PROBLEMS AND PROSPECTS OF CENTRAL AREA OF OLD OWERRI

M.Sc. (U. R. P.) THESIS

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CERTIFICATE

This is to certify that this thesis has been submitted in partial fulfilment of the requirements for the award of the Degree of Master of Science Urban and Regional Planning.

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D E D I C A T I O N

. To my wife - Urubea -

who encouraged me to undertake this course.

. For my good boys -

Chidi, Ike, Chibu and Uche to emulate.

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I owe much to my wife for her invaluable contributions and support in my academic pursuits. While thanking all friends and welwishers for their assistance and counsel, all omissions found in this work are solely mine.

Oparaocha, N. L.
Zaria - 1981.

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chapter 1

CHAPTER ONE

1.00: INTRODUCTION

The Central Area of old Owerri is the focus of the old city from where development started and are expanding to various directions. Being the focal point of the area it serves, it is one of the most important structural elements of the town as it accommodates not only the major shops, commercial business, service establishments and administrative offices but also cultural and entertainment facilities.

In 1976 Owerri was made Imo State Capital and the city centre was made to perform a greater function and role than it was originally designed for. Thus its increased role created many problems.

To derive the benefits, services and goods the area offers, more developments than it can accommodate have been concentrated here. This has resulted not only in inadequacy of sites for various landuse categories and problematic mixed land uses, but also in congestion, lack of open spaces for recreational facilities, encroachment on roads and streets. Besides, the area is characterised by high volume of vehicular traffic and accessibility is very poor. These inadequacies have contributed to lower the environmental quality and efficiency of the central area.

The master plan having realised the problems of the existing centre therefore proposes a site for a new city centre. If the new city centre is eventually implemented, the old centre would remain; hence my proposal for the old centre to become a district centre serving the old Owerri.

In the light of the above observations therefore it is mandatory to improve the environmental quality and efficiency of the old centre so that it can perform its new role satisfactorily.

1.10: GOALS AND OBJECTIVES

(i) GOAL:

To assess the problems of the central area as it is now and suggest the role it may perform in the nearest future within the Owerri Urban Area and improve the environmental quality and efficiency of the old centre in the light of the new role.

(ii) OBJECTIVES:

(i) To delineate the central area of old Owerri

(ii) To identify problems of the central area considering landuse, traffic and transportation, encroachments, condition of buildings, facilities and services.

(iii) Propose strategies for solving the problems.

(a) Macro strategies in relation to the master plan covering the whole town

(b) Micro strategies in relation to the specific centre.

(iv) Prepare a design of a selected problem area within the centre.

(v) Suggest policies for implementation.

1.11: SCOPE AND LIMITATIONS

(i) SCOPE:

The work is restricted to the area delineated by the writer and includes an analysis of the existing situation considering landuse, traffic and transportation, building use, facilities, and services and the design proposal of the central market of old Owerri. Emphasis is on the improvement of the environmental quality and efficiency of the centre.

(ii) LIMITATION:

These include:

(a) Lack of landuse maps. The only map used in the field for the identification of structures is one prepared from air photograph dated 1977 in scale 1:2500. The map has to be up dated during the field survey.

(b) Lack of adequate and sufficient space for provision of lacking facilities and services as the existing central area is hemmed in by residential developments.

1.12: METHODOLOGY

(i) DELINEATION TECHNIQUE:

The Frontage Intensity Index was used in an attempt to delineate the central area. The lower limit of 30% Frontage Intensity Index (F.I.I.) was used as the minimum limit for a retail; commercial or business block to be considered a central area function.

(ii) ENVIRONMENTAL QUALITY AND EFFICIENCY:

(a) Landuse Maps. were used to identify the existing land use patterns with a view to find out the use type that predominates. Landuse map is also used to identify the use to which the floors of the structures have been put in order to know whether they are for commercial or residential or public and semi public purpose. Building condition was surveyed in order to find out the structures that qualify for demolition.

(b) Traffic Survey. A survey was carried out to record the traffic volume at selected stations in the study area and identify the spine that conducts the greatest traffic volume. The (O-D) origin and Destination-traffic survey was also conducted to identify the volume of through traffic and regional traffic in the study area.

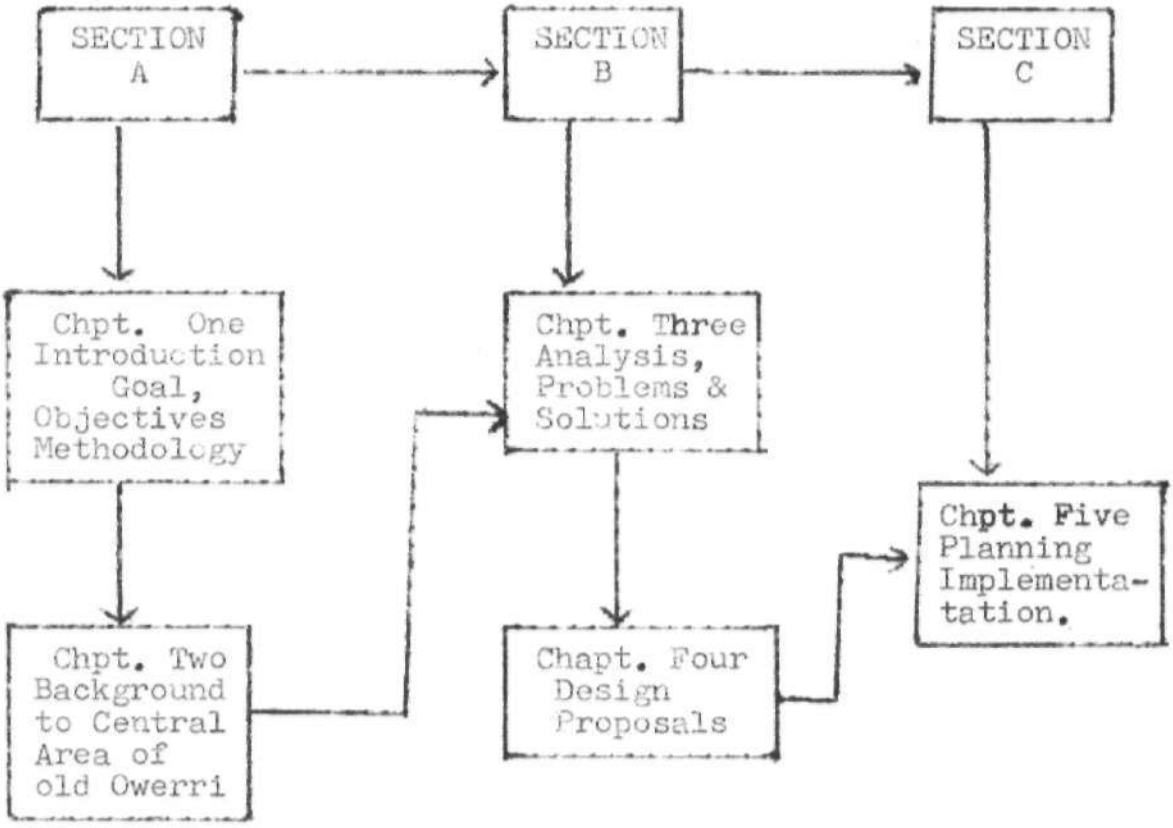
(c) Interviews: were held to know the people's reaction and the best site for relocation of people whose houses would be affected in the demolition exercises.

(d) The Master Plan was appraised and in an attempt to achieve the stated goals and objectives, some of its proposals were modified.

1.13: THESIS STRUCTURE

The thesis is subdivided into three sections as shown and includes five chapters.

Fig. 1.1: Thesis Structure.



Chapter One: is introductory and attempts to describe the role of a town centre. It also includes the aims, objectives, scope and limitations and methodology.

Chapter Two: discusses the study area including the origin of the central area and the phases of its growth, review of literature of delincation technique and the basis for the delineation of central area of old Owerri.

Chapter Three: analyses the findings of the survey, identifies the problems and suggests strategies for solution.

Chapter Four: deals with the proposed redesign of the central market. It covers the concepts guiding the redesign of the

market, the space standards for the stalls and the required facilities and services.

Chapter Five: suggests ways of implementing the proposals and the phases of implementation to achieve the stated goals.

chapter 2

CHAPTER TWO

2.00: THE STUDY AREA

2.10: LOCATION OF IMO STATE IN NIGERIA.

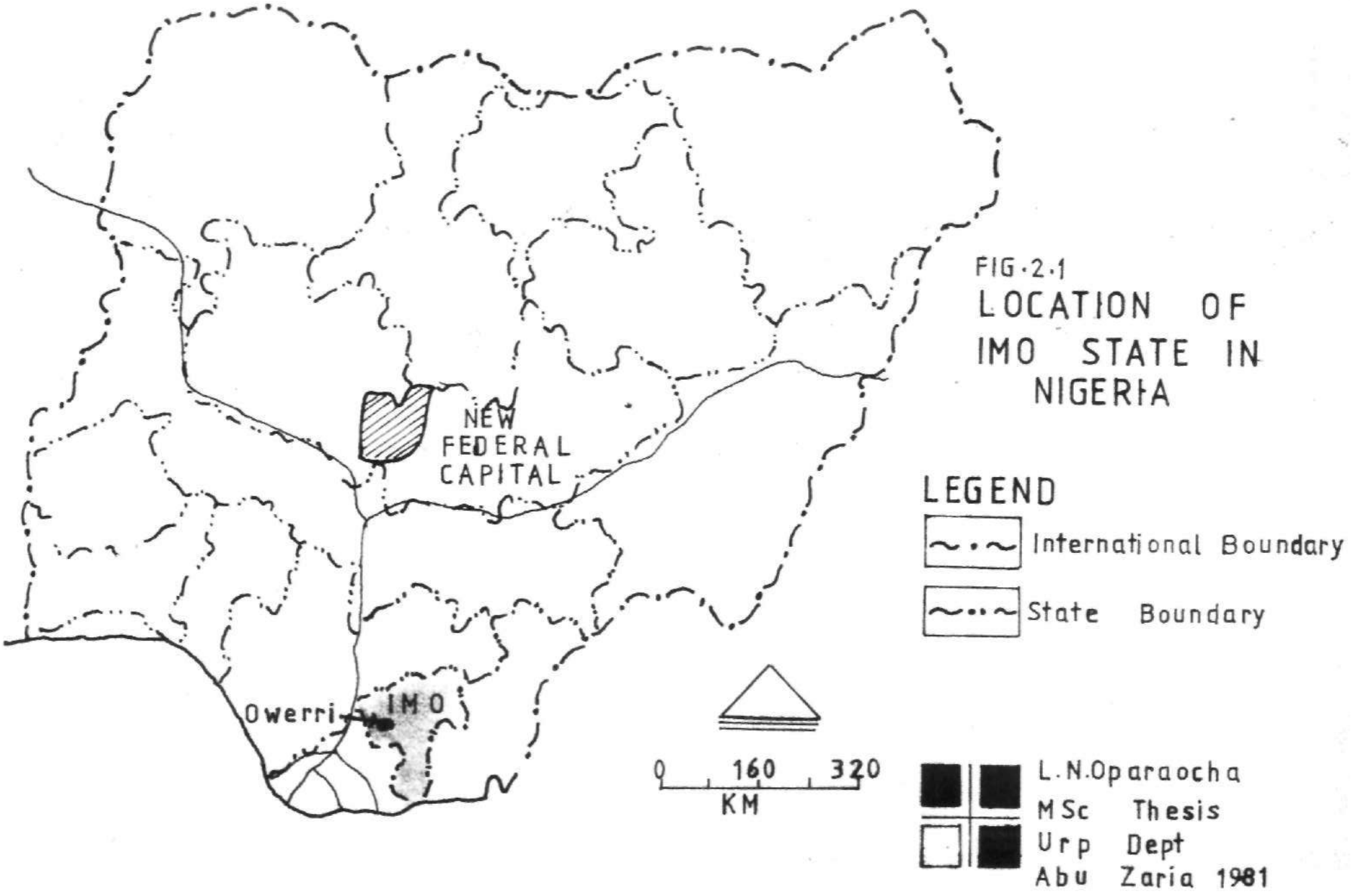
On February, 3, 1976, the southern part of the former East Central State became Imo State,

Fig. 2.1: Location of Imo State in Nigeria.

2.11: OWERRI AS IMO STATE CAPITAL

Owerri, the Imo State Capital, lies at the intersection of six major roads of regional importance from Onitsha, Orlu, Okigwe-Enugu, Umuahis, Aba and Portharcourt. (Fig. 2.2) shows the location of Owerri as Imo State Capital. It is set on the Northern part of the eastern coastal lowlands which lie between 90 - 300 metres above sea level. The peripheral region slopes gently southwards from about 90 metres at the northern margin to about 30 metres in the south towards the coast.

Thus, Owerri lies in a pleasant physical landscape with a vast open countryside which gave it an advantage over other towns in Imo State for selection as a State Capital. The urban area occupies a gently rolling plain. Perhaps to break the monotony of such a landscape, the Nworie stream cuts the territory into two from North to South with Otamiri stream as its tributary from the East. This natural feature divides the Owerri Urban Area into two main sub-areas of Old and New Owerri. It has also been used in formulating an Urban Structure plan of the concept of Twin city for Owerri.



FIG·2·1
LOCATION OF IMO STATE IN NIGERIA

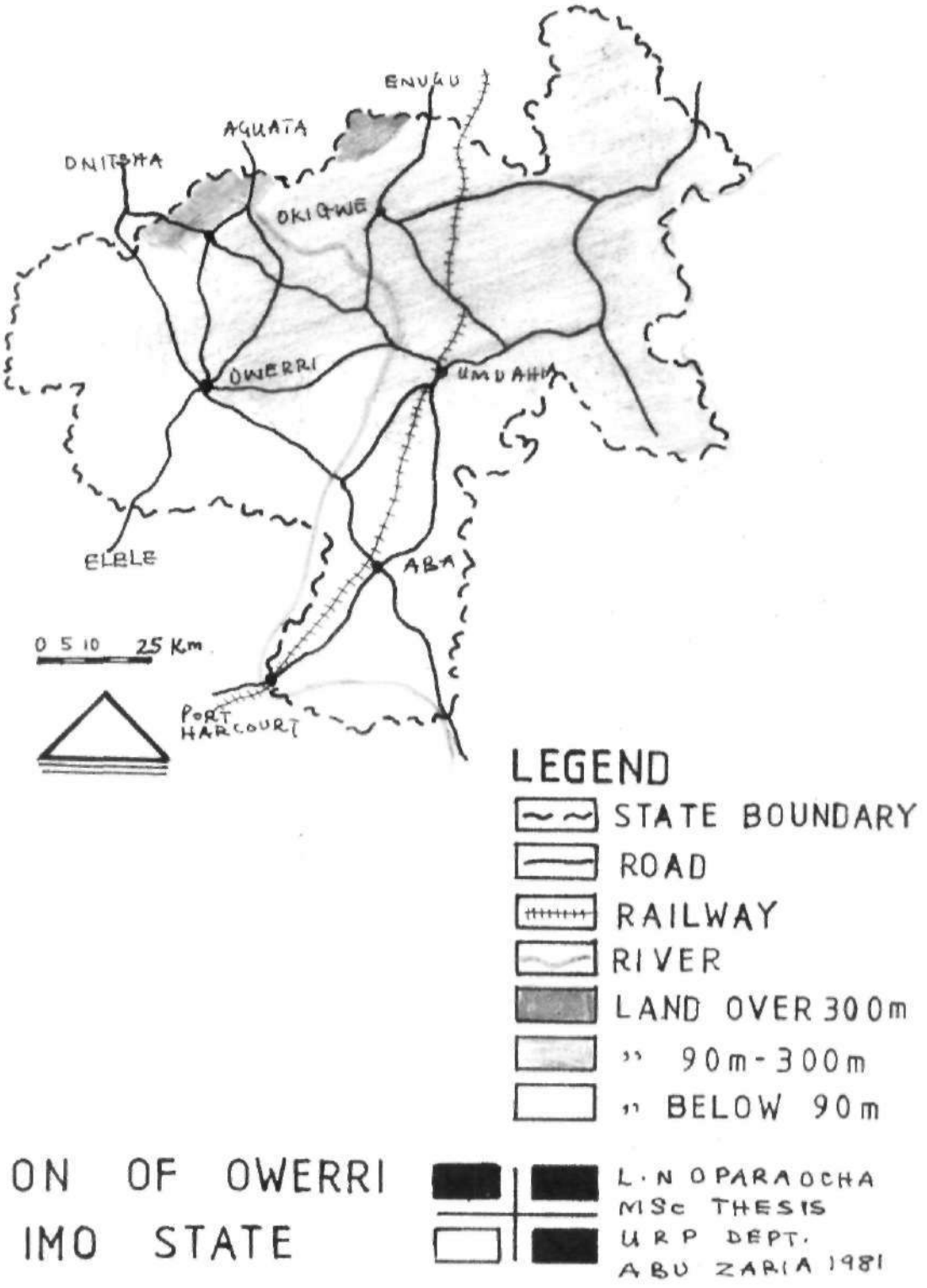


FIG. 2.2
LOCATION OF OWERRI IN IMO STATE

2.12: THE PLANNING AREA:

The central area of old Owerri in this study connotes not just the area where commercial business and entertainment functions are developed but the area also includes such other central activities as administrative functions. Central areas and city centres are used interchangeably in this study.

The central area of old Owerri is found to be located mainly along Douglas Road where commercial, business, entertainment and administrative functions have developed on both sides of the road. Part of the central area is also found along Okigwe road and Mbaise road.

The area is characterised by retail trade, shops, commercial, business, administrative and service functions. The Central Market which is an important commercial focal point is located near the motor park between school road and Eke Onunwa Street.

Fig. 2.3. shows the main sub-areas of Owerri Urban AREA and the location of the study area in relation to Old Owerri.

2.13: BACKGROUND TO THE ORIGIN AND PHASES OF GROWTH OF CENTRAL AREA OF OLD OWERRI

Old Owerri originated as an agricultural settlement comprising five contiguous villages of Amawom, Ororonjo, Umuodu, Umuoyima and Umuonyeche. These communities were linked up by a central open square which constituted the nucleus of the town. It was here that socio-economic

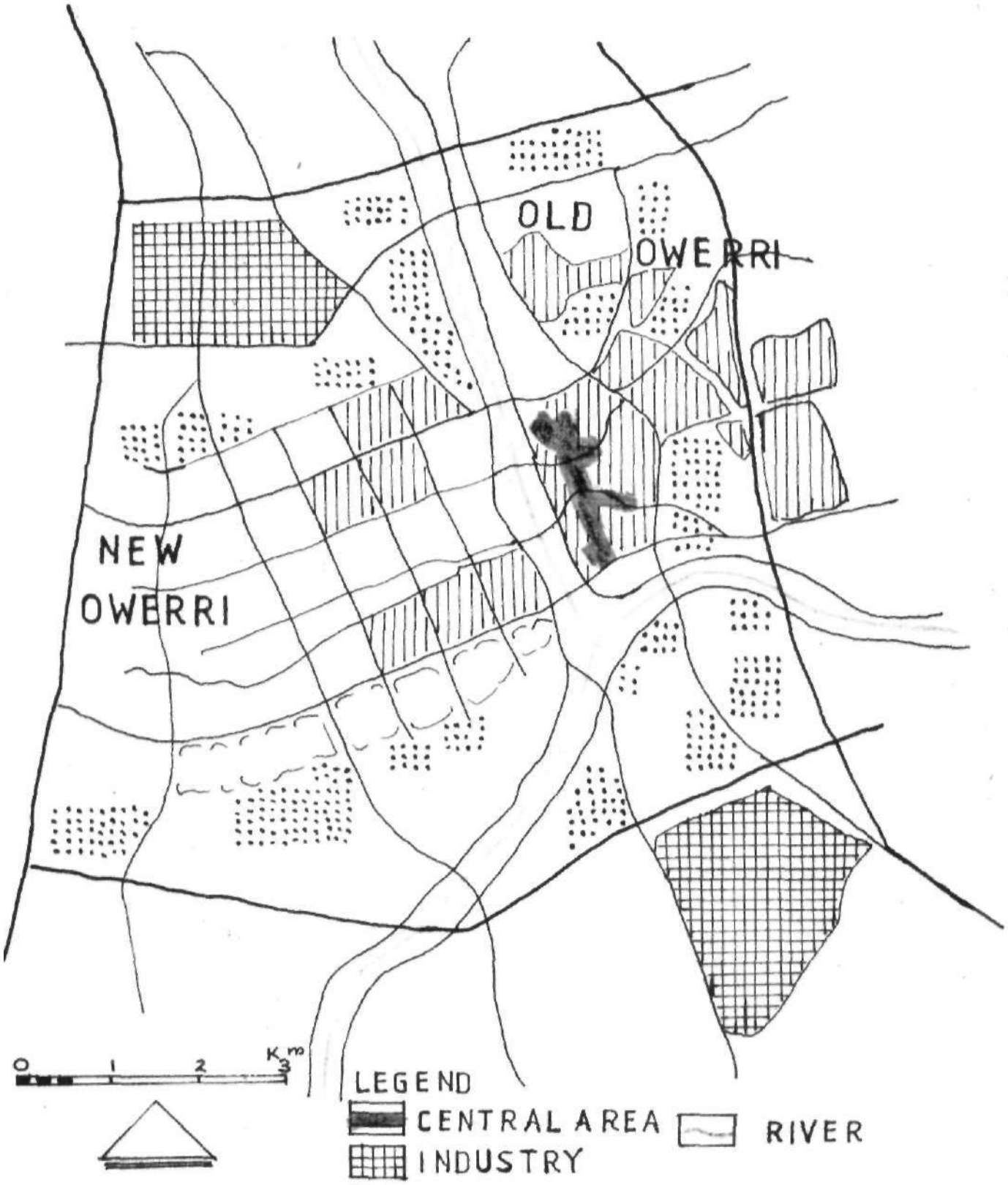


FIG. 2.3
MAIN SUB-AREAS OF
OWERRI URBAN AREA

L.N. Oparaocha
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activities took place. Later it grew into an important market centre. Gradually retail trade, shops and business establishments developed along the major spine passing through the area. Here is the central area of old Owerri and it is from here that the town started to expand to various directions.

In 1902, British rule started in Owerri and by 1913, Owerri was chosen as the headquarters of the Eastern Protectorate which included the then Portharcourt, Opobo, Bende, Okigwe and Agwu Divisions. Later Portharcourt and Umuahia provinces were created and the two areas inherited many of Owerri administrative responsibilities and consequently Owerri became a divisional headquarter.

Luckly the oil exploration in the 1940's and the selection of Owerri in 1953 as the headquarter of the Shell D'Arey Exploration Company gave Owerri a hope of revival. Her economic growth was manifested by residential expansion, market reconstruction and the building of the present motor park near the market.

The first plan of the town was prepared in 1948 by Tetlow - a British Town Planning Adviser to West Africa. His plan has probably guided the orientation of some of the existing roads and buildings in the central area and the rest of the town.

In 1963, the Shell Company moved its headquarters to Portharcourt. Thus, Owerri fell again into its former state of relative oblivion and was only remembered during the recent creation of States in Nigeria.

On February, 3, 1976, when Owerri became the Imo State Capital, the ancient town turned into an administrative and

commercial beehive of the new State and the population rose tremendously. Its increased functions consequently created problems for the central area. No studies have been made on its physical and functional shape, and of the daily movement to and from this critical area. Because the actual physical shape or boundary of this area has not been precisely defined, the result is that the central area all along has been a matter of verbal description. It is only through a clear and precise delineation of this area that significant comparisons are possible between old Owerri Central Area and any other central area elsewhere. It is through such comparisons and delineation that a real knowledge of the content, size and functioning of this area can be attained.

2.14: REVIEW OF LITERATURE OF DELINEATION

In the past, the limits of the central area of the city were a matter of local agreement. It is only through the use of standardised technique of delineation that knowledge of the content of the city centres may be known and understood.

The necessity has been emphasised by Juchnowicz, S. He writes "There is need for precisely defining and delineating the central area."[1]

Among the various methods used by planning agencies to delimit city centres include land values, land use map, shop Rent Index, Trade Index and Volume of trade. These are simple techniques of centre delineation but the disadvantage

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1. Juchnowicz, S. (1978) Problems of the contemporary city centres
   A. B. U., Zaria. p. 2.

is that they fail to take account of some important central functions.

Among the delineation techniques developed by Murphy and Varce include - Distribution of population, pattern of employment, pedestrian counts and traffic flow, Break in continuity, Types of establishment at CBD edge, Building Height, and the Central Business Index Method.

These are models developed on the experiences of mainly European and American cities and therefore may only be used with modification on Nigerian city centres and other city centres of developing countries where uses which define central areas are more socio-cultural than economic.

However, in delineating the city centre of Lourenco Marques (Mozambique) de Blij (1962) used the Frontage Intensity Index. This technique has been applied in the delineation of some Nigerian city centres by:-

(i) Ogunyebi (1974) - The town centre of Ado Ekiti, Illesha and Ile-Ife.

(ii) Kassen (1975) - Jos Town Centre .

(iii) Anthony O. T. (Miss) (1978) - Tudun Wada District Centre Zaria.

(ii) Ebugu I. N. (1979) - Jos Town Centre.

The Frontage Intensity Index (F.I.I.) is derived when that part of the total building frontage occupied by retail establishment or other commercial functions was measured as a percentage of the total frontage provided by that block using the formular -

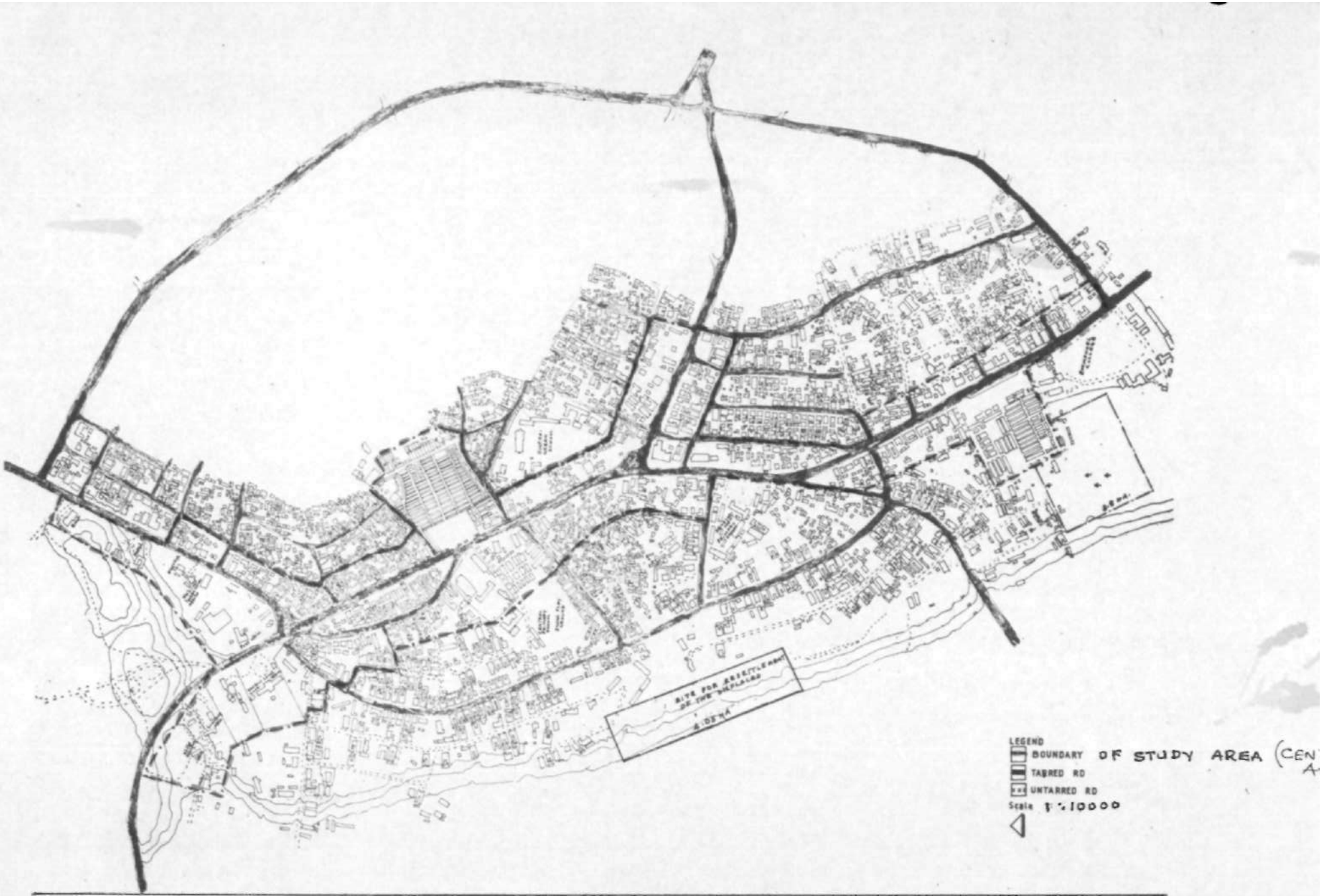


FIG 2.5 PART OF OLD OWERRI | CENTRAL AREA OF OLD OWERRI | L-N-OPARAOCHA MSc THESIS Urp Dept Abu Zaria 1981

$$\frac{100 \cdot X}{Y}$$

where X = total width of retail frontage of the block

Y = total frontage provided by that block.

In their studies, de Blij selected 27% (F.I.I.) Ogunyebi 40%, Kassem 45%, Anthony 40% and Ebuga 45% as the minimum limit for a block to be considered a central function.

2.15: BASIS OF DELINEATION OF CENTRAL AREA OF OLD OWERRI

The Douglas Road was chosen as the Peak Value axis and serves as starting point for finding out the Frontage Intensity Index of the blocks. The tendency is for the F.I.I. to decline with distance from the Peak Value axis along which blocks with maximum F.I.I are concentrated.

Using the lower limit of F.I.I. of 30%, the central area is found to be located mainly along Douglas Road where commercial activity has developed on both sides of the road. Part of the central area includes areas along the Okigwe road and Mbaise road. It also includes central functions such as Local Government offices, Licensing office, Child Welfare office, Post office, Vehicle Inspection Authority, Survey's office and entertainment houses.

Fig 2.4 shows the categories of F.I.I. (Frontage Intensity Index),

Fig 2.5 indicates the boundary of the Central Area of Old Owerri,

The delineated centre of old Owerri covers an area of 44.50 hectares. In length, it approximates about 2.2 km. and in width, it approximates about 400m at its widest.

chapter 3

CHAPTER THREE

3.00: ANALYSIS OF SURVEY FINDINGS

3.10: GENERAL DESCRIPTION OF THE EXISTING LANDUSE:

The most striking characteristic feature of the study area is that it is largely an area of mixed landuses as there is noticeable absence of landuse zoning.

3.11: RESIDENTIAL LANDUSE

Residential development is mixed up with other types of uses. Pockets of residential uses are found in different parts of the commercial area. On both sides of Douglas road one discovers that residential developments are unplanned. Those along Okigwe road and Mbaise road developed organically too without regard to ideal building orientation. Foot paths meant to link these residences and give them access to the roads are undefined and are largely incidental.

3.12: COMMERCIAL LANDUSE

Commercial developments are also mixed up with other landuses and are mainly found on both sides of Douglas Road and decrease with distance from the road. Commercial developments are also found along Okigwe road and Mbaise road. Most of the right of way has been converted to commercial activity in the form of barbing, clock-reparing and petty trading kiosks. The central market and the one South of of the study area constitute the main commercial centres located on Douglas road which forms the major spine across the study area.

3.13: INDUSTRIAL LANDUSE

This has no dominant location but the only industrial function is restricted to a block originally designed for residential purpose.

3.14: PUBLIC AND SEMI PUBLIC LANDUSE

There are a few churches and schools of various denominations. Government offices which are considered central functions are few. Community facilities and services such as museum, theatre, Reception Centre, Youth Centre and Vocational Training centre are lacking.

3.15: ROADS, PATHS AND PARKING

At the time of survey, most of the major roads and streets are tarred. There are however, some that require rehabilitation and these among others include New Market Lane, Onyima, Uche and Emekuku Lanes.

There are no parking bays and the two existing parking spaces are too insufficient to accommodate the traffic congestion. Due to encroachment on the right of way and the fact that Douglas road serves as a thoroughfare for through traffic, accessibility through the area is hazardous.

There is also open drainage system which serves as a refuse dump for urban dwellers and breeding ground for mosquitoes and a hazard to life. The presence of refuse in the drains impede the free flow of flood water. The result is that in rainy season the drains easily over flow and

get the roads and streets flooded up.

Paths: There is absence of defined footpaths; pedestrian walk-ways, zebra crossing, over passes or under-passes to ensure vehicular-pedestrian separation and minimise conflicts.

3.16: PLAY FIELDS AND OTHER OPEN SPACES

Play fields are located within the existing school premises. There are no organised open spaces for recreational purposes.

Agricultural Land

Because of congestion on land, no area is earmarked as agricultural land.

3.17: VACANT LAND

If there are any vacant lands they are little spaces left at the back-yard of each household for the cultivation of back-yard vegetables for use by the members of the household. Normally the back-yard space is for the location of pit latrines and bucked system and for refuse dumps. The purpose of the refuse accumulation is to serve as manure required to raise the back-yard vegetables.

TABLE 3.1

Existing Landuse

	Type	Area in Hectare	%	Required %	Total Area
1	Residential	3.2	7.4	-	44.50
2	Commercial	24.63	55.3	30 - 40	
3	Public & Semi Public	8.78	19.7	10 - 15	
4	Roads & Parking	5.97	13.5	15 - 20	
5	Open spaces	1.77	3.9	15 - 20	
6	Industrial	0.09	0.2	-	
7	Other Uses	-	-	10 - 12	
		44.50	100	100	44.50

Source: Field Survey, December, 1980.

The Table given shows that commercial land use is most significant in area coverage meaning that this is the area where retail and commercial goods and services are concentrated.

The large percentage of commercial use may be due to the fact that residences designed for residential purpose have been converted to shops, retail shops and for business activities. The result is that the operators retire up stairs at night in the case of storeyed buildings or to the blocks behind the yard to pass the night.

The presence of Industrial, residential, Public and Semi Public landuses shows there is no clear landuse zoning meaning that the area is characterised by mixed landuse.

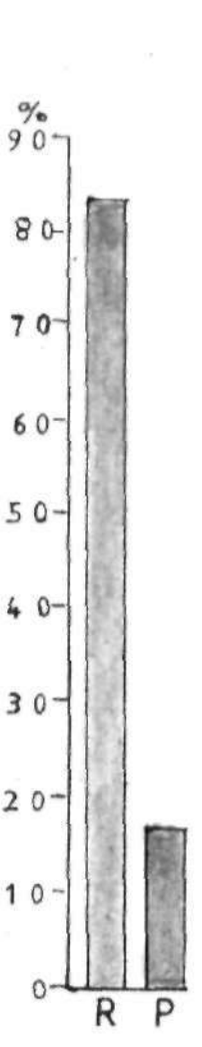


Fig 3.1 CENTRAL AREA OF OLD OWERRI

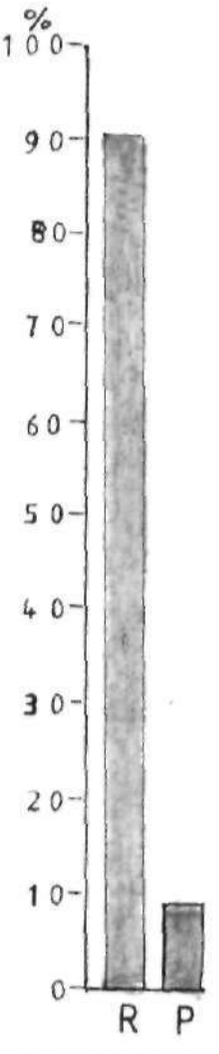
EXISTING LANDUSE

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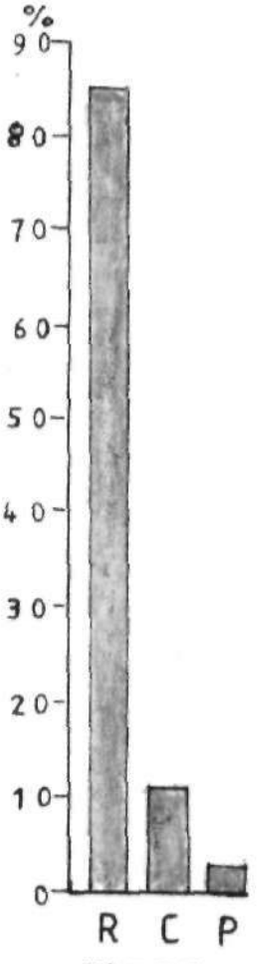
R Residential
C Commercial
P Public



(FIG·3·6·) THIRD



(FIG·3·5·) SECOND



FIRST (FIG·3·4)

FLOOR USAGE

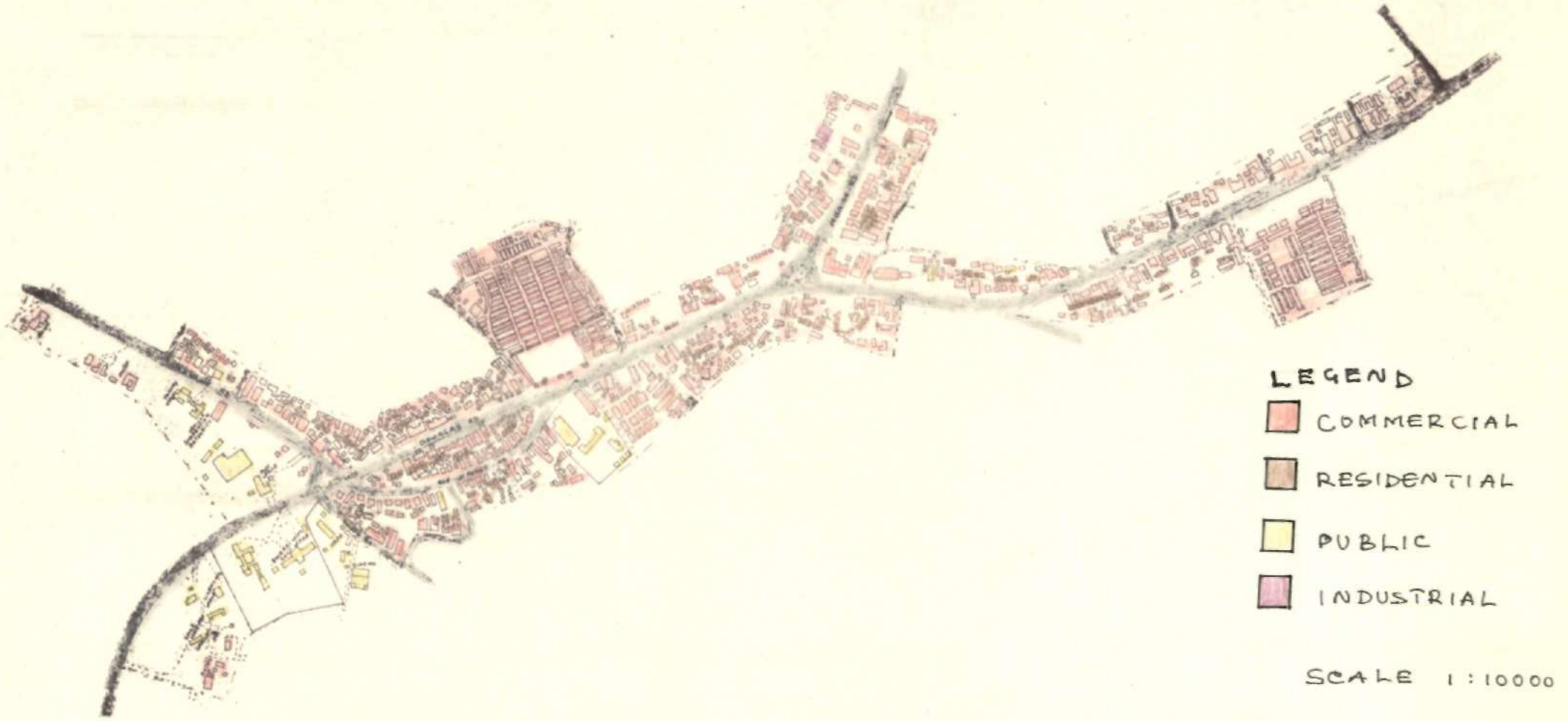


Fig 3.7 CENTRAL AREA OF OLD OWERRI | GROUND FLOOR USAGE | OPARAOCHA L.N MSC THESIS 1981 URP DEPT ABU ZARIA

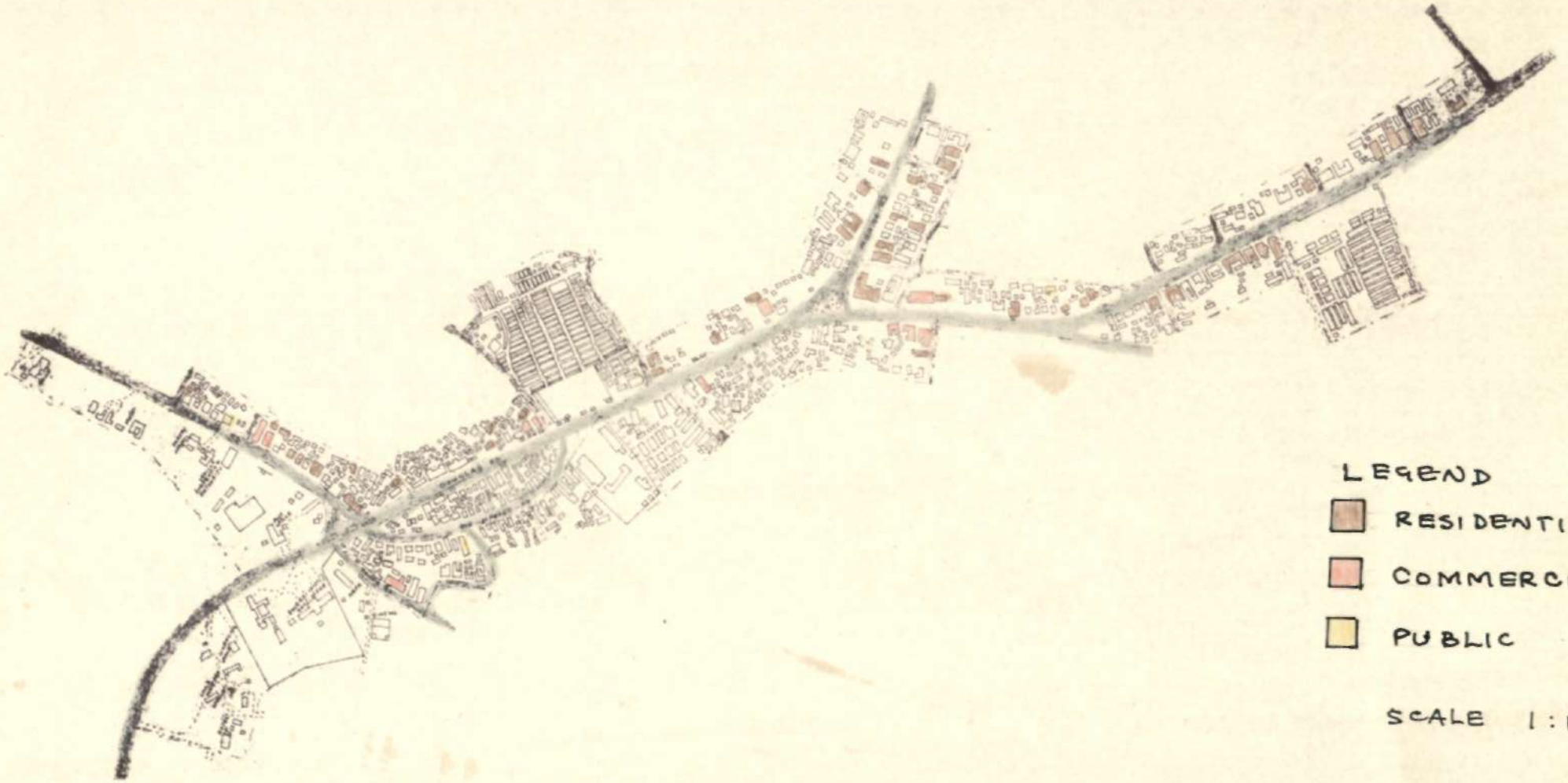


FIG 3·8

CENTRAL AREA OF OLD OWERRI	FIRST FLOOR USAGE	OPARAOCHA L.N MSc THESIS 1981 URP DEPT ABU ZARIA

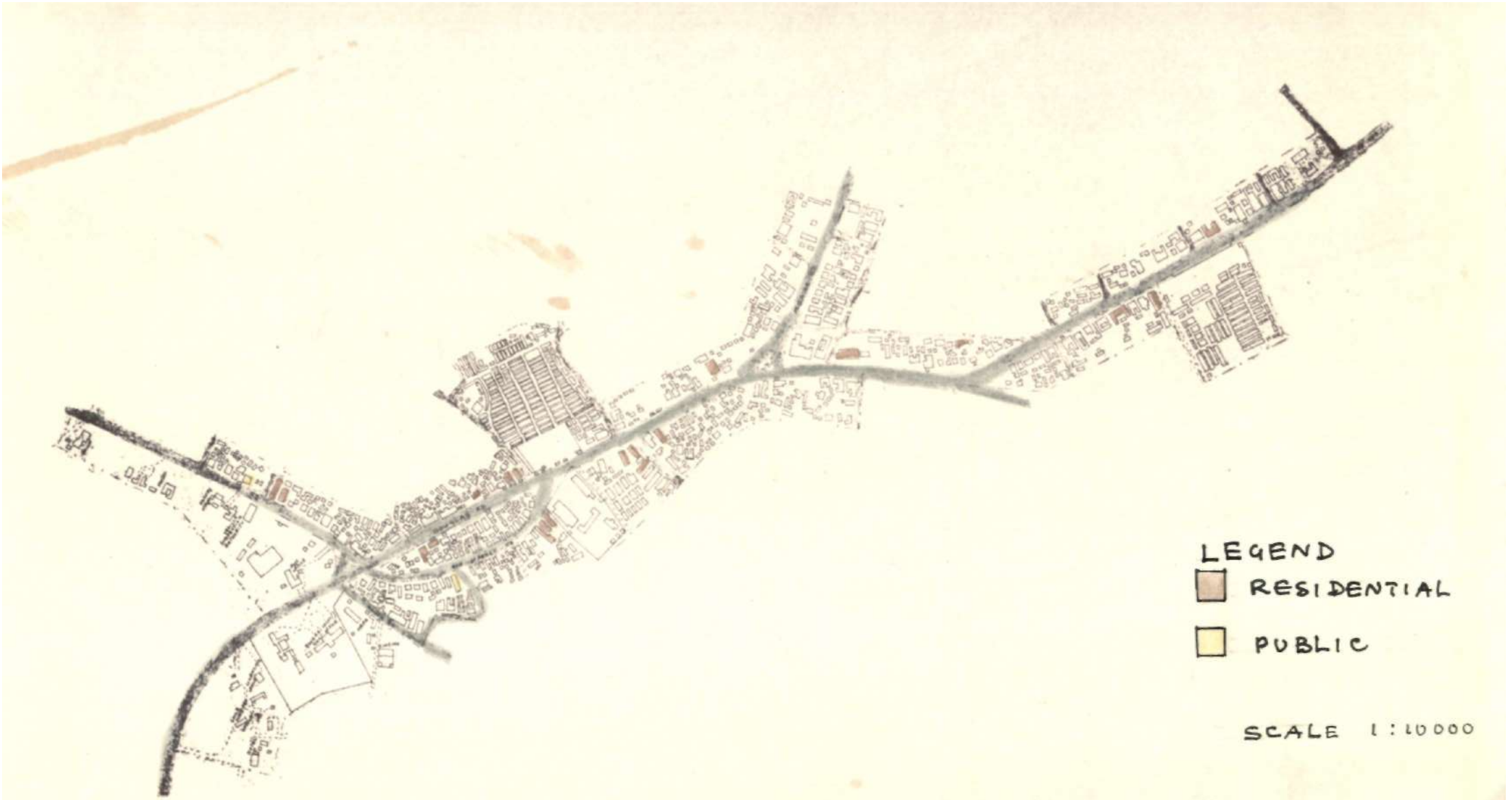
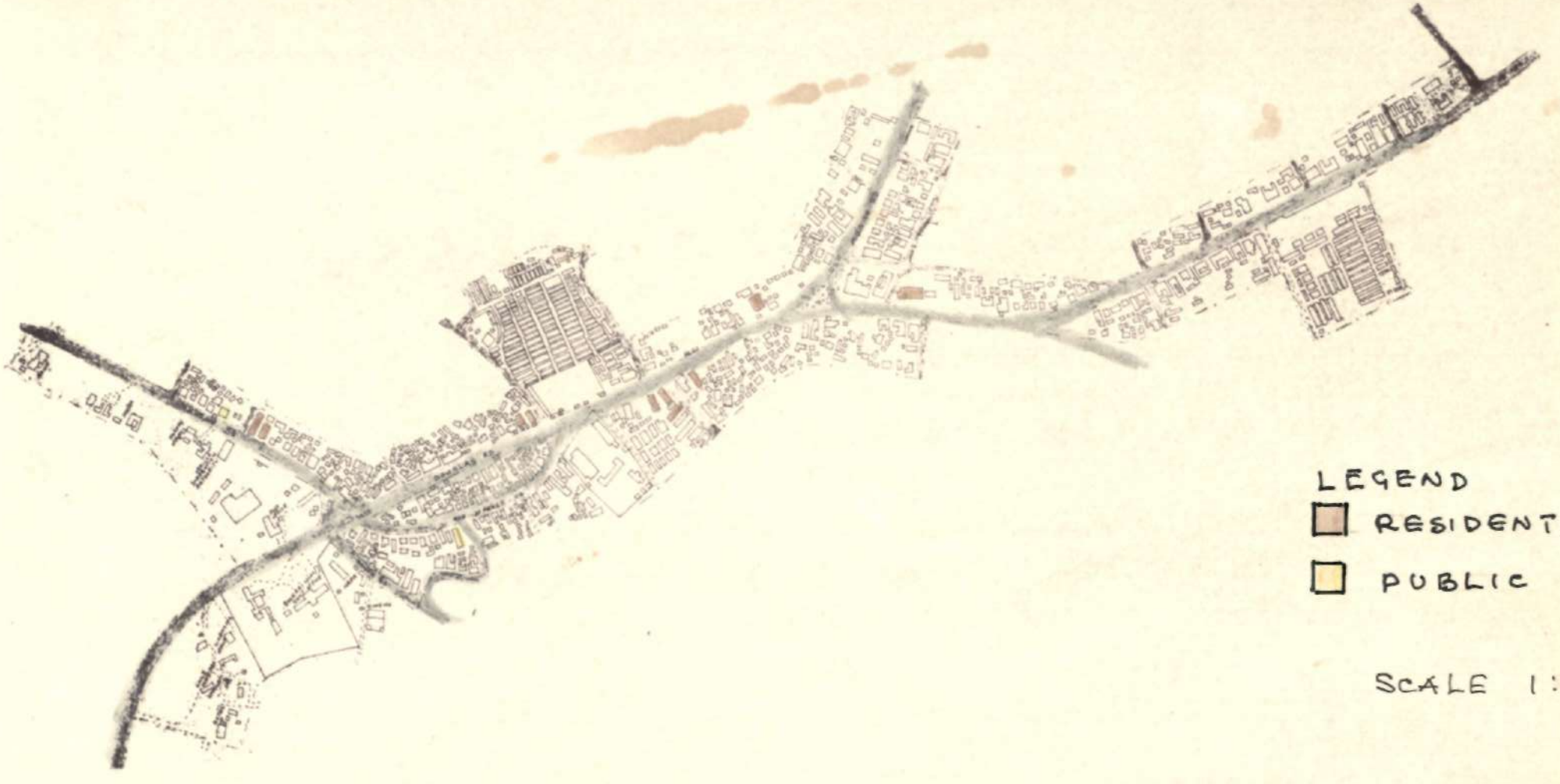


FIG 3.9

CENTRAL AREA OF OLD OWERRI	SECOND FLOOR USAGE	OPARAOCHA L.N MSC THESIS 1981 URP DEPT ABU ZARIA



LEGEND

RESIDENTIAL

PUBLIC

SCALE 1:10000

FIG 3.10

CENTRAL AREA OF OLD OWERRI | THIRD FLOOR USAGE

OPARAOCHA L.N
MSC THESIS 1981
URP DEPT ABU ZARIA

Although the table shows fairly high area coverage for Public and Semi Public functions yet the survey findings as can be seen from fig. 3.1 indicate that the area lacks some social and community facilities and services. The low percentage of open spaces indicate that there are lack of open spaces and existing open spaces are purely incidental.

The existing landuse patterns are shown graphically in Fig. 3.2.

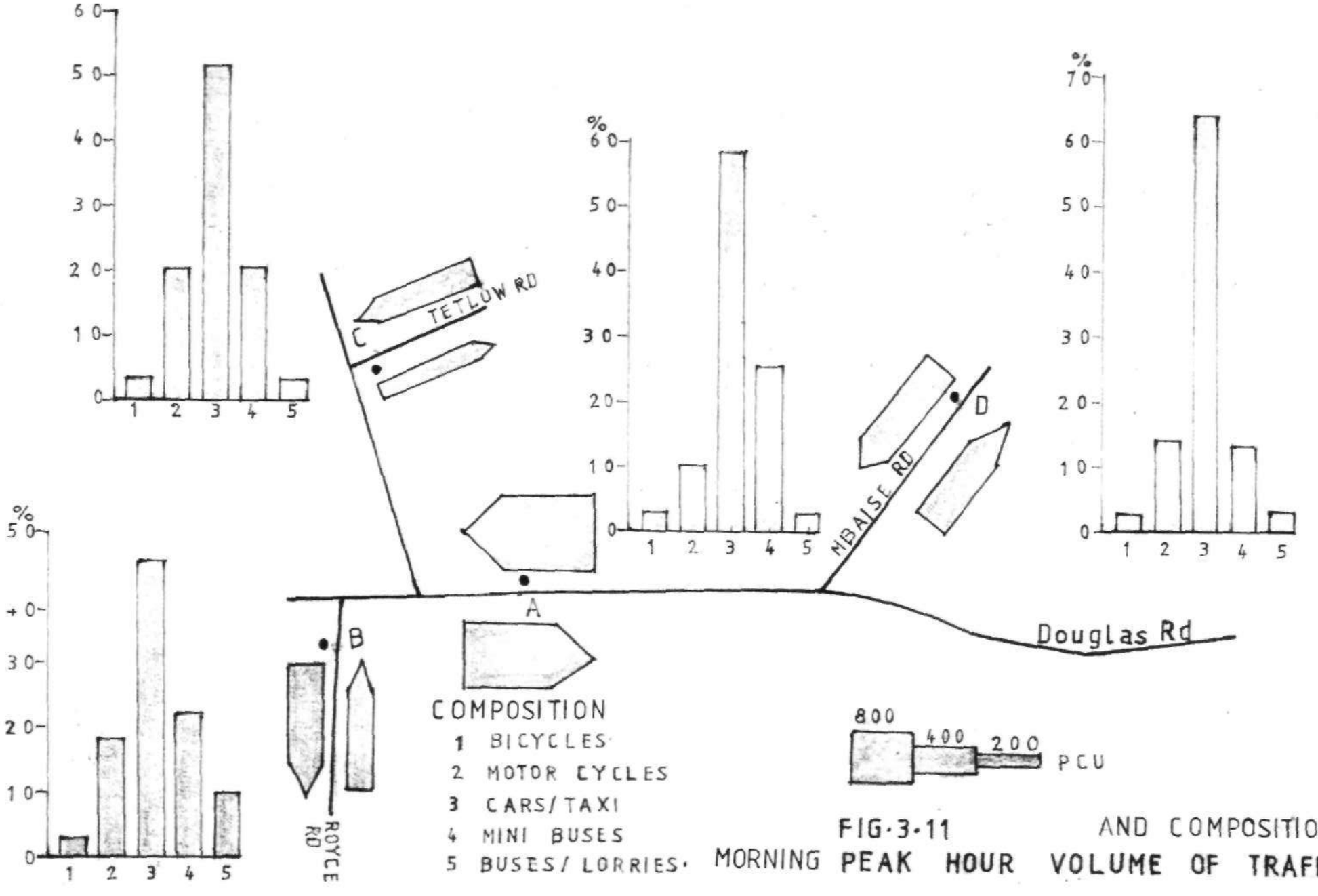
3.18: FLOOR USAGE

The data given in Figs. 3.3, 3.4, 3.5 and 3.6 indicate that commercial activities take place mainly on ground floor.

Residences though fairly prominent on ground floor predominate on first, second and third floors. The survey showed that 4 storeyed buildings are highest in the study area. The inference one can draw from the trend of commercial activities is that owing to lack of space, other floors would be used for commercial activities in the nearest future. The Floor Usage is ~~graphically~~ shown in figures 3.7, 3.8, 3.9 and 3.10.

3.19: TRAFFIC CHARACTERISTICS

A survey conducted on all the major roads within the central area showed that the morning peak period was 7 - 8 a.m, afternoon peak 3 - 4 p.m. The traffic volume in P.C.U. (Passenger Car Unit) and composition of traffic were found for each station and the volume of through traffic was also identified.



FIG·3·11 MORNING PEAK HOUR VOLUME OF TRAFFIC AND COMPOSITION

3.20: VOLUME OF TRAFFIC

Table 3.2

MORNING TRAFFIC VOLUME BY STATION AS % OF TOTAL P. C. U.

Station	Volum of Traffic		%
	Number	P. C. U.	
A. (Douglas)	1669	2103	41.7
B. (Royce)	691	936	18.6
C. (Teflow)	653	779	15.4
D. (Mbaise)	1048	1225	24.3
Total	4091	5043	100

Source: Field Survey December, 1980

Table 3.2 anf fig. 3.11 depict the traffic volume taken on four observation stations. Out of a total P.C.U. of 5043, an upper limit of 2103 accounting for 41.7% was recorded on Douglas road, 1225 constituting 24.3% for Mbaise, and P.C.U. of 936 amounting to 18.6% was for Royce Road and 779 involving 15.4% was surveyed for Teflow road. It can therefore be inferred that traffic during one of the peak periods was found to be heaviest on Douglas road.

3.21: COMPOSITION OF TRAFFIC

To facilitate the analysis, the vehicles have been categorised as follows: bicycles, motor cycles, cars/taxis, mini buses, Buses and Lorries.

The composition of traffic by type of vehicles and Traffic volume by type of vehicles as percentage of total P.C.U. are shown in Appendix I, II and III. Out of the total volume in P.C.U., Cars and taxis were found to account for the highest percentage in all the observation stations. This is as a result of their use for shopping and for movement to work places. This pattern is as a result of the shops and work places located in and around the study area.

3.22: REGIONAL TRAFFIC

Table 3.3

Regional Traffic

Type	Volume of traffic	%
Regional Traffic	1134	28
Local Traffic	2927	72
Total	4061	100

Source: Field Survey Dec. 1980.

Table 3.3 shows a break down of Traffic into regional and local traffic observed in the study area. Of the total volume, a local volume of 2927 involving 72% was found to be traffic that have business with the centre while 1134 amounting to 28% was found to be through traffic that have no business with the centre. Douglas road which forms a major spine offers a short cut to regional traffic across the centre.

It can be deduced therefore that the presence of regional traffic increases congestion and reduces accessibility in the centre.

3.23: EXISTING CONDITION OF BUILDINGS

Table 3.4
Existing Condition of Buildings

	Materials used	Age*	Maintenance	Building Surroundings	Nos.	Life Span
1	Sand crete block wall with zinc roof	0 - 5yrs	sound	Excellent	374	more than 30yrs
2	Cement rendered mud block wall with zinc roof	5 - 10yrs	needs minor repairs	Good	126	20-30 years
3	Mud wall with zinc roof	less than 10 years	need major repairs	Fair	64	10-20 years
4	Zinc wall or wood wall with zinc roof	more than 10 years	deteriorating	Poor	200	less than 10yrs
5	Mud wall with thatch	more than 10 years	delapidating	ill maintained	90	No future life

Source: Field Survey December, 1980

* Age is calculated from the time it was built or time it was last renovated.

Table 3.5

Building quality as % of Total Buildings

Quality	Nos.	% of Total Buildings	
Excellent	374	43.3	
Good	136	15.8	
Fair	64	7.4	
Deteriorating	200	23.1	Fit for demolition
Delapidating	90	10.4	
Total	894		

Source: Field Survey December, 1980

Table 3.4 shows the existing conditions of buildings surveyed in the study area and for the purpose of analysis each building type has been classified on the basis of the

(1) building materials used

(2) Age of building is calculated from the time it was built or time it was last renovated

(3) Maintenance

(4) Building surrounding

(5) Life span.

The table shows that out of a total of 864 buildings surveyed in the study area, 374 involving 43.3% were built of sand crete block wall with zinc roof. Buildings built of cement rendered mud block wall with zinc roof were 136 which amounted to 15.8% while 64 buildings constituting 7.4% were of mud wall with zinc roof. The survey also found that 200 buildings accounting for 23.1% were built of zinc wall or

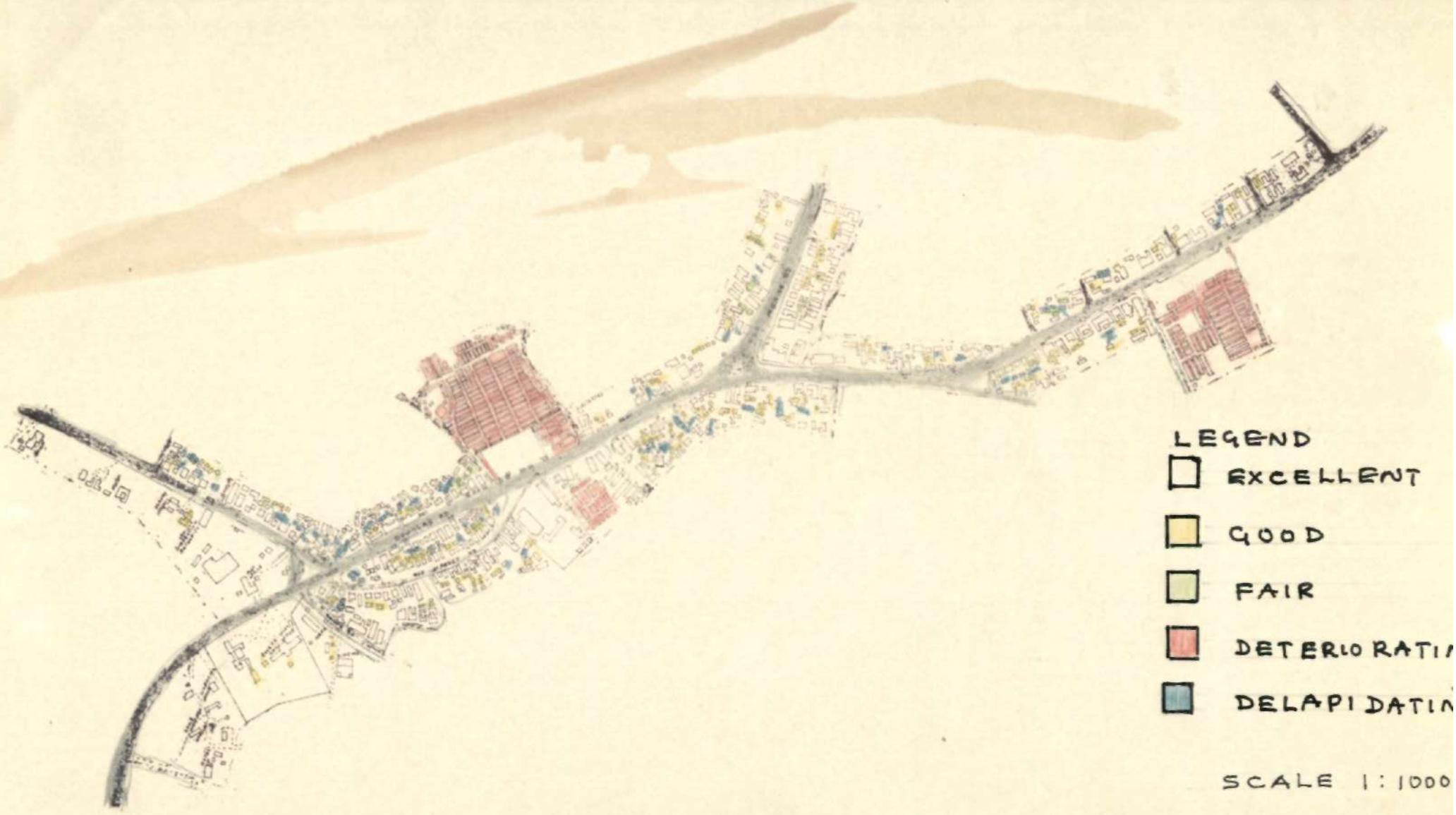


FIG 3.12

CENTRAL AREA OF OLD OWERRI	CONDITION OF BUILDINGS	OPARAOCHA L.A MSC THESIS 1981 URP DEPT ABU ZAR

wood wall with zinc roof. The market stalls were found to belong to this category of structures. About 90 buildings representing 10.4% were built of mud wall with thatch.

From the table given, it can be deduced therefore that most of the buildings are built of sand crete blocks and zinc roof and have a long future life because they are recently built while all the thatch buildings found in the study area are delapidating and infact, have no future life.

In terms of quality, Table 3.5 indicates that more than half of the total buildings are found to be in excellent and good condition. Whereas about 64 buildings were considered to be in fair condition, a little above a quarter of the total buildings are found to be deteriorating and delapidating due to the poor quality materials used. Residential blocks and market stalls are structures that are mostly affected.

It can be inferred that deteriorating and delapidating structures have no future life and therefore considered fit for demolition. This is illustrated in fig 3.12.

3.24: SANITATION

Based on general observation, the sanitary surrounding is not very satisfactory due to weak control, inefficiency of refuse disposal workers and bad habits on the part of the urban dweller.

The survey revealed that some compounds have refuse collection bins but these are not regularly removed with the result that there is accumulation of refuse for so many weeks.

Weak control in this direction might be due to the inadequate tools for the management of environmental health services, such as Refuse vehicles, pay loaders, bulldozers, Forks, Rakes and drain scoopers. Also insufficient man power might be a contributory factor to weak control. Where vehicles are available at all, they are ill maintained with the result that the vehicles suffer from regular break down.

Inefficiency on the part of refuse disposal workers might be due to lack of incentives to workers and the fact that workers are not properly and effectively supervised.

The fact that the public is not health conscious gives rise to insanitary surroundings. For example, compounds without refuse bins throw refuse arround and this results in heaps of refuse at the frontage of the buildings. The public are not properly informed. To them, refuse can be thrown about any where so long as it is not within the courtyard.

Roads are provided with open drainage system but it was found that these are filled up with rubbish resulting in the channels being easily silted up and the roads and streets are therefore flooded up after each rainfall.

During the survey, it was observed also that most households have no sewage disposal channels; consequently waste water is thrown about creating pools of water at frontage of buildings and these constitute breeding grounds for mosquitoes.

3.25: BASIS FOR THE STUDY OF FACILITIES AND SERVICES

With increase in population and increased function which the city has to perform, the number of facilities and services are so few that they are insufficient and inadequate to satisfy the needs of the people and this constitutes a pressing problem.

The Master Plan having realised these problems has therefore made proposals for a new city centre serving New Owerri.

The projected population for new Owerri by the year 1996 is 146,000. Further to the need for retail space for markets and shops, and stores, there will be a large demand for other commercial facilities in the New Town Centre. The Master Plan has therefore proposed the following facilities for the New Town Centre.

1. Bank
2. Insurance Companies
3. Private/Commercial Offices
4. P & T, Police Headquarters
5. Cinema, Bars
6. Civic Centre
7. Conference Facilities
8. Hotels, Restaurants.

Based on the projected population for New Owerri, the Master plan has proposed the following community services and facilities given on the next page.

Table 3.6

Future Needs of New Owerri

Type of Use	Requirements by 1996 (HA)	Proposed Size (HA)
1. State Library	1.5	-
2. Museum	-	-
3. Cinema	-	-
4. Theatre	-	14
5. Stadium	-	-
6. Sports Hall	-	19
7. Fire Station	-	5
8. Youth Centre	25	22
9. Cemetries	-	107
10. Community Develompemt Centre	-	5
·. Vocational Training	-	-
Centre for Physically Disabled	-	12
11. Reception Centre for Destitutes	20	16
12. Remand Home	15	28
13. Approved School (Boys)	-	13
14. Approved School (Girls)	10	18
15 Staff Dev. Centre	2	3
16. State Police Command HQ.	2.5	-
17. Main Post Office	-	-
18. Main Churches	-	-
19. Clubs	-	22

Source: Fingerhuth and Partners Ltd (1977) Imo State Capital, Owerri, Master Plan, Twin City p. 172.

3.26: THE NEED FOR OLD OWERRI

In 1976 the population of old Owerri was 75,000[1] and the project population by the year 1996 is 122,000[2]. This projection is about the same size of Tudun Wada District Centre, Zaria by the year 2000.

Based on the future population of old Owerri and the role it is expected to perform in the nearest future, the needs of the Central Area has been outlined and the principles governing the number and space standards of facilities are discussed below:-

1. Banks: Using the standard suggested by Professor Vagale of 1 bank for 15,000 - 40,000 people and 0.4 hectare for each bank, the standard for old Owerri would be about 5 banks.

2. Cinema: There should be 1 cinema with an area of .2 HA - .3 HA for a population of 50,000 according to Delhi Master Plan. Based on this old Owerri should have at least 2 cinemas.

3. Restaurant: Assuming that one restaurant with an area of .75 HA serves a population of 10 - 20,000, the standard would be 6 Restaurants.

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1. Fingerhuth and Partners Ltd (1977). Imo State Capital Owerri, Master Plan Twin City, Owerri and Zurich. P. 270.
2. Ibid p. 270.

4. District Hall and Local Government Offices: The standard used for Tudun Wada District Centre is 0.8 HA for a population of 120,000[3]. The standard for old Owerri Central Area is therefore One District Hall with Local Government Offices with an are of .8 (HA) including parking.

5. Museum: Professor Vagale's standard for a museum is 1 museum with an area of .8 HA - 1.2 HA for a population of 50 - 100,000.

6. Drama/Exhibition Hall: This is a modification of the standard for a museum and 0.75 is considered as a fair space standard.

a) Church: Professor Vagale's standard is that there should be 1 church with an area of 0.5 HA to serve 5,000 - 20,000. The standard for old Owerri Central would be 6 churches. This would be unneccessary. About 3 churches are adequate.

7. Post Office: According to Zaria Master Plan, a post office with an area of .5 HA should serve a population of 30,000 - 50,000. The standard should be about 2 post offices.

8. Youth Centre: The Zaria Master Plan Standard is that there should be one youth centre with an area of .55 HA including parking and outdoor games for each district centre in Zaria Urban Area. One youth centre for old Owerri is adequate.

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3. Zaria Master Plan (1975) URP Dept. A. B. U., Zaria.

9. Fire Station: The Delhi Master Plan standard is that there should be one fire station to serve 100,000 - 150,000 with an area of .58 - 1 HA. One fire station is therefore proposed for old Owerri.

10. Police Station: It is proposed that there should be one police station with an area of 0.5 HA for the whole town.

11. Public Library: Also it is proposed that there should be one public library with an area of .5 HA for the whole town.

Table 3.7

The Needs of Old Owerri

Table 3.7 gives the existing number, the standard, the areal requirements and the future requirements in terms of facilities and services for old Owerri. Where the Owerri Master Plan supplies no information, the standards have been compiled from other various sources.

Table 3.7

Future Needs: Facilities and Services

	Type of Use	Existing No.	Standard	Adequate/ Inadequate	Total Area in HA	Required No.
1	Bank	5	5	Adequate	-	-
2	Cinema	1	2	Inadequate	.2	1
3	Restaurant	5	6	Inadequate	.75	1
4	District Hall and Local Govt. Office	1	1	Adequate	-	-
5	Museum	-	1	Inadequate	.8	1

Table 3.7 Cont.

	Type of Use	Existing No.	Standard	Adequate/ Inadequate	Total Are in HA	Required No.
6	Church	3	3	Adequate	-	-
7	Drama/ Exhibition Hall	-	1	Inadequate	.75	1
8	Post Office	1	2	Inadequate	.5	1
9	Theatre	-	1	"	.75	1
10	Youth Centre	-	1	"	.55	1
11	Fire Station	1	1	Adequate	-	1
12	Police Station	-1	1	"	-	-
13	Public Library	-1	1	"	-	-
14	Vocational Training Centre for Physically disabled	-	1	Inadequate	1	1
15	Reception Centre for Destitutes	-	1	Inadequate	.5	1
16	Remand Home	-	1	"	.5	1
17	Home for the Aged	-	1	"	.5	
	Total				6.8	

3.27: PROBLEMS IDENTIFIED

The problems in central areas especially new centres are generally those that arise from the lack of foresight by the designers of the centres or the limited needs for which the centres were designed. For example according to A.O. Ozo "a centre might have been designed for a particular population

and level of wealth which may both turn out now to be under estimations"[4]. Also "a centre might have been designed with space standards which may not reflect the real situation"[5]. Very often, road capacities and the provisions of car parking space have become grossly inadequate in some of these centres because the designed space standards did not fully anticipate the high rise in level of car ownership and usage. Similarly there are in some of the cities decline in particular uses thus creating a need for conversion or redevelopment of premises used by such activities for other activities. Such are the general types of problems in some centres and they generally relate to facilities for traffic and landuse demands.

Delineation: Right from the beginning the central area of Owerri was not delineated and the increase in the functions of the city created environmental problems. From the analysis of the survey findings, the following problems were identified: These include:-

(i) Circulation:

(a) Poor Accessibility:

Functions located in the centre attract crowds of people for work business, entertainment and shopping. Many of these people move by vehicles. The movement especially during peak hour generates congestion and thus reduces accessibility. This is worse at the entrance to the central market on Douglas Road.

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4 A. O. Ozo Approaches to Central Area Renewal in Nigeria: A critique and an alternative Seminar Paper No. 4 P. 6. Dept. of Geography, A.B.U., Zaria.

5 Ibid. P. 6

Owing to lack of parking spaces along the main roads, vehicles are parked along the roads. Besides, there is encroachment on roads by road side traders. These reduce the capacity of the roads thus causing congestion and reducing accessibility.

Also the major spine across the city is used by through traffic including private, publice and commercial vehicles which have nothing to do with the centre. This accentuates congestion and worsens accessibility. Hence Ozo observed that "the intensification of landuse at the centre, the development of second temporary frontages which reduces the available road capacity coupled with the narrow streets and layouts inherited from a past non-automobile age, increasing car ownership and usage, are together creating a formidable problem of congestion; circulation and parking"[6].

Poor accessibility is therefore due to congestion, lack of parking spaces and presence of through traffic. Other forces include -

(a) Lack of pedestrian ways

(b) Encroachment on public thorough-fare.

(a) Lack of pedestrian ways

Lack of separation between pedestrian and vehicle along market and shooping areas has resulted in conflict between pedestrians and vehicles. This has therefore made the roads quite unsafe for pedestrians.

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6 A. O. Ozo, Approaches to central Area Renewal in Nigeria, A critique and an alternative. Seminar Paper No. 4 P. 11 Dept. of Geography, A.B.U., Zaria.

(b) Encroachment on roads

Owing to weak enforcement of landuse byelaws there is conversion of the right off way to other uses. A large number of temporary structures are located on unauthorised sites along Douglas Road, Mbaise and Okigwe roads.

(ii) Mixed Landuses:

These include the following:

(a) Absence of zoning

(b) Encroachments on Houses:

(a) Absence of zoning

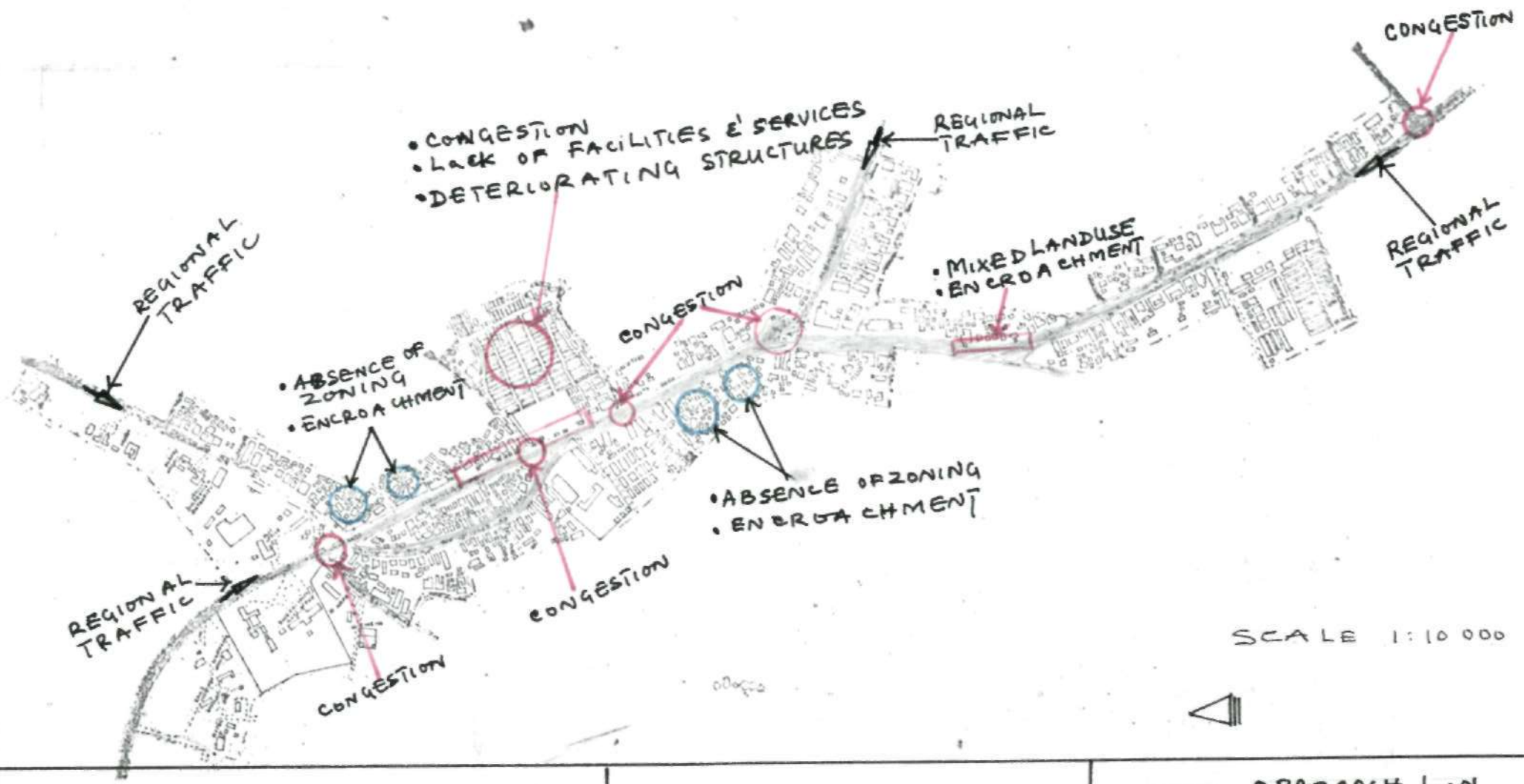
One finds it very difficult to recognise specific areas devoted to particular activities meaning there is complete absence of land use zoning.

(b) Encroachment on houses

In order to derive the goods and services which the area offers, most of the houses designed for residential purposes are converted to commercial uses.

(iii) Limited Facilities and Services

(a) Limited Central Functions:- There is absence of some central functions such as cinema, Museum, Drama/ Exhibition Hall, Theatre and Youth Centre. There is also lack of some essential functions which will benefit the aged and the physically disabled who might not be able to use the facilities and services that will be set up in the Centre of New Owerri District.



FIG·3·13 CENTRAL AREA OF OLD OWERRI

PROBLEM MAP

OPARAOCH L·N
MSc THESIS 1981
URP DEPT. ABU ZARIA

Other limited facilities include

(b) Lack of organised open spaces for recreational purposes.

(c) Inefficient maintenance of drainage system and inadequate sewage disposal. Urban dwellers have converted the drainage systems into dumping grounds because they are open . Due to the fact that these are not regularly maintained the drains do not flow water and constitute health hazards.

There are no defined sewage disposal channels resulting in waste water being thrown around forming stagnant pools of water at frontage of buildings.

(iv) Poor quality of structures such as deteriorating and dilapidated houses

(v) Problems in the Central Market consist of:-

(a) Lack of facilities and services such as bank, post office, police post, fire station, restaurant, toilet facilities, short time nursery and administration block,

(b) Congested stalls,

(c) Presence of structures that are not permanent

(d) Circulation problems - which include lack of organised parking spaces and lack of pedestrian - vehicular separation to minimise conflicts, congestion and to improve accessibility.

These are illustrated by the Problem Map fig 3.13.

For this centre to answer a centre, the role it has to perform has to be properly defined and the environmental quality and efficiency of the centre should be improved in terms of the new role. The only way to achieve this goal is to outline proposals or strategies to eliminate the problems.

3.28: THE PROPOSALS:

The proposals are subdivided into two namely:-

(a) Macro strategies in relation to the Master Plan covering the whole Town.

(b) Micro strategies in relation to the specific centre.

3.29: MACRO STRATEGIES:

(i) Transportation: At the macro or city level, the master plan has suggested ring roads or bye passes to divert regional traffic emanating from Enugu, Okigwe, Orlu, Umuahis, Aba, Port Harcourt and Onitsha. This proposal is accepted. In addition, the proposed road net works passing through the existing centre are diverted and the proposed eastern free way is shifted about 3 km. eastwards to minimise pedestrian-vehicular conflicts.

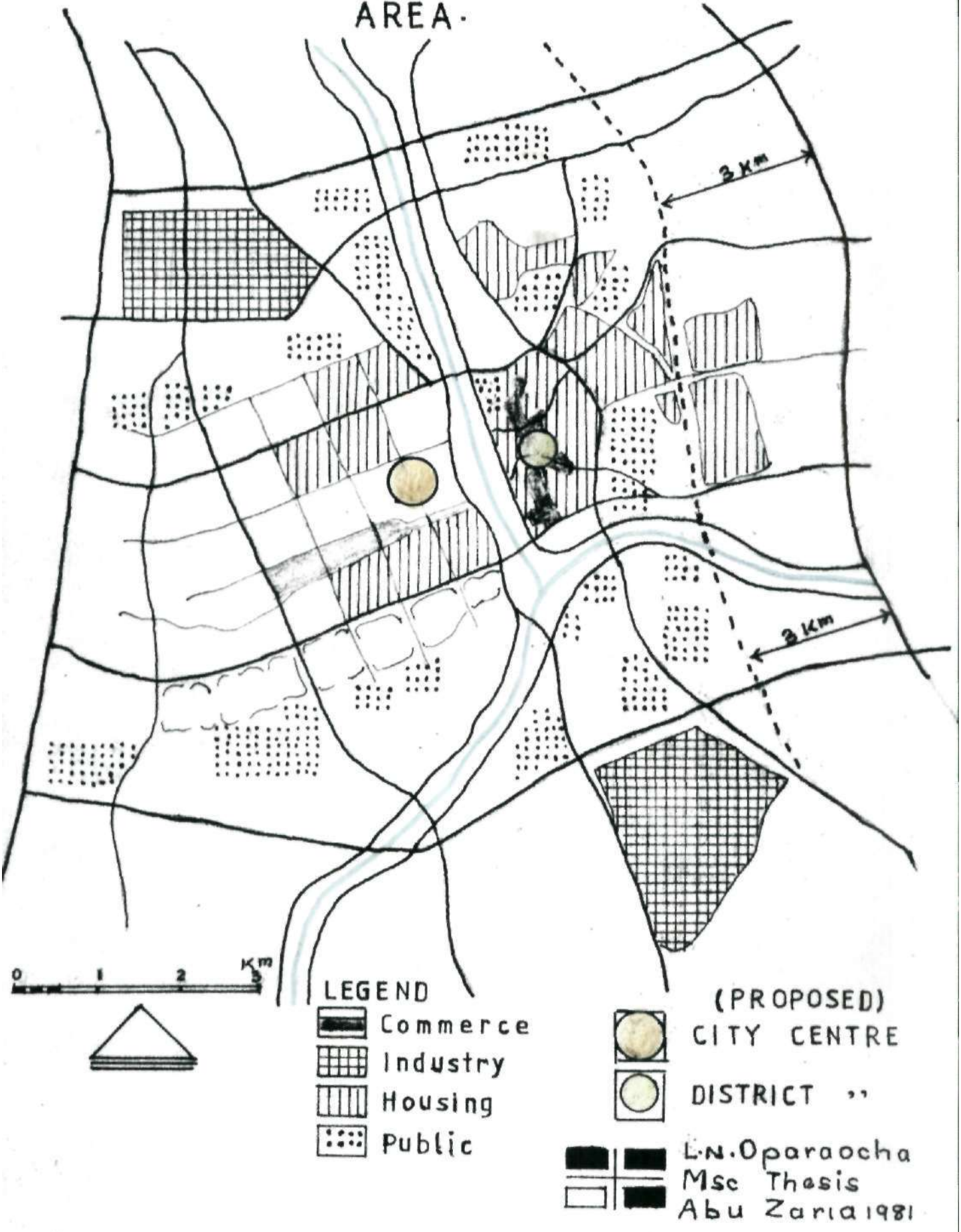
(ii) Planning Units: Based on population, distribution of facilities and services to cater for the various categories of population, it is suggested that the urban area should fall into two planning districts namely: -

(a) New Owerri District

(b) Old Owerri District.

FIG 3.14.

PLANNING UNITS OF OWERRI URBAN AREA.



The New City Centre serves the New Owerri District while the Old City Centre now forms a district centre serving Old Owerri. This is illustrated by Fig. 3.14.

3.30: MICRO STRATEGIES

At district level the measures employed to solve the identified problems are discussed under the following headings:

(1) CIRCULATION

(a) Exclusion of through traffic: The exclusive pedestrian pricinct is a concept employed to secure a central area for exclusive pedestrian use. This may be practicable in developed countries. Observations indicate that such a strategy may not be workable in this situation. The reason is that the car is used to manifest wealth and status in Nigerian society. Car owners can penetrate the central area inspite of the physical barrier. It is therefore proposed that traffic which does not have anything to do with the centre should be diverted from the thoroughfare across the centre through Wetheral Road.

(b) One way traffic: Considering the locations of traffic congestion along the major spine, it is proposed that local traffic that have business with the centre are authorised to maintain a one way traffic on the main arterial from Aba end of the Douglas Road towards Onitsha end of the road.

The advantage is that -

(i) The measure allows traffic to move freely

(ii) It reduces volume and increases accessibility.

(iii) At the same time it provides room for pedestrian side walk.

(c) Pedestrian - vehicular separation: On the problem of pedestrian - vehicular conflicts, the above strategy is suggested and would be achieved through the provision of foot-paths, walk ways, traffic lights at strategic points along Douglas Road. Fig. 3.15 shows Proposed Circulation.

(2) LANDUSE:

(i) Relocation: It is proposed that the bakery be relocated to the site in New Owerri ear-marked by the Master Plan for industrial functions. The four petrol filling stations are also to be relocated to new sites along Onitsha-Okigwe Road just before entring into the Central Area.

(ii) Elimination of Encroachments on public roads:

To improve accessibility and lessen traffic congestion on public roads, all encroachments in form of kiosks, temporary frontages and sheds are to be cleared.

(3) STRUCTURES:

(i) Rehabilitation of Drainage System: On the problem of poor maintenance of drainage system it is suggested that the drains be rehabilitated by providing them with covers.

(ii) Drain Channels: The writer recommends construction of open branch drains starting from inside the residential quarters and leading to the existing storm water drainage channels along the streets. These drains should be offered

to the surrounding compounds as interceptors for connectionto feeder drains to be built by the individual plot holders.

The resulting drainage system is to avoid pools and flooding inside the living quarters mainly during the rainy season as well as to take house hold waste water which cannot be disposed of by septic tanks and soak-aways. It is necessary that the connections between the public storm water drainage and the individual feeders are constructed by a qualified contractor; in order to guarantee a sufficient diameter of the branch drain and to avoid damaging the existing storm-water drainage.

(iii) Refuse Disposal: Compound sanitation can be improved by the use of refuse bins and ensuring that they are regularly disposed of. The locations of the refuse bins have been selected considering mainly two criteria:

(a) accessibility

(b) possibility of refuse removal by trucks.

It is therefore recommended that all refuse bins are situated at the junction of a tarred road and a foot path crossing the residential area.

(iv) Clearance of structures that are due for demolition to redevelop the central market provide spaces for lacking facilities and services; provide open spaces and parking bays. About 290 structures found to be due for demolition included 200 market stalls and 90 residential structures. The clearance of the central market of its structures will offer a space to replan or redesign the market in order to improve

the environmental quality and efficiency of the market. The clearance of the market south of the centre will afford space for the provision of required facilities and services.

(v) Alternative site for the displaced: The demolition of 90 residential structures will afford space for the provision of foot paths, open spaces and taxi bays. It is therefore proposed that the displaced persons be relocated on a site ear marked on the Western part of the study area.

Fig. 3.15 & Fig 3.16 also shows other aspects of proposals.

3.31: PROPOSED LANDUSE

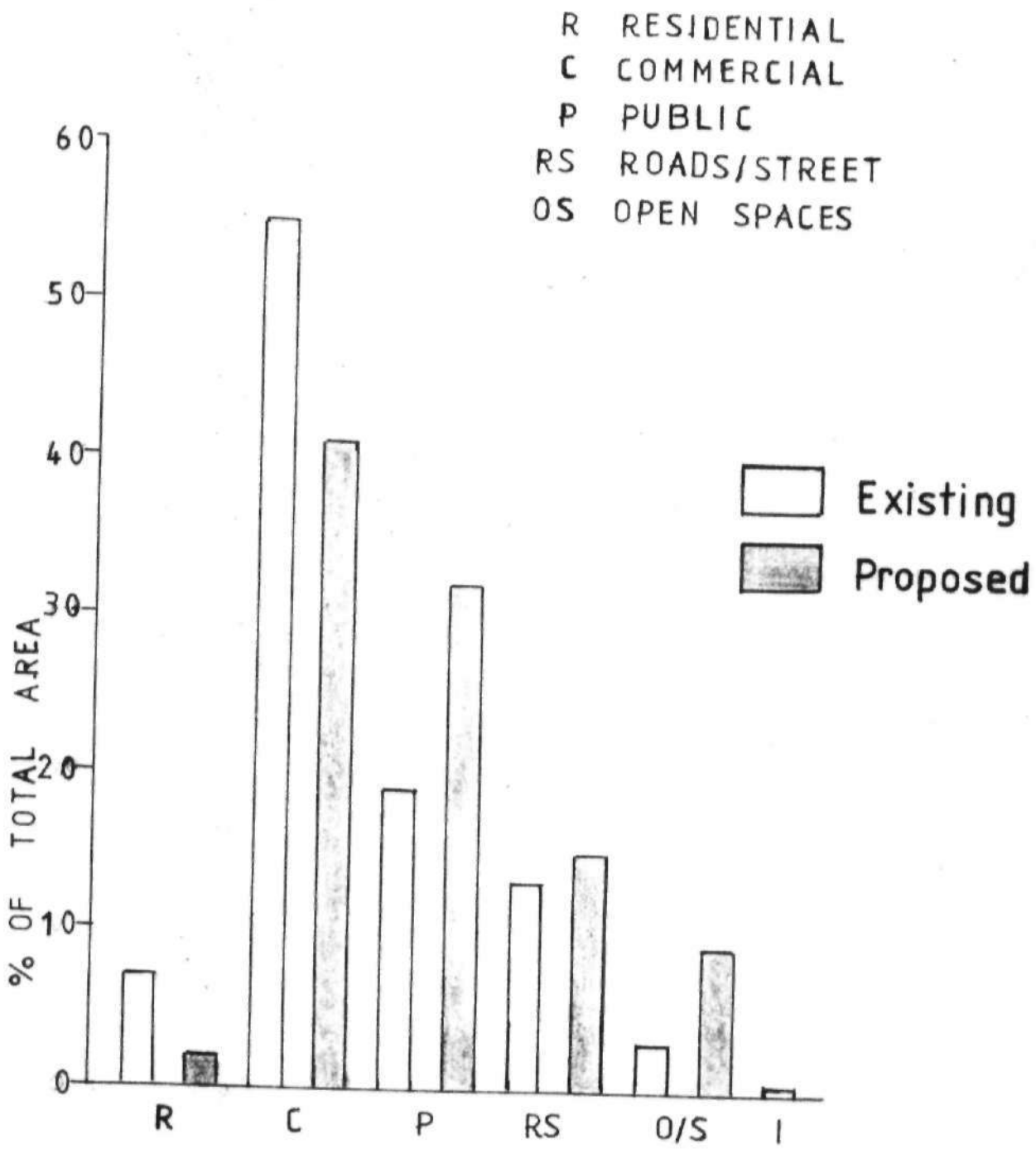
Table 3.8

Existing and Proposed Landuse

Landuse Type	Existing		Proposed	
	Area	%	Area	%
Residential	3.26	7.4	1.06	2.2
Commercial	24.63	55.3	20	41.4
Public and Semi Public	8.78	19.7	15.43	32
Roads and Parking	5.97	13.5	7.29	15
Open spaces	1.77	3.9	4.52	9.4
Industrial	.09	0.2	-	-
Total	44.50	100	48.30	100

Source: Field Survey December, 1980

The above table is shown graphically in fig. 3.17.



EXISTING AND PROPOSED LANDUSE (FIG 3·17·)

A comparison of the proposed and existing landuses show that there has been a great deal of reduction in certain landuses while there has been increase in others. The areal requirement of all the land uses except residential and commercial have been increased. The increase is aimed at providing parking bays, organised open spaces for recreational purposes and space for the location of lacking facilities and services. Also the increase is as a result of improved accessibility and provision for pedestrian traffc. There are inadequate parking facilities and no provision was made for organised open spaces and pedestrian circulation in the existing landuse.

chapter 4

CHAPTER FOUR

4.00: PROPOSED RE-DESIGN OF THE CENTRAL MARKET

4.10: OWERRI AS A POTENTIAL COMMERCIAL CENTRE.

The economic activities of Owerri have right from the beginning ranked far behind Aba which is the commercial centre of the State, where a wide range of goods is available. However, Owerri has not only taken on a high level of administrative status as State Capital but will diversify its economy and functions as a result of improved accessibility, establishment of various institutions and improved social and infrastructural services. Its commercial sphere of influence will consequently extend very far away even beyond the State boundaries that it will become the service and shopping centre for the Western half of Imo State.

4.11: PROBLEM IDENTIFICATION

The central market of old Owerri represents one of the action areas of the old Owerri in general and the central area in particular. It is the focal point of commercial exchange and congregation for not only the different communities of the city but for other villages and communities very far away from the State Capital.

The nature of the functions performed by this market and its location have accounted for the peculiarity of some of the problems which are identified here. These include:

(i) Problem of vehicular and pedestrian circulation.

The accessibility to the main market for taxis, lorries and mini-buses is very poor and traffic jams on Douglas road

due to the congestion and conflicts at the entrance to motor pack are one of Owerri's every day problems.

(ii) Inadequacy of parking spaces:

(iii) Problem of stall organisation deterioration and maintenance.

(iv) Problem of environmental sanitation within the market area. There is no effective equipment nor management of refuse collection. Public toilets are inexistent. Furthermore, floors of the selling aisles and motor park are unpaved with the result that absence of drainage creates ruts and ponds in the mud during the rainy season.

(v) Problem of space shortage.

(vi) Limted facilities and services

(vii) Preservation of the market character and identity.

4.12: DESIGN CONCEPTS:

In an attempt to achieve objective four and to eliminate the problems already identified, the concepts employed for the redesigning of the market takes into consideration the following:

(i) The need to make the area accessible to traffic while at the same time guide and control traffic circulation to make the market district safe for pedestrians.

(ii) The need for safety and convenience of both buyers and sellers in the market are put into consideration hence the creation of pedestrian pricincts within the market.

(iii) The area of the market is increased by an addition of the motor park so that it can contain the elements of the market which are necessary for it to perform the function for which it is being redesigned.

(iv) The need to differentiate the various types of articles sold in the market into wet and dry articles gives rise to segregation of stalls to accommodate wet and dry articles.

(v) Urban poor constitute majority of market users and therefore cannot be eliminated. To accommodate their interest spaces for open air market are taken into consideration.

(vi) Facilities and services likely to minimise cost for buyers and sellers and make the environment enjoyable, attractive pleasant and secure are also taken into consideration.

(vii) The need for different sizes of plots to serve the interest of various categories of stall renters is also taken care of.

4.13: SCHEDULE OF REQUIREMENTS:

(i) Standards: By 1996, Old Owerri District would have an estimated population of 122,000[1]. The number of facilities to be provided in the market and the areal requirements of each has been compiled from various sources.

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1 Fingerhuth and Partners Ltd (1977) Imo State Capital Owerri, Master Plan Twin City, Owerri and Zurich p. 270.

The principles guiding the space standards of the facilities are discussed as given below:-

The standard suggested and used for most Nigerian markets is 1 stall for 150 people. This has resulted in most markets having congested stalls without the essential facilities for them to perform their functions satisfactorily. To avoid this, it is suggested that 1 stall serves 400 people. Using this standard, therefore for a population of 122,000, a total of 305 stalls are required for the market.

30% of 305 = 91 lock-up shops

70% of 305 = 214 open stalls

Requirements of shops

10% of 91 = 9 large sized shops of 150^{m2} each

= .14 HA

30% of 91 = 27 medium sized shops of 80^{m2} each

= .22 HA

60% of 91 = 55 average sized shops of 50^{m2} each

= .28 HA

214 open stalls of 25^{m2} each = .54 HA

Distribution of Facilities & Services

		HA
1.	Shops	= .64
2.	Stalls	= .54
3.	Pedestrian walks, parking, loading and unloading	= .6
4.	Open air market, and organised open spaces	= .8
5.	Bank, Post Office, Police Polse, Fire Station, Dispensary; Administration, Short time Nursery, Toilet, Restaurant, Refuse Collection Points	= .87
	Total	3.45

4.14: DESIGN PROPOSALS

The design proposals for the central market include:-

(i) Provision of pedestrian and vehicular access.

New roles have been assinged to some roads. It is suggested that Ekeonunwa Street should be one way traffic to Douglas Road and School Road to be one way traffic from Douglas Road. A number of access roads that generate traffic jams have been closed with physical barrier. Walk ways within the marked are paved while well defined

pedestrian walk ways are provided along the major roads of Douglas, School Road and Ekeonunwa Street.

(ii) Provision of Parking Spaces: Adequate parking spaces are provided for customers in general and a special parking space within the market is provided for loading and unloading of pick up vans which bring the goods for the traders.

(iii) Provision of organised market stalls:

(a) Open market squares have been provided for easy trading by those who cannot affort the coast of stalls.

(b) New market stalls are provided and sound structures are recommended for their construction.

(c) Wet and dry article stalls are divided into shops and open stalls to fall in line with the nature of articles sold in the market.

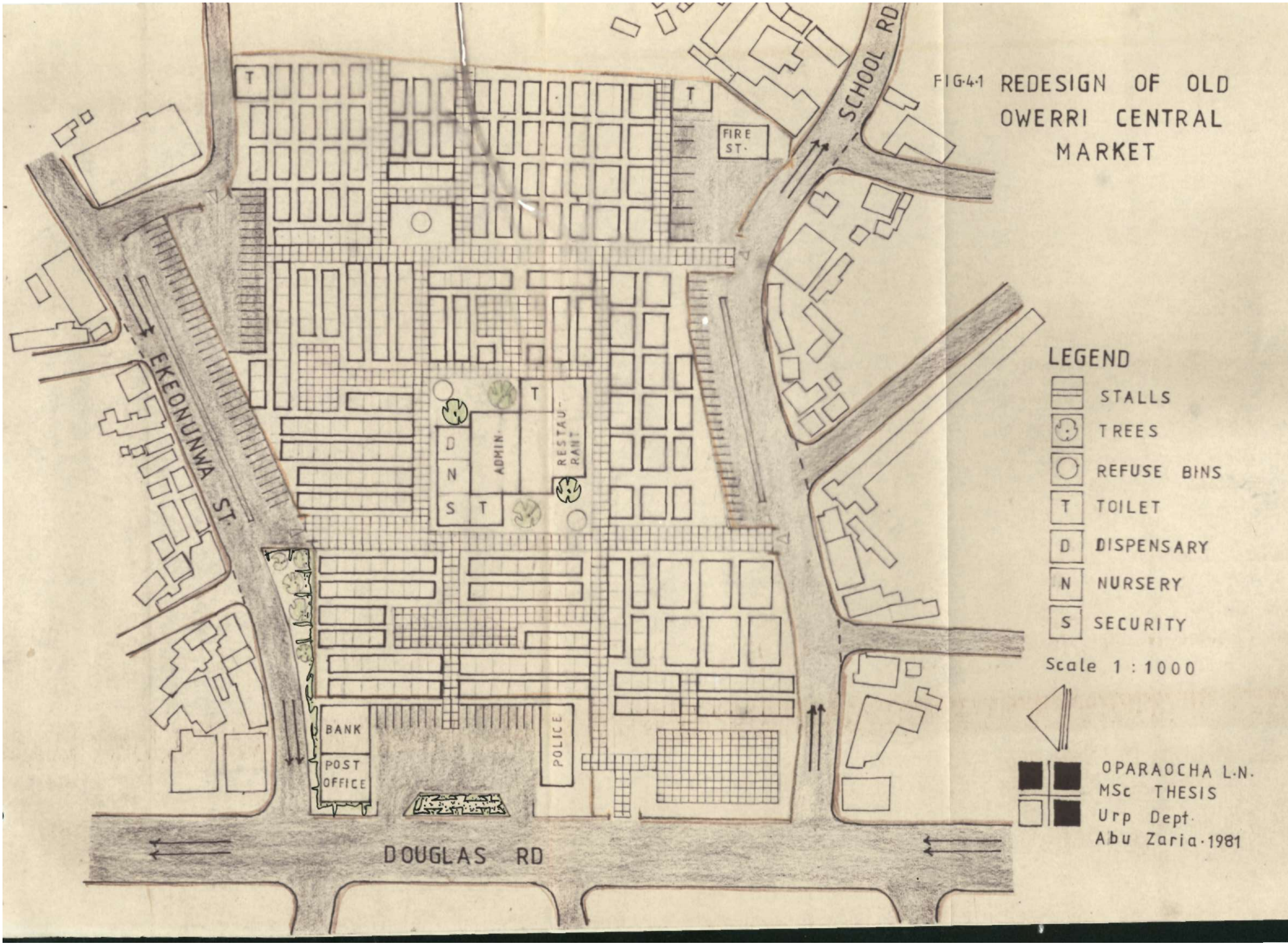
(iv) Provision of Socio-economic facilities and Services

(1) SHORT TIME NURSERY: A short time nursery is provided near the administrative block for nursing of babies brought by mothers who have no nurse maids.

(2) POLICE POST: A police post is provided to ensure peace and order in and around the market area.

(3) FIRE STATION: A fire station is provided to fore stall fire hazards.

FIG·4·1 REDESIGN OF OLD OWERRI CENTRAL MARKET



(4) WASTE DISPOSAL POINTS: Waste disposal points in the form of garbage collection within the market are provided.

(5) TOILETS: Toilet locations have also been earmarked. This is to create a decent and healthy environment.

(6) POST OFFICE AND BANKS: These are provided for the convenience of the traders and to minimise travel time and distance from the market to bank and post office.

(7) ADMINISTRATION: Administrative block has been provided to implement the day to day policies guiding the function of the market.

(8) SECURITY, DISPENSARY AND RESTAURANT: These are provided to secure market goods and for the personal convenience and shor time relaxation of traders and customers.

(9) GREEN AREAS: Taking the climatic conditions of the area into consideration, some element of green area has been introduced into the general design concept. This is to provide shade in the open squares during the hot season of the year.

Fig. 4.1 shows the design proposals.

chapter 5

CHAPTER FIVE

5.00: PLAN IMPLEMENTATION

5.10: NEED FOR PLAN IMPLEMENTATION:

The success of any plan lies in its implementation, meaning that a plan only becomes a plan when it is translated physically on the ground.

Walinsky (1963)[1] argued that implementation is more important than the planning process because progress can be achieved without planning. Moreover he believes that planning without execution is a meaningless and frustrating experience. Also stressing the necessity of implementating proposals in any plan, Vagale (1972)[2] observed that the value of a plan lies in the extent to which it is implemented. He therefore recommends that the tools for the realisation of a plan be built into the plan itself as integral components of the process of planning, rather than being considered as an after-thought.

Implementation of some of the proposals made in this study will be briefly examined in terms of implementation actors and implementation factors. The implementation actors will consist of the existing Administrative Frame work and the Institutional Frame work while implementation factors will deal with land availability and financing the scheme.

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1 Walinsky, Louis, J.K. (1963). The Planning and Execution of Economic Development. New York. McGrawn Hill pp 63 - 64.

2 Vagale L.R. Integration of Socio-Economic and Environmental Planning. An Institutional Frame work for Nigeria, paper presented at the NITP 8th Annual Conference, Oct. 1977, p. 5.

5.11: THE EXISTING ADMINISTRATIVE FRAME WORK:

Before recently; Owerri had been the head quarters of Owerri Province in former East Central State. When in 1976 more states were being created, Owerri became the capital of Imo State which includes the whole of former Owerri Province and parts of Ogoja and Abakaliki Provinces. During this period the Owerri Town Planning Authority existed as the only recognised executive authority for the planning and implementation of any development schemes in and around Owerri.

Like its counterparts in other parts of Nigeria, the authority was beset with limitations in authority, functions, staff and financial resources. Consequently, it limited its activities merely to general development control which largely involved receipts and approvals of building plans. Sometimes, the authority prepared a number of development schemes without extending its efforts to make comprehensive plans for overall city developments.

Thus, realising that the problems of urban centres in Nigeria cannot be effectively tackled within the existing frame work of traditional local government structures; the third National Development Plan proposed a movement towards a city management system. It says "There will in general be a transition towards the city management system in which the administration of each of our major towns and cities will be headed by a high level

professional officer or manager appointed by and responsible to, the State Government and supported by a number of executive departments possessing adequate staff and finance and with clearly defined areas of responsibility"[3]. This implies that the administration of each of the major urban centres in the country will be headed by a manager of the status of a high level professional officer appointed by and responsible to the State Government, emphasizing the same idea in its recommendations. Fingerhuth and Partners who prepared the Owerri Master Plan said "In order to achieve a co-ordinated development of the city and its region, urban as well as regional development problems should be administered by one authority"[4].

Accordingly, the Imo State Government established the OCDA - Owerri Capital Development Authority whose functions include the planning for the development of the area described as Owerri Capital Territory. The area incorporates all the settlements lying outside the Twin City boundary.

The comencement of the OCDA meant the exit of the Owerri Town Planning Authority. Its functions are now performed by the OCDA in addition to other functions assigned to it by the edict (Imo State of Nigeria Official Gazette No. 30) which established it.

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3 Nigeria 3rd National Development Plan (1975 - 80) Lagos, 1975 P. 291.

4 Fingerhuth and Partners Ltd., Imo Stat Capital Owerri Master Plan for Twin City, Owerri and Zurich 1977, p. 45.

5.12: INSTITUTIONAL FRAME WORK:

The task of planning and developing Old and New Owerri in an orderly manner falls on the OCDA which is set up to plan the growth and development of the territory.

However, in carrying out this function, its work will inevitably have to overlap with the functions of different ministries, government parastatals and public corporations, financial institutions and development organisations as well as private groups and individuals.

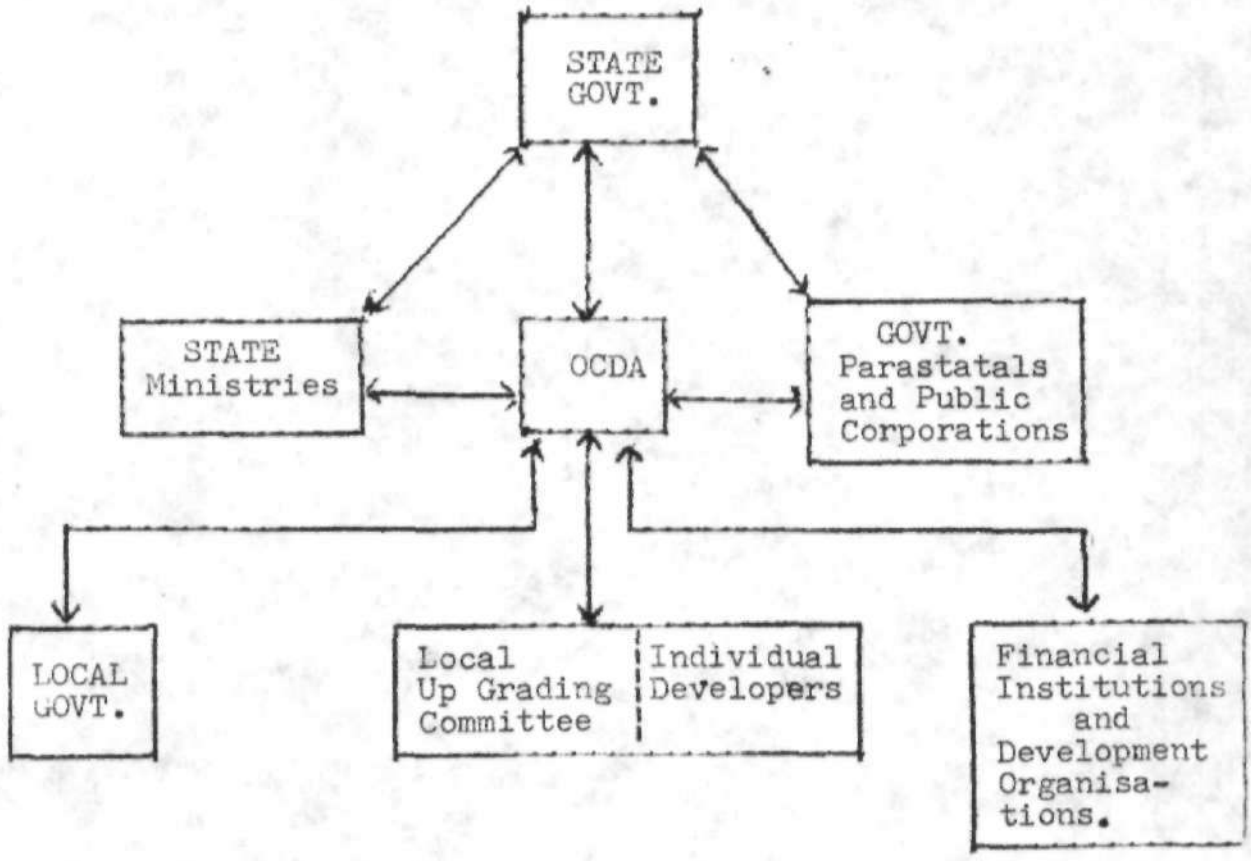
Consequently the most difficult task envisaged may be that of proper co-ordination between the different participating agencies in order to avoid occurrence of gaps and clash of interest which could frustrate the attainment of plan implementation. One way of approaching the task is to identify the principal actors and to clearly define the actions of any participating body at the on-set of a project so that when action falls short of projected results, the cause or origin of the shortage can easily be identified.

The OCDA occupies a central position in the exercise and forms an essential link between all participating bodies.

Accordingly, a frame work of relationships is proposed between all participants in the implementation of proposals for Old Owerri Central Area.

5.13: IMPLEMENTATION ACTORS

Fig. 5.1: OCDA: Its Relationship with other Participants.



One important feature of the frame work is that all participating institutions will remain on permanent basis. What ever programmes of action initiated by present institution can be continued by succeeding bodies.

The OCDA as a Central Institution is independent, yet directly related to all the other agents of development.

State Goverment: Guideline for functions and powers of OCDA emanate from the State Government while OCDA in turn reports its activities to the State Government.

State Ministries and Parastatals: It coordinates development activities of State Ministries and Government Parastatals and public corporations.

Local Government and Financial and Development Institutions:

Financial and Development Institutions (such as Banks, Insurance, Contractors, Consultants, Co-operatives) and local governments seem to be unrelated to OCDA. Their relationship with OCDA occurs through representatives of Ministries, parastatals and corporations but more can be achieved if they have direct dealing with OCDA.

Therefore to avoid delay in plan execution, it is recommended that it deals directly with Local Government and with Financial Institutions and Development Organisations for financial aid and award of contracts for its projects and development schemes.

Local Up Grading Committee:

In order to carry out measures and achieve aims satisfactorily in its area of authority, the active co-operation of the inhabitants, careful co-ordination and on the spot supervision are essential.

It is therefore proposed that planning and implementation of all measures be carried out with the participation of local up grading committee comprising individuals who are thoroughly familiar with local conditions in each community. These people should be permanently resident in the areas concerned and should

display an active interest in these areas. They are to be responsible for maintenance and supervision at local level. They should be involved in participation in the decision of improvement measures so that things can be done. The projects prepared by this Committee will go to OCDA for approval. Guidelines for future actions are issued to the Committee by OCDA.

Individual Developers:

Individual developers should obtain clearance from OCDA and not with any other institution before embarking on any form of development activity.

5.14: IMPLEMENTATION FACTORS

Land Availability:

In redesigning the central market, providing spaces for lacking facilities and providing pedestrian circulation, open spaces, and parking bays, it is necessary to demolish some building structures; displace certain activities and displace some people. The various sources of land is shown in Table 5.1 on page 55.

Table 5.1

Sources of land available for the improvement of environmental quality and efficiency of the centre.

Present Use	Area in Hectare
1. Residential	2.20
2. Central Market plus the park	3.45
3. Market South of Study Area	6.8
4. Market near St. Paul's Church	.6
5. 4 Petrol Filling Stations	1.27
6. Vacant Land West of Study Area	4.05
7. Vacant Land North of Study Area	1.4
TOTAL	19.77

Source: Field Survey, Dec. 1980.

5.15: ALTERNATIVE SITES PROPOSED FOR USES DISPLACED.

(i) Residential: The implementation of the proposals would involve the demolition of 90 building structures. The areas affected are scattered throughout the study area. The area is characterised by harphazard or organic development and generally poor condition of buildings, mainly thatched buildings which are dilapidating.

The demolition of the residential buildings (about 90 of them) would result in the displacement of 90 households giving a total of 630 persons. The number of persons

affected have been arrived at on the basis of 7 persons per house hold.

Alternative site proposed for the resettlement of displaced persons is on the West of Study Area, as shown in fig. 2.5. The total area provided is 4.05 Hectares based on the plot size of 30 m by 60 m for one house hold. This has been chosen to allow for provision of roads and open spaces.

(ii) The Central Market:

A redesigned market, fig. 4.1 with an area of 3.45 Hectares is to replace the existing Central Market. The old park near the market has been acquired as part of the market while new locations for parking, loading and unloading have been earmarked.

(iii) Market South of Study Area:

The area has been demolished to create space for provision of lacking facilities and services. The area of the market is 3 Hectares and the areal requirement for lacking facilities and services is 6.8 hectares. So it has become necessary to acquire more land near the site to accommodate the facilities and services. More land of about 3.8 HA is got by acquiring the area near the market part of which is occupied by mechanic sheds.

(iv) Petrol Filling Station:

Four petrol filling stations have been displaced to provide space for open spaces, and parking bays. The petrol filling stations have been relocated along the proposed Onitsha - Okigwe Road just before entering the study area. The site proposed includes parking.

(v) Bakery: This activity has been relocated to area earmarked by the master plan in New Owerri. The existing site is to be used for commercial purposes.

(vi) Mechanic Repair Workshops

The few Mechanic Repair Workshops displaced near the market south of the study area can be located with other mechanic repair workshops along the Owerri-Umuahia Road.

5.16: FINANCING THE SCHEME

The implementation of the Owerri Master Plan has been estimated by Galantay 1978 to cost about ₦1,700 million[5] and an annual cost of about ₦108 million will be required to execute the scheme. Available figures indicate that about ₦5.0 million was allocated to OCDA during the 1981 budget. This allocation amounted to about 4.6% of the

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5 Galantay E. Y. The Planning of Owerri - A New Capital for Imo State Nigeria. Town Planning Review Vol. 49 No. 3, July 1978 P. 384.

estimated annual need for the plan implementation of New Owerri.

The inference one can draw from the above is that if the implementation of Master Plan plus the proposals for the central area of Old Owerri are to be realised, the OCDA needs greater financial allocation than the one already made to it. Without adquate finance, the Authority will not be able to perform the functions for which it was established. There are various other sources from which it could get funds. These sources are outlined below:

(i) When the final figures for the 4th National Development Plan are released (they are yet to be made public) it is hoped that large sum of money would be allocated to OCDA for planning New Owerri and Central Area of Old Owerri.

(ii) It can attract finance from Government Investment Institutions, Local Governemts, Co-operative institutions, and private investors.

(iii) Since the guidelines for setting the Authority is conceived at Federal Level, it is likely that Federal Grants and aid can be attracted.

(iv) The World Bank is assisting Nigeria to find solutions to its urban development problems. In 1977, Imo and Bauchi States were selected for pilot projects. It was proposed that both States should prepare feasibility studies to be considered for World Bank

financing. In the light of the above, there is every reason to rejoice and hope that the World Bank grants and aid will be attracted for planning New Owerri and to tackle the proposals in central area of old Owerri.

5.17: PHASING OF THE SCHEME

In order to achieve a good result, the proposals should be implemented in three phases. Each phase should last 3 years beginning from 1982. The idea is for each phase to take advantage of the allocations made in the current and future National Development Plan periods.

PHASE I

Resettlement of displaced persons and improving the environmental quality and efficiency of the centre.

PHASE II

Demolition of the Central Market, and its reconstruction. Buyers and sellers can use the market south of study area or the Temporary market along Owerri-Umuahia Road.

PHASE III

Demolition of the market south of the Study Area for the provision of lacking facilities and services.

APPENDIX I

COMPOSITION OF TRAFFIC BY TYPE OF VEHICLES

STATION	TYPES OF VEHICLES				
	B1	LC	CT	MB	BL
A (DOUGLAS ROAD)					
OUT	20	50	576	238	22
IN	32	121	400	190	20
TOTAL	52	171	996	420	42
THROUGH TRAFFIC					
OUT	-	-	244	159	-
IN	-	-	200	147	-
TOTAL	-	-	444	306	-
B (ROYCE ROAD)					
OUT	8	47	162	66	40
IN	18	80	152	88	30
TOTAL	26	127	314	154	70
C (TETLOW ROAD)					
OUT	14	63	223	70	10
IN	10	72	115	66	10
TOTAL	24	135	338	126	20
D (MBAISE ROAD)					
OUT	15	70	326	90	20
IN	15	78	346	74	15
TOTAL	30	148	671	164	35
THROUGH TRAFFIC					
OUT	-	-	132	48	-
IN	-	-	156	48	-
TOTAL	-	-	288	96	-

Source: Field Survey Dec. 1980

APPENDIX II

VOLUME OF TRAFFIC BY TYPE OF VEHICLES

Station	Type of Vehicles					Total
	BI	MC	CT	MB	BL	
P.C.U. Standard	0.33	0.75	1.0	2.0	3.0	
A (Douglas Road)						
Number	52	171	976	428	42	1,669
P.C.U.	17	128	976	856	126	2,103
B (Royce Road)						
Number	26	127	314	154	70	691
P.C.U.	9	95	314	308	210	936
C (Tetlow Road)						
Number	24	135	338	136	20	653
P.C.U.	8	101	338	272	60	779
D (Mbaise Road)						
Number	30	148	671	164	35	1,048
P.C.U.	10	111	671	328	105	1,225

Source: Field Survey, Dec. 1980

Note: A passenger car unit is a unit which is equivalent to one passenger car having 4 seats.

APPENDIX III

TRAFFIC VOLUME BY TYPE OF VEHICLES AS PERCENTAGE OF TOTAL P.C.U.

Station	Type of Vehicles										Total
	BI	%	MC	%	CT	%	MB	%	BL	%	
A	17	.3	128	2.6	976	19.4	856	16.9	126	2.5	41.7
B	9	.17	95	1.9	314	6.2	308	6.1	210	4.2	18.6
C	8	.15	101	2	338	6.7	272	5.3	60	1.2	15.4
D	10	-19	111	2.2	671	13.3	328	6.5	105	2.08	24.3
TOTAL	-	.8	-	8.7	-	34.9	-	34,9	-	9.9	100

Source: Field Survey, Dec. 1980

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LEGEND

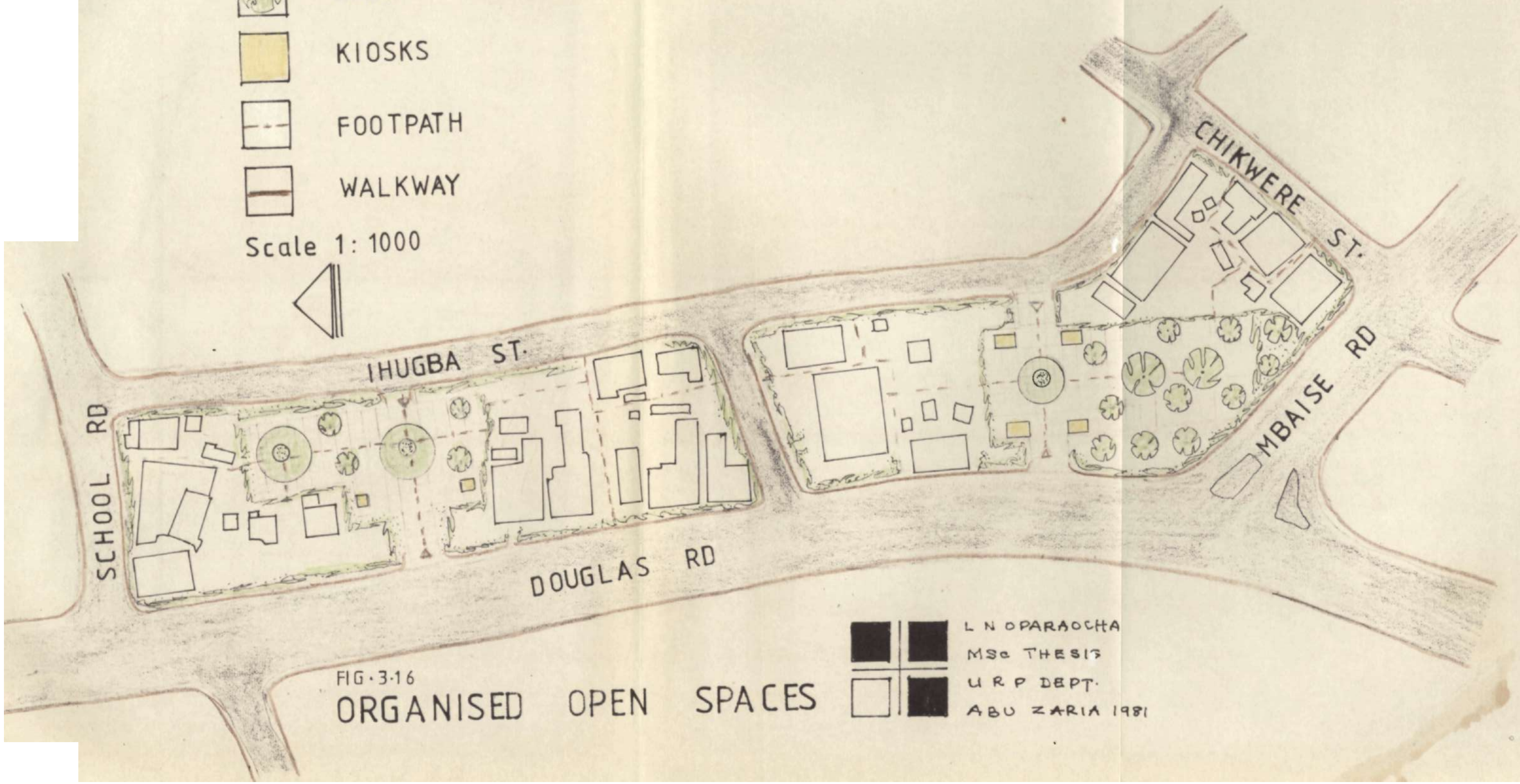
GREEN

KIOSKS

FOOTPATH

WALKWAY

Scale 1: 1000



FIG·3·16

ORGANISED OPEN SPACES

L N OPARAOCHA
MSc THESIS
U R P DEPT.
ABU ZARIA 1981