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A MODEL MULTI-MARKET FOR ONDO STATE

By

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CERTIFICATE

This thesis entitled - A Model Multi-Market for Ondo State, meets the regulations governing the Award of the Degree of B.Sc. (Architecture) of the Ahmadu Bello University, and is approved for its contribution to knowledge and literary presentation.

Chairman, Supervisory Committee Date-----

Member, Supervisory Committee Date-----

Member, Supervisory Committee Date-----

Head of Department Date-----

Dean Post Graduate School Date-----

DECLARATION

I, ALADE, OLAYINKA IDIYEMI, of the Department of Architecture, Faculty of Environmental Design, Ahmedu Bello University, declare that this thesis work has been a personal academic undertaking, executed under the supervision of my mentor Arc. S. Adesina of the Department of Architecture, and that all quotations in information utilized and ~~the~~ their sources have been duly acknowledged by means of references.

Student

Y. Alade
O.T. ALADE, 2023

Thesis Supervisor

Arc. Shin Adesina

DEDICATION

This thesis is dedicated to -

The Lord Almighty for his guidance

The Loving memory of my mother

My 'ever loving' Father

My brothers and sisters and

My Guardian - Prof. Adeyemi and his
family for their love, tolerance
encouragement and understanding.

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If this thesis is of any help to future researches for which it is intended, all those who helped and those mentioned are to praise, if however there are any shortcomings, I ALONE am to blame.

Sincerely

ALADE, OLAYINKA IBIYEMI

August 1986.

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"THE DISEASE THAT INHIBITS MOST ARCHITECTS FROM PRODUCING HUMANE ARCHITECTURE ARE ARROGANCE, WHICH IS INABILITY TO SYMPATHISE, SNOBBERY WHICH IS A FAILURE TO COMMUNICATE WITH ORDINARY PEOPLE, AND TECHNICAL IMPOTENCE, WHICH IS THE FAILURE TO BE ABLE TO PRODUCE WHAT THE PEOPLE NEED".

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PROBLEM STRUCTURE AND PROJECT STRATEGY

A "MODEL" MULTI-MARKET FOR ONDO STATE

ABSTRACT

Ondo State, created from the former Western State in 1976 was one of the 7 new States created out of one of the then 12 States - the Western State of Nigeria. The State presently has a projected population of about 2.4 million people. The citizens of Ondo State are predominantly farmers and the younger elites, predominantly academicians, therefore, there is thus still a marked absence of industrial and commercial life in the State. The result of this is a great lack of job and employment opportunities for the people particularly the teeming numbers of graduates who only end up rushing to the cities looking for jobs, hence causing a general village-urban drift especially between 1979 and 1985, the result of this was a lot of urban social problems.

As characteristic of the colonial and past political administrations, Ibadan, the Western State Capital was developed to the utter neglect of the provincial towns and the other towns and the other towns and villages, consequently, the old Ondo Province (now Ondo State) then remained opened, untapped, unexplored, unindustrialised and totally lacking in basic social and infra-structural amenities like roads, water and electricity.

From 1984 to date, the Federal and State Governments have dismissed, retired and retrenched thousands of people, and in the wake of the military backed environmental sanitation campaign, government has also demolished a

lot of illegal structures, street shops and market, this rendered thousands of citizen in the State jobless. All these were the result of a general economic downward trend that had already reached the least bearable situation. Consequently, Ondo State citizens suffered a lot of untold hardships as a result of these multiple government actions.

The last military government of the State saw this stark reality and decided on a bold socio-commercial programme in which he proposed to embark on such projects like improved markets that could create job opportunities for those who must have lost their jobs and means of livelihood. This type of programme was being planned among a lot of other things for State Capital and the 17 Local Governments Headquarters. The idea was also embraced by the present military Government, who after touring some parts of the State after his appointment, was so shocked at the level of under-development in the State that he publicly declared Ondo State a "disaster area" which requires immediate Federal Government and Private Sector support for the next 15 years, that is, till the year 2000.

In the absence of State Commissioners, I was privileged to meet the Secretary to the State Government some Permanent Secretaries and the Sole Administrators of Akure, Ikere, Ondo, Ekiti Central, Ijero, and Owo Local Government Area who were quite enthusiastic about such programmes, and noted that this area of development was still quite lacking.

This proposal is therefore aimed at designing a cheap, strong and structurally sound, "model" multi-market and shopping complex, which can be built in units and modules, and phased out to suit the purpose of the 9 urban centers with the scarce resources available. The proposed "model" market design should suit Akure the State Capital while reduced sizes of the same type design should be appropriately useful to the rest of the 8 urban centres, and if feasible, then the rest of the Local Government Headquarters could benefit from such design.

As envisaged by the new Governor, the State Government alone cannot fund such a project, the State should therefore seek grants and assistance from the Federal Government, Commercial Banks, Voluntary community and market development levels and a total public cooperation through self-help scheme.

It is also the general hope that the project spread all over the State will also attract patronage from the retrenched and the retired and also the fresh graduates who do not ever get teaching jobs these days.

TOPIC OF THESIS:

A MODEL MULTI MARKET FOR ONDO STATE

Introduction:

Ondo State, which is one of the poorest States in Nigeria today, has suffered a lot of backward trends in development. A number of reasons have brought about this situation. Today, with Nigeria barely surviving the world-wide economic downward trend, Ondo State which with a rather low economic base, and has had to cope with the throes and pangs of development.

One big factor that poses a problem to the State today is the basic lack of financial base that is not being adequately supported by the Federal Government. There were 7 newly created States in 1976, when Ondo State was created, and such States, because they had to acquire a lot of capital and necessary infrastructural outfits to benefit a State and its Capital, had to plough their few resources and capital into building the new state, and the Federal Government on one hand did not give special attention to such newly developing states' problems, instead, other far-developed state were allocated more aids and funds even more than the new ones. This did not help the new states to take off on a proper and sound base. But if the Federal Government could not help with much financial backing through the process of creating Federal Government infrastructures and Public projects, may have gone a long way to help the State accumulate more capital

wealth that could have afforded a series of opportunities like jobs, etc to be open to them. There is no evident progress in development in this State today especially for a newly growing one in the economy or if there is any at all, it must be quite slow and unyielding.

All works of economic life in the State - social, political, cultural, commercial, etc, are still unopened to the present day level of development in Nigeria. From this point of view, the State Governor had to declare the State a "disaster State" recently and sees the economy as rather vague, and says it would still be "in the woods" till the year 2000 A.D. - that is only in another 15 years. Therefore unless this critical state of poor economy is noticed, only then can the State have a chance to begin to pick up.

Therefore, before anything else can be done for such a disaster area, a lot of problems facing it have to be identified.

First the State's financial levels have to be identified, the State Government and Federal Government have to come to their aid and if external aid can be got, will go a long way to help the present poor situation tremendously.

The various social problems and physical problems facing the State which touches on all the aspects of

living like the poor state of roads, lack of electricity and pipeborne water, the lack of basic public amenities like Post-Offices, Hospitals, standard facilities of all types needed to be present in a growing economy, are very much lacking and with what is existing, there is no hope that much development can be achieved in such a backward setting.

The agric and industrial sectors that are presently more or less dead, this needs to be revamped; agric being the only means of livelihood in the State needs to be improved from the present traditional type being practiced to this present day. This will give a strong base to boosting the industrial economy.

Commercial and economic structure of the state is very poor because the economic base is rather poor. This poor economic and commercial life slowly paralyses the social and economic running of a new state. The structure of the commercial life in the State is not rich, only based on very few and outdated trading trends. Hence one cannot say that there exists a market in the real sense of the word. It is important to note that in the whole of the State, especially in Akure, there is no one shopping center or a Supermarket there; the few markets existing, are only places for buying and selling usually in the open air with no market facilities and marketing atmosphere for comfort existing. This problem of lack of market and facilities narrows down the commercial attitude to very few, possibly

lean commercial activities. With an improvement in existing market situations, the poor commercial life of the state can be boosted, i.e. new and various opportunities can become open to the unemployed indigenes.

The progress of development in the State is also being hampered by a few handicaps like in Akure, there is a jumble of commercial uses and also there is a jumble of land uses. The central area of Akure is all a mixture of commercial and residential area. This is also true for other big towns in Ondo State. So we take Akure as a typical example. We see that they have a lot of problems with roads - all roads in Akure are bad, urban floods help to further worsen this. All commercial activities exist along the roads in central area of Akure, and most of these are displayed along the public-right-of-way. Residential area lacks a lot of facilities and public facilities are generally lacking in this newly developing State. All these land use and commercial use jumble situated along most of the roads which are in a poor state further helps to worsen the situation. These batch of problems also accrue to other towns in the state.

The overall environmental outlook of the State is the biggest matter of concern to this thesis problem since the introduction of the 5th Phase of MAI, with captions on sanitation and environmental improvement that has already caught up with most other states especially their capitals, is yet to be adequately celebrated and embraced in Akure and the rest of Ondo State. It is still

quite evident that the 1990 has not even been embraced yet. The State probably exhibits the filthiest looking Capital and Towns in the country today. This thesis also captions the problem of the low markets in the State which are distributed within the towns in a littering manner markets spring up all around towns without prior proper planning hence they create and complicate a lot of problems for themselves, and when the markets become congested, spill over into the streets and some are forced to begin trading on the streets thus creating illegal markets. All these result in the complicated environmental sanitation problems. This also causes a lot of traffic problems, adding to the problems already created by the bad roads. Hence Akure Urban area is a rather chaotic situation.

All these collective problems of environmental sanitation can be taken as the root cause of the problems of improving the economy. If the other aspects of the economy - social, commercial etc are improved without touching on this basic one, their effective improvement however drastic, will have nothing to show on a badly managed environment.

The problems of markets are many. They start from their problem of location, accessibility poor conditions, lacking facilities which forces illegal markets to be created causing a lot of traffic congestion and problems and the lack of drainage facilities and poor system of waste disposal also further complicate market problems. Presently,

the existence of markets can be said to cause most urban problems.

Hence the subsequent objective of this thesis proposal will be aimed at eventually helping to cope with the multi-various environmental sanitation problems and the physical conditions of markets. Hence the topic "A Model Multi-Market for Ondo State" was carved out for the purpose of highlighting basic problems. The aim of this thesis is to further enumerate possible proposals of solution to these problems. The study into the thesis will help to lay out most of the problems hampering the progress of development in the State. If this is largely spread out for people to see, then each concerned person to this effect can possibly begin to conceive ideas on how to create an improvement overall.

CHAPTER 1

- ANALYSING THE EXISTING SITUATION AND THE FACTORS RELATING TO IT, ENUMERATING TRENDS.

HISTORY OF THE EXISTENCE OF ONDO STATE,
PRESENT AND IMMEDIATE PAST SITUATION
AND ITS POSSIBLE ROLE IN THE FUTURE OF
A GROWING NIGERIAN ECONOMY.

Ondo State is one of the 7 recently created States in Nigeria, it was created out of the then Western State in 1976. Before it became a State of its own, it existed within the Western Region collectively as Ekiti region, Akure region and Owo, Ikare, Okitipupa regions. The level of development in this portion of Ondo State up till 1976 since independence was very low and unnoticeable in the Nigerian economy. This area was totally within the hinterland part of the country within the Western State, and was not given any regard at all in the times of development. Apart from the fact that it was a leading cash crop producing area in cocoa, and that the only main road linking the West and East of Nigeria through the Midwest ran through Akure and was the only Trunk 'A' road in the area until even the most recent times, nothing else was of importance. Only these two were the reasons that gave the State a chance to open up at all. Because it was completely shut off from any possible developmental penetration.

It was not until 1976 that Akure, Ekiti, Owo, Ikare and Okitipupa were carved out from the region.

that they began to make any input on themselves and the country's economy. Until then, everywhere else existed only as a major town centres with no leading roles to play on the economy of the then Western State except Ibadan, but to serve as the regional market centres for collective sale of cocoa. Akure was however, the only town playing any commercial role giving it priority to assuming a leading role with the present Ondo State. Within the Western Region, it was an important market centre along one of the country's main trunk roads. Akure is also an important town along an old trade route, dating back to the history of its existence.

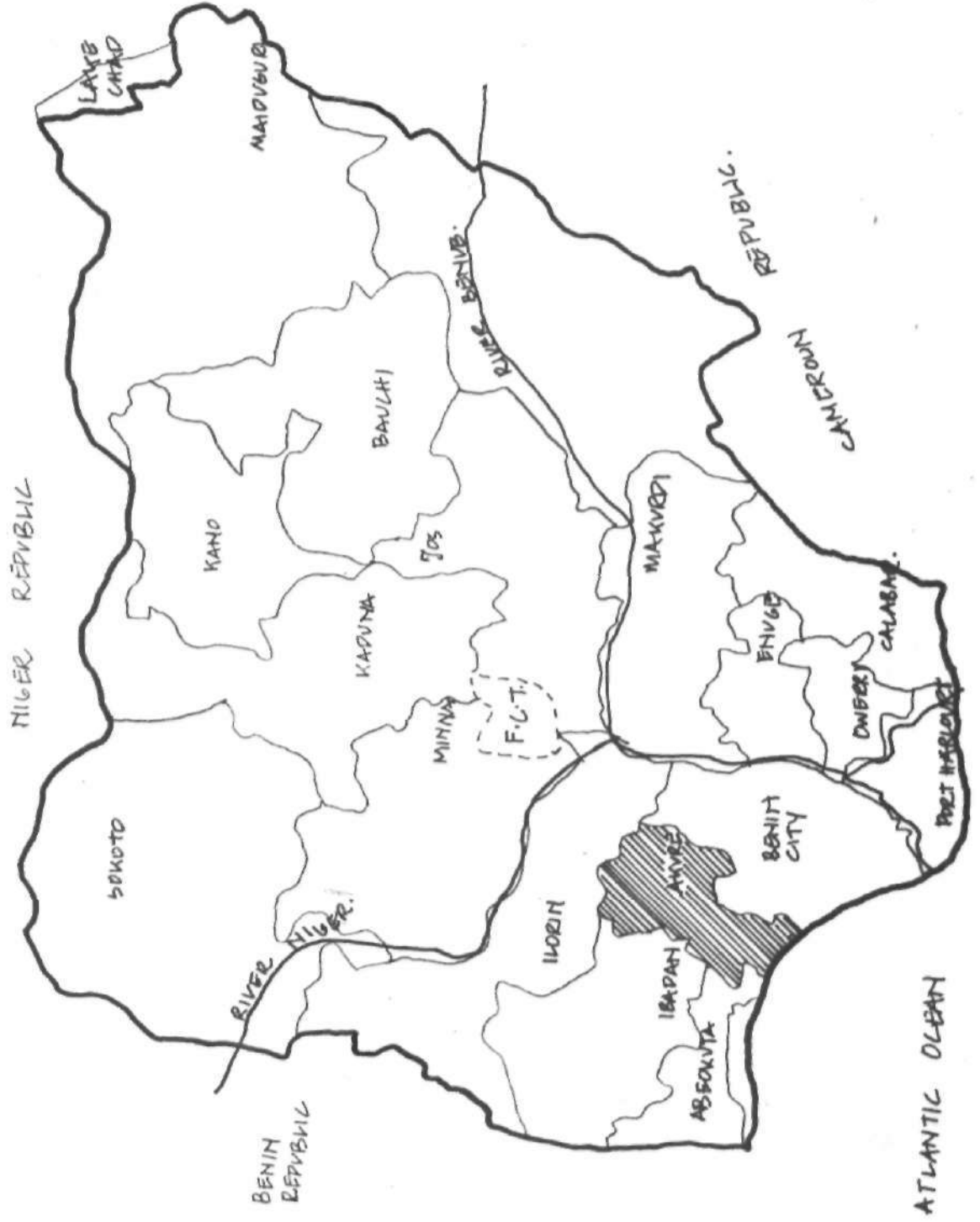
Therefore until 1976, Ondo State had no leading single role to play in social, commercial and political functioning of the economy except for the few reasons mentioned above. However, the Western State was divided into 3 to help develop the hinterland areas of the then Western State. Ondo State that was then created, helped the shut-off hinterlands to be explored and developed because their under-development was only then brought out when looked upon simply as a whole state.

But since 1976 that the State has been created, one would think that the development efforts should be concentrated on most parts of the state, if not all parts of the state as a whole for the sake of an even development. But the same mistake handed down from

NOTATION

- STATE CAPITAL
- INTERNATIONAL BOUNDARY
- - - STATE BOUNDARIES

ONDD STATE:
NATIONAL CONTEXT.



colonial masters has been carried on in Akure's development hence, Akure is the only part of the state that appears to be developing or to have developed extensively, compared to other towns. This is one administrative intractable problem being faced today as all the Federal and State Government Parastatals in the State, exist only in Akure and possibly also in its immediate environs. Most of the other parts are still being neglected. This problem of neglect was well exercised during the colonial days as in the whole of the then Western Region. Lagos being a sea port, was the only part of the region that was experiencing any development at all, the seat of the government was situated here because of its position, and local headquarters were located in a few regions of the hinterland being Abeokuta, Ibadan, Oshogbo, Ilesha, Akure, etc and all government decisions were taken in Lagos. This helped Lagos develop more than any other and after independence, only Lagos continued to be expanded extremely. After 1963 when the Western State was carved out of this region, only Ibadan which was the Capital had any efforts of development concentrated upon, to the total neglect of the other parts of the State. This same habit of provincial headquarters being developed was carried on in 1976 to the administrative development of Ondo State and immediately only Akure was drastically developed, neglecting the parts of the state and only

very recently has rural development schemes been introduced and its progress is nil rather than gradual.

Therefore the present day Ondo State is a poorly developed State with no improvement at all on most of its facilities and in which a greater portion of basic living facilities is lacking. The level of the economy is quite poor; the environmental outlook of physical structures and infrastructures in the State is degrading. Progress in development, if any, is slow or quite lacking. The agric and industrial sector of the economy is poor or hardly exists, however one can say the backbone of their economic structure is weak. This weak economic base of the State leaves the future of the State bleakly in the woods with the no hopes for immediate development out of the stark backwardness. The State's poverty can be attributed to two main facts of reason:

- The state has been neglected in the overall country's development as no Federal Government projects can be seen anywhere in the state, and also, the statutory allocation of financial aid that the Federal Government allocates to this state is not enough to help the poor economy. However in this light, the government should start giving due recognition to such young states to help them develop at an even rate as the previously existing states; due attention should be given to the fact that being younger states, they need more help than the already established ones.

- Another main fact should be noted in the unconcerned awareness of the people of the states of their poor economic state and development level, as they state indigenes don't stop to put themselves on a comparative level with the already developed states on one hand, and with the recently created other states on another. Others seem to be aware of their low level of developments and are making more efforts at a lot of schemes including self-help schemes and government or foreign body backed schemes.

Hence some people will like to believe that Ondo State is the poorest which evidently enough I think it is. The bad state of public infrastructures like pipe-borne water, rural electrification and state of all roads in the state alone is enough to point to a poor development level before anything else. If the state of all roads in the state is quite deplorable, how is any significant economic change meant to be efficiently carried out. If a state lacks basic infrastructures like electricity and pipe-borne water, how is environmental and sanitation status expected to be improved. All these are speaking largely for a greater part of the state including the State Capital itself.

The more common problems of the State will be, the physical outlook of the state evident in the problems of environmental sanitation as poor drainage facilities, poor waste disposal units and facilities and illegal structures and markets congesting and littering the outlook of the already poor roads.

The other most common problem of the State is the lack of an organised market. Traders in the state mostly display their wares in the open or the few built markets lack facilities. This also adds to the problems that help to congest the roads and continue to worsen the sanitation outlook of the state.

1.1.2.

ONDO STATE, AKURE'S IMPORTANCE AS CAPITAL AND REASONS FOR ITS CHOICE AS THE STUDY AREA

Akure, presently the Capital of Ondo State was only a provincial town of the then Western Region and Western State, before 1976, when Ibadan was State Capital. Until it assumed its role as State Capital, Akure did not have any single role to play in the economy either socially, politically, commercially or culturally, but it existed within this region as an important provincial town by virtue of its location. It exists along the main road that linked the western state with the midwest and the rest of the East - along Ore road. Therefore except for its position along this road which afforded the town to gain a lot of importance through traffic as it was along a heavy trade route, it may have become one of the neglected areas of the hinterland. In pre-independence times, the town because of its location was made one of the provincial headquarters in the west.

Akure also has a historical importance in history of how the yorubas went about settling down after taking their origin from Ile-Ife, the descendants of Oranyan who later settled in Benin moved along Akure and hence some of them settled in Akure. This helped improve trade and a lot of other economic and political happenings grow along this route and over both towns and strengthened traditional relations as well between them. However, Akure could be said to have assumed a lot of importance through history, rather than for economic reasons. This probably helped it to grow more as a town.

But with the creation of Ondo State and the emergence of Akure's new role as State Capital, it assumed various important multiple roles and has grown most rapidly. The town must have expanded to about three times its original size. Before it became State Capital, it was the 6th largest town in the state but with the new role it assumed, there is no doubt the population has grown tremendously and may be one of the three most populated towns in the state.

All works of life in the economy of the state took a new turn. The political role which Akure has played in the past few governments administrations has also helped it create a lot of stamina for itself, within this fast developing country. The commercial industrial,

social and agrarian life here has quite improved but not to a matching standard with other states so that "Akure can be said to have now caught itself in the throes of modern economic development without a conscious response in terms of a pre-conceived and well planned physical environment". The theme of this thesis is centred on this subject matter. All these improvement in the state's economy, the increase in population of the town which may have doubled up to 150,000 in 1986 from 71,000 as at 1963, even though population figures are quite unreliable, the enormous political responsibilities it assumed and more other things, does not have a direct proportional bearing on the level of its economy and physical environment. The economic base of the state as a whole is quite weak and physical environment is complementarily dilapidated and mostly in a deplorable situation. The state of the economy is weak; commercial life is very lean even though about 40% of the populace engage in active commercial life.

All these still go back to bear on two important issues which are the main crisis facing the state.

These are:

1. The poor financial position of the state, the fact that the Federal Government needs to pay more attention to this new and poorly developing state and also,

2. To the fact that state indigenes and the state government need to boost their economy themselves instead of relying more on government aid, which will only be lent in financial terms but that is if the financial assistance is given, the state should be ready to utilise such money in improving the economy and exploring fully all available resources and avenues of development.

A summary of the problems already identified in Akure will be:

Physical and social in terms of shortage of public services, utilities, and a general low quality of life, in every aspect of it.

1.1.3

- c - Discuss the extent of socio-economic and physical development evident in Ondo State, basic problems of development facing the state especially what is lacking.

The bitter truth about the level of development in this State is that the development as seen today is still quite primitive. There is little or no development projects going on in the state. One major problem the state has to contend with for long will be lacking communication facilities, road network is poor hence the extent of this primitiveness cannot be assessed at all yet. The only good road within the whole state stretches for about 60km. We would then see that with this basic handicap, it

is difficult for any development schemes to come up and it totally discourages development and investment. Basic social amenities and public infrastructures are lacking all over the state. The economy is quite retarded from all these various problems.

The basic poverty that is affecting the economy of the State has eaten deep into all aspects of the economy from agric to the commercial sector. The rural farmer only manages to survive on their agric proceeds, which yield is low now, since the agric is still practised on a rather primitive level. In these rural areas, socio-commercial life does not exist at all. If it does at all, it will be in the form of petty trading and there is no way this can have any impact on a growing economy. There are no government projects existing there to help create jobs and open them up to possible solutions to their financial retardness. Rural development projects and self-help schemes have not reached these rural areas at all, hence one may see the reason why the state and Federal Governments have not been concerned with the poor roads linking these areas. It will not be surprising if one discovers that the rest of the 17 Local Government areas are not much better in their own level of development and there is no cut difference between them and all the towns. The 9 Urban Centres being Local Government Headquarters may have only very few facilities and public amenities like health centres, postal agencies, markets, police stations etc which don't exist at all in the rural areas.

The capital itself cannot be said to have developed quite far through its attainment of a significant position in the state as State Capital, although a lot of significant changes have taken place within the past ten years - changes that has drastically and completely changed the physical outlook of the state but comparing it with other state capitals, one cannot say that it has developed at all. The amount of development that has taken place all around is a mere improvement of colonial age and cannot correctly be called development per se. The State Capital can best be described as a developing town which still greatly lacks basic social and public infrastructures.

The one aim of this thesis should be pointed out, that the programme should be most useful to the rural undeveloped areas rather than concentrating efforts of development mainly on the state capital which although needs immediate attention for such rural development is not the only area of concern for development. For this reason the thesis was developed into a model, which should be used especially for the capital but will only be economically feasible for the 9 Urban Centers or possibly for the 17 Local Governments' Headquarters. This basic aim is the fact

that emphasis will not just be laid on development of the state capital but an even and all round development especially for the benefit of the rural areas. The old adage of developing state capital and headquarters have been carried too far in this country. It is a colonial fault that was adopted since independence that State Capitals were far developed neglecting the rural areas. This is one reason why Lagos is most developed in the country today as this was the colonial seat of the government.

If Ondo State is to be able to successfully develop on an even scale, then rural development will be the first main concern for the government and the indigenes and the rural sector will still need to meet up with standards in Akure. However, looking at markets in Ondo State, there is nothing to write home about them. The market structures are either in an open air trading system or ramshackle sheds and kiosks. This type is widespread over the rural area and even in the big towns, such big towns have only very few or no markets built by any Local Governments. These markets having problems of lack of proper planning and facilities, create a lot of problems for market users, both traders and consumers,

the situation in the markets are presently most hazardous and uncomfortable for people who come to buy. The sellers that remain there for almost a whole day have to bear with the unbearable conditions of bad planning and no facilities. This makes it convenient to find traders making temporary sheds and makeshift structures along the roads or just displaying their wares in the open along the road, as the people who come to buy in the market rather approach squatters along the roads rather than in the market, for their convenience's sake. Hence the deplorable state of markets are the main reasons why illegal markets were created along the main roads and highways thereby causing a lot of problems of environmental sanitation which encroaches onto their roads hampering a lot of traffic flow and generally causing a lot of physical damage to the environmental aesthetics. The damage to sanitation also helps create a lot of social and health problems.

However, if a conducive atmosphere suitable for traders to settle in and buyers to shop within is provided as a model example to be applied as needed to the rural areas as well as the urban areas, such a model will be adequately planned and provided with most facilities.

If all housing and housing facilities and all works of life are improved too, the quality of rural life produced which is in a clean and sane environment will attract a lot of investors. More people will be encouraged to move in and can take up trading and this in turn will largely boost the industrial and social sector of the economy.

TITLE: ONDO CAN'T PICK UP IN 15 YEARS

Governor Mike Akhigbe of Ondo State has said that the State's problems are of such a devastating proportion that even with a statutory allocation of N80 million to the state and an internally generated revenue of N80 million a year, the economy of the state would still be in the woods for the next 15 years.

The governor made the assertion at Efon Alaye in the state when he visited the area to assess the extent of damage caused by soil erosion in the town.

He said that the people of the state should co-operate with the government in its efforts to revamp the battered economy. The governor lamented the enormity of damage caused by soil erosions in Efon-Alaye, adding that the town was now a disaster area.

Speaking earlier, a community leader, Dr. O. Balogun, said that the people of the town would cooperate with the state government in combating flood in the area.

At Aramoko-Ekiti, Governor Akhigbe called on traditional rulers to mobilise their subjects to embark on self-help projects in order to supplement government efforts.

122.

TITLE: DECLARE ONDO A DISASTER STATE

The Federal Government has been called upon to declare Ondo State an economically disaster state and to come to its aid as a matter of urgency.

The call was made by a member of the executive of the State Branch of the Nigerian Society of Engineers, Mr Oluropo Alabi, while exchanging views with the State Governor, Navy Commander Mike Akhigbe, in his office at Akure yesterday. Mr Alabi said "a state that does not have a single Federal project, where all federal roads have become impassable, a state whose national resources like the bitumen deposit at Ore are begging for tapping, a state whose cocoa seeds used to be the economic mainstay of the whole country are now dying for lack of insecticides, is indeed a disaster state". He said that although some paltry sum of money were given to new states when created in 1976, such money were nothing compared with existing infrastructures and facilities in the older states.

He urged the Federal Government to take a fresh look at the new states with a view to giving them special assistance by way of making extra financial grant and allocation to them. He described the new states as the underdeveloped ones in the Federation.

Mr Alabi said that the engineering society was greatly concerned about the deplorable conditions of federal roads in the state.

He called on the central government to make arrangements with the state government for the maintenance of the roads instead of awarding reconstruction contracts to firms which knew little or nothing about road building.

Mr Alabi appealed to Governor Akhigbe to ensure that professional engineers were appointed as commissioners and top officers of the state Ministry of Works.

He gave the assurance that members of the society were prepared to offer their services to the state government free. Responding, Commander Akhigbe said he was happy that the society appreciated the magnitude of the state economic problems.

He said that in the appointment of Commissioners, only those with competence, integrity and leadership quality would be considered.

He called on the society to organise courses, seminars and workshops in the field of agriculture and engineering technology for member of the public in order to re-orientate them technologically.

1.2.3.

TITLE: ONDO ROADS - NO THOROUGHFARE TO PROGRESS

The Governor had come to lay bare before the minister, an issue which had continuously agitated him, and which poses the greatest problem to the social and economic development. It is an issue that no right-thinking Governor can ignore, for it lies at the very root of any meaningful programme of industrial and agricultural development, and indeed the social advancement of the people.

The problem simply put is that Ondo State's roads are bad. To say that the roads are in a bad state of disrepair is to put the problem mildly. The roads are perhaps the worst in the country. Armed with maps and documents the Governor, in a most emotional tone, which emphasized the seriousness and magnitude of the problem, pleaded with the minister as the head of the ministry responsible for roads to do something urgent and fast about the deplorable state of the roads. Unless this is done, the Governor warned, some parts of the state might soon be out off from the rest of the Federation. Ekiti-Ikare and Ikare-Owo roads. Of the lot, only Akure-Ado-Ekiti road, which was repaired a few years ago is motorable. The rest are simply impassable. The Ado Ekiti-Ikare road, a major road which links two of the biggest cities in the state and connects several other towns and villages have been abandoned a few years ago, when it deteriorated badly. A considerable part of it has been washed by erosion, while the narrow bridges on it are nothing but death traps. The entire distance is less than 1-- kilometres, which if the road

were good, should take not more than 40 minutes to make. But it took the minister and his entourage more than three hours to make the distance. The minister also went through the Ikare-Omuo road, which links the state with the northern part of the country. The road is as bad as the Ago-Ekiti-Ikare road, if not worse.

At Ikare, the Olukare of Ikare, Oba Akadiri Momoh IV pleaded with the minister, to ensure the immediate reconstruction of the roads, Ikare he noted, is a modal town, and the link between the Northern and Eastern States with the Ondo State. Regrettably, however, the town, he stressed, is losing the strategic advantage of its central location, due to the bad situation of the roads. We are completely cut off. We don't want to lose our bearing. We want the government to look into the matter and have the road reconstructed without delay, he pleaded. The Olukare also wants the Federal Government to do something urgently about the Ikare-Omuo-Ekiti road. He said the construction of the road will not only open the gate to the North, but will serve the entire people of the two local Government areas. Ikare and Omuo-Ekiti are two local government headquarters, that have no access to the state capital Akure. The construction of the road will radically alter this deplorable situation.

From Ikare to Owo is another sordid tale. The road which like the Ago-Ekiti-Ikare road was constructed in the early 50's is now in a terrible state of disrepair. Littered with pot holes, a considerable part of it has been washed away by erosion.

The bridges are extremely narrow and dangerous. The best of this is the little Osse River bridge which was constructed by the Public Works Department of the Western Region in 1956. The bridge cannot take in two vehicles at a time. Motorists at both ends have to wait for each other to pass. Owo to Ikare is only about 60 kilometres but it takes more than two and half hours to travel.

Alhaji Abubakar Umar did not only see things himself, he also had a feel of the roads. At the luncheon party organised by the State Government for him, the minister confessed that he could feel the bad roads better in his body. His break joints tell the story better he said. All those who undertook the tour with him including this reporter had the same story to tell. Yet the minister and his entourage had travelled with luxurious comfortable Peugeot 505 and 504 cars. One can then imagine the plight of those who travel on those roads daily in rickety and ramshackle lorries and trucks.

But why should Ondo State suffer this fate? Why this apparent neglect? Why did the Federal Government allow the roads to degenerate to this level? The minister denied that the State was neglected by the Federal Government. According to him, "the situation had been recognised in the past for the simple reason that contracts had been awarded for the construction of the roads". But on two or three roads, the minister recognised that the progress is next to nothing. In three years one of the companies had done only 13 per cent of the job. The other two contractors have equally not really performed. One had done virtually nothing. The other has done only 46 per cent of the work. He stopped according to the minister due to lack of technical assistance. The problem of Ondo

State has been recognised. It is the contractors who have let the nation down and this is where I come in. The best thing to do is get other contractors who can really perform to do the work. The contractors have got some mobilisation fees, at least the first two and the fourth one. But the mobilisation fees could be recovered. The important thing is their inability to perform. It is not money that is the primary consideration (of course this is important), but the question of non-performance and how to alleviate the sufferings of the masses of the people who use these roads. I have no doubt that the Federal Government can recover such money.

If the contractors have failed to perform, does it have to take a visit by the minister to discover this? Arent't there ministry officials who are supposed to monitor the execution of the projects?

The minister admitted that there have been obvious lapses in monitoring. "I assumed duty only two months now. So I can't lay much on this. But from all indications, monitoring has been very poor."

One news which will no doubt surprise the indigenes of the state is that most of the contractors, handling the projects are indigenes of the State. It is a surprise, because one would have expected a higher level of commitment from indigenes whose people daily suffer from the terrible situation of the roads.

The importance of roads on well-being of a people cannot be over-emphasised. In the case of Ondo State, the effect of the bad roads on the economy and the life of the people of the State is quite glaring.

Aside from the high cost of transportation, is the effect of the roads on the price of commodities, especially agriculture products. Ondo State is really an agricultural State. The soil is fertile, the people are energetic and there are good harvests, but the prices are high because the commodities cannot reach the consumers in the cities.

Ikare, a major commercial town has been badly hit. Transportation is one of the key business of the people. But what transportation can there be, in a situation of bad roads? As the Olukare said, the town had experienced commercial retardation in recent years, due to the bad situation of the connecting roads.

Ondo State has many tourist attractions. These include Ikogosi Warm Spring, the Idanre Hills, Ekomil Lakes, Ipole Water Falls, etc. But how do you get to these places? The tourist industry has virtually collapsed because of bad roads.

Good communication and transportation they say, is prerequisite for economic growth and social advancement. Road transportation, especially in a developing country like Nigeria is an essential aspect of transportation. It directly affects the lives and means of livelihood of millions of people. Unfortunately this is one vital thing that is lacking in Ondo State. And its effect is already noticeable in the industrial, agricultural and commercial retardation of the State.

CHAPTER 2

AKURE - EVALUATING TRENDS AND
IDENTIFYING CHANGES.

2.1.1 A BRIEF HISTORICAL BACKGROUND OF AKURE AND
REASONS FOR ITS CHOICE AS CASE STUDY

Akure was formerly a district of Ekiti Division from sometime in the 1930's during the colonial days. It is located along the ever since Benin-Oshosho road which was then the only link between the East and Western Nigeria and perhaps because one of its nodality, Akure attracted a lot of strange settlers.

The people of Akure like the other Yoruba settlers were said to have taken their origin from Ile-Ife in the company of those who later settled in Benin. It is not clear though the reason why they parted, although Akure people form a distinct group in terms of dialect among the Yorubas, they show a remarkable Benin influence, giving credence still to the fact that they might have migrated together from Ife, and it is also not a big wonder why the Akure people accommodate a lot of Benins and still have close ties with each other in so many ways and customs. They have had a long trading contact.

Akure kingdom consists of mother town, Akure, Ilara, Igbera Oke, Ijare, Iju, Itaogbolu and a series of other little hamlets and villages.



NOTATION

- STATE BOUNDARY
- STATE CAPITAL
- MAIN TOWNS

AKURE:
STATE CONTEXT,
AND 17 LOCAL
GOVT H.Qtrs.



A study and understanding of the historical evolution of a town gives an insight into the nature and structure of the town; its problem potentials and socio-economics as well as cultural aspiration of the people during the various stages of growth. Akure has since encouraged the settlement of Benins and stranger people within its territories. This has gone a long way to help Akure assume its cosmopolitan status following the creation of states and hence its choice as Capital.

2.1.2 AKURE'S PRESENT POLITICAL STATUS

Akure as a provincial headquarters of the former Ondo Province principally because of its nodality and also it was made state capital. On February 3, 1976, because of the existing administrative infrastructures within it.

NATIONAL SETTING:

It lies within longitudes $4^{\circ} 30'$ and $6^{\circ} 00'$ East and Latitude $5^{\circ} 45'$ and $8^{\circ} 15'$ North. It is bounded on the North by Kwara State, West by Oyo State and Osun States on the East by Bendel State and South by the Atlantic Ocean (Fig.....) The whole extent lies at 370m above sea-land.

REGIONAL SETTING

Akure's location in relation to all the other big towns of Ondo State signifies its nodality; it is surrounded within 48km radius by most important town of the State - Ondo town to the south, Ado-Ekiti to the north and Owo to the east and within 90km radius is Okitipupa to the south,

Ikole and Ijero to the North and Ikere to the East. The location of these major towns relative to Akure has worked to its advantages as capital.

AKURE URBAN REGION

Most important settlements of this region are Akure, Asbata-Oke, Ilara, Iju, Ijare, Itaogbolu and a number of smaller hamlets which are already assuming township status and are within 16km distance of Akure.

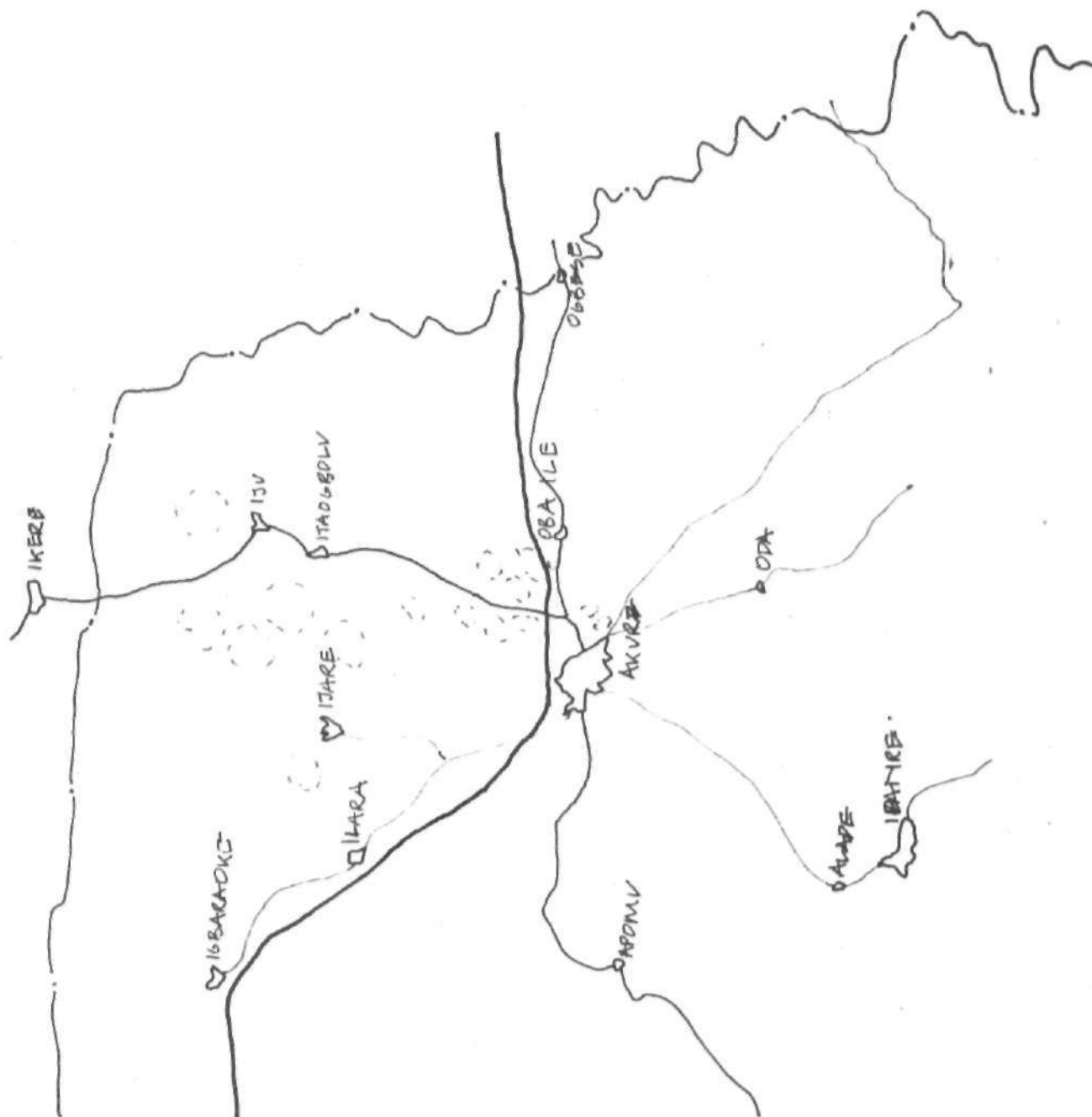
There is no doubt that the capital status of Akure is having any effect on the surrounding especially as they provide accomodation for workers who commute into Akure daily.

Akure presently has a population projected at about 150,000. Before 1976, Akure was the 6th largest town in Ondo State. Since it was but just another slowly developing town in Nigeria, and because of its nodal position and its important role as a thoroughfare for traders. But with the creation of Ondo State and the emergence of Akure as capital in relative significance began to increase and vary. The town has rapidly developed within the last few years. The big town of yester years has almost become a city. The socio-economical and industrial activities in the town are expanding. Akure has however suddenly attained

NOTATION.

- NEW LESHA RD
- MAJOR ROADS
- MINOR ROADS.
- MAJOR SETTLEMENTS
- RAIL OUTCROPS.

AKUREVRBATH
REGION:



a position within the state in which it has now suddenly caught itself in the throes and pangs of modern economic development without a conscious response in terms of pre-conceived and well planned physical environment.

Akure's population has now increased two-folds since the 1963 census when a last head count was taken. There is no doubt that population has doubled or trebled since the drastic political changes that have taken place since then. Migration into cities being drawn to all works of life in the city like the civil service, the army acquisition, schools etc have also gone a long way to affect the size of the town.

Also, with the housing estates in the town increased by 5 in number, the population must have quite trebled. But inspite of the tremendous population increase, commercial and social life along with development have suffered a great deal of setbacks by fate or by deliberate actions.

Presently, Akure being the Capital of Ondo State appears to have been developing far more than other towns. The government development efforts have been

centred on the State Capital mainly. This attitude of administration has been an extension of attitudes by the Nigerian Government in the immediate past, starting from the colonial days, when only Lagos, Kano and Port Harcourt were developed to the neglect of the hinterlands, because they were the seaports and the seat of government. Lagos had all the country's main infrastructures and political and capital wealth, other towns around were just headquarters who reported to the seat of government. Also, with the division of the country, the western state and region also developed Ibadan to the neglect of other parts, Akure was only a provincial town. And with the emergence of Akure as capital of Ondo State, about 80% of the rest of the state has been neglected to the development of Akure, and a few others.

Poor as Akure presently is, it is more developed than all the other urban centres because of its capital status. This proposed thesis should be geared at concentrating efforts of development not only in Akure but the whole of the State especially the least developed.

AKURE'S PHYSICAL SETTING

Akure was founded in time of peace which accounts for its location on a relatively flat land, but some rock outcrops can be seen around the outskirts of town and are now lying within the range of development.

The topography in general terms can be regarded as even but for the outcrops which dot the landscape in a uniform way (Fig.....) Soil composition of Akure varies from sandy clay in the south to loamy clay in the north. Akure's terrain is dissected by a lot of streams. The climate is dominated by 2 major wind currents - southwest trades and Northeast trades.

2.1.4 AKURE AND THE 8 URBAN CENTRES

Ondo State is politically divided in 9 Urban Regions - Ekiti North, Ekiti-West, Ekiti South, Ekiti Central, Akure, Owo, Ondo, Okitipupa and Akure, and Akure's central location among the other regions earned it a central position. Among the other four of the urban regions were larger than Akure in population, but with the great developments that have taken place since, hence expansion, its size no doubt, has more than doubled at an increase rate of about 2½% each year.

The population of the other towns in Ondo State may not have increased at the same rate, maybe at a less rate of about 1% each year. The population of these towns are as follows at 1963;

IKERE

IKARE

ADO

OKITIPUPA

ONDO

and these population are projected to the following for 1985:

IKERE

IKARE

ADO

OKITIPUPA

ONDO

The population of Ondo State as a whole is put at 2.2 million in 1985, but being the capital, this thesis should concentrate on Akure for all its potentialities, because of advantage as capital it has more

FIG. 4-POPULATION DENSITIES IN AKURE ZONE.

ZONE	SUB ZONES	OVERALL POPULATION	AREAS IN (Ha)	POP. DEN. PERS./HA.
1	1A, 1B, 1C	7410	66	112.3
2	5A, 5B, 5D	4990	88	170.3
3	2A, 2B, 8A	20125	134	150.2
4	2C, 2D, 2E	8900	280	29.3
5	3A, 3B	5615	153	36.7
6	3C	2105	192	11.0
7	4A, 4B, 4C	17315	707	24.5
8	5M, 5J, 5L	6215	222	28.0
9	5H, 5E, 5J	9960	351	28.4
10	6	11175	480	2.5
11	8D, 8C	3550	107	33.2
12	8E, 8B	3580	567	6.3
13	7	265	589	.5
14	2F, 2G	405	183	.2
TOTAL		99000	4219	23.47.

potential in the amount of capital infrastructures it already has, however Akure will be taken as a case study for the problems of the state as the same. The proposal should however be applicable to the 9 Urban Centres since their population is about the same as Akure. Size of population is the first determinant for siting urban facilities as this. Other determinants for siting such facilities which are secondary are rents, accessibility among others.

This model project is part of the aim of developing evenly the state as a whole; direct emphasis is not only on Akure for its status as capital, but on the whole of the state.

As already mentioned, Akure which was merely a fairly large town has developed into a big flourishing city. It could be said that its acquisition of capital status has brought about far-reaching effect on its physical structure and appearance. Population may have increased two or three-folds with implications and demands on available services and infrastructure tremendously increased too. Contrary to all immediate attention and development which Akure attracted, today evidence of lack of poor management and hence deficiency in what a State Capital should be is most prominently missing.

The problems vary from socio-commercial to the hygiene and economic stability of Akure. All their varying problems compounded in a basic under-development problem in the past 5 years or so.

The immediate past administration contributed in many ways to see that planning for the future at that time was not properly considered so much that the problem of lack of planning is glaringly obvious today. The ignorance towards an advantageous future will cost the federal and state government much that it would have been cheaper to start a fresh planning which would have been cheaper to do long ago but at that time, they were ignorant of the advantages of planning and in consequence, planning was not rated high on schemes of development. Two major others are the problems of lacking maps and another major one being funds. The new planning policy guidelines for the state has now been evolved with the recent master-plan and such planning is to guide a physical development of the State Capital in the next few years. To encourage positive planning and minimise problems arising for lack of planning or sporadic development,

2.2.1 PROBLEMS CONSTRAINTS PROSPECTS AND
POSSIBILITIES OF COMBATING THE SHORT-
COMINGS

1. DATA - One of the greatest constraints of carrying out any surveying or planning exercises will be the non-availability of Data and Base maps. The data was based on the population provided by Akure so far, and was based on the population census of 1963, which in its own is very disputed and unreliable. The 1963 one cannot be utilised at all since it is more incorrect. The present range of figures of population giving Akure 140-150,000 makes it obvious that no proper head count has been taken so far in Akure. So also figures of data like natural population growth since the creation of states, birth and death registration are not recorded, thereby confusing records data.
2. LAND USES - Akure has a jumble of land uses. The highest amount of land use is particularly for residential purposes. It takes up almost 75% of the whole land uses but a lot of commercial activities and industrial activities are being carried out within this residential area. Buildings which are used as residences, including bungalows and storey buildings contain a lot of warehouses and semi-warehouses, manufactory, vehicle repair workshops, grinding

mills, block making, provision selling and other most incompatible uses - take place within the residential areas.

Also along the main strip of Oba Aderibole/ Oyemokun Road which is predominately a commercial zone, there is also the cross between commercial uses and residential uses but for the sake of reasonable amount of study, a land use map was prepared by a firm of planners in 1980.

3. LACK OF PUBLIC FACILITIES

Akure inspite of its divergent land-form resulting in beautiful landscapes, rich natural flora, it has no recreational parks or any open spaces for the public, for fear of vandalism. The town also lacks public standard infrastructures like good hotels and such things to blend into the landscape.

4. PROBLEM OF RESIDENTIAL AREA

A common phenomenon of the residential area of Akure is the excessive density of buildings. Buildings have been built at random with hardly any consideration for access light and ventilation, majority of them lack the basic amenities of pipe-borne water, toilet facilities etc. It is common to identify about 30 houses on one hectare of land, with no simple common facilities as water closet.

5. ROADS - In the wake of modernization roads which serviced as mere pedestrian access ways in the past are now made to carry heavy traffic e.g. the Oba Adesida Road did not assume its double lane formerly till several houses were demolished.

Such roads, where they exist, are narrow. Most of the Akure roads are narrow lanes, which were only cleared and not tarred. Most of the Akure roads are also full of pot holes and during the rains, most of them are impassable and in the harmattan, the red dust from the laterite roads cover all the iron roof covering, giving them a dusty look. The general surrounding too wears a dusty look from the laterite roads. The land uses and transportation network are not harmonised.

6. URBAN FLOODS - This is an absence of proper drains, and where they exist, are filled with refuse, contribute to urban floods in Akure. Also a lot of houses are built on flood plains with serious consequences to their occupants, also erosion causes serious havoc and problems in the whole of the State. Roads also suffer from floods and erosion.
7. PUBLIC RIGHT OF WAY - A major problem of Akure town is the limitation to the use of public right of way. All along the main streets of Oba Adesida Road, Arakale

etc various goods for sale especially building materials are stacked along the drains stretching from the frontage of houses thereby forcing pedestrian to compete with motor vehicles on the main road.

8. CENTRAL AREA STRUCTURE - The Oba's Palace and the Oba's market formed the focal point of the town in the past. From here radiated some roads into the compound of the most important chiefs who are in turn surrounded by lesser chiefs of their quarter. The Oba's Palace frontage contained the Oba's market which was in the centre of the town. It was necessary for the market called Erekesan, to be centrally placed because participants would need to trek from all directions. But as a result of modernisation of the economy and an improvement in the means of transportation and the physical expansion of the towns, the central market place, for lack of space, to expand became obsolete.

Akure has no central area which can be described in terms of shopping facilities, parks and recreational areas, and other facilities of modern age. Apart from the Oba's Palace which itself is a decaying museum, there is no other structure which can contribute to the character of the town center.

9. OBA ADESIFA- The road right from Ilesha Roads to Ado-Ekiti-Owo junction stretches for about four kilometre through the township of Akure. The two lane dual carriage way bisects the two in 2 unequal halves. To link the two unequal halves, a lot of traffic hazzard points are created. This highway is one of the busiest confessed streets of Akure.

These among a lot of problems compound to create development problems for Akure's development progress.

10. ENVIRONMENTAL SANITATION - There is no organised Refuse Disposal system in Akure even with the residential quarters. Except for two government estates. In some other places, refuse is dumped along the main roads especially market surroundings.

In other places refuse is dumped along the main roads or in gutters giving rise to serious problems of sanitation, because of this house waste, water is not run in soak-away pits, but left in open drains outside the premises, leaving unsightly blackish water giving rise to stench and squash rampant in Akure.

2.2.2 COMMERCIAL BASE OF AKURE
SHOPPING CENTRES

Most shops in Akure exist in almost every residential building in Akure. Such multiple uses are rampant in the central area. This merely attests to the fact that Akure is mostly inhabited by traders and retailers who form 21.95% of the total population. The various signposts which are meant to direct people contribute greatly to the visual detraction of urban aesthetics is more proof that most of the inhabitants are traders. See this on the table of occupational structure in (Fig....) Other shopping centres exist in the developed countries, rarely exist in Akure. The situation where the entire major urban roads are converted into shopping areas complicate traffic chaos in the city. Shoppers are forced to park on the road sides because of the linear nature of the shopping streets. (Fig.....) showing commercial streets of Akure.

The non existence of warehouses for wholesale and retail of building materials, pose a formidable problem. Bulky materials like cement, iron rods,

iron sheets, roofing sheets and water pipes are stacked along the roads along narrow streets. Therefore the need to provide warehouses in accessible parts of the town is very urgent.

The absence of any shopping centre in the modern sense limits the opportunities for shoppers to compare a wide range of goods within the same location. Instead we have separate small shopping centres along Oba-Adesida and Oyerokun roads. There exist in Akure no Supermarket in the real sense of the word. The implication of this linear shopping area stretching for over 3km for traffic is problematic. There is therefore a need to reassess the situation.

MARKET CENTRES

Markets form part of traditional institution of the past whose existence cannot be obliterated by modernisation, rather many have been made to perform additional roles. Every market has a history behind it, were either located in front of the Oba's Palace or a Chief's house. The Erekesan (Oba's Market) which was the dominant market, has

been reduced to a micro-cosm of itself because of the problem of expansion and due to pressure from a population which it is not designed for. What is left of this market is merely symbolic of its historic importance.

COMMERCIAL FIRM

They are very few in Akure and of note are commercial Banks, as Union Bank, First Bank, National Bank, WEMA, Cooperative, U.R.A., N.I.D.B. As a trading town, the banks are patronised mostly by government departments and traders.

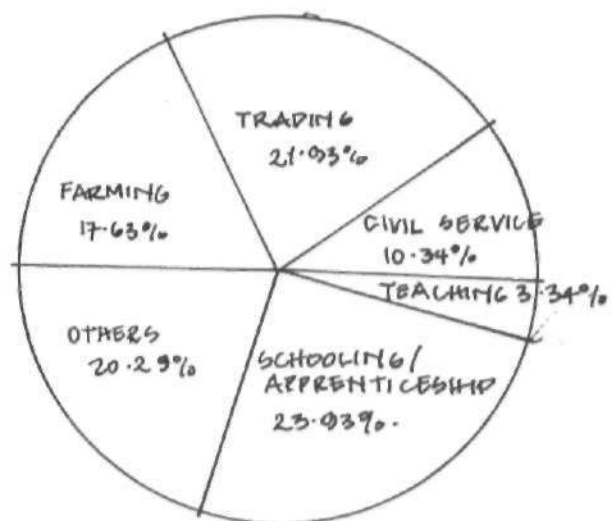
OCCUPATIONAL STRUCTURE OF AKURE is as follows:

Farming	-	17.63%
Trading	-	21.93%
Teaching	-	3.64%
Schooling and Apprenticeship	-	25.93%
Civil Service	-	10.54%
Others	-	20.29%

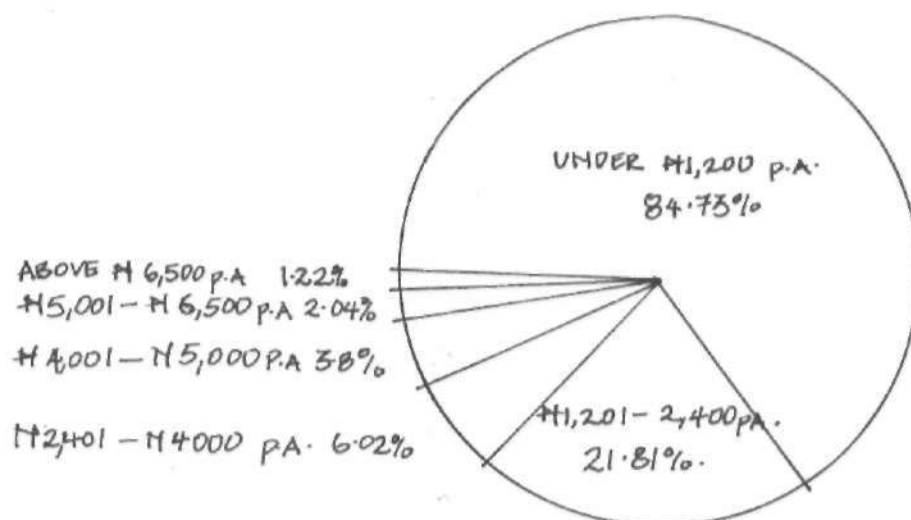
INCOME GROUP STRUCTURAL DISTRIBUTION is as follows:

1200 p.a.	-	64.73%
1201 - 2400 p.a.		21.51%
2401 - 4000 p.a.		6.20%
4001 - 5000 p.a.		4.38%
5001 - 6500 p.a.		1.22%

FIG:5
OCCUPATIONAL STRUCTURE IN AKURE.



INCOME GROUP DISTRIBUTION IN AKURE.



TAX BASE

It is clear now that in Ondo State, major areas of employment are identified in farming, trading and small scale industries are concentrated in the hands of private entrepreneurs while the local government does little or nothing about these matters to generate revenue.

From all the standards of life Akure can be seen to have a weak economic base.

1. The agric sector in this area has not been modernised and being a predominantly agric area, this could help improve the economic status.
2. The small industries that exist are few and far between, making appreciative effects on the economy and other works of life.
3. Evidently, poverty manifests itself in the city-scape, the types of habitat of the people and in the facilities they enjoy.
4. Apart from widespread unemployment, mass retrenchments and retirements, most people who are lucky to be employed, need to reactivate the economy in a major way.

Unless the labour market is improved and a radical improvement of the economy has been embarked upon, serious problem of poverty and unemployment will have an effect on the continued downward trend.

There is also a need to bring about better improvement in market planning and location. Such new markets should be identified with essential facilities and proper sanitation requirement.

Most of the problems of Akure are those of irregular development occasioned by poor development and control guidance. The government's commitment to planning is not in doubt and as such preliminary activities should be taken to improve the town's image. The cost of implementing such action will undoubtedly be high. Beginning from lack of proper sanitation, the wrongful and unlawful display of wares along the public way. The lighting of congested markets along the main streets and off-street parking spaces should all be considered for a general environmental improvement.

ECONOMIC BASE

Because of its poor economic base, Akure has a high under-employment level. Income per capita is low and living standards poor, resulting in an inability of the urban populace to support the yet few urban utilities, municipal and community facilities. Of the 41,725 or 42.15% employed in Akure and about 90% of these are under-employed. Agric accounts for only 17.63% of the population;

this is restricted to the primitive methods of farming hence low productivity. 20% for small scale industries; welding and printing 27.43% and 15.54% respectively. Most of the businesses in Akure are one-man business, by and large, the scantiness of such an important aspect of industrialisation can hardly help make any impact on the economy. Out of all the industries, 247 employ ten people or fewer, 35 employs between 11 and 20 and anyone employs 30 - 40 people. Shopping activities are linear manner along the major and minor road causing a lot of environmental problem.

The markets existing are too few and congested mostly located along roads and thereby adding to urban problem. From all standards, Akure has a very weak economic base. Agric is still in the subsistence level, small scale industries that exist are far between making appreciable effect on the economy and the standard of living of the people, recreational and religion facilities and library, schools etc need be improved greatly. In most cases, a great number need be added to the already existing ones.

Hospitals are quite lacking and the few existing need be improved. Transport and communication system in Akure needs be greatly improved and highly intensified as the presently available ones are poor. The major roads mostly empty into the primary highways. There is need however for proposition on an expansion at the present road network and a whole lot of grading on the existing ones. Also the condition of motor parts, location of petrol filling stations, parking bays, traffic regulations and control of road intersections is a matter of serious concern.

Public utilities are not available for distributions in Akure on a large scale. Street lights are lacking, electrification needs be greatly improved; water supply is a problem at present. It however needs to get to the right quarters.

On the whole the quality of life in Akure can be greatly geared up towards the improvement in all of such mentioned quarters of the economy. All that will go a long way to make a market proposal a very kicking facility and various other projects of utmost importance, to work out well. Since the study area

Akure maybe referred to as a predominantly selling and buying town, street hawking, roadside stalling, shops and supermarkets dominate the towns' main streets. But the bulk of purchasing and buying take place in predominantly traditional markets that are poorly planned, badly drained and congested. There is therefore a crucial need for a market proposal in such a socially kicking town. All these will go a long way to help supplement an anticipated economic growth. Also since part of the implementation guidelines of the Akure masterplan and Land Acquisition Edict suggests that, State Government acquire most lands for public use and such lands demarcated and once acquired, development should be controlled and guided. Planning of such new development areas can be done on necessary scales. Government should be able to make recommendations in respect of sanitation, restriction on display of wares within public right-of-way and banning of hand-pushed carts along roads and improvement of markets along busy roads for such.

From the Masterplan of Akure against the year 2000 A.D. mapped out already, some 'action areas' contained within the city strategy plan and for additional action areas as specified in the central business district as follows:

1. Central business district
2. Areas of housing improvement and renewal
3. New housing and industrial development
4. Institution - Airport, Universities, Army Acquisition, College of Medicine etc.
5. Areas of historic preservation

However, a lot of portioned areas have been slated for re-development. This includes all areas in the brink of urban decay and is to be developed in phases. The area bounded by Oyemekun Road and Ondo By-pass is one of such foremost areas for such schemes. Such areas have been identified as suitable areas of urban growth for now and most of the nearest future. On the whole 17.4% total urban land in Akure, that is 10km radius from the Palace of Oba to be used, for residential area. 24.2% for new industrial uses and 5.4% for recreational and social uses. Such areas have been earmarked in sections - (Fig.....)

NORTHERN SECTOR

Has already been used for development of residential estates for people of about 20,000. The Northern Industrial Estate are poised to handle heavy industries, such industries have serious pollutant effects, the s.w, winds will blow the dust, fumes etc into the rocks lying towards the North.

Also in the planning of this sector, adjacent residential facilities such as markets, shopping centres, public open surfaces, schools are to be provided.

SOUTHERN SECTOR

The residential part of this sector is towards the North while the industrial forms an extension of the estate already acquired by the states housing corporation.

EASTERN SECTOR

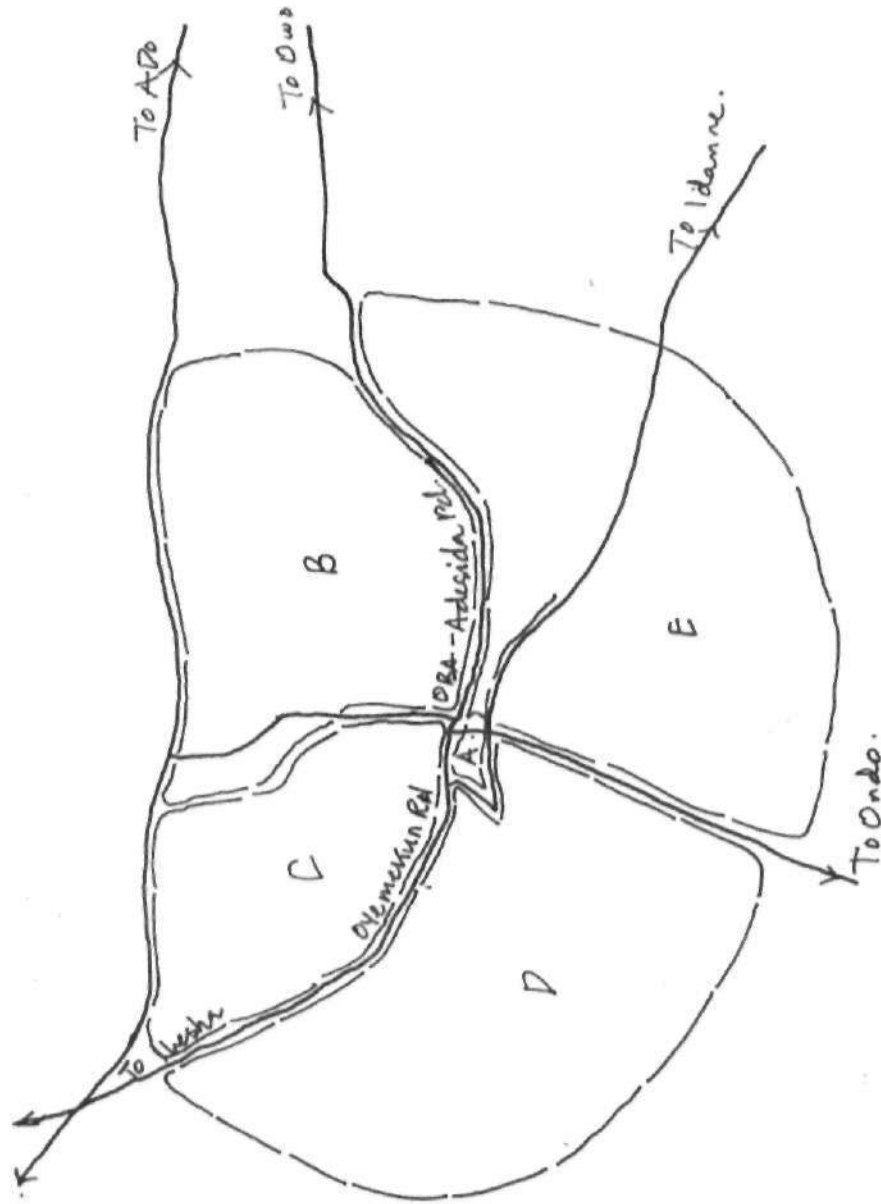
This sector will handle residential and other complementary uses most especially offices. The State Secretariat, House of Assembly, the T.V. and Radio Broadcasting Station etc are within this area. Hotels, Recreational facilities are also to be planned here to serve the Airport. This is a government owned sector.

URBAN FORMS

By and large, because of constraints already identified, the planning could not have strictly stuck to any of the accepted urban theories, instead usable vacant lands have been utilised.

DEVELOPMENT ZONES

A-Oba-Adesida rd, -Ondo rd, Oba-Adesida - Old Hospital Road.
 B-Area bwn Oba Iyoka rd, Oba-Adesida rd, Old owo rd and New owo rd.
 C-Area bwn Old Iyoka rd, Oba-Adesida and Oyemekun Rd.
 D-Area bwn Oyemekun-Ilesha rd, Ondo Rd, Arakale road.
 E-Area bwn Idanre rd, Arakale, New Hosp and Oba-Adesida Rds.



PROPOSED DEVELOPMENT
 CONTROL ZONES.

500 0 2000

FIG: 6

2.2.4 A SUMMARY OF AKURE'S LAND USE

The existing land use structure of Akure highlights the following major structural elements(Fig.....)

A central area which is oblong shaped and contains residential cum commercial/industrial uses, the central traditional market, the Oba's Palace, Post Office, Local Government Office and some Court buildings. The residential areas are densely packed with roofs almost forming a continuous canopy over the environment.

Major retail activities are along the major roads and secondary retail activities are located in ribbons along the secondary roads. This complicate traffic problems a lot, goods especially building materials are stacked and displayed within the public right-of-way.

The dichotomy of work place and living place is not distinct, rather the essential Land Uses are jumbled together.

The inadequacy and insufficiency of the few and badly maintained urban roads contribute in no small measure to the problems of Akure, mobility between land was identified as hampered.



FIG: 7 AKURE LAND USE MAP.

The absence of organised recreational areas like parks, etc is noticeable on the urbanscape. There is need, therefore, to rectify such anomalies. New low density housing areas are located on the periphery.

2.2.5 PLAN ADMINISTRATION AND IMPLEMENTATION

It is important to note that the present Master-Planning has taken care of the present situation and future needs till 2000 A.D. Therefore implementation will require both public and private sectors useful and reasonable federal government actions would create favourable circumstances in which other setup enterprises will provide employment. The plan envisages that between 1985 and 1995, all Ring Roads must be completed, implementation of industrial and residential states should be geared up, also the central area plan and those of the action areas should be commenced and completed during this phase.

On the whole, the problems identified are physical and social on one hand and economic on the other. The latter bothering on problems of shortage of public service utilities and drainages, traffic pollution and those of deterioration, physical preservation of historical buildings. Economic problems on the other hand will fulfil its responsibilities to the people, poor economic have the life opportunity to enjoy and pay for existing amenities.

A case presented by this thesis as a "model multi-market scheme for Ondo State" will go a long way to solve mostly physical and social problems which eventually should reflect in an economic recovery and such a lacking need as this have more or less led to the breakdown of such physical, social and economic problems.

2.2.6 AKURE - GOVERNMENT'S PRELIMINARY RECOMMENDATION FOR AN IMPROVEMENT

The commitment of the government to planning is not in doubt and as such some preliminary actions need be taken to improve the image. This might not be welcome to the generality of the people.

1. SANITATION - There is the need to get the Local Government to seriously tackle the problem of sanitation in the town. The individuals' need to be educated about this because sanitation starts from individual habits to family up till the neighbourhood and to the town as a whole.

Such actions activities of the individual's families etc complemented by those of the government should ensure that these are regularly and efficiently collected to refuse depots. Drains should be provided along roads and kept efficiently clear.

2. DISPLAY OF WARES WITHIN THE PUBLIC RIGHT OF WAY

The government needs to build warehouses as a matter of urgency where sellers of bulky materials like building materials are encouraged to move so as to permit the clearance of public ways against the restriction of vehicles and pedestrians to the narrow roads and streets. Article for sale should be removed from public right of way. The public right of way should be levelled to accomodate a pedestrian way from road sides and car parks instead of traffic congestion aggravated by cars parked on the roads.

3. HAND-PUSHED CARTS

When traffic was lean on the roads, the use of hand pushed carts to convey goods to and from markets was understandable, but with the massive traffic plying roads for the handpushed carts (Omolarke) constitute a huge nuisance to road traffic. Therefore the use of hand-pushed carts must be banned. There may be need to provide storage and security facilities in future. Proposed markets and shopping centres are usually always used by hawkers, market squatters in the form of illegal markets and since they pose such a nuisance to roads and traffic, it should be catered for in the proposed market design.

4. MARKETS ALONG OTHER ROAD SIDES

Some markets in Akure are located along the roadside e.g. Erakesan, Arakale, Isike, and spill over into the roads, from lack of space for expansion with no regard for consequences to traffic and pedestrian. Such road-side markets should be discouraged and new proposals should cater for such people who will need a space in the market and in a case where it is inevitable to have markets occurring along the road, such markets should be fenced off the road. The government in some of its proposals hope to build 3 large markets in proposed residential development zones to the North and South of the town. The existing markets when improved, can serve as neighbourhood markets.

PERIPATETIC TRADERS - are those who sell goods along the roadside especially snacks and fast food sellers and a lot of other types of traders who can be settled in markets but usually want to be within easy reach of customers. The traders along these such roads should be removed.

5. ECONOMIC AND FINANCIAL

To stimulate a sound economic growth and improve the economic base of the society, attempts should be made to ensure the efficient use of economic resources, public and private capital for growth should be properly harmonized. This is in realization to the fact that Akure as at present, has a very weak economic base and for the population to be able to pay for all the essential facilities stated for town,

classified into residential, commercial, offices, educational, social and industrial. The oldest area of Akure forming the central part harbouring the Oba's Palace and Local Government Offices. The growth of the town has been along the outskirts. Major retail activities are in ribbon form along major roads and street and conspicuously absent are organised recreational areas like parks and other such open spaces.

Population and housing studies demands more than a cursory look at the situation. The present project population is unreliable as it is based on an unreliable 1963 census.

Since the creation of Ondo State, such exercises should have first and foremost been carried out. On the whole, the quality and quantity of houses need to be highly stepped up.

2.2.7 PROJECT DESCRIPTION AND GOALS

IDENTIFICATION

The government should decide on a choice of action which will be enumerated in proposals each problem area would depend on the goals which are just expressed in general terms and then specifically in operational objectives, capable of specific measurement or achievement. Main goals on their proposal therefore would be -

1. To improve physical structure and condition of markets. From observation, the newly designed market is heading in a poor direction, this is obvious enough in its bad planning, design and lack of facilities, all this will help the market disintegrate and deteriorate fast following the trend taken by others and hence begin to constitute health risks, fire risks, and an uninhabitable sanitation which will eventually impede trade operations, thus further accelerating the decline of markets as a trading centre.

INSTRUMENTAL OBJECTIVES

- (a) Provide permanent weather protected and fire-proof stalls.
 - (b) Provision of access to stalls by hand-carts and trolleys.
 - (c) Provision of adequate Pedestrian and trolley routes.
 - (d) Provision of water supply, surface drainage and refuse disposal system.
2. Restore the commercial viability of the purpose of the traditional market (Oba's Market) particularly could be serving but for lack of space and hence congestion.

The government should also continue to decentralize amenities and development schemes, yet the population of Akure and commercial centres will continue to grow unabated resulting in multiple urban problems

such as housing shortage, traffic congestions, lack of sewage disposal systems, several deficiencies in social infrastructure and public amenities.

The goals of governments for any development schemes should include the following:

1. SOCIAL - To provide resources and amenities with Akure, to encourage adequate quality of life and a complementing pleasant surrounding for its residents. Every social and infrastructural facilities - roads, electricity, water supply and public places to mention only a few, should be in copious supply and sufficient for the population.
2. ENVIRONMENTAL - To preserve and enhance natural and man-made environment to prevent and conserve natural resources. The river plains should be left free and landscaped, rocky outcrops should be integrated in the man-made environment; the built-up environment. The built-up environment should be properly maintained with a high degree of sanitation.
3. ECONOMIC AND FINANCIAL - To stimulate a sound economic growth and improve the economy base of the state, the government should attempt to efficiently utilise economic resources available. Private and Public owned capital investments should be properly harmonised. This is a realisation in the fact that at present Akure has a very weak economy and for most of its population to be able to pay for all essential facilities, their economic circumstances must necessarily improve.

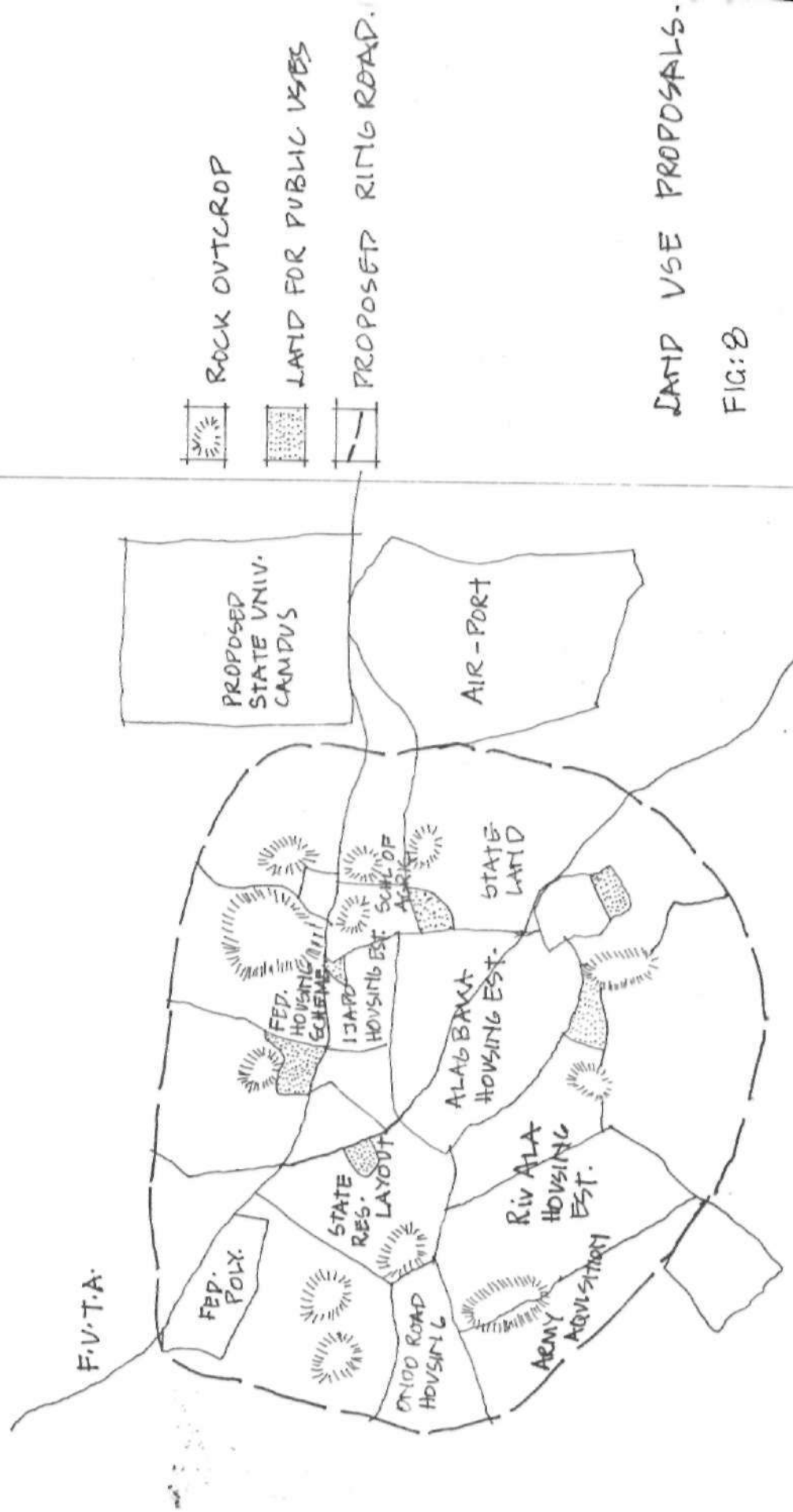
4. URBAN FORM - Akure's urban scape in confused state as a result of massive encroachment on public right of way, unauthorised shed. There is therefore a need to improve on the urban form.
5. MANAGEMENT - To provide proper essential management avenues for social and environmental organisation that needs proper management and continuous surveillance.

Planning process needs to be carried out in order from the first principles - survey - analysis - design. Historical, national and regional settings and city region prospectives and physical characteristics vis-a-vis problems should be more organised and the economic base hence improved.

SANITATION AND SCOPE

A successful model type market must be conceived developed built and administered by various experts related to the building industry added with incorporated portions for a possible self help scheme, as a result the scope of this thesis works must delve deeply into details of providing necessary utility services and facilities.

Unlike Lagos where fashion and craze for sophistication and exotic scenes, here simplicity is the unspoken creed as people attired in their simple traditional outfits engage their bodies and minds in their day to day chores of either trading or farming. A simple layout however should then serve the people of this area.



LAND USE PROPOSALS.

FIG: 8

BUILT UP AREAS

LAND ALREADY
COMMITTED FOR DEV

RAK OUT CROPS.

CONSTRAINTS MAP.

500 0 500 1000

Map No. 03



CHAPTER 3

HISTORY OF MARKETS AND ANALYSIS
MARKET THEORIES.

It is difficult perhaps for us today to realise that shops, and shopping as we understand such terms have been with us only a comparatively short time. The whole transformation of markets from a periodic activity to daily activity, is in effect, a change, not only in its timing, but also in its function and very nature, making it a fixed centre, analogous to the conventional central place. The word market has a great number of meanings referring to many things and ideas.

The sense in which 'market' is used here is strictly that of an institutionalised activity, occurring in a definite place and involving the meeting of people there at a particular time. A market in this sense has been defined as "an authorised concourse of buyers and sellers of commodities meeting at a place, more or less strictly limited or defined at an appropriated time. This includes the innumerable small places of ad hoc trading involving a handful of people meeting in street corners, in compounds or on building sites.

1.1.1 THE DEVELOPMENT AND THEORIES OF MARKETS

Market centres are related to development sequence that follows a progressive manner -

- First stage - socially administered exchange
- Second stage - Barter, and later, money exchange
- Third stage - Specialization, and hence, country's exchange.

The evolution and development of markets started since the emergence of long distant trade

- Change in present marketing
- Change in modern hierarchies
- Emergence of new metropolitan form

All these developed into -

1. Great trade routes of the world e.g. silk route between China and Europe.
2. Local trade emerged on the basis of regular intercourse between peasants, local craftsmen and specialization and town merchants and middlemen.
3. With the emergence of local long distant trade, market sites and trading posts became widespread, sites were only for periodic purposes.

Hordder had 2 views on Nigerian and African markets.

- Barter theory leading to necessity for local exchange.
- Need for long distance or external exchange or trade. This second theory revises sequences of events that induce external exchange of goods especially with aliens.

The major sources of change in markets include

- Increasing population densities
- Increasing household participation in market processes.
- Increase in number and a decrease in space used.
- Total volume of trade increases as well as number of marketing hours per week.

As modern urban hierarching is established, it continues changing it but in traditional setting leads to addition of centres.

Modern changes decrease the number of markets sites, increases market areas and forces up function in hierarching. This applies to people shifting from farm to non-farm occupation or from small trade centres to large urban centres and from built-up city areas to neighbourhood suburbs and the country side.

Markets undergo continual adjustments in the short run and transformation in the longer run, with population growth, retail facilities expanding the emergence of new metropolitan forms result in the development of several centres. In case distance no longer provides protection, therefore centres must compete and look forward to differentiating themselves for competition.

3.2.1 THE ORIGIN OF TRADE AND MARKETS IN YORUBALAND

Markets were the most important institutions in Yorubaland, well before the arrival of the European administration. However the precise origin of markets can only be traced through oral evidence. Clayperton and Lander and the first Christian Missionaries provided the earliest materials, from which we can possibly reconstruct something of the background of trade and markets in this area in the first half of the

19th Century.

The general condition of the physical insecurity which prevailed in the Yorubaland were responsible for a number of market characteristics, many of which continued through the present day.

The Yoruba markets probably resulted originally from the need to adapt marketing and trading to dangers of movement through the country side. During the early tribal wars, the need to allow marketing activities be safely carried out on a neutral territory, the women would go the market and the opposing warriors remained at a distance from such a location. Men also had to go to the farm, another reason for the predominance of women in the markets.

Insecurity was also reflected in the exact location of many early markets, a number of which were outside settlements, many of the Yoruba towns which were then walled, had their markets located outside the walls to prevent enemy attacks on town centres e.g. Ketu's Oja Ila (great market). Recognised markets however made local exchange possible and encouraged and facilitated the perpetuation of social relationship and public order, which today on the other hand brings about all the negative advantages of such facilitation.

3.3.1 MARKETS AND LONG DISTANCE TRADE

Bravery and legitimate trade showed in their characteristics a strong association with long distance trade and trading between towns. For orthodox thinking about the rise of markets and trading commonly starts from the individual, propensity to barter, deduced from the necessity for local markets and division of labour as well, infers the necessity of trade, eventually of foreign trade, including even overseas trading. But in the light of what is known as traditional markets in the Yorubaland as they existed in the 19th Century. Long distance trade which was the starting point for Yoruba markets brought about the earliest market institutions involving barter and offering individuals occasions to indulge in their propensity for haggling and bargaining. This in brief, seems to be the true sequence of events for many traditional markets in Yorubaland and to this extent, supports the arguments put up by Polanyi and others.

This notion is also relevant to the suggestion that Yoruba markets are not indigenous but introduced phenomena, according to Hambly for instance, "the largest market places of Nigeria are not of the typical Negro-trait, they resemble the large bazzars of North Africa and Egypt." There is nothing

This distinction is rather sharp to be applied with real validity in Yorubaland today. Even the large markets on the great trade routes passing through Yorubaland were described by early travellers as weekly or 2 weekly affairs. They were never as infrequent as medieval fairs.

At one time was there any suggestion that markets did not show the same mixture of commodities from far and near, that is so striking a feature of all Yoruba markets today. It is reasonable to postulate the existence on one hand, markets whose origin lay chiefly in their location on long distance trading routes, and on the other hand, those whose origin lie in the demand of local neighbourhood, food and craft exchange. It is pointed out however that there is no evidence to support the notion that markets in Yorubaland could have arisen out of the need of local exchange. Yet even accepting the possibilities of the two different market origins; the markets to which they give rise have never shown any differences in size, commodity structure or organisation.

3.4.1 SOCIAL AND POLITICAL ELEMENTS OF MARKETS

It has been observed that women are more concerned with marketing activities and this has in the root of many non-economic elements of Yoruba markets, most of which don't contain more than a handful of men. This

raises a question of the place of women in the Yoruba society, without which the significance of markets as an important economic institution cannot be fully appreciated. Their importance today in Yoruba society is indicated by the fact that they are recognised under the name "Market Women".

Women here enjoy a considerable social and political independence. Above all, marketing, petty trading or at least attending a market forms a part of a Yoruba woman's way of life and her rewards may be as her inner cash profit.

Many social pattern of Yoruba women may be correlated with, affected by or even have arisen out of women's participation in trade, many social relationships are in fact perpetuated by marketing complex in the Yorubaland, it is interesting in that it explains why some women ignore geographically nearby markets to attend distant one, in such places, the women feel that their social obligation and relationship outweigh the consideration of time effort and of expense.

The religion aspects of markets can be considered under three headings:-

- Fetish
- Christianity
- Islam

Most markets have or have had at some time a market fetish, its purpose being the maintenance of peace of the market place. Just as Yoruba markets were associated with some fetish, so did the early christian and Moslem missionaries quickly recognise the value of markets as a place for the propagation of the gospel. Market places were found useful for preaching the gospel. However christianity or Islam had no effect on the periodicity or size of market.

Apart from their sociological and religious importance, markets can also be looked upon as an effective meeting place for rural and urban cultures. For instance, by conscious imitation, many fashion are copied by villagers by constant contact with town people who constantly attend rural markets. In this instance, rural markets play a significant role in bringing social changes to the rural dwellers.

The socio-political elements in market origin can be seen in their precise location notably by the fact that the chief market of a place is usually in front of the Chief's home or Oba's Palace. These markets are usually called Oja-Oba (King's Market)

In general, Lloyd has noted that the market is nowadays looked upon as a type of public land. One of the most important non-economic function of Yoruba markets is their use as centres of dissemination of information, relating to local and central government

administration e.g. Government used such medium in at urging all person to combine and prevent the circulation of counterfeit coins in Oyo Province. Markets are also good places for the dissemination of political information and for local chiefs to meet all their people.

In all these many ways, Yoruba markets show marked similarities in social, religious or political functions and characteristics of medieval Europe markets.

In medieval times, markets were near the Lord's Manor to whom market tolls were given.

Reciprocal obligations were and are expected in the maintenance of market grounds and in order and security in markets in Yorubaland.

Today Yoruba chiefs or Obas grant permission for establishment of a new market so it was in medieval England that market was a property right and a new market could only be granted by the Royalty.

Locations of market in Yorubaland shows focus on the community.

Also as in medieval Europe, Yoruba markets were quickly recognised as places to confront debtors, in front of witnesses and so far reach a settlement out of court.

3.5.1 MARKET ORGANISATION

The extent and form of a market varies widely from market to market and to some extent, this is reflected in physical layout. An increasing number of markets are neatly laid out with a regular pattern of covered concrete market. However, majority of markets both large and small, rural or urban still contain only temporary stalls usually of thatched roofs held up by wooden poles. Other sellers take any advantage of local shade beside neighbouring residences or fences, under trees or sit in the open. It is possibly correct to say at this point that markets are organised in some way or the other today.

They are composed of young men, organised in terms of war and carried out works of fortification and buildings and was also responsible for trade and trade prices as well as control of market and also received a lot of revenue from market tolls. But today, such societies are limited to a group of elders expected to be consulted in cases of arguments, disturbances and disputes.

Earlier in the century, most groups of commodities were organised in trade guilds, each of which have a recognised head, who was subject to a powerful head of all market movement. In Ogbomosho, the Iyalode is responsible for four-night markets and as head market woman and organiser, she collects payments of

all kinds from sellers.

In Badagry, a woman with a similar function is called Iya-Oja (mother of the market). Trade Association are a modern phenomenon and can't correctly be described as an element of market administration. On the whole, this kind of commodity organisation is lapsing in all but the larger Urban markets. At Oja Oba in Ibadan for instance, there has been no market head since 1946 and no evidence is found now of trade guilds within the limits of the market.

At Oke Agbo, Ondo, Oja Oba market contains a number of guilds known as Egbe Alate, Egbe Elekun, Egbe Alaso etc but they have become less rigid.

Yoruba markets however are not just economic institutions associated with several non-economic aspects of Yoruba culture. Yoruba markets demonstrates those characteristics of social institution as the term is used by Social Anthropologists, that is the market has a social value, organisation, material object and event sequences of Yoruba Markets thus shows that:

- Each market has a social organisation
- There is a set of notions and ideas or values about what a market should be.
- In each market there is a set of events which follow one another in a regular pattern.
- Material objects, goods of one form or another are exchanged in market,

3.6.1 MARKET NETWORK TODAY

One possible classification indicates type, according to function of distributional chain. Among the Nigeria 'iv market, forms of such types have been distinguished

1. Feeder markets which overlap into subsistence trade is very small.
2. The bulky centres, which are markets by subsistence trade in which small amounts, bought at feeder markets or else carried direct into bulking centres by producers are combined into large loads by traders who take them on.
3. Major markets which are marked by the presence of more than the exceptional money trader, who buys the bulk of the subsistence trader and sends them in bulk by a lorry.
4. Large trade centres of Nigeria or major markets by other areas.

In Yorubaland, as in most under-developed countries, a clear distinction between retail and wholesale trading is not distinguishable. A similarly workable classification in the context of Yorubaland focuses on the kinds of goods or services provided in markets.

- e.g. (1) - Personal produce market
(2) - Perishable produce market
(3) - Agric staple market
(4) - Manufactured consumer goods market
(5) - Capital goods market

Most Yoruba markets exhibit an important element of the first four types, an extricately mixed and commodity specialization on a market basis is very rare.

Another classification has a simple morphological basis and many distinguish between street (linear markets) Triangular and rectangular markets and again, except in strict ad hoc cases, such is of no value to the geographer.

1. Location in Urban or Rural areas and
2. Periodicity.

The temperature classification includes 5 types:

- The Urban daily market, characteristics of large towns only.
- The Urban Nightly market, commencing from dusk till about 10.00 p.m.
- The rural daily market which is commonly used for fresh meat
- The rural periodic night market
- The rural periodic daily market

The observation on this classification referred only to a small part of Yorubaland and over a wider area, several arbitrary elements introduced themselves.

The major objection to classification for the whole of Yorubaland was the difficulty of distinguishing urban from rural settlements in the region. Yorubaland is perhaps the most urbanized Tropical Africa populace.

3.7.1 DAILY MARKETS

The essence for this is that it is continuous lasting through early mornings, evening or the entire day, concentrated within towns or settlements. Morning markets are most widespread of daily markets occurring everywhere. One striking feature of daily markets is that they show a correlation in their location.

A town or more usually have both types of markets especially some with some certain size e.g. Ikere Ekiti has several markets -

Two 8-day and four 40day markets
and a number of morning, daily and evening markets.

A classification of Yoruba markets appears to be convenient and useful as it allows market network to be broken down for analysis into two main types, each of which has its own distributional characteristics and economic function.

3.7.2 MARKET OPERATIONS

Daily markets are usually dependent on one another in many ways and show an event sequence of some interest and importance.

Dominant economic functions of periodic markets is the collection, bulking and distribution of local food products, the product of local food processing and crafts industrial products. Two important economic functions of periodic markets is as distributing ports of goods imported from Neno, cloth from Europe etc. The markets lack storage facilities and transportation is usually inconvenient and not easy. As far as the products of indigenous farming and crafts industry are concerned, there are six main ways of moving goods into daily markets of town.

1. Buyers from town go to farm directly to transport goods to town usually by middlemen. This method of cash sale is popular with farmers and they make easy money.
2. Middlemen and buyers (alarobo) can also intercept women returning from farms and for the seller, she does not waste much energy and time.
3. Sellers, comprising of women from town still come into the main markets themselves.
4. Those who buy from periodic markets
5. Long distant movements of goods from industrial craft produce from one part of Yorubaland to another - such goods in question here include yams, plaintain, pots, cloth, gari, oil etc transported by lorries from area markets to main markets in other towns like Ilorin, Oshogbo, Oyo and Ekiti areas.

6. Long distance movements of goods from parts of the country to the other - Beans from Kano by train to Ibadan. Palmoil from Musukka - Oritsha by lorries to other parts.

Goods imported from outside Nigeria are marketed through firms like U.A.C. C.P.A.O. G.B.O. Gottschalk etc. Such goods are then sent to depots in main towns, from here they enter the distributive channels. The area specialisation of crops and craft in industrial products in various of Yorubaland means that no area is self-sufficient in more than a very narrow range of commodities.

These foodstuff are collected and distributed through larger wholesale daily markets.

CHAPTER 4.

CASE STUDIES

4.1.1 A BRIEF DESCRIPTION OF AKURE MARKETS

Eight markets are presently functioning in Akure:

- Mojere
- Arakale
- Isikan
- Isolo
- Oshodi
- Erekesan
- Umesi
- Uloro

These markets are purposely for trading in food stuff. The characteristics and manner of these markets could be given briefly for each.

Umesi - This is a small neighbourhood market of less than .2 hectares of land along Esho Street. Market has poor accessibility and drainage. There are only 2 lockup shops in the market. The rest are ramshackle or open air market. Essentially, no facilities exist within this market. Only inhabitants of the neighbouring streets mostly patronise the market.

Arakale - Located at Arakale Street on the New Hospital Road junction. Its location causes a lot of traffic problems. The market is located on 1 hectare piece of land. People who patronise the market are mostly the displaced users of Oba's Palace. The market is quite congested with no elbow room for expansion in terms of facilities. The market is poorly placed.

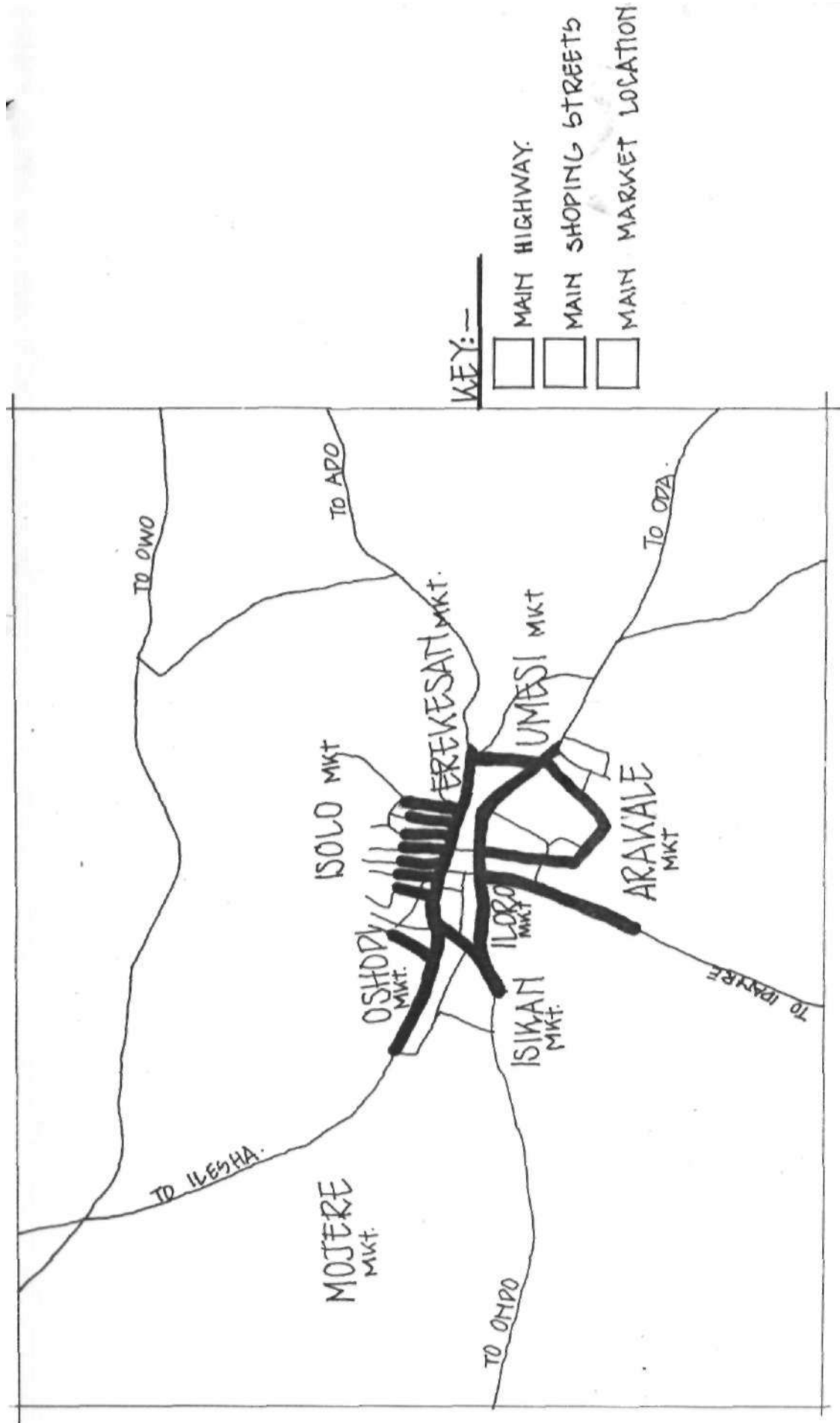


FIG: 10 MAP OF AKURE SHOPPING STREETS AND MARKET LOCATION.

Iloro - This is another market which is small. It is located in front of a Chief's house close to the Oba's Palace. The market is virtually over-spilling into the street from lack of space. The congestion in this market is mainly due to the liquidation of Oba's market which led some people into moving here and they have complicated their congestion problems. The market has virtually no facilities and is waterlogged during rainy season.

Isolo - This market is attached to the Osolo Chieftaincy title - has history behind it. There are only few sellers and buyers mostly limited to immediate neighbourhood. The market lacks essential facilities and there is no room for expansion.

Oshodi Market - this is located on Oshodi Street in a waterlogged environment. Access to the market is very poor. The market itself is devoid of essential facilities. As at now, it is one of the biggest markets in Akure.

Ishikan Market - This has multiple of problems in terms of location. The market is a recent one and should have been meticulously planned to avoid problems in existing units. But there is evidence of bad planning. The locked up shops are too closely located. Market location is dissected by a stream. Its location near a major highway complicated its problems of bad planning; it has no parking lots and other essential facilities. It has no land for future expansion. The centre is made by Akure Local Government and it is doubtful if resources are judiciously expended on this market. It is also one of Akure's largest markets - it has handled a lot of spill over from Erekesan.

EREKESAN (OBAS MARKET)

This is the oldest market in Akure located in front of the Oba's Palace and as a result of excessive pressures, this market, there has been a decision to relocate it. Some of the patrons of this market have already been relocated in Isikan and Arakale which were recently built but apart from a small section of it still left to maintain tradition, some people still stubbornly carry on selling along the Oba Adesida Road along its frontage at a great risk to themselves and also littering the highway. The area to be retained in this market has not been properly designed as a result every available area within and around has been taken by illegal buyers and sellers. Erekesan has been reduced to a micocosm of itself, and what is left of it is symbolic of its historic importance.

Every market in Akure has a history behind it; they form part of traditional institutions of the past whose existence cannot be obliterated by modernization. The only market that still maintains a high tradition behind it is Erekesan. A few others that are backed with some Chiefs and Chieftaincy titles also still exists but Erekesan is the only one still performing a nodal traditional functions as it took its origin from the Palace situation. Although the market has completely disintegrated and dilapidated but still wearing its traditional look and problems of congestion and lack of space for expansion makes it worse. Although the

greater portion of its original size has had to be demolished giving way to public buildings like the Post Office and P & T Stations leaving less than half its original size that cannot contain all the people that will wish to trade here for its traditional importance. It therefore has the widest range of goods sold in it.

MOJERE - This is the most recently built by the Akure Local Government. The nearness of the motor park to it has enhanced the importance of the market. There is evidence of poor planning and facilities are conspicuously absent.

In a summary, one can say that these markets are purposely for trading in food stuff, meat and vegetables.

1. Five of the markets are located in areas that maybe termed good in terms of topography. Three are in bad locations mostly areas liable to flooding.
2. Accessability to about five may be termed as poor
3. All exhibit poor drainage without any evidence of planning especially as they are incidental open spaces designated as markets.
4. All exhibit ugly appearances without any utilities and services like water supply, drainage, electricity, paved walks, comfort stations, refuse disposal depots, children play areas, parking space and storage facilities.
5. Only 3 markets exhibits some aspects of planning even then this is poor and grossly inadequate in terms of space standards.

6. Most of the markets lack any defined boundaries and hence spill over into adjoining residential areas for lack of space for expansion.
7. There is no specialization in the items sold in each of the markets, but the larger and more central the markets, the greater the number of buyers and sellers.
8. Raw rice, beans, yams, plantain, gari, oil, onion, vegetable, pepper etc can be purchased in all the markets but only half of the stock clothings, footwear, patent medicine and these are found only in the large and most central ones.

By and large, the problems associated with the location of markets are enormous and they include:

1. Poor location
2. Poor accessibility
3. Lack of land for expansion and parking
4. Lacks poor drainage and essential facilities and services. There is therefore need to reconsider these locations and their planning. From interviews and field surveys, many of those questioned want a reduction in stall rent and provision of missing facilities and night guards. Since most market are along major highways, the patrons complain of traffic bld up and hazzards and therefore call for relocation or fencing from heavy traffic.

FIG 11: SELLERS IN THE OPEN IN AKURE.

NAME OF MARKET	NO OF SELLERS	%
MOJERE	6	0.24%
ARAWALE	27	1.07%
ISIKAN	203	8.03%
OSHODI	1420	56.17%
ISOLO	52	2.06%
ILORO	371	14.68%
UMESI	31	1.23%
EREKESAN	385	15.27%
TOTAL	2,528	100.00%

NAME OF MARKET	NO OF BUYERS	%
MOJERE	159	2.26%
ARAWALE	415	4.88%
ISIKAN	746	8.87%
OSHODI	3240	38.14%
ISOLO	148	1.74%
ILORO	1158	13.63%
UMESI	122	1.43%
EREKESAN	2,356	27.74%
TOTAL	8,493	100.00%

FIG. 12 NUMBER OF SQUATTERS.

NAME OF MARKET	NO OF SQUATTERS	%.
MOJERU	8	0.63%
ARAKALE	27	2.13%
ISIKAN	83	6.45%
OSHODI	400	31.54%
IGOLO	43	3.38%
ILORD	371	29.23%
UMESI	10	0.78%
EREFESAN	321	25.29%
TOTAL	1,269	100.00%

Markets in Akure are made of typical open stalls and locked up shops in the well planned ones (Fig.....) In the unplanned and illegal markets are mostly ramshackle sheds and open display of tables (Fig.....) Most of the Akure markets dont have locked up shops at all. Most traders in Akure display their wares in the open even when they have proper locked up shops. A lot of articles for sale are usually seen on corridors along the frontage of shops making the corridors impassable by the market patrons.

In the proposal, the interior layout should be designed so that this common habit of an open display manner can be taken into consideration. Rather than open air trading, an open display setup, comfortable, well shaded and properly ventilated is a more ideal market situation.

MOJERE MARKET - EXISTING SITUATION

This is the most recent market in Akure, its construction was completed in 1985. The market is situated along a major highway that leads right into the centre of town from Ilecha. The location of this market is about 2km from the centre of town. The market was located here outside the heart of town so that most of the problems created as a result of urban development of the city centres which was partly caused by markets, could be eased and not be further congested by the location of a new market (Fig.....) The market location is within a newly developing zone and is bordered by a medium

density housing layout (Fig.....) The market is located along a major 4-lane highway. The main road leading into Akure Township. The advantages of the Mojere market location are many, among these are:

- it is easily accessible as it is located along a main road.
- It will attract a lot of patrons because it is located within a residential area, and on a popular route out of town for travellers.
- Location is within a developing zone
- helps to decongest city centre. It also has a lot of disadvantages in that
- its easily accessible location along the highway will help to ease a lot of traffic problems around here if such is not taken care of.
- A lot of resultant Urban problems like poor sanitary conditions, street trading and multiple social problems will come about.

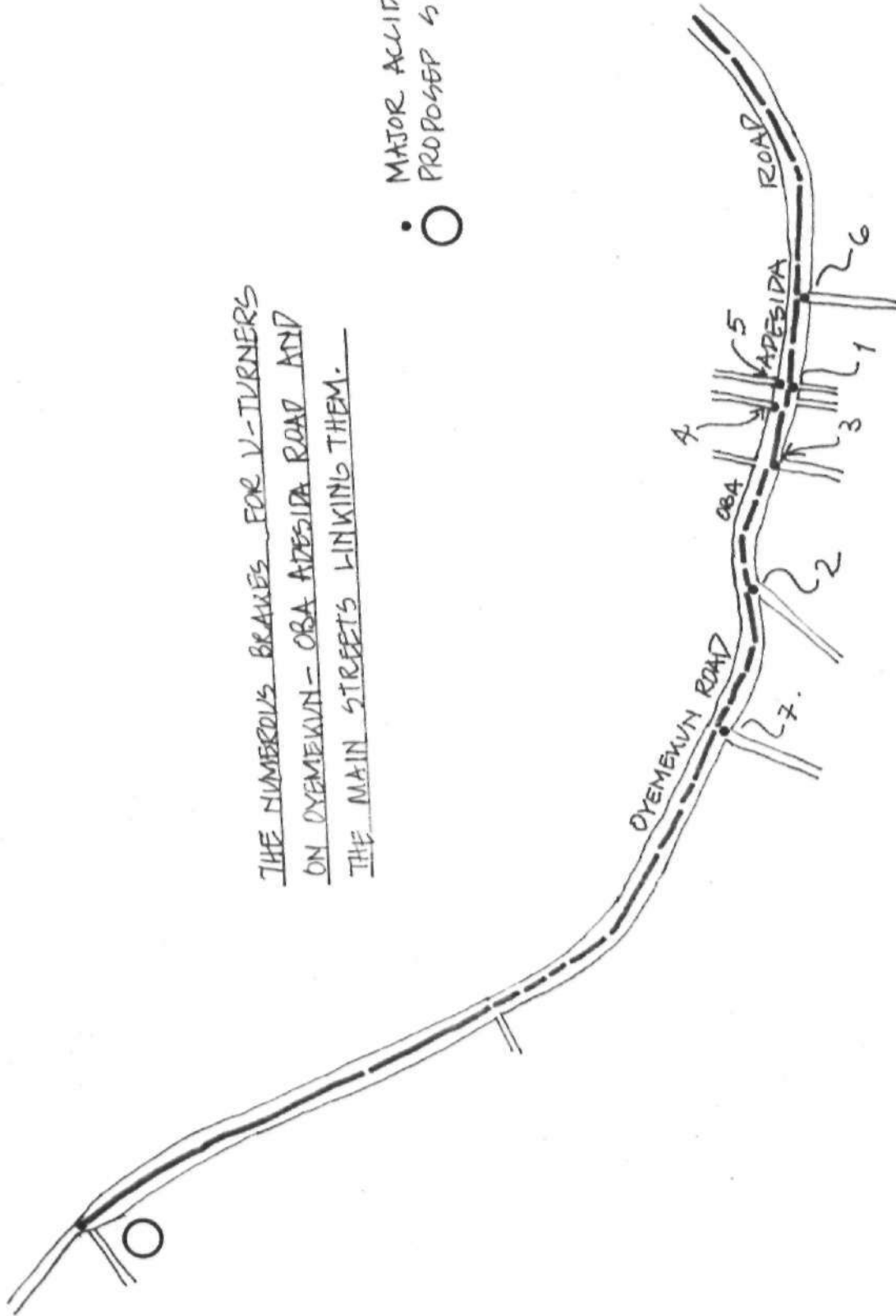
As a result of all these problems exhibiting the main fact that a solution to the traffic problem should go a long way to ease the smooth operation of this market, an analysis of a traffic situation and a series of traffic solution proposals in the design should also have been of a great help (Fig..... and) but as the present situation indicates, traffic planning was not considered especially for a obvious reasons. The problems caused by other existing markets in the town will eventually be caused by this market but short



FIG. 15 SHOWING PEAK HOUR TRAFFIC FLOW WITHIN AKURE.

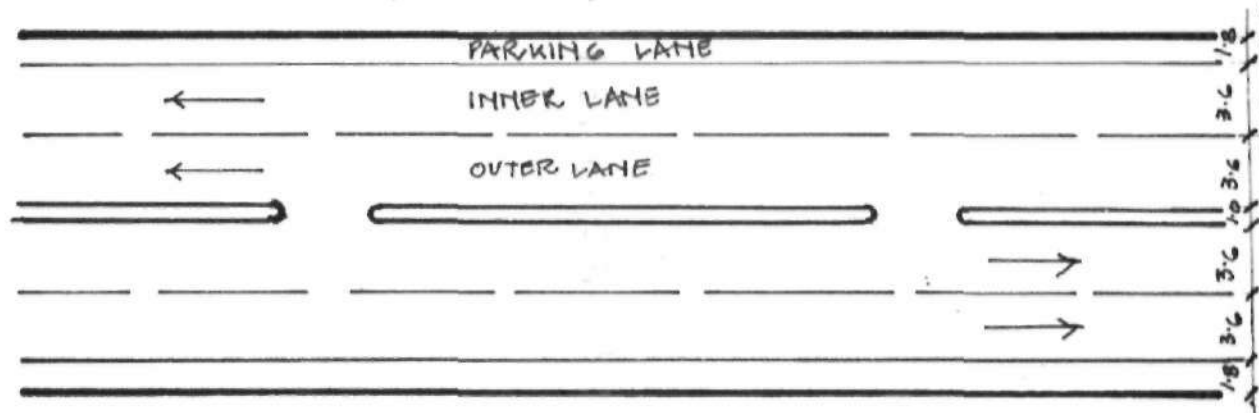
THE NUMEROUS BRAKES FOR V-TURNERS
ON OYEMEKUN - OBA ADESIDA ROAD AND
THE MAIN STREETS LINKING THEM.

○ MAJOR ACCIDENT JUNCTIONS.
● PROPOSED SITE



NOT TO SCALE

FIG: 16



EXISTING CARRIAGEWAY ON OYEMEKUN-OBA
ADESIDA ROAD.

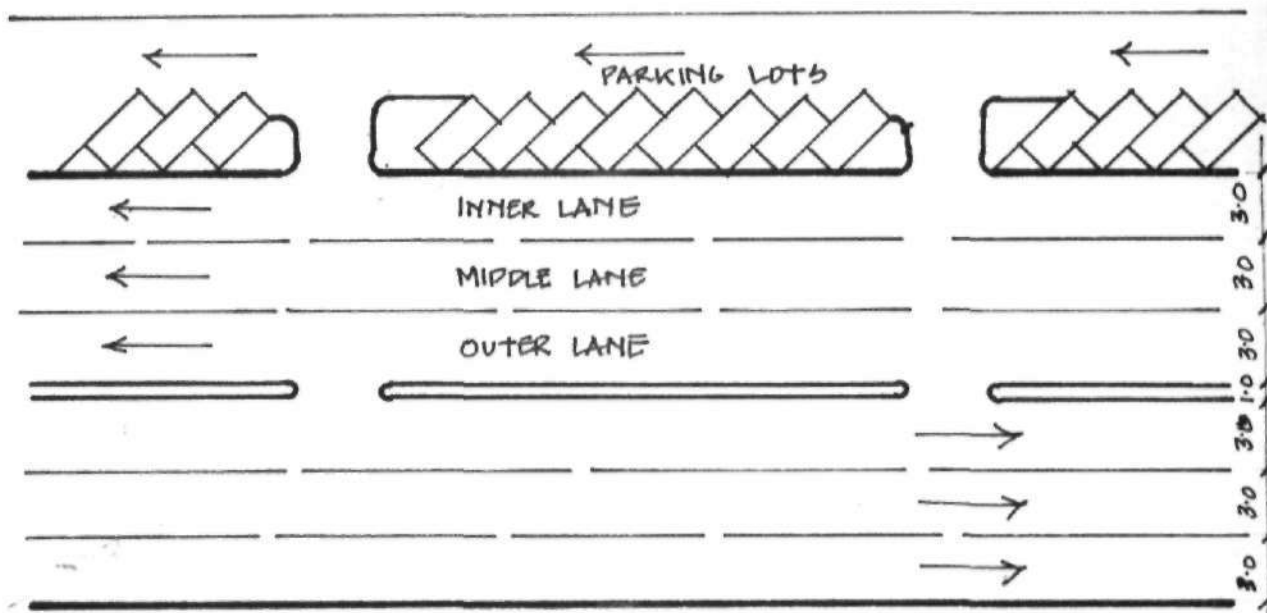


FIG. 17 PROPOSED IMPROVEMENT TO OYEMEKUN-OBA
ADESIDA ROAD.

of this, this location is quite suitable for a market if preceded planning is carefully taken into consideration.

On the same market location also, is a motor park, along the frontage. According to planning regulations, these two activities operate together simultaneously although both activities are conflicting, with an ambiguity in their relationship and functions but the portion of land Urban planning designates to such activities, groups them commonly.

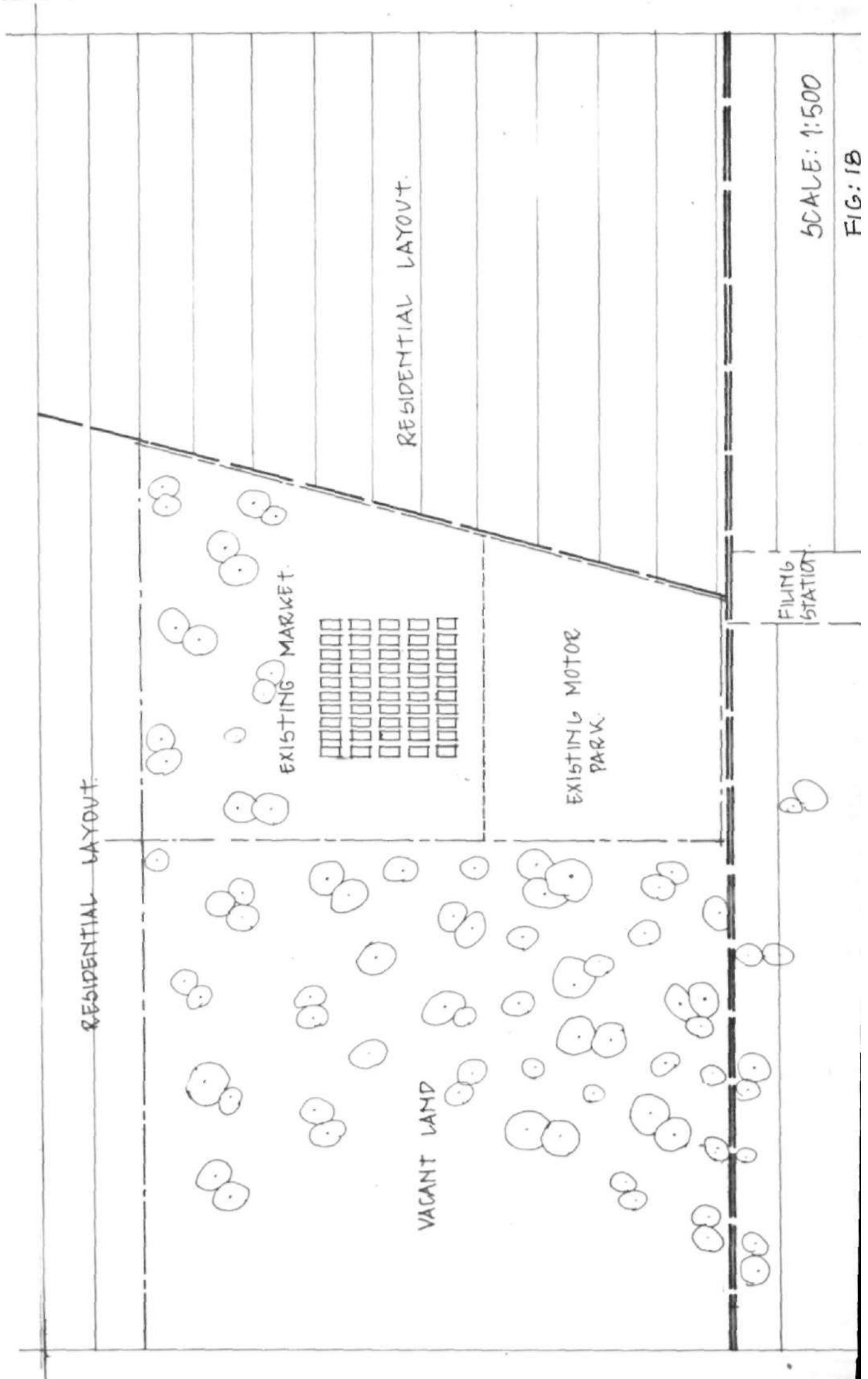
This may be because mostly in the planning of towns, markets and motor parks are located beside each other, but the function of a market of this large scale, can conflict with the running of a motor park and vice versa. This Motor Park also causes more problems of traffic but if their individual problems are solved, then there may be less problems for both their operations.

This market is accessible only through the motor park entrance and it is open to the motor park premises. The market access through the motor park is very poor and wrong. There are no car parks for the market just the open space between the motor park and the market which is not definitely defined. There is also no definite pedestrian access; the market can be entered on foot through almost any angle of it.

The market layout is on a simple linear grid with rectangular blocks of 7 x 16m size laid at about 10m from each other. There are a total number of 540 shops all with about 54 blocks containing 10 locked-up type shops with verandah along their frontages. These blocks containing the shops have 5 shops on either the long sides of the rectangle backing each other. Illustration can be seen in Fig..... below. The typical layout of the shops are small rectangular with double match-boarded wooden doors, leaving the opening of the shops very wide. There are no windows except for 1cm x 1cm vent spaces above the doors. This is seen in fig.....

Materials used in the construction of the market blocks are readily available and cheap, mainly sandcrete blocks of standard size and corrugated iron sheets on timber trusses which are cheap and readily available in the building markets. The method of construction chosen too, was quite simple and cheap. Door fittings are also locally available.

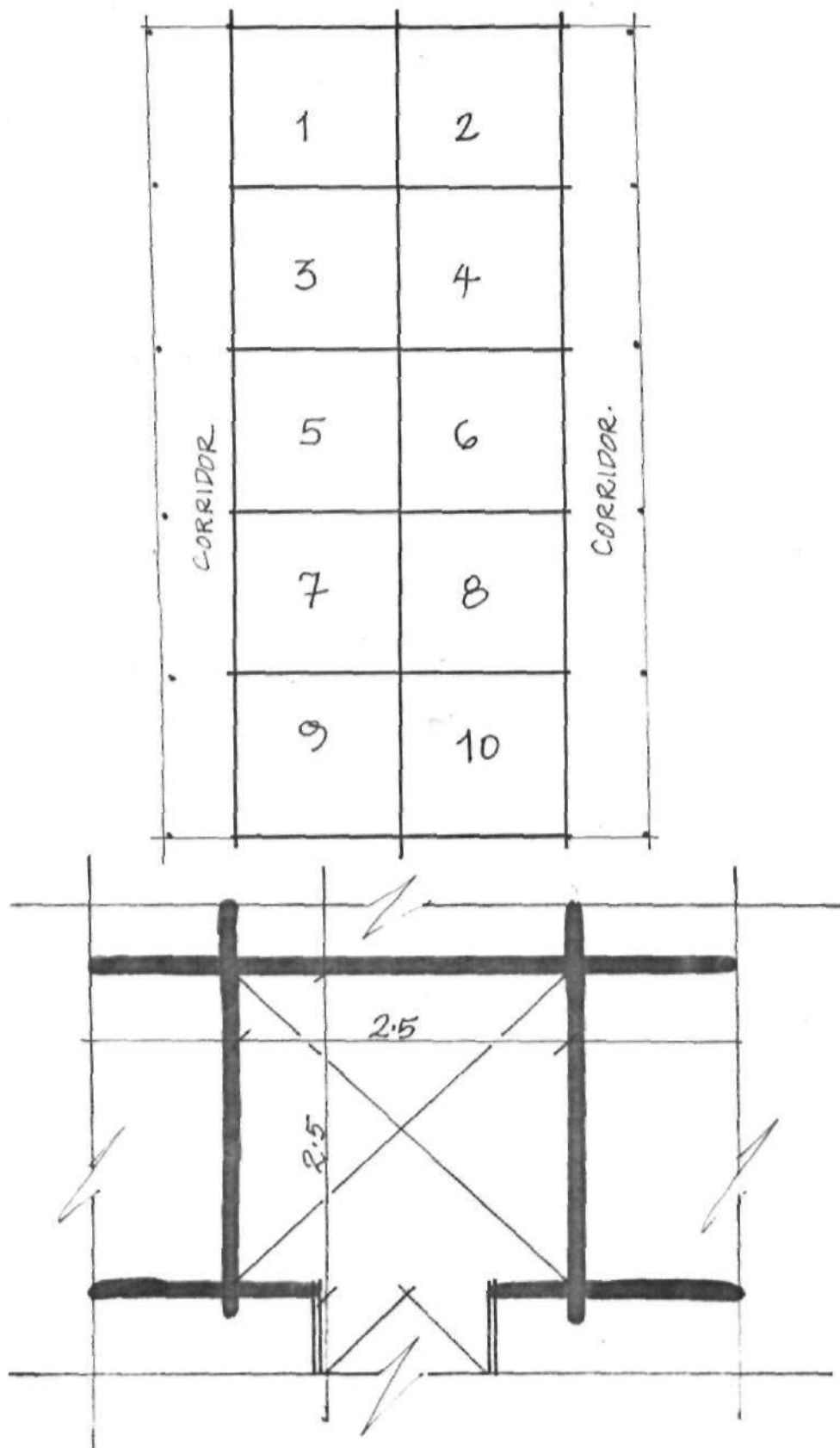
There is a goat shed for the sale of livestock. Constructed in timber framework and timber roofing structure. The whole market site is on an almost flat terrain sloping gently towards the East side of the site i.e. towards the highway and towards the North. Highest portion of the site being around the southwest. There is no evident drainage planning on the site. Rain water



SCALE: 1:500

FIG: 1B

FIG: 19 PLAN OF TYPICAL BLOCK LAYOUT OF
MOJERE MARKET AND SHOP TYPE:



and all run offs have a natural slope towards the main road and the North of the site. Therefore the site is not liable to flooding or water logging but the absence of drainage facilities leave the site open to problems of erosion which may lead to blockages and eventual flooding, as land seeping on this site is non-existent. There are hardly any green areas. The whole site is covered with earth and no trees at all. All existing vegetation were removed during construction.

No public facilities exist in this market. No toilets are on the site, there are also no refuse collection and disposal system; no drainage facilities and planning is quite poor. The construction of the market blocks are also too cheap.

ADVANTAGES OF MOJERE MARKET

- Will serve purposes of the immediate embodering residential layout, the few institutions also located along the highway, namely FUTA, OSRC Housing and will go a long way to also serve the whole of Akure township.
- Location allows for easy access.
- Provide spaces for the resettlement of the rest of the unplanned markets in town and most illegal markets around.

DISADVANTAGES

- Unsolved traffic planning hinders most of its location advantages, location is quite good but market problems can cause a lot of traffic problems, especially with

the location of the Motor Park as well.

- Market planning is poor with no facilities and landscaping hence drainage is poor and physical environmental site conditions are poor.
- Market blocks are poor in design with no adequate consideration made for lighting and ventilation - ventilation is in fact rather poor.
- Such shops are uncomfortable and small with most traders that can only display their wares along the corridors on the shop frontages thereby disturbing pedestrian circulation along covered ways, pedestrians have to walk along the earthen ground in front of the blocks in every climate hazard, rain or shine.
- Aesthetically, the market design is not quite appealing. They resemble a mere improvement of the road side ramshackles.

This thesis however should be aimed at making proposals for upgrading such recent markets as this one.

MAIDUGURI MONDAY MARKET.

The new market design was a scheme planned to raise the level of standard of the whole trading environment to a high one and at the same time maintain the variety of trader types using the market

MARKET DESIGN CONCEPTS: —

market is dominated by a combination cluster of small hexagonal sheds laid in 3 large central hexagons interpenetrated by open spaces giving light and ventilation. Separation of clusters allows for different ground elevations

Stalls and other ventable spaces are laid out continuously under the sheds.

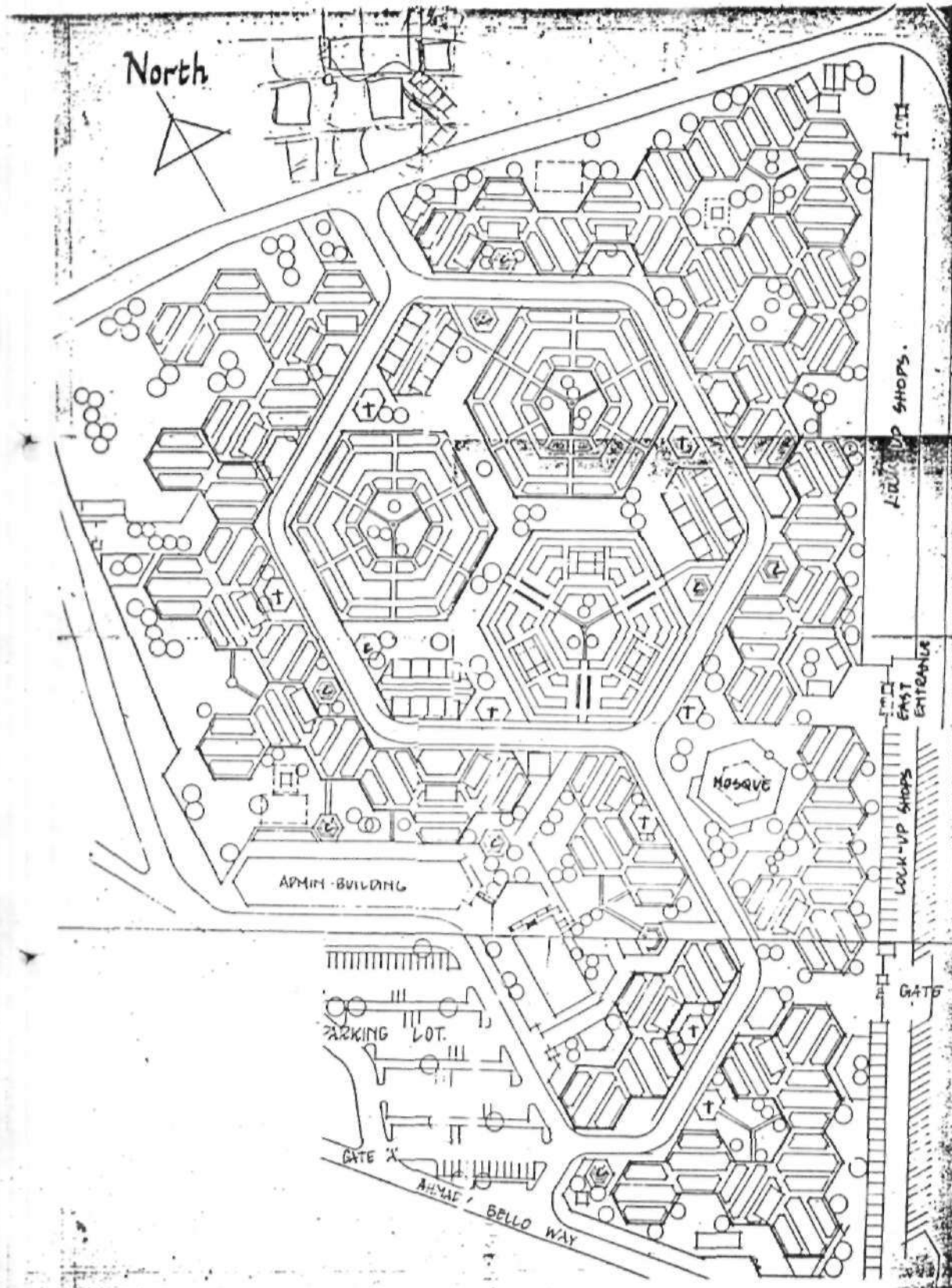
MARKET FACILITIES: —

- | | |
|-----------------------------|----------------------------|
| - ADMIN BUILDING | - CYCLE AND DONKEY YARDS |
| • Admin offices | - CAR AND LORRY PARK |
| • Clinic | - PERIPHERAL FENCING |
| • Court | - LANDSCAPING AND INTERIOR |
| • Police Post | PAVED ROADS |
| - MOSQUE | - STORM WATER DRAINAGE AND |
| - PUBLIC TOILETS | SEWERAGE TREATMENT PLANTS |
| - BOREHOLES AND WATER TANKS | - GARBAGE ROOMS AND FIRE |
| | HOUSES. |

COLOUR SCHEME: —

The scheme used on the shed roofs, red, blue and yellow was selected to liven up the market atmosphere and to facilitate the market atmosphere orientation and most important for easy identification.

FIG: 20



PROJECT DATA:-

- | | |
|-------------------------|------------------------|
| - MARKET SITE AREA | - 10 Ha |
| - Total number of shops | - 7170 |
| - TOTAL RENTABLE AREA | - 21350 m ² |
| - CAR AND LORRY PARK | - 147 vehicles |
| - DATE COMPLETED | - MAY 1985 |

DESIGN AIMS AND OBJECTIVES.

- TO RESETTLE THE PEOPLE OF THE BURNT OLD MONDAY MARKET WHICH WAS THE NUCLEUS POINT FOR THE NORTH EASTERN TRANS-SAHARAN TRADE ROUTE.
- DESIGN WAS TO BE EVOLVED FOR QUICK RECONSTRUCTION AND EASY ERECTION FOR IMMEDIATE RESETTLEMENT.
- TO PROVIDE ADEQUATE PROTECTION FROM FIRE.
- TO PROVIDE HYGENIC AND EFFICIENT FACILITIES FOR TRADING OPERATIONS
- TO ENCOURAGE THE CONTINUATION OF THE TRADITIONAL MARKET TRADING SYSTEM FOR THE ECONOMIC AND SOCIAL BENEFIT FOR THE COMMUNITY.

ADVANTAGES OF MONDAY MARKET:

- CONSTRUCTION IS CHEAP - MAINLY STEEL AND CONCRETE.
- CHOICE OF MATERIALS KNOWS FOR PROTECTION AGAINST FIRE.
- DESIGN FACILITIES ADEQUATE VENTILATION AND ADEQUATE LIGHTING.
- BURST-PROOF AND FIRE-PROOF CONCRETE AND STEEL UPBOARDS ARE PROVIDED FOR SECURITY AND AVOID DISASTERS.
- OPEN SELF-ADVERTISING MANNER OF DISPLAY OF GOODS HAS BEEN INCORPORATED IN DESIGN - TRENDSY TRADING HABIT.
- ABSENCE OF INDIVIDUAL PARTITIONING HELPS SHOPPERS TO BROWSE

EASILY AND QUICKLY IN THE OPEN SHOPPING SCENE.

- INCORPORATED OPEN SPACES AIDS EASY CIRCULATION WITHIN MARKET, THIS ALSO GIVES SUFFICIENT VENTILATION.
- COLOUR SCHEME GIVES OVERALL ATTRACTIVE OUTLOOK AND ALSO HELPS TO IDENTIFY SPOTS AND PARTICULAR AREAS FROM CLOSE AND DISTANT RANGES.

DISADVANTAGES OF MONDAY MARKET.

- SQUATTERS IN THE MARKET HAVE TENDED TO MISUSE THE PROPERLY LANDSCAPED OPEN SPACES, PAVED ROADS AND WALKWAYS AND THE PAVED FRONTWAYS. THE CONGESTION CAUSED BY THESE SQUATTERS HAS DAMAGED ALL THE AESTHETIC VALUES THAT THE ARCHITECTS HAVE CREATED. THE USE OF SUCH OPEN SPACES COULD HAVE BEEN BETTER DEFINED IF SEPARATED FROM MARKET SPACE.
- ON RAINY DAYS WHICH USUALLY COME WITH SAND STORMS, MARKETING ACTIVITIES BECOME PARALYSED AND MOST GOODS WITHIN WILL BE DESTROYED. THERE SHOULD HAVE BEEN MORE ROOF OVERHANG IF THE NO WIND DESIGN WAS STILL TO BE MAINTAINED.

TITLE: THE MARKET DEVELOPMENT BOARD
AND THE SEARCH FOR A NEW LAGOS

It will not amount to extreme cynicism to say that successive Lagos State governments have proved the least interested in making Lagos a clean and sparkling city. Somehow, there is a running impression among these various governments of the State over the years that Lagos is too vast to be clean or to be made anybody's model of environmental sanitation. Although this kind of feeling may not be entirely baseless yet it constitutes a tragic approach to the fifth phase of the well conceived War Against Indiscipline (WAI).

Apparently, the Lagos State Government of Group Captain Gbolahan Mudashiru is desirous of a Lagos that is everybody's envy in terms of neatness, but it cannot be said that it has displayed an imaginative attitude towards achieving this goal. The government seems to have rather unfortunately accepted the common view that Lagos by virtue of its high population density, can hardly be as neat as any say Owerri or Jos. But it is defeatist to succumb to this view. Is Lagos, for example, more densely populated than New York or Tokyo or Peking? Certainly not. Yet New York is a dozen times neater than Lagos and the same can be said of Tokyo and Peking - cities by far more populous than Lagos. There must therefore be more to it than just the population density.

The major problem in transforming Lagos into a clean city lies in government's reluctance to centralise some of our

markets. Before elaborating on this point let us admit that there are other factors that contribute to make Lagos sickeningly disorderly and nasty. They include lack of standard waste disposal facilities in the form of dustbins, incinerators, proper drainage and lack of planned housing development. These, among other factors, have generally exacerbated the poor sanitary state of Lagos. However, let us see how the present market-locating system has contributed to the chaotic state of Lagos.

One feels that the area known as Lagos Island which comprises mainly Victoria Island, Ikoyi and Isale-Eko should have nothing to do with such big markets as Balogun, Idumota, Tafaji or any other of their type. In fact, apart from departmental stores, no other types of market should be tolerated within the Island.

A situation whereby an area like Lagos Island with merely two or three entry points is allowed to host as many markets as it does at present, is undesirable because this will only worsen traffic congestion as is now experienced and deteriorate further the sanitary condition of that part of Lagos that infact needs to be the cleanest.

Markets by their function attract a lot of people and so where there are many markets, you will naturally find many people. Most modern cities take this fact into consideration. In New Delhi, the residential areas host nearly all the open markets in the city. This relieves the office and industrial areas of the vast human and vehicular traffic that would have been the case were the markets located there. The same thing obtains in many other modern cities.

Although Lagos is an old city we can still do a few things to curb the high level of traffic chaos and poor sanitation that have come to characterise it over the years. The first thing to do will be to evacuate all the major markets located within Lagos Island and resettle their users not just on the mainland, but in areas where they will constitute little or no nuisance to Lagos residents.

The Mobolaji Johnson Government, I think, tried to do something like that but somehow, it did not pull the revolution to its rational conclusion. His government, I remember, started the positive policy of developing big markets located outside Lagos Island. Organised markets under that administration, began to spring up in areas like Oshodi, Alaba, Isolo, Ketu and other suburbs of Lagos. However, with the return of civilian rule in an era marked by so many reversals in existing trends - Lagos Island again began to witness the massive return of traders to areas like Idumota, Balogun and other markets located within Lagos Island. The effect of this has been telling on the sanitary state of the city. Not only has traffic situation become ever more chaotic but the attendant dirtiness associated with open markets has only had to increase enormously.

The most regrettable aspect of this development is that while Lagos Island is unduly over burdened, there are quite a few well developed markets lying unused in parts of Lagos suburbs. For example, at the Akanimodo market along Ikorodu Road, Ketu, more than 6000 lock-up shops are lying unused while there is space capable of taking another 6000 in the same market. With

such facilities, it surprises one that the Lagos State Government which has made such a fuss about relieving Lagos City of its congestion has not thought it necessary to evacuate many of the traders within the Island and resettle them in such areas as the Akanimodo market where all the facilities seem to be available.

Somehow, it seems to me that the Lagos State Government has not quite managed to make up its mind to tackle the city's environmental problem through one of the most effective ways available. Let us transfer today all the traders in Idumota, Balogun, Oke Arin and other markets within Lagos Island to such existing but under-utilised markets as the one at Akanimodo or such others that may be found in the outskirts of Lagos, and believe me, 90 per cent of the traffic crisis in Lagos Island (which is a frustration to civil servants especially) will disappear. For as long as there remains even a single big market in the Island, for so long shall the city experience the problem of poor sanitation and traffic congestion.

The Lagos State Market Development Board should in addition develop new markets clearly outside Lagos Island for purposes of resettling traders who may not be accommodated at the Akanimodo Market.

TITLE: MARKET DEVELOPMENT: Lagos Example

It is valid to say that Lagos State is Nigeria's foremost market place say "All of Lagos is a Market." The basis of the validity of these two statements is self-evident when one closely examine the state in its historical trends, its complexity and development pattern.

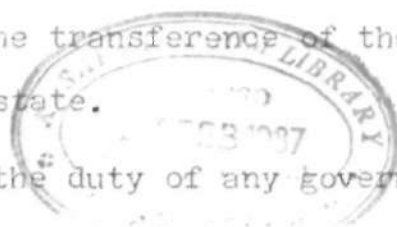
Lagos is Nigeria's commercial and industrial nerve-centre, and all commercial roads lead to this urban conglomeration. Investigations have revealed that markets both legal and illegal, small and large, traditional and modern abound in every part of Metropolitan Lagos.

In contemporary period, since market development was institutionalised in the state, demand for stalls has always outrun supply. On the other hand, illegal markets have become a menace, particularly in metropolitan Lagos. They spring up by the minute. Any open space left unused and unattended for any length of time constitutes a potential site for illegal market.

The situation has called for surgical and drastic measures by the State Government in order to put a stop to it. This is why illegal markets are being demolished and the drive to rid Lagos of street trading intensified.

However, it has been rightly observed that to simply demolish an illegal market without providing an alternative legal market can only give rise to the transference of the illegal market to another part of the state.

Against this background it is the duty of any government in the state that is alive to its responsibility, to employ



available resources to provide and sustain a highly organised market development programme on modern lines.

In this regard the development of markets of all categories has remained on the top priority list of the present Military Administration in the State. Moreover in consonance with the state government concept of policy linkage its market development programme is closely tied to the war against environmental nuisance and the provision of good health for all by the year 2000.

Seventy-nine per cent of the markets were observed to have good accessibility but 50 per cent of these were remarked as causing serious disruption to thorough traffic on adjacent streets. The report concluded, the survey results emphasize the need to upgrade and formalise the traditional market system in Lagos. The natural development of market facilities throughout the Metropolitan Area has resulted in good proximity to population concentrations but lack of planning and control has resulted in unsightly insanitary and overcrowded facilities with few basic services.

Since its inception the Market Development Board has made it a matter of deliberate policy to provide services such as drainage public toilets, electricity, refuse disposal in all the markets. Other facilities being provided include Police Post, Car Park, Day-Care Centre, fencing and investment bank. The Market Development Board also provides an Administrative Block within each market. The officials there deal with all administrative and security matters exclusive to that market and provide on the spot services either of an advisory nature or complaint solving.

The Iponrin model market, for instance has a security post, a fence, a car park, an administrative block, a drainage system, electricity investment bank a refuse house two restaurant and a day-care centre. Clinics are also part of the package of modern facilities at the Iponri and Tejuosho markets. The shops which can be classified under four categories, have been standardised.

The Market Development Board as part of an overall co-ordinated urban planning efforts of the State Government has sited new markets within the low-cost housing estates. Such markets which have now been either completed or partially completed embrace the Isolo, Abesan, Ogba, Daleko, Amuwo-Odofin, Retail Markets just to mention a few. This strategy is demonstrative of government awareness of the people's needs.

All in all, the main thrust of the government market development plan, policy and objectives is to put some order into the chaos that has characterised the growth of markets in the past to the extent that there will be no justification for daily emergence of illegal markets in the State anymore in future.

In addition, there are more markets under construction that would be opened before the end of 1985. They include the Olaleye Market under the Mainland Local Government Council Isolo Market located within the low-cost housing estate. Other markets scheduled to be opened before the end of 1985, include Kayode Market under the Mainland Local Government Council and Awodi Ora under Badagry Local Government.

CHAPTER FIVE

DISCUSSING THE URBAN IMPLICATIONS AND

PROBLEMS OF MARKETS

IDENTIFICATION OF PROBLEMS

The occurrence of a market in any urban city brings about series of problems from environmental sanitation, traffic, congestion to resulting complicated socio-economic problems which may eventually lead to further environmental sanitation problems of illegal markets and street trading arising. From surveys, personal observation and interviews, it has shown that such problems arise as a result of creating a market. For proper corrective positive measures to be taken, it is important to find out the cause of such problems, that is the reasons why markets eventually create problems. This in short is usually due to improper planning. Some of the problems identified include:

- chaotic vehicular and pedestrian traffic flow
- market congestion and traffic congestion
- unorganised vehicular parking
- chaotic commercial traffic planning
- poor zoning layout making it difficult for shopping and social activities to run uninterrupted
- no specific zoning for street traders
- poor market stalls and conditions of service facilities
- sudden increase in number of people participating in trading activities resulting from lack of jobs, in the crumbling economy, retrenchments, retirements etc.

It is important first that in planning, an adequate amount of stalls need to be provided, as the demand for stalls has become insatiable; a huge investment in building a completely ultra-modern market will not be a waste, since the needs of the people will be served. It will therefore be useful to improve and rebuild existing markets to function as an efficient, clean and viable socio-economic institution. Such a model type market proposal as this could be suitably applied to different parts of Akure and the whole of the State - so every part of towns are sufficiently catered for. This should be part of any useful development scheme for a new state.

All planning problems including drainage and servicing facilities should be well placed for the proper functioning of the market. The objectives of this planned market will be:

- (a) To ensure efficient circulation of people, the proper ingress and egress, free movement of goods within the market and the safety of people and goods around the markets.
- (b) To solve the problems of public utilities
- (c) To provide a model as an improved extension of existing markets and not a redevelopment per se.
- (d) To solve as many drainage and sewerage
- (e) To provide an overall piece of value at an appreciable cost which can be ploughed back without much convenience.

Markets are to be regarded as a symbol of Urban growth and not only as commercial centres

THE STREET TRADER - This is common sight on the landscape of many. In many cases, inspite of opposition from almost every section of the community. The question now is whether in planning, we should provide space for such people to congregate, because they can be useful and important to a lot of people except to sanitation. Their merits are:

1. They offer low prices
2. They provide a certain amount of liveliness and sociability.

Demerits are:

1. They are an obstruction to traffic
2. They trespass
3. They annoy legitimate traders by their unfair competition
4. They pay no tax or rent
5. They mostly occupy busy shopping points

It is in the light of these various demands that the various previous Nigerian governments have always tried banning street trading in urban towns - W. Burns in his book (British Shopping Centres) that planners should allocate a specific place to street traders to operate. For a number of reasons, such an area should be planned and located adjacent to or included as part

of a retail market. It will then be possible to charge rents on such persons

MAINTAINING THE TOWN'S ENVIRONMENTAL SANITATION

It is where all human activities are carried out. The quality of physical environment is quite important as such condition has a serious influence on the healthiness of the people. It is because of its importance that much have been said on how to restore and maintain healthy environment in Nigerian towns and cities.

Consequently, there have been radio and television discussions on the issue for quite a number of times. Also it has featured widely on paper presentations in universities and some Nigerian dailies.

Recently, some state government set up environmental sanitation task force to monitor and control environmental deterioration and degradation in both urban and rural areas.

In Bendel State for instance, the role of the task force is quite spectacular. It has come as a big relief to the whole people. For example, in Benin City the task force has helped to control refuse disposal and remove all unsightly structures.

Such improvement on sanitary conditions is not limited to only Bendel State. Port Harcourt, capital of Rivers State, popularly called 'Garden City' that was almost engulfed by refuse has been given another face lift by environmental sanitation task force. Refuse clearing

For example a more scientific approach to the control of urban refuse is to apply the concept of range and principle of minimising the friction of space - both geographical space and time. Put loosely, people prefer to travel short distance and expend less time and energy when they want to dispose refuse. This answers why the two concepts should come into play when deciding where to locate refuse bins. There are cases where refuse bins are provided but they are never used by households. This is when the refuse bins are too distant from the people.

Applying the principle of minimization of friction of space will eventually necessitate zoning the urban areas for the purpose of allocating refuse bins to different zones. What needs to be emphasised in this aspect is the degree of accessibility and the burden of travel cost and travel time to the households who demand them. Provision of refuse bins is point specific. Furthermore, the supply function of the refuse bins depends on a kind of threshold.

Another very crucial dimension which needs to be examined when discussing ways of maintaining high environmental sanitation is the issue of urban structure. Practically, in most Nigerian towns, three residential urban structures can be recognised. They are low, medium and high income residential zones. Each zone

coincides significantly with a typical socio-economic class.

By implication therefore, people in the same neighbourhood have a unique consumption behavioural patterns. Generally, residents of low income residential quarter generate more refuse than people in the high income areas.

The planning implications involved at this level of sophisticated and in-depth analysis is that low income residential areas should be allocated more refuse bins than high income zone. Furthermore, more of the bins allocated to high income residential zone should be assigned for inorganic matters. But in the case of low income residential zone, more bins should be assigned for organic substances. Separation of the refuse into its two major components ensure for its easy treatment and management.

The present unscrupulous sharing of housing facilities like kitchen, toilet in Nigerian urban centres easily leads to rapid housing deterioration, insanitary and unhealthy slum development.

Normally, the facilities in a house are meant to serve a given number of persons to maintain minimum level of sanitation. Where it exceeds the required number, it does not only create hardship, inconvenience, for the people but triggers off rapid slum development.

For example, the sewage system provided for each house is designed to support a specific number of persons. If the number is heavily exceeded, the system is over-stretched broken down and out of use. Such conditions are prevalent in densely populated Nigerian towns like Lagos.

Furthermore, the quality of urban environment is partly dependent on the extent of planning and control of city development. One of the issues arising from this consideration is the need to separate incompatible urban land uses. Environmental nuisance or negative externalities are serious sources of poor environmental sanitation in Nigerian urban centres.

Urban areas need to be zoned into different land uses to ensure healthy urban environment. However, progressive urban planners believe that not all non-residential activities are undesirable in purely residential areas. For instance, modern departmental stores are located within purely residential quarters. Cases where planning is not adequately effective and different land uses allowed to evolve often leads to urban disarray. The city of Lagos is most spectacular in this regard. The decision to use Lagos for illustrative purpose is rather of its glaring planlessness and of course one of convenience.

However, Nigerians should not be disheartened by the jumbled nature of some Nigerian towns and cities.

Rather, it should be considered as a challenge to practising city planners and public in general. There is no urban environment that can surely flourish and the people happy without the attention of city planners.

To put the city in its proper shape is a long term planning. Planning is a process. The city structure is continuously changing. The key point to note is that we have the vision to identify the direction of growth and development of our cities. For instance, where people are going to live and where traffic generators will be located signify how a transportation system will be designed to meet future land use needs of the people.

A word of advice, try to identify with the planning of your environment because successful planning cannot be achieved without the cooperation of the citizens.

SANITATION AND HEALTH

Until markets can be improved first by planning property and with an official - waste disposal system employed as a rule by the administrative section of markets, the sanitation with market can be kept on a high level. The provision of refuse bins at reasonable distances and refuse collection points and incinerators also at reasonable distances within and around the markets can also go a long way to improve sanitation. Filth

generated around markets caused by poor disposal system in the administrative running of markets can cause a great danger to health and lives because epidemics and diseases start from here. A high degree of sanitation is therefore required to be kept off a decent market, taking care of drainage and sewerage facilities should ensure this.

CHAPTER 6

CLIMATIC STUDIES

SEASONS

The climate of Akure is influenced by two major wind currents - the southwest trade winds which are warm and misty and the Northeast trades which are hot and dry. These wind currents give rise to two major seasons. The wet season and harmattan. The wet season starts in April and ends October and the harmattan from November till March. A cool dust - laden wind (harmattan) blows in December and January. The monthly rainfall, daily temperature and relative humidity vary from one season to another. Detailed and reliable climatological data are not available since such only started recently to be collected in 1979.

RAINFALL STORMS, AND FORCE OF DRIVING VAN

Akure falls within the Zone in Nigeria that has 250mm/day in the wet season and the average rainfall for each year is about 230mm. Rainfall is lighter in the harmattan. (Fig.....)

Electric thunderstorms occur during the beginnings and end of the rainy seasons, and since the prevailing wind direction is southwest and it is rain bearing, taking its origin from the sea, the direction of the wind is south to north in the wet season and north to south in the other.

The force of the driving rain is high as heavy rains occur, but usually there is no permanent direction.

Temperature, Relative Humidity, Evaporation and Dry-mould Effects.

The monthly daily temperature ranges from 80°F to 94 while the minimum daily temperature is between 69°F and 73°F. The range between these two is not too high and the annual temperature is even all the year but quite low in the dry season (Fig.....) Humidity is between 9% in the harmattan and 1% in the wet season. (Fig.....) Evaporation rate is higher in the harmattan and very low in the humid periods.

Mouldiness occurs highly in this region especially during the wet season. Termites and decay usually affects wood construction

RECOMMENDATIONS FOR DESIGNING IN HOT CLIMATES

Akure falls within the climatic zone of the world regarded as the wet and humid regions.

CHARACTERISTIC - Rainfall is heavy in amount and humidity high with low diurnal temperature ranges and relatively high and even temperatures throughout the year. Winds are light and there are long periods of still air. Radiation intensity is diffused in large portion hence sky glare is strong. Rain usually falls in the afternoon with violent electric storms.

PROBLEMS AND REQUIREMENTS

6 Uncomfortable hot or sticky conditions of weather results which requires a high air velocity past the body to increase the efficiency of sweat evaporation. Dominant characteristic requirements of buildings here are openness and shading. They must be designed to produce continuous sufficient ventilation and protection from sun, rain and insects. Structures will need to withstand hurricane winds and termites can be a problem.

RESPONSE - Layout and form of buildings must be separated and scattered with free spaces between them to utilise air flow. Structures should be elongated with preferably single backed rooms and access from open verandahs.

ORIENTATION - North-south orientation for houses is the most ideal to keep buildings in shade possibly provide maximum air flow. Rooms should ideally have windows on both windward and such heat and moisture producing areas should be isolated and separately ventilated. Outdoors areas should be shaded and vegetation must not block free passage of air, adequate storm water drainage must be provided.

Fig: 21



MAP OF ONDO STATE SHOWING PREVAILING WIND DIRECTION

ONDO STATE PLUS WITHIN EQUATORIAL WARM WET ZONE

VEGETATION - LUXURIANT AND DENSE.

MEAN MAX TEMP - IN SHADE 30°C

- AT NIGHT 24°C

HIGH HUMIDITY - AROUND 75%.

VAPOUR PRESSURE - 2500 - 3000 N/m²

HIGH RAINFALL - WITH ELECTRIC STORM

MEAN ANNUAL RAINFALL FROM 2500 - 5000mm.

PREVAILING WINDS - FREQUENT PERIODS OF CALM, HOWEVER PAUS WITHIN
TROPICAL RANGE.

GENERALLY - 2 DISTINCT SEASONS OCCUR

- WET SEASON - APRIL TO OCTOBER

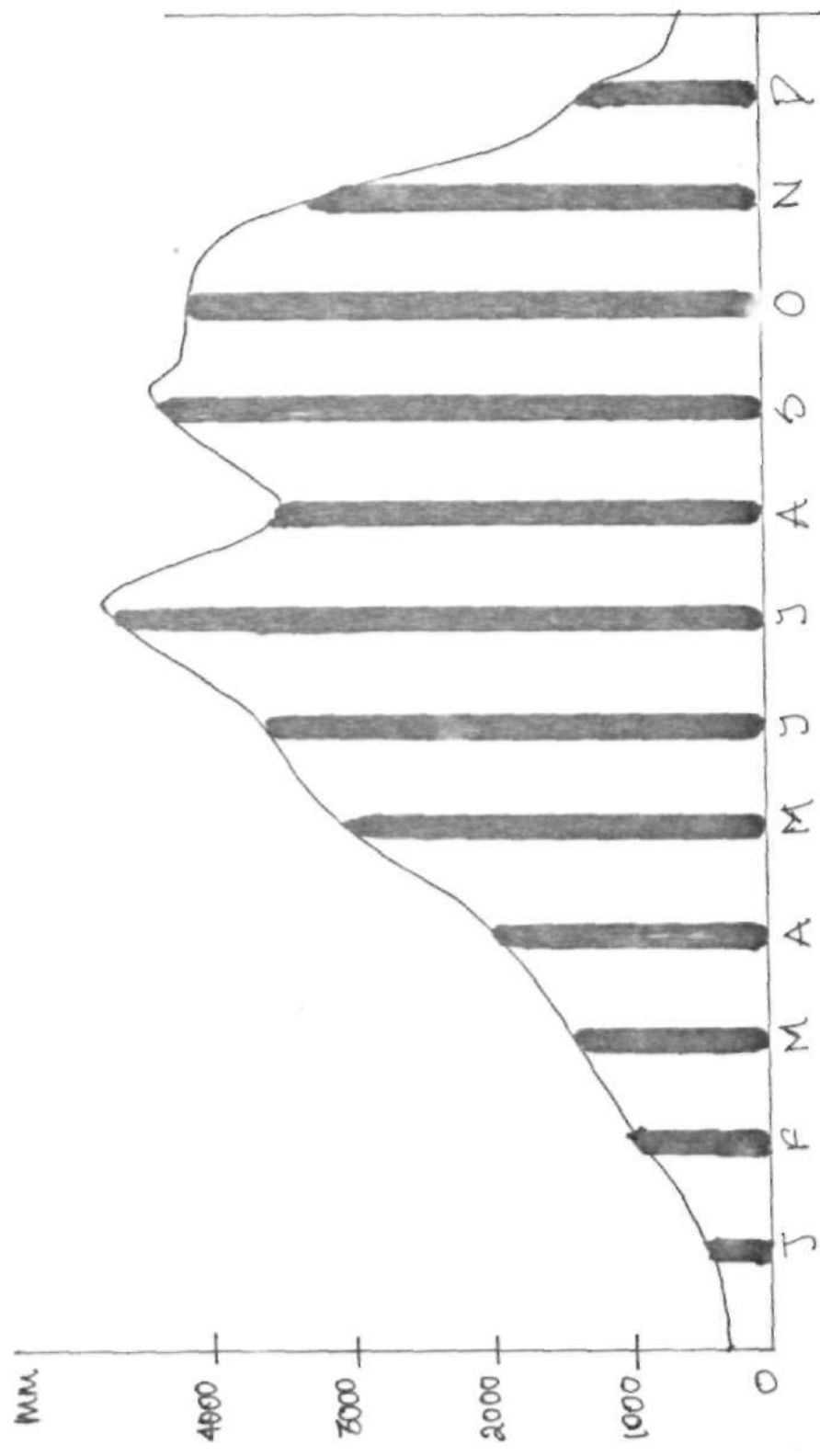
- DRY SEASON - NOVEMBER TO MARCH

HIGH TEMPERATURES AND HUMIDITY ENCOURAGES INSECT BREEDING,
FUNGI GROWTH, ROTTING, BREEDING AND DRY MOODS EFFECT RESULT.

FOR COMFORT -

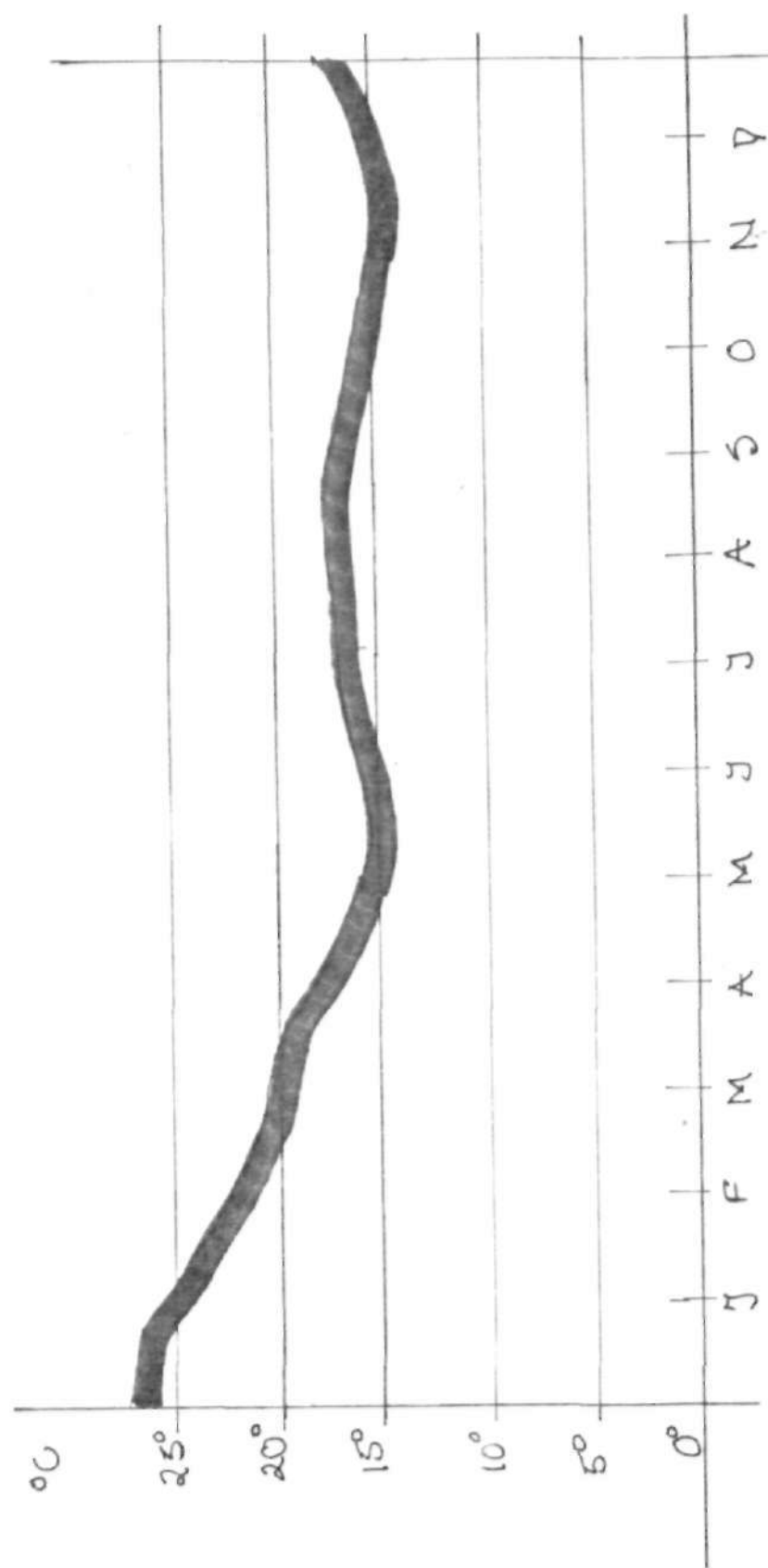
PRIMARY FORMS OF BUILDINGS IS TO COUNTERACT DIS-
ADVANTAGES OF CLIMATE, I.E. SHOULD FILTER, REFLECT OR ABSORB
CLIMATE ACCORDING TO THEIR ADVERSE OR BENEFICIAL CONTRIBUTIONS
TO THE INHABITANTS COMFORT.

WELL DESIGNED BUILDINGS CAN PROVIDE COMFORTABLE CONDITIONS
WITHOUT THE USE OF ENERGY CONSUMING EQUIPMENT.



MEAN ANNUAL RAINFALL

FIG: 22



MEAN ANNUAL TEMPERATURE.

Fig: 23.

RESPONSE - STRUCTURES

Windows and ventilation - large openings with small size inlets where widespread air is needed, adjustable lowers, screens and grilles are useful to admit air flow and provide protection against glare and noise.

W A L L S - Have less thermal value than any other zones. Lightweight construction materials with low thermal capacity. If height of wall is low, is easier to shade and protect from rain. Unshaded walls must be insulated and have reflective outer surfaces

R O O F - Pitched to shed rain and wide overhand for protection against glare, lightweight low capacity roofs that can withstand wind, ceiling is needed with a reflective upper roof.

SURFACES - Roofs and exposed walls should be reflective light coloured but is difficult to maintain in this climate because of fungal growth in the high humidity.

CHOICE AND DISPOSITION OF MATERIALS WAYS OF KEEPING OUT HARSH CLIMATIC EFFECTS

For such a humid zone, care is to be taken in the disposition and choice of materials and design itself must work out to suit the advantages of the materials. For this proposal, clay standard 32w sandcrete blocks will be used (see Fig. Concrete and reinforced concrete will also be used. The use of timber is limited for construction in this proposal. The roofing structures is quite simple

as the partition walls are self supporting. Roof trusses are not necessary, just a few steel sections can do a skeletal roofing framework. With aluminium roofing sheets all being well protected from rust. The thermal properties of the clay blocks should keep the interior of the buildings cool enough in the humid seasons provided adequate breeze is allowed in through the openings which allow for a cross ventilation. The roof overhang and the corridors help to keep out the driving rain.

CHAPTER SEVEN

DESIGN PROGRAMME

DESIGN BRIEF AND SCHEDULE OF ACCOMMODATION

The brief is designed to conform and comply with market designing and planning regulations for Ondo State Local Government Planning Laws, concerning urban and city planning especially in relation to markets. The brief essentially caters for the adequate provision of essential market facilities.

There are various way of approaching a market design and therefore there can be a series of conflicting ambiguity in the design solution and course of planning. Urban planning regulations stipulates certain criteria for the designing and planning of a market and there are a lot of rules to this like constraints, and limitations to guard against along the course of planning and there are also preconceived resultant problems some certain design or planning will create.

Therefore, in designing this market, one may first take a look at problems that particularly accrue to it, and from this constraint point of view take the beginning of the design solution. Such that could be taken first will be aesthetics, ventilation, access, lighting, circulation forms, location, traffic etc.

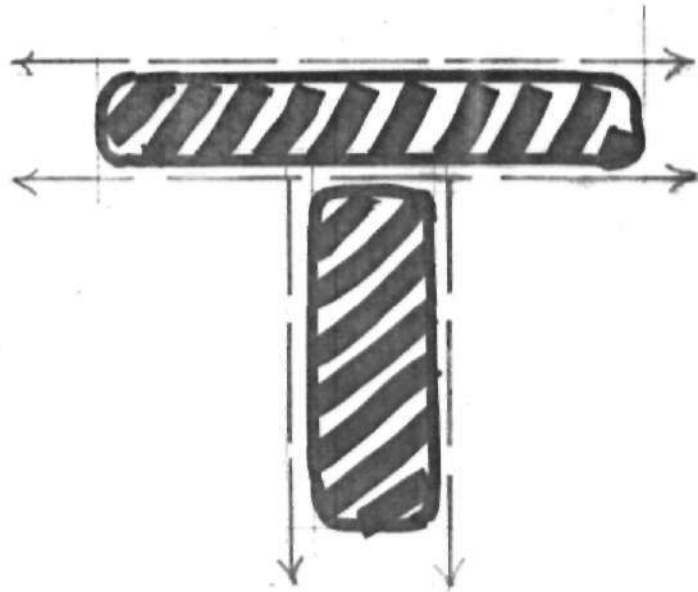
This thesis will base planning on the basis of simple and straight forward circulation which results in planning of simple (but not rigid) forms. If circulation within a market is taken as a big constraint to function, the basis of design on a concept to help ease such a problem will go a long way to solve one or more problems of constraint. The next series of constraints to follow an order of preference in this design exercise will be location, accesses and traffic and a detailed traffic planning will be considered necessary. The rest of the constraints being aesthetics, lighting and ventilation etc will be taken into consideration in designing.

With simple circulation lines which helps get around such a complex layout with ease will be appreciated if taken into consideration properly and with this in mind, three basic shapes were immediately conceived on L, W, T see details in (Fig.....) showing their layout and circulation lines through them.

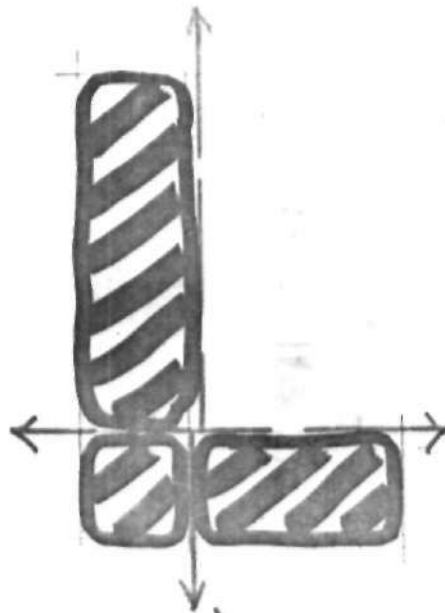
CLUSTERING - The cluster pattern should also follow a simple grid manner, still helping to lay them out on straight forward lines. Since there is an ample site space, the clustering should be done as conveniently as possible but still catching on space saving and yet allowing such spaces for ventilation and lighting. A

FIG: 24 SHOWING THE SHAPES OF MARKET BLOCKS
AND PATTERN OF CIRCULATION.

TYPE 'A'—



TYPE 'B'—



TYPE 'C'—

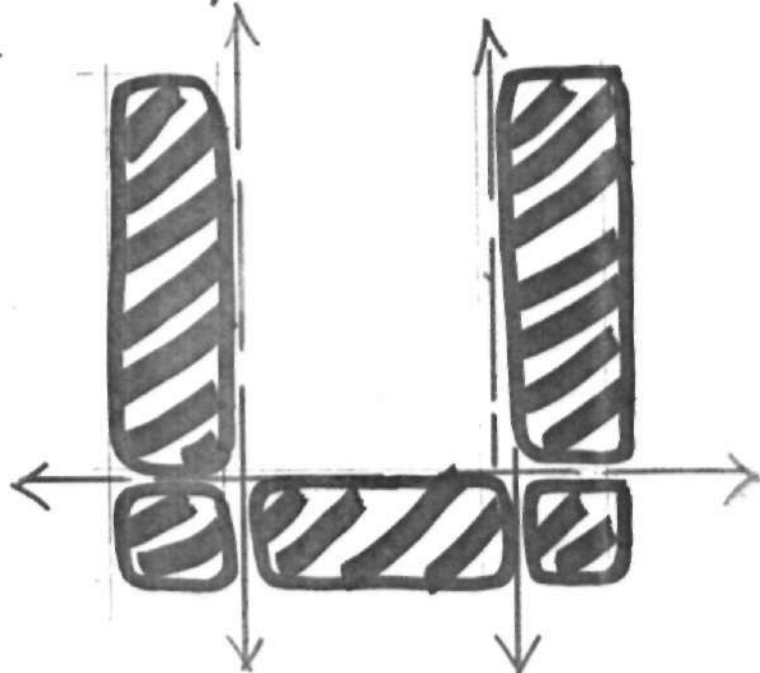
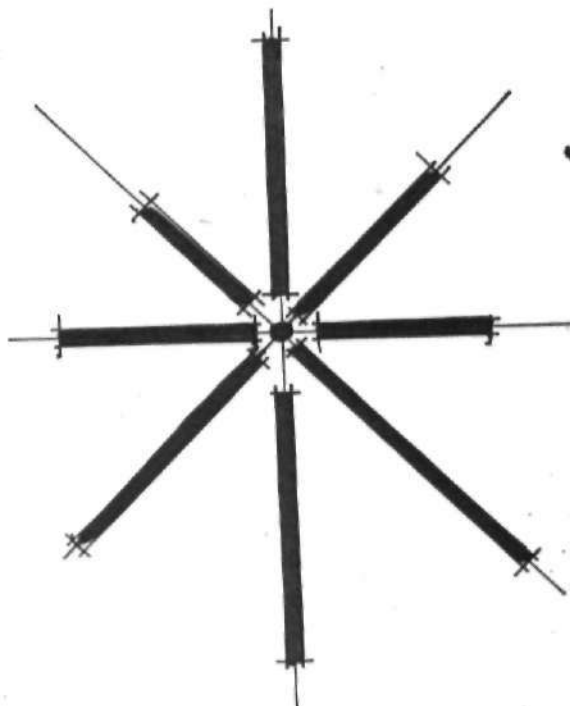
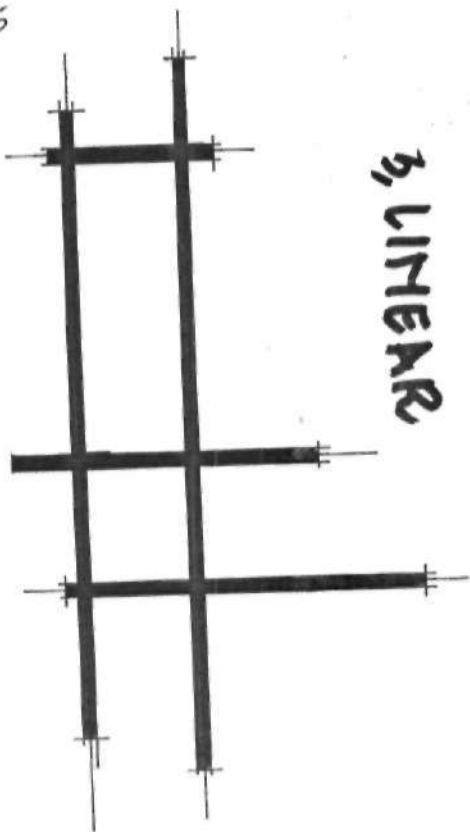


FIG: 25

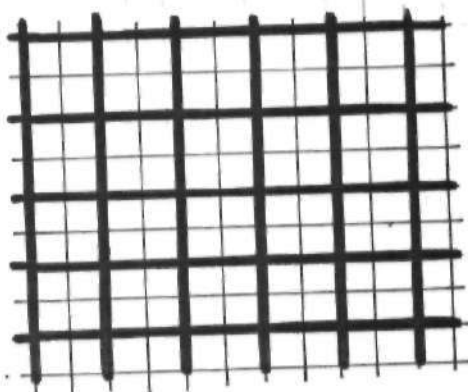
1, RADIAL



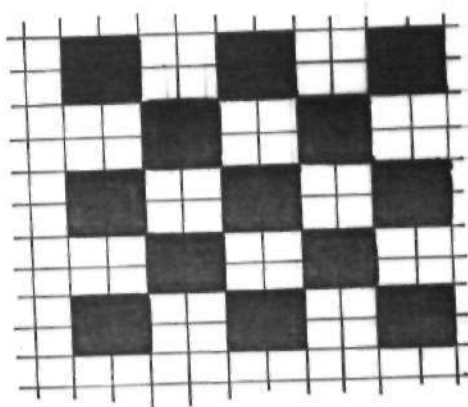
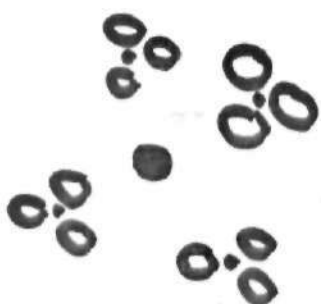
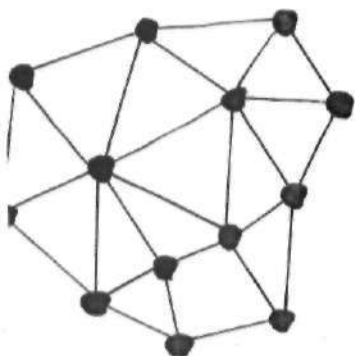
3, LINEAR



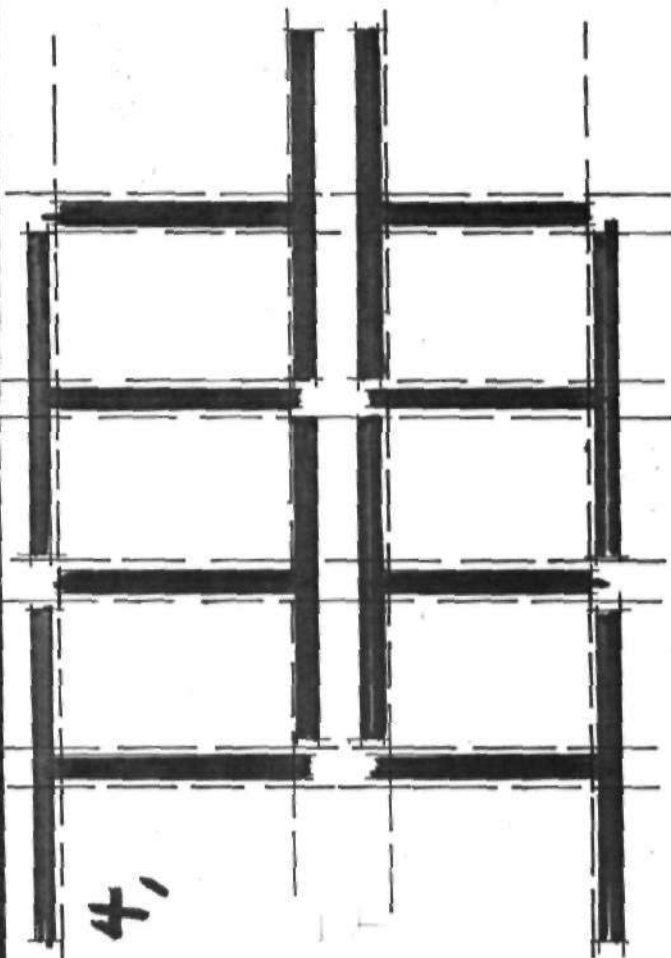
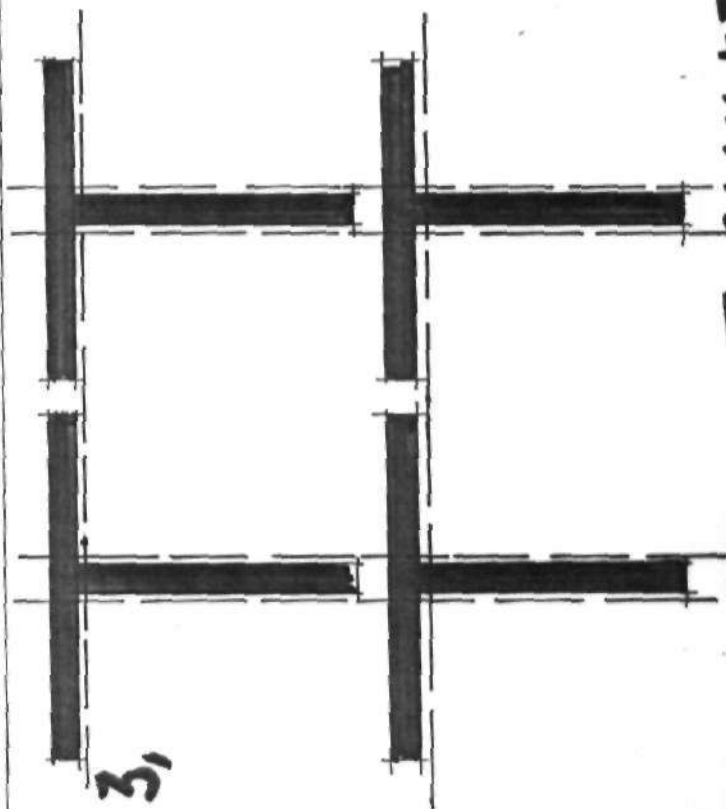
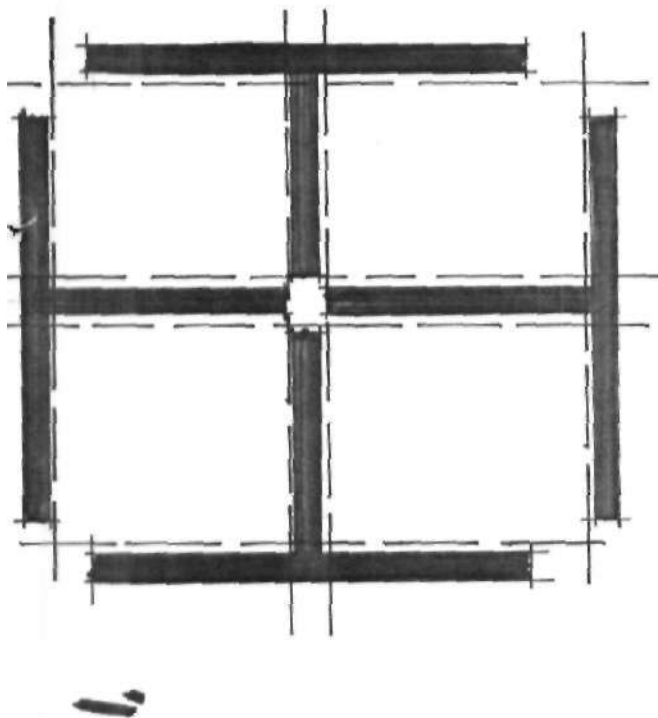
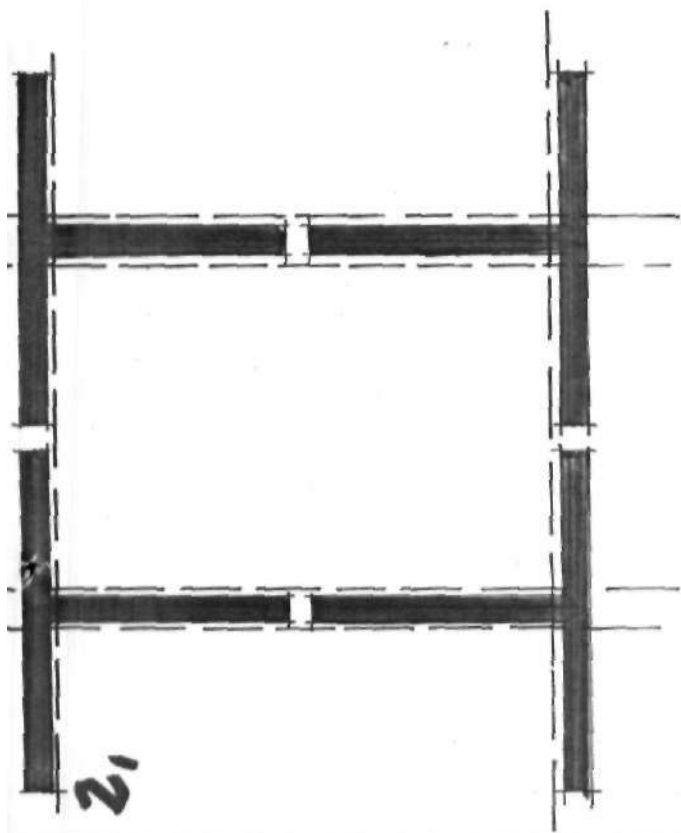
2, GRIDDED



4, LOOSE



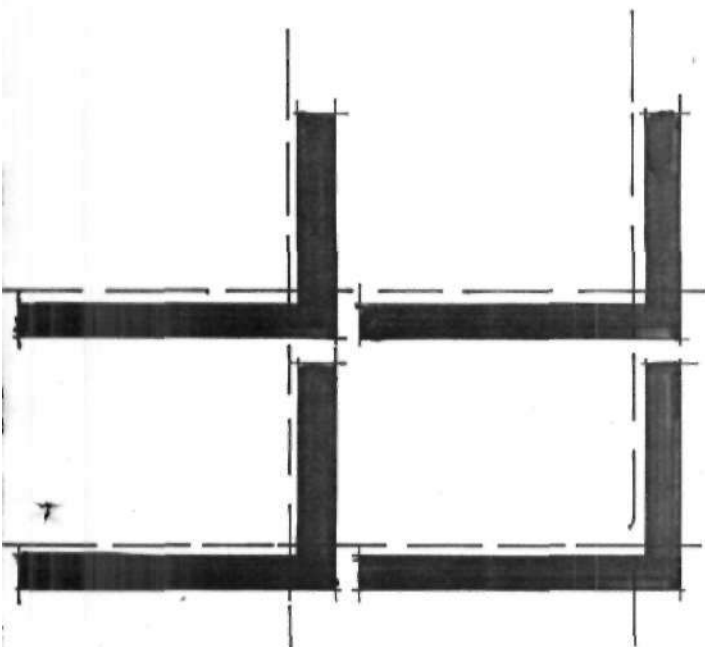
3,



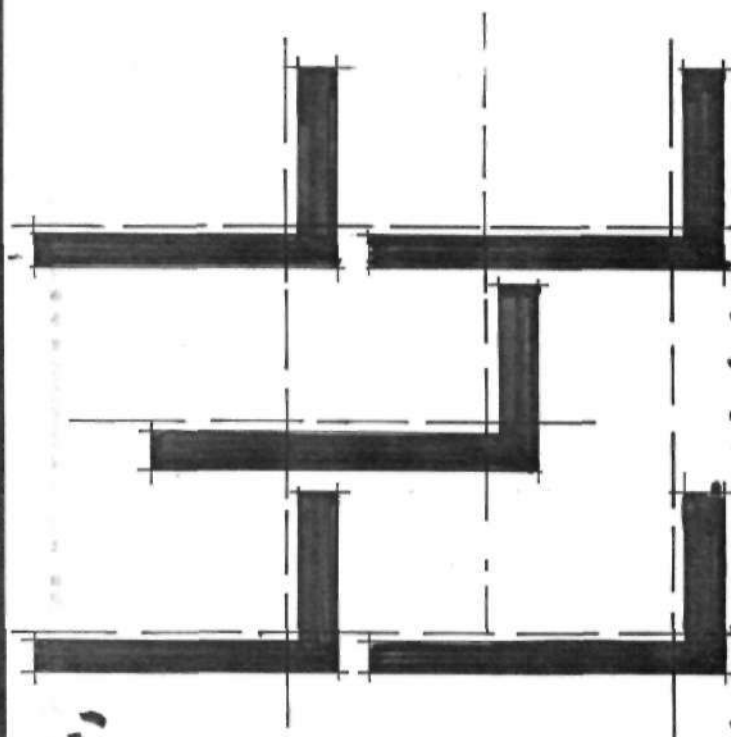
ALTERNATIVES.

FIG: 27

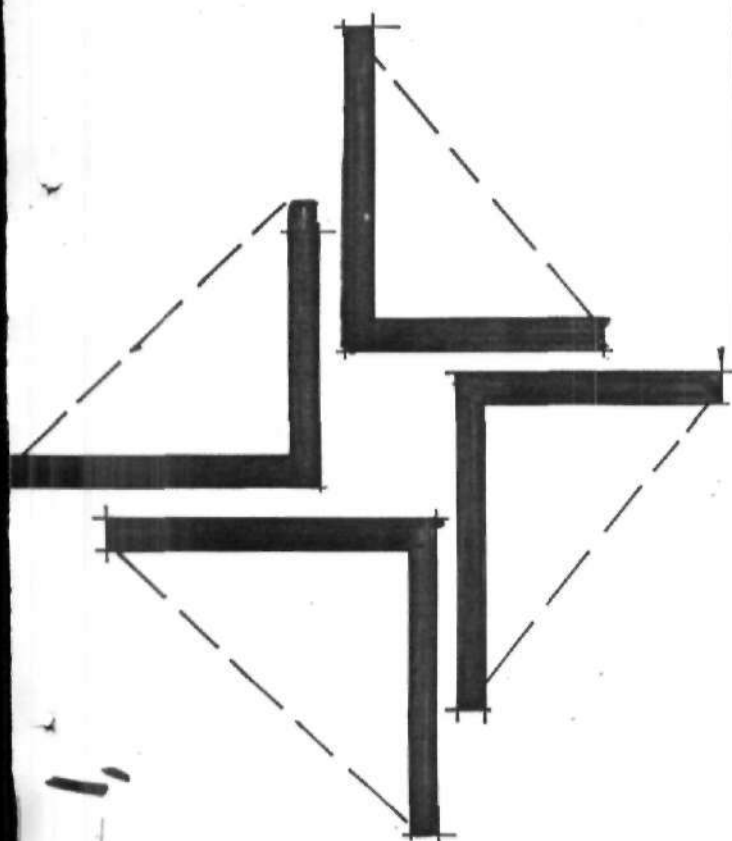
2,



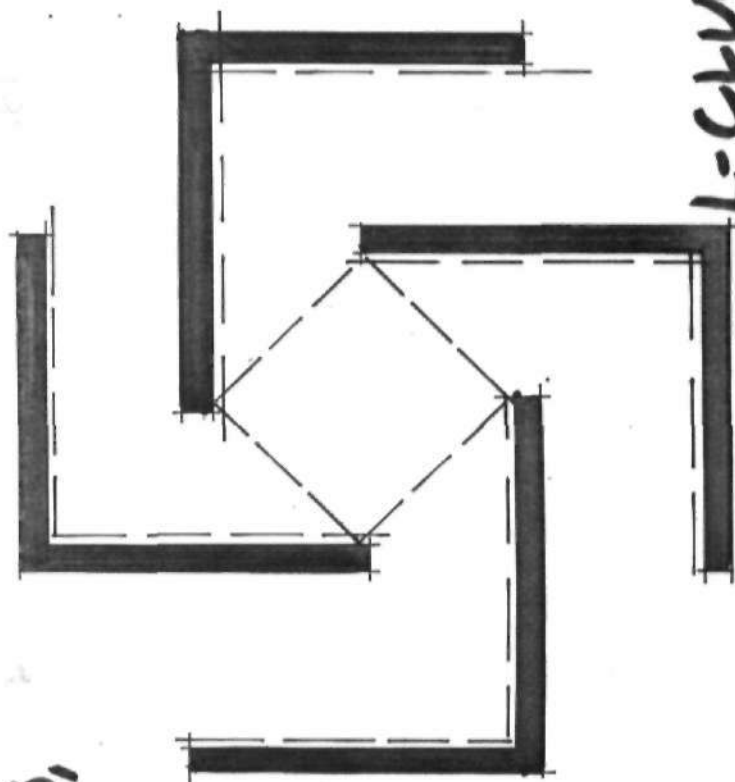
4,



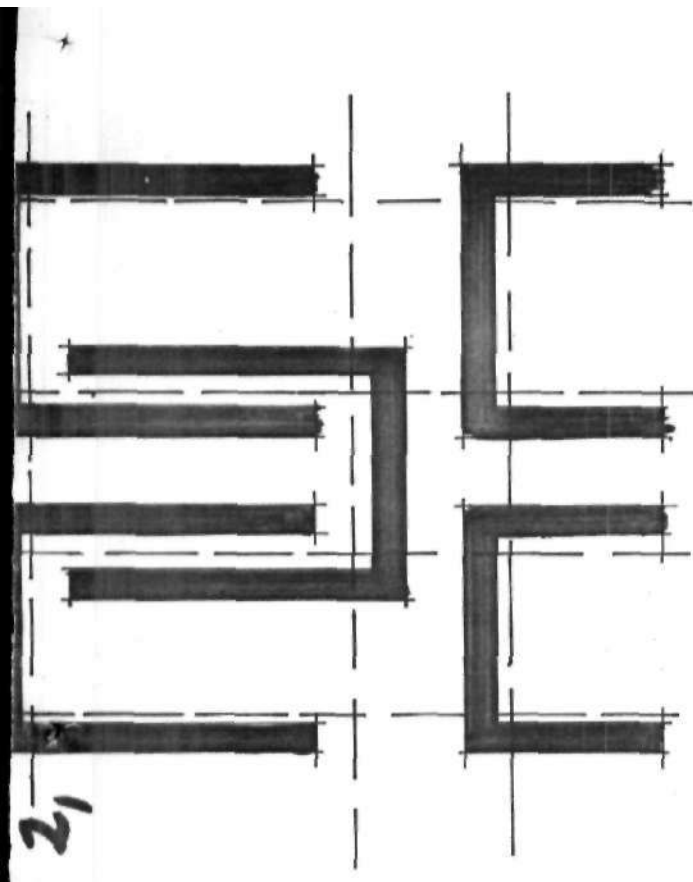
1,



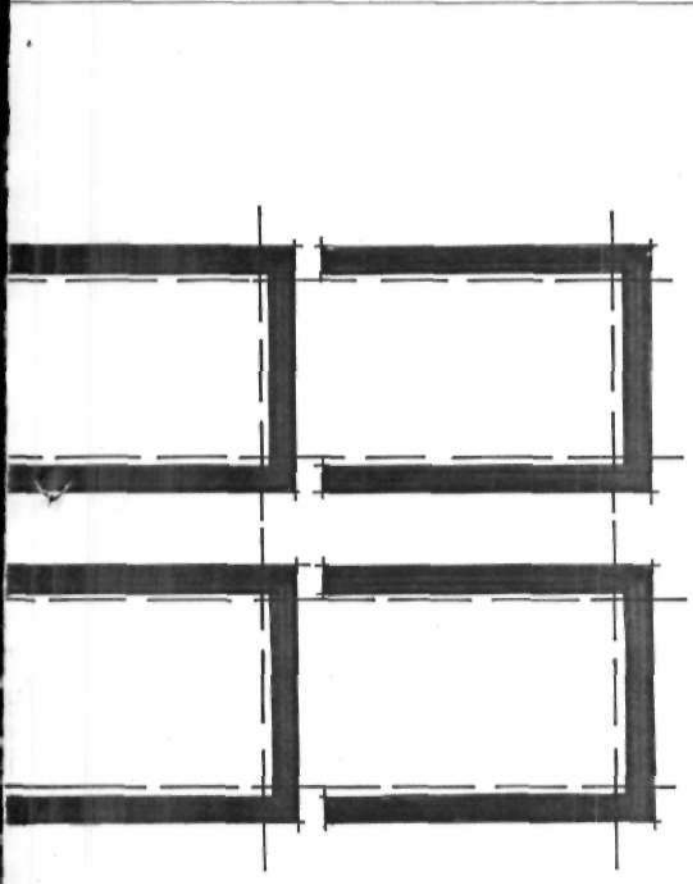
3,



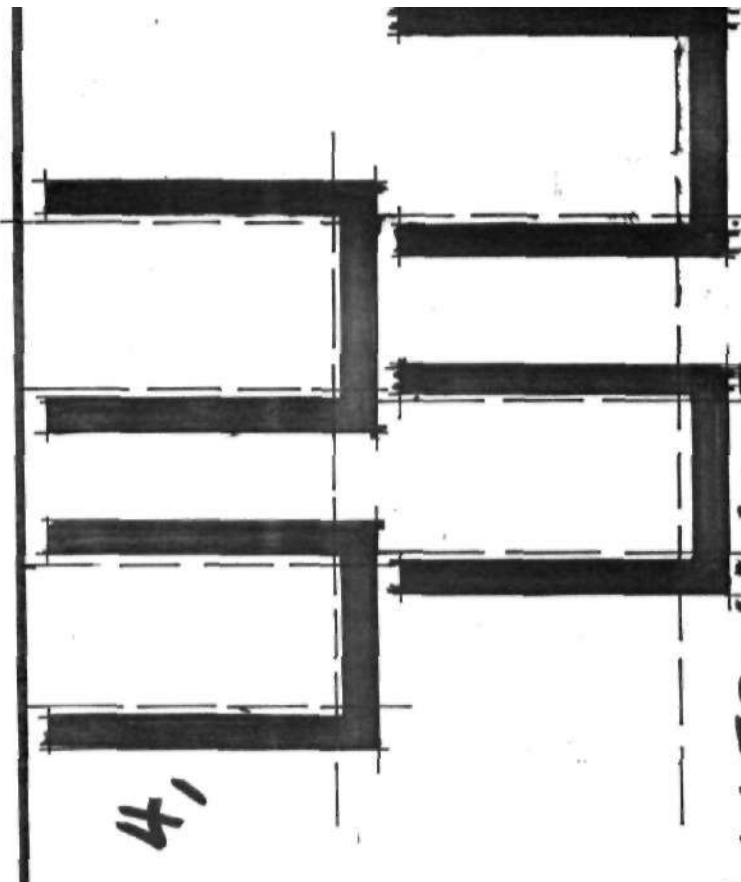
L-CLUSTER ALTERNATIVES



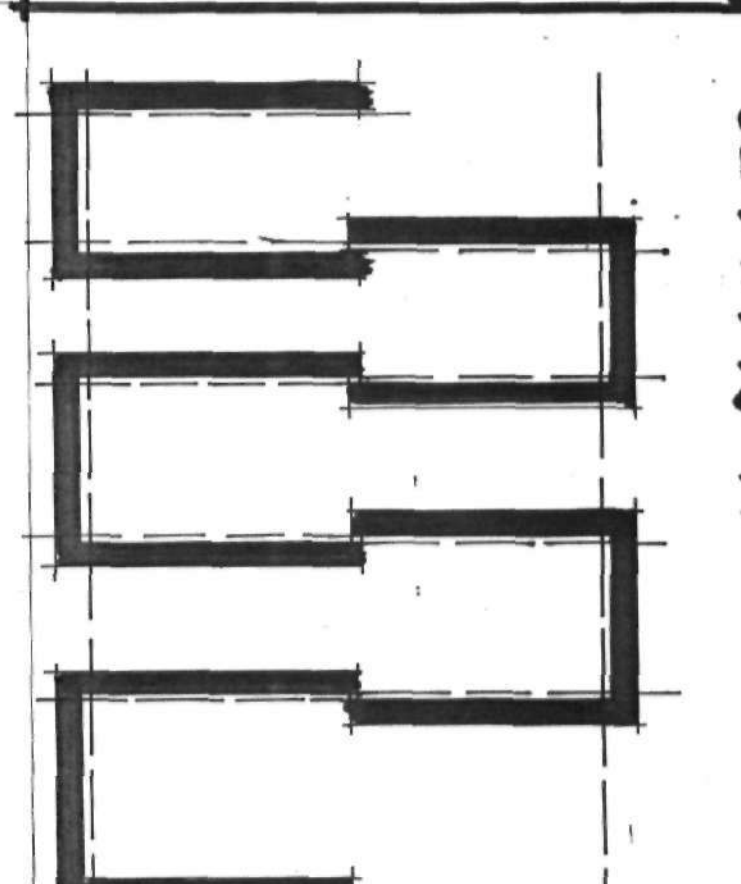
2,



1,



4,



3,

V-CLUSTER ALTERNATIVES.

clusters can be seen in the (Fig.....)

Advantages of the simple forms and clustering layout will be that it can enjoy enough:

- cross ventilation
- lighting
- easy circulation
- easy layout and planning
- a lot of clustering options

The three different shapes, for the sake of ease and convenience in designing and for identification, have only one different size of shop with everyone i.e. the T-shapes shops of size 2.5 x 2.5; the L-shaped - 3.5 x 2.5 and the Vs - 3 x 4.5. Also a few mini size self-contained Supermarkets of size 6 x 10m are to be located at certain distances within each cluster zone.

Within each set of clusters chosen, some basic amenities will be provided so that a cluster area is self-contained in public facilities, as toilets, refuse depots, canteens, supermarkets, dustbins etc. (See Fig.....) All these will be provided at reasonable distances. Then the structure of the site concept can be done, thus highlighting the use of all space available(Fig.....)

Elements of site planning to be considered are as follows:-

Traffic Access - Pedestrian and vehicular accesses onto site are treated separately. The circulation on the site layout shows mostly pedestrian traffic, and this should touch almost every where on the site. There are a number

of pedestrian accesses onto the site from all the sides of the market for the purpose of easy location and quick identity, also for the purpose of emptying the site quickly.

There is no vehicular entry onto the site at all or within the site. Pedestrian access therefore around the site linking the main clusters are wide enough to take all maintenance and service trucks. The circulation lines within the built up parts of the site are covered. Non-pedestrian circulation is with ramps and no steps so that carted trolleys can convey goods to shops.

2. Parking lots and delivery bays - There will be 2 separate parking lots - one along the road on the frontage of the market and another at the rear of the site, both locations were chosen for the ease and convenience of traffic. There is also a delivery bay located almost centrally towards the rear of the site which serves directly the bulk-purchasing section of the site.
3. TAXI PARKS AND BUS STOPS - are conveniently located along the frontal fringe of the site, lying along the highway and easily accessible from it. Taxis and buses don't have to get onto the site.

4. SERVICE AND MAINTENANCE BLOCKS - are located also along the frontal fringe but could reach anywhere on site easily through the new vehicular loop on site and onto the pedestrian links. This includes especially the Fire Services Station.
5. Highway traffic - Since market site lies along a major highway, service lanes far from this should help ease a lot of traffic problems and accident points, especially at U-Turning points and at the points of Access onto the site.
6. Other facilities like a Bank, a Post Office and Market maintenance unit shall all be located at points also along the frontage of the site. There shall also be a market development board on the site with administrative facilities. A lot of incorporated open spaces for the sake of identity and points of focus also for resting and leisure/playgrounds for children.
7. SCHEDULE OF ACCOMODATION
 - 2 Parking Lots
 - 1 Delivery Bay
 - 1 Fire Service Station
 - 1 Bank
 - 1 Post Office
 - Pedestrian walkways - covered & Open
 - Nursery school
 - Maintenance Unit and Market Security
 - Admin Block

- T-shaped blocks
- L-shaped blocks
- U-shaped blocks
- 1 multi purpose hall
- 1 Clinic
- Police Post

From study and analysis of the types of products sold in the markets, the items sold and used in each blocks will be in block shape types as T - Type A

L - Type B and

U - Type C

and the items grouped in the different unit types according to the amount of spaces judiciously allocated to each type as follows:-

Type A - Open stalls

Local groceries

Perishable foods

Fish/meat

Type B - Open Sheds

Non-perishables

Poultry/Livestocks

Fire services, barbing, hair plaiting,

Shoemakers

Provisions and fancy goods

Vegetable oil and palmoil

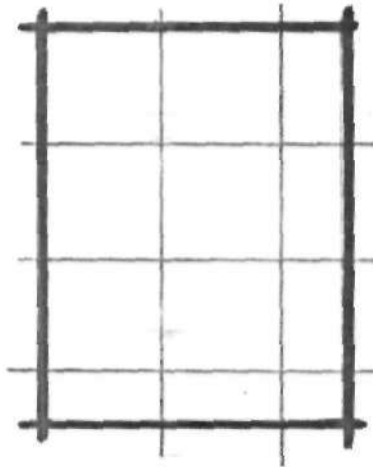
FIG: 29 SHOWING THE SIZES OF THE DIFFERENT SHOP TYPES.

TYPE 'A' -



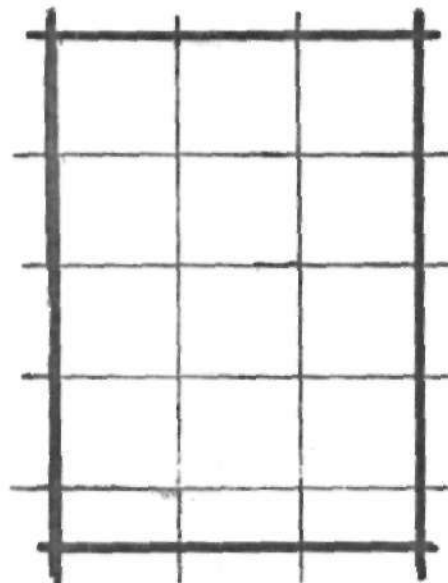
$$2.5\text{m} \times 2.5\text{m} \\ = 6.25\text{m}^2$$

TYPE 'B' -



$$2.5\text{m} \times 3.5\text{m} \\ = 7.75\text{m}^2$$

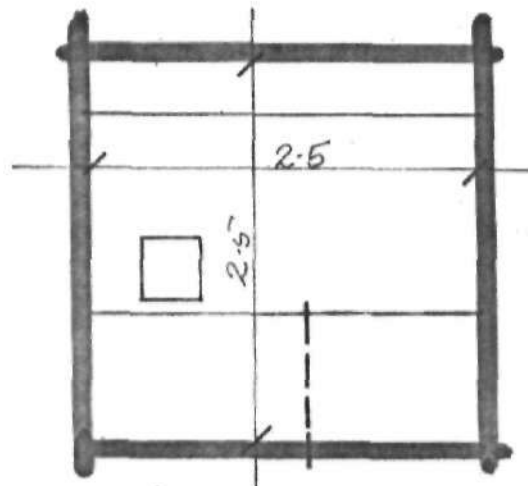
TYPE 'C' -



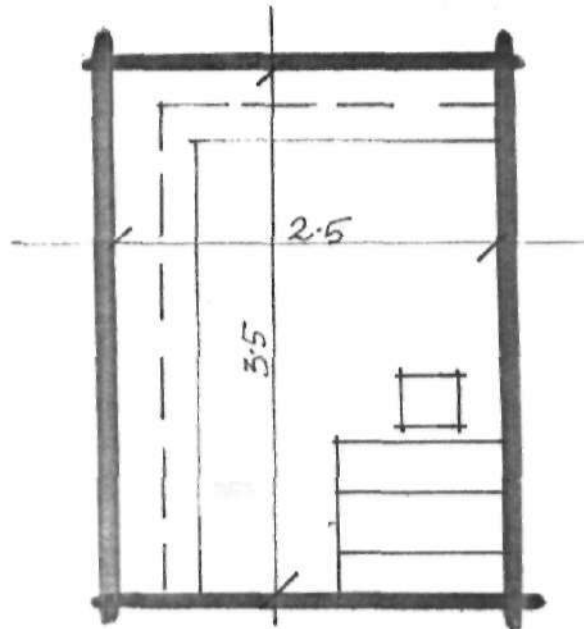
$$4.5\text{m} \times 3.0\text{m} \\ = 13.50\text{m}^2$$

SHOPS:-

TYPE 'A'



TYPE 'B'



TYPE 'C'

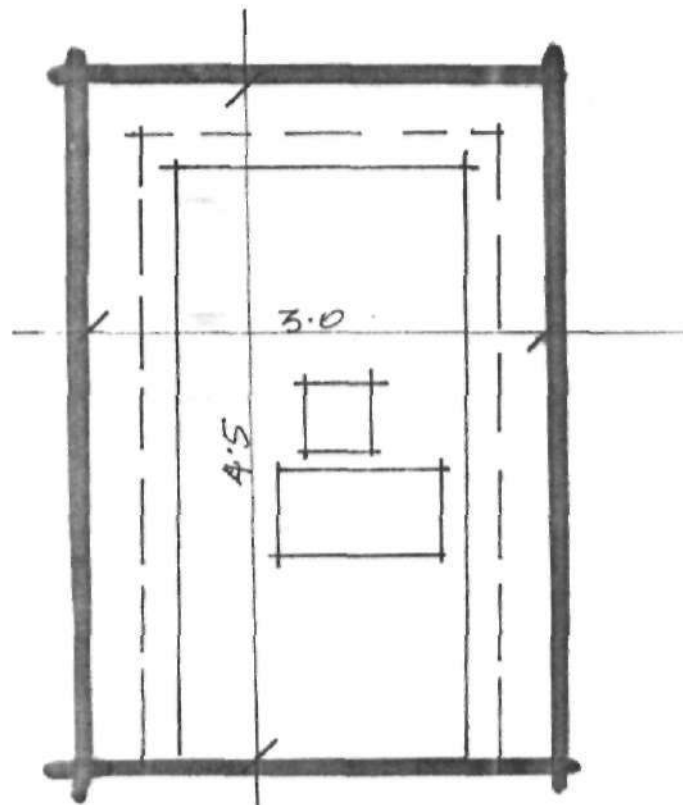
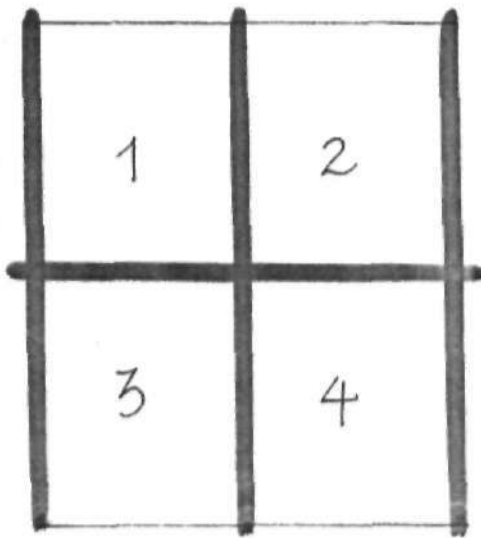
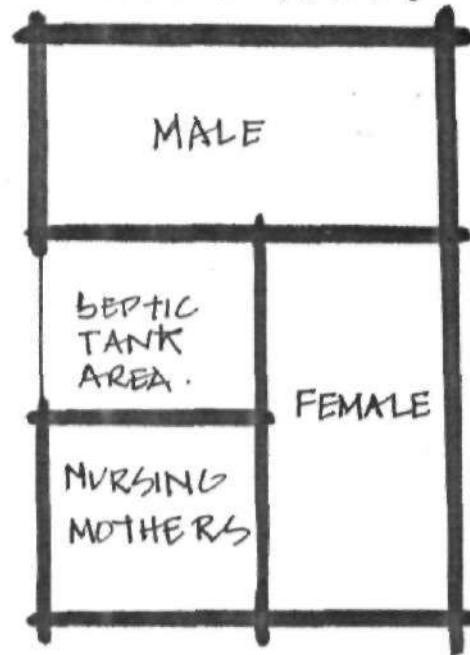


FIG 3 SHOWING DETAIL LAYOUT OF SERVICE FACILITIES.

CANTEEN UNITS



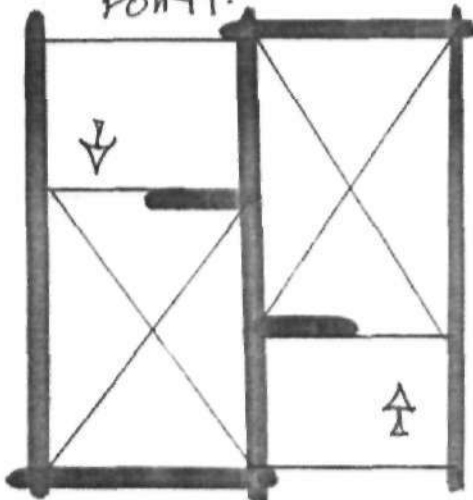
TOILET UNITS.



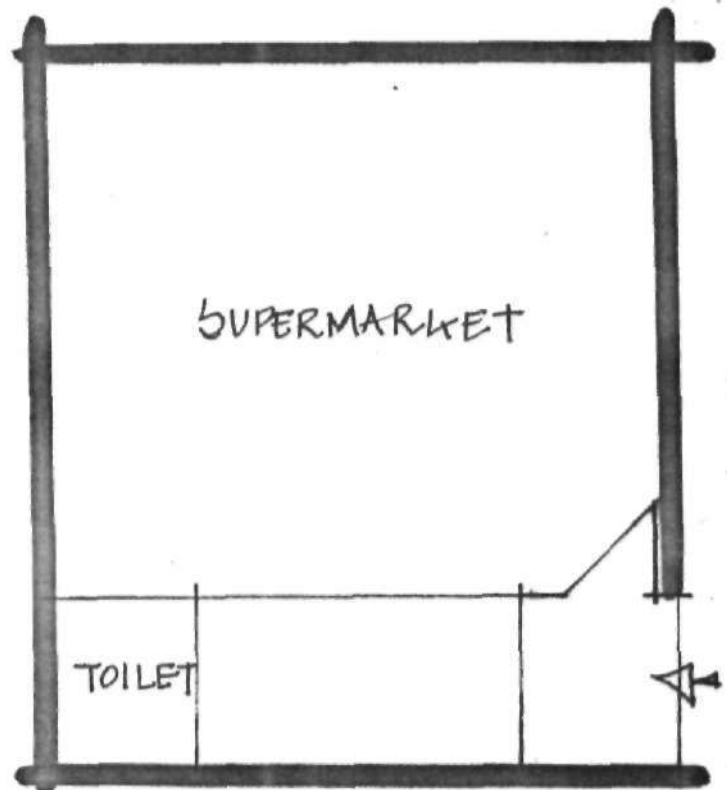
DUST BIN



REFUSE COLLECTION POINT.



TYPICAL SUPERMARKET



NOT TO SCALE

Type C - Locked-Up Shops

Footwear

Textiles

Fire Services

Provisions

Electrical fittings and household
equipment

Plastic, metal and aluminium products

Soft drinks and beer.

After clustering and zoning is done, the design could be boring and identity is lost from the common prototypes.

Hence a few techniques could be introduced to help create identity and give a better viewing like -

- breaking up the clusters with incorporated open spaces giving a less rigid layout
- Using columns
- Using Logos or Numbers
- Labelling by names
- Using open spaces for different functions.

CHAPTER 8

SITE ANALYSIS AND

CONCLUSION

8.1.1 SITE ANALYSIS

Existing already near the site is a market and an upgrading of the existing Mojere market will be necessary and also a redesigning of the Motor Park will be useful.

The site is located on a very gently sloping piece of land that slopes towards the North of the site. Slope is quite gentle less than 2%.

Boundaries about the entire site presently is a low density residential fringe and the highway along its Eastern border. Noise will emanate from this highway to create a nuisance along the frontal fringe of the site.

Moisture laden mads influencing rains are experienced between April and October. They produce cool pleasant winds. In the harmattan between November and March, the Northeast trades bring dry winds. There is a port of intersection already along the highway which creates a series of accident points, such will be redesigned to planned U-turns and service lanes. Sugress and Egress onto and from this site shall be through the highway section by pedestrians mostly and into parking lot and public facilities like banks through the service lane. The service lane will be a low speed area and its outer portion can be used as temporary parking. An access road is proposed to link the rear and centre portion of the site.

Power lines from Akure Municipality to Sub-Stations are passed through high tension lines along the highway to supply the site. Water pipe from water treatment plant

supplies the site.

NOTE: Orientation of buildings will be best if openings are in a North South direction to catch the cool blowing breeze.

The population of Akure is projected at 150,000 for 1985, and present capacity of Kojere is 54 . This project should cater for about 1,600 on an area of about 12 hectares.

REASONS FOR CHOSING THIS SITE

This proposal is aimed at the design of a model type multi market for Ondo State. The eventual design should be an entirely convenient and aesthetically appreciable structure that creates a suitable atmosphere for a permanent situation for the meeting of people for the purpose of the buying and selling of goods and **services.**

The idea of such a proposal is to produce an economically sound and modern structure for the ease of construction, using cheap methods of construction and materials if possible. If such simple construction methods are introduced, could be easy for the eventual market users to take part in such construction actively as a self-help scheme.

The thesis' purpose aim is however not to design a complex structure whose construction may become too difficult and expensive for quick implementation and not too complex for market users - so it can be found to be functional. The market although is an institution where purposely, buying and selling takes place, necessary facilities for the market users have to be comfortably designed to fit.

The question of choice of a site could become a conflicting, ambiguity comes in as the choice of site for the purpose of this thesis, the scope of the work it entails and scope of the eventual capacity of such a design and a lot of other factors that contributed to the choice of a site for a market. While some factors can go a long way to enhance the growth of a market situation in a place, some stronger and more important ones could also help to disapprove the advantage of such a location.

Now looking at the reasons why Mojere Market was located on this site, one would see that the advantages of this location over the disadvantages are many. Some of the advantages are that the site is accessible as it lies along a major highway leading into Akure Township; also it lies within a new developing area of the town. The site is out of the township centre therefore helps to decongest the already badly congested town. These among other advantages does go a long way to support a good reason why such site found in the portion of Land Use designated for the use of markets and other

public uses. Any other part of land designated for other uses in the land use maps are located in few congested areas or within a zone of Akure Township which contains most of the markets of the town. The Township of Akure is growing in about at least four different directions rapidly towards Owo Road, Ado-Ekiti Road, Ondo Road and Ilesha Road - all these are shown in figures on the next page - But development seems faster along the Ilesha Road and such an area will be more viable especially to the growth of a developing town. But if a market location is taken further than the point of Mojere Market, which already is far enough out of town, then distance may become too cumbersome on people who have to trek to the market or get there by commercial vehicles. If the distance to a market becomes too great, then such market, no matter how good, could be abandoned for that sake.

For the immediate future, the site next to the existing Mojere market has been taken as the 'arbitrary' site for such a model multi market. This does not make this thesis a redevelopment scheme of Mojere by any means, but should be regarded as an extension of the total number of markets in town which will be applicable to any other site around Akure in view of

future developments and expansion programmes and also to the other nine urban centres in Ondo State.

Since this 'arbitrary site lies next to or within the vicinity of an existing market, then such a market cannot be ignored. Its existence has to be taken into cognisance in the proposal. However, for this proposal, since the two sites are beside each other, this proposal will suggest that Mojere Market be upgraded and used along with the proposed market; but the proposal still remains a model type multi-market which is a combination of a retail market and a whole market and such a project should be seen as a type which should be an ideally suitable prototype for other parts of the town and other towns of the state. The proposal cannot work independently of the activities around it, therefore a functional relationship of the activities will be done - see (Fig.....)

TRAFFIC STUDIES AFFECTING THE SITE

Site lies along a very busy 4-lane highway that leads into Akure township from another important town. Actually from all the big towns south of Akure i.e. Lagos, Ibadan, Ife, etc. The traffic on the road is slightly heavy, not congested, but with every car on an average speed of 100kph. (See Fig.....)

Already existing is a concrete median along the road up till the point of the market site.

Immediately past this, the highway narrows down to two lanes with no median. At certain point along the highway immediately in front of the market will be a few proposals of points of U-Turning to enable one gain access on site. Such points will be more than one in number in order not to create traffic jams at only one point of U-Turning.

Also it is important to turn into a service lane before one gets to the points of access onto the site. (Fig..... overleaf goes a long way to explain diagrammatically some possible traffic solutions.

Side walks are to be maintained along the roads. These should link pedestrian access onto the site and in turn to connect the circulation lanes on the site. Pedestrian walkways are to be paved and in some places on this site, covered. Since there will not be any vehicular circulation on the site, walk-ways should be wide enough, in that case, be wide enough to take service vehicles.

SITE ZONING - Zoning concept is based on two facts of reason:

- (a) The fact that most people who attend markets do so more on a daily basis rather than periodically because a less number of people buy in a bulk.
- (b) The perishable foodstuff are bought more daily while manufactured and fancy goods are not. Hence this site has been zoned into two:
 - 1. The retail market section
 - 2. The wholesale market section.

Both are two separate model types but can also be combined into one model type. The two different types of models can be applied to suit separate town and villages, to be contained according to their sizes.

The existing Mojere Market will be upgraded into its own self contained region with both spaces relating to each other in functioning.

The Motor Park in compliance with Town Planning Regulations, may not be removed for regulation reasons, but should be developed also and fenced off as both activities don't have the same function but are more or less related.

The proposed model market are two types:

- The model retail market only and
- A combination of both the retail and whole-sale as one model.

These two types could be used as prototypes to suit the different nine Urban Centres and if eventually it becomes feasible, then the 17 Local Government Headquarters. The smaller towns will be able to contain the retail type only. The typical model design should be adaptable to suit available sites.

LIGHTING, VENTILATION AND FIRE PROTECTION

By design, the stalls and shops are all well lit and ventilated. Their openings are mostly oriented in the N-S direction and in the inevitable cases, there are verandahs providing shade. The fronts of the openings are clear of any obstruction like ventilation

Mild steel tubular steel pipes are used as supporting columns along the verandahs. Different sizes of angle cleats, I-section beams and different sizes and specifications of mild steel section are used in the roof trusses and hook bolts used to hold down the aluminium roofing sheets.

TYPE OF FINISHES USED

Plaster will be put on the clay block work and finished medium-dark colours, light colours fade easily in such climates - dry mould effects. Some logo and pattern rendering are to be designed on facades.

CONCLUSION

The exercise has been done in the aid of the master-plan to help carry very important messages yet unrealised to the entire indigenes and populace of Ondo State. The reality of our stark poverty must be realised now, or by the year 2000 A.D. we will still be 'in the woods'. This project however should come to most people as a realistic fact that self-help in project development is the order of the day that keeps the developing and developed states going.

It is also hoped that we all in this State will begin to realise the curious but true fact that if we are interested in developing our domain, can start to do so, since many communities and individuals elsewhere

are very seriously practically involved in these patriotic duties which will be to no one else's advantage but ours. It will only be very unfortunate for us to be stragglers.

There is a great challenge to us all - the well wishers of this state all avenues to guide development is open and glaring at us. We can still pick up before the year 2000.

Yours sincerely,

Yinka Alade

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