a vital role in the effective functioning of the health sector as to achieve SMEs sustenance.

Responsibility in leadership could transform the health sector towards SMEs sustenance in Nigeria

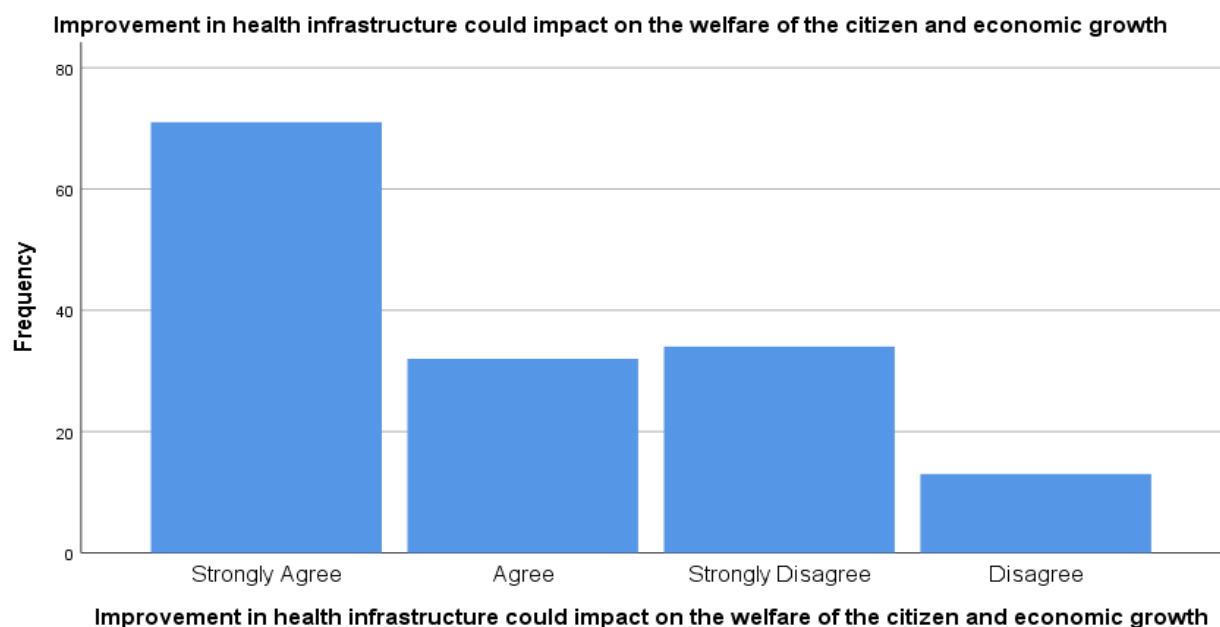
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	64	42.7	42.7	42.7
	Agree	30	20.0	20.0	62.7
	Strongly Disagree	43	28.7	28.7	91.3
	Disagree	13	8.7	8.7	100.0
	Total	150	100.0	100.0	



A majority of respondents (42.7%) strongly agree that responsibility in leadership could transform the health sector in Nigeria, while 20% agree, making up a combined 62.7% of participants who support the idea that leadership responsibility is key to improving the health sector. However, 28.7% strongly disagree, and 8.7% disagree, suggesting a significant portion of respondents are not convinced that leadership alone can bring about the transformation needed in Nigeria's health sector. Despite the contrasting views, the majority appear to believe in the potential of responsible leadership for meaningful change in healthcare.

Improvement in health infrastructure could impact on the welfare of the citizen and economic growth

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	71	47.3	47.3	47.3
	Agree	32	21.3	21.3	68.7
	Strongly Disagree	34	22.7	22.7	91.3
	Disagree	13	8.7	8.7	100.0
	Total	150	100.0	100.0	

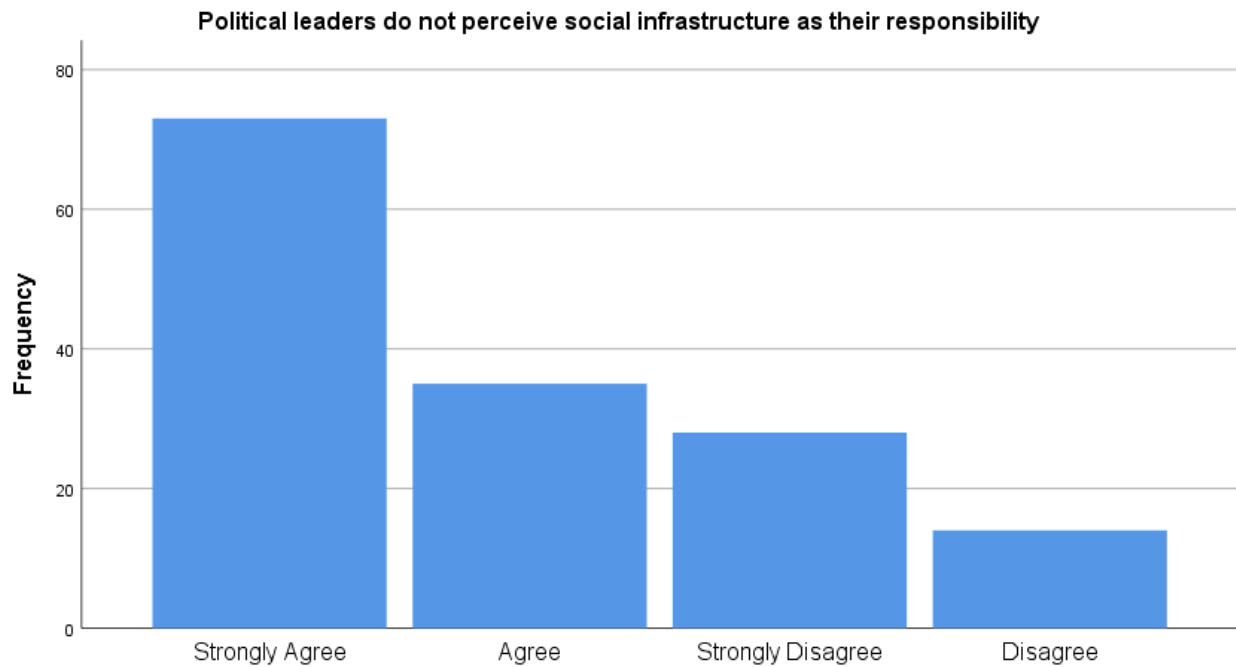


A significant proportion of respondents (47.3%) strongly agree that improvement in health infrastructure could positively impact the welfare of citizens and economic growth, while 21.3% agree. This suggests a strong belief among 68.7% of respondents that better health infrastructure has a crucial role to play in improving both social well-being and economic progress. However, 22.7% strongly disagree, and 8.7% disagree, indicating

that a smaller group of participants holds the view that health infrastructure improvements may not necessarily lead to these benefits. Overall, the majority seem to acknowledge the potential benefits of improved health infrastructure on society and the economy.

Political leaders do not perceive social infrastructure as their responsibility

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	73	48.7	48.7	48.7
	Agree	35	23.3	23.3	72.0
	Strongly Disagree	28	18.7	18.7	90.7
	Disagree	14	9.3	9.3	100.0
	Total	150	100.0	100.0	

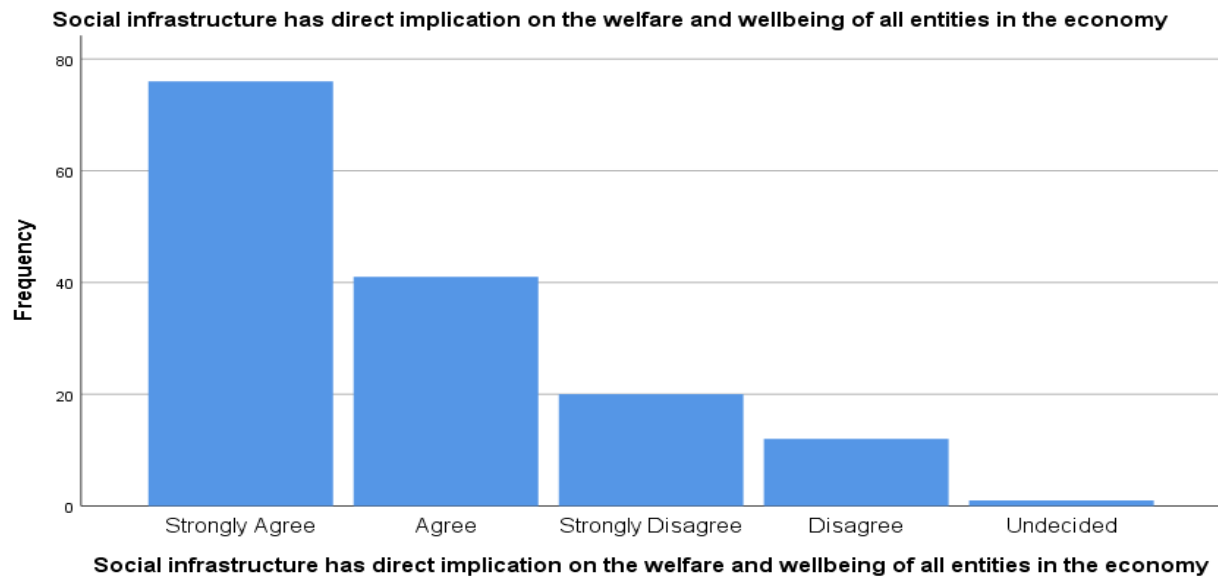


Political leaders do not perceive social infrastructure as their responsibility

The majority of respondents (48.7%) strongly agree that political leaders do not perceive social infrastructure as their responsibility, and 23.3% agree with this statement. This suggests that a significant portion of the sample believes that political leaders fail to recognize their duty toward social infrastructure development. On the other hand, 18.7% strongly disagree and 9.3% disagree, indicating that a smaller group of respondents holds the opposite view, believing that political leaders do consider social infrastructure as part of their responsibility. Thus, the overall data suggests a perception among most respondents that political leaders neglect their responsibility in the development of social infrastructure.

Social infrastructure has direct implication on the welfare and wellbeing of all entities in the economy

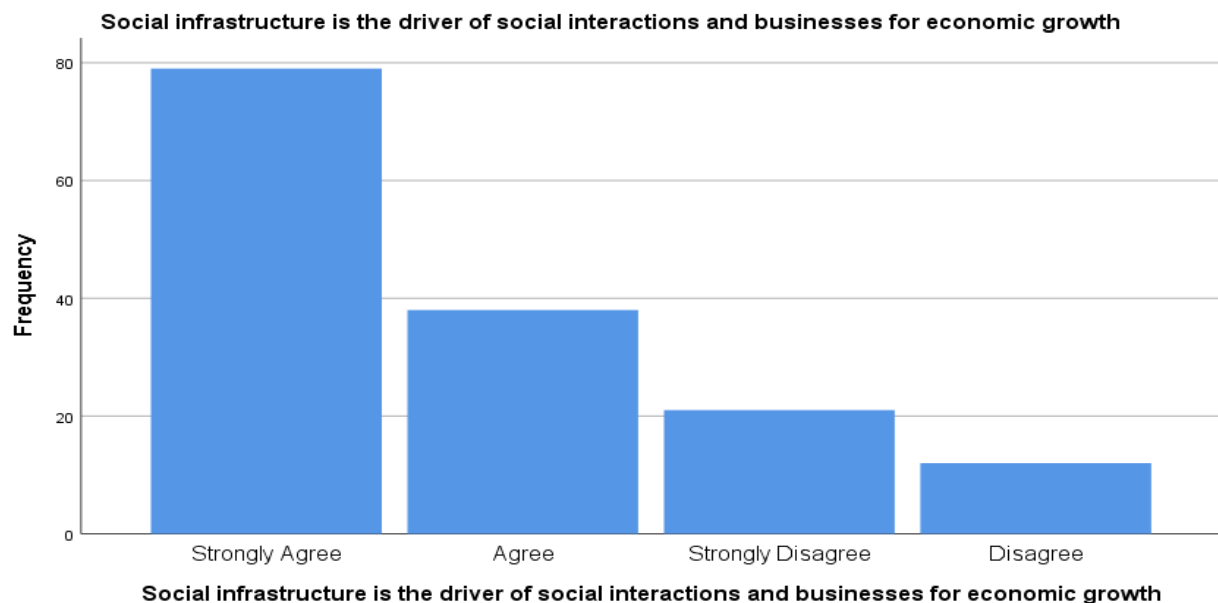
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	76	50.7	50.7	50.7
	Agree	41	27.3	27.3	78.0
	Strongly Disagree	20	13.3	13.3	91.3
	Disagree	12	8.0	8.0	99.3
	Undecided	1	.7	.7	100.0
	Total	150	100.0	100.0	



A large portion of respondents (50.7%) strongly agree that social infrastructure has a direct implication on the welfare and wellbeing of all entities in the economy, while 27.3% agree with this statement. This indicates a strong belief among most respondents that social infrastructure plays a crucial role in the overall economic and social welfare. On the contrary, 13.3% strongly disagree, 8.0% disagree, and small fractions (0.7%) are undecided, pointing to a smaller group that does not recognize the direct impact of social infrastructure on welfare and wellbeing. Overall, the majority of the sample holds the view that social infrastructure is vital for the wellbeing of all sectors in the economy even that of SMEs sustenance.

Social infrastructure is the driver of social interactions and businesses for economic growth

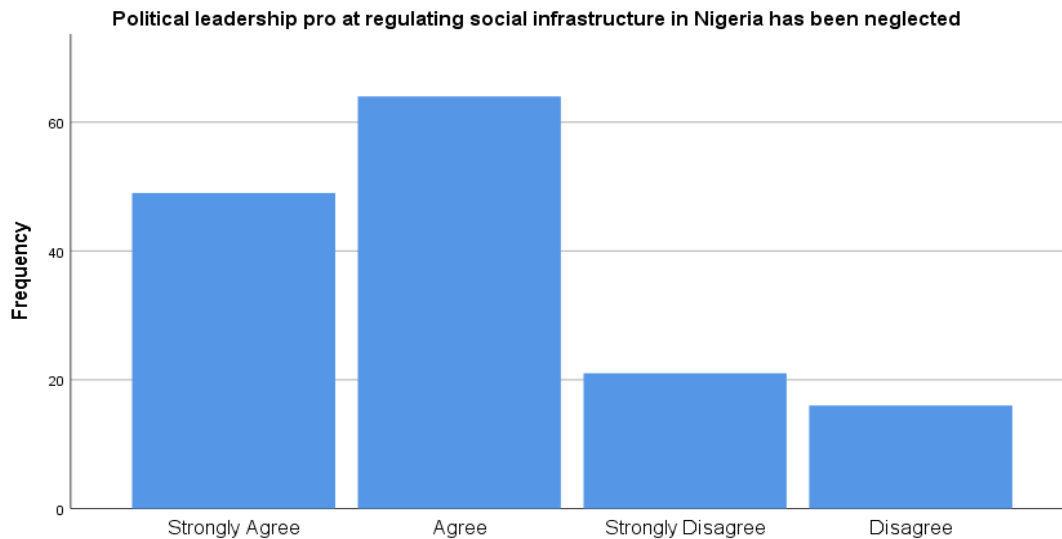
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	79	52.7	52.7	52.7
	Agree	38	25.3	25.3	78.0
	Strongly Disagree	21	14.0	14.0	92.0
	Disagree	12	8.0	8.0	100.0
	Total	150	100.0	100.0	



A majority of respondents (52.7%) strongly agree that social infrastructure is a driver of social interactions and businesses for economic growth, with an additional 25.3% agreeing. This suggests that most participants believe social infrastructure plays a significant role in facilitating business and social activities that contribute to economic development. However, 14.0% of respondents strongly disagree, and 8.0% disagree, reflecting a smaller group that does not perceive social infrastructure as a key factor for driving economic growth. Overall, the majority of the respondents acknowledge the important role of social infrastructure in fostering business and social interactions, which are crucial for economic progress.

Political leadership promise at regulating social infrastructure in Nigeria has been neglected

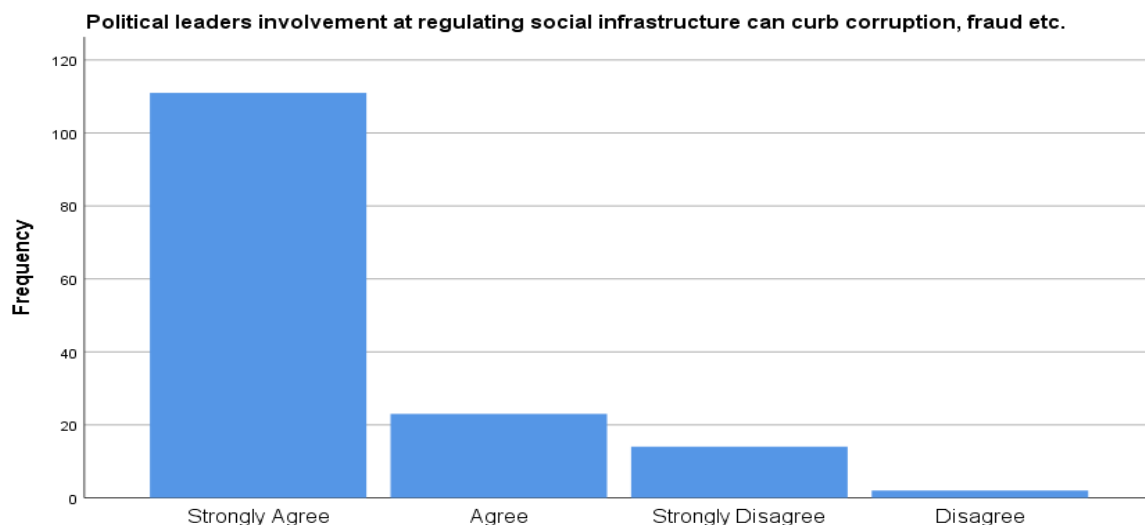
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	49	32.7	32.7	32.7
	Agree	64	42.7	42.7	75.3
	Strongly Disagree	21	14.0	14.0	89.3
	Disagree	16	10.7	10.7	100.0
	Total	150	100.0	100.0	

**Political leadership pro at regulating social infrastructure in Nigeria has been neglected**

The majority of respondents (42.7%) agree, and 32.7% strongly agree, that political leadership's role in regulating social infrastructure in Nigeria has been neglected. This suggests a widespread perception that political leadership has not effectively addressed or managed social infrastructure, which could have negative implications for the development and maintenance of such infrastructure. However, a smaller proportion of respondents, 14.0%, strongly disagree, and 10.7% disagree, indicating that not all participants share this view. These findings point to a significant concern regarding the lack of attention and regulation of social infrastructure by political leaders in Nigeria.

Political leaders' involvement at regulating social infrastructure can curb corruption, fraud etc.

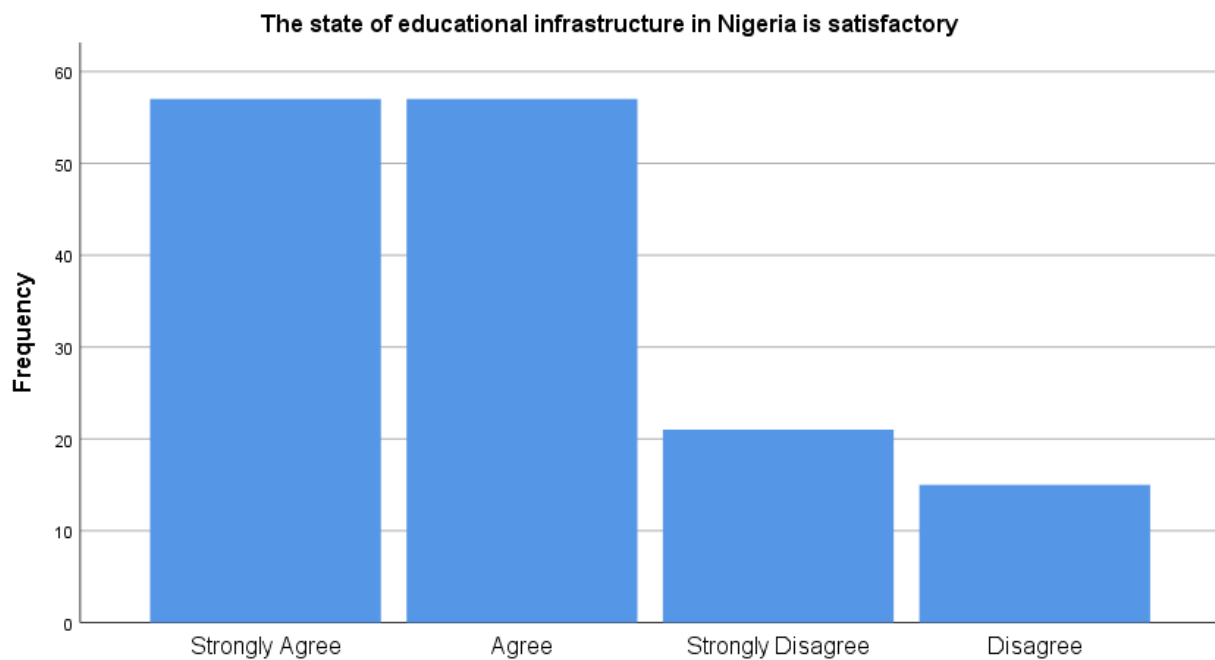
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	111	74.0	74.0	74.0
	Agree	23	15.3	15.3	89.3
	Strongly Disagree	14	9.3	9.3	98.7
	Disagree	2	1.3	1.3	100.0
	Total	150	100.0	100.0	

**Political leaders involvement at regulating social infrastructure can curb corruption, fraud etc.**

A significant majority of respondents (74%) strongly agree, and 15.3% agree, that political leaders' involvement in regulating social infrastructure can help curb corruption, fraud, and other issues. This suggests that most participants believe that proper regulation and oversight by political leaders are crucial to reducing corruption and improving the integrity of social infrastructure projects. Only a small percentage of respondents (9.3%) strongly disagree, and 1.3% disagrees, indicating a relatively low level of dissent regarding the positive impact of political leaders' involvement in reducing corruption and fraud. The findings reflect strong support for increased political leadership and regulation in addressing these challenges in Nigeria's social infrastructure.

The state of educational infrastructure in Nigeria is satisfactory

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	57	38.0	38.0	38.0
	Agree	57	38.0	38.0	76.0
	Strongly Disagree	21	14.0	14.0	90.0
	Disagree	15	10.0	10.0	100.0
	Total	150	100.0	100.0	

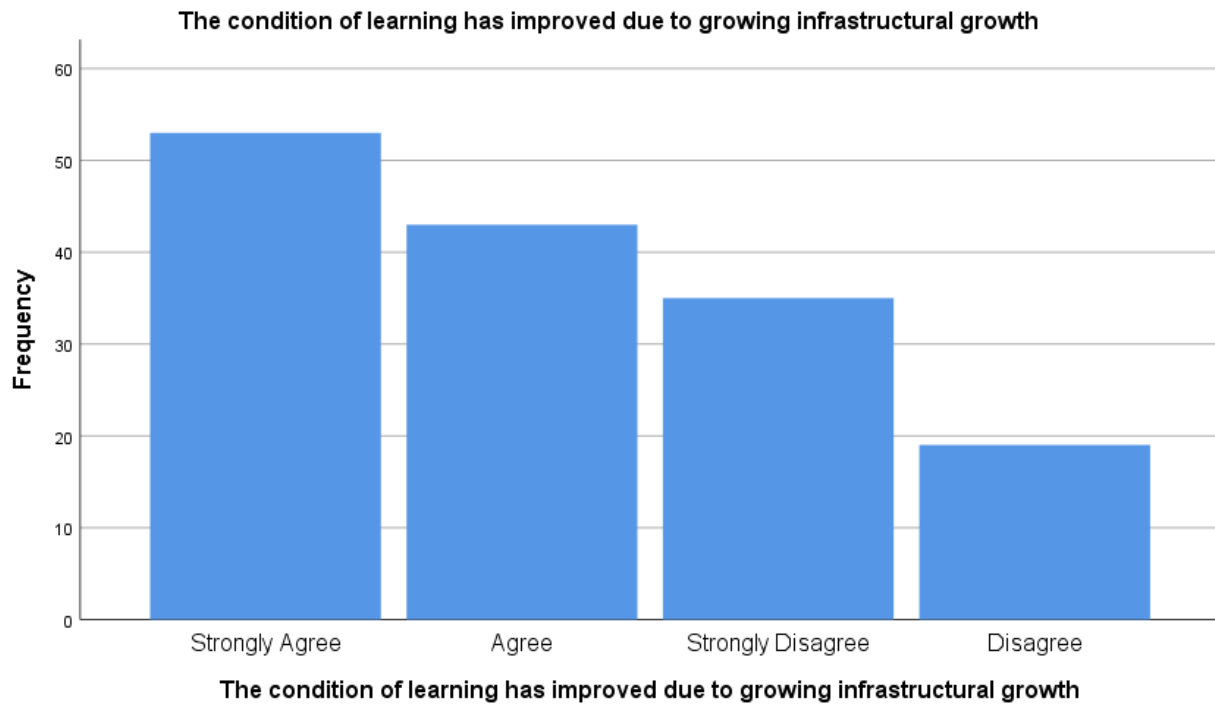


The state of educational infrastructure in Nigeria is satisfactory

The results indicate a divided perception regarding the state of educational infrastructure in Nigeria. A combined 76% of respondents either strongly agree (38%) or agree (38%) that the state of educational infrastructure is satisfactory, suggesting that a majority of the participants view the current infrastructure as adequate. However, 14% of respondents strongly disagree, and 10% disagree, indicating a significant minority who are dissatisfied with the state of educational infrastructure. These findings point to a general consensus of satisfaction among most participants, but also highlight notable portions who believe the infrastructure is lacking or insufficient.

The condition of learning has improved due to growing infrastructural growth

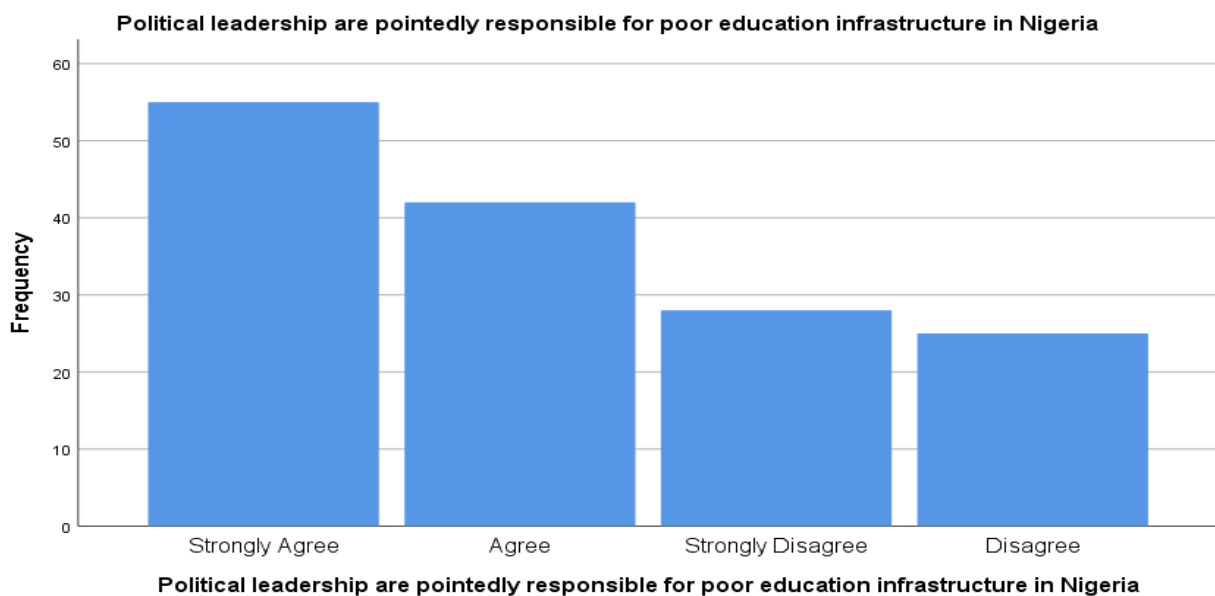
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	53	35.3	35.3	35.3
	Agree	43	28.7	28.7	64.0
	Strongly Disagree	35	23.3	23.3	87.3
	Disagree	19	12.7	12.7	100.0
	Total	150	100.0	100.0	



The responses reflect a somewhat mixed view on the impact of infrastructural growth on the condition of learning in Nigeria. A combined 64% of respondents either strongly agree (35.3%) or agree (28.7%) that learning conditions have improved due to growing infrastructure, suggesting that a majority perceive positive changes. However, significant proportions, 23.3%, strongly disagree, and 12.7% disagree, indicating that a substantial portion of participants do not believe infrastructure growth has had a meaningful impact on learning conditions. This suggests that while many respondents acknowledge improvements, others remain unconvinced of the connection between infrastructural development and learning quality.

Political leadership are pointedly responsible for poor education infrastructure in Nigeria

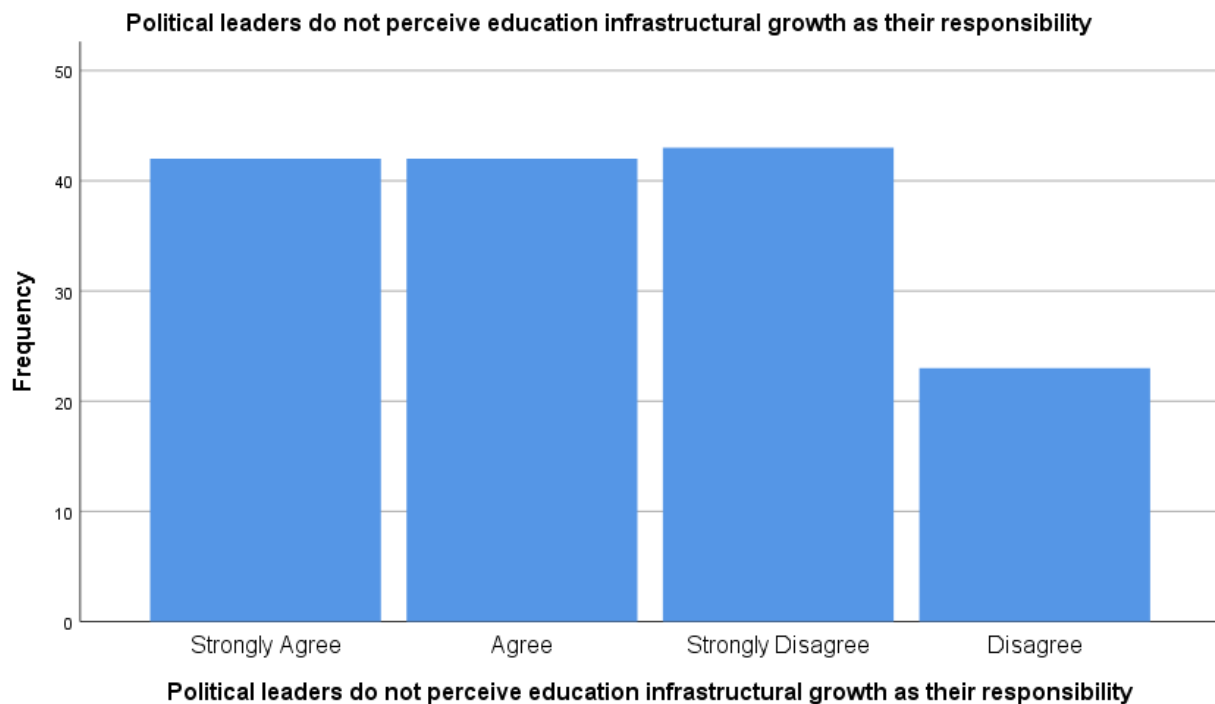
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	55	36.7	36.7	36.7
	Agree	42	28.0	28.0	64.7
	Strongly Disagree	28	18.7	18.7	83.3
	Disagree	25	16.7	16.7	100.0
	Total	150	100.0	100.0	



The responses indicate a strong perception that political leadership is primarily responsible for poor education infrastructure in Nigeria. A combined 64.7% of respondents either strongly agree (36.7%) or agree (28%) with this statement, suggesting a significant majority hold political leaders accountable for the state of education infrastructure. However, 18.7% of respondents strongly disagree, and 16.7% disagree, indicating that a smaller but notable portion of participants do not share this view or believe other factors may contribute to the issue. Overall, the data suggests a dominant belief that political leadership plays a crucial role in the inadequacy of education infrastructure in Nigeria.

Political leaders do not perceive education infrastructural growth as their responsibility

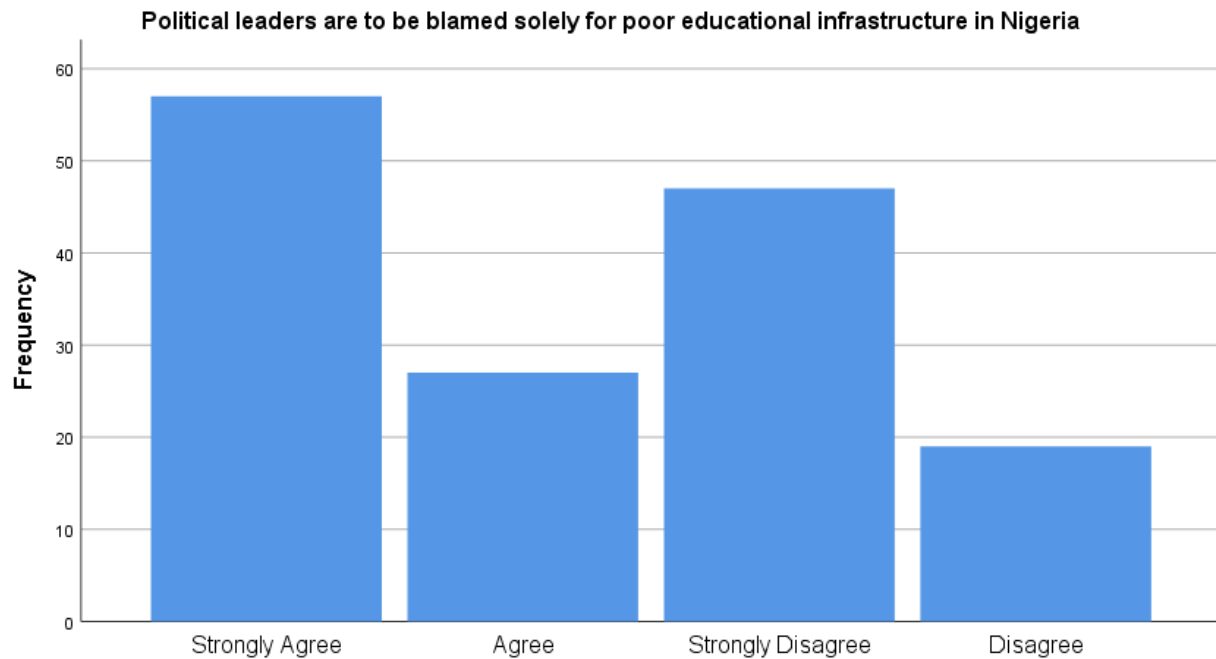
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	42	28.0	28.0	28.0
	Agree	42	28.0	28.0	56.0
	Strongly Disagree	43	28.7	28.7	84.7
	Disagree	23	15.3	15.3	100.0
	Total	150	100.0	100.0	



The data shows a split in opinions about whether political leaders perceive education infrastructure growth as their responsibility. On one side, 56% of respondents either strongly agree (28%) or agree (28%) that political leaders do not see education infrastructure growth as their responsibility. On the other hand, 43.7% of respondents strongly disagree (28.7%) or disagree (15.3%) with this view, indicating that a significant portion believes political leaders do perceive it as their duty. This suggests a divided opinion on the role of political leadership in advancing education infrastructure, with nearly equal numbers supporting and opposing the idea that political leaders neglect this responsibility.

Political leaders are to be blamed solely for poor educational infrastructure in Nigeria

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	57	38.0	38.0	38.0
	Agree	27	18.0	18.0	56.0
	Strongly Disagree	47	31.3	31.3	87.3
	Disagree	19	12.7	12.7	100.0
	Total	150	100.0	100.0	

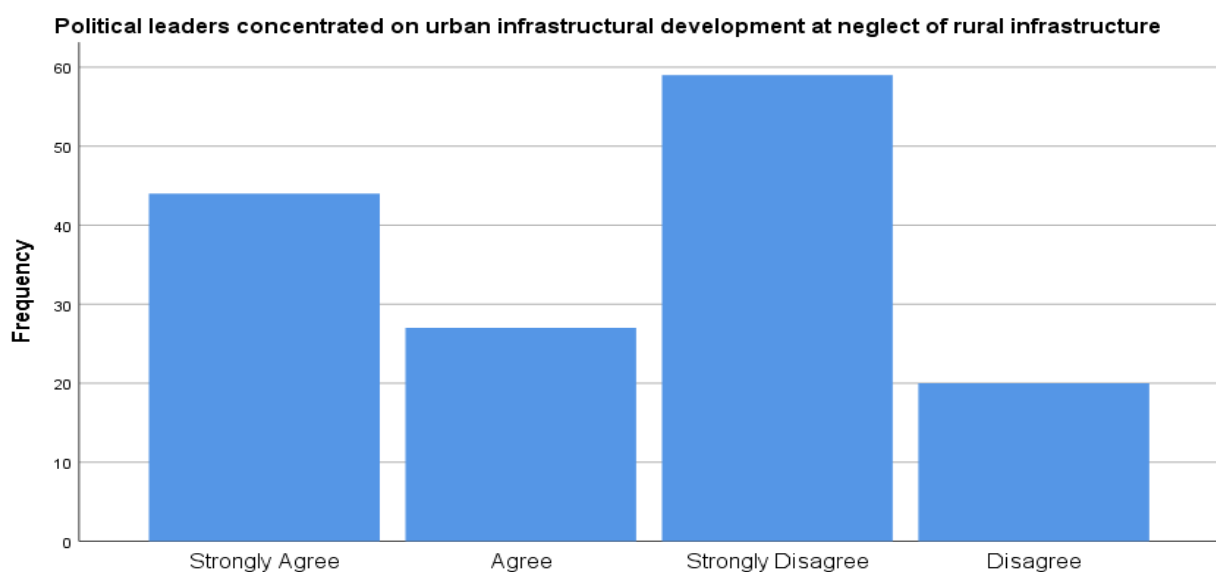


Political leaders are to be blamed solely for poor educational infrastructure in Nigeria

The data reveals that a significant portion of respondents believes political leaders are primarily responsible for the poor educational infrastructure in Nigeria. Specifically, 56% of respondents either strongly agree (38%) or agree (18%) that political leaders should be blamed for this issue. However, 44% of respondents either strongly disagree (31.3%) or disagree (12.7%), suggesting that they do not hold political leaders solely accountable. This indicates a split in opinions, with a majority placing blame on political leaders while a substantial minority disagrees with this view.

Political leaders concentrated on urban infrastructural development at neglect of rural infrastructure

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	44	29.3	29.3	29.3
	Agree	27	18.0	18.0	47.3
	Strongly Disagree	59	39.3	39.3	86.7
	Disagree	20	13.3	13.3	100.0
	Total	150	100.0	100.0	

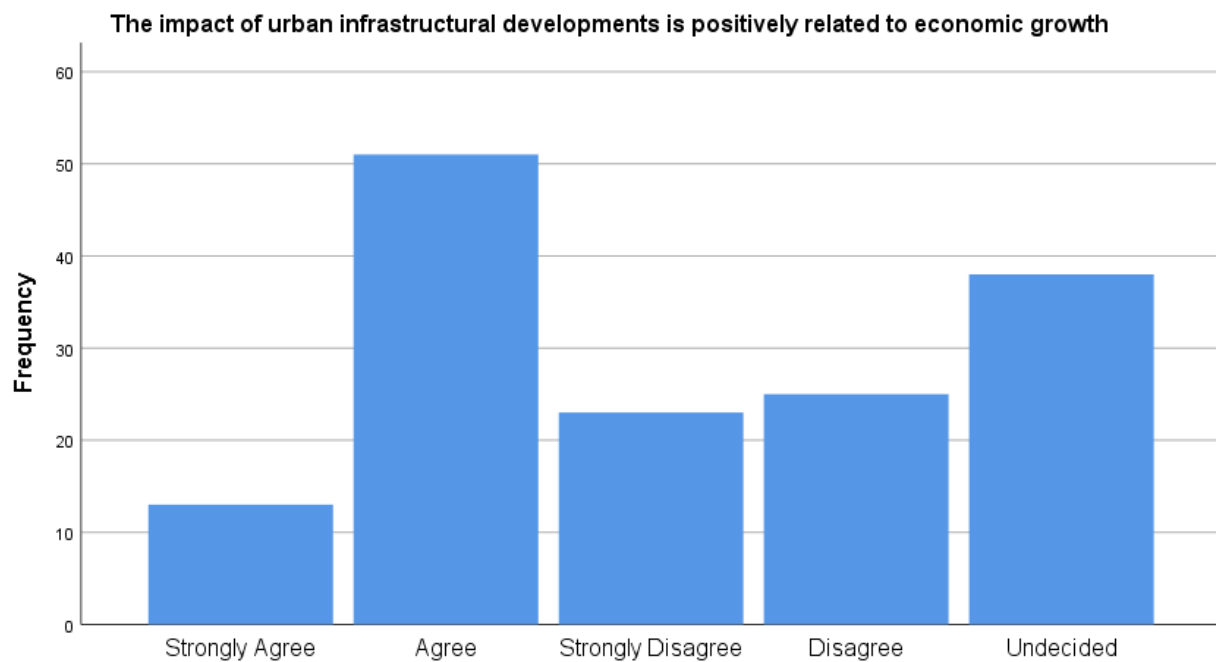


Political leaders concentrated on urban infrastructural development at neglect of rural infrastructure

The results indicate that a notable portion of respondents (47.3%) believes political leaders focus more on urban infrastructural development at the expense of rural infrastructure. Specifically, 29.3% strongly agree, and 18% agree with this view. However, a larger proportion (52.6%) either strongly disagree (39.3%) or disagree (13.3%), suggesting that they do not perceive urban infrastructure to be prioritized over rural development. This shows a clear division in opinions, with a majority not agreeing that rural infrastructure is neglected in favor of urban development.

The impact of urban infrastructural developments is positively related to economic growth

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	13	8.7	8.7	8.7
	Agree	51	34.0	34.0	42.7
	Strongly Disagree	23	15.3	15.3	58.0
	Disagree	25	16.7	16.7	74.7
	Undecided	38	25.3	25.3	100.0
	Total	150	100.0	100.0	

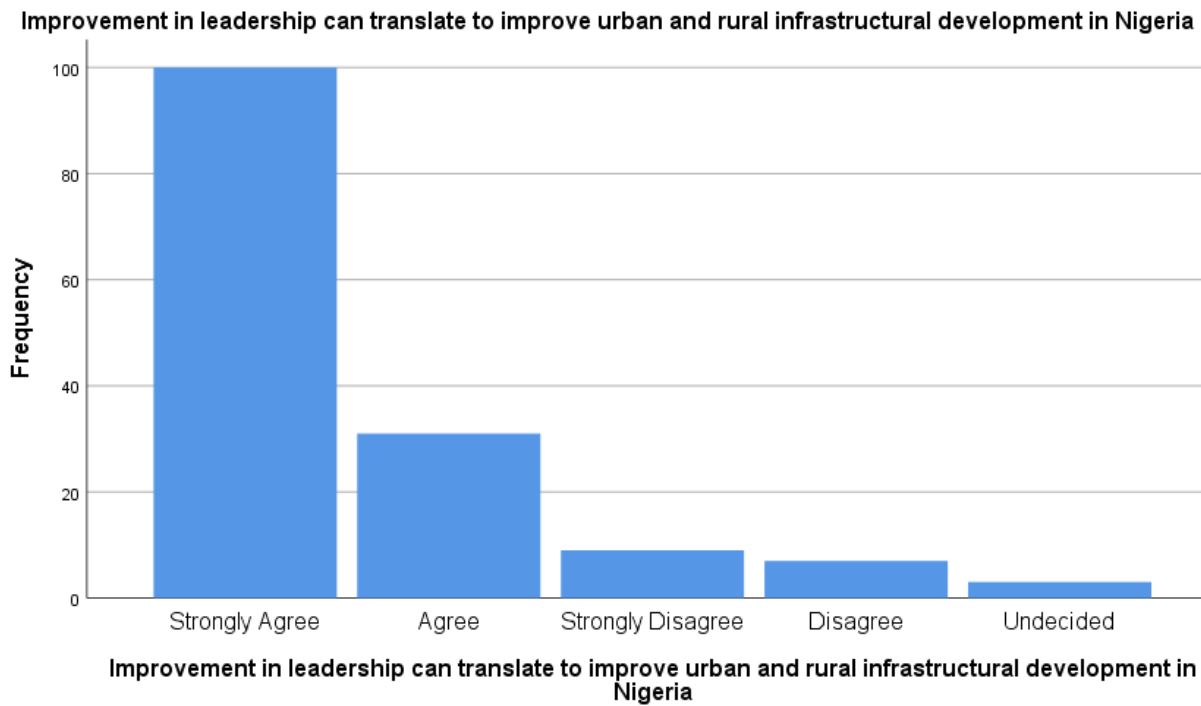


The impact of urban infrastructural developments is positively related to economic growth

The responses suggest a varied opinion on the relationship between urban infrastructural development for sustainable growth of SMEs and the entire economy. A minority (8.7%) strongly agrees with the statement, while 34% agree, indicating some support for the idea that urban infrastructure positively impacts economic growth. However, 15.3% strongly disagree and 16.7% disagree, showing skepticism regarding this link. Additionally, 25.3% of respondents are undecided, reflecting uncertainty or lack of clarity on the issue. Overall, the data reveals that while there is some agreement, a significant portion of respondents either disagrees or remains uncertain about the positive correlation between urban infrastructure and economic growth.

Improvement in leadership can translate to improve urban and rural infrastructural development in Nigeria

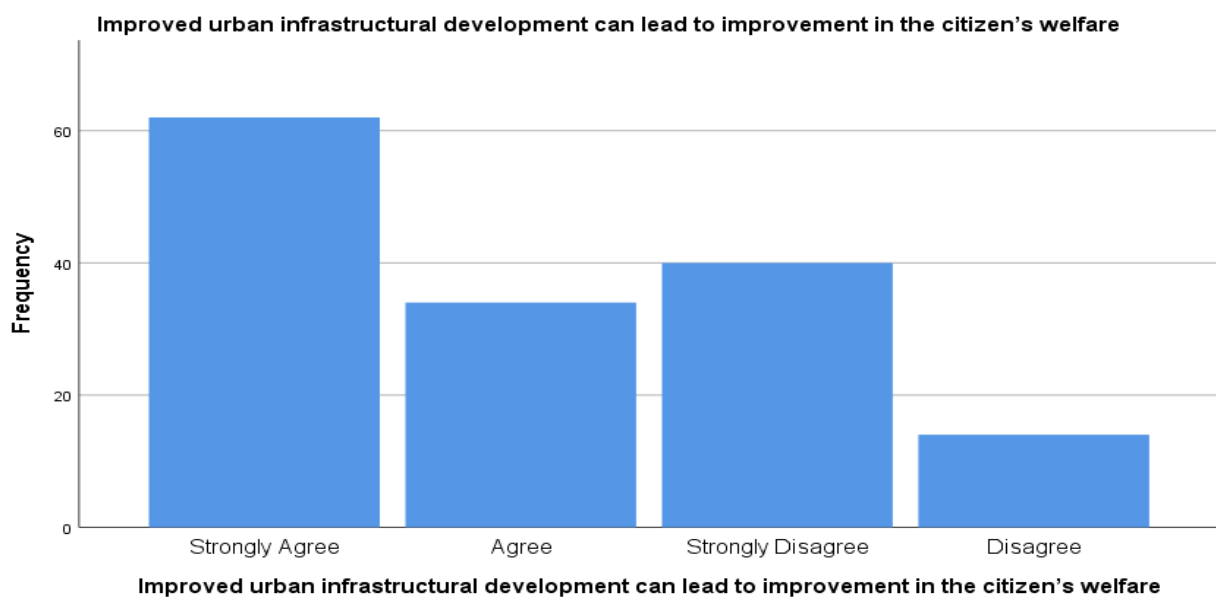
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	100	66.7	66.7	66.7
	Agree	31	20.7	20.7	87.3
	Strongly Disagree	9	6.0	6.0	93.3
	Disagree	7	4.7	4.7	98.0
	Undecided	3	2.0	2.0	100.0
	Total	150	100.0	100.0	



The majority of respondents (66.7%) strongly agree that improvements in leadership can lead to better urban and rural infrastructural development such as to foster SMEs sustenance in Nigeria, suggesting a strong belief in the potential impact of leadership on infrastructure. An additional 20.7% agree with the statement, further supporting this view. However, 6% strongly disagree, and 4.7% disagree, indicating a small portion of respondents who are not convinced by the idea. Only 2% remain undecided, reflecting minimal uncertainty on the topic. Overall, the responses indicate a strong consensus that better leadership is crucial for advancing infrastructural development in both urban and rural areas in Nigeria.

Improved urban infrastructural development can lead to improvement in the citizen's welfare

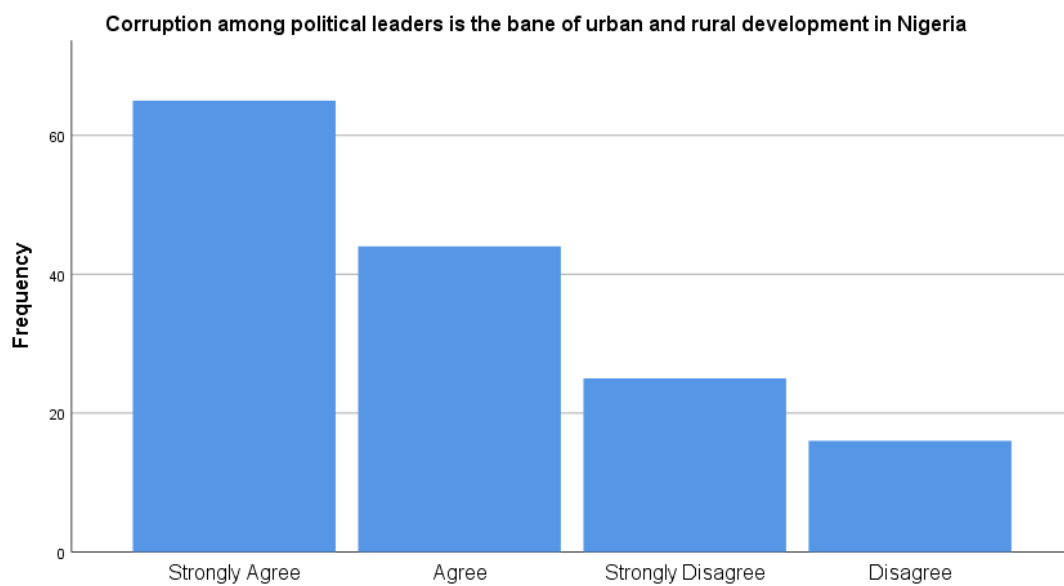
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	62	41.3	41.3	41.3
	Agree	34	22.7	22.7	64.0
	Strongly Disagree	40	26.7	26.7	90.7
	Disagree	14	9.3	9.3	100.0
	Total	150	100.0	100.0	



A significant portion of respondents (41.3%) strongly agree that improved urban infrastructural development can enhance citizens' welfare, while 22.7% agree with the statement. This indicates a positive outlook on the potential benefits of urban infrastructure for the welfare of citizens. However, 26.7% strongly disagree, and 9.3% disagree, suggesting a notable minority who do not believe that urban infrastructure improvements will lead to better welfare. These contrasting views show that while there is general support for the idea, there is also considerable skepticism among a portion of the population regarding the direct impact of urban infrastructural development on citizens' welfare.

Corruption among political leaders is the bane of urban and rural development in Nigeria

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly Agree	65	43.3	43.3	43.3
	Agree	44	29.3	29.3	72.7
	Strongly Disagree	25	16.7	16.7	89.3
	Disagree	16	10.7	10.7	100.0
	Total	150	100.0	100.0	



Corruption among political leaders is the bane of urban and rural development in Nigeria

A large proportion of respondents (43.3%) strongly agree that corruption among political leaders is a significant barrier to urban and rural development in Nigeria, while 29.3% agree with this view. This suggests widespread recognition of corruption as a key challenge to infrastructure and development. On the other hand, 16.7% strongly disagree, and 10.7% disagree, indicating a smaller group who do not view corruption as a major obstacle. Overall, the data reflects a strong perception that political corruption plays a critical role in hindering development in both urban and rural areas.

OBJECTIVE 1

T-Test

One-Sample Statistics

	N	Mean	Std. Deviation	Std. Error Mean
The states of transportation infrastructure in Nigeria is unacceptable	150	2.21	1.097	.090
Political leaders are irresponsible as relates to transportation infrastructure in Nigeria	150	2.18	1.081	.088
Poor transportation infrastructure is directly associated to poor sustenance of SMEs poor economy in Nigeria	150	2.26	1.045	.085
Political corruption has direct impact on poor transportation infrastructure in Nigeria	150	1.88	1.074	.088
Appropriate political reforms may lead to growth in transportation infrastructure in Nigeria	150	2.07	1.079	.088

One-Sample Test

	T	Df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
The states of transportation infrastructure in Nigeria is unacceptable	-31.123	149	.000	-2.787	-2.96	-2.61
Political leaders are irresponsible are related to transportation infrastructure in Nigeria	-31.948	149	.000	-2.820	-2.99	-2.65
Poor transportation infrastructure is directly associated with poor governance in Nigeria	-32.098	149	.000	-2.740	-2.91	-2.57
Political corruption has direct impact on poor transportation infrastructure in Nigeria	-35.582	149	.000	-3.120	-3.29	-2.95
Appropriate political reforms may lead to growth in transportation infrastructure in Nigeria	-33.309	149	.000	-2.933	-3.11	-2.76

The results reveal that the mean response for the statement "The state of transportation infrastructure in Nigeria is unacceptable" was 2.21, with a t-value of -31.123 and a p-value of .000, indicating that respondents largely agreed with this statement. Similarly, the statement "Political leaders are irresponsible regarding transportation infrastructure" had a mean of 2.18, a t-value of -31.948, and a p-value of .000, suggesting agreement that political leaders are accountable for the poor state of transportation infrastructure. The statement "Poor transportation infrastructure is directly associated with poor governance" had a mean of 2.26, a t-value of -32.098, and a p-value of .000, reflecting agreement that governance issues contribute to transportation challenges. For the statement "Political corruption has a direct impact on poor transportation infrastructure," the mean was 1.88, with a t-value of -35.582 and a p-value of .000, showing strong agreement with this assertion. Lastly, the statement "Appropriate political reforms may lead to growth in transportation infrastructure" had a mean of 2.07, a t-value of -33.309, and a p-value of .000, indicating agreement that reforms could improve infrastructure.

Overall, these results show that respondents generally agreed or strongly agreed with all the statements, underscoring the significant role of political leadership in the state of transportation infrastructure in Nigeria. Therefore, the hypothesis that political leadership does not significantly impact transportation infrastructure in Nigeria is rejected.

OBJECTIVE 2**One-Sample Statistics**

	N	Mean	Std. Deviation	Std. Error Mean
Poor health infrastructure in Nigeria is a direct impact of poor political leadership.	150	1.57	.908	.074
Political leaders have successfully underdeveloped health infrastructure in Nigeria	150	1.95	.975	.080
The efficiency of operations in the health sector is a function of appropriate health infrastructure	150	2.08	1.000	.082
Responsibility in leadership could transform the health sector in Nigeria	150	2.03	1.032	.084
Improvement in health infrastructure could impact on the welfare of the citizen and economic growth	150	1.93	1.024	.084

One-Sample Test

Test Value = 5

	T	Df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
Poor health infrastructure in Nigeria is a direct impact of poor political leadership.	-46.312	149	.000	-3.433	-3.58	-3.29
Political leaders have successfully underdeveloped health infrastructure in Nigeria	-38.364	149	.000	-3.053	-3.21	-2.90
The efficiency of operations in the health sector is a function of appropriate health infrastructure	-35.758	149	.000	-2.920	-3.08	-2.76
Responsibility in leadership could transform the health sector in Nigeria	-35.191	149	.000	-2.967	-3.13	-2.80
Improvement in health infrastructure could impact on the welfare of the citizen and economic growth	-36.764	149	.000	-3.073	-3.24	-2.91

The above table shows the mean response for the statement "Poor health infrastructure in Nigeria is a direct impact of poor political leadership" was 1.57, with a p-value of .000, indicating strong agreement that political leadership significantly influences the state of health infrastructure. Similarly, the statement "Political leaders have successfully underdeveloped health infrastructure in Nigeria" had a mean of 1.95 and a p-value of .000, reflecting agreement with this assertion. For the statement "The efficiency of operations in the health sector is a function of appropriate health infrastructure," the mean was 2.08, with a p-value of .000, indicating that respondents agreed that health sector efficiency is tied to infrastructure quality. The statement "Responsibility in leadership could transform the health sector in Nigeria" yielded a mean of 2.03 and a p-value of .000, showing agreement that improved leadership could positively affect the sector. Lastly, the statement "Improvement in health infrastructure could impact on the welfare of the citizen and economic growth" had a mean of 1.93 and a p-value of .000, indicating agreement that better health infrastructure benefits societal welfare and economic growth. These results suggest that respondents generally agreed or strongly agreed with all the statements, emphasizing the significant role of political leadership in shaping health infrastructure. Therefore, the hypothesis that political leadership has no significant impact on health infrastructure in Nigeria is rejected.

OBJECTIVE 3**One-Sample Statistics**

	N	Mean	Std. Deviation	Std. Error Mean
Political leaders do not perceive social infrastructure as their responsibility	150	1.89	1.020	.083
Social infrastructure has direct implication on the welfare and wellbeing of all entities in the economy	150	1.81	.995	.081
Social infrastructure is the driver of social interactions and businesses for economic growth	150	1.77	.970	.079
Political leadership proposal at regulating social infrastructure in Nigeria has been neglected	150	2.03	.948	.077
Political leaders involvement at regulating social infrastructure can curb corruption, fraud etc.	150	1.38	.711	.058

One-Sample Test

Test Value = 5						
	T	Df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference Lower	Upper
Political leaders do not perceive social infrastructure as their responsibility	-37.376	149	.000	-3.113	-3.28	-2.95
Social infrastructure has direct implication on SMEs sustenance and the wellbeing of all entities in the economy	-39.323	149	.000	-3.193	-3.35	-3.03
Social infrastructure is the driver of social interactions and businesses for economic growth	-40.726	149	.000	-3.227	-3.38	-3.07
Political leadership pro at regulating social infrastructure in Nigeria has been neglected	-38.415	149	.000	-2.973	-3.13	-2.82
Political leaders involvement at regulating social infrastructure can curb corruption, fraud etc.	-62.350	149	.000	-3.620	-3.73	-3.51

The analysis reveals that respondents overwhelmingly disagreed with the hypothesis that political leadership has no significant impact on social infrastructure in Nigeria. For the statement "Political leaders do not perceive social infrastructure as their responsibility," the mean response was 1.89, with a significant p-value of .000, indicating agreement that political leaders often neglect their role in managing social infrastructure. The statement "Social infrastructure has direct implication on the welfare and wellbeing of all entities in the economy" yielded a mean of 1.81 and a p-value of .000, showing strong agreement that social infrastructure is critical to societal welfare and economic functioning. Respondents also strongly agreed with "Social infrastructure is the driver of social interactions and businesses for economic growth," which had a mean of 1.77 and a p-value of .000.

The statement "Political leadership proposal at regulating social infrastructure in Nigeria has been neglected" recorded a mean of 2.03 and a p-value of .000, indicating agreement that political leaders have not adequately prioritized social infrastructure regulation. Finally, "Political leaders' involvement at regulating social infrastructure can curb corruption, fraud, etc." had the strongest agreement, with a mean of 1.38 and a p-value of .000, suggesting that respondents believe active political oversight could address issues such as corruption. These results collectively reject the hypothesis, demonstrating that political leadership significantly impacts social infrastructure in Nigeria.

OBJECTIVE 4**One-Sample Statistics**

	N	Mean	Std. Deviation	Std. Error Mean
The state of educational infrastructure in Nigeria is satisfactory	150	1.96	.962	.079
The condition of learning has improved due to growing infrastructural growth	150	2.13	1.041	.085
Political leadership are pointedly responsible for poor education infrastructure in Nigeria	150	2.15	1.098	.090
Political leaders do not perceive education infrastructural growth and SMEs sustenance as their responsibility	150	2.31	1.044	.085
Political leaders are to be blamed solely for poor educational infrastructure in Nigeria	150	2.19	1.083	.088

One-Sample Test

Test Value = 5						
	T	df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
The state of educational infrastructure in Nigeria is satisfactory	-38.721	149	.000	-3.040	-3.20	-2.88
The condition of learning has improved due to growing infrastructural growth	-33.741	149	.000	-2.867	-3.03	-2.70
Political leadership are pointedly responsible for poor education infrastructure in Nigeria	-31.767	149	.000	-2.847	-3.02	-2.67
Political leaders do not perceive education infrastructural growth as their responsibility	-31.530	149	.000	-2.687	-2.86	-2.52
Political leaders are to be blamed solely for poor educational infrastructure in Nigeria	-31.814	149	.000	-2.813	-2.99	-2.64

The analysis demonstrates strong disagreement with the hypothesis that political leadership has no significant impact on educational infrastructure in Nigeria. For the statement "The state of educational infrastructure in Nigeria is satisfactory," the mean response was 1.96, with a highly significant p-value of .000, indicating strong disagreement and dissatisfaction with the current state of educational infrastructure. Similarly, "The condition of learning has improved due to growing infrastructural growth" had a mean of 2.13 and a significant p-value of .000, suggesting respondents disagree that learning conditions have improved substantially due to infrastructure development.

The statement "Political leadership are pointedly responsible for poor education infrastructure in Nigeria" had a mean of 2.15 and a p-value of .000, reflecting agreement that political leadership is a key factor contributing to the poor state of educational infrastructure. Similarly, "Political leaders do not perceive education infrastructural growth as their responsibility" yielded a mean of 2.31 and a significant p-value, indicating agreement that political leaders often fail to prioritize educational infrastructure. Lastly, "Political leaders are to be blamed solely for poor educational infrastructure in Nigeria" had a mean of 2.19 and a p-value of .000, further emphasizing agreement with the view that political leaders bear significant responsibility for the state of educational infrastructure.

These findings collectively reject the hypothesis, indicating that political leadership plays a significant role in shaping the state of educational infrastructure in Nigeria.

OBJECTIVE 5**One-Sample Statistics**

	N	Mean	Std. Deviation	Std. Error Mean
Political leaders concentrated on urban infrastructural development at neglect of rural infrastructure	150	2.37	1.045	.085
The impact of urban infrastructural developments is positively related to economic growth	150	3.16	1.361	.111
Improvement in leadership can translate to improve urban and rural infrastructural development in Nigeria	150	1.55	.945	.077
Improved urban infrastructural development can lead to improvement in the citizen's welfare	150	2.04	1.029	.084
Corruption among political leaders is the bane of urban and rural development in Nigeria	150	1.95	1.015	.083

One-Sample Test

Test Value = 5

	T	df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference Lower	Upper
Political leaders concentrated on urban infrastructural development at neglect of rural infrastructure	-30.851	149	.000	-2.633	-2.80	-2.46
The impact of urban infrastructural developments is positively related to SMEs sustenance and economic growth.	-16.553	149	.000	-1.840	-2.06	-1.62
Improvement in leadership can translate to improve urban and rural infrastructural development in Nigeria	-44.737	149	.000	-3.453	-3.61	-3.30
Improved urban infrastructural development can lead to improvement in the citizen's welfare	-35.232	149	.000	-2.960	-3.13	-2.79
Corruption among political leaders is the bane of urban and rural development in Nigeria	-36.835	149	.000	-3.053	-3.22	-2.89

The analysis strongly refutes the hypothesis that political leadership does not significantly impact urban infrastructure in Nigeria. For the statement, "Political leaders concentrated on urban infrastructural development at neglect of rural infrastructure," the mean score of 2.37 indicates that respondents generally agree with this assertion, with a highly significant p-value of .000. This suggests that political leaders' focus on urban areas has led to the neglect of rural infrastructure.

The statement, "The impact of urban infrastructural developments is positively related to economic growth," had a mean of 3.16, reflecting a neutral to slightly disagreeing stance, but the p-value of .000 signifies that the responses significantly deviate from neutrality.

The assertion, "Improvement in leadership can translate to improve urban and rural infrastructural development in Nigeria," had a low mean of 1.55 and a significant p-value, indicating strong agreement that better leadership can enhance infrastructure development. Similarly, "Improved urban infrastructural development can lead to improvement in the citizen's welfare" yielded a mean of 2.04 and a p-value of .000, reflecting agreement with the role of urban infrastructure in improving welfare.

Lastly, "Corruption among political leaders is the bane of urban and rural development in Nigeria" had a mean of 1.95 and a p-value of .000, indicating a strong consensus that corruption significantly hampers infrastructural development with the spiral effect on SMEs sustenance.

5 SUMMARY, CONCLUSION AND RECOMMENDATIONS

5.1 Findings from this study are as follows;

- I. The hypothesis that political leadership does not significantly impact transportation infrastructure in Nigeria was rejected. Thus, political leadership has impact on transportation infrastructural development in Nigeria
- II. The hypothesis that political leadership has no significant impact on health infrastructure in Nigeria was rejected, it was concluded that political leadership significantly impact health infrastructure in Nigeria.
- III. The hypothesis that political leadership has no significant impact on social infrastructure was rejected demonstrating that political leadership significantly impacts social infrastructure in Nigeria.
- IV. The hypothesis that political leadership has no significant impact on education infrastructures was rejected indicating that political leadership plays a significant role in shaping the state of educational infrastructure in Nigeria.
- V. The hypothesis that corruption among political leaders is the bane of urban and rural infrastructural development was accepted indicating a strong consensus that corruption significantly hampers infrastructural development.

5.2 Conclusion

The bane of SMEs sustenance in Nigeria is the resultant impact of her political leaders' failure in infrastructure growth. all forms of growth in infrastructures of any country, without exception to Nigeria depend to a large extent on the capacity of its leadership to facilitate, entrench, and sustain good leadership. Good governance as always been viewed as a manifestation of committed, patriotic, and discipline leadership. Effective leadership is one of the major attributes of development in any given society. The major course of Nigeria's underdevelopment in infrastructure is basically attributed to poor leadership. Thus, to achieve sustainable development such that is spurred by SMEs depends on zealous and passionate leaders that are determined to bring economy- wide infrastructural development.

It is grossly disheartening that Nigeria, a country blessed with natural resources and a fabulous manpower is doomed with uncertainty, abject poverty, high unemployment rate, looting and squandering of public funds. Corrupt practices among the political leadership class have resulted in

undermining infrastructural growth such that facilities including road, health, and education have been negatively impacted and as such, it renders her SMEs incapacitated.

5.3 Recommendations.

- I. Transportation infrastructure is considered a vital tool for SMEs growth in every nation, therefore political leaders in Nigeria should make it a compelling part of political promises upon which the populace should demand performance
- II. Embargo should be placed on medical engagements outside the country. If political leaders are made to seek all medical services within the country that will force them to redirect their commitment at various level of governance to impacting medical infrastructures positively.
- III. Social infrastructures are paramount to economic substance and growth and the social welfare of the citizen's thus political leader should demonstrate their zeal toward entrenching adequate social infrastructures with the aims to grow all the sectors of the economy and specifically the SMEs.
- IV. In as much as no nation can grow beyond her education infrastructures, political leaders in Nigeria should take education infrastructural development as ardent priority in every policy plan for SMEs
- V. Corruptions among political leaders is the bane of infrastructural growth with the negative spiral effects on SMEs sustenance and economy-wide growth in Nigeria, that calls for urgent effort by every stakeholder in nation building to work together to demand performance, integrity and probity from all political leaders at various level of governance.

REFERENCES

- 1) Akawu, I. A. Agum, C. & Awogbemi, P.O. (2018). Impact of government support on small and medium enterprises development in Nasarawa state. *International Journal of Advance Research in Public Policy Administration and Strategies (IJARPTSDS)*, 3(1), 60-72.
- 2) Alhassan, Y.S. & Sanusi, O. A. (2020). Effective political leadership: a determinant of sustainable democracy in Nigeria. *Nigerian journal of Social Studies*, 23(2), 180-195.
- 3) Anyanwu, K. N. (2023). Effective leadership and infrastructural development in river state, *International Journal on Economics, Finance and sustainable development (IJEFS)*, 5(6), 160-176.
- 4) De Clercy, C. & Ferguson, P. A. (2016). Leadership in precarious contexts: Studying political leaders after the global financial crisis. *Politics and Governance*, 4(2), 104-114.
- 5) Elgie, R. (2015). *Studying political leadership*. Basing-stoke: Palgrave Macmillan.
- 6) Ikeriowu, B. C. & Ndubunwa, O. N. (2019). The irony of leadership observance of civic values and application reciprocity in Nigeria. *Igwebuike; African Journal of Arts and Humanities*. 5 (1)
- 7) Jafar, S.H., Oyedele, O.M., Nawaah, D. & Bolanle, A.S. (2025). Exploring Leadership Challenges for Adoption of Digital Innovation and Sustainability, Singh, R., Corvello, V., Coniglio, I.M. and Khan, S. (Ed.) *Innovation Ecosystems and Sustainable Technologies (Emerald Studies in Sustainable Innovation Management)*, Emerald Publishing Limited, Leeds, pp. 253-269. <https://doi.org/10.1108/978-1-83662-368-720251012>
- 8) Lees-Marshment, J. (2016). Deliberative political leaders: The role of policy input in political leadership. *Politics and Governance*, 4(2), 25-35.
- 9) Müller, H. (2016). Between potential, performance and prospect: Revisiting the political leadership of the EU commission president. *Politics and Governance*, 4(2), 68-79.
- 10) Nwanegbo, C.J. (2016) Democratic leadership and good governance in Nigeria. In Okolo, A., Ibrahim, S. & Salvi, H (Eds). (2016). *Governance, Economy and National Security in Nigeria Enugu: A Publication of the Nigerian Political Science Association*
- 11) Ogbeidi M. M. (2012). Political Leadership and Corruption In Nigeria Since 1960: A Socio-economic Analysis. *Journal of Nigeria Studies*; 1(2).
- 12) Oke, L. (2010). Democracy and governance in Nigeria's Fourth Republic. *An International Multidisciplinary Journal*, 4(3), 31-40. www.ajol.info/journal/home (4) 3
- 13) Okpalaoka, C. (2021). Infrastructural challenges and their effects on Nigerian economy. *Environmental and Earth Science Research Journal*, 8 (4) 159-164.
- 14) Omale S.A, Oyenuga M.O, Abdullahi D, & Madu I (2024). Moderating Role of Entrepreneurial Education on Innovative Work Behaviour and Resilience of SMEs. *Innovations* 77(2), 1166-1185 <https://doi.org/10.13140/RG.2.2.16946.41924>
- 15) Omale S.A, Yusuf S.O, Oyenuga M.O, Ikemefuna M, Ojo S.S, & Momodu I.D (2024). Organizational Learning in the Post-COVID-19 Era: A Prerequisite for Stakeholder Satisfaction. *Twist* 19(3), 265-272 <https://twistjournal.net/twist/article/view/339>
- 16) Omale, S. A., Oyenuga, M., & Gurin, I. M. (2023). Effects of COVID-19 pandemic on organizational transformation and employees' performance. *Journal of Management, Economics, and Industrial Organization*, 7(1), 16-33. <https://doi.org/10.31039/jomeino.2023.7.1.2>
- 17) Onyeiwu, Charles, Muoneke, Obumneke Bob; & Nkoyo, Udo (2021). Financing of small and medium scale enterprises and its growth impact in NIGERIA., *The Journal of Entrepreneurial Finance*. 22((2)
- 18) Oyedele, O. A. (2012). The challenges of infrastructure development in democratic governance. *Constructive Economics and Management*, 1(6119), 1-15. Retrieved from www.fig.net/TSOIC
- 19) Oyedele M.O, Akhaine M. E, & Omale S.A (2023). We Need it: How Digital Marketing Tactics Influence the Purchasing Behaviour of Nigerian Millennials. *Konfrontasi Journal: Culture, Economy and Social Changes*, 10(2), 91-105 <https://doi.org/10.33258/konfrontasi2.v10i2.275>

- 20) Oyedele, O. M., & Iember, A. A. (2021). Covid-19 and the Future of Higher Education. IEEE Technology Policy and Ethics, 6(4), 1–3. <https://doi.org/10.1109/ntpe.2021.9778140>
- 21) Oyenuga, M. O. & Omale, S. A. (2024), Is Africa Jinxed? Exploring the Challenges of Technology Access and Adoption in Africa. African Journal of Economics and Sustainable Development 7(4), 142-161. <https://doi.org/10.52589/AJESDULN1LRNF>
- 22) Oyenuga, M.O., Singh, R., Apata, S.B., Khan, S., Kumar, V. (2025). Political and Social Challenges to Net Zero Policies Action. In: Smart Technologies for Climate Change and Net Zero Policies: Practical Approaches Towards Sustainability. Climate Change Management. Springer, Cham. https://doi.org/10.1007/978-3-031-92221-3_18
- 23) Oyenuga, M.O., Singh, R., Apata, S.B., Khan, S., Kumar, V. (2025). Green Infrastructure and Smart Urbanization. In: Smart Technologies for Climate Change and Net Zero Policies: Practical Approaches Towards Sustainability. Climate Change Management. Springer, Cham. https://doi.org/10.1007/978-3-031-92221-3_9
- 24) Shehu, (2018). Infrastructural dilemma and Nigerian development. International Journal of Current Innovations in Advance Research,1(3)30-38.
- 25) Wasiu Abiodun Makinde, (2019). Assessment of government policies on small and medium scale enterprises' productivity in Ibadan Metropolis, Oyo State: an empirical survey, International Journal of Research in Business Studies and Management, 6(9),30-39.