REGIONAL APPROACH TO COPE WITH PROBLEMS OF PHYSICAL GROWTH OF ILORIN AS A MEDIUM SIZED TOWN

BY

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DECLARATION

I hereby declare that this thesis is a composition of the outcome of my own research work. It has neither been published before nor presented for any previous application for a higher degree. All sources of information have been acknowledged by means of references.

MAIMUNA A. ORIRE

DATE

CERTIFICATION

This Thesis entitled **"REGIONAL APPROACH TO COPE WITH PROBLEMS OF PHYSICAL GROWTH OF ILORIN AS A MEDIUM SIZED TOWN"** by Maimuna Arinola Orire meets the regulations governing the award of the Master of Science Degree, Urban and Regional Planning of Ahmadu Bello University, Zaria and it is approved for its contribution to knowledge and literary presentation.

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DEDICATION

TO MY DEAR PARENTS

Justice AbdulQadr Orire
(The Honourable Grand-Khadi of Kwara State)

and

Hajiya Zainab Orire

Oh my Lord! Have mercy on them both, even as out of compassion they did look after me when I was (a) little (Child).

Quran 17 v 24

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"A man who does not give thanks, probably does not know how to reflect".

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ABSTRACT

THE RESEARCH ISSUE AND DESIGN

1.1 STATEMENT OF THE PROBLEM

Urban growth is self-reinforcing and is a process of increase in population size, physical extent and complexity of. functions. For a healthy growth, modern societies are dependent on a reliable and adequate supply of housing, water, electricity, road networks, telephone and gas, sewage, mass transit, fire service etc. The yard stick for measuring how much of these to plan for is population.

The relatively rapid rate of population, economic, spatial or physical growth of many Nigerian towns in the past few decades has been associated with the problems of inefficiency and imbalance in the functioning of cities and the whole settlement system.

Although a pre-colonial town, the watershed in the growth and development of ILorin was its change of status, when it became the capital of Kwara State in 1976. Consequent upon that, it has had a rapidly expanding commercial, industrial and educational base. It has subsequently grown into a medium sized town within the Nigerian settlement system, but a first order town within its sub-regional setting.

Clearly, llorin's growth is not adequately controlled. That is, it is not guided on the basis of a plan that takes into consideration its national and micro-regional settings as well as its specific problems of spatial growth and development. Ilorin is therefore experiencing, firstly, several problems due to planning lagging behind development.

Some parts of the town are overcrowded and squatter settlements are springing up in some places at the periphery of the town.

There is also pressure on the supply of basic services and facilities, while many outlying districts do not have these facilities and services. The supply is far below what is demanded. Due to inaccessibility, many parts of Ilorin do not have shopping facilities like corner shops and markets.

Secondly, Ilorin is not effectively operating as a medium size town in the national settlement system. That is, it is not serving as an effective link between the metropolitan centres and the smaller towns and villages within its space economy. One of the evidences may be seen in its rather depressed functioning as a transport node, through its airport and railway station as well as limited warehousing and depots for regional goods distribution. This is because its specific problems *of* growth and development constitutes a drag on its development and functional performance.

The master plan prepared in 1973 has been abandoned and no attempt has been made at reviewing it. Presently, government's approach to easing these problems consists of the Town Planning Authority embarking on the preparation of schemes without an overall guide while parastatals like National Electric Power Authority (NEPA) and Water Board make yearly estimates and carry on with incremental proposals, where funds permit.

The Planning Authority agrees that strategic spatial planning approach should be adopted to complement all local planning efforts to ease the pressure on some services and facilities in Ilorin. Presently, nothing is however being done to investigate into the structural problems of ILorin's physical growth and the most appropriate spatial planning approach to adopt towards coping with the problems.

From experience, spatial planning at the city region level has been used to solve problems only in some large metropolitan centres. In Nigeria, it has been used in Kano, Lagos and Ibadan City regions. It has not however been applied to solving problems of rapidly growing medium size or intermediate towns. Therefore, it has not formed the framework of the programme for solving Ilorin's problems. Nevertheless, spatial planning intervention into the problems of a town while it is still of medium size would be more effective. This is because the problems at this stage are not yet overwhelming and are easier to deal with. It also gives the town a better potential to grow in an orderly manner. This area needs to be researched into as a logical course of planning action and therefore forms the focus of this study.

1.2 AIMS AND OBJECTIVES

1.2.1 Aim:

The aims of this research are; first, to understand the growth characteristics and problems of Ilorin as a medium size town. Secondly, to test the application of planning strategies at city regional level for complementing local solutions for the problems of Ilorin.

1.2.2 Objectives:

1. To discuss the process and factors influencing Urban growth and the specific roles and problems of medium size cities.

2. To review the planning strategies that have been used at the city regional level to complement local solutions to urban problems.

3. To examine the growth characteristics of Ilorin and its associated planning problems.

4. To establish the limits of the planning approaches that have been used to solve Ilorin's growth problems and determine appropriate strategy to complement local planning efforts.

5. To make policy recommendations and proposals based on the selected city regional level strategy as framework for solving the problems of Ilorin.

1.3 SCOPE AND LIMITATION

The work is not concerned so much with the social problems of urban growth. Rather, the emphasis is on the processes and physical problems of urban growth. Concentration shall be on the order and relationship of the physical elements of urban functionality and their influence on the development of the urban area as they evolve over time.

The main thrust of the work is to establish the critical need and consideration for applying an appropriate planning strategy at the City - Regional level, to develop a framework for solving the growth problems of Ilorin. The proposal would, therefore, be expected to be at the structure level rather than in detailed form, which require more data than is necessary for this thesis work.

1.4 METHODOLOGY

1.41 Data Collection Methods

Three methods of data collection were used:

(a) Reconnaissance Survey:

This involved survey of the study area in order to be conversant with the physical characteristics of the area as well as the functioning of the systems within the town e.g. traffic. Photographs of interesting manifestations were taken.

(b) Informal Interview:

Interviews were held with some officials in the Ministries and parastatals in Ilorin. They include officials of the Town Planning Authority, Ministry of Lands and Surveys, Directorate of Statistics, National Population Commission, Local Government, National Electric Power Authority, Vehicle Licencing Division, Kwara State Water Board, Ministry of Education, Budget and Planning Ministry etc.

Information on government policies and strategies were gotten from these institutions. Also the relationship between these various institutions and their relevance to the growth of the town were recorded.

(c) Documents and Publications Reviews:

A vast number of literature was studied. This helped to establish the theoretical background to urban growth, problems and strategies for solving them. In addition, the primary statistics on the growth pattern of the town were obtained. Data on the settlements and resources within the City Region of Ilorin were also obtained from the review.

1.42 Data Analysis Method:

The Trend Analysis was the major data analysis method used for this research. From this, future trends for some basic elements of growth in the town were identified. Results of descriptive statistical analysis of some data are presented in the form of graphs such as pie charts and histograms. These techniques are used to give visual impression of features and variables measured in the town. Maps, Tables, and Charts are also used.

1.5 THESIS REPORT STRUCTURE

There are three parts forming the structure of this thesis report. In the first part, the aims and objectives were formulated after identification of the research problems. The research methodology is also given.

The second part of the work is mainly concerned with review and analysis of relevant literature on the subject matter. This was in order to establish the factors and processes of urban growth in

addition to identifying the peculiar problems of medium sized cities as well as their role in national development. Strategies for solving their problems were also examined.

The third part involves a discussion on the growth and structural problems of Ilorin. It also involves the assessment of the study area to identify the limits of the spatial planning policies used in solving its planning problems and to know the most appropriate regional strategy to use in complementing the existing planning policies.

The fourth part consists of the recommendations and proposals based on the adopted complementary approach. A scheme showing the thesis report structure is shown in Figure 1.

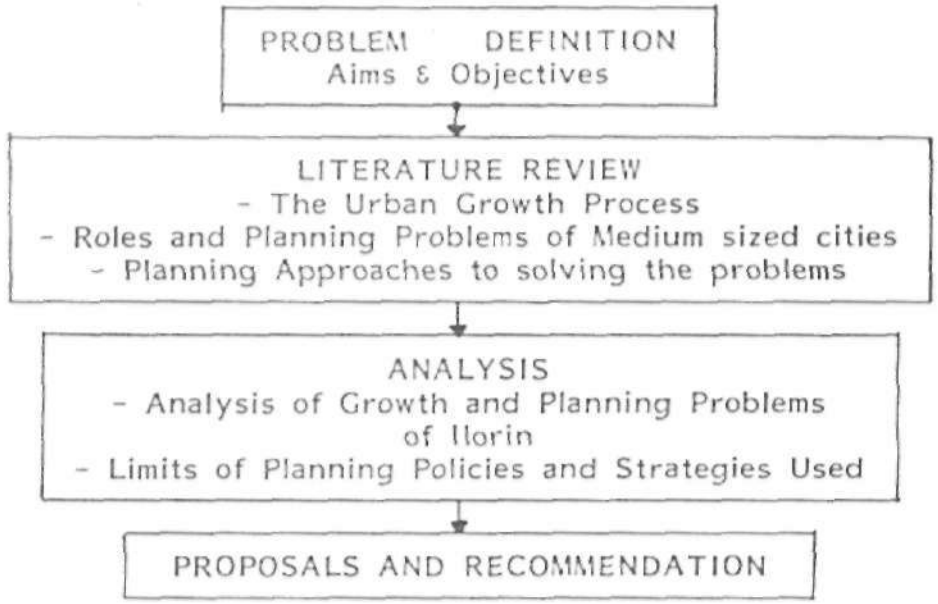


Figure 1: Scheme showing the thesis structure.

CHAPTER TWO

GROWTH PROCESS, ROLES AND PLANNING PROBLEMS OF MEDIUM SIZED CITIES

2.1 INTRODUCTION

Early cities are referred to as pre-industrial cities. They emerged in areas such as the Nile, Tigris and Euphrates River Valleys, Latin America, Middle East, Greece and Rome. They emerged mainly as a result of rudimentary innovations in agriculture, arts and crafts and expanded based on their military powers. According to Hall, 1975, more cities of pre-industrial era sprang up in Europe, principally during the Baroque Era. These cities grew gradually at the rate of 2% per millenium (Blair 1974). And it was observed by Davies 1955) that the rate of population concentration was even more rapid than the rate of growth. Such that between 1850 and 1950, the rate of concentration doubled that between 1800 to 1850.

Although varying factors account for the growth in the number and size of urban centres in various places at different times, the process appear to have similar features. That is, the characteristic features of the process of urban growth may be identified for any settlement and that would be similar for all urban areas.

In the next section, the factors and process of urban growth are discussed, while the remaining parts of the Chapter is devoted to explaining the roles and specific planning problems of medium sized towns. These issues form the basis for the analysis of Ilorin's growth and planning problems which will be addressed in Chapter Three.

2.2 THE FACTORS AND PROCESS OF URBAN GROWTH

Urban growth as a process started many centuries ago and has continued due to several factors. These include agricultural developments, functional specialization, commerce and trade, technological development, transport and communication development etc. That is, cities where ver they occur, are epitomes of human civilization and centres of highest achievements in terms of social, cultural, technological and economic transformation of human history translated or put into spatial form. However, man initially had no permanent place of abode. He led a normadic life, basically sustaining himself through hunting and gathering. The factors that contributed to the growth of cities and urban centres are discussed in detail below.

2.21 Agricultural Development Factor:

Man started the domestication of plants and animals and subsequently a sedentary lifestyle. This transformed him from a wanderer to settling in small groups in particular places. The first stage of urbanization was characterised by simple methods of food production, little specialization and small settlement size.

With time, man developed the use of iron tools on his farm and along with it came the utilization of domestic animals in draught plough and impounding of irrigation water as for example, in the Nile Valley. The Agricultural Revolution was thus ushered in as an important factor in urban growth. It led to a significant increase in food production per unit area of land without a commensurate increase in labour. The net result was a progressive reduction in the number of hands needed to work on the farms. There was also surplus of food, which was an important pre-requisite in growth of ancient cities.

2.22 Functional Specialization and Trade:

The art of specialization and division of labour forms an important factor in the growth of urban centres. Members of the Community not directly involved on the farms became either warriors, craftsmen, priests etc. And at this point long-distance trade started, vis-a-vis the increasing tempo in urban growth. There started an interchange of goods of several kinds between nations and individuals. Trade helped most cities to expand and flourish. And most cities that were major centres of commerce, or nodal towns, in long distance trade are still very large cities today such as Kano (Nigeria) Cairo (Egypt) Isfahan (Iran) etc.

As trade improved and the class of traders and merchants expanded, there arose the need to improve on means of transportation. The wheel was thus developed, and advancement was made on the use of iron, bronze and copper.

2.23 Politics and Religion:

By the medieval period (11th - 15th Century) B.C a new form of urban life took shape. Trade, religion, politics, wars and conquests formed a significant factor in city growth and expansion during this time. Empires grew like the Greek and Roman Empires. There was also, consolidation of Feudal States like Cairo, Turkey, Tunis etc. Most of the cities in the era evolved as trade or political centres. And as part of the religious diffusion from the Arab World, cities in North Africa and along the Coast of East Africa were built. These include cities of Mombasa, Timbuktu, Kano etc. They all served as religious and administrative centres and grew to be very large urban centres.

2.24 Industrial Revolution:

The industrial revolution which started at about the 18th century B.C. form the most significant factor of present day (modern) urban growth and city development. It began in Europe and later spread to all other parts of the world due to expansion of European powers but especially through trade. The industrial revolution is understood as the major factor of urban growth from the fact that;

(1) It led to the development of a new technology based on inanimate rather than animate sources of energy example, wind and water power, electricity, turbines and internal combustion engines etc.

(2) Science and technology were, for the first time integrated, making it possible for man to record unprecedented achievements in food production, transportation and communication.
The result was a narrowing down of both spatial and time distance. This allowed for the occupation of large space as settlement.

(3) It started the drift of population from rural to urban centres.
Therefore, modernization, ushered in by the industrial revolution, has culminated in development of today's large urban centres with population higher than 500,000 while some have developed into very large metropolitan centres with population exceeding 3 - 4 million.

In conclusion, it is worth nothing that while the factors, character and content of urban growth is similar for both the developed and developing countries, the process however differs essentially. This is due to the circumstance of colonialism and pattern of exploitation of the less developed countries.
In addition, there was a gradual transition from rural to urban in the growth process of developed countries, while the less developed countries lack this transition period.

2.3 THE URBAN DILEMMA

In ancient times, cities were created to protect man and advance his well-being. And from history we understand that the first urbanites lived behind labouriously constructed fortifications, and engaged in production and commerce.

For centuries, city growth has been one of the most amazing and exonorable development. People have continued to be attracted by the opportunities of urban life and repelled by the lack of rural opportunities. Therefore, all over the world, people have been moving to the cities for the same reasons; There they can find tremendous opportunities, improved incomes and diversity of options - many possible employers, careers, cultural experience and life styles. It is in the city that man is inventing and developing new ways, new objects and services, designed to satisfy his needs and desires - thus the great urban dilemma. It is in the cities that people can find and create opportunities. Yet it is in the cities that the quality of living is seen as fast deteriorating. And it is in the cities that the disparity between aspirations and achievements is most apparent (Z. H. Werner 1973).

Indeed, as more and more people move to cities or the urban centres, it is witnessing overcrowding, deteriorating transport systems, slums, increased cost of living, air and water pollution, housing shortages, parking problems etc.

As explained in Chapter One (Section 1.1) various spatial planning policies at the city level have been tried to solve these problems. However, as the regional approach have not been tried for medium-size cities, the attempt to do so requires the explanation of the functions and problems of this category of cities. This is considered in the next section.

2.4 FUNCTIONS AND PROBLEMS OF MEDIUM-SIZE TOWNS

2.41 Concept of Medium-size Towns:

The attributes of a town are international. However, they all have contextual dimensions. For instance, while urban functions are known to include manufacturing and provision of higher-order services, it is obvious that a settlement with a population of 5,000 may be a town in a Developing Country like Nigeria but would be a village within the American settlement system. Such a village in the Developed Countries may also have more services and facilities than larger settlements or towns in the Developing Countries.

Following the same principle, medium-size towns may be concieved as having similar problems and performing similar functions within their settlement systems, but indeed, differ in size and other characteristics from one spatial context to another. Nevertheless, they are generally taken to be towns that fall within the middle size-range of settlements in a region. They are therefore expected to possess certain facilities and services to perform specific functions within the settlement system in which they are.

2.42 Functions of Medium-size Towns:

Medium-size towns have a potential for promoting equitable development by providing the essential linkage needed to enhance regional growth, social transformation and spatial integration.

One of the most striking features of medium-size towns in the development of Europe, Japan and North America is that they have a complex of basic services and infrastructure, that make them exert the necessary economic development influence on the community around them.

Also they help in economic transformation of the rural areas by the provision of access to services, facilities, and non-agricultural employment opportunities as well as incentives for commercialization of agriculture.

Rondinelli D. A. (1983) argues that, medium-size towns operate as markets, centres of commerce transportation, processing, distribution and communication as well as centres for small scale manufacturing. Several studies have revealed that widespread economic growth is facilitated through development of medium-size towns. This is because they serve as links between the villages and the larger cities and metropolitan centres.

Indeed, medium-size towns perform a number of functions of real importance within their regional as well as overall national framework. By this, they provide for people living throughout the country, potential access to markets of different sizes and to a wide variety of urban amenities; thereby, helping to promote social interaction, diffusion of innovation and reduction of regional and rural-urban disparity.

2.43 Planning Problems in Medium-size Town:

Urban centres, whether small, medium or large have common problems. The distinction is only in the degree, manner or period of occurence in the growth of an urban centre. As a result these problems would be grouped under the following headings:- traffic congestion, inadequate parking space, housing and pressure on land, discordant and non-conforming land uses, economic problems, administration and management as well as social problems. Attempt would be made to point out those most easily perceived in medium-size towns.

(i) Traffic Congestion:

Traffic affects everyone who lives and works in or just passes through the city. Traffic congestion is one of the principal problems facing the physical planner. For a long time, urban managers have tried to cope with this problem. Roads have been widened and more drastically, highways have been built right through the city. For long, this was seen as the ideal solution and most times worked fairly well for at least one part of the traffic problem. But this attempt to ease traffic congestion has a built-in-defect. On the long run, it invites more people to drive into the town and so, new roads are congested almost as soon as the asphalt is dried.

(ii) Problem of Parking Space:

Once motorists arrive at their destination, they face a most vexing problem: where to park their vehicles. The search for a parking space requires perseverance and luck. If unsuccessful, the driver might resort to double-parking or parking in an unauthorised place. On a more cautious note, he could try the nearest parking lot. Here, the story is likely to be, **"Sorry lot Full"**. Eventually, he might end up paying so much money to park for a few hours in a garage several miles from his destination. Added to this, is the cost of time spent looking for a parking space and the worry.

In medium-size towns, this problem is most acute in the Central Business District and the Sector Commercial areas but may not be so for all parts of the town. Traffic congestion is however a more general and pressing problem which affect most parts of medium-size towns in both Developed and Developing Countries.

(iii) Housing Shortage and Pressure on Land:

Housing shortage inevitably gives rise to slums and squatter settlements. This problem is common to medium-size as well as large towns. For example in Ilorin, Squatter settlements can be noticed along most parts of the peripheral area of the town.

In addition, the available land in most cities is getting chocked up with discordant and non-conforming land-uses. This presents problems of environmental degeneration, slum development and serious health hazards.

(iv) Economic Problems:

The economic dimension to the problems of urban areas can be understood from the fact that all over the world, especially in developing countries, cities are saddled with a large number of unemployed and underemployed migrants. This inevitably leads to high crime rates and overloading of public facilities in such centres. This problem is very noticeable in many medium-sized towns especially as they are now more attractive to young migrants and job seekers in preference to the overcrowded metropolitan centres.

(v) Administration and Management Problems:

Administration and management of urban centres has remained an ever complicating problem. The increase in population, the shortage in public facilities, the sprawling urban fringe and the deteriorating environment are all imposing heavy demands on urban managers. Over the years it becomes more pressing requiring urgent attention.

This problem is much more noticeable in very large metropolitan areas; as the larger a city becomes, the more difficult it is to manage. In most medium-size towns, this probem is not very

pronounced. Before the town grows too big, there is usually enough room for urban managers to make all the necessary adjustments.

(iv) Pressure on Public Utilities and Services:

A common problem to all urban centres, including medium-size towns is overloading of public utilities and services. Electricity, water, schools, postal and toilet facilities etc are always in short supply. In a study done in Ilorin, is was reported that a variety of conflicts characteristic of house holds over the sharing of various facilities is very prevalent, especially with the use of toilet facilities (Yusuf Anako 1983). The problem of public utilities and services is common to medium-size as well as large Urban Centres.

In summary, the accelerated rate of growth of most urban centres in Developed and Developing Countries as well as their continued expansion without any strict planning control has created problems of an unprecedented nature. In addition, internal and external pressures are threatening their orderly growth.

2.5 THE NEED FOR PLANNING MEDIUM SIZE - TOWNS

Medium size towns are so distinctly important and relevant and need to be adequately planned, because they form the most important level of a sound settlement structure.

When they are well planned and co-ordinated, they will be able to support the effective growth of the big cities while at the same time exercising growth influences on their hinterlands and lower order settlements.

Furthermore, there are some indications that, in Latin America, immigration into the very large cities is slowing down in parts. This is because living conditions have worsened and the cities have become so unmanageable, that they do not attract the number of migrants that they want there. People are moving to medium size and smaller cities in these countries (Sharan Camp 1990).

So, for medium size towns to be able to perform their roles effectively and efficiently to meet the demands of growth, there is need for careful planning. Physical planning is useful in helping cities adjust to population change. And this adjustment is required in provision of public goods and services.

Therefore, due to their wider variety of purpose and functions, medium-size cities require planning strategies of their own which would suite their modest conditions, rather than simply adopting the methodology used in planning for big cities. By their very nature and roles in national and regional development, medium-size towns require very practical planning approach(es) and special attention in solving their problems, rather than allowing the big cities to overshadow their importance.

2.6 APPROACHES TO SOLVING PLANNING PROBLEMS OF URBAN CENTRES

The greatest challenge now is how to control the growth of urban centres, such that basic infrastructure development can keep pace with spatial growth. For this reason, planners have deviced several physical planning approaches for the numerous problems facing urban centres. These approaches are reviewed in this section. For the purpose of this work they have been categorised under two broad strategies.

a) THE IN-SITU STRATEGY

b) THE CITY-REGION STRATEGY

2.61 The In-situ Strategy:

This include approaches such as comprehensive redevelopment, rehabilitation, master planning, subject planning, conservation, upgrading, site and services greenbelt containment strategy and action planning. These have all been referred to as the local planning efforts in this thesis, but will not be discussed in detail now.

In general however, redevelopment, upgrading, rehabilitation site and services, etc, are directed at renewing parts of the towns. Master planning, action planning attempt to provide a framework for the landuse pattern of towns and the detailed site development. Containment approach attempts to control the spatial spread of a town by green-belt etc, to ensure manageable and economically viable city size.

2.62 The City-region Strategy:

Under this strategy are the New Towns approach and the Relief-Pole approach. These are used mostly to complement the approaches of the In-situ strategy discussed above. They are regional approaches to planning problems.

(i) The New-Town Approach

The New Town was originally concieved as a way of moving urban slum dwellers into the countryside and halting the growth of cities (Ebenezer Howard 1898).

About a half a century later J. Stein (1951) described the New Town as a relatively self-sufficient and independent community, located beyond the city limits which provides local employment opportunities for many of its residents, thus reducing their journey to work as well as the main city's traffic congestion. This represent its use as a city-region strategy.

Another Author, (John Hancock 1980) said: it is a combination of five main features that make New Towns so distinctive.

1. The population grows rapidly from a very small start.
2. The town is planned as a whole by the development corporation.
3. The site selected is usually separate from the parent city.
4. A large proportion of buildings in the town are owned by the non-profit making development corporation.
5. The New Town is planned to be self-contained with balanced communities for work and leisure.

Of relevance also is the siting of New Towns, which could be in one of three types of areas. Some are built in developed areas where the government is trying to encourage economic development like Washington (North-East England). The Second type is that located near to, but separate from a large parent city. Example of this is the ring of eight New Towns around London. These were built to reduce density of population in London; that is, as a city-region strategy to solving London's problems. The third category of New Town is continous with the parent area like Stockholm and Copenhagen which have New Towns along railway lines running out from the city.

Having explained what New Towns are, a few examples shall be looked at.

Firstly, the British example. Hardow is a New Town 37km North East of London in Britain. It was began in 1947 with an original population of 4,500 which later expanded to over 100,000. The main objective was to create a self-contained and balanced community for working and living, and a master plan was prepared to this efffect by Sir Frederick Gibberd.

Later, some changes were made in the original plan to allow for the expansion of the town. But the principles have remained the same forming a model for planners all over the world.

Secondly, the Turkish example. Another New Town example is Ankara in Turkey. The shift to Ankara resulted from the decision made by Ataturk, the founder of modern Turkey to move to the centre of the Anatolian Penninsula, neglected for centuries to try to solve the problems of the country there. Initially, when Ankara was made the capital of the Turkish Republic in 1923, many found it difficult to understand how Istanbul, capital of the Byzantine Empire for 1000 years and of the Othomen Empire for almost 500 years could be changed. But the move succeeded and Ankara rose to and surpassed the optimal city size for Turkey. Subsequently, other New Towns were proclaimed to be developed in Eastern Turkey in accordance with the rules of Regional Planning.

Thirdly, the Nigerian example. Abuja is an example of a New Town and was built as the new Federal Capital City for Nigeria. The decision to do this was taken in 1976 and the Capital, Abuja was officially designated in 1979. The need to move to Abuja was concieved for four major reasons.

(a) For security reasons - Lagos was thought to be too close to the Port. The location of Abuja was very central and strategic.

(b) For unity - Due to the diverse ethnic and cultural background of the people, there was the need for a place where all Nigerians could feel at home and be united.

(c) To make efficient use of the vast virginland found in the area.

(d) To reduce the congestion and chaos in Lagos, - the then capital of Nigeria.

The move to Abuja from Lagos was finally embarked upon in 1990 and since then much success has been recorded. Except for a very few parts of Lagos however, much of the problem of congestion has not reduced.

In summary, the New Town approach may be used as alternative strategy when the problems of large cities have become too critical to be solved by using the approaches of the In-situ strategy. Also, it is sometimes used without reference to problems of a mother city as in efforts to develop depressed areas or for political and cultural objectives.

(ii) The Relief-Pole Approach

This is a sort of refectional approach to solving problems of urban centres. It's concept visualises a major urban centre which is surrounded by a circle of satellite towns, all serving to relief the mother town of its pressures or problems. They are all linked with each other and the mother city by good communication and transportation networks. They are however physically separated by agriculture or recreational land to maintain their distinctiveness.

Relief-poles are not necessarily New Towns. They are distinguished from New Towns by their being within commuting distance of at least, some part of the parent city. By its location, a relief pole can achieve many of the advantages of a New Town and avoid many of the disadvantages of continued sub-urban spread.

Relief-poles are usually existing small settlements near the town or at other points with potentials to generate population growth. They will relief pressure on land and the main city's congestion and also perform some other specific functions with the main aim of relieving pressures and the burden of growth on large urban centres.

Unlike the New Town which could be for so many reasons - economic, political, resettlement etc - the relief-pole is developed specifically to relief pressing problems of the main city to which it is related.

Relief Poles are located at existing small settlements around the main city and their choice is based on resources available in them. Also, they can be located at specific points within the boundary of the city-region of the main city, which have the potehtial to generate population.

Functionally, the relief pole could either be mono - or multi-functional. The function to be performed by a Relief-pole is largely dependent on the resources available to it, within the framework of the problems of the mother city. It provides an efficient alternative activity area or settlement and people can opt for this alternative either for convenience, cost or time. Among the functions a Relief-pole may perform are industrial, educational, commercial or for specialised housing.

There is no standard distance separating of a Relief Pole from the main town. This determined by the function the Relief Pole is to perform. For instance, an industrial pole will be farther away from the main town, but the pole performing the function of relieving housing pressure will be closer to the main town since a large commuter population would be residing there. That is, with efficient mass transit, a Relief-Pole should be within commuting distance to the mother city.

The nature of dependence of a Relief-Pole on the mother town, will be related to the functional status of the Pole. For instance, if it is a pole specialized for housing, it is more dependent on the mother town than an industrial pole, which could even develop its own separate energy base instead of depending on the main city's source.

Finally, it is worth noting that the Relief-Pole approach is applied at different stages, for specific problems in the growth proces of a town. Relief-poles may not be created for all problems at the same time. However, some problems can be entirely solved within the town using the local planning efforts such as the problem of parking, while others like housing could be relieved outside the main city.

CHAPTER THREE

PHYSICAL GROWTH AND PROBLEMS OF ILORIN

3.1 Location and Status of Ilorin:

This section provides some background information on Ilorin, such as its location and its status in the hierarchy of settlements within Nigeria and Kwara State.

3.11 Location:

Ilorin, the capital of Kwara State of Nigeria is located on Latitude 8^{O} 30" North and Longitude 4^{O} 23" East. In 1963, it had a total land area of about 846 Square Kilometres (1963 Census). Ilorin lies within the Northern part of the plain and grassland of South-Western Nigeria (See Figs 2 and 3). It is linked with other parts of the country by road and rail. It is situated midway between the South-Western and North Central industrial triangles (Fig. 4). And being on the only major highway between these two zones, ILorin enjoys the advantages of easy accessibility. This has contributed enormously to its rapid growth over the years.

3.12 Ilorin as a Medium-size town:

Within the NIgerian settlement system, five major grades of urban centres have been recognised (AJAEGBU H. I., 1976). The first are the centres of the highest order operating effectively up to the National level. They include Ibadan, Lagos, Kano, Onitsha, Kaduna etc. The second are those operating within inter-State or regional level embracing areas within two or more different States. They include Aba, Ogbomosho, Maiduguri etc.

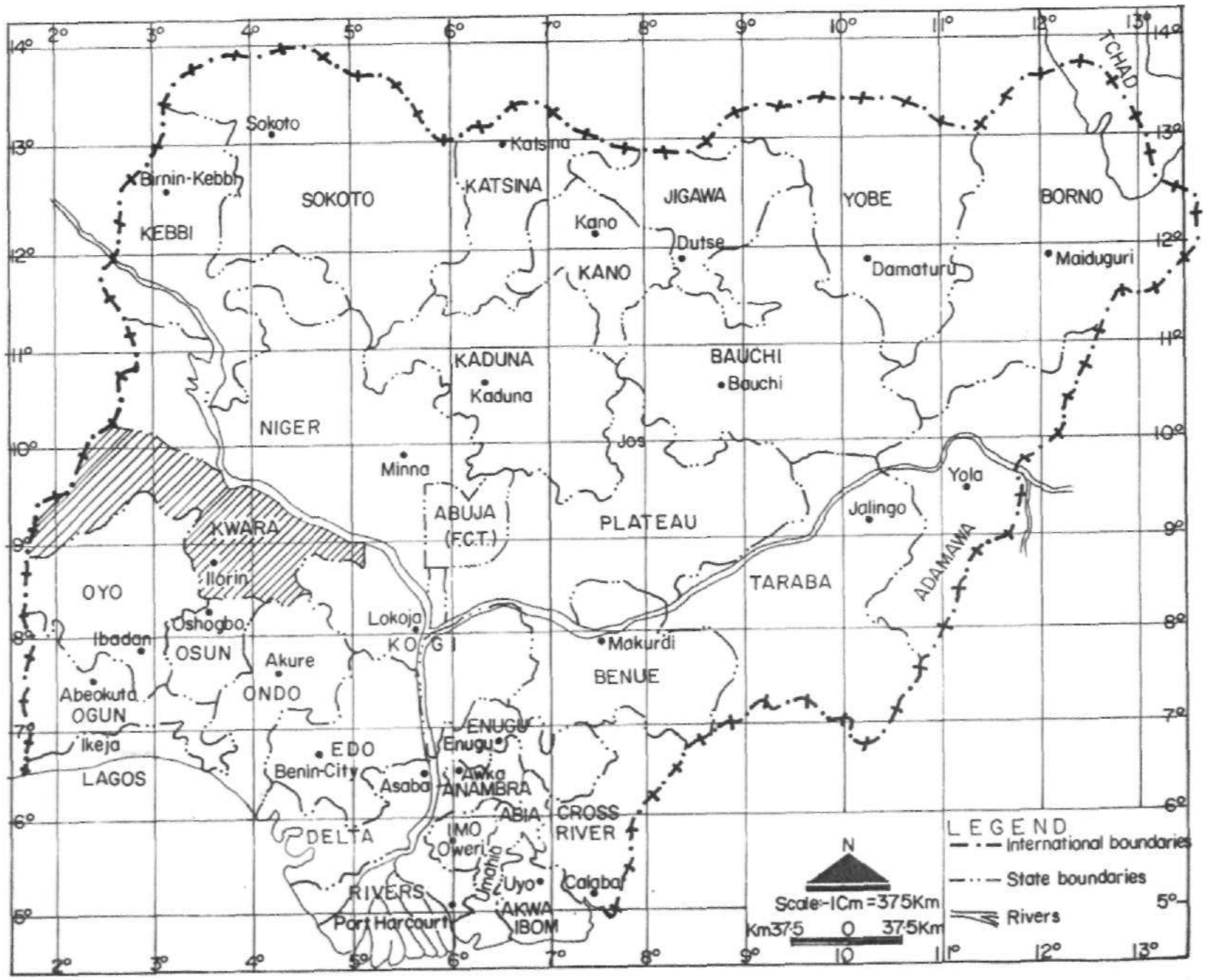


FIG. 2: ADMINISTRATIVE MAP OF NIGERIA SHOWING KWARA STATE

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Fig. 3: MAP OF KWARA SHOWING ILORIN

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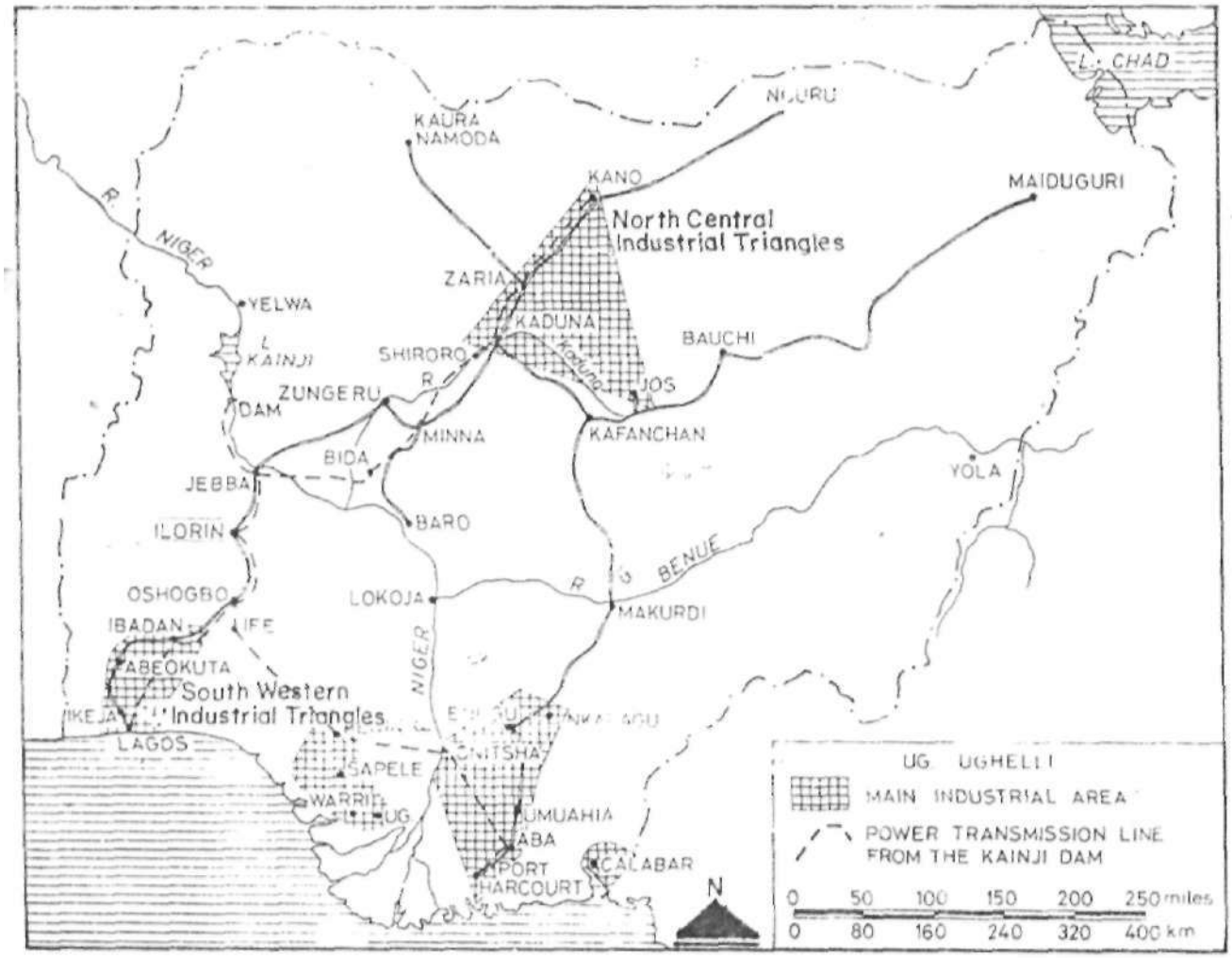


Fig. 4: LOCATION OF ILORIN IN RELATION TO THE INDUSTRIAL TRIANGLES IN NIGERIA

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Third order settlements are those operating within intra-state spheres, mainly or exclusively in their own States, but definitely Statewide they include ILorin, Calabar, Sokoto, Oyo, Warri, Katsina, Abeokuta etc. These are the medium size towns and serve as links between the villages, and the larger cities and metropolitan centres.

Fourth order settlements are those operating at provincial level such as Epe, Nnewi, Bukuru, Kafanchan, Sapele, Owerri etc.

Fifth are the rural central places with urban infrastructures and functions e.g. Nnsukka, Orlu town, Afikpo etc. Below these are the villages and rural settlements of various sizes and functional grades. Figs 5a & 5b presents this settlement hierarchy and the place of Ilorin as a medium size town.

3.2 SOCIO-ECONOMIC CHARACTERISTICS

3.21 Social Characteristics:

The customs of the people of Ilorin is greatly influenced by Islam. However, two distinct customs are notable namely: Yoruba and Hausa-Fulani. Indeed, this mixture of cultures make Ilorin very unique. It is both very peaceful and accommodating to people from all parts of Nigeria. This factor has facilitated the rapid population increase of Ilorin most especially in the past few years. Majority of the people that moved from the Northern part of Nigeria due to frequent civil unrest are settled in Ilorin. In addition to the major cultures are people from various other tribes in Nigeria residing in Ilorin. These include Nupe, Igala, Ebira etc. The major festivals are the Great-Beiram, Id-el-fitir, Hijirah and Maoludi-N-nabiyi. Other festivals celebrated are Christmas, Easter and New year.

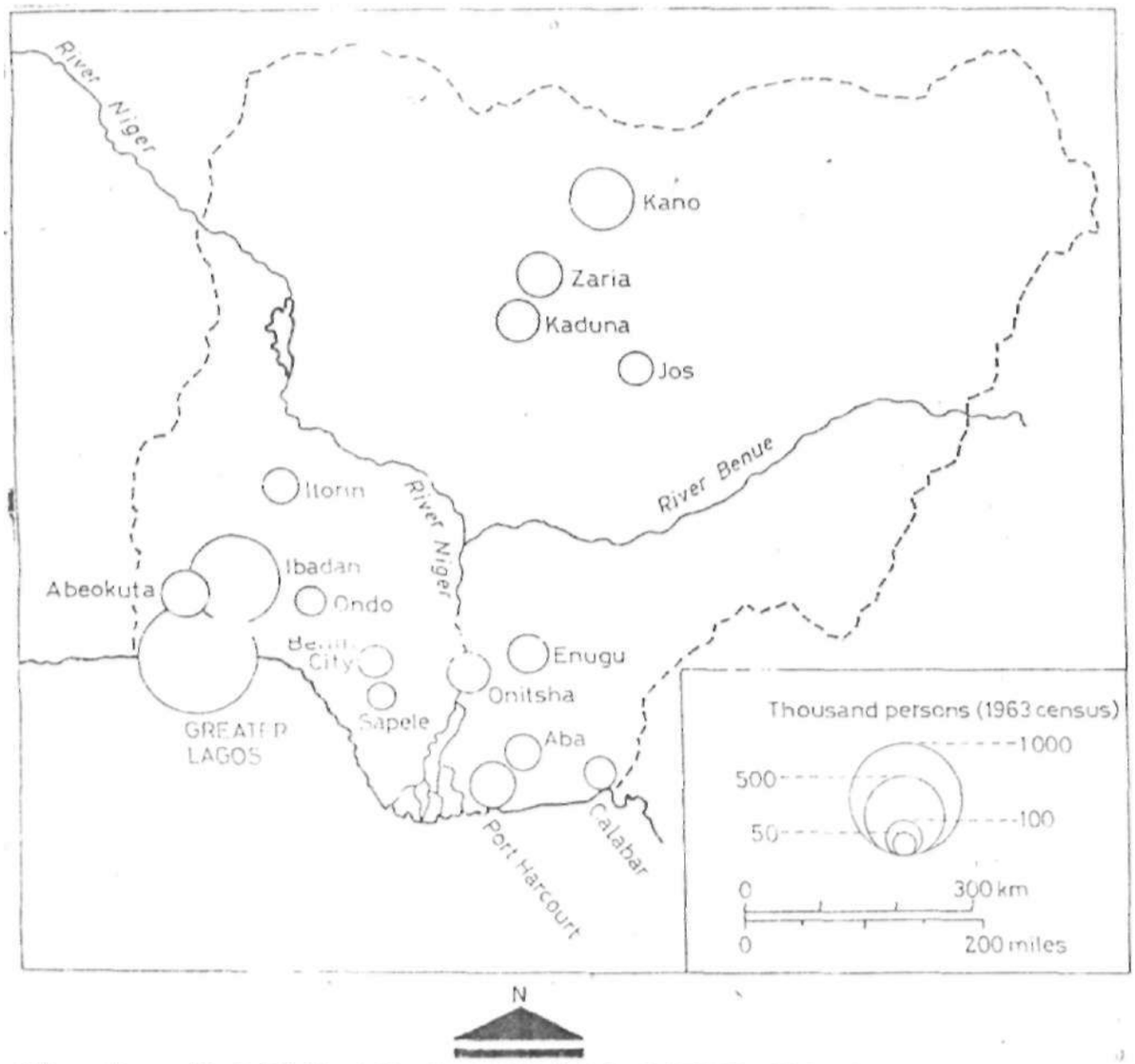
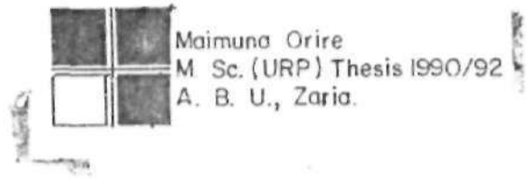


Fig. 5a: ILORIN AS A MEDIUM SIZED TOWN WITHIN THE SETTLEMENT SYSTEMS OF NIGERIA



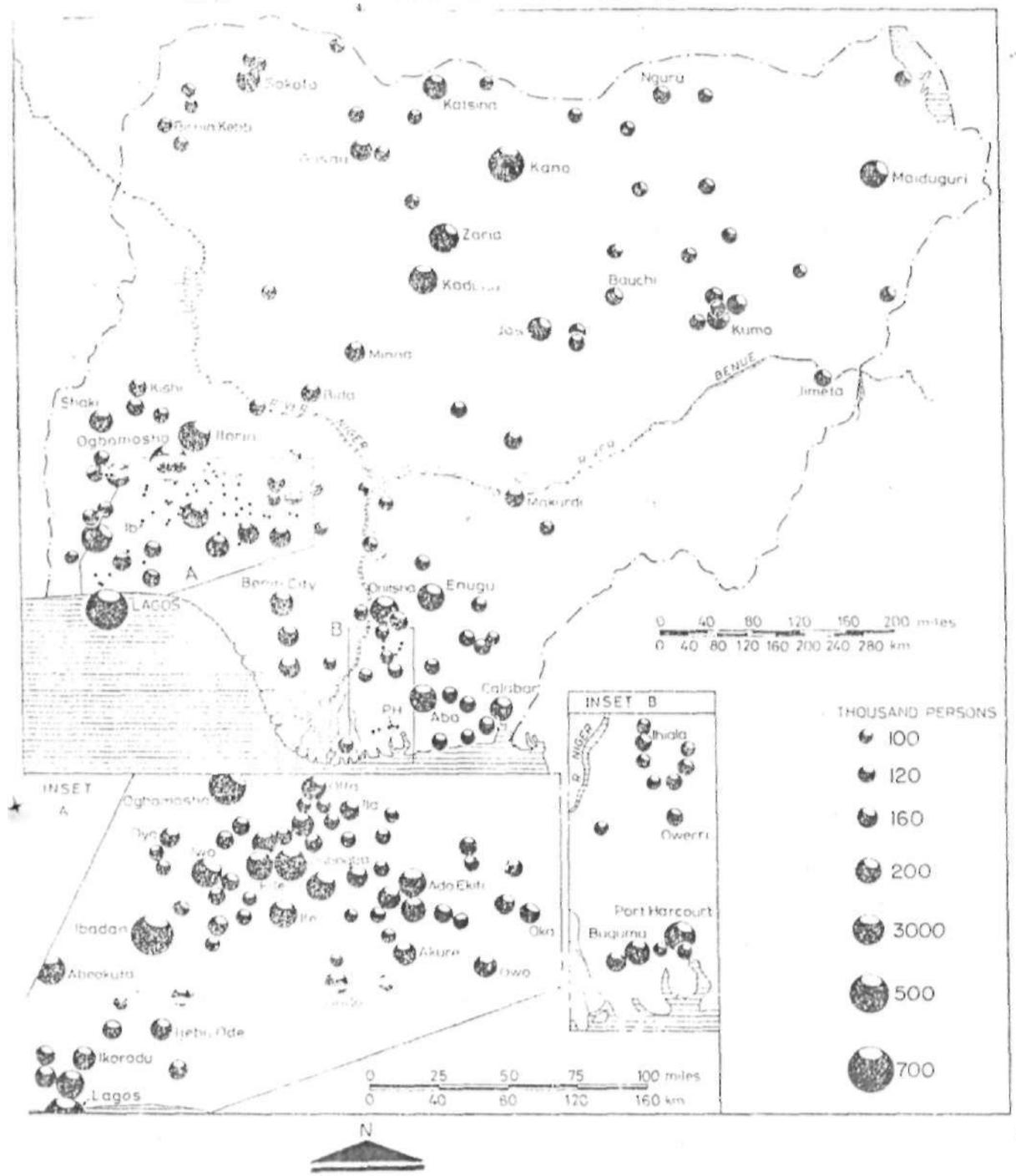


Fig. 5b: ILORIN AS A MEDIUM SIZED TOWN WITHIN THE NIGERIAN SETTLEMENT SYSTEMS

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3.22 Economic Characteristics:

In Ilorin, a large percentage of the people are either employed in industrial establishments, the civil service, or are engaged in business and trading. Others practice agriculture on a fully professional level while some take it at a purely subsistence level.

Weaving is also a prominent occupation especially among the indigenes. In fact Ilorin is the home of the traditional 'Aso-Oke'. And in response to the very high demand for the cloth, the Kwara Textile Industry was established in 1985 to produce the material in commercial quantity in order to supplement the locally hand-woven for export and sale in other parts of the country. Other crafts include leatherworks, pottery, embroidery, mat-making, dyeing etc. The vegetation of the local government area makes the rearing of livestock like cattle, sheep and goats an important occupation, while poultry is also gaining ground. In present times more people are getting into the educational and large industrial sector.

3.3 THE GROWTH CHARACTERISTICS OF ILORIN

During the last three and a half decades Ilorin has grown rapidly from a small administrative and commercial centre to a bustling settlemer of over 500,000 inhabitants. This growth has especially been more significant since the town was made the capital of Kwara State in 1973.

This section examines the growth of Ilorin based on selected indicators such as; population growth, water supply, electricity consumption, vehicle fleet growth, and spatial growth of the town.

3.31 Population Growth:

In 1953, the population of Ilorin was estimated at approximately 66,000 people. Ten years later, when the Northern Nigerian Census was conducted, the population figure for the town was put at 267,052 with a density of 316 persons per Square Kilometer. According to

findings by Doxiadis Associate Consultants, the population of Ilorin as at 1974 had risen to about 293,000. The current population size is 572,178 based on the population census conducted in 1991. This shows a considerable 95% increase in population within a space of 16 years at an average rate of growth of 6.25%. Figure 6 and table 1 show the result of trend analysis of Ilorin's population using the 1991 figure as base year population.

Table 1: ILORIN POPULATION TREND ANALYSIS

YEAR	ESTIMATED POPULATION
1991	572,178
1993	662,368
1995	695,486
1997	848,493
1999	887,636
2001	1,027,549
2003	1,035,161
2005	1,895,169

* 1991 Population fig. is based on the result of the 1991 National Population Census.

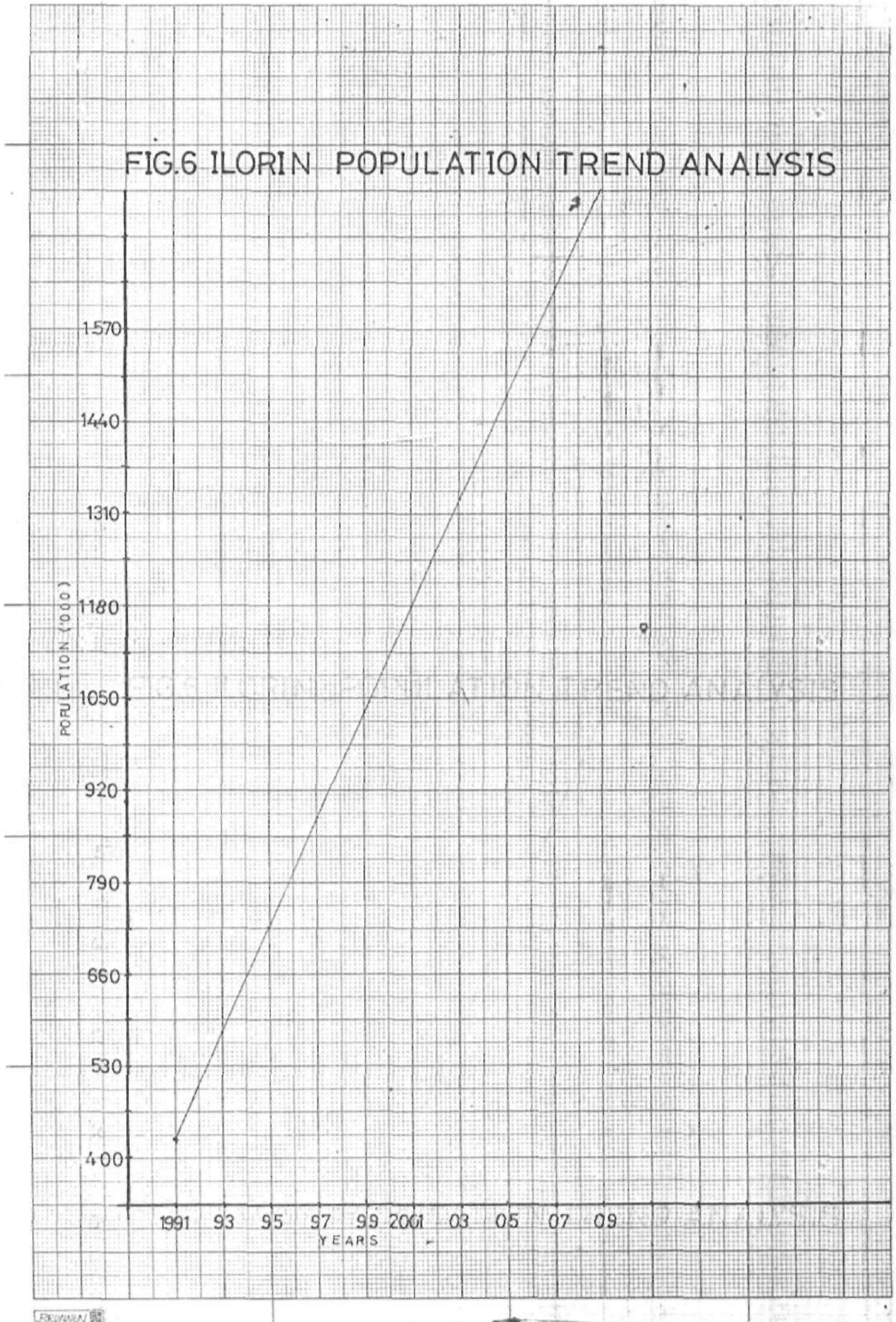
Going by the analysis result, it is obvious that by the year 2005, the population of Ilorin will double its present size, all things being equal. There is need to plan adequately ahead for this population.

3.32 Water Consumption:

Water is very basic to human activities. And as the population of any town expands there is an associateed increase in demand for and consumption of potable water.

Ilorin's main sources of pipe borne water are the Agba dam and Asa dam. Initially, Agba dam had a treatment capacity of 8 million litres per day. Presently, it treats only about 4 million litres per day. The treatment capacity of Asa dam in 1978 was 48 million litres per day but this has fallen to about 40 million litres per day. This reduction

FIG.6 ILORIN POPULATION TREND ANALYSIS



started in 1985 due to several reasons. One reason being that when Asa dam was put into operation in 1975, it was projected that by the year 1985, the second phase of the dam would be built, because by then, the capacity of the existing dam will not meet up to the demand by the population in the town. However, up till now, no attempt has been made towards construction of the second phase.

According to official report from the Kwara State Utility Board, another reason is that the engines are degenerating. For instance, the filter pumps cannot filter as much water as they used to. All these combine to reduce the amount of water treated daily when compared to years past.

However, Table 2 and Fig. 7 show the output and consumption levels of water in Ilorin between 1982 and 1990 as well as the future trend.

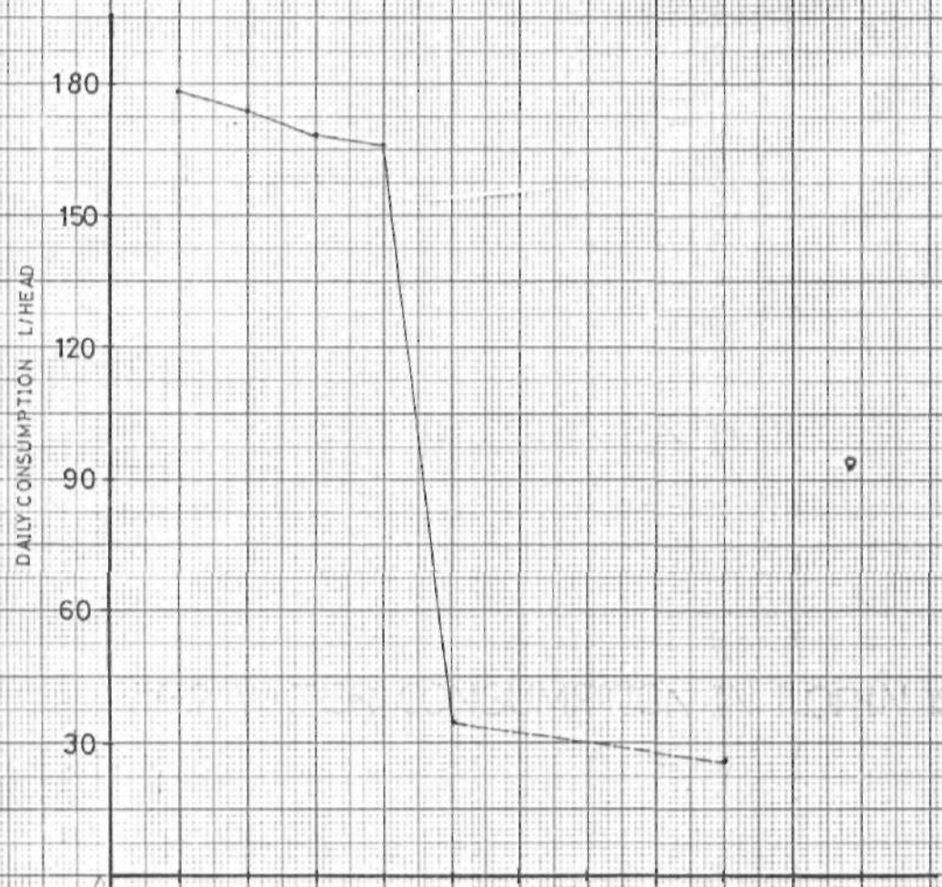
Table 2: WATER CONSUMPTION IN ILORIN 1982-90

Year	Output L.P.D.	Daily Consumption L/head
1982	595,000	178.5
1983	595,000	174.1
1984	595,000	169.1
1985	600,000	167.1
1986	13,200,000	35.9
1990	21,542,300	28.1

Source: Kwara State Statistical Year book.

Table 2 shows that over the years, there has been a constant increase in the output in litres per day but the reverse has been the case as regards the daily consumption in litres per head. This is because the population of Ilorin has continued to increase, so also demand for public services. So, despite the yearly increase in the output in litres per day pumped out, the average daily consumption in litres per head has been declining. That is, from 178.5 litres in 1982 to 28.1 litres in 1990. This shows about 84.5% decrease in eight years,

FIG.7 WATER CONSUMPTION IN ILORIN 1982-90.



which results from the fact that the rate of population increase far outstrips the increase in the supply of water. This situation has led to a number of problems which shall be discussed under Section 3:4 of this work.

3.23 Electricity Consumption:

As an indication of growth, electrictiy consumption in Ilorin has also been growing.

Table 3: ELECTRICITY CONSUMPTION IN ILORIN 1982-89

Year	No of Consumers	Unit Consumed (KWH)
1982	45,583	115,047
1983	48,420	208,266
1984	35,182	113,085
1985	39,887	153,157
1986	43,746	270,591
1987	44,891	250,587
1988	50,883	149,293
1989	51,650	155,995

Source: National Electric Power, Ilorin.

In table 3, it is shown that there is a yearly increase in the number of electricity consumers in Ilorin as well as the units consumed. A slight drop was recorded between 1984-85. This period coincides with the time when most houses in the G.R.A had electricity generator plants installed, which might be a major reason for the drop. Nevertheless, the number of consumers continued to increase over the years, such that in 1988, there was 17.5% increase over the 1987 consumption level. This increase in number of consumers has continued steadily in subsequent years so also the units of electricity consumed Fig 8

Table 4 shows the units of electricity used in Ilorin within the first 6 months of 1990 in four different sectors viz: Manufacturing, Government Ministries, Armed Forces and Private Sector.

FIG.8 UNITS OF ELECTRICITY CONSUMED IN ILORIN 1982-89

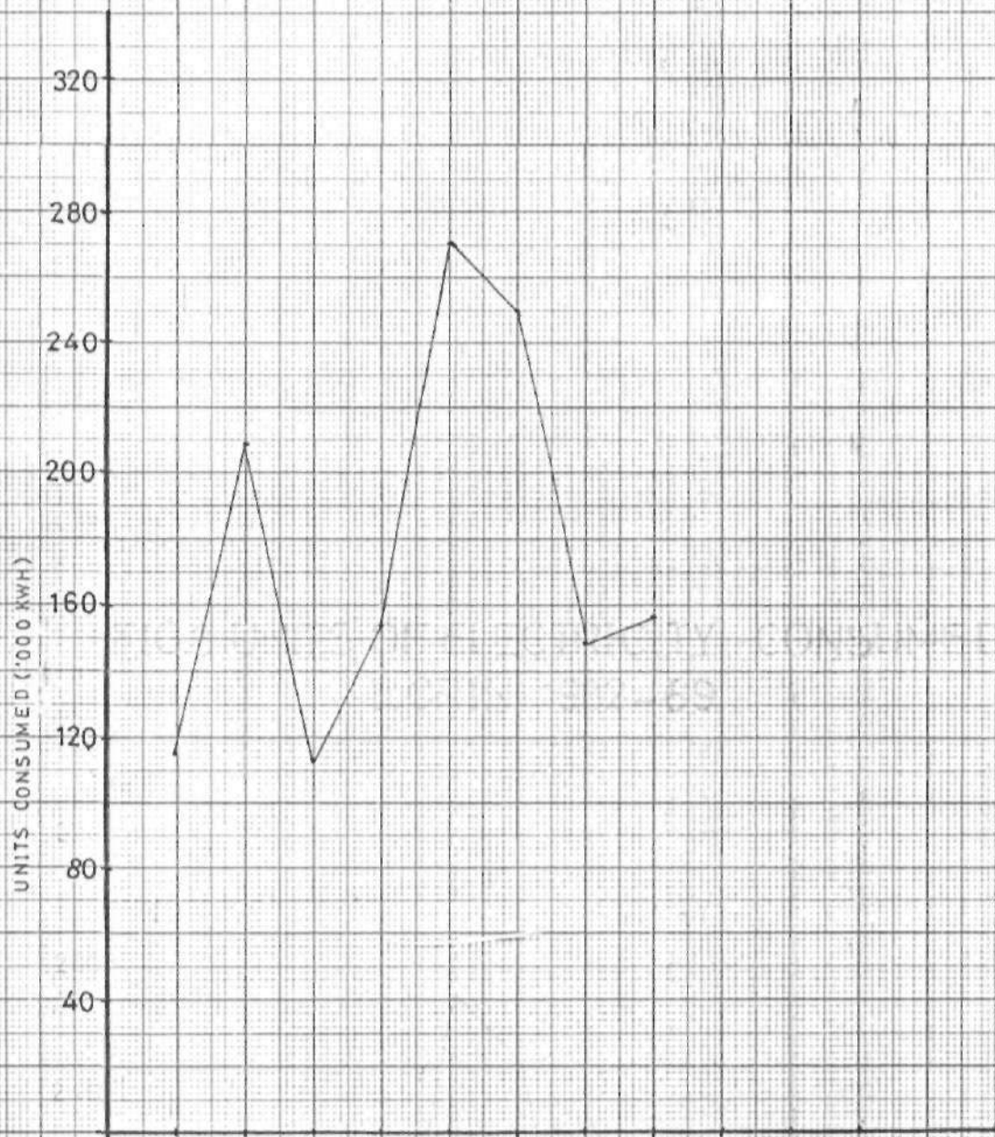


Table 4: UNITS OF ELECTRICITY USED IN ILORIN (KWH)
JAN - JUN 1990

	MD Consumers	Govt. Ministries	Armed Forces	Private
Jan.	2,048,798	60,260	49,865	5,499,235
Feb.	2,495,914	105,714	49,805	6,472,207
Mar.	2,082,834	99,546	49,993	7,130,307
Apr.	2,459,672	110,732	58,667	7,338,146
May	2,469,773	76,888	64,612	7,610,570
Jun.	2,317,994	90,501	63,603	8,218,232

Source: NEPA, Ilorin.

Table 4 shows the units of electricity used within the first 6 months in the year 1990. It reveals very significant general increases in the units used especially by the private sector. The units consumed by private consumers in January was about 5.499 million KWH and by June this had risen to above 8 million KWH. This situation is almost similar in all other sectors too.

In summary the whole distribution network of Ilorin requires improvement to ensure proper and efficient supply of power to the various parts of the town. With the present trend, there is bound to be greater demand for electricity supply, which if not properly handled will create greater problems.

3.34 Vehicle Ownership:

Another variable considered showing the growth of Ilorin is vehicle ownership. Vehicle registration Figures in Ilorin for the years 1984 to 1992 (See Table 5) are used as proxy of the vehicle ownership pattern for the town.

Table 5: VEHICLE REGISTRATION 1984-92

Year	Vehicle Registered	% Change
1984	1119	-
1985	995	11.08
1986	590	- 40.70
1987	310	- 47.45
1988	321	3.5
1989	162	49.53
1990	506	212.35
1991	1072	111.86
1992	1528	42.53

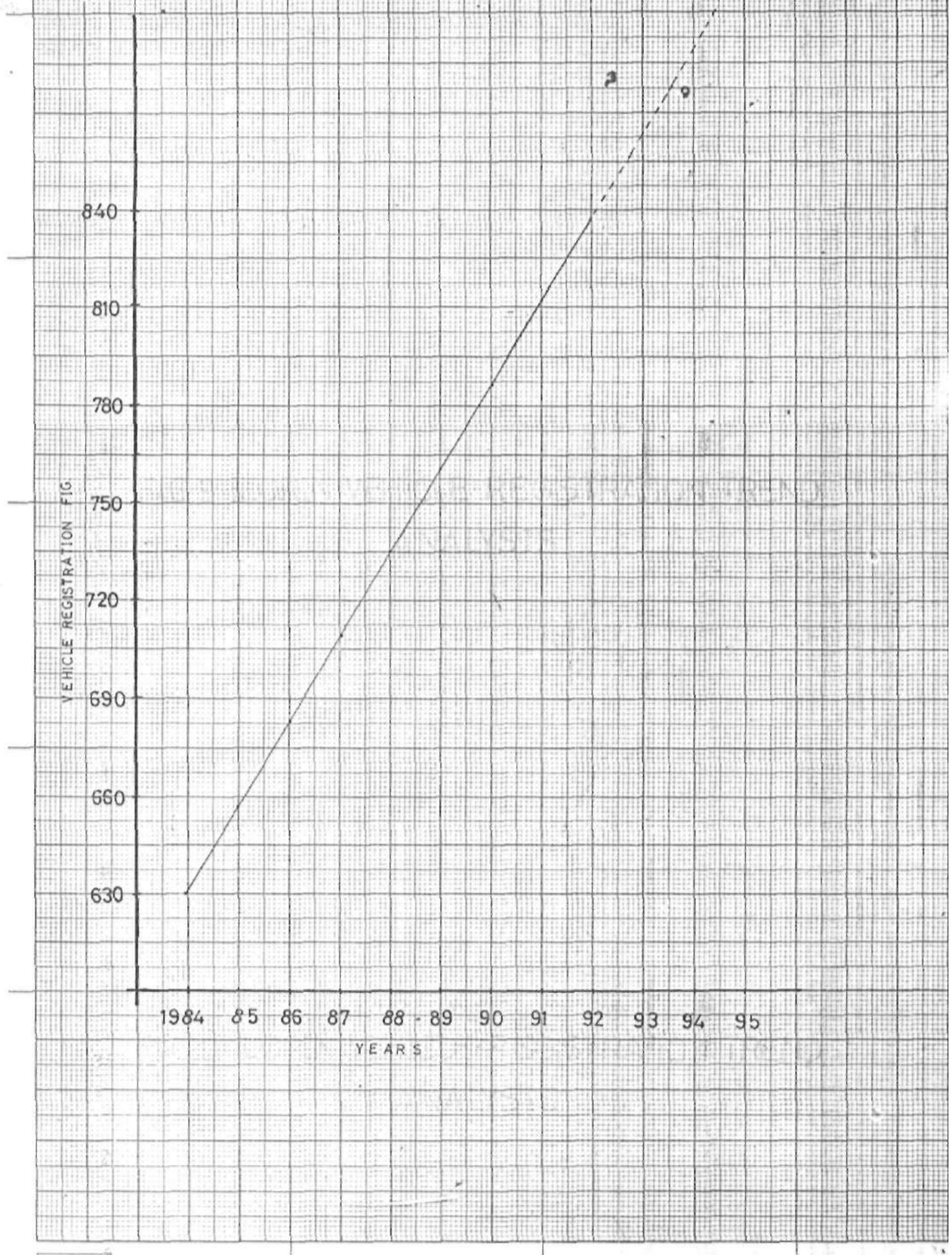
Source: Vehicle Licencing Office, Ilorin

In 1985 there was a decline in the number of vehicles registered and this continued up till 1989 when only 162 vehicles were registered, with a percentage change of - 49.53% between 1988-89. This situation could largely be attributed to the effects of the Structural Adjustment Programme of the Federal Government coupled with the general depression in the country's economy at that period. However, in 1990, the number of vehicles registered picked up suddenly with about 212% increase on the 1989 Figure. This increase has continued up till the present such that for the year 1992, a total of 1528 vehicles were registered. From the trend analysis (See Fig 9), it is clear that this increase will continue and by the year 2000, on the average, a total of 734 vehicles are expected to be registered. Adequate provisions need be put in place for the expected increase in vehicle fleet in Ilorin.

3.35 Spatial Expansion:

From the period 1956 to date, the area occupied by the city of Ilorin has grown considerably. However, while some areas are overcrowding, o[illegible].s are left with pockets of undeveloped land. Presently, the ci[illegible] has expanded reaching a size where most of the developments have continued outside the traditional area. The airport

FIG.9 ILORIN VEHICLE-REGISTRATION TREND ANALYSIS.



restricts growth of Ilorin towards the South-West, so most of the new developments are to the East of the Asa river. Fig 10 shows the major stages of physical growth of Ilorin from 1956 to date.

Another interesting phenomenon is that most of the pockets of undeveloped land within the town and some areas previously considered to be the farthest outskirt of the town are being developed and incorporated into the built-up sections of the town. Examples are Kulende, Zango, Garage-Offa, Adewole area, etc. The Tanke area which ten years back consisted of only government offices and parastatals, is now being opened-up by private persons and it now has so many residential and personal houses filling up all available space and expanding further outwards. Fig 11 outlines the area coverage of the town presently sharing some major sectors within the town.

3.4 PROBLEMS OF GROWTH IN ILORIN

Having discussed the indicators of physical growth in ILorin, this section examines some of the problems associated with the growth which need be resolved in order to ensure a healthy and organised growth of the city.

3.41 Transportation Problems:

Ilorin is divided into two 'halves' by the Asa river. Development to the West of the Asa river is pre-colonial and the street pattern of this part existed before the introduction of the motor car. Therefore, there is a predominance of pedestrian paths and most of the streets are narrow and winding. Nevertheless, the roads now accomodate a growing volume of vehicular traffic.

The major planning problem started with the colonial period which saw the colonialist settling to the East of the Asa river with the railway and all government establishment also on the East. The

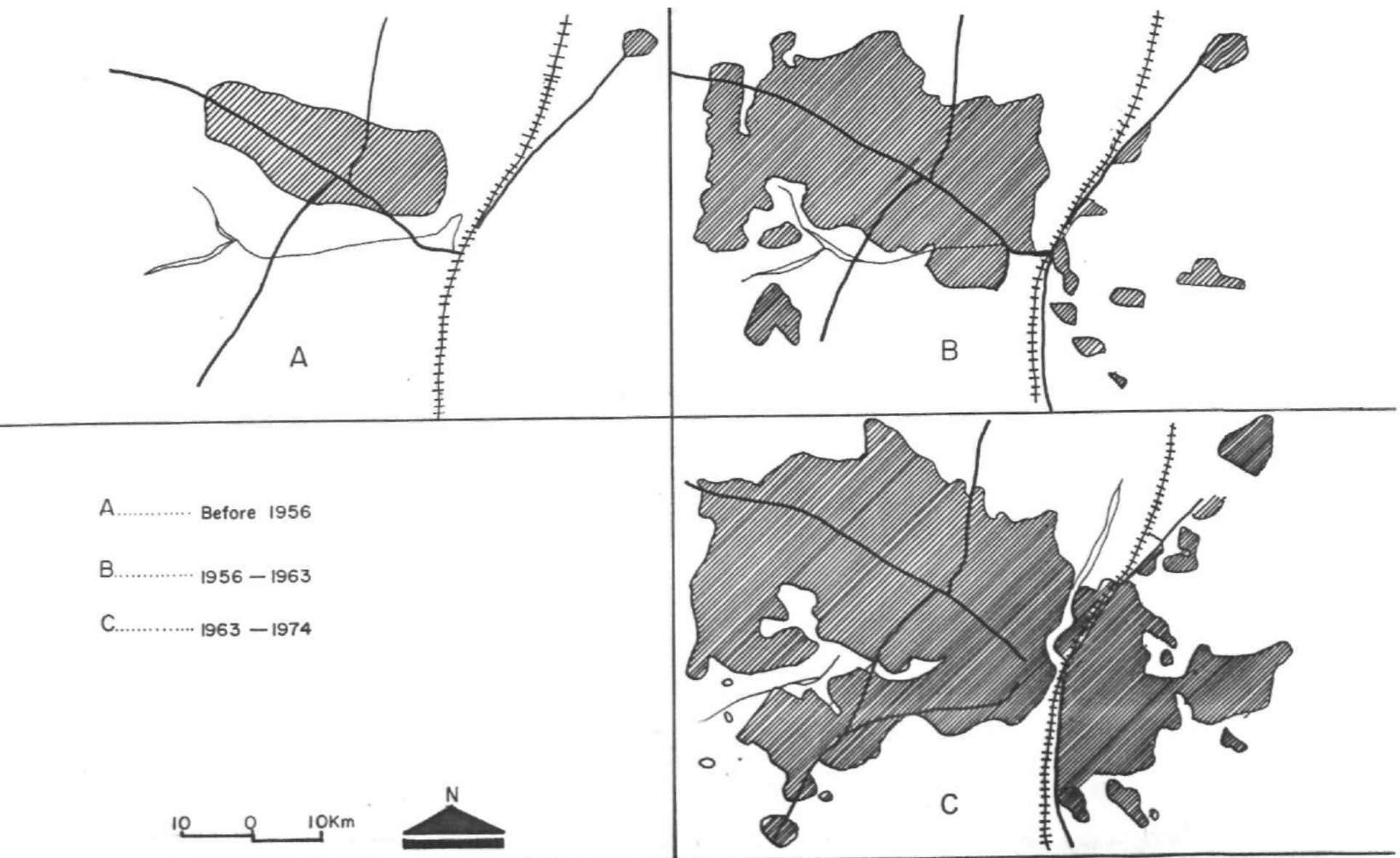


Fig. 10a MAJOR STAGES OF PHYSICAL GROWTH OF ILORIN FROM 1956–1990

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IG.10b ILORIN: PRESENT PHYSICAL SIZE



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Fig. 11: SPATIAL GROWTH OF ILORIN

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indigenous population were employed to do menial jobs, so movement to the East started and with it came the first planning problem i.e. transportation problem. The problem persisted even after independence and up till 1970 there was only one linkage between the two sectors of the town. In general, the major system of the city has an irregular radial pattern with roads converging at the commercial centre, resulting in traffic hold-ups, delays and congestion. With the rapid growth in traffic volume in recent years, more severe traffic problems are begining to be witnessed even in the newer areas such as the G.R.A. For example, the station round about is usually congested during peak hours. The situation here is sometimes so bad, that a motorist could get stuck for about 15 minutes before getting out of the jam. This problem is also true for the 'Oja Oba' market area and some other well populated parts of the town.

Above all, the rapid increase in population, number of vehicles, and the consequent high incidence of trips as well as the distances covered result in a great need for an improvement in the transportation system. The service taxis being used for a long time now are not able to cope adequately with the increase in trip demand.

3.42 The Housing Problems:

The population of Ilorin increased with over 280,000 inhabitants between 1974 and 1991. However, the growth in housing stock could not keep pace with the growth in demand and need for good quality housing. The pressure on existing housing stock started in 1974 when ILorin was made a State capital city. That led a large number of people to move into the city resulting in a high demand for housing. The most serious problem at that period apart from the housing shortage was the quality of the houses. As reported by Y. A. Yusuf (1983), the major of the houses then were of very poor quality coupled with dete ting environment and inadequate space for

expansion around the houses.

With the creation of Kogi State out of former Kwara State in 1990, the expectation was that demand for houses would fall substantially. But in the medium and long terms, this was not the case. Housing rents merely stabilized for a short term and then continued an upward trend, the reason being that most people that moved to Kogi State retained their families and houses in Ilorin due to the accommodation problems encountered in the new State (Kogi).

Moreso, many people moved to Kwara State especially Ilorin, hoping to pick up job vacancy created by those who moved to Kogi State.

In addition, others have moved to Ilorin from the North due to civil strifes and the political problems in the country. All these have combined to exert much pressure on the limited housing stock. As a result, presently the rent for a two bedroom flat is between ₦4,200/ ₦4,500 per annum as against ₦1,080/₦1,200 a year ago giving an increase of 288% which is rather high, for such a short period. The occupancy ratio has also increased in recent years.

3.43 Problem of Water Supply:

In 1978, when the Asa dam was constructed, it was projected that by 1985, the second phase of the dam would be built, because by then, the capacity of the existing engines will not meet the demand of the population. Unfortunately, seven years after the target year, nothing has yet been done. On the other hand, the population has continued to increase (as explained in Section 3:31). Consequently, several problems related to supply of pipe borne water are becoming acute.

Presently, the rate of population increase and that of demand for water far oustrip the increase in the water supply. This has led to the routine rationing of water to the various parts of the town.

In the G.R.A., water is supplied every other day, while the situation in the other parts of the town is worse. Here, water is supplied only twice a week and the taps aer dry for the remaining five days of the week. Also, the daily consumption in litres per head has reduced by 84.5% between 1982 to 1990. Therefore, to supplement pipe borne water supply, most compounds have hand-dug wells including many in the G.R.A. while other tankers are also used.

3.44 Problem of Electricity Supply:

Analysis reveals that the total number of electricity consumers in Ilorin has increased considerably over the years. This has led to increased demand for electricity which will require the expansion of the existing network and power plants. As of now supply of electricity is rationed among different parts of the town and very irregular most especially in the traditional care. Most areas in this part of the city remain in perpetual darkness, due to the supply of electricity falling short of the demand.

As more people are moving into the city faster than houses could be built, landlords are trying to maximise profits. They rent out few rooms to more people, therefore a flat that ordinarily accommodates six people now serves ten. This leads to overloading of the electricity unit and consequently electricity failure because the additional demand for electricity was not planned for. Therefore, a lot more needs to be done to cater for the additional demand for electricity supply in Ilorin.

3.45 Problems of Planning Administration and Control:

Both government and semi-public organisations administer projects and programmes connected with physical growth in Ilorin. The areas of responsibility of each authority must be very clearly defined for best results and co-ordination of physical planning at all levels. In addition, the Master Plan which is the document used in guiding

planning procedure has been abandoned therefore the physical planning programmes of the town is not well co-ordinated.

The traditional part of Ilorin is referred to as "rural" and all developments done within this area is left in the hands of the Local Government Authority without any reference to the Master Plan. Ironically, there is no single planner presently serving under the Local Government Authority while 90% of the land developments in Kwara State as a whole falls into private hands without any reference to layout sub-divisions or the Landuse Decree of 1978.

In addition, physical planning is poorly funded in Kwara State. The yearly subventions for Town and Country Planning goes to the Ministry of Works and Housing and this is mainly used for beautification and aesthetic development of the town. Another serious problem is that other professionals such as Surveyors, Estate Managers, etc, are involved in the lands division of the Town Planning Authority and any decision is subject to the approval of all which seldom follow the planning law.

Consequent upon the little regards for planning legislation and development control, much of the physical growth in Ilorin has occured in an haphazard manner. However, more people are moving into the town and population continues to grow and expand. Thus the problem is getting more severe requiring functional and sustainable planning solution.

CHAPTER FOUR

ASSESSMENT OF PHYSICAL PLANNING STRATEGIES IN ILORIN

4:10 INTRODUCTION:

In an attempt to find lasting solution to the planning problems Ilorin especially those associated with physical growth, the Town Planning Authority in conjuction with other development organisations has taken several steps. This has been through the preparation of schemes for the development of new areas, upgrading or control of the physical degeneration of different parts of the town. In this Chapter, focus shall be on some of the major schemes especially those which were aimed at solving the problems associated with the growth of Ilorin. The object is to show the limits of the in-situ planning approaches used as a basis for establishing the need for alternative or supplimentary strategy(ies).

4:20 The Ilorin Master Plan:

In view of the Urban problems arising within the area of Ilorin, capital of Kwara State of the Federal Republic of Nigeria resulting from its rapid growth, the Government of Kwara State through the Ministry of Lands and Housing assigned Doxiadis Associates International, Consultants on Development and Ekistics to prepare a M/P and Programme for the development of ILorin; the settlements of Okeoyi Ganmo, Eiyenkorin and Shao being included in the planning area.

The work specified in the agreement between the Consultants and the State government was to be completed in three phases as follows:-

- Collection and processing of data
- Presentation of the report of analysis
- Preparation of the final master plan and programme up to the year 2000.

The preparation of the final master plan and programme for Ilorin up to the year 2000 was the 3rd phase of the work. This provides the proposal for Land Use in the year 2000 intergrating new areas with the existing settlements; defines the major roads network, the location of the airport, railway station, transportation terminals gives illustrative plans of utility networks, proposes a range of the areas to be developed with emphasis on the first five period plus proposals for the appointment of population desities and suggestions for bulk and height regulations.

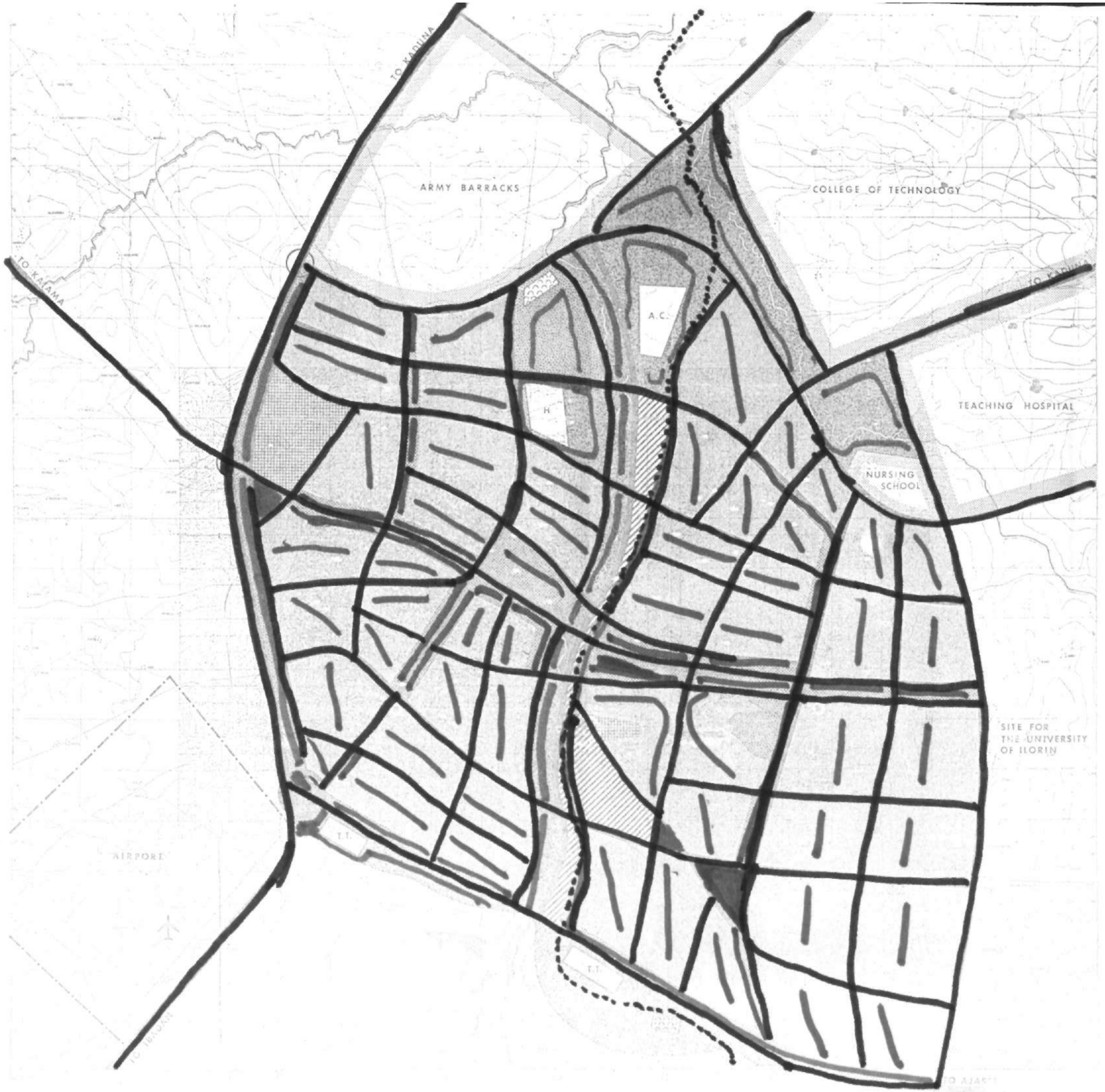
The level of details is up to the subsectoral detail identifying landuse for each Fig. 12 . The master programme gives the anticipated cost of the development works of the different phases suggestions and proposals, the financing management and administrative requirement for implementation. It concludes with suggestions concerning regulations and for legislative and administrative measures to ensure the correct implementation of the plan.

4:30 DEVELOPMENT PROJECTS

4:31 Housing Schemes:

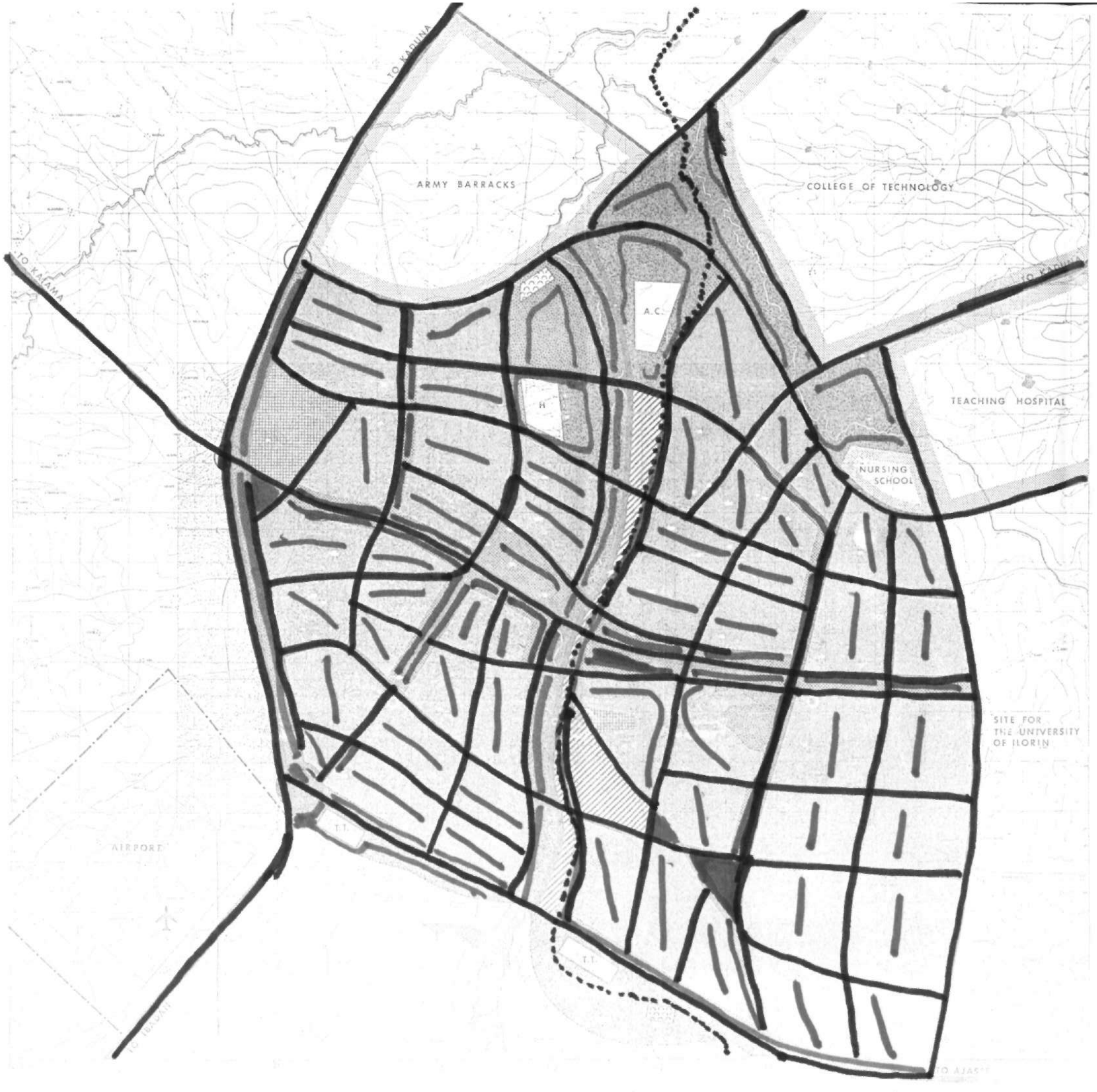
The function of the Kwara State Town Planning Authority includes to plan, promote and secure the physical and environmental improvement of Kwara State. The establishment has been most concerned with the problems in many parts of the Urban Centres especially in the State Capital Ilorin. The authority embarked on many schemes most of which were ad hoc as they meant to solve specific problems. For the purpose of this study a few of these schemes have been selected for analysis.

ILORIN MASTER PLAN – YEAR 2000



- Residential
- Commercial and Civic Cent
- Industry
- Colleges within the City
- Recreation and Special Uses H = Hospital A.C. = Athletic Center
- Green Areas
- T. T. Transportation Terminal
- Cemeteries
- Freeway
- Major Roads
- Minor Roads
- Airport
- Railway
- Major Intersections

ILORIN MASTER PLAN – YEAR 2000



- Residential
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4:31 Renewal Schemes:

Those aimed at renewal and upgrading of slums and arresting degeneration are discussed in this Sub-Section.

(i) Agbo-Oba Urban Renewal and Gaa Akanbi Slum Upgrading Schemes: These were schemes embarked upon basically to tackle critical problems of degenerating Urbanscape and slum development. It was initiated by the Federal Government in 1989. These problems were observed to have developed due to pressure on housing and lack of funds to match the provision of Urban infrastructure with demand which has an overall bearing on production growth and development.

The Kwara State Town Planning Authority acting as the Implementation Agency carried out studies and focused on Agbo-Oba which is considered one of the major problem areas. Agbo-Oba residential neighbourhood is located in the South Western part of Ilorin (Fig. 13)). Initially, it housed immigrant Civil Servants and those engaged in small businesses and enterprise. However, in 1981, with the opening up of the Agbo-Oba - Adewole Estate Road, the hitherto locked up land in the interior of Agbo-Oba was opened-up. This, coupled with the establishment of the temporary sites of the Kwara State College of Technology and the University of Ilorin in 1972 and 1975 respectively, the State College of Education, School of Nursing, the Ilorin General Hospital (now Unilorin Teaching Hospital) all within the vicinity of Agbo-Oba, resulted in an unprecedented influx of population into the area. In particular there was the influx of migrant workers of the various institutions and off-campus' Students. Even today these institutions maintain rented accomodation for their Students within the Agbo-Oba area. For this reason, the area developed and grew faster than funds and facilities could be provided. As a result of that, the existing amenities were overstreched and became

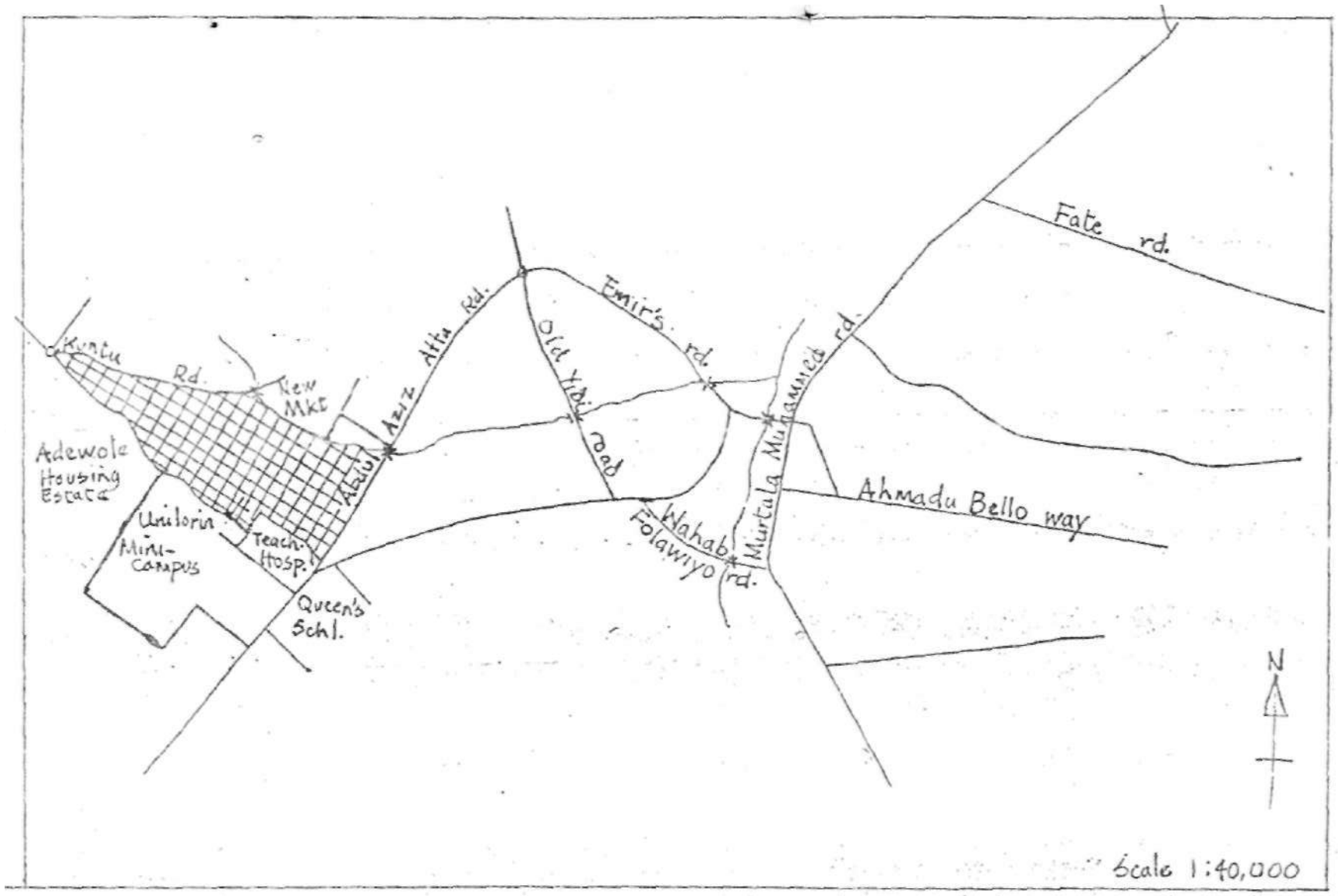


Fig. 1.3b Ilorin: Agbo Oba Urban Renewal Scheme Site

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difficult to maintain resulting in a generally degenerated environment.

So when it was selected for the Federal Government Urban renewal Scheme, through World Bank assisted loans, the Town Planning Authority as the Agency for implementation prepared plans and the area was subsequently advertised as a planning area. Many proposals were prepared as regards the provision of necessary amenities to the area, figure 13b shows an example of proposals made on roads.

However, this project never got implemented due to lack of funds and up till now funds are still being expected from the Federal Government. Meanwhile, the area has been declared as a planning area so all developments now are subject to approval of the Planning Authority. And betterment rates are charged to individuals intending to develop any part within the area in order to generate some funds for the Planning Authority.

As fro the Gaa-Akanbi Scheme, this can be said to be 75% implemented and most of the proposal especially for public uses have been followed e.g. markets, schools etc.

(ii) Transit Camp Residential Scheme:

The Town Planning Authority embarked on a model residential layout which was to serve all calibre of people especially those coming to settle in Ilorin. This has been named the Transit Camp Residential layout. The area around Garin-Alimi and Adewole Estate has been selected for this project. The objective is to encourage people to settle in a well planned and orderly environment, while government provides all the necessary amenities, the individuals will develop the land in accordance with the layout plan. The layout has been approved and advertised to the public. Application Forms are being sold to people who are interested in acquiring plots in this area.

Fig. 136

KWARA STATE TOWN PLANNING AUTHORITY
AGBO–OBA UPGRADING SCHEME:
SCHEDULE OF REQUIREMENTS ON ROADS

SERIAL NO.	ROAD INDEX	TOTAL SPAN (m)	WORK REQUIRED TO BE CARRIED OUT PER ROAD								
			LATERITE FILLING AND RAMMERING AT ₦25/M3.		DRAINAGE		CULVERT		PROPOSED ROAD SECTION		TOTAL AMOUNT
			VOLUME (m3)	AMOUNT ₦ K	SPAN (m)	TYPE	TYPE	NO.	SPAN(km)	AMOUNT ₦ K	₦ K
1	A1	2250	19.30	500 00	670	1	1 2	1 1	–	–	342,923.80
2	A2	578	33	825 00	550	4	3 Box	2 2	270	5,805.00	18,543.50
3	A3	502	6	150 00	824 180	1	2	–	–		12,192.08
4	B1	450	–	–	400 400	2 4	1 5	3 4	100	2,150.00	153,610.00
5	B2	400	–	–	398	4	1	1	120	2,580.00	8,102.86
6	B3	440	6	150 00	420 420	2 4	1	1	160	3,440.00	149,168.00
7	B4	550	3	75 00	525 475	3 4	1	1	–	–	12,994.23
8	B5	854	2.3	58.50	75 875	2 4	1 2 5	5 1	120	2,580.00	59,887.00
9	B6	620	6.3	159. 00	80 474	2 4	Box 3	1 1	–	–	33,293.58
10	B7	480	–	–	275 492	–	–	–	–	–	92,930.19
11	B8	365	7.5	187.50	211 499	2 4	1	1	135	2,902.50	79,205.06
12	B9	625	17.1	42 .50	307 677	3 4	1	2	–	–	12,735.37

SOURCE: KW/ST. TOWN PLANNING AUTHORITY.

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On the other hand, the Governor has approved funds for the first phase of the project. Presently, six major roads providing access to all parts of the scheme area has been opened. They have all been tarred and constructed. Work has been momentarily halted on the scheme due to the 45% salary increase for workers in the State which has reduced government's Financial Capability to fund the project.

4:32 Mechanic Village Scheme:

This was another scheme embarked upon by the Town Planning Authority aimed at reducing environmental degradation in Ilorin Urban Centre, which was a problem resulting from growth in the number of people and vehicles. For this purpose, a mechanic village was proposed along all major highways passing Ilorin e.g. Jebba-Ilorin, Ilorin-Lagos, Ilorin-Ajase etc.

Presently, the mechanic village project along Jebba-Ilorin road has been developed. The layout was prepared and roads developed on the site. Electricity and other facilities such as workshops for vehicle repairs, cars, trailers etc. were put in place. There are sections for spare part sellers, car wash service, maintainance garage and petro-chemical sections all put in place.

The other two phases i.e. the Ilorin-Lagos and Ilorin-Ajase mechanic village projects have not been developed. The main reason for abandoning the scheme was said to be political. Because it was the Governor S. Latinwo's regime of 1984 to 1985 which initiated the scheme, but successive regimes did not place any priority on it. Therefore, the scheme has been left uncompleted.

4:33 Industrial Nursery Scheme:

This was developed in an attempt to promote the industrial growth of Ilorin. It involved the creation of an Industrial Nursery in some selected areas at the periphery of Ilorin. For this purpose, a piece of land was acquired at Amayo about 64km from Ilorin town. A layout was prepared for a model, not too big, but having all the necessary facilities required for those to be the industrial nuclei of Ilorin. However, at the preliminary phase of the project, the Ministry of Commerce and Industry shared great interest in the same kind of project and acquired land in another part at the outskirt of Ilorin (i.e. along Jebba-ILorin road). The Ministry succeeded in gaining the State Governments support and funds were disbursed to finance their own project. This also made the State Government to loose interest in the Town Planning Authority's own project resulting in its abandonment.

4:34 The Alalubosa Scheme:

The main objective of this scheme was to involve the participation of the public in the growth and development of the town. This was the conclusion reached at the end of studies carried out by a team of Planners in 1990 throughout the whole State. The team submitted that 85% of the land development in Kwara State falls into private hand. Therefore, it was considered most beneficial to involve the private owners of land in the development activities in the State.

In this regard, the first experiment was in the Alalubosa area of Ilorin. The town Planning Authority prepared a layout for this area and secured the co-operation of the land owners towards the scheme, who also showed great enthusiasm. However, administrative problems arose between the original owners of land and the buyers and this impeded and finally led to abandonment of the scheme.

Apart from all the schemes the Town Planning Authority took a working tour round the whole State and came up with some conclusion to help the development of Ilorin.

1. That there is no strict compliance with the zoning regulation in the master plan.

2. That many people reside in Ilorin but commute daily to the peripherial areas for one reason or another.

3. That there is need for something to be done to make these daily commuters want to and be able to live and remain in these peripherial areas. By the creation of conditions that would facilitate the economic development of the settlement and the promotion and improvement of general living conditions so as to reduce the congestion in Ilorin.

Various government and non-governmental organisations involved in the development of Ilorin have approved that there is a pressing need for developing the peripherial areas of Ilorin.

4:40 **VIABLE PLANNING FRAMEWORK**

4:41 Limits of Existing Strategies:

Very little of the development in Ilorin has been in conformity with the master plan this could be due to the common factor such as fund but there are also very minute reasons which could be considered as limitations of the master plan approach itself.

Firstly, looking at the details of the master plan it actually suggests that it is meant more as a guide to growth and development rather than a solution to problems of growth.

Also master plan proposals tend to be too ambitious and this normally leads to its being abandoned e.g. the Ilorin master plan has been implemented well only for areas or sectors meant for institutional development e.g. University, the Polytechnic, while very little of the development in other sectors e.g. recreation, residential, has conformed

with the master plan. Also the scope of a master plan is again a serious limitation. The scope is so wide and covers a long period of time for it to actualise. Within which there is change in government, financial status, priority projects etc. Such that most of the master plan projects might be left uncompleted.

Furthermore, trying to solve urban problem **'in-situ'** has an in-built defect, such that even if it succeeds, it is just for a while e.g. the Agbo-Oba renewal scheme. No sooner is an area upgraded or renewed than it begins to attract more people to itself. In other words, if the Agbo-Oba scheme had succeeded without the problem of funding, it would have been only for a while, before the problems crop up again. Because more people will definitely move into the areas hoping to take advantage of the amenities and facilities just provided. Such that these too sooner than not become over-stretched and the initial problems begin to crop up again.

Also the approach being adopted has an in-built element of not succeeding for a long while e.g. the mechanic village is like dealing with a minute part of a big problem. Because the mechanics can only operate effectively in those places if there is accomodation for them and their families close to their place of work.

Also political and administrative decisions puts a great limitation on the success of the schemes. Because each regime has its own priority projects. Also there is serious lack of continuity and co-ordination in the scheme since most are ad hoc.

It is therefore obvious that there is need to approach the problems in a different way since the existing approach contains the ingredient of lack of success and even the part that succeeds is only to a point and for a short while, and in the case of Ilorin not much success has been recorded.

4:42 Alternative Planning Approach:

Considering the limits of the city - level approaches used as framework for planning the schemes that have been tried in Ilorin, it is clear that an approach at city - region level is necessary. It is to be the basis to set out the various schemes and to complement the schemes planned on the basis of the in-situ approaches. In particular, the relief pole approach discussed in section 2:62 offers a viable option since it has some selectivity element which is useful for three reasons.

First, the planning action is tailored to a limited number of problems which are determined to be critical to the short and long-term physical development of the town. Second, it addresses and contains the selected and critical problems together at the strategic level. Third, by focusing on a limited number of problems, the complexity and high cost of plan implementation (as in the master plan) are curtailed and all resources are directed at the critical and necessary aspects.

The relief pole strategy offers good prospects in Ilorin since it is the already existing small settlement surrounding it that will be used as poles. This helps to reduce overall development cost, since some essential services are already provided in these places e.g. light, water etc. What need be done is only to improve on their efficiency and supply, unlike in the case of New Town where almost all facilities have to be provided from the scratch.

The relief pole approach allows both the city and its surrounding settlements to grow and develop simultaneously with the periphery also serving as a buffer - zone to the city's problems. While, in the New Town approach the periphery or New Town is only induced to grow when the main city has overgrown and besset with too many problems which cannot probably be solved within.

The relief - pole approach gives room for individual problems to be addressed as each presents itself and neither attempting to solve all the problems at one time nor waiting till the problems accumulate before searching for alternative strategies to solving them.

CHAPTER FIVE

5:0 PHYSICAL PLANNING PROPOSAL

5:1 INTRODUCTION:

In this Chapter the relief pole approach is used to prepare strategic planning proposals to deal with the problems of Ilorin. It is also to serve as a viable context for obtaining satisfactory results from the local level planning actions in Ilorin.

5:2 Criteria in Applying the Relief-Pole Strategy:

The following are important in applying the relief-Pole strategy to solve urban problems.

(a) Before any planning approach could be embarked upon, development requirements and potentials of the various communities, the people and geographical area in their regional setting must be understood.

(b) The regional spatial context of development must be recognised and account should be taken of the effects of distance on the mobility of development impulses, the movement of the factors of production and the equitable regional distribution of the proceeds of the production among the producers such consideration should guide our planning and locational decisions.

(c) The poles should be effectively linked to each other as well as the mother city by efficient transport and communication networks in regards to the problems they are to help in solving and their resource potentials to capitalise upon.

(d) They should as much as possible, be based on existing functionally active rural settlements within the region of the city.

Based on the above requirements some few settlements within the city - region of Ilorin have been selected as potential relief poles for Ilorin's Urban growth problems. They include Shao, Oke-Oyi, Ganmo and Eiye-Nkorin.

5:30 **THE PLAN PROPOSALS**

5:31 Shao as a recreational Pole:

Shao is an important settlement 88km to the North of Ilorin town. It has been selected as a potential recreational pole based on its major resources, one being its unique cultural diversity. Among its major festivals is the 'Awon' Festival held annually in mid-October. During this festival all girls that have reached the age of marriage are given away to their respective Suitors 'en masse'. The unique fact is that at no other period are marriage ceremonies conducted in Shao except during this festival. Hence, Shao is called a cultural land of mass wedding.

The town is also endowed with vast agricultural land as well as savannah woodland. There is also a forest reserve which presently is managed by the National Agricultural Development (NADP).

Also close to Shao is a hill 1.357m high with gange forest. This offers a very good scenic beaty to the area. Moreso, rivers Awon, Oyun and Imoru all joined to form a kind of natural boundary for Shao and provides good picnic spots.

Shao is well linked to Ilorin and Eiye-Nkorin (a relief pole) by Federal express roads leading from North to South of Nigeria. It is well served with electricity pipe water, basic health clinics, farm service centres etc.

Shao is proposed as a recreational pole to help solve the problem of discordant land use and apparent land crisis in Ilorin. The airport restricts the growth of Ilorin to the South West while the Asa river restricts it to the West, presently the town can only grow towards the East and this area is mainly being used for residential. Yet recreation is still an important activity which requires large open spaces. However, this cannot be easily acquired in Ilorin now, unless many structures are pulled down, or the activity sited in a residential neighbourhood to which it is not compartible. Therefore, should the need arise in future for a recreational complex, Shao should be used based on all the potential she offered.

5:32 Oke-Oyi Pole for Specialized Housing:

Oke-Oyi, the headquarters of Ilorin East Local Government Area has a total population of 80,650 people. It is 25km from Ilorin and blessed with large expanse of agricultural land of which only 40% is presently put under intensive agricultural usage. (NADP 19). The inhabitants of Oke-Oyi are predominantly farmers producing root crops, while coffee and cashew are now receiving much attention.

This locality is served by good electricity and pipe water supply, feeder roads, health centre, primary and post primary schools. It is surrounded by many of the higher educational institutions serving Ilorin and Kwara State in general. These include the Kwara State Polytechnic, University of Ilorin main campus, NNPC depot and the University of Ilorin Ultra Modern Specialist Hospital. However, workers and students of these institutions still reside in Ilorin and can be seen at the Maraba bus-stop daily trying to catch vehicles to their places of work or learning. Therefore, with all the resources that abound in Oke-Oyi, it can be developed for specialized housing to provide accomodation for the different calibre of people - lecturer student workers etc.

This will help in reducing the present pressure on the available housing stock in Ilorin as well as save time and cost for these lecturers, students etc. It will also go a long way in reducing the traffic congestion especially in the Maraba-Zango area of Ilorin which is usually caused by these people, as well as the pressure on services and facilities.

Good linkages must be provided to effectively link these various institutions with Oke-Oyi.

5:33 GANMO - As Commercial Pole:

Ganmo is located on the South Eastern end of Ilorin town. The area consists of mainly lowlands which when developed is suitable for a wide variety of uses. However, for the purpose of this work Ganmo is proposed for a commercial pole due to many reasons, one being that it is well linked to Ilorin and all other poles selected for this work. It also has the largest concentration of villages around it when compared with all the other poles, this definitely will boost its commercial potential.

It is however of more importance in that it will help to ease the congestion especially in the commercial area of Ilorin town as well as considerable reduce the traffic jam, normally witnessed within this area. However, Ganmo is proposed to be used for a specified kind of commerce e.g. it will not be like any ordinary market. But meant specifically for sale of a particular kind of item e.g. just clothing items or food stuffs. Such that those who specifically need such things don't need to go to the commercial centre.

Ganmo has electricity and water though bore-holes are still largely in use.

5:34 EIYENKORIN:- As Industrial Pole

Eiyenkorin is a very important and fast growing settlement on the outskirt of Ilorin town. In August 1993, the Nigerian Television Authority (NTA) had a special documentary programme on it. The effort was to find out reasons for its sudden growth in the past 5 years. This settlement has been selected as an industrial pole because, apart from its vast agricultural land, it is also very well linked from all parts of the country (North and South) because it's location corresponds with the junction where the Northern express road merges with the Lagos express road. This will aid movement of raw materials and labour from all parts of the country. The Ilorin domestic airport is also about 6km away from Eiyenkorin giving it an added advantage. Presently, the settlement serves as a major vehicle depot especially for the North or Southern bound freight transport vehicles carrying all sorts of industrial and agricultural products. The tributaries of rivers Asa and Moro runs through EiyeNkorin and this could provide a good source of water to the industries. The settlement is also bound to the North by WARA Forestry reserve. With all these potentials, Eiyenkorin will serve as an effective industrial pole while it helps to also solve the problems of discordant and non-conforming landuse, which is also leading to the problems of administration and control of landuse now being witnessed in Ilorin.

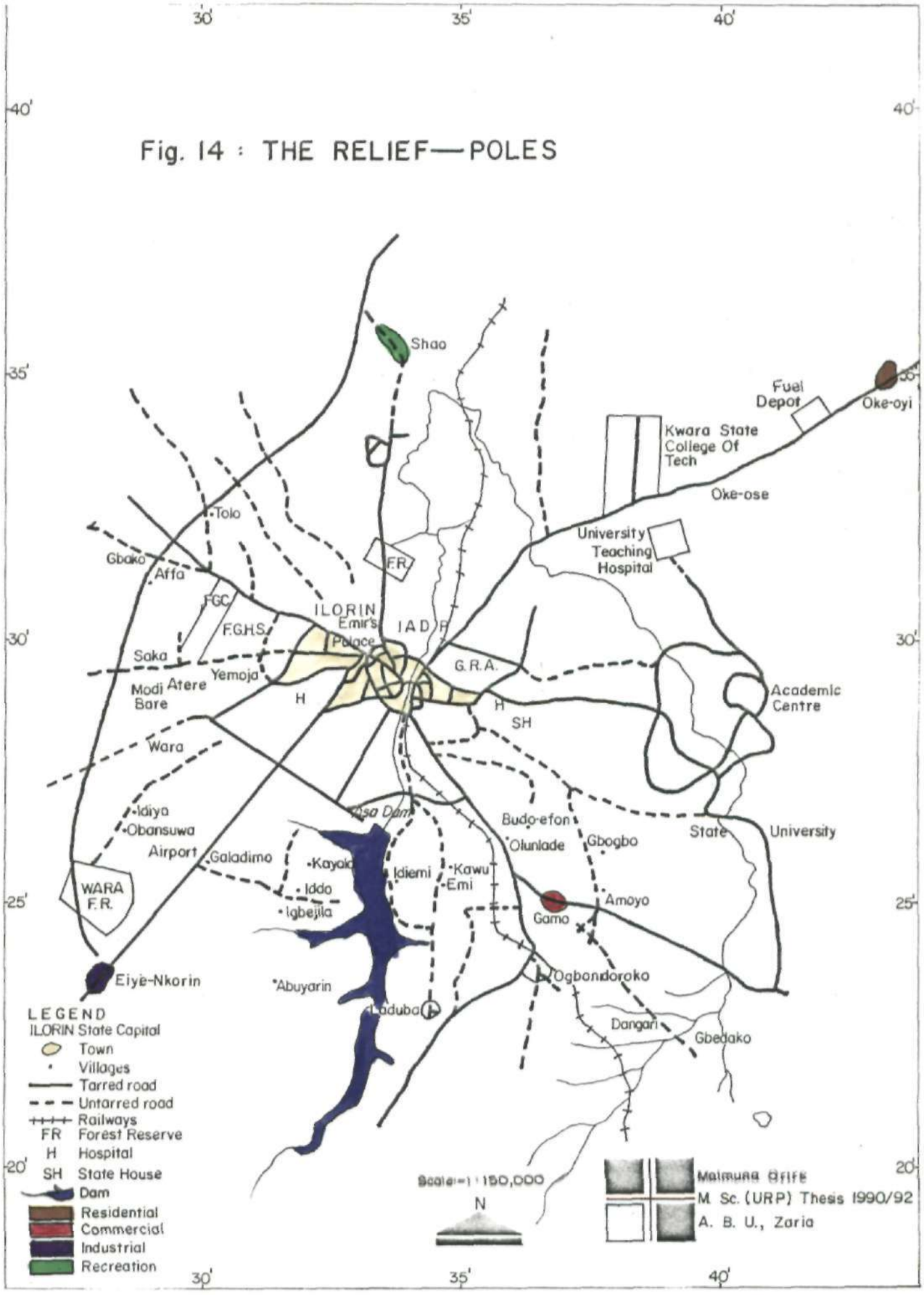


Fig. 14 : THE RELIEF—POLES

5:4 IMPLEMENTATION POLICIES

The policies for implementing the plan encompass, research, development authority and co-ordination.

5:41 Research Department:

The main function of this will be collation and analysis of data and statistics on Ilorin and its region. The data will focus on the resources abound and its utilization, regional status, planning problems and the existing solution in Ilorin and its region. This department will provide all the necessary data and information on which the selection of relief-poles will be based. The department will be formed under the statistics division of the Kwara State Ministry of Budget and Planning but will liase directly with the Kwara State Town Planning Authority.

5.42 Ilorin Foundation:

This body in conjunction with the Local Government Authority and the private sector developers will form the implementation agency. The Ilorin foundation is a body already existing whose main aim is to see to the development of Ilorin, Asa and Moro. However, all their activities will according to the implementation proposal and directives of the Town Planning Authority.

5:43 The Planning Authority:

The Town Planning Authority shall be the main co-ordinating body. It shall select, the poles based on the data available to it, shall prepare the plans and assign the respective functions to each pole. It shall manage all funds disbursed for the project.

The Authority shall co-ordinate the functions of the various government and quasi government ministries that contribute to planning and development of the mother town and the relief poles, Example, Ministries of Lands and Surveys, Agriculture, Economic

Planning, National Electric Power Authority, Water Board etc.

It shall effectively co-ordinate the efforts of hthese bodies in order to avoid haphazard and uneconomical development which has been the case in the past. It shall also try to generate some fund.

5.44 The Governor's Office:

The governor's office shall be the final decision making level and it shall provide the bulk of funds needed for implementation.



Fig: 14 The Implementation Structure.

5:5 Proposals And Recommendation(s)

A) **Proposal for Implementation**:

(1) In order to proceed to the implementation of the Relief Pole strategy, it is necessary to prepare topographical maps of the whole of Ilorin city region as well as improve on the existing one for Ilorin town.

(2) Prepare detailed structure plans for each of the poles placing emphasis on the function for which it is selected and taking the population and resources very important.

B) **Proposal for Linkages:**

The poles should be linked as directly as possible to each other and to the main transport spine of the mother city not grid pattern but concenctric in such a manner as to effectively serve the poles and the surrounding communities, thus minimizing commuting distances and the everyday needs of the communities it creates.

Though, there is presently a direct transportation route from Ilorin to each of the poles but there is need to link each of the poles to each other as well as improve on the existing links to the mother town. This is shown conceptually in Figure 15.

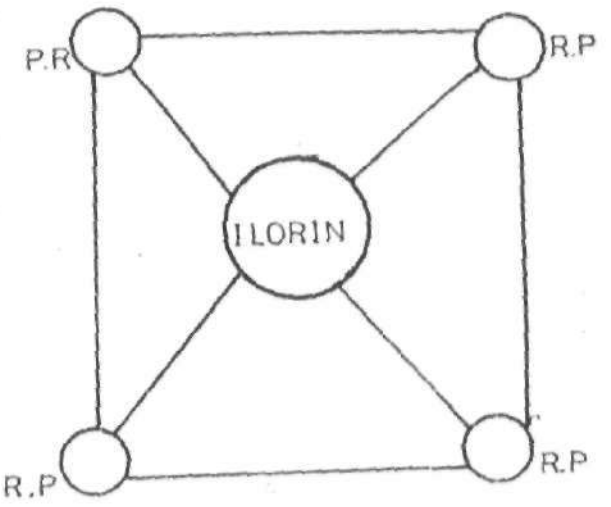
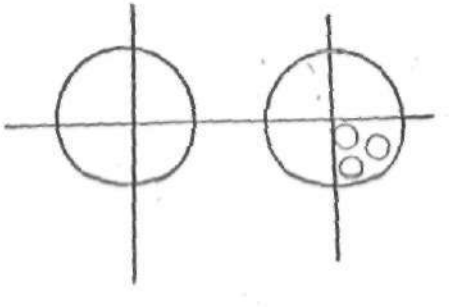


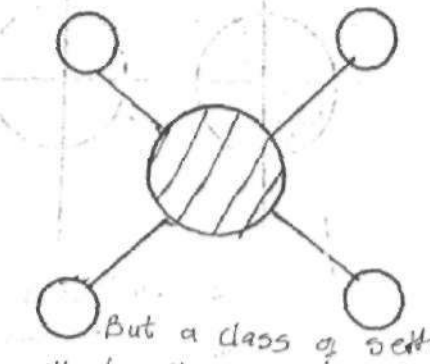
Figure: 15

C) **Structure of the Communities:**

Conceptually the structure of the communities is not made of independent communities but made of a class of settlements (relief poles) directly related to the mother town. Fig: 16 there is an interdependence of these relief poles on the mother town and vice versa.



Not made up of



But a class of settlements all directly related to the

5:6

CONCLUSION

In the last few Chapters, our concern has been the search for an appropriate regional strategy for effectively solving problems of urban centres especially medium size-towns. Emphasis has been on identifying the most viable spatial approach which will combine growth of a town with the overall regional, development. It has become evident that the present pattern of city-region system holds considerable potential. The human, technological, organizational and natural resources are also crucial.

Development planning should therefore be concerned with this and not attempting to tackle all the problems of an urban centre within the problem area alone since this has an element of little success in the long-run. With regional approach, the problems of growth and development of medium sized towns can be solved within the framework of the city region, linked up into state and then into a national system of planning units and strategies.

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