THE IMPACT OF ABUJA ON THE PHYSICAL DEVELOPMENT OF SULEJA

BY

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I hereby declare that this thesis has been composed by me and that it is the out come of my research work. It has not been presented before any examiner for the award of a higher degree. All sources of information are specifically acknowledged by means of reference.



UMAR SHUAIBU

DATE: 2-8-98

DEDICATION

To those whom I am more precious to than the most glittering of a diamond. Those who quench my thirst at the time I wasn't aware of being thirsty. Those who stood by me rain and shine, day and night, at the time the world had the vaguest knowledge of my existence.Thosewho.....

Behold! These are my mother Late Malama Hauwa'u (Barmani) Shuaibu Gani, my father Late Alhaji Shuaibu Gani and my uncle Alhaji Danladi Maikwarya Biyu.

ABSTRACT

As strong growth centres new capital cities attract large population from places across their countries but accommodated only few. While the teeming umccommodated population are spilled over to their neighbouring towns.

Developed in an area far removed from an existing urban centre, the lack of adequate accommodation is one of the major problems associated with the development of Abuja as the new Federal Capital City of Nigeria. Thus majority of the unaccommodated population are spilled over Suleja, Abuja's most important neighbouring town.

Due to its role as the absorber of majority of the migrants centrifugally repulsed from the new Federal Capital City, the impact of various stages of Abuja's development are directly felt in Suleja, resulting in a tremendous change in the dimension of Suleja's physical development which would not have been possible in the absence of the Abuja project.

The above phenomenon generated both problems as well as opportunities to Suleja with the problems for out weighing the opportunities.

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THE IMPACT OF ABUJA ON THE PHYSICAL DEVELOPMENT OF SULEJA

CHAPTER ONE

INTRODUCTION

1.1.1 GROWTH POLE

As growth poles new towns and cities are centres of centripetal attraction and centrifugal repulsion. This is because they possess the forces needed for livelihood, at the same time those forces inimical to the livelihood sustenance. Depending on the size and function of a city it attracts people from other places, at the same time repels those attracted to the surrounding regions depending on the affordability of the available facilities to sustain the attracted population. The rate of growth is directly related to the size and function of the city, since the bigger it is the larger will be its field of dominance over other surrounding towns.

A new Federal Capital City is a strong pole, the impact of its development on its neighbouring towns could occur in a wide variety of physical and socio-economic conditions, and the constrains of dominance, high inter connectivity and large scale merely ensure that the effects will be felt powerfully by other towns in the region.

Abuja the new Federal Capital City (FCC) of Nigeria is being developed in an area far removed from any existing urban centre. Its location on such a site and the lapses associated

its development are radiating direct impact to the sorrounding settlements, particularly Suleja. Such an impact was born out of the fact that amongst the Urban Centres within the sub-region Suleja is the most developed and closest to the FCC, and is the one that serve as the initial centre for the administration of the FCT.

Despite the fact that Abuja and Suleja presently constitute two different administrative units, Suleja has stronger Socio Economic link with Abuja than any other town within the region due to the strong impact Abuja nas on its development.

1.1.2 STATEMENT OF RESEARCH PROBLEM AND JUSTIFICATION OF STUDY.

The development of the new FCC at Abuja is one of the most significant development being undertaken by the Federal Government of Nigeria. This historical action was the culmination of several years of informal consideration and a detailed study of a Special committee charged with the examination of the FCC's relocation from Lagos. Out of this policy commitment has come an accelerated program administered by the Federal Capital Development Authority (FCDA) for the Comprehensive Planning and Development of what is projected to be one of the World's greatest Cities.

It has been acknowledged that the plan for the new Federal Capital is functionally interlocked to land uses in the

sorrounding States and that to meet this demand the Cooperation of the adjoining States is necessary in order to successfully administer large enough territorial areas to be productively efficient.

However developments in places immediately across the FCT border and at close proximity to the FCC are not given the desired attention.

On the other hand, the development of the FCC is associated with many problems among which are:

1] The implementation of the Abuja Master Plan proceeds at a pace much slower than its population increase, consequent upon rapid immigration.

2] Tenement houses which are the abode of the Nigerian low income earners in cities are virtually absent among the houses so far completed. Thus available accommodation for rentage within the FCC are practically unaffordable to both the low and medium income group.

3] The administrative bottlenecks on the process of land acquisition in the face of very high demand skyrocketed the market value of land.

4] High Standard and stringent measures on development control is such that developing and owning a house in the FCC for the low income is not feasible.

Suleja on the other hand is the nearest and most accessible town to the FCC. In addition, 79% of the total area and 71% of the total population of the whole FCT prior to its

creation in 1976, belongs to the then Abuja Local Government in Niger State, which name was hitherto changed to Suleja Local Government when the FCT was created (Table 1.21). Tenement houses are readily available to the low and medium income group at affordable prices, the process of land acquisition is less cumbersome than that of the FCC and there is a less standard and less stringent measures on development control than that of the FCC. Also there is the availability of fairly adequate infrastructure facilities and threshold population to support social and economic activities right from the inception of the FCT.

It was because of the historic and strategic location of Suleja in relation to the FCT (Fig 4.31) that made her to be recognized for the location of the FCDA field base at the inception of the Abuja Project.

The location of the field base which was necessitated by the urgent requirement for houses for those who have so far arrived Abuja from Lagos, coupled with the problems associated with the development of the FCC earlier highlighted, and the type of solution to the problems provided in Suleja, tied the growth of Suleja to the demand of goods and services generated by the development of the FCC.

Thus, construction company workers, civil servants, contractors, and other visitors to the city whose means of livelihood is wholly or partly linked to the FCC and who are not accommodated within, either because they don't have

official residences, or cannot afford the high cost of rentage within the City, it is more convenient and economically more

TABLE 1.21 POPULATION DENSITY OF FCT BY STATE SEGMENT 1977

	STATE SEGMENT	AREA (KM SQUARE)		ESTIMATED POPULATION 1977		DENSITY PER KM SQUARE
		NUMBER	%	NUMBER	%	
1	Niger	6,328.4	79	88,302	71	14
	Kwara	1,313.4		26,224	21	20
2		358.2	16	10,140	8	28
	Plateau		5			
3						
	TOTAL	8,000.0	100	124,674	100	16

SOURCE: FCT Digest of Statistics 1992.

It is more economical viable to work in the City and reside in Suleja than any of the Satellite towns planned for such purpose in the Abuja Master Plan, or other towns outside the Territory.

Therefore beside serving as a dormitory town for the work force and service Centre, Suleja also serve as a haphazard residual of the FCT by becoming a base for large number of low income construction workers.

The above relationship between the two centres generated both problems and opportunities to the old town of Suleja,

resulting in the change in the dimension of its physical development.

Earlier Maxlock (1979) in the Niger State Regional Plan (1979-2000) observed that "It is likely that more lax development control in Suleja area will lead to population growth as dramatic as Nigeria has ever experienced. The present population is 13,560 (April 1979; Enplan group survey). A figure of 100,000 for 1990 is not inconceivable if the FCDA Programme is implemented on schedule". It further observed that "The strain of services which have little hope of meeting future demands, and the public health hazard could lead to grave consequencies if the situation is not countered in the very near future".

True to that assertion Suleja has been attracting immigrants at a rapid increasing rate as a result of the response to the developmental needs of the FCC. This led to the transformation of the town from agrarian community to sudden urbanisation culminating into its unprecedented population growth, over crowdedness and rapid physical expansion. Others are the rise in the market value of property and frequent failure of infrastructure facilities. Although there is a marked increase in the quantity and quality of housing, and infrastructure facilities as against the situation prior to the commencement of the Abuja Project, hasty and haphazard development led to environmental deterioration.

There is a boost of economic activities and the rise of income level of the inhabitants, but on the other hand prices of commodities in Suleja in relation to the surrounding settlements is high due to higher demand. Also Suleja town enjoy more investment in the provision of infrastructure facilities in recent years, but again these facilities are of substandard quality and are grossly inadequate for the trooping population.

In such a situation translation into physical realities of the pattern and control of land uses and the modification of faciliters become a difficult task. On the other hand the investment opportunities provided by the exposure of the town are many, with proper monitoring and control, even if proved difficult.

In order to make the best use of the opportunities created in Suleja, it is necessary to study the relationship existing between the FCC and Suleja and then arrest the negative consequences accompanying such a relationship. With the implementation of a well articulated impact study which results from such a relationship the working and living condition in Suleja will be greatly improved.

1.1.3 AIM

The aim of this thesis is to study the impact of Abuja on the physical development of Suleja so as to identify the

problems and opportunities associated with such impact and to make appropriate recommendation towards over coming them.

1.1.4 OBJECTIVES.

1. To examine the Abuja development program
2. To identify the factors responsible for the impact of Abuja on Suleja.
3. To identify the positive and adverse impact of the Abuja project on the physical environment of Suleja.
4. To make appropriate recommendation for the containment of the adverse environmental impact on Suleja urban area.

1.1.5 SCOPE AND LIMITATIONS

The whole of Suleja urban area which includes the original town and its various growth nuclei are covered in this study. While the year 1979 is considered as the period of commencement of the impact of Abuja on Suleja. Thus the study period is between 1979 to 1995.

Although various aspects of the impact will be addressed, this work will dwell more on the impact of the FCC on population, spatial coverage and land use and their attendant consequencies on the development of the town.

Recommendation will be geared towards solving the problem created by the impact in Suleja only.

1.1.6 DEFINITION OF TERMS

Reference to Abuja in this thesis denotes the Federal Capital City (FCC) or "the City" as is otherwise refered. While original City site refers to the area covering phase one of the FCC development.

The Federal Capital Territory or FCT implies that geographic entity originally extracted by the Federal Government in 1976 out of Niger, Plateau and former Kwara State, to constitute the FCC and its officially designated satellite towns.

Reference to Suleja in this thesis denotes the entire Suleja urban area, which includes the new growth nuclei or centres, while "Original Suleja town" refers to the geographical area known as Suleja town before 1979.

The term "migrants" in Suleja or Abuja refers to the people born elsewhere from Suleja or Abuja as the case may be.

1.1.7 METHOD OF DATA COLLECTION

To achieve the stated objectives of this study data were sourced primarily and secondarily. Methods used to collect them are:-

1. Information from published and unpublished literature and gazettes on the subject.
2. Administration of questionnaires in Suleja and oral interviews in both Suleja and Abuja.
3. Field Observations.
4. Use of Maps for illustrations.

5. Researchers personal knowledge and experience on the subject.

Using a projected population of 136,103 for Suleja in 1995 and with a house hold size 5.7 persons in December, 1995 5% sample size of the household heads in Suleja equivalent to 1194 household heads were taken to administer questionnaires.

Among the information recieved from respondents are: year first arrived Suleja, type of occupation, reason for residing in Suleja and why Suleja instead of other places, tenure of residence in the town, e.t.c. (Appendix I).

CHAPTER TWO

NEW CAPITAL CITIES AND THEIR NEIGHBOURING TOWNS: THEORITICAL FRAMEWORK AND LITERATURE REVIEW

2.1.0 THE CONCEPT OF NEW TOWNS.

The population and physical sizes of Urban areas in developed Countries have been growing since the Industrial revolution. Urban population growth by natural increase and migration of rural population seeking industrial jobs has been associated with costly Municipal services, physical and mental illness, unemployment, cultural conflict and social segregation.

The concomitant physical expansion has been manifested both inside and outside the cities of such countries. Within these cities housing is insufficient, density and congestion have increased and environments have deteriorated. As these conditions worsened, people moved from the cities and created sprawling suburbs.

It becomes necessary therefore to embark on a policy of re-organization of congested urban areas, the establishment of a policy of decentralization and decongestion of industries, and the search for a balance between different regions with respect to the size and variety of Industrial activities.

Specifically there is the need to instituting increase in indstrial employment, reduction in total population of

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metropolitan areas and resettling part of the existing population outside the limit of the metropolises.

Therefore the need for the development of new towns the world over, with the aim of arresting the pattern of unplanned agglomeration that has been gaining momentum for decades, and which is considered as a national urban growth policy that will implore the quality of urban community life cannot thus be over-emphasized. "During the 1960's and 70's the significance of new towns and the need for urban growth policies have become internationally recognized. Moreover, the rapid growth of new towns have changed the concept of new cities" (Golany 1978).

The act of development of new town therefore is an inspired individual attempt of creating a new planned settlement using acceptable standard to improve the living and working condition of its inhabitants from the earlier unplanned agglomeration and congestion in the older cities or impoverished rural life.

The idea of conceiving a new form of city which utilize the facilities of modern technology without sacrificing the social advantages of the historic city was pioneered by Ebenezer Howard in 1898. Four fundamental principles governed Howard's concept of the new town these are:-

a) Limitation of numbers and area.

b) Growth by colonization

c) Variety and sufficiency of economic opportunities and

d) Social advantages and control of the land in the Public interest.

Out of these a new kind of city would emerge in a balanced, many sided interrelated organic unit.

Howards first great contribution to the new towns movement was his conception that, the part of a city were in organic relation to each other and that there was a functional limit to the growth of any one element as to the growth of the whole urban system. He took London as a classical example of disorganised over-growth city, and then sought to relieve the pressure of congestion by colonizing its excess population in new centres, first the Letchworth and later the Welwyn garden cities by applying his principles of limitation of area and population.

Howard didn't suppose that a single garden city, or even a scattering of such cities would be able to handle this problem of city over growth and disorganization. He called rather for the creation of a regional unit that would bring into a single organized system, at least ten cities with a total population of three hundred thousand, bound together by a rapid public transportation system that would unify the cities and make them as a single unit. He outlined a new type of Municipality called later the regional City: a city whose articulated spatial organization, whose direct union of urban

and regional facilities, whose social and economic balance would be the rational equivalent of the sprawl and cluster and needless confusion of the existing metropolitan areas and conurbation.

Bailey (1973) also stated that "Each new town can and should have its unique personality, but there are attributes common to all of them within the physical system, that is the new community". He further stated that "no matter where these communities are situated, and no matter what their size, they inevitably are connected to the larger external system, whether this be the Industrial economic system, or the physical transportation skeleton at the national scale. Thus down grading the idea of self-sufficient new towns".

Osborn and Whittick (1969) on their part concretized this argument with the observation that "In practice the public developer do not have power to influence regional growth trend, because forces that have little concern for city life foster most of its growth.

2.2.0 TYPES OF NEW TOWNS

According to Merlin (1971) New towns could be differentiated based on the choice of sites for their location in relation to their sorrounding areas. Accordingly, he classified them into three. These are:

1. New towns built near but separate from large cities:-

   These are those established within an urban area but not

in continuity with the existing built-up area. The purpose of which is usually to provide against the concentration of men and jobs in a single built up area of unwieldy size and whose increased development would be at the expense of other towns in the Country.

2. New towns continous with built-up areas. These are those established as continuations of existing built-up areas. This is born out of the desire to develop areas between the original built up area and the new towns. They constitute new sector planned as extensions of a city or as its satellite

3. Independent new towns:- These are new towns established outside urban areas. They result from an official development policy, aiming at ensuring the economic a or political balance in development of all regions within a Country. New Capital Cities like Abuja fall within this category.

It was against this background that Merlin (1971) further observed that the development of new capital cities in general are done either to accelerate the economic growth of the region where they are cited or to side step political rivalry between several large cities or regions of the Country.

Typical example of other new Capital Cities built away from large urban centres around the world are Canberra in Australia and Brasilia in Brazil.

2.3.0 THEORIES OF INTER URBAN RELATION

The relationship between a new town and its hinterland depends on so many factors, among which are; the function and size of the new town and the distance between the new town and the neighbouring settlements.

According to the law of gravitational pull of settlements the gravitational attraction between two settlements is inversely proportional to the distance between them. That is increase in spatial distance reduces attraction, and reduction in spatial distance increases attraction. The measure of the distance will depend on the time taken to traverse between the two settlements, their spatial distance, the cost of transportation and the intervening opportunities. The first three favour the neighbouring settlements, while the last which is the measure of the intervening opportunities depends on the function and size of the new town.

Distance between two settlements cannot be considered in isolation, because there is a proportional relationship between settlements on the basis of their mass. The attraction between settlements grows with increase in their sizes.

People tend to live in bigger settlements in order to benefit from economy of scale which results from agglomeration of activities. Consequently they give more preference to

bigger settlements sorrounding activity zones than the smaller ones, especially in the developing Countries.

In the gravity or interaction model patterned after the law of gravitation formulated by H.C. Carey, the key two variables employed which are population (mass) and distance, are said to influence man's spatial movement.

In a simplified form the gravity model is expressed as:

$$I = \frac{P1P2}{d}$$

where:

I = Measure of relative interaction between places 1 and 2

P1 = Population of the larger of two places.

P2 = Population of the smaller of two places.

d = Distance (in kilometers) between two places.

Thus the inhabitants of one population centre will interact with those of another centre based on their respective population and the distance between them.

The Central place theory by Walter Christaller explained that Central place renders services to the sorrounding settlements. Its emphasis also is on size and spacing of settlements within a region. It explained that there is a minimum distance that people are willing to travel to secure access to service at a point. Different services and settlements have different market ranges. This determines spatial setting within a region and explains the relationship between settlements and their hinterland.

In the growth pole and growth centre theory introduced by Francois Perroux, he states that "Growth does not appear everywhere at the same time but is manifested at the areas where growth poles are more intensive and that it also responds through diverse corridors with variable terminal effects for the whole economy ". Thus growth poles are conceived as existing in relation to space as a field or "Centres (poles or focii) from which centrifugal forces emanate and to which centripetal forces are attracted. Each centre being a centre of attraction and repulsion has its proper field which is set in the field of all other centres" (Darwent 1975).

Thus poles are likely to be firms or industries, or group of firms or industries, or new towns or cities, which are all centres of attraction. It is within these poles that growth and change is initiated, while the connections between the poles, in terms of the flows of inputs and out puts, transmit the forces generated.

Growth in the pole (town or city) is directly related to the activity of the poles themselves, and also to the degree of inter-connection between them. "A condition of dominance of many towns by one city is an important feature of the growth pole notion" (Darwent 1975).

Dominance is said to occur when the flow of goods and services from town `S' to town `A' is a greater proportion of S's out put than is the flow from A to S of A'S out put. In

this case town A is said to be "dominant" and town S "dependent". A typical example of such a relationship is the primacy of Paris over the other Cities in the whole of France, or at the local level, Kano over its surrounding towns e.g. Gwarzo, Rano, Danbatta, Gaya and even beyond. In which Kano is serving as the dominant city in the region while the rest as dependents.

A further feature of the notion is the emphasis placed on the size of the pole (city). The rate of growth or change is supposedly directly related to the size of the city, since the bigger it is the larger will be i.s field of dominance over other towns which sell to it or buy from it.

A firm or industry characterized by a high interaction with many other firms, a high degree of dominance and great size, it said to be "propulsive" and the firms or industries dominated "mute". This also holds for big towns or cities which dominates other town surrounding it.

Scitovsky 1954 formulated the concept of external economic where he distinguishes between 'technological external economies' and 'pecuniary external economies'. "The first arises when the out put of a firm depends not only on its own factor utilization of other firms ... for instance, a firm benefiting from a labour pool generated by others. While the second which is pecuniary external economies arise in economic development of other firms"

(Darwent 1975).

In a similar manner it could be argued that the output or efficiency of city 'A' as a growth pole, which depends on labour force generated by growth centres 'S' and 'K' will be affected by actions emananting from the growth centres. Conversely a new policy on employment or transportation in city 'A' will affect the efficiencies of growth centres 'S' and 'K'. This analogy could be applied to the working relationship between Abuja and its neighbouring towns, in which the former as the growth pole derive its labour force from the later especially Suleja town.

From the foregoing it thus follows that the impact of town A on others could occur in a wide variety of physical and Socio-economic conditions, and the constrains of dominance, high inter connectivity and large scale merely ensure that the effects will be felt powerfully by other towns in the region.

In an attempt to identify the limit of influence of a polarized region Darwent 1975 stated that "Polarized region are defined to be that collection of geographic spaces in which connection and flows of for instance, goods, services and political allegiance are predominatly in one direction- towards a central point or 'pole',- which dominates the region. The boundary of a polarized region is therefore that line beyond which flows and connections are predominantly in some other direction, towards some other pole".

In another attempt Gokhan and Karpov (1972) tried to distinguish growth poles from growth centres, where they

contended that growth poles (or better refered to as growth nodes or areas) are of national significance, in as much as their development affects not only the structure of regions in which they are located, but also inter-regional correlations and the Country as a whole. While growth centres are basically intra-regional in character.

Thus the differences in function in the above assertion are closely associated to differences in scale. The attainment of development targets, as Gokhan and Karpov further explained, is decisively conditioned by growth poles (area) in which large capital investments are made, where as growth centres have an accessory significance, in that they promote local (sometimes secondary) goals. Even so, the successful development of growth centres is closely connected, as a rule with that of corresponding growth poles (area).

The economic aspects of this problem were examined by L. Klaassen (1971), who emphasized the close relationship between the problem of economic development and urbanisation, and revealed the possibility of using the urbanisation process as an incentive to economic growth. He also agreed that big cities have an undoubted advantages over medium sized cities as growth poles, and still more over small towns, and that these circumstances when growth poles spring up for one reason or another on a new site (e.g. Abuja), they should be regarded as potential large cities from the on set.

The choice of growth poles and centres depends to an appreciable extent on the development aims assigned.

Finally one cannot help but to agree with the views expressed by Gokhan and Karpov (1972) that "The creation of growth pole (or centre) in backward region may also have different consequences. In certain circumstances, it may serve as an incentive to the economic development of the region as a whole or a significant part of it" - Just as is the case with Abuja and its regions ".....Again it may cause part of the population to shift from outlying areas into th. zone of the growth pole and thus adversely affect conditions in the main part of the regional territory (mommentarily or for a longer period)".

2.4.0 NEW CAPITAL CITIES AND THEIR NEIGHBOURING TOWNS.

According to Bena (1974) "A capital city is a dominant focus of cultural transmission and dissemination as well as a hot bed for political fermentation". It thus follows that Capital cities have to attract heavy population from all nooks and corners of their countries and even abroad.

Just as there are centripetal pull to capital cities there are also centrifugal repulsion from the capital cities to their neighbouring towns. This is the case with the new capital cities around the world, such as, Washington, Canberra, Brasilia and Abuja.

2.4.1 CANBERRA

Canberra is the new capital city of Australia. The actual boundary of the Australian Capital Territory (ACT) was established by the Seat of Government Acceptance Act (SGAA) of 1909-1955. Canberra was initially Planned to take about 70,000 people. By 1957 it was approximately half that figure, but by 1965 it has already well exceeded it and had at least 85,000 people with an annual growth rate of about 10%. This means that the original plan has been out grown even more rapidly than was thought or even hoped in 1957.

By 1965 the future of Canberra was pursued and an outline plan of 25,000 people was prepared. Demographic forecasts indicated that, that figure could well be reached by 1980. A continuous annual growth rate of 10% would result 355,000 by 1980.

For the growth of outer districts the rate at which lands took-up 7 years after 1957 and also the rate of increase of financial return on land and housing developing carried out in 1965 and planned to 1970 have both rose faster than anticipated in 1957.

Furthermore by 1965 it had been observed that employment opportunities in Canberra may be subject to a lesser rate of increase than the population growth rate as a whole; or the expansion of building cannot be sustained at the same relative level; or that, as in Britain then, the balance of payment position may call for a temporary reduction in Capital

expenditure which will have a similar effect on the pace of development.

In order to plan the metropolitan environment as an entity, free from the pressures of land speculation and the fragmentation of land ownership which bedevil planning elsewhere, the National Capital Development Commission (NCDC) developed a system of towns with centres providing a concentration of employment and services for the surrounding residential areas at the metropolitan scale. The towns are arranged in corridors of urban growth (the Y-Plan), and the centres have strong link with each other.

However, despite the above attempt, it had subsequently became apparent that Canberra would require increasingly strong links with towns in the surrounding regions. It thus became necessary to think of metropolitan Canberra as an urban area the impact of which would spill out to adjacent New South Wales territory as was already the case with Quenbeyan.

It had thus been realized that there was an urgent need to establish a firm planning basis with New South Wales to provide for orderly complementary growth across the ACT border. The increasing number of practical issues on which there is an inter relationship with State agencies emphasize that need, as does the pressure for semi-rural subdivision and development existing in the surrounding shires.

Thus according to the NCDC (1964), the extent and direction of further development outside the boundary of the ACT was open to question, but it had became apparent that the direction of metropolitan growth was to be largely determined by geographic factors. These are proximity and accessibility.

2.4.2 BRASILIA

Brasilia is one of the newest Capitals in the World, it was inaugurated on April 21, 1960. It is the seat of the 3 branches of government; the executive, legislative and judiciary. Designed exclusively to serve as Capital of Brazil, the city was purposely planned on the central plateau of the almost empty space of Goias in order to encourage settlements and development of the central part of Brazil. With the population already well over 1 million in the mid 80's it is a rapidly expanding city. Three main types of residential settlements have emerged in the Capital territory.

These are the super blocks of apartment buildings within the formal city, the Satellite towns and the lake side residential subdivisions. The super blocks was the main solution to the housing problems due to population explosion, the satellite town solution on the other hand seemed to have been imposed by circumstances.

Compared to the formal city, the satellite town are a marked contrast in terms of urban form and socio-economic characteristics of the residents. The idea of establishing

temporary settlements for the construction workers did not succeed, because the informal pattern of development together with its adequate facilities achieved permanence even after a large number of the super blocks were constructed and occupied. The first of these satellite towns was Cidade Livre and was the one which attracted most immigrants who numbered about 60,000 just before the city was inaugurated. This was reported to be the period of high social disorder, accommodation and water shortages, lack of police protection and squalid market place where legal and illegal goods exchange hands. Overtime this situation has improved and 5 satellite towns were more adequately planned and managed.

According to the original plan, the super blocks were to house mixed-income level families so as to avoid socio-economic class stratification of the city. However, the demand from the upper socio-economic groups has squeezed out the lower income to the satellite towards where they have to commute to work, there by increasing their burden. Another pressure that has been yielded to is the increase in demand for the construction of the low density single-family dwellings, in areas adjacent to the attractive view of the artificial lake.

"With the satellite towns mainly for the lower income groups the super blocks apartment for the middle income and the lake side low density area for the upper income, the overt

attempts to minimize socio-regional stratification has been rejected in Brasilia" (Bena 1976).

Clearly the possibility of commuting between the Satellite towns and Brasilia is achieved due to the influence of proximity and accessibility in controlling the relationship between them. Furthermore it could be rightly asserted that, the marginalization of the lower income group to the Satellite towns, and the high labour concentration experienced at Cidade Livre even before the inauguration of Brasilia, indicates the influence of the combination of economic and the geographic factors in shaping the relationship between the new capital city of Brasilia and its neighbouring towns.

2.4.3. WASHINGTON

This was chosen as site for the Capital of United States of America in 1791, and has been the nation's capital since 1800. It has a population of 622,823 by the late 80's. The Capital is bordered on three sides by the States of Maryland and on the forth side is separated form Virginia by the potomac river.

The position of services and the nature of development from inception helped to initiate or reinforce social divisions. Thus while the affluent settled on the higher grounds of the city, the older and lower parts of the city were left to the poor and commercial interests. The areas of the poor were so congested that parks were created so as to

relieve the stress of congestion and to raise the intellectual consciousness of the urban citizens.

By the first decade of the twentieth century the city's expansion was well beyond its boundary. It had grown along street car and railway lines radiating out from the monumental core into the rest of the district of Columbia, Maryland and Virginia. It also had produced chains of commuting towns that grew around railway stations and depots. With the increase in land cost came new pattern of development near the City; beyond the luxurious mansions grew many blocks of modest row houses without the sub-urban works or amenities.

The introduction of the car drastically changed the pattern of residential development. It started the process of decentralization of the city. While the pattern of the city's neighbourhood development was influenced by the street car routes, the car enabled new residential strips to join old enclaves breaking down the physical and social isolation and populating all available spaces in the street system. The car encouraged the building of few communities within commuting distance from the city, eg. Reston and Columbia. Many people who work in Washington live in Maryland and Virginia.

This also shows the manifestation of the contribution of geographic factors of proximity and accessibility in determining the relationship between Washington and its neighbouring cities.

2.4.4. ABUJA

This is also among the newest Capital Cities of the world created by the FCT Act No.6 of 1976, Abuja is the new Federal Capital of Nigeria. Located in the geographical centre of the nation, the city is to occupy an area of about 250 square kilometers, and to have an ultimate population of 3.1 million inhabitants when fully developed.

It has been acknowledged in the Abuja Master paln, that the demand for goods and services will by far exceed the capability of the FCT to supply them. It further observed that ".....even though the FCT is ver large, making it seemingly possible to control the direction of growth easily the, fact is that conditions already exist in both the FCT and the immediately adjoining States which will eventually induce development to occur in ways not likely to be specified in the plan" (IPA 1979).

The principles of zonation of land uses into low, medium and high density residentials was used to represent high medium and low income socio-economic groups respectively. With the reduction of the density from the core to the periphery of the city. While the underlying principle was designed to cut across the socio-economic stratification, the cost of housing acquisition become so expensive that the medium and the low income group were marginalised to the surrounding satellite towns from where they commute to work daily. Thus all density developments in Abuja become an

exclusive reserve of the high income group. While the peculiar Geographic and Economic factors took control of the relationship between Abuja and its neighbouring towns.

Among the neighbouring towns of Abuja right from its inception, Suleja experiences the highest influx of Abuja immigrants, due to its close proximity and high accessibility to the new FCC. Consequently large number of workers in the public and private sectors of Abuja reside in Suleja and commute daily for work in the FCC.

According to Maxlock (1987) "Suleja today as an emirate town and local government headquarter is an important administrative, commercial and transportational centre in Niger State and the entire central region around the new Federal Capital City of Abuja. The town is presently playing the role of an informal satellite town to the Federal Capital".

It was against the above background that one of the objectives of the preparation of Suleja master plan was "To plan for a complementary intra-city link between Suleja and Abuja to enhance economic inter-dependency between them and in increase the demand for goods and services within Suleja" (Maxlock 1987).

2.5.0 IMPACTION THEORY OF NEW CAPITAL CITY ON ITS IMMIDIATE NEIGHBOURING TOWN

2.5.1 PREAMBLE

As observed from studies made of the new Capital Cities of Canberra, Brasilia, Washington and Abuja, majority have peculiar factors responsible for their impacts on their neighbouring towns. The key factors responsible for this phenomenon are; Geographic, assentially those of proximities of these neighbouring towns to the new Capital Cities and the degree to which they are accessible to each other; and Economic which is to do with the marginalization of the lower socio-economic group to the cities' neighbouring towns.

Going by the growth pole theory conceived by Francois Perroux who defined the pole in relation to abstract economic space, as a field of forces and as homogenous aggregate. The manifestation of this assertion could be well demonstrated on the impact which Abuja the new Capital City of Nigeria has on Suleja its immediate neighbouring town.

Perhaps other Countries might have taken some measures to mitigate the effects of the impact of their new Capital Cities on their neighbouring towns, there by concealing the actual consequecies, in the case of that of Abuja and Suleja there was the virtual absence of any measure against such an effect. This gives the possibility of an uninterrupted observation of the progressive impact of the Capital city of the immediate

neighbouring town of Suleja with the progressive development of the capital city right from inception.

This thesis established that there is a direct relationship between the impact of Abuja on Suleja its nearest urban centre, to the various stages of the development of the new Capital city, consequent from Suleja's absorption of the migrants centrifugally repulsed from the new capital city (see 5.6.0).

2.5.2 THE IMPACT THEORY

For a new Capital City built on a virgin land and removed from any existing urban area, its impact on its immediate neighbouring town progress in stages. These stages could be divided into three depending on the progress in the development of the Capital City.

STAGE ONE

The first stage is the construction stage. To develop a new Capital city which has a great significance, a large labour force is required. Usually plans to accommodate these initial labour force are inadequate, if not totally neglected. In such a case, the nearest town to the yet to be established Capital City is looked upon to provide for at least shelter to the labour force.

This was what necessitated the citing of the FCDA field base in Suleja as the nearest town to Abuja, at the initial stage of its construction. Concentration of labour force

within Suleja town thus begun at an alarming rate. A permanent inter-communication between the yet to be established new city and its immediate neighbouring town had thus been ushered.

This experience is similar to that of Brasilia where temporary settlements are established for the construction workers, with Cidade Livre as a typical example, where the informal pattern of development together with its inadequate facilities achieved permanence, and large number of immigrants attracted to the town even before Brasilia was inaugurated.

STAGE TWO

This is the stage of the combination of construction and operation. It commences when the new city starts to offer its services for which development is made for. There is thus the need to accommodate its construction workers and intended new community.

This is the most critical stage, because midway into its construction, the new city is yet to be able to be fully operational, and facilities and infrastructures are yet to be fully provided, or are disjointed. Housing provision for the pioneer settlers are also in inadequate. This situation further calls for another alternative pending the time enough facilities could be provided. Again the immediate neighbouring town is called to task.

In the case of the impact of Abuja on Suleja, this stage was reached around 1986, the period of the initial movement of

some Federal Ministries from Lagos to Abuja, while the construction of Abuja was still going on. The unaccommodated population of Abuja due to housing and other related problems were mostly gravitated to Suleja. At this stage, the criteria for consideration as an alternative in addition to proximity and accessibility to the city is economic convenience.

Thus while Suleja the neighbouring town was still battling with the influx of construction workers, another new population which are the supposed inhabitants of the new city were added to it.

STAGE THREE

This is the operational stage. It is arrived at when the new city starts to fully perform its function at the presumed completion of the project (This does not mean that the development of the city is completed, because there is no terminal state for building of a town).

However accommodation and other supportive facilities are usually inadequate due to rapid population influx to the capital city, usually much more than the planned estimated population. The original target population is thus reached at a stage shorter than expected.

The spill over population once more seek to be absorbed within the neighbouring settlement. The neighbouring town which performs the earlier function of accommodating the supposed inhabitants of the city immediately becomes recognized as the best option.

The movement of the seat of the Federal Government from Lagos to Abuja in 1991 evidenced by the movement of the office of the President of the Federal Republic marked the beginning of this stage, though there are some Ministries and Federal parastatals still left in Lagos. Meanwhile the neighbouring town of Suleja recognized for perfoming the function of absorbing the unaccommmodated population of Abuja rages on.

As a result of the continuous recognition of the closest neighbouring town as the receiving end throughout the period of development of the Capital City, the neighbouring town attracts larger populatio and as such grows along with the growth of the capital city. The intercommunication between the two centres which was initially considered temporary at the initial stage thus becomes permanently rooted at the terminal stage.

Thus while for the capital city the most important terminal effect of the centrifugal repulsion from it, is that of substantially reducing the occurrence of slums and the emergence of sub-standard structures, which would result from uncontrolled immigration, for the immediate neighbouring town is that of their occurrence, due to the rapid population increase.

2.6.0 GENERAL IMPACT OF RAPID POPULATION GROWTH ON CITIES.

The increasing rate of rural-urban and inter urban migration increase the need for more dwellings in urban areas. Dwelling occupy the major parts of the urban area, and they are found everywhere. The world Bank in 1974 estimated that, at the end of this century, 200 million new dwellings would be needed in the urban centres of the developing countries simply to house the additional urban population.

Mean while according to the united Nation's monitoring report of 1981, the world population which had always been largely rural, will become pre-dominantly urban. By the year 2000 some 51% of the world population will be urban dwellers.

Rapid population increase on urban areas whether through natural increase or immigration, has both positive and adverse impacts.

2.6.1 POSITIVE IMPACTS

1. Economic Development: This is directly tied to agglomeration. Urban population growth increase market size and therefore opportunities for specialization. Increase in technological development consequent from greater need for goods and services increases industrial activities in the urban areas. This in turn provides greater employment opportunities for the people, hence more per capital income than would have been before

the growth of the population. Moreover larger urban areas provide more conducive atmosphere for investment in economic activities.

2. Increase in the provision of services: The provision of social services especially in the developing countries are concentrated in the larger urban areas than the smaller ones. Investments in the provision of infrastructure facilities such as electricity, pipe born water, telecommunications, higher education and recreational facilities increase with the growth of urban population.

2.6.2 ADVERSE IMPACT

By far it could be argued that rapid population growth on urban areas have more adverse than positive impact. Thus although economic development and provision of social services could increase, the life span of the available infrastructure facilities are greatly reduced as a result of increase in persons per service some of these advise impact include:

1. Increase in the Demand for water supply:- Towns require concentration of considerable quantities of water in small areas, and the demand is constantly increasing, due to growing demand consequent from rapid increase in the urban population. This could result in insufficiency or poor treatment of the water.

2. Failure of Waste Disporsal System:- More urban population leads to more absorption, hence more waste disporsal. Getting rid of waste whether it be sewage, organic matter or any kind of debris in the larger urban centres is proving to be a difficult task. Thus heap waste are common sights in most of the developing countries' large urban areas. This in turn leads to the blockade of drainage channels which could result in flooding and creation of filthy environments.

3. Environmental pollution:- Air pollution due to the discharge of exhaust fumes either vehicular or industrial are more with the larger urban areas than the smaller ones. This could result in the reduction of visibility and bronchial diseases.

4. Decline in Agricultural Activities:- One of the major consequences of rural-urban migration is the decline in agricultural activities. As people move from villages to the large urban areas and as the smaller urban areas increase in size, there is a shift from primary activities like farming and hunting to secondary activities like industrialization and commercialization. This leads to increase in prices of agricultural products.

5. Social Problems:- The alarming rate of juvenile delinquency in cities due to rapid population growth produce grave implications especially as regards to crime

and prostitution. Evidence shows that, towns and cities have distinctly higher rates of crimes, particularly stealing, prostitution, divorce, murder, arson, suicide and armed robbery.

Other adverse consequences of rapid population growth include, over crowdedness, traffic congestion, uncontrolled developments and inaccessibilities. The increase in land use intensity as a result of rapid population increase requires more investment and up date of the existing public utilities and services, like electricity, tele-communication, urban roads and other social facilities to ensure the smooth running of the urban system.

CHAPTER THREE

BACKGROUND TO THE STUDY AREA

3.1.0 ABUJA

3.1.1 LOCATION

The FCT is located at the geographical centre of the nation. It lies between latitude 25 degree North - 9 degree 20'N and and Longitude 6 degree 45'E and 7 degree 39'E. It occupies an area of 8,000 square kilometer. It is bounded to the north by Kaduna and Niger State to the east and south-east by Plateau State, to the south-west by Kogi State and to the west by Niger State.

The site for the Federal Capital City (FCC) Abuja and the seat of Government has been selected from the North Eastern quadrant of the FCT and it occupies an area of about 250 square kilometers. It is designed in a crescent-shape centrally oriented and placed on a prominent position emphasized by an aerial focus on the highest point of the Aso hill.

The city of Abuja is also almost geographically central to the continent of Africa (Fig 3.1).

3.1.2 HISTORICAL ACCOUNT

The Capital City of any Country has tremendous importance in the Country's life and development. Perhaps nowhere is this true than the developing Countries, especially those of

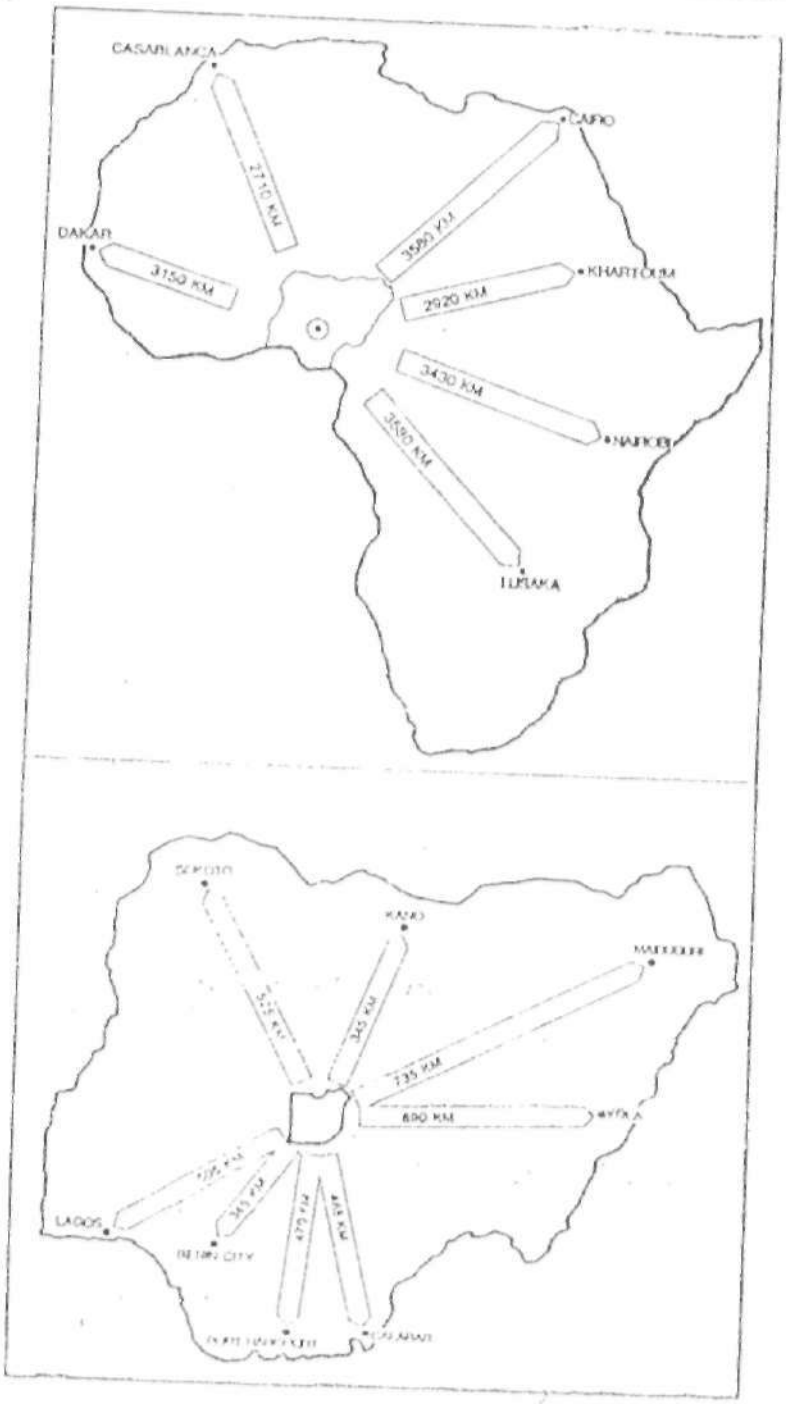


FIGURE 3.21 CENTRALITY OF THE FCT

SOURCE: ABUJA MASTER PLAN

SHUAIBU UMAR
M.SC (URP) ABU ZARIA

Africa. Not only is capital city usually the culminating point of cultural evolution of the new nations seeking a new and positive image, but it also represents the highest embodiment of all perversive process of cultural contact. "It also represents an arena for frontai collision between dissimilar heritages and value systems; a melting pot of culture; a dominant focus of cultural transmission and dissemination as well as a hot bed of political fermentation" (Bena 1974).

From British colonialists the basic criteria for choice were administrative convenience and security for the British personnel and the contribution of the selected city towards the efficient running of the colonial economy. Consul Beecroft pitched his headquarters at Fenando Po for 24 years, due to the fact that he wasn't sure of Nigeria's reaction. It was later moved to the old Calabar where the British were sure of the loyalty of the local chiefs and their people.

The royal Niger Company on the other hand had their administrative headquarters in Asaba and Lokoja. In the final years of 19th Century the British took the responsibilities of the amalgamated Lagos, the Niger Coast Protectorate and all areas under the Control of the Royal Niger Company. There then emerged in the South two administrative units, with Calabar as the seat for the Niger Coast Protectorate's administration, while Lagos remained the headquarters of the colony and protectorate of Lagos.

When the Northern protectorate was created in 1900, the administrative headquarters was successively directed form Jebba, Lokoja, Zungeru and finaly Kaduna between 1900-1917. Due to the keen interest Lugard had on Kaduna he suggested that Lagos and Kaduna be used as two capital cities.

"The most important point to note here is the fact that the British choice for making a capital, were guided by administrative convenience of the expatriate staff and were more mindful of the efficient running of the colonial economy rather than the overinding interest of Nigeria". (Bena 1974).

The question of position of Lagos first came up in the joint Lagos and colony conferences and also at the West Regional Conference which took place in late 1949. By 1950 the majority of the members of the select committee of the legislative council recommended that subject to certain safeguards, Lagos be merged with the West, which the British accepted.

These safeguards were designed to protect the position of Lagos as Nigeria's capital city. By the time of the Nigerian politician's assembly in London for the constitutional conference, Lagos municipality was separated from the Western Region. Thus Lagos became and remained the Federal Capital until 1967, when as a result of emergency Lagos State was created, and hence assumed an additional role of State Capital.

The politicians from the three regional blocks since 1950's argued on the basis of economy and politics, that since Lagos was developed with public fund, it is unfair to hand it over to one region. This resulted to the making of the Federal Capital Territory independent of any political unit.

Some of the other arguments regarding the suitability of Lagos as the federal capital was that it was not strategically well placed, and was militarily vulnerable as the seat of Federal Government. It was also argued that Lagos lies in one corner of the Country, and centrality has been argued to help beat down the cost of transportation and reduce the burden of long distance communication.

The last straw that broke the camels back was the description in the later years on the debate of Lagos as the "problem Capital" due to the physical and environmental problems largely caused by the population increase beyond the existing physical capacity of the city. This was supported in the National Development Plan, and it noted that the result of increase population was a serious over crowding in slum areas and acute shortage of land which has seriously impeded the transformation of Lagos into the modern Capital City.

According to Bena 1974, in addition two international agencies namely the United Nations and Ford Foundation supported this assertion when they reported in 1970 that: In metropolitant Lagos

- ...Chaotic traffic Conditions became endemic,

- Demand on water system outstrip it's maximum capacity,
- Interrupted power supply became cronic, as Industrial and domestic demands far exceed Capacity utilization as a result of which factories were compelled to bore their own wells and stand by generators.

Beside these, port facilities have been over streched. These conditions have degenerated both within and outside the city limits inspite of slum clearance schemes, while the city Goverments has threatened to breakdown amidst charges of corruption, mismanagement and financial incompetence.

In 1970 Lagos had an estimated annual total population increase of 11% and in 1965 had a concentration of about 32% of the Country's total manufaccturing plants, making it a characteristically primate city to its fullest.

Lagos as the Capital of Nigeria is the largest sea-port, the largest employment centre, the capital of Lagos State and the largest commercial and financial capital, all of these are interfearing with the normal efficiency of government. And from such research it was deduced that continued heavy investments in Lagos was not in the Country's best interest.

Lagos has been literally suffocating from over-congestion due to lack of capacity for expansion. "The total land space in Lagos estimated at 621.2 kilometer square was considered

grossly in adequate even for the use of Federal Capital City alone" (Musa 1982).

From evidences aduced "Experts have predicted that the cost of maintaining the city and constructing adequate drainage and other modern infrastructure that would make for a healthy environment would soon have outstripped the cost of building a brand new capital without any consequential improvement in the almost unbearable living conditions obtaining in the City "(Musa 1982).

In the light of the above, it becomes clear when the then Federal Military Government under late Murtala Mohammed felt compelled to convene a panel of experts to study and advice on the location of a suitable Federal Capital for Nigeria.

In August 1975 a panel of experts was set up under the chairmanship of Mr. Justice T. A. Aguda and empowered to examine the dual role of Lagos as a State and Federal Capital. It was also empowered to recommend a suitable alternative location should it determine that the Federal Capital be moved from Lagos.

The report of the committee set forth several key conclusions. These are:

1. The City of Lagos is incapable of functioning as both a Federal and a State Capital, due to the problem of inadequate land space for development commensurate with its status as the capital of Nigeria.

2. Lagos is identified with predominantly one ethnic group. A new capital in a more central location would provide equal access to Nigeria's great diversity of cultural groups.
3. A new capital is desirable, that would be secure, ethnically neutral, centrally accessible, confortable and healthfull, and possess adequate land natural resources to provide a promising base for urban development.
4. A new capital is needed as a symbol of Nigeria's aspiration for unity and greatness.

In accepting the committee's recommendations, the government agreed that a centrally located Federal Capital in a spacious area with easy access to all parts of the Federation would be an asset to the nation and would help in generating a new sense of national unity. Furthermore the committee's recommendation for the setting up of the Federal Capital City at Abuja was accepted.

The Federal Capital Development Authority (FCDA), charged with the responsibility of planning and development of the city was then established by Decree No.6 of 1976.

By this action the Federal Government has thus set into motion one of the nation's most important decisions since in dependence in 1960. "Out of this policy commitment an accelerated programme administered by the FCDA for the comprehensive planning and development of what is projected to

be one of Africa's great capitals and one of the world's great new cities" (IPA 1979).

After its constitution in 1976, the FCDA started operating from Lagos with a liaison Office in Suleja, the nearest and the erstwhile administrative headquarter of majority of the area that constitute the FCT before its creation.

Between May and July 1976, a delegation of the FCDA visited a number of capital cities and towns around the world, namely: Canberra, Chandigarh, New Delhi, Los Angeles, Miami, Paris, Brasilia and Washington to study the:

i) History of the development of these cities from the aspect of essential preliminary studies, urban designs, architectural and engineering works.

ii) Organisation and procurement of building materials used for the implementation of various projects arising from the development of the cities; and

iii) Staff training and development programmes in order to identify possible areas of Co-operation.

In October 1976 a total of 18 firms and planning consultants were short-listed from all over the world to submit proposals for the preparation of master plan for the city and its regional grid.

In January 1977 Messrs International Planning Associates (IPA) of U.S.A were finally selected and the Federal Government gave the approval for the firm to prepare the Abuja

Master Plan. The plan was completed in a record time of 18 months and finally submitted to the FCDA in February, 1979.

Between 1978-1979, the FCDA Secretariat was first built, its personnel transfered from Lagos and started operating at a location in Suleja, known as the FCDA Field Base. Out of the FCDA emerged the Ministry for the Federal Capital Territory Administration (MFCTA), which first secretariat was also established at another location in Suleja.

Meanwhile the administration of the development of Abuja with all its appendages were located in Suleja up to 1983 to 1984 when the FCDA secretariat was transfered to its site in the new FCC when sufficient facilities for the take off of activities in the city were provided. While the MFCTA was transfered to Gwagwalada in the FCT, from where it is finally transfered to the City in 1985.

3.1.3 ACCESSIBILITY

Being centrally located, Abuja is easily accessible from all parts of Nigeria and indeed the principal cities of Africa.

It is linked to the A-2 Kaduna - Okene road running north/south, by the A-124 Bida - Suleja road runining east/west by the A-234 Keffi-Abuja road running east/west, and by the F-126
Minna-Suleja road running north-west/south-west.

Most State Capitals could be reached by air from Abuja between one and one-and-a-half hours e.g. Abuja/Calabar 465 km; Abuja/Maiduguri 747 km; Abuja/Yola 590 km; Abuja/Sokoto 525 km; Abuja/Benin City 345 km; Abuja/Port Harcourt 470 km; and Abuja/Lagos 505 km.

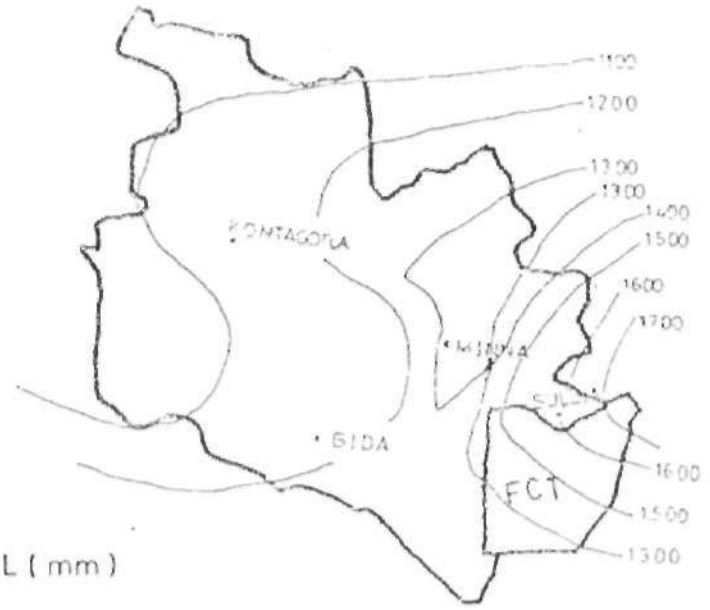
Abuja is also accessible from most of the principal cities of Africa by air within five hours. eg. Abuja/Nairobi 3,430 km; Abuja/Cairo 3,580 km; Abuja/Lusaka 3,580 km; Abuja/Dakar 3,150 km; and Abuja/Cassablanca 2,710 km; (Fig 3.21).

A railway line that will run from Gudi-Keffi (Plateau)-Karshi-Kuje-Gwagwalada (FCT) - Gulu-Baro (Niger), is being planned to link the territory with the eixsting National Railway Network. Effort are also underway to provide navigational inland water ways to the Territory through dredging of river Niger from the coast to Baro.

3.1.4 CLIMATE

The climate of Abuja is characterized by a dry season from November to March, and wet season from April to October. The duration of the raining season is between 180 days to 190 days. The average annual rainfall is 1,632mm, with the highest recorded in the months of July August and Septemebr (Fig 3.23).

The FCT records its highest temperatures during the dry season when there are few if any cloud cover. It has an annual temperature range between 21 degree centigrade and 32



(A) MEAN ANNUAL RAINFALL (mm)



(B) END OF RAINY SEASON



(C) POTENTIAL EVAPOTRANSPIRATION (mm r=0.25)

FIGURE 3.23: CLIMATE OF NIGER STATE AND FCT

SOURCE: SULEJA MASTER PLAN (1987)

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degree centigrade. During the rainy season, the maximum temperature is lower due to the dense cloud cover. Diurnal annual range is also much lower, sometimes not more than 7 degree centigrade in July and August.

The FCT records its highest temperatures during the dry season when there are few if any cloud cover. It has an annual temperature range between 21 degree centigrade and 32 degree centigrade. During the rainy season, the maximum temperature is lower due to the dense cloud cover. Diurnal annual range is also much lower, sometimes not more than 7 degree centigrade in July and August.

Relative humidity ranges between 20 percent in the dry season, to 95% in the wet season. The tropical continenetal air mass which is associated with the north-east trade wind is the dominant air mass in the dry season, while the tropical maritime air mass associated with the south-west monsoon winds is dominant in the wet season.

Another significant phenomenon associated with the wet season is not only the occurence of lightening but also thunderstorm, severe winds and intensive rainfalls, both at the on set and the end. The thunder storm and the high speed easterly winds originates from the Jos Plateau squal lines or the sudden up-draft of wind due to the Bwari-Aso ranges enclossing the City.

3.1.5 PHYSIOGRAPHY

The site for the FCC was selected on the Gwagwa plains in the north-eastern portion of the FCT. The plains rise from an elevation of 305m in the west to 610m in the east within the area of the city. The bulk of the city could be concentrated in land with elevations from 1,200ft to 1,7000ft, to capitalize on climatic advantages of higher altitudes.

The upper Gwagwa plains area is dotted by numerous large out crops of rocks or near-surface bed rock around which it is necessary to arrange development. Where possible these have been incorporated into park areas. They frequently form interesting and sometimes spectacular shapes which jut out from the plain. Where possible these have been used as design focal points.

Topographically, the area is typified by gently undulating terrain interlaced by riverine depressions. Generally the height variations from crest of hill to water course varies around 50 metres, more or less.

The central and southern area including the city site, consist of uplands and plains with numerous inselbergs, whale backs and other rock out-crops of various sizes. Inselbergs and other granitic clusters occupy about 8 percent of the total plain's area and are generally bare and rocky varying in size, and occuring as isolated massses or groups rising abruptly from the plains. Within the 1200ft cresent, the linear pattern of these out croppings contributed to the

dicision to develop two parallel bands of residential sectors on either side, leading the more broken landscape as a prominent linear central park and parkway.

3.1.6 SOILS AND VEGETATION

Soils derived from granitic gneiss migmatite under-lay the Gwagwa plains. Their suitability for developed land uses varies with deapth, occcurence of iron pan, texture, erodibility, run-off potential, and drainage. It contains large amount of humus which makes it considerably fertile and hence suitable for farming.

The vegetation could best be described as park land savanna with scattered trees. Riverine depressions are typically skirted by fringes of thickets and high trees. There are occasional patches of forest or heavily wooded area.

3.1.7 SOCIO-CULTURAL CHARACTERISTICS

The Original inhabitants of the FCT are the Gwari, Gade, Gwandara, Gana-gana, Koro and the Basa tribes, with a little Hausa community. However, Abuja is now inhabited by people from across the Country. It is a city owned not by one individual, group or persons, ethnic group or State(s) but by all citizens of Nigeria. In other words it is refered to as "A no-man's land".

In order to allay the fears expressed by certain indigines of the territory (original settlers), that they run

the risk of being submerged by the impending movement of people into the Territory, a local interim administration has been set up to administer the FCT excluding the FCC.

The manifestation of various activities and those participating in them, point to the fact that it is a socio-cultural melting pot devoid of one distinct custom or tradition. For the fact that Abuja was carved out of the three States of Niger, Plateau and Kogi (Formally Kwara) States (Table 1.21), it is obvious that apart from English the Official language, Hausa, Ibo and Yoruba and several other languages are spoken in various communities in the territory.

3.1.8 ADMINISTRATIVE UNITS

The decree No. 12 of 1985 entrusted executive powers and responsibilities of administering the territory vested in the President to an appointed Minister.

Prior to 1985 the FCT the FCT was divided into 9 development areas namely: Abaji, Bwari, Karshi, Kuje, Kwali, Rubochi, Yaba, Gwagwalada and the Abuja Minicipal. For more effective administration, development and co-ordination the development areas were later on merged to make 4 Area Councils. These are: Abaji, Abuja Municipal, Gwagwalada and Kuje Area Councils.

3.1.9 DEMOGRAPHY

According to the Abuja Master Plan, the city is to have a parmanent population of 150,000 persons in residence upon inauguration in 1986, and will be permitted to grow to a maximum population of approximately 3.1 million, after which population growth will be accommodated in satellite towns.

A break down of the targetted population of the city in phases is as follows.

However the scheduled final movement of the seat of government could not take place until five years later in 1991. This affected the projection of the population according to the phases of the city's development.

TABLE 3. 11. PROJECTED TARGET POPULATION OF ABUJA ACCORDING TO PHASES OF DEVELOPMENT

PHASES	PROJECTED TARGET POPULATION
I	230,000
II	585,000
III	640,000
IV	1.7million

Source: FCDA Abuja.

The population of the FCT in 1977 was estimated at 124,674 [Table 1.21]. This figure includes those that have now been resettled outside the city. Meanwhile the 1991

census recorded a total population of 378,671 for the FCT (Table 3.22).

As at 1995 the city alone comprising of Garki, Maitama, Asokoro, Wuse, Gwarinpa, Nyanya and Karu have a figure of about 165,000 persons.

The sex structure of the FCT's made up of 52.39% males and 47.61% female, while that of the Municipal Area Council which includes the city and some sorrounding villages is 57.27 male and 42.73 female [Table 3.13].

TABLE 3.12: POPULATION OF FCT BY AREA COUNCIL

S/NO	AREA COUNCIL	MALE	FEMALE	TOTAL
1.	Abaji	12,028	11,619	23,647
2.	Gwagwalada	43,051	37,790	80,841
	Kuje	29,555	31,774	61,329
3.	Municipal	121,901	90,953	212,845
4.				
	TOTAL	206,535	172,136	378,671

Source: National Population Commission - 1991 Census.

TABLE 3.13 SEX STRUCTURE OF FCT POPULATION.

S/NO	AREA COUNCIL	MALE %	FEMALE %
1.	Abaji	50.86	49.14
2.	Gwagwalada	53.25	46.75
3.	Kuje	48.19	51.81
4.	Municipal	57.27	42.73
	TOTAL	52.39	47.61

Source: FCT Digest of statistics 1993.

3.2.0 SULEJA

3.2.1 LOCATION

Suleja town lies on latitude 9 degree 31'North of the equator and longitude 7 degree 58'East of the Greenwhich Meridian. The town is only 110km south-east of the state capital Minna and is bounded by the FCT at about 5 to 10 kilometers at the west, south and east of the Territory (Fig 4.31).

The town has recently become an important junction town linking the F-126 and A-124 from Minna and Bida to the west and south respectively, to the A-234 passing through Abuja to Keffi and Akwanga in Plateau State. The town is also located

on the A-2, which is probably the most important Federal trunk road in the country today linking Kaduna which is 155km to the north with Abuja 40km, Lokoja 145km and Benin 450km to the south.

3.2.2 HISTORICAL BACKGROUND

It is not possible to discuss the historical background of Abuja without including that of Suleja and vice-versa. This is because Suleja started with Abuja, and Abuja was derived from Suleja.

The geographical entity presently known as Suleja was the one known as Abuja prior to 1979. The ancient Abuja town was named after the founder Sarkin Zazzau Abubakar Jatau popularly known as Abu-Ja (meaning Abu the red).

The people of Abuja originated from Zaria, which at that time was known as Zazzau by the Hausas, by others as Zag-Zag or Zeg-Zeg.

In the year 1804 one Mallam Musa who was a teacher of Islamic faith in the kingdom of Zazzau went and received a flag from Shehu Usamn Danfodio and waged war against and conquered the then Habe ruler of Zazzau Mallam Muhammadu Makau. The ruler was thus forced to flee from Zaria.

Muhammadu Makau and his followers totalling about 3,000 settled in an exceedingly fertile area south-west and outside the kingdom of Zazzau, which by then was populated by several

"pagan" tribes- The Gwarin Genge, Gwarin Yamma, Koro, Gade, Gana-Gana, Gwandara and the Bassa.

The foundation of ancient Abuja town was laid in the year 1828 after a period of more than 20 years in transit from Zazzau, by Abuja-Muhammadu Makau's brother after his death. "However few years after they settled down they began to wage war against the pagan tribes for territorial expansion. The war of conquest continued and subsequently increased the population of Abuja "(Bala 1984).

The kingdom of Abuja witnessed a very rapid expansion from establishment until the coming of the British in 1902. People migrated to Abuja either as a result of conquest or for the purpose of security against external aggression, evidenced by the strong fortification the Zage-Zagi rulers provided for the town.

By 1902 the area under the domain of Abuja was very vast. However the advent of the colonial rule witnessed the establishment of new administrative boundaries for effective control, and new administrative divisions were made.

"The population of the town continued to accummulate, taking advantage of being the divisional headquarters. Hence it tended to grow faster after 1975 with the creation of new local government closer to the people, and also increasing the function of former Native Authority and its staff bearing" (Bala 1984).

The first experience the town had of sudden demand for accommodation of unexpected population influx in this modern dispensation was in 1974 when the 121 battalion of the infantry brigade of the Nigerian Army were drafted to the town, then known as Abuja province. There was a very high demand for housing to accommodate the military personnel newly posted to the town. The available tenement houses were immidiately occupied, incomplete structures were hurriedly completed, and in some instances people were intimidated out of their own houses for the occupation of the military personnel. This lasted up to 1977 when the building of the military barracks was completed.

In 1976 the decreee No.6 establishing the FCDA was promulgated upon the recommendation of the special panel to move the FCT of Nigeria from Lagos to Abuja. By 1977 the FCDA liaison Office was established in the town and the FCDA secretariat built and started operating in its Field Base in Suleja between 1978 and 1979.

Despite the fact that almost 80% of the total land area of the new FCT was carved out of the Abuja province, the Abuja town itself did not fall within the territory for some obvious reasons. It became obvious that, if the new FCT is to bear the name of Abuja, then the name of the then existing Abuja town had to be changed to avoid confusion. Henceforth by 1979 the name Suleja was introduced as the name of that geographic entity which constitute the former Abuja town. And Suleja

Local Government constituting of the remaining areas of the former Abuja Local Government not included in the FCT.

According to Vatsa (1982) in his poetry, he stated "Abuja was my town but the nation asked for her. I kept her and then gave the name to our nation. Suleja is now my town and Abuja our town. I once owned Abuja, but now Abuja owns me".

A cursory observation of the map of the FCT in relation to Suleja town will reveal how Suleja is almost made an enclave sandwiched by the FCT. The exclusion of the town out of the FCT raises a lot of questions, most especially when one considers the fact that more than three-quarter of the total land area of the FCT initially belonged to Suleja Local Government Area. This would not be unconnected to the fact that the whole of the vast land included in the FCT are populated by the minority ethnic tribes, while Suleja town is purely a traditional Hausa settlement with the typical Hausa Fulani traditional set-up. Thus Hausa being one of the three major opposing ethnic groups in Nigeria, the only reason why Suleja would be avoided by the original demarcators of the FCT was that, its inclusion would contradict the intended ethnic neutrality of the FCT.

Whatever may be the case, the on-going relationship between Suleja and Abuja points to the fact that, politically Suleja may not be located in the FCT, but their common physical characteristics, proximity, acccessibility and

historical connection shows that, culturally and socio-economically the two centres are inseparable.

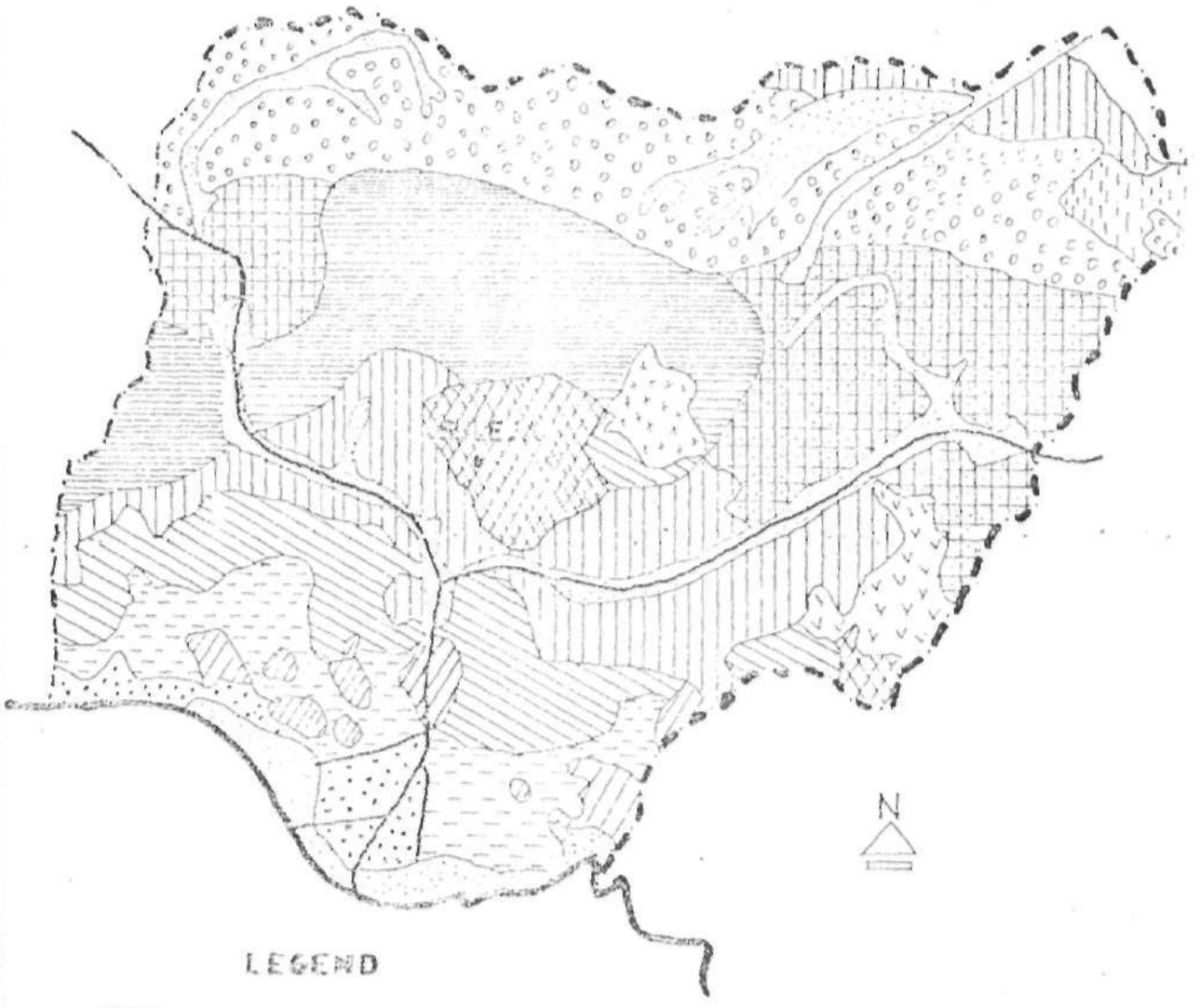
Little worder then why Bailey (1973) stated that "The most underated external linkages of a new town is that between the new community and the stream of history. Each new increment of todays built environment is an expression of this stream".

3.2.3 CLIMATE

The Climate of the area is characterized by dry season from November to March/April and a wet season from April/May to October, with average annual rainfall of about 1640mm and a raining season of over 7 month in a year {fig.3.23}. The dry season has high temperature and low relative humidity of about 30%. While the wet season has lower temperature, small diunal variation and high relative humidity of around 60-70% . The dry season winds are predominantly from N.E. to S.W. and the wet season are predominantly from S.W. to N.E.

3.2.4 SOILS AND VEGETATION

The relative duration of raining and dry season with the accompanying seasonal fluctuations in the absorption of moisture by the soil is believed to enchourage the fromation of extnsive largely unproductive ferrugenous crusts in Suleja. However, apart from river valleys the main soils of the town



LEGEND

- COASTAL FOREST
- DELTAIC SWAMP FOREST
- SWAMP FOREST / WOODED SAVANNA
- SECONDARY FOREST
- LEGUMINOUS WOODED SAVANNA
- " " " / PLATEAU GRASS
- SEMI-DECIDEOUS FOREST
- PLATEAU GRASS SAVANNA
- MIXED WOOD-LAND
- WOODED SAVANNA

LEGEND

- MIXED WOODED SAVANNA
- FLOOD PLAIN COMPLEX
- FOREST SAVANNA MOSAIC
- SORGHUM GRASS SAVANNA
- WOODED TROPICAL STEPPE

FIGURE 3.31 MAJOR VEGETATIONAL TYPES IN NIGERIA

SOURCE : OGUNTOYINBO J. S. 1978 P. 80

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is the heavy fertile blackish soil which makes the soils very fertile for Agriculture.

The true climax vegetation of Suleja is the Semi-decidous forest (Fig.3.31). "However due to rapid population growth of the town and demand on vegetational resources for timber and firewood, undistrubed forest remnants are rare being confined largely to forest reserves. Forest clearing followed by recurrent cultivation, has now given rise to shrub/tree savanna vegetation undistinguishable from the Southern Guninea Savanna" (Bala 1984).

3.2.5 PHYSIOGRAPHY

Suleja lies on the physiographic unit known as Central Highlands and is located on relatively high grounds of over 1,200ft above sea level. The tophography is fairly rugged, with common occurences of inselbergs over the urban landscape. The town lies on a steep sloping valley of folded mountains and huge out-cropping granite rocks. A substantial portion of the land is covered by these granitic out crops. This serves as constrains to the physical expansion of the town. Similarly the town lies on the valley of rivers, gorges and many small streams running across it.

With rapid increase of population in the town, physical structures are now erected even along the river valleys which are not suitable for development. Slopes in certain areas of the developed town are up to 30% and this is responsible for

the rapid erosion and gully formation which are common sight in the more rugged areas.

3.2.6 DEMOGRAPHY

Before 1979 Suleja was growing at a rate slightly below the national growth rate. Rapid population increase in the town was first experienced in 1979 which coincided with the period of commencement of the development of Abuja. The increase is mainly due to immigration from both the rural and urban areas within the Country are even beyond.

The official population figure for Suleja in 1979 was 15,000. But by 1995 a projection of the 1991 census estimated the towns population at 136,103.

House Hold Size

House hold size in Suleja is 5.7 persons on the average, with only about 10.4% living alone without families or dependent relatives. This size could be considered high considering the nature of the town - Characteristically a labour camp The reason for this is because almost 90% of the hosuehold heads are either married and living with their families, or single but accommodate some of their relatives or friends who came from their home towns and have no own accomodation in Suleja. Thus it is typical to find 4 to 5 single persons living together as a household, even if married

their families were left behind at thei. home towns or villages.

Household size of 2-6 persons represent 60.8%, 7-10 persons 20%, while greater than 10 persons per house hold represents 8.8% of the total households (Table 3.31).

Place of Birth of House Hold Heads

Out of the total number of the house hold heads, only 28% are born in Suleja, the rest 72% are migrants from within and outside the Country (Fig 3.32). It thus shows that majority of Suleja residents are migrants.

TABLE 3.21: NUMBER OF PERSONS/HOUSEHOLDS AND THEIR PERCENTAGES OF THE TOTAL POPULATION.

NO OF PERSONS PER HOUSE HOLD	PERCENTAGE OF TOTAL POPULATION
1	10.4
2 - 6	60.8
7 - 10	20.0
>10	8.8

SORUCE: FIELD SURVEY 1995.

3.2.7 SOCIO-ECONOMIC CHARACTERISTICS

The original inhabitants of the town are the Hausas, with the Gwaris residing in the sorrounding sub-urbs. Farming is the predominant economic activity in the whole of the Sub-region. However due to the large influx of immigrants the original settlers are now out-numbered.

The agglaneration of different tribes with different Cultural norms makes Suleja to be Characteristically similar to the nortion ascribed to Abuja as a "non-man's land".

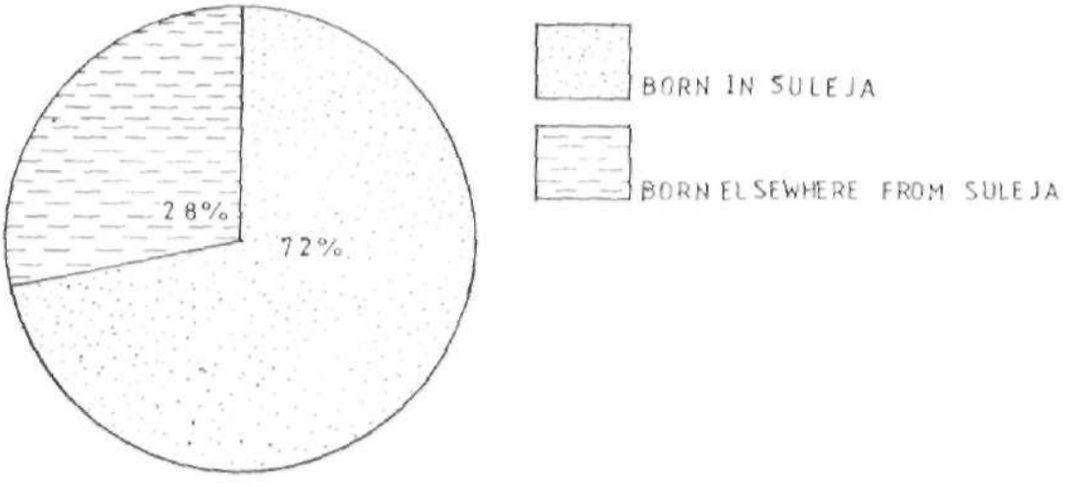


FIGURE 3.32 PLACE OF BIRTH OF HOUSEHOLD HEADS IN SULEJA

SOURCE: FIELD SURVEY 1995

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The prospects for employment in Abuja led to the attraction of skilled workers into the town. Economic activities ranging from skilled labour, industrialization and commercialization is beginning to over shadow the initial agricultural practice. The conglomeration of commercial institutions in Suleja is beginning to introduce a multiplier effect in the urban economy.

CHAPTER FOUR

THE MASTER PLAN FOR ABJUA'S DEVELOPMENT

4.1.0 THE CITY PLAN

The Abuja Master Plan was prepared by the International Planning Associates (IPA) and submitted to the FCDA in 1979. A brief reference to the Master Plan reveals that in scope beside including the major elements of the Regional Development Plan for the territory, it intends to cover and co-ordinate land use, transportation, infrastructure, housing, services, economic etc. In a fashion that also recognise both their inter-relationships and spatial requirements.

In general for the city's development the master plan proposed and apportioned land to various uses as follows:- 500ha for governmental activity; 891/ha for services; 12,846ha for residential; 920ha for light industry; 1,840ha for transport-infrastructure; 561ha for commercial and 8,300ha for open space-recreational (Table 4.11).

The master plan predescribed the target population of the city as 1.7million inhabitants by the year 2000, but its ultimate limit is projected to 3.1 million when the city is fully developed.

The plan proposed a program of staged growth which is planned to occur in incremental stages or phases, so that construction of one sector which represents a phase is completed before the next is begun to reduce the impacts of

noise, dust and disruption accompanying a continous long term construction program.

TABLE 4.11: LAND USE BUDGET FOR THE DEVELOPMENT OF ABUJA CITY

S/N	TYPE OF LAND USE	LAND BUDGET	% OF TOTAL
1.	Government Activity	500.00ha	1.96
2.	Services	891.00"	3.49
3.	Residential	12,486.00"	48.97
4.	Light Industry	920.00"	3.61
5.	Transport-Infrastructure	1,840.00"	7.22
6.	Commercial	561.00"	2.20
7.	Open Space-Residential	8,300.00"	32.55
	TOTAL HECTARES	25,498.00ha	100.00

SOURCE: AGO (1984)

Each of the development module or sector is to be a mini-city of 100,000-250,000 focussed on internal secondary employment centres and sub-divided into residential districts. The phase I development of the city targetted for completion by 1986 was meant to accommodate 150,000 residents. The general break down of the targetted population of the city in phases is shown in table 3.21.

Meanwhile the total land budget for the phase I is 600ha equivalent to 23.5% of the total land budget for the whole city. This shows an overall density of 38.3 persons per hectare.

The general principles of the city plan as conceived in the master plan is to start with the smallest unit termed the **NEIGHBOURHOOD** which then graduates to the District and then the City centre. The neighbouhood is also alloted a population target of 4,000-5,000, while the District 20,000-40,000.

Zonation of residential land uses into low, medium and high density which reduces from the core of the city to its periphery is used to represent the different levels of the socio-economic groups. Meanwhile the housing program for the city is formulated to strike a balance between the improved standards of housing which the goverment might wish to provide and the costs which the government and the city residents can afford.

The proposed housing program for communities is built around several principles. These are:

(A) Efficient plot layout and appropriate standards of infrastructure permitting up-grading of standards a economic capability increases.

(B) A range of housing options for all income groups, from detarched housing, to flats, to traditional multi-family compounds, or rooming houses and shared services accommoation.

(C) Increasing reliance on local construction materials, reduced levels of finish and careful management controls

to assure that costs of construction are reduced and maintained at lowest levels.

(D) Sites and services approaches use of shared services and self-help/self-contraction to lower costs.

Furthermore in addition to the comprehensive housing programme of the Federal Government, taking into consideration the land use decree, the guide lines provided by the rent panel, the Federal Housing Authority Standard, the operation of scheme requirements and the proposed World Bank site and services program, the Abuja master plan made an additional recommendation of housing delivery mechanism using:-

1. Available in indiginous raw materials
2. An aggressive private sector
3. A willingness to use foreign expertise while building indiginous capability.
4. Available land and national capital resouces.

Accordingly a target was set to make available 25,000 dwelling units for accommodating the 150,000 inhabitants expected to be in residence in the phase I of the City by 1986. This is projected with a household size of 6 persons. However, as at January 1986 the targetted year only 17,242 residential units had been awarded for construction and only about 8,000 out of these have been certified completed.

These 17,242 residential units include not only those in the Phasse I, but also include other areas in the FCT namely

Karu/Nyanya intergrated worker's settlement, Abaji, Kwali, Kuje, Bwari, Gwagwalada, Karshi, Rubochi and Yaba.

4.2.0 THE REGIONAL DEVELOPMENT PLAN

In preparing the Regional Development Plan the Abuja Master Plan acknowledged the fact that the new city and its sorrounding territories are not isolated from one another and are functionaly closely interlocked in many respects. The regional plan is therefore to be a unified plan for both the City and its sorrounding territory.

Among the salient points which the Regional Development Plan attempt to address are:-

1. The funcitonal interaction between the FCC and the remaining parts of the FCT as well as between the FCT and the adjoining States.
2. Interaction of existing FCT population with the future population of the FCC and FCT.
3. Location of industrial activities within the FCT, FCC and the impact of economic activities within the neighbouring States.

Thus the four fundermental elements which the master plan considered for the plan are:-

i) Regional relocation and settlement

ii) Agriculture and forestry.

iii) Extractive industry.

iv) Regional recreation.

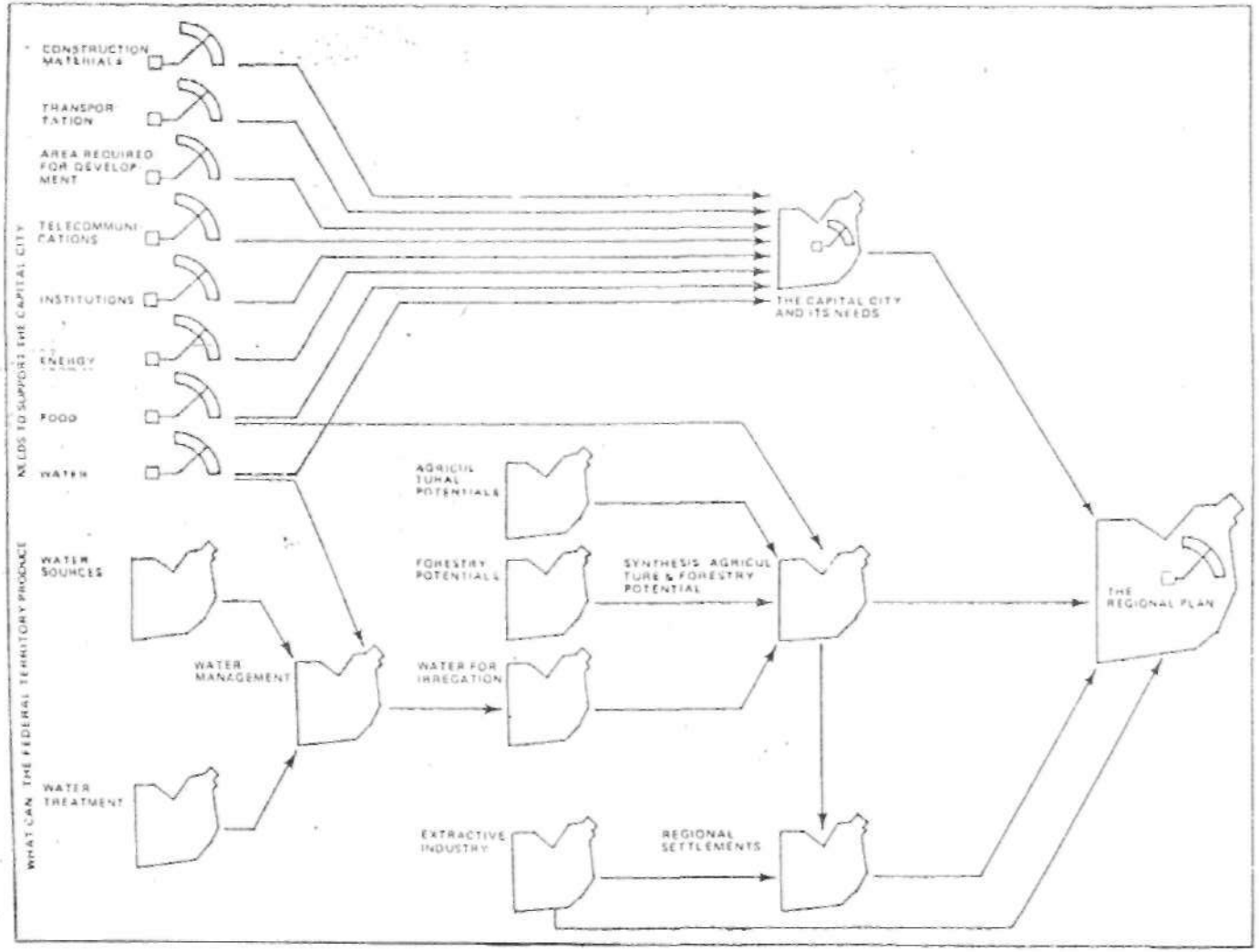


FIGURE 4.21 REGIONAL PLANNING METHOD

SOURCE : ABUJA MASTER PLAN

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M.SC[URP] ABU ZARIA

While outlining the needs to support the Capital City, it recognised construction materials, transportation, area required for development, telecommunications, institutions, energy, food and water (Fig 4.21).

The Abuja city region which is defined as the remaining portion of the FCT, and which constitute among others, the industrial areas and the satellite towns, are to play complementary role to accommodating some functions of the city and its inhabitants. The Regional Development plan for the FCT gives a population projection of 2.6 million inhabitnts for the remaining parts of the territory apart from the city by the year 2000.

The region is being developed simultaneously with the city. The satellite towns and industrial areas officially recognised in the paln are where developments are taking place, these are Gwagwalada, Abaji, Sheda, Kuje, Rubochi, Kwali, Bwari and Karu/Nyanya.

At the initial stage when the FCT was established in 1976, one of the policies for its development was to evacuate all its inhabitants and resettle them in their States of origin. But due to the huge amount involved in the payment of compensation to the respective State governments for the eventual resettlement of the displaced persons, it was decided that the evacuation be done in phases. Only those whose places of abode were either affected or likely to be affected by the actual siting of the city are to be evacuated.

Furthermore, they are given the option of either to be resettled in the FCT or their original States.

In addition to these areas other major areas of the FCT are considered to require relocation of exisiting residents. Among them are the key access points to the FCT. This refers to the areas adjacent to the intersection of the two major road corridors (route A-2 and A-234) entering the northern part of the FCT nearest the City site, and close to Suleja. Because these are potential locations for unplanned development to occur. Consequently it is suggested that settlements in the FCT within 5 kilometers of this intersection be relocated.

It is further acknowledged that economic deveolopment of the FCT will play a vital role to shaping the future settlement pattern. Thus the economic development strategy in the future will largely consist of agricultural development, more intensive development of forestry products and the establishment of extraction and building materials industries to service the construction of the new capital city. Based on these some of the recommendations made for future settlement patterns include:

1. Gwagwalada, Dafa and Dangara are to be reinforced as potential regional population centres by the improvement and expansion of exisiting services and facilities. Also the development of Gwagwalada as the major satellite for the FCC suggests the need for a special town planning effort to ensure its orderly growth over time.
2. Settlements of Abaji, Gawu, Izom and Bwari which already have some type of community facilities twbe allowed to remain so as to become small centres for small commercial industrial and agricultural activities.
3. Serious studies should be given to the establishment of an economic development and service "belt" along the A-2 highway with carefully controlled use of land to avoid undesirable land use patterns and to preserve the smooth functioning of the A-2.

4.2.1 SPECIAL JOINT FCT - STATES PLANNING DISTRICT (SJPD)

Due to the problems resulting from the non-coincidence of political boundaries with natural geographic districts as well as the development problems resulting from access and proximity, the Abuja Master Plan recommends that special joint area be established with the States sorrounding the FCT [Fig 4.22]

The special joint planning districts are divided into two. These are:-

[A] Imperative Joint Planning District. These include:

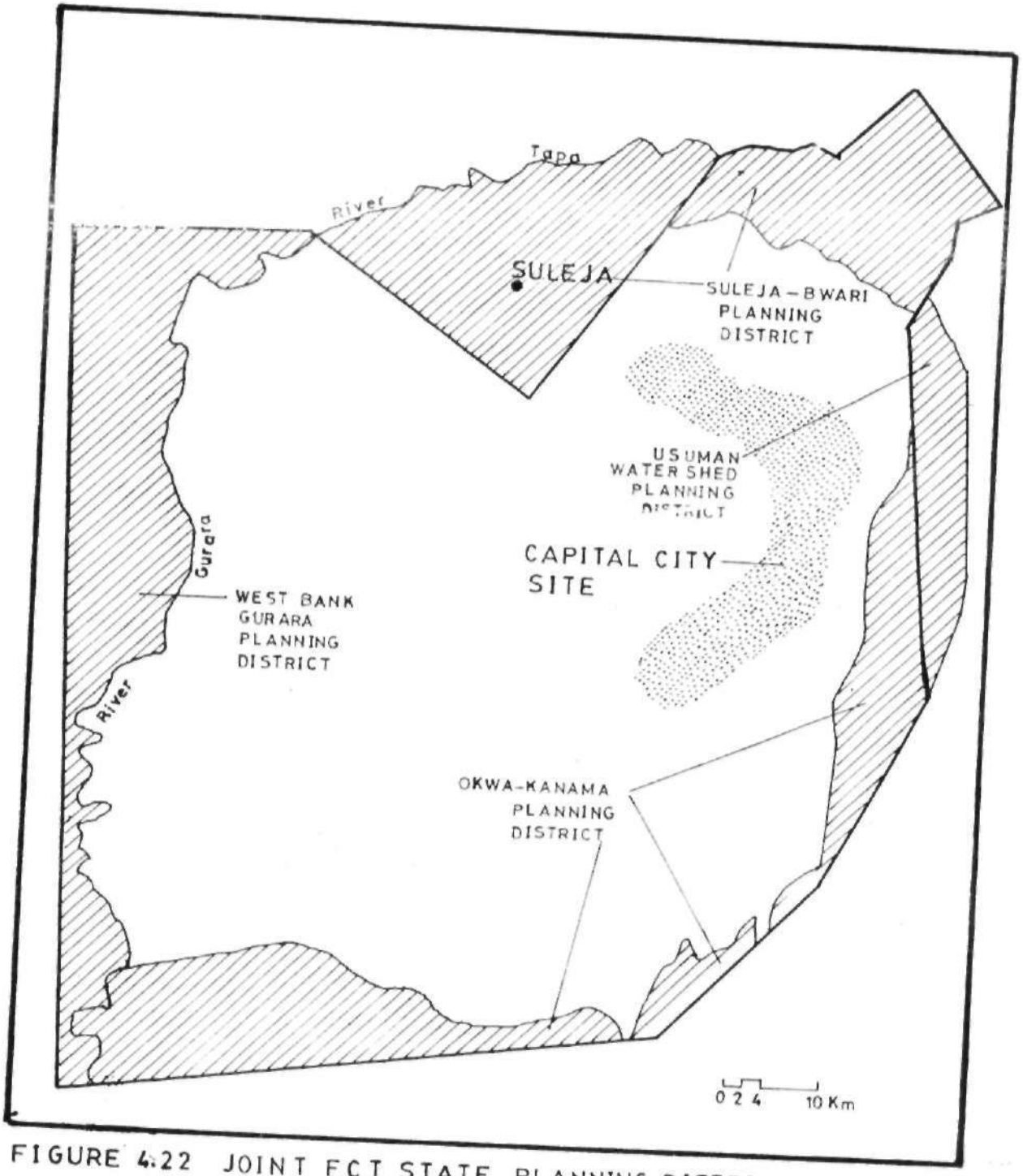


FIGURE 4.22 JOINT FCT STATE PLANNING DISTRICT

SOURCE: ABUJA MASTER PLAN

SHUAIBU UMAR
M.SC (URP) ABU ZARIA

i) Suleja-Bwari Planning District.

ii) Usuman Water shed Planning District.

[B] Desirable Joint Planning District. These are:-

i) The Okwa-Kanama plains Planning District.

ii) The Gurara West Bank Planning District.

The Suleja Bwari Planning District

This area includes the triangle of land occupied by Suleja penetrating into the Territory. Its Northern border is the Tapa river between the borders of the FCT. Also included is the North-East panhandle of the FCT from one kilometer north of the edge of the Usuman watershed to the Northern boundary of the FCT.

The FCT-States Planning District Committee

A joint FCT-States Planning Distrct Committee was constituted in 1986. With the FCDA as a member and co-ordinating Authority. Other members include the bordering States of Niger, Plateau and former Kwara State, which are represented each by their Secretaries to the State Governments, Directors of Planning and Surveyor Generals of the States.

It was agreed that along with the Abuja master plans recommendation of SJPD, there should be a buffer zone of 5km radius across the FCT-State borders. This implies that any action to be taken by the States sorrounding the FCT within the SJPD must be jointly co-ordinated with the FCDA.

Apart from being in the SJPD a substantial portion of Suleja urban area falls within the 5km buffer zone. By implication therefore the preparation of any local, Subject or Master Plan for Suleja by any of the concerned Governments Local or State must be jointly co-ordinated with the FCDA.

4.2.2 FCT-STATES BOUNDARY COMMISSION

As a result of border conflict between the FCT and the various States sorrounding it, a boundary commission by the FCDA in conjection with the various sorrounding States was set. This Committee was to look into the various boundary issues arising from claims of ownership of some areas by the States sharing borders with the FCT. The prominent among which is the FCT-Niger State border separating Suleja with the FCT. This centred around Madalla, Zuba and the Zuma rock areas (Fig 4.23).

4.3.0 APPRAISAL OF THE ABUJA DEVELOPMENT PROGRAM

The master plan of Abuja gave the ultimate population of the City to be 3.1 million inhabitants when fully developed. The Regional Development Plan for the FCT also give a

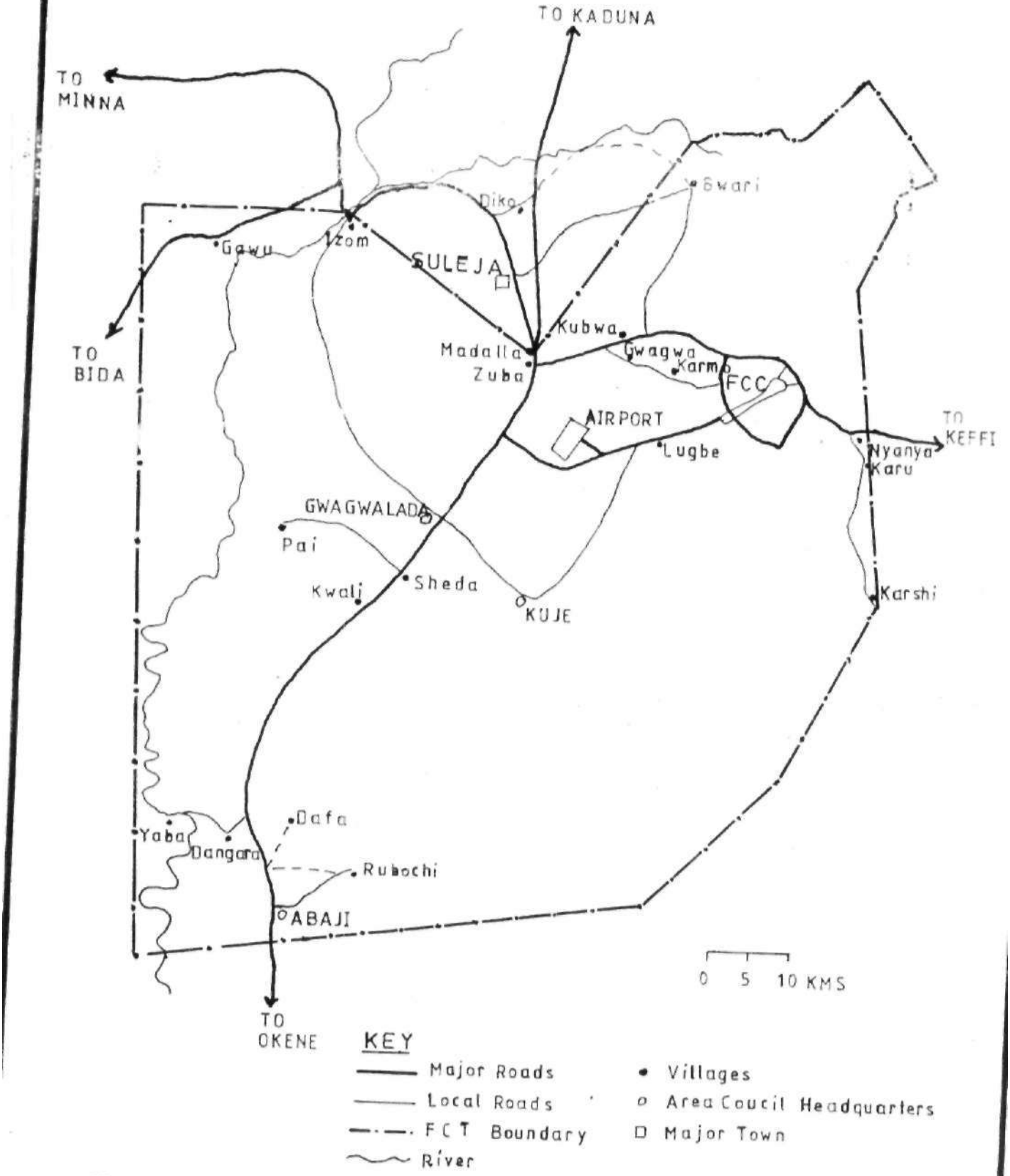


FIGURE 4.23 FCC–SULEJA REGIONAL AREA

SHUAIBU UMAR
M.SC(URP)ADU

population projection of 2.6 million inhabitants for the remaining parts of the territory by the year 2000. In all, the expected population of the entire FCT (City inclusive) is put in the region of 5.7 million inhabitants by the year 2000.

By any planning standard a projected population of 5.7 million inhabitants for a land area of 8,000km square and over 60% of that to be concentrated within 25,000ha (City area) is itself an economic resource of an unimmaginable purchasing power when one considers their expected demands for goods and services, and the necessary infrastructural facilities that would have to be provided to make such a magnitude of a City and its region an efficient functional entity.

Considering its regional influence, the City of Abuja is to be a core in a central place structure, while the sorrounding areas as peripheries, and each peripheral town a polarized region with its respective centre. Also considering the fact that the boundary of a polarized region is that line beyond which flows and connections are predominantly in some other directions, towards some other poles, it is then wrong for the Abuja master plan to describe the regional area of Abuja as just the remaining portions of the FCT.

If on the other hand the regional area of Abuja is to be the remaining portions of the FCT as the policy States, then the first error comited in the Abuja project was the description of the FCT boundary before the actual site to locate the City. By placing the FCC at the North-Eastern

quadrant of the Territory where it is now, and considering the potential growth centres close to the site even before its emergence (Fig. 4.31), indicates that the choise of boundary of the FCT or the Abuja regional area was done without regard to the future pattern of interaction between the City and its immidiate neighbouring areas - A situation reminicence of putting the chart before the horse. However subsequent incidences proved that the influence of a polarized region on growth centres is not a respecter of political boundaries.

According to the plan, it was expected that 25,000 houses will be constructed in Abuja to accommodate 150,000 inhabitants expected to be in residence in 1986. But by January 1986 only 19,042 residential units have been awarded for construction, and only 9,006 out of these have been certified completed. Despite the fact that the household size of 6 persons is high when some of the housing types which include one and two bedroom flats (as in Garki I), and one or two single rooms (as in Nyanya) are considered as housing units, the available houses were only expected to accommodate 54,036 persons. The remaining totalling 10,036 housing units that were at various stages of completion were later on either completed or abandoned.

The short fall of 15,994 housing units created a demand where 95,964 people expected to be in residence were not accommodated according to the plan (Table 4.31).

TABLE 4.31 NUMBER OF HOUSES IN ABUJA AND THE PEOPLE THEY ARE TO ACCOMODATE AS AT THE 1986 TARGETTED PERIOD.

	NO OF HOUSES	POPULATION	% OF HOUSING
Expected	25,000	150,000	
Contracted	19,042	114,252	76
Completed	9,006	54,036	36
Short Fall	15,994	95,964	64

SOURCE: RESEACHER

The above situation where the provision of services and facilities, specificaly housing are grossly short of the required population, gave rise to the centrifugal propulsion of the expected residents of the FCC to its neighbouring towns. This is clearly manifest in the FCC's closest neighbouring town of Suleja. Thus despite the fact that Suleja is not officially recognised as a regional area of Abuja, that targetted year (1986) of the initial movement from Lagos witnessed the highest influx of immigrants to Suleja (Fig 5.61).

Meanwhile the master plan made a critical observation of the problems of providing adequate housing delivery mechanism. Among such problems identified are:

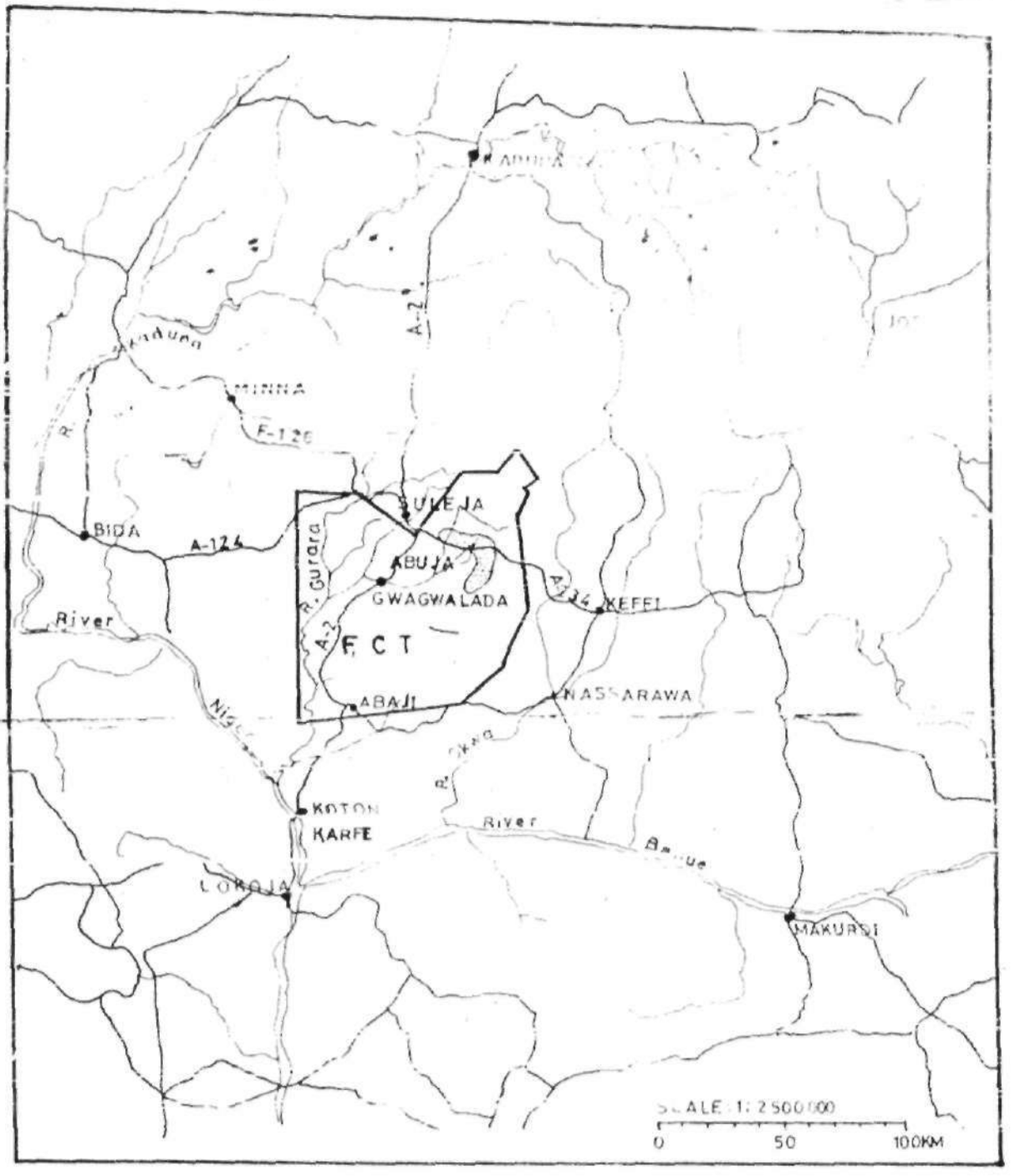


FIGURE 4.31 THE REGIONAL CONTEXT

SOURCE: ABUJA MASTER PLAN

SHUAIBU UMAR
MSC(URP)ABU ZARIA

1. Setting of unrealistic standard of housing quality not matched to the experience, desires and capabilities of the population to be served.
2. Pre-occupation with builwng technology rather than delivery of affordable housing.
3. Failure to give access to credit to the population-both producer and consumer-to-be-served.

These inform its earlier recommendation on measures to be taken to ensure adequate housing for all.

However despite the above observation and the subsequent recommendation by the plan to guide against the stated problems, housing development in Abuja are not free from preconceptions and standards imported from Europe and elsewhere, and are not tailored to the target population's income level and the household's ability to pay. Therefore housing provision in Abuja have met with little or no success at all, because it is based on needs translated into arbitrary and inaffordable standards rather than on affordability and willingness to pay.

Once more faced with the above circumstances, the medium and low income group have no option than to seek solace outside the city in such places as Suleja where houses are affordable.

While outlining the needs to support the FCC the plan mentioned construction materials, transportation, area required for development, telecommunications, institutions,

energy, food and water. Considering the fact that Abuja is a new city under construction and will remain so for a long time, evidenced by the tempo of construction activities presently, years after the movement of the seat of Government from Lagos, and also due to the fact that the city has only barely started its second phase out of the four phases planned for its development even though the first phase is not fully completed, one wonders where the labour force to build the city would come from, and where they are to be accommodated, if such a need has not been anticipated and planed for.

What the plan did not envisage is where both the public and private sector employees that are not officially or privately accommodated within the city would choose as alternative, and that people would prefer to stay in an already existing big settlement which is closer to the FCC and with a strong agglomeration economies like Suleja, provided its facilities and services are affordable, than small ones like Gwagbalada, Kwali, Abaji Rubochi or Yaba even if some basic facilities are provided.

Although actual statistics do not exist due to the herculean task of such a study considering the limited time and nature of this research, a systematic observation reveals that Suleja without official recognition serve the fucntion of a satellite town to the FCC more than any of the satellite towns planned in the Abuja regional development, if not the whole of them put together.

It is more interesting to know that some of the workers in these satellite towns themselves, like Gwagwalada and Bwari reside in Suleja and commute to work daily.

This implies that the satellite towns planned for the city are not serving their intended purpose despite the government expenditure on them to that effect. Instead they are rendered as spaces for speculation rather than alternatives to the city.

Despite the contribution of the town to easing its population pressures, it is important to note that, the Abuja Master Plan did not make any provision for the development of Suleja, apart from the special Joint FCT State Planning District (SJPD) which Suleja happen to fall within, and whose function is only to control unwanted urbanisation that might occur both within the FCT and the peripheral States adjoining it, without considering the welfare and the needed infrastructure facilities to support the low medium income earners who are primarily in Suleja not for its development but that of the FCC, which they cannot afford to live within.

Furthermore despite the inadequacies of the SJPD as far as Suleja's development is concerned, after the formation of the committee and its inaugural session since 1986, it has never met afterwards. Meanwhile the influx of people into Suleja and the growth of unwanted developments in the town is ever on the increase.

The Regional Development Plan made recommendation for Gawu, Izom and Bwari to become samll centres for commercial industrial and agricultural activities. It further stated that serious effort be given to the establishment of economic development belt along the existing A-2 highway.

The irony of the above recommendation is that Suleja town which is a larger settlement and is closer to the FCC than Gawu, Izom and Bwari, and is already generating commercial and industrial investment for the benefit of the FCC is not even mentioned. Also without any effort economic development belt has already established itself along the A-2 highway, not in the FCT but in Suleja [Fig 5.81]. Once more the provision of support infrastructure facilities in Suleja is not considered, simply because it is outside the FCT.

On boundary related issues, Niger State is laying claim to the ownership of a substantial portion of Zuba which lies adjacent to the intersection of the two major road corridors (route A-2 and the outer Northern Express way) entering the northern part of the FCT nearest to the City site, and also on the FCT-Niger State border, the whole of Madalla and the Zuma rock area. While the FCT is laying claim to the total ownership of Zuba, part of Madalla and the Zuma rock area, due to the fact that the beacon separating the two territories pass through these areas.

However, the Niger State Government don't want to let go of the area due to the presence of her investments already

situated within the conflict zone. These are: the Madalla Mobil Filling Station, the Madalla market and the Suleja International Hotel (a five Star hotel at an advanced stage of completion) at the foot of the Zuma rock.

Another conflict zone is Izom. Originally the whole of Izom village which was part of Suleja Local Government prior to its split in 1992 falls within the FCT. That made Suleja town sort of land-locked by the FCT, because the only main road linking Suleja with Minna the Niger State capital and the rest of the State pass through Izom.

All these boundary issues reqauire special attention to allow for their amicable settlement.

CHAPTER FIVE

DATA ANALYSIS

5.1.0 A LAUNCHING GROUND TO THE FCC

The choice of Suleja as a base prior to acquiring a conducive place of operation in the FCT was initiated by the FCDA itself, when it located its field base in the town, due to the fact that it is the nearest town to the FCC site and the administrative headquater of majority of the area that constitute the FCT before its creation. Subsequently other government and private organisations followed the same pattern.

Other public organizations that started operation in Suleja before moving to their present sites in the FCT are: The Ministry for the Federal Captial Territory (MFCT), The Nigerian Television Authority (NTA) Abuja, The Federal Radio Corporation of Nigeria (FRCN) Abuja, and the School of Nursing and Midwifery Abuja.

Among the corporate organisations that started operation from Suleja are Dumez (Nig) Ltd, Geodata (Nig) Ltd, STEYR (Nig) Ltd, CFAO, SCOA, FOTOTEK Industries and United Technical Company (UTC).

Unlike the government organisations, most of the private organisations still maintain their business premises in Suleja as a branch even after movement to the FCT. While some, like UTC, Technical division retain their bases in Suleja as their Abuja branch. Still, others like some of the small and medium

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private organisations even have Suleja as their head offices, while branches are in Abuja. Presently more of these private organisation are on the increase in Suleja.

> After a careful observation of the past and existing situation in Suleja, this study found out that the primary reason for the choice of Suleja as an alternative is the inability of people, and organisations, both public and private, to acquire residential and office accommodation in the FCC.

And this is responsible for the rapid population increase , centrifugal expansion and subsequent environmental deteriration in Suleja.

Data was acquired primarly by administering questionnaires (appendix XI) to 5 % sample size of household heads in Suleja, and by field observation in December, 1995. These are in addition to the secondary data acquired from published and unplished literature and gazettes on the the subject, complied with the researchers personal knowledge.

The foregoing are the analysis of various data acquired to examine the existing relationship between Abuja and Suleja and the subsequent impact of such a relationship on the later.

5.2.0 COMPARISON OF THE EXISTING SITUATION IN SULEJA WITH THE ALTERNATIVE FEATURES WITHOUT THE FCC

In order to determine whether the FCC has impact on Suleja or not, it is necessary to look back and access the past growth trends of the town without any external influence such as the FCC but different perspective at a point in time in the past, and then comapare with the present situation.

Apart from the 1991 census figure, there are at least three different population figures and projections into the future, using different growth rates for Suleja at different points in the past. These are: The Niger State Population Official Figures and Trends, the Suleja Master Plan (1979-2000) by Enplan Group, and the Suleja Master Plan (1987-2006) by Max Lock (Nig) Ltd (Table 5.31).

5.2.1 THE NIGER STATE POPULATION OFFICIAL FIGURES AND TRENDS.

The initial source of the popultion of Suleja and its sorrounding areas as officially recognised by the Niger State Government was the 1963 Census.

According to the Census figure, Suleja town and its sorounding areas which together make up the present Suleja Urban area had a population of 10,100 in 1963. The Official growth rate of 2.5% per annum was used to obtain a population figure of 15,000 in 1979. Thereafter, irrespective of any

TABLE 5.2.1 PROJECTIONS OF SULEJA'S POPULATION FROM EARLIER STUDIES.

YEAR	NIGERIA STATE SPECIAL FILE	SULEJA M.P. (1979-2000) NON FCC-LINKED	SULEJA M.P. (1979-2000) FCC LINKED	SULEJA M.P. (1987-2006)	1991 CENSUS
1963	10,100	-	-	-	-
1979	15,000	13,795	13,795	-	-
1985	19,457	-	-	-	-
1987	-	-	-	62,580	-
1990	-	27,600	53,000	-	-
1991	25,327	28,846	59,231	98,471	96,419
1995	30,248	37,795	87,000	*139,000	136,103*

Source: Researcher *Using 9 Annual Growth rate.

external influence to the growth of the town, diffenential rates of 5% for Suleja town and 2.5% for its sorrounding areas were used to obtain a population figure of 19,457 in 1985, 25,327 in 1991 and 30,248 in 1995.

5.2.2 THE SULEJA MASTER PLAN (1979-2000)

While preparing the Suleja Master Plan for the period 1979-2000, Enplan Group observed that the long-term future of any town depends on developments and decisions which are far from static in nature. It was therefore considered necessary to identify alternatives and their projections into the

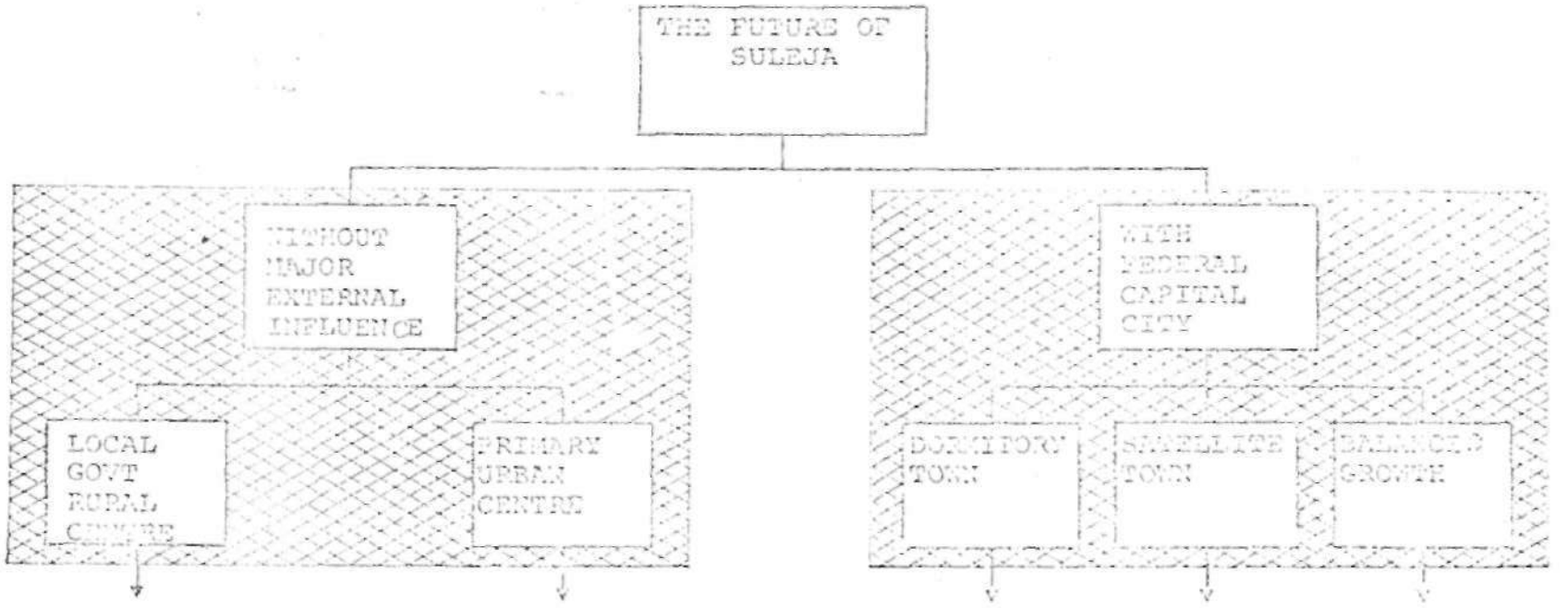
future. Two different alternatives and their projections into the future were examined by the plan. These are:

1. Without major external influence and in continuation of the towns role as a primary urban centre in Niger State, serving a rural hinterland in the State and extending probably to the South -West part of Kaduna State.
2. With the full fledged development of the Federal Capital and consequent impact on Suleja.

From the model proposed by Enplan (Fig 5.21), the role of Suleja without any major external influence such as the FCC, will either be that of a local Government rural centre, with slow growth rate and agriculture as the main source of employment, or that of a primary urban centre in Niger State with a faster growth rate and a declining agriculture and increased commercial activity.

On the other hand when the impact of the FCC on the town is considered, three different situations may arise, these are: Suleja serving as a dormitory town to the FCC, a Satellite town to the FCC and a town with a balanced growth. In any of the situations, the rate of growth would be very rapid and construction activities dominating the employment structure of the town up to 1990 and marked with a large number of commuters to the FCC.

Accordingly, four ranges of population growth rates were postulated, starting from nil in-migration to as much as 4% per annum for non FCC-linked fututre and four sets of rates



IMPLICATIONS

GROWTH RATE	SLOW	FASTER	VERY RAPID
EMPLOYMENT STRUCTURE (in relative terms)	STABLE AGRICULTURE EMPLOYMENT, INCREASED ADMIN AND COMMERCE	DECLINING AGRICULTURE INCREASED COMMERCE	HIGH NO'S IN CONSTRUCTION TO 1990 THEN DECLINING
			HIGH ADMIN LOW INDUSTRY / HIGH COMMERCE MED. INDUSTRY / HIGH COMMERCE AND HIGH INDUSTRY
COMMUTING TO FCC	—	—	HIGH / MEDIUM / LOW

FIGURE 5.21 : ALTERNATIVE FEATURES FOR SULEJA

SOURCE : SULEJA MASTER PLAN (1979)

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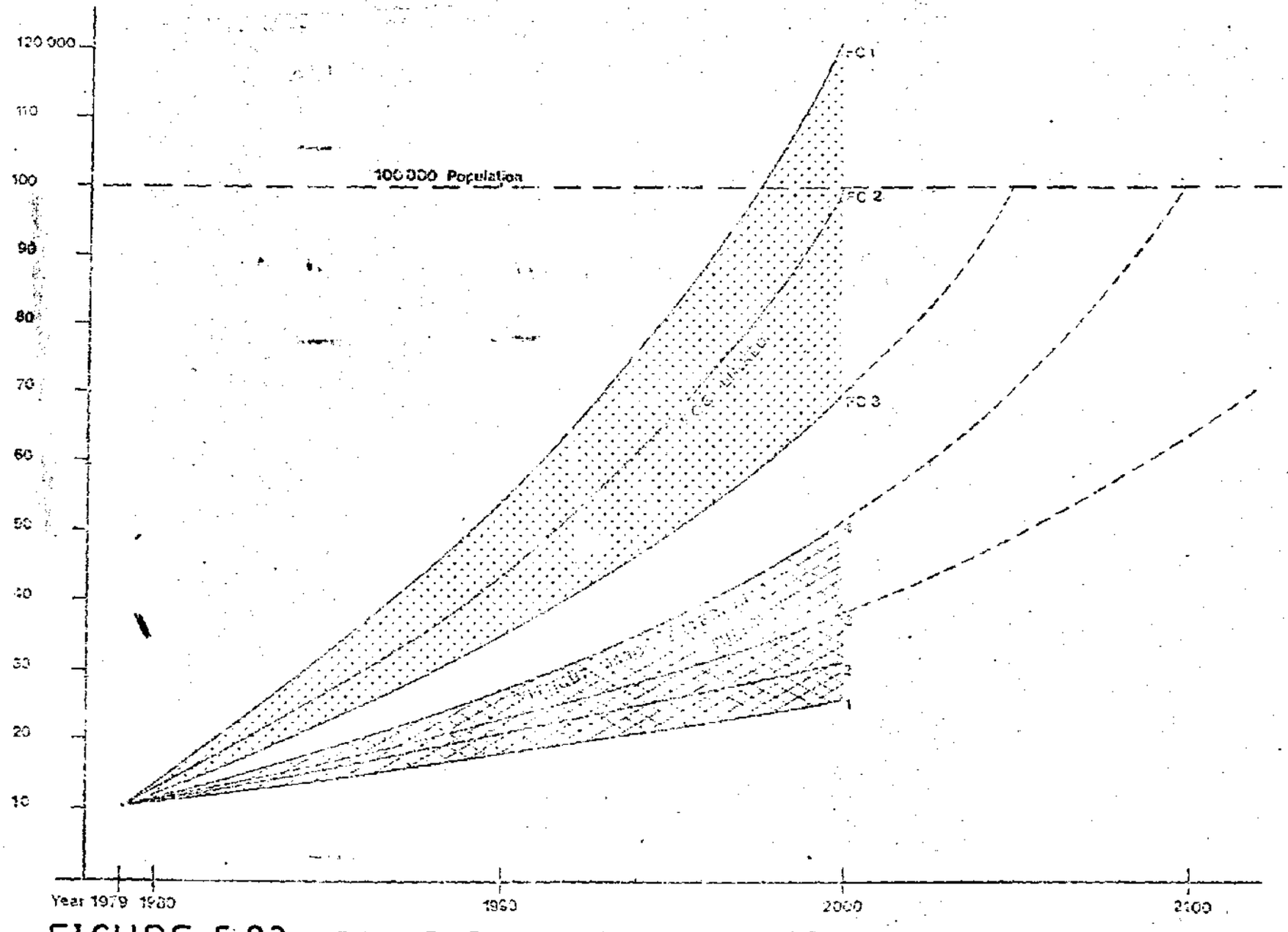


FIGURE 5.22: ALTERNATIVE POPULATION FORECASTS

SOURCE: SULEJA MASTER PLAN (1979)

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M SC (URP) ABU ZARIA

reaching up to 105% per annum for the FCC-Linked future (Fig 5.22).

On the basis of these assumptions, from the initial population figure of 13,795 acquired from a household survey in 1979, when the highest rates of increase are considred, the year 1995 population for Suleja would had been 37,795 without the FCC development and 87,000 with the FCC development.

5.2.3 THE SULEJA MASTER PLAN (1987-2006)

Due to the fact that the master plan prepared for Suleja in 1979 was considered obsolate by the Government as a result of the rapid population increase of the town, observed to be above the highest annual rate just 8 years from production, another master plan for Suleja was prepared in 1987 by Maxlock Group (Nig) Ltd.

From an initial population of 62,580 for the urban area acquired through a household survey in 1987 and considering the influence of the FCC on the town, annual growth rates of 12, 9, 6 and 5 per cents were applied for subsequent intervals of 5 years respectively up to the year 2006. Thus the population of Suleja by 1991 would had been 98,471 and be 151,510 by 1996, 202,755 by 2001 and 258,772 by the year 2006.

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5.2.4. THE 1991 CENSUS

The 1991 population census came out with a figure of 125,259 for Suleja Local Government. Though the actual figures for invidual towns are not yet released as at the time of this research, it was deduced from the number of enumeration areas located within Suleja urban area as against the total enumeration areas for the Local Government, that the population of Suleja urban area stands at 96,419 persons.

5.2.5 THE PREVAILING SITUATION FROM THE COMMENCEMENT OF THE FCC PROJECT

Out of the different projections of Suleja's population from earlier studies, that of the Niger State Official Figures and Trends and the non FCC-linked future of the town from the Suleja master plan of 1979 are clearly out of place with the reality, because of their non-consideration of any external influence on its future growth. Meanwhile the FCC-linked future of Suleja from the 1979 master plan appear to have underestimated the extent of the influence the FCC is now having on the town. Hence its figure of 87,000 for 1995 (Table 5.21).

However it could be rightly asserted that according to the model formulated by the Enplan (Fig 5.31), Suleja's role in the sub region is that of a dormitory and satellite town combined to the FCC, due to the high number of construction workers in the employment structure of the town, its very

rapid growth rate and increased commerce and industrialization with a large number of coomuters to the FCC. But it is yet to attain a balanced growth status.

On the other hand after due consideration of the extent of the influence the FCC has on the growth of Suleja, the 1991 figure projected by the Suleja Master Plan of 1987 which was 98,471 appear to be closest to the 1991 census figure of 96,419. This indicated the level of accuracy of the 62, 580 population estimate from the household survey carried out in 1987 by the Maxlock group.

Therefore with the 1987 figure as a base and the subsequent confirmation of the actual population of the town in the 1991 census, it means that Suleja grew at 11.4% per annum between 1987 to 1991.

Similarly assuming the National growth rate of 2.83% per annum as released by the 1991 census for the natural increase rate of Suleja between 1987 and 1991, it implies that the migration rate for the town within that period was 8.57% per annum.

The growth rate of 11.3% per annum was also close to the 12% per annum considered by the 1987 Suleja Master Plan for projection to 1991. We shall therefore be obliged to use its reduced rate of 9% per annum for the subsequent period of 1991-1996, this is because it is felt that maigration rate to Suleja will reduce by the advancement of the development of

the FCC. Thus while taking the census figure as a base, the 1995 popultion of Suleja stands at 136,103.

Among the developments worthy of consideration to reduce the migration rate to Suleja, is the development of Kubwa resetttlement/satellite town, along the outer Northern Express way from Abuja to Suleja, which has now also started absorbing the unaccommodated population of the city.

Also considering the Niger State Official figure of 1979 of 15,000 as that year's popultion figure, it shows that as many as 121,103 persons were added to the population of Suleja from commencement of the FCC project about 16 years ago. Implying a steady annual rate of increase of 13.94% for the whole of this period (Table 5.22).

TABLE 5.22. INCRECASED ANNUAL RATE OF INCREASE DUE TO THE FCC'S INLUENCE ON SULEJA

PERIOD	DURATION (YEARS)	INCREASED POPULATION	ANNUAL RATE OF INCREASE
1963-1979	16	4,900	2.5%
1979-1995	16	121,103	13.94%

Source: Researcher.

For a town to acquire an average annual growth rate of 13.94% between 1979 to 1995, from just 2just 2.5% and in other cases below 2% before 1979, should indicate a very strong external intervention.

The only explanation to this sudden growth lies with the fact that the period of its commencement coincided with the beginning of the FCC's development, in which Suleja happen to be its immidiate neighbouring town (Fig 4.23).

The number of people added to the population of Suleja from the beginning of the Abuja project is by all means very high, especially when it is considered that Suleja is neither the new Capital City nor is it recognised as its satellite town, but its neighbouring town.

This also proved the assertion that, although Abuja possess external centripetal forces to attract people from without it, it also has an internal centrifugal forces which repels them from within it to its neighbouring towns. Thus manifesting itself as a growth pole whose influence radiates to the neighbouring towns serving as growth centres.

The sudden rise in the population of Suleja triggered off series of events with negative and positive consequencies in the erstwhile sleepy little town. These include sudden hike in the value of landed properties, desification of land uses, hasty and haphazard developments with accompanying geographical expansion of the town, and insufficient and frequent failures of infrastructure facilities to mention but a few.

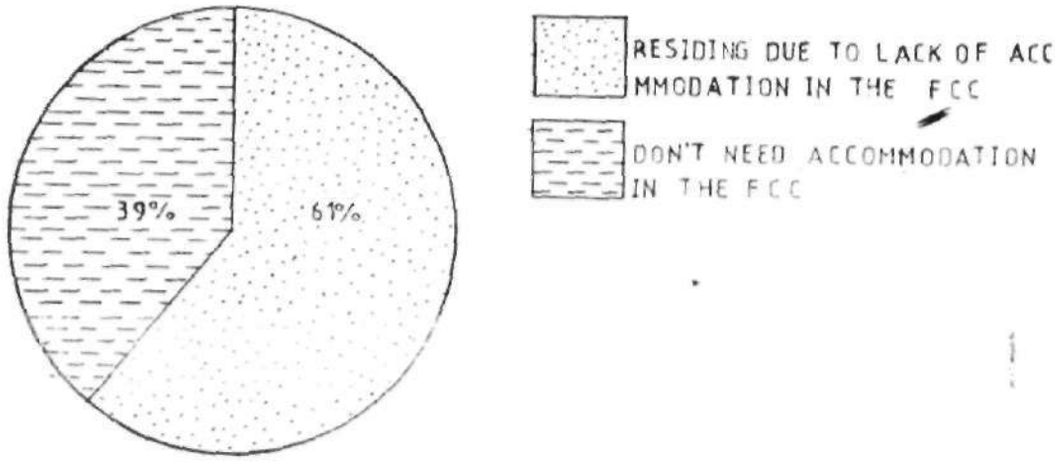
5.3.0 RESIDENCY

5.3.1 REASON FOR RESIDING IN SULEJA

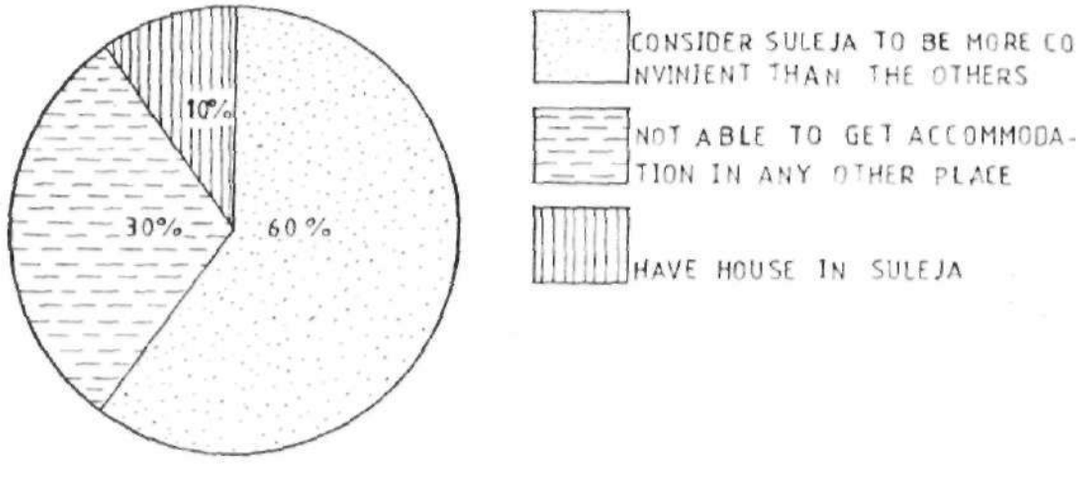
Due to the fact that a great majority of Suleja residents are migrants (Fig 3.32) the main reason for coming to the town was investigated. Out of the total number of household head surveyed, 61% gave their reason for residence as lack of official or affordable accommodation in the FCC. Almost all of those who complained of inaffordability made a cost benefit-analysis of either to accept the expensive rents charged in the city or reside in Suleja and bear the transportation cost of commuting for work. Their eventual residence in Suleja proved the later.

Meanwhile the remaining 39% do not need accommodation in the FCC, due to their satisfaction of their abode in Suleja (Fig 5.31 [A]). Most of those in the later category are local indigines and those migrants that have already built their own houses in the town.

Considering the fact that Suleja is not the only town in the region, the question as to why the 61% residing in the town due to the accommodation problems in the FCC chose it out of the rest was posed. Convinience in terms of economy proximity and accessibility to Abuja, coupled with self-satisfaction which Suleja provides more than the remaining towns in the region guided the choice of 60% of these category respondents. While the inability to secure accommodation in any other place but Suleja is responsible for the residence of



A. REASON FOR RESIDING IN SULEJA INSTEAD OF THE FCC.



B. REASON FOR RESIDING IN SULEJA INSTEAD OF OTHER PLACES IN THE REGION—FOR THOSE RESIDING DUE TO LACK OF ACCOMM ODATION IN THE FCC.

FIGURE . 5.31

SOURCE: FIELD SURVEY 1995

30% of the category of the respondents. The remaining 10% are those who though are in the town primarily due to the accommodation problem of the FCC, but are able to own personal houses in the town and those whose employers officially accommodate them in Suleja (Fig.5.1 (B)).

5.3.2 TYPE OF TENURE OF RESIDENTS

Haven identified the main cause of coming to Suleja from the residents, the type of their tenure in the town was then investigated. The result showed that 46% still consider themselves as people on transit and are ready to leave the town as soon as they have the opportunity of securing an affordable accommodation within the city or to go back to their home villages whenever the need arises or at the expiration of their employment in Abuja. Majority of the people in this category are civil servants who always nurture the possibility of securing official accommodation in the city.

45% of the respondents on the other hand voiced out their intentions to stay permanently in Suleja given the slightest opportunity. These awaited opportunities include acquisition of land in Suleja and improvement of financial standing to make possible the building of their own houses and or business premises and are ready to remain in the town even after retirement.

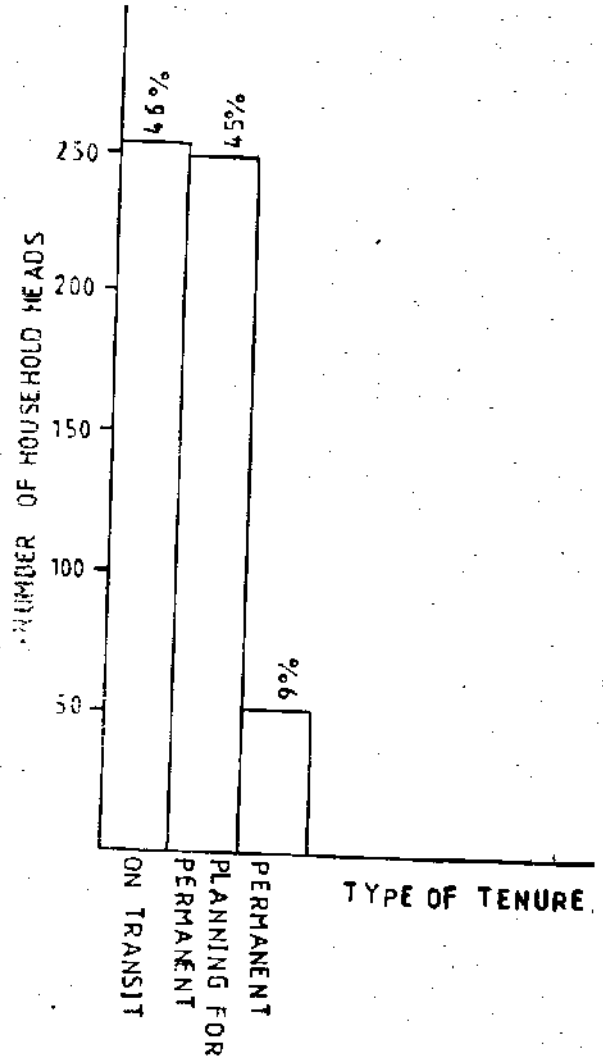


FIGURE 5.32 TYPE OF TENURE OF MIGRANTS IN SULEJA

SOURCE : FIELD SURVEY 1995

SHUAIBU UMAR
M.SC(URP)ABU ZARJ.

Meanwhile the remaining 9% are those that have already built their own houses in Suleja and are living with their families, thus confirming their permanence in the town (Fig 5.32)

5.4.0 EMPLOYMENT

The search, safe-guarding and improvement of people's means of livelihood is generally responsible for their migration from one place to another. The centripetal attraction of people from all corners of the country to Abuja the new capital is generally motivated by employment related issues.

The impact of the FCC on Suleja created so many employment opportunities in the town, because over the years the town has grown to the status of a regional market irrespective of the FCC. Therefore migrants no longer come to Suleja for the sole purpose of establishing their businesses or getting employed in the FCC but also to service the market in Suleja while at the same time serving that of the FCT.

In an earlier studies by Maxlock (1987), it was discovered that 53.5%, a significant percentage of the migrants came to Suleja for business, especially to trade in manufactured goods which are in demand in the town. Most of the traders coming in for the first time had an established contact with other traders, who were already residing in Suleja and this facilitated their movement into the town.

Also 17% of this group came into the town as contractors and suppliers with a set objective of participating in the construction work that is taking place at Abuja.

Meanwhile as many as 19.6% of the migrants came to the town as job seekers (Table 5.41).

TABLE 5.41: REASON FOR COMING TO SULEJA (HOUSE HOLD HEADS IN SELECTED SAMPLE)

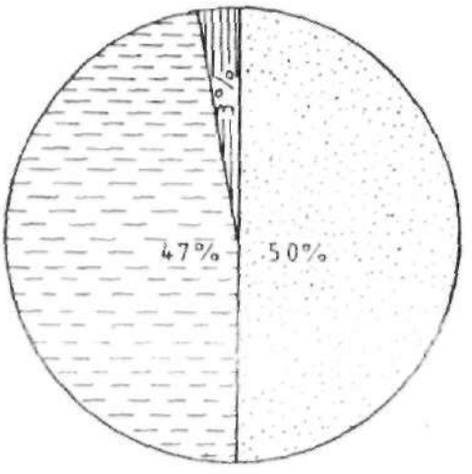
EMPLOYMENT SECURED	LOOKING FOR EMPLOYMENT	EDUC.	FAMILY REASON	BORN IN SULEJA
53.4%	19.6%	2.1%	1.8%	22.9%

Source: Maxlock (1987).

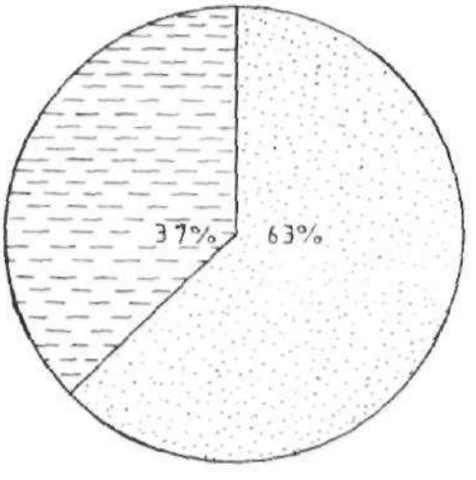
The location of employment of Suleja residents and their distribution were analysed to determine the proportion of the residents linkage to the FCC in terms of employment.

5.4.1 LOCATION OF EMPLOYMENT

In the household survey conducted in the course of this study it was discovered that 50% of the house hold heads have



A. LOCATION OF EMPLOYMENT OF SULEJA RESIDENTS



B. PREFERENCE OF PLACE OF LIVING FOR SULEJA RESIDENTS WORKING IN ABUJA

FIGURE 5.41
SOURCE: FIELD SURVEY 1995

SHUAIBU UMAR
M.SC(URP) ABU ZARIA

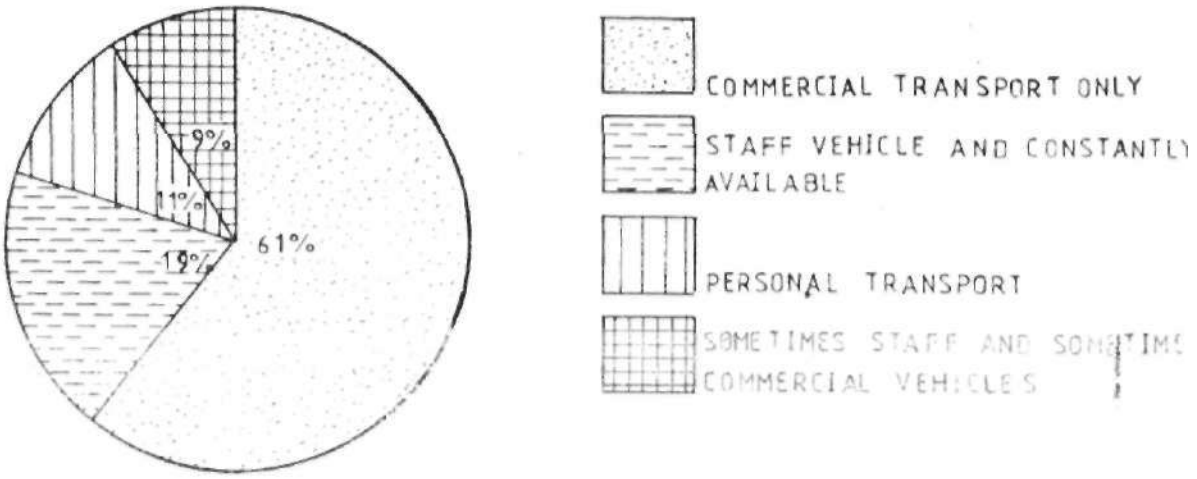
their places of work located in the FCC, however some of them maintain other places in Suleja. 47% are based in Suleja, again most of these have their employment bases in the other parts of the FCT like Gwagwalada, Bwari, Zuba, Dei-dei, Gwagwa and Kubwa (Fig 5.41 [A]).

Thus, considering the total population of the town and the average house hold size it means that as many as 11,939 persons commute to work daily from Suleja to the FCC.

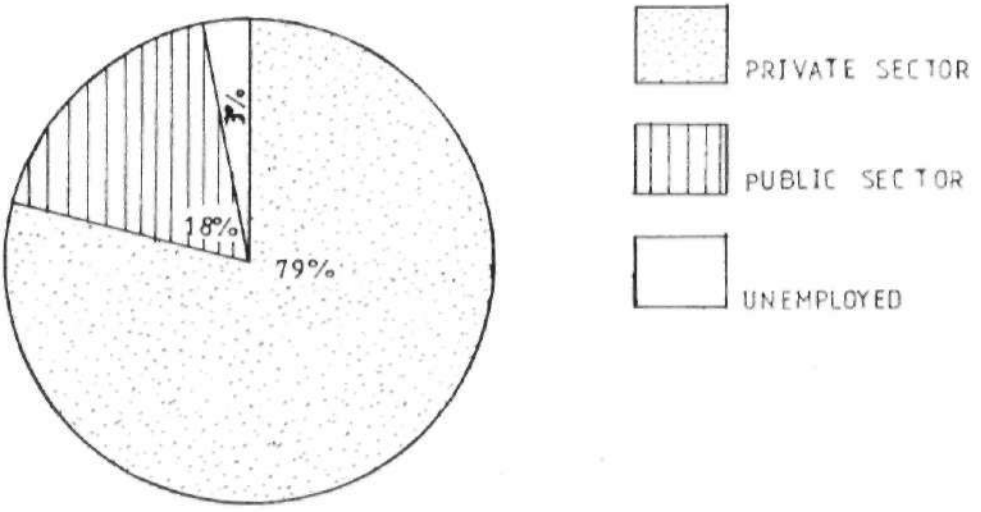
In general apart from civil servants who have specific places of work, Suleja based firms equally source their costomers from the FCT as they do within, and as such could either have other branches in the FCC or the operators always on transit between the two centres. What this study considers is the major time spent by the respondents in any of these locations while on work.

In terms of preference of abode for those Suleja residents working in Abuja, 63% prefer to have their accommodation in the FCC just for the purpose of living close to their places of work, so as to escape from long distance commuting, only for the fact that Abuja houses are inaffordable. While the remining 37% prefer to remain in Suleja irrespective of the daily journeys (Fig 5.41 [B]).

While enquiring about the means to which these Abuja based employees reach their places of work, majority of them, that is 61% go by commercial transport only. These are mostly traders, self-skilled employed and the civil servants who do



A. MEANS OF TRANSPORT FOR WORK IN ABUJA FROM SULEJA



B. DISTRIBUTION OF EMPLOYMENT OF SULEJA RESIDENTS

FIGURE 5.42

SOURCE: FIELD SURVEY 1995

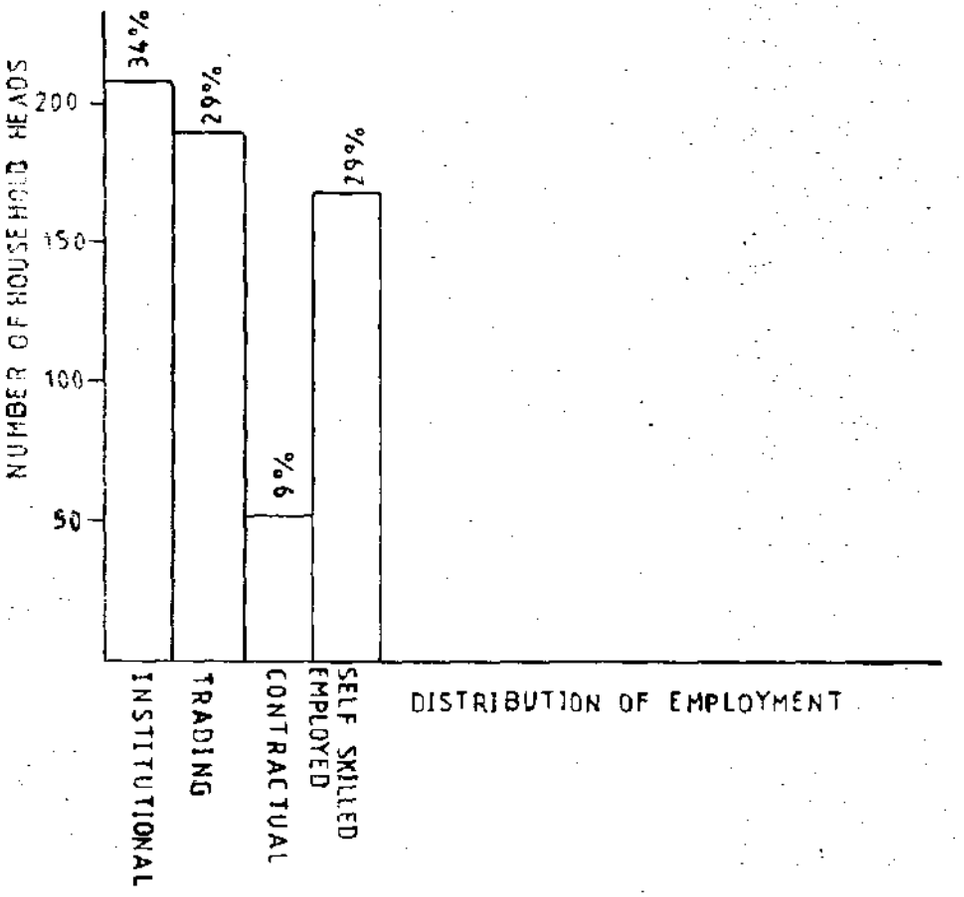
not have staff vehicles to convey them to work. 19% have staff vehicles and are constantly availbale, these are mostly the staff of the multinational private institutions and a few of the civil servants in some government ministries and parastatals. 11% have their personal transport. While 9% make alternations between staff and commercial vehicles (Fig 5.42 ([A). The overwhelming majority of the last category are the civil servants, and this is because of the ill-condition of most of the staff vehicles in most of the government ministries.

5.4.2 DISTRIBUTION OF EMPLOYMENT.

The field work undertaken revealed that as many as 79% of Suleja residents are private sector employees while 18% are employed in the public sector while only 3% are unemployed (Fig 5.42 [B]).

Meanwhile people employed in the institutional private sectors, like construction companies, financial institutions, the star hotels and other large-scale corporate bodies accounted for 34% of the private sector employees 29% of them are traders 9% contractors and 28% are self-skilled-employed (Fig 5.43).

The reason for the low percentage of the unemployed is the type of the survey (house hold head) carried out, and the various interpretations of who is really unemployed. Thus a household head cannot be considered unemployed even after



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FIGURE 5.43: DISTRIBUTION OF SULEJA RESIDENTS EMPLOYED IN THE PRIVATE SECTOR

SOURCE:FIELD SURVEY 1995

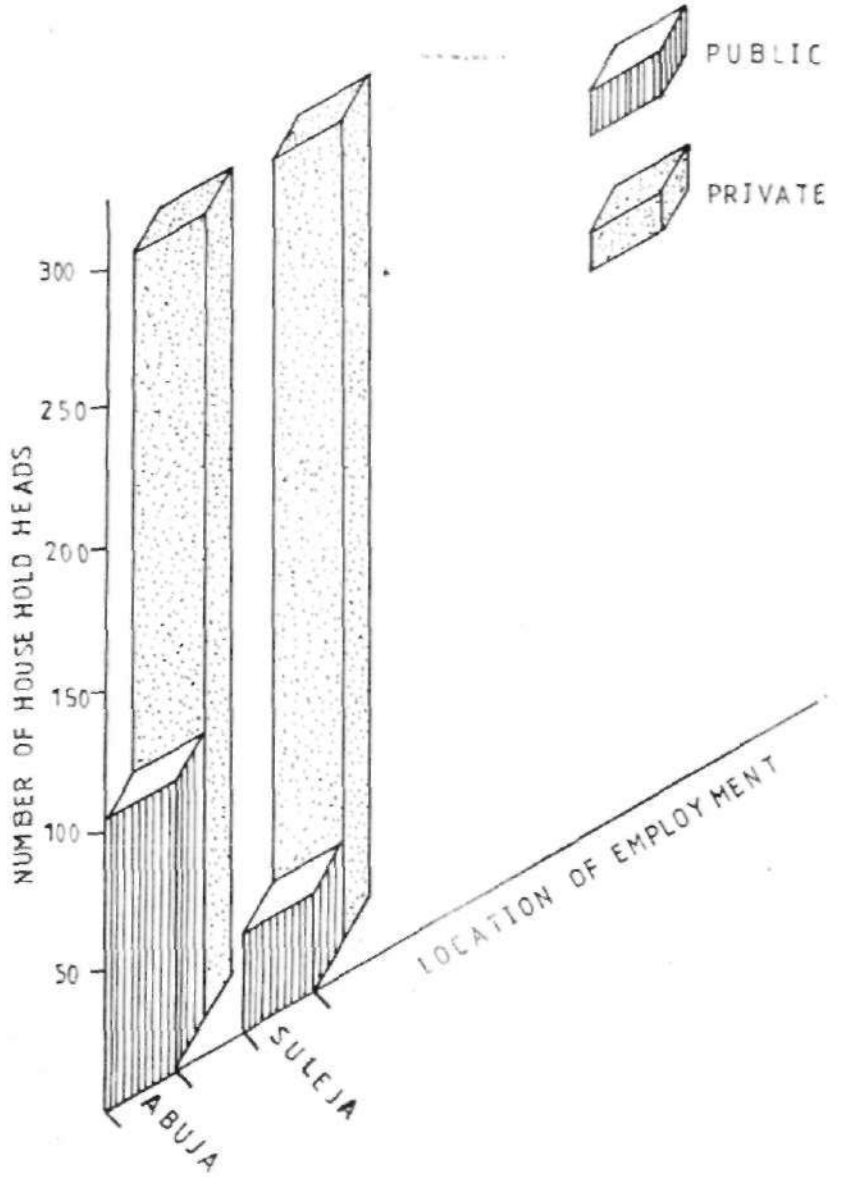
loosing his waged employment, provided he engages in farming, petty trading or hawking and is able to manage and sustain his dependants.

5.4.3 LOCATIONAL DISTRIBUTION OF EMPLOYMENT

Based on the earlier figure of 53% and 47% for people whose employment places are located in the FCT and Suleja respectively, and the 18% and 79% of the Suleja residents employed in the public and private sectors respectively, the locational distribution of employment of Suleja residents was worked out and presented in a bar diagram (Fig 5.44 [A]).

In general it was discovered that, Suleja based public sector employees account for 5% of the total number of the people surveyed, while private sector employees account for 40%. On the other hand Abuja based public sector employees account for 14%, while the private sector 39% (Table 5.42). Due to the fact that the private sector accounted for the majority of Suleja residents (i.e 79%), the locational distribution of residents employed in the private sub-sectors were further more broken down and demostrated in figure 5.44 [B]. It shows a higher proportion of institutional private sector workers and contractors working in Abuja than in

A. LOCATIONAL DISTRIBUTION OF EMPLOYMENT OF SULEJA RESIDENTS



B. LOCATIONAL DISTRIBUTION OF SULEJA RESIDENTS EMPLOYED IN THE PRIVATE SECTOR

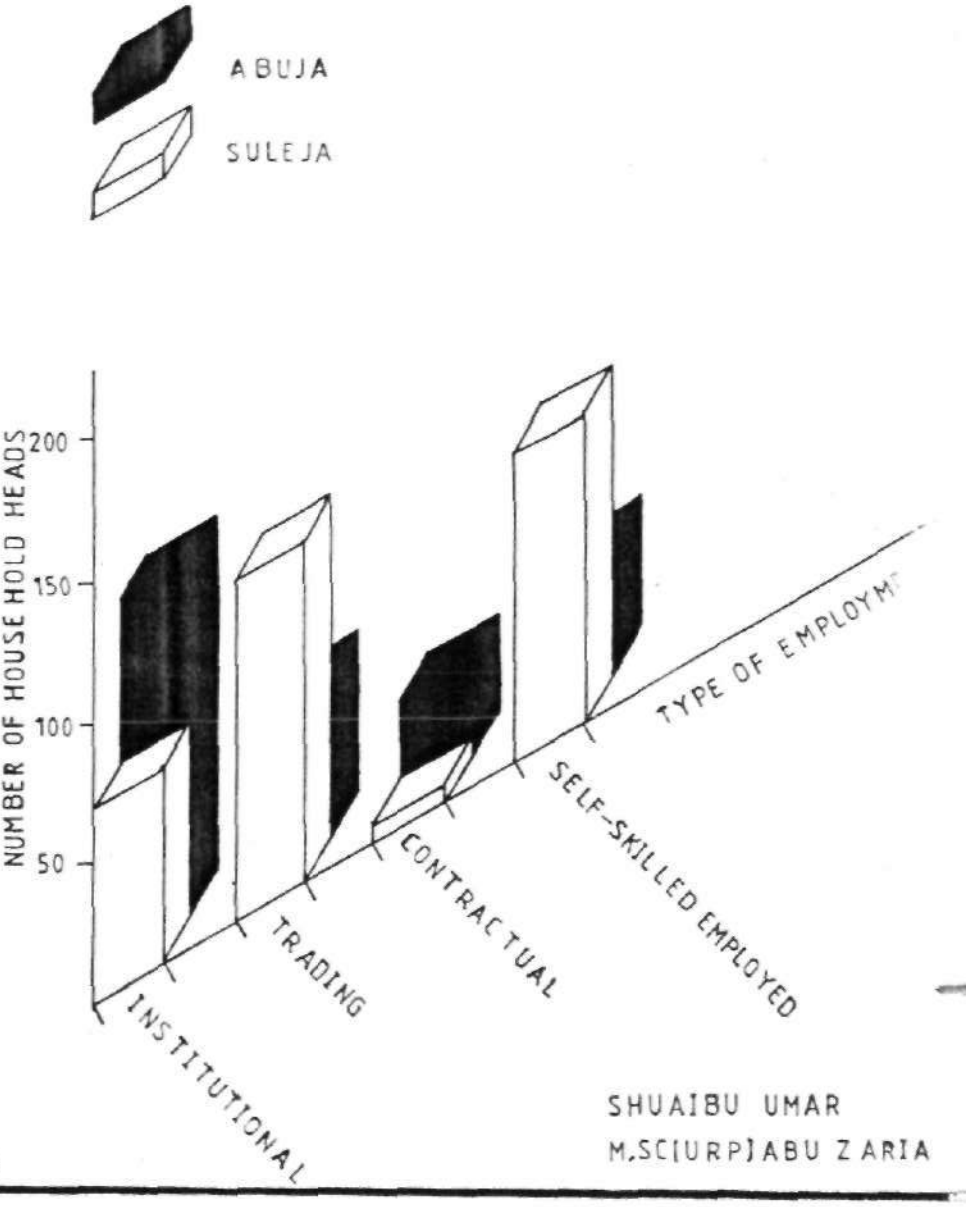


FIGURE.5 4 4

SOURCE: FIELD SURVEY 1995

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M.SC(URP)ABU ZARIA

TABLE 5.42: LOCATIONAL DISTRIBUTION OF EMPLOYMENT OF SULEJA RESIDENTS, AS PERCENTAGE OF THE WHOLE PEOPLE SURVEYED

	PUBLIC SECTOR	PRIVATE SECTOR	TOTAL
Location of Employment in Suleja	5%	40%	45%
Location of Employment in Abuja	14%	39%	53%
TOTAL	19%	79%	98%

Source: Field survey 1995.

Suleja, and a higher proportion of traders and self-skilled employed based in Suleja than in Abuja (Table 5.43).

All these are for a town which prior to the inception of the FCT had very few financial institutions and a single construction company within its hinter-land with agriculture as the predominant means of livelihood for its locals.

TABLE 5.43: LOCATIONAL DISTRIBUTION OF SULEJA RESIDENTS EMPLOYED IN THE PRIVATE SUB-SECTOR.

TYPE OF EMPLOYMENT	INSTITUTIONAL	TRADING	CONTRACTUAL	SELF-SKILLED
Location of Employment in Suleja	33%	68%	12%	65%
Location of Employment in Abuja	67%	32%	88%	35%
TOTAL	100%	100%	100%	100%

Source: Field Survey 1995.

5.5.0 TEMPORAL FLUCTUATION OF MIGRANTS INFLUX TO SULEJA

Migration into Suleja associated with the movement of Nigeria's capital to Abuja started since 1976, when the town was the one then known as Abuja. The FCDA started its full operation at its field base in Suleja around 1979 with an initail staff strength of about 3,000 workers most of them non-indigines of the town. Prior to that the FCDA was

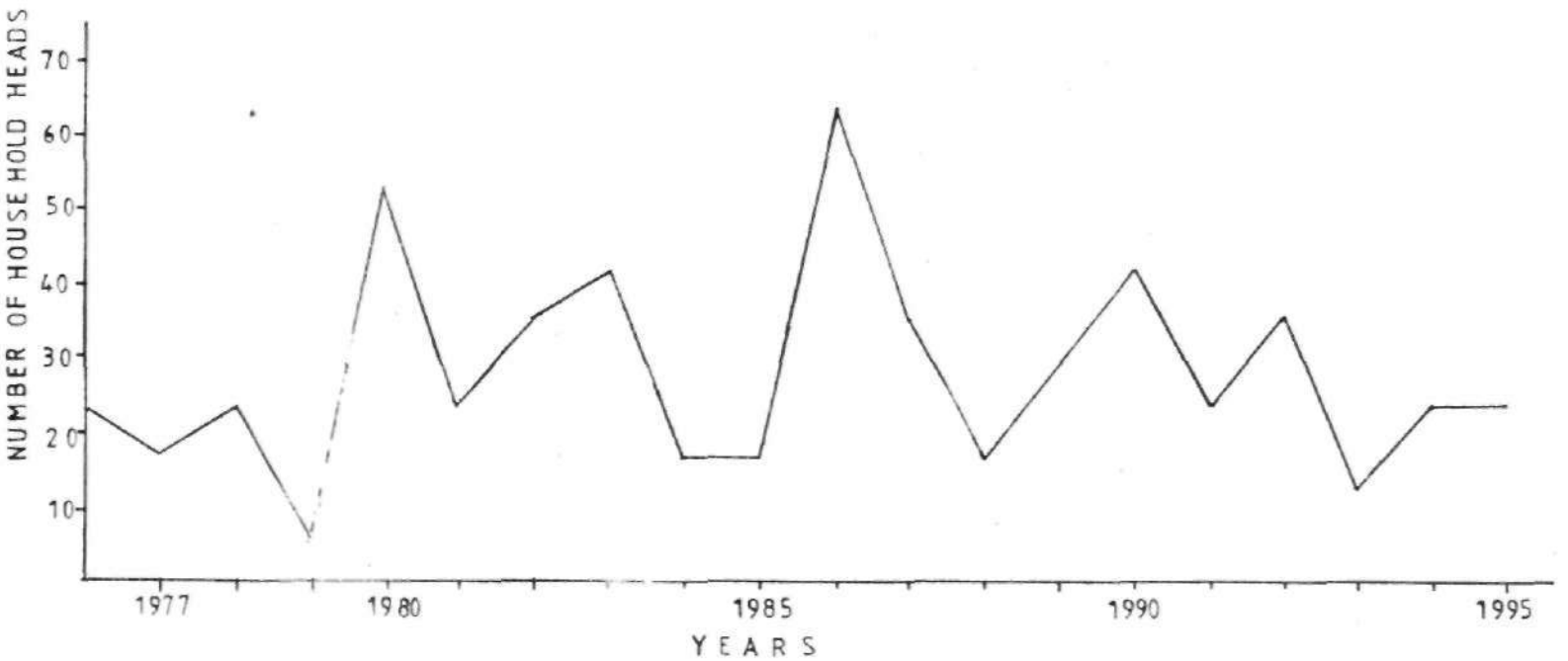


FIGURE 5.5 YEARS FIRST ARRIVED SULEJA BY MIGRANTS HOUSE HOLD HEADS

SOURCE: FIELD SURVEY 1995

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operating in some rented buildings at different locations within the town between 1976 and 1979.

Thus the first major influx of migrants to Suleja was recorded around 1980 after the movement to the field base. There was a sharp drop of immigration by 1981, mostly due to the fact that the highly publicised job opportunities in Abuja at that time was more of a speculation than reality, because actual construction activities was yet to commence at the site for the FCC, hence FCDA's activities then was purely administrative. Between 1981 and 1982 construction activities on site of the FCC started in earnest, this was the period that saw the influx of construction company workers to Suleja, hence the resumption of immigration by 1982 through 1983 [Fig 5.51].

The change of government at the end of 1983 from civilian to military affected construction activities in Abuja, because the pace of development as started by the ousted civilian administration was dampened by the then military regime. That also reduced immigration to Suleja between 1984 and 1985.

Two phenomena were responsible for the highest rate of immigration to Suleja in history, this was in 1986. The first was the priority attached to the movement of the seat of government to Abuja by the new Military Administration after yet another change of leadership at the end of 1985, hence the acceleration of the pace of development, this entails higher

construction activities. The second which was more important, was the initial targetting of the completion of 25,000 housing units to accommodate 150,000 inhabitants expected to be in residence in Abuja from Lagos. Not only the public sector to be moved from Lagos but also the private individuals and corporate organisations in anticipation of job opportunities in Abuja which this movement would create were galvanised to the city, only to end up settling in Suleja as the expected houses in the city were far from completion.

The introduction of the Structural Adjustment Program (SAP) from the end of 1986 through to 1988 redu ed the tempo of construction activities in Abuja, hence the sharp decline of people's migration to Suleja within that period. However the SAP relief measures introduced by the Federal Government at the beginning of 1989 through to 1990, when thousands of vacancies were created in all the Federal Ministries galvanised yet another mass movement to Abuja with another resultant impact on Suleja. That was quickly followed by the movement of the seat of government from Lagos to Abuja in December 1991. That created another influx at the beginning of 1992, only to be dampened by the political trauma that befall the nation at the beginning of 1993. However, presently the return to peace and normalcy is beginning to generate another influx of Abuja bound migrants to Suleja.

Another phenomenon worthy of note is the periodic influx of people to Suleja whenever there is a major occasion in

Abuja. Such occasions like the Constituent Assembly meetings, the Constituional Conference, the 1991 political parties conventions, and even the ECOWAS and OAU summits etc., do not pass away without having major impacts on Suleja: In most of these occasions hotel accommodation in Abuja are either insufficient or the delegates to these gatherings consider those of Suleja to be cheaper. Thus all hotels and guest lodges in Suleja use to be fully booked in most of these occassions.

CHAPTER SIX

IMPACT OF ABUJA ON THE PHYSICAL DEVELOPMENT OF SULEJA

6.1.0 IMPACTING FACTORS

Different factors come into view, as the ones responsible for the impact which Abuja is having on Suleja. These are: The Geographic, Historic and Economic factors.

6.1.1 GEOGRAPHIC FACTOR

The most important geogaphic factor controlling the impact which Abuja has on Suleja is that of proximity. Suleja is closer and readily accessible to Abuja than any of its neighbouring towns with facilities to support massive population influx within the region. This also includes those areas located within the FCT with the exception of Kubwa most recently (Fig 4.23).

The distance between the original Suleja town to the original city site is not more than 40kms. With rapid expansion and emergence of more growth centres in Suleja, and with a similar expansion of the city as it develops to the second phase, this distance has now close-up to around 26kms.

Within the FCT the closest town to the city to be able to support massive population influx is Gwagwalada, but its distance from the city is 48kms. Outside the FCT the closest

urban centre to the city apart from Suleja is Keffi, but it is around 50kms away from it (Table 5.41).

For the determination of alternative place to live or work by the migrants destined to the city, the most important factor is the geographic. Its importance increases with increasing peoples influx to Abuja.

TABLE 6.11 DISTANCE OF NEIGHBOURING TOWNS FROM THE FCC

S/NO	TOWNS	DISTANCES (KMS)
1	Keffi	50
2	G/Lada	48
3	Suleja	40
4	Abaji	107
5	Minna	152
6	Nassarawa	90
7	Bida	208
8	K/Karfe	150

Source: Researcher

6.1.2 HISTORIC FACTOR

This is another important factor, though not of much importance in the prevailing circumstances.

Movement of people to Suleja in anticipation of employment in Abuja started since 1976, immidiately after the Head of State's declaration of the new Federal Capital at Abuja (It should not be forgotten that Suleja town was the one then known as Abuja). This happened even before the actual

boundary of the FCT was demarcated and the actual FCC's site known.

The location of the FCDA field Base later, increase people's influx to Suleja. The choice of Suleja for the location of the Field Base, even though deplored by the planners, is not unconnected to the fact that the town was the headquaters of the then Abuja Local Government, which greater part fell in the FCT, and had at least sufficient facilities and man-power to support the activities of the FCDA.

Dumez (Nig) Ltd which constructed the A-2 Kaduna-Lokoja road was the pioneer multinational construction firm to have its base in Suleja. This was in 1976. The primary reason for the location of their camp and workshop in the town was not the FCT perse, but to facilitate their construction of the A-2 highway. However, their tenure in Suleja was later buttressed by the contract opportunities to be derived from FCDA which was then based in the town. Hence Dumez was the first multinational contruction firm to work in Abuja, and consequently most of the initial constructions in Abuja were done by them, others literally followed.

Furthermore, the Abuja Emirate which controled the traditional institution in more than three-quater of the present FCT had its headquaters in the then Abuja town. However up to date, despite the change in the administrative set-up, most of the traditional rulers in the FCT Area Councils that were under the influence of the former Abuja

Native Authority were those appointed by the former Abuja Emirate Council, and still pay homage to the Emir of Suleja.

This factor is most important at the initial stage of the construction of Abuja, but its importance diminished with subsequent movement of activities to the FCC.

6.1.3 ECONOMIC FACTOR

The combination of the geographic factors of proximity and accessibility with the historic factor gave birth to that of economic consideration.

This is by far the most important factor in the present dispensation. Under normal circumstances the prominence of a town decreases when a certain function which it performs ceased to exist or is taken away from it. Hence it starts to experience a normal growth if it has already attained its geographical inertia, or to start to decrease in size and influence in the absence of any other function to support the prevailing population. The case of Suleja proves to the contrary after the disengagement of the FCDA from the town.

Due to the earlier stated problems of the absence of tenement houses, the difficulty of land acquisition, high standard of living and slow pace of the development of the city, people consider Suleja as an alternative choice. One can reside in Suleja and commute to work in the FCC daily, to the extent that a substantial proportion of the migrants (Fig 5.51 B) consider Suleja as a first choice for accommodation

than Abuja, simply by comparing the amount they are to spend if they are to acquire a rented accommodation in Abuja, and the one they are to spend for same while residing in Suleja.

Due to the absence of tenement rooms in the city, the fee charged per room could not be ascertained. However the average rent charged for a two bed room flat is at least N150,000.00 per annum at the beginning of 1995. While the same could be had in Suleja at N20,000.00 per annum (Table 6.12). This is in addition to the available tenement houses in Suleja at between N150 and N350 per room per month depending on the available facilities.

Thus the cost of renting accomodation in Abuja (CAA) surpasses that of renting accommodation in Suleja (CAS) plus the daily cost of commuting to and from work (CC).

i.e. CAA > CAS + CC.

TABLE 6.12 AVERAGE RENTAL CHARGES OF HOUSES PER ANNUM IN ABUJA AND SULEJA

HOUSING TYPE	AVERAGE RENTAL CHARGE/ANNUM IN ABUJA	AVERAGE RENTAL CHARGES/ANNUM IN SULEJA	DIFFERENCE
2-Bedroom	N150,000.00	N20,000.00	N130,000.00
3-Bedroom	N200,000.00	N30,000.00	N170,000.00
4-Bedroom	N250,000.00	N35,000.00	N215,000.00

Source: Field Survey 1995.

The category of people more affected by this consideration are the non-civil servants who do not have any concession to the provision of official accommodation within the city.

For the residents of the city on the other hand, most of them with low purchasing power prefer to travel to Suleja and obtain their essential needs, than buying within the city where they are expensive in comparison to similar items in Suleja. Consequently the daily mass movement between Suleja and Abuja gave rise to the growth i the investment of private transportation business along that route. For example despite the fact that the distance both in time and space between Suleja and Abuja City (40km) is more when compared to that betweeen Suleja and Gwagwalada (32km), the cost of transportation from Suleja to the City is cheaper than Suleja to Gwagwalada, due to the availability of more public and private transport as a result of much more number of persengers.

In terms of industrial location it is economicaly more viable to locate an industry in Suleja than Abuja due to the following reasons:

1. Suleja is more strategicaly located at the confluence of the F-126, A-124 and A-234, and A -2 and A-234 Federal highways (Fig 4.31). It will thus have the advantage of serving Suleja and farther regions within the influence

of these highways, thereby having more regional market range and patronage than the FCC.

2. It is easier and cheaper to officially acquire industrial land in Suleja than the FCT.

3. The plan for Abuja as an administrative city does not give much emphasis on the development of heavy industries.

4. Unlike Abuja, it is not necessary to import industrial labour from elsewhere on daily basis as labour force is abundant in Suleja.

Thus well before the coming of the FCC Suleja is a good site for industrial development. What the coming of the FCC achieved in this aspect is only to expose this hitherto unknown potentials.

6.2.0 IMPACT ON SPATIAL EXPANSION

The original Suleja town is located in a valley, sorrounded by mountain ranges of rock out-crops. These mountain ranges enclosed the town and became barrier to its outward expansion during the pre-FCC era. Increase in population within the town as a result of the impact of the FCC in the later years congested the town. This turned people's attention to areas outside the enclosure. The new areas thus assume the role of absorbers of the excess population emanating from the interior and therefore become new growth nuclei for Suleja.

Although some of the nuclei owe the genesis of their emergence to the A-2 highway, their developments were later on enhanced by the FCC's influence on the town.

The growth nuclei in Suleja include; Bąkin Iku and Gauraka, located along the A-2, Ratin-Sanyi and Kwamba along the A-234, Gwazunu and Maje/Kuchiko along the A234/A-2 access roads south and north of the town respectively, and Madalla at the confluence of the A-2 and A-234 highways, at the same time on the border line between Suleja and Abuja (Fig 6.31).

The first to emerge as a new growth nucleus in Suleja was Gauraka. It emerged as a result of the location of a workshop owned by Dumez while constructing the A-2 highway. The Dumez road was later constructed passing through Gwazunu to link-up the workshop with their residential camp located elsewhere in the town. It was this road that first formed the major access road leading to the A-2 south of the original town, hence formed part of the access road to the FCC from Suleja at the beginning of the Abuja project.

The Dumez road witnessed a high concentration of small-scale industrial activities, like block and concrete industries, mechanic and furniture workshops etc, prior to 1990. Meanwhile Gauraka grew to become a major commercial centre along the A-2 highway.

The portion of the A-234 connecting Suleja to the FCT is the shortest route leading to the FCC from the most populated area of the town and was in a terrible shape before 1990 when



LEGEND

DEVELOPED AS AT 1976

EXPANSION BETWEEN 1976 TO 1979

" " 1979 " 1987

" " 1987 " 1995

SCALE: 1:100,000

0 1 2 3 KLMS

N

FIGURE 6.21 : SPATIAL EXPANSION OF SULEJA

it was rehabilitated. Henceforth the Dumez road ceased to be used as a route leading to the FCC from the most populated area of the town, but the A-234. It thus lost its attraction and as a result was completely neglected. What it lost in terms of investments afterwards was gained by Rafin-Sanyi and Madalla located along the A-234. However the role of the A-2 as a commercial growth belt from Bakin Iku to Gauraka and beyond was not affected rather is ever on the increase (Fig 6.31).

Similarly the A-2 to A-234 access road through Diko and Maje/Kuchiko at the northern end of Suleja which was also in a state of disrepair had been rehabilitated and given an additional role by the establishment of an NNPC depot along it, which serves Abuja region including some parts of Niger State. But for its proximity to Abuja the depot would not have been sited in Suleja. The influence of this depot and the rehabilitation of the access road transform the Maje/Kuchiko area to a potential growth nucleus at the outskirt of the town.

With the exception of Gwazunu area which lost its attraction to the abandonment of the Dumez road that brought it to the limelight, Suleja is now undergoing rapid expansion. Already physical development in Kwamba, Bakin Iku, Gauraka and Rafin-Sanyi have expanded to the fringes of the original town, while the case of Madalla and Maje/Kuchiko due to their relative distance from the original town are yet to get linked

up. However with the present high rate of growth that will not be long from now (Fig 6.21).

In general with a total population of 10,608 in 1976, the total developed area of Suleja was 112 hectares, giving an overall density as high as 94.7 persons per hectare. This was at the time Suleja only comprise of the original town which is compressed between mountain ranges.

Expansion of the town to areas beyond the mountain ranges as a result of Abuja's impact started around 1979 and the total developed area increased to 298 hectares with a population of 13,795. This show a reduced density of 46.3 persons per hectare.

The population of the town increased to 62,580 while the total developed area was 2,171 hectares as at 1987. That puts the overall density at 28.8 persons per hectare. This low density is brought about as a result of the speculation on land and landed properties due to people's realization of their high demand in the town. As such they acquire land with no intent of development but speculation. Thus although the town expanded to areas beyond the mountain ranges, they remained spersely developed with most of the structures only under construction, while others abandoned half-way to completion.

By 1995 total developed area of Suleja was 2,505 hectares, while the total population was estimated at 136,103. This indicates an overall density of 54.3 persons per hectare

(Table 6.21).

The progressive growth of the overall density from 1987 to 1995 suggests that the incompleted structures and spaces left undeveloped in between the developed parts of the town in 1987 are now being occupied. A study visit round this places attested to that. It further shows that, the whole of Suleja urban area is fast approaching the high congestion level presently experienced in the enclosed original town (Fig 5.81).

TABLE 6.21: OVERALL DENSITIES OF SULEJA (1976,79,87 AND 1995).

Year	1976	1979	1987	1995
Total Developed Area (Ha).	112	298	2,171	2,505
Total Population	10,608	13,795	62,580	136,103
Overall Density (Persons/Ha).	94.7	46.3	28.8	54.3

SOURCE: FIELD SURVEY (1995)

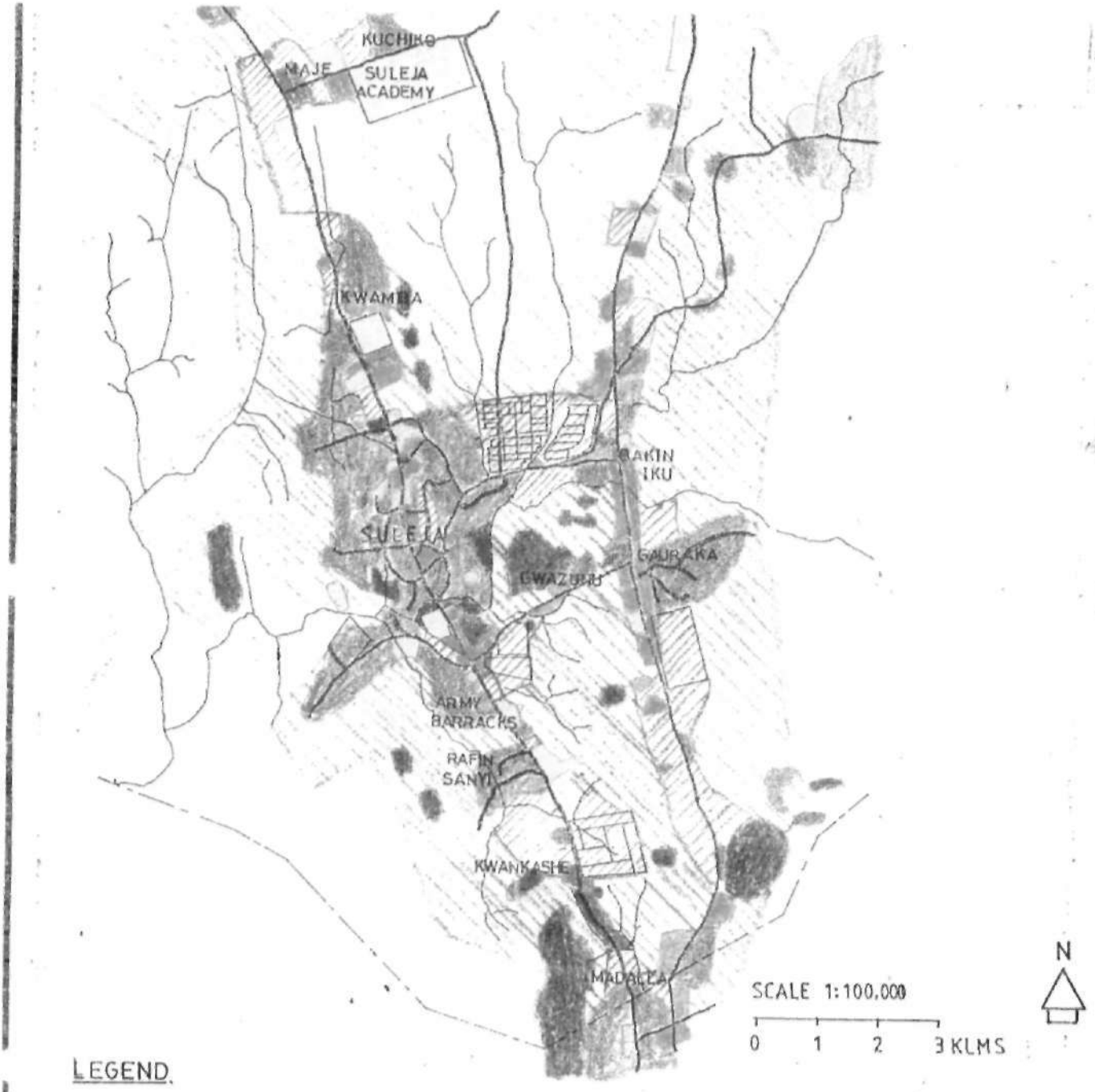
6.3.0 IMPACT ON LAND USE

The spatial land use distribution in Suleja is undergoing both densification and expansion. The growth of different land uses over the years portrays the 'out look of the FCC-linked development as against the situation before (Fig. 6.31).

The predominant socio-economic activity in Suleja prior to the establishment of the FCDA was farming. The later influence of the FCC brought in many investors and new residents, thereby transforming the socio-economic activities of the inhabitants. Commercialization small and large-scale industrial activities increased tremendously, henceforth farm lands are in the process of transition from agricultural to residential, commercial and industrial uses. This results in changes in the structure of the town. (Table 6.31).

Due to the role it plays in connection to the FCC, the scramble for land and landed properties in Suleja raised their value over that of the remaining urban centres in the whole state. This is reflected in the differential charges of official rates for land use in Niger State. The situation is further aggravated by the acvtivities of land speculators.

Amongst all the urban centres in Niger State, Minna (the state capital) inclussive, the value of land represented by the official rates charged for all types of land uses as approved by the state administrator in May 1994 is highest in Suleja. Thus while the recommended rate to be deposited for



LEGEND

RESIDENTIAL
- Built-up Residential Area
- Non Built-up Residential Area

COMMERCIAL/BUSINESS
- Built-up Commercial/Business
- Non Built-up Commercial/Business

GOVERNMENT/INSTITUTIONS

INDUSTRIAL/COMBINED EXTRACTION AND PROCESSING

OPEN SPACES
- Parks, Play fields and Undevelopable lands
- Forest reserve

MIXED LAND USE
- Residential/Commercial/Business

FARM LAND

WATER BODY

ROCK OUT CROP

ROAD/STREETS

RIVER/STREAMS

SULEJA/FCT BORDER

FIGURE 6.31: SULEJA-EXISTING LAND USE PLAN (1995)

SOURCE: FIELD SURVEY (1995)

SHUAIBU UMAR
M.SC (URP) ABU ZARIA

TABLE 6.31 GROWTH OF VARIOUS LAND USES IN SULEJA (1976-1995).

YEARS	1976		1979			1987			1995				
Area and % Coverage	Area in Ha	% Coverage	Area in Ha	% Coverage	% Growth from 1976	Area in Ha	% Coverage	% Growth from 1979	Area in Ha	% Coverage	% Growth from 1987	% Increase from 1979-95	Annual % increase Between 1979-95
Residential	64	57	172	58	169	666	31	287	1,432	57.2	115	733	14
Commercial	18	16	28	9	56	70	3	150	210	8.4	200	650	13
Public/Semi-Public	10	9	48	16	380	370	17	671	335	13.4	-9	598	13
Open Spaces	9	8	15	5	67	800(1)	37		148	5.9		887	15
Industrial	2	2	6	2	200	5(2)	0.2		79	3.2		1217	17
Road/Streets	9	8	29	10	222	260	12	797	301	12.0	16	939	16
TOTAL	112	100	298	100	166	2171	100.2	629	2,505	100.1	15	741	14

Source: Researcher

(1) Includes farmlands.

(2) Excludes small scale and Extractive Industries

residential, commercial and industrial uses in Suleja is N2,500.00, N5,000.00 and N10,000.00 respectivelly, the same is N6,000.00, N1,500.00 and N3,000.00 only for Minna and even lesser for other Local Government headquaters of the State (Table 6.32).

6.3.1 RESIDENTIAL USE

The establishment of the FCDA Field Base, the building of the Niger State low-cost, the Federal Government and the Imani housing estates, in addition to the demarcation of residential layouts in many parts of the town by the Niger State Government and the conversion of many farm lands in all the growth areas of the town for residential use by individuals and organisations as a result of the FCC's impact in no small measure contribute to the growth of residential land use in Suleja.

The area under residential use in 1976 was just 64 hectares, but by 1979 it increased to 172 hectares, showing a 169% increase from 1976. There was a further increase to 666 hectares by 1987 which was a growth of 287% from 1979. It further increased to 1,432 hectares by 1995 showing an increase of 115% from 1987.

In general residential land use grew by 733% from 1979 to 1995 which was about 14% increase per annum (Table 6.31).

TABLE 6.32 NEW LAND CHARGES IN NIGER STATE AS APPROVED BY THE MILLITARY ADMINISTRATOR ON 3RD MAY 1994

A. DEPOSIT FOR MINNA:

ITEMS	OLD RATES	NEW RATES	RECOMMENDED RATES
Residential	₦200:00	₦2,000:00	₦ 600:00
Commercial	500:00	2,500:00	1,500:00
Industrial	₦1,500:00	5,000:00	3,000:00
Petrol Filling - Station	2,000:00	5,000:00	3,000:00
Private School	500:00	1,000:00	1,500:00
Farm Lands	100:00	1,500:00	500:00
Livestock	100:00	1,000:00	500:00
Grazing	100:00	1,000:00	500:00
Quarry Site	₦5,000:00	7,000:00	25,000:00

B. DEPOSIT FOR SULEJA:

Residential	₦ 300:00	₦5,000:00	₦2,500:00
Commercial	1,200:00	7,000:00	5,000:00
Industrial	2,000:00	₦10,000:00	₦10,000:00
Petrol Filling - Station	4,000:00	10,000:00	5,000:00
Private School	1,200:00	7,000:00	3,000:00
Private Clinic	500:00	6,000:00	3,000:00
Farm Lands	500:00	2,000:00	1,000:00
Livestock Farming	100:00	3,000:00	1,000:00
Grazing	100:00	1,000:00	1,000:00
Quarry Site	₦12,000:00	50,000:00	30,000:00

C. DEPOSIT FOR OTHER LOCAL GOVERNMENT AREAS:

Residential Low Density / Medium Density / High Density	- ₦200:00	₦875:00	₦600:00
Commercial	500:00	₦1,250:00	₦1,000:00
Industrial	₦1,500:00	2,500:00	3,000:00
Petrol Filling Station	1,500:00	2,000:00	2,000:00
Private School	500:00	1,250:00	800:00
Private Clinic	500:00	1,500:00	1,000:00
Farm Lands	100:00	500:00	500:00
Quarry Site	1,000:00	50,000:00	25,000:00

D. GROUND RENT FOR SULEJA

RESIDENTIAL	OLD RATES	NEW RATES	RECOMMENDED RATE
Low Density	₦1,500:00	₦75,000:00	₦ 5,000:00
Medium Density	1,200:00	50,000:00	4,000:00
High Density	1,000:00	25,000:00	3,000:00
Commercial	2,000:00	100,000:00	15,000:00
Industrial			
Light	1,500:00	100,000:00	30,000:00
Heavy	2,000:00	150,000:00	40,000:00
Petrol Filling - Station	2,000:00	50,000:00	25,000:00
Private School	1,000:00	25,000:00	3,000:00
Private Clinic	1,000:00	25,000:00	4,000:00
Agriculture	₦5 PH/PA	₦20 PH/PA	500:00 PH/PA

E. GROUND RENT FOR OTHER L.G. AREAS:

RESIDENTIAL			
Low Density	₦1,500:00	₦8,500:00	₦ [illegible]
Medium Density	1,000:00	4,000:00	2,000:00
High Density	500:00	2,500:00	1,000:00
COMMERCIAL	1,000:00	₦30,000:00	5,000:00
INDUSTRIAL			
Light	1,500:00	12,500:00	[illegible]
Heavy	2,000:00	15,000:00	[illegible]
Petrol Filling - Station	1,500:00	30,000:00	[illegible]
Private School	500:00	10,000:00	2,000:00
Private Clinic	500:00	10,000:00	2,000:00
Agriculture	₦5 PH/PA	₦20 PH/PA	50 [illegible]

F. GROUND RENT FOR MINNA:

RESIDENTIAL			
Low Density	₦1,500:00	₦12,000:00	₦4,000:00
Medium Density	1,000:00	7,000:00	3,000:00
High Density	600:00	4,000:00	2,000:00
COMMERCIAL	1,500:00	50,000:00	[illegible]
INDUSTRIAL			
Light	5,000:00	50,000:00	2[illegible]
Heavy	8,000:00	75,000:00	30,000:00
Petrol Filling - Station	1,500:00	30,000:00	20,000:00
Private School	500:00	10,000:00	2,000:00
Private Clinic	500:00	10,000:00	3,000:00
Agriculture	₦5 PH/PA	₦20 PH/PA	₦50 PH/PA

G. CONSENT FEES

	OLD RATE	NEW RATE	RECOMMEND RATE
N1 - N20,000:00	N 40:00	N 100:00	N 120:00
20,001 - N30,000:00	50:00	200:00	260:00
30,001 - 40,000:00	70,00	400:00	300:00
40,001 - 50,000:00	80:00	500:00	400:00
50,001 - 60,000:00	90:00	600:00	500:00
60,001 - 70,000:00	100:00	700:00	600:00
70,001 - 80,000:00	150:00	800:00	700:00
80,001 - 90,000:00	200:00	900:00	800:00
90,001 - 100,000:00	300:00	1,000:00	900:00
100,001 - 200,000:00	400:00	2,500:00	1,000:00
200,001 - 300,000:00	600:00	5,000:00	1,200:00
300,001 - 400,000:00	1,000:00	10,000:00	1,500:00
400,001 - 500,000:00		10,000:00	2,000:00
500,001 - N1,000,000:00			4,000:00
Over N1m.	2,500:00	20,000:00	5,000:00

H. REGISTRATION FEES

Deed of Assignment	N1.25per 200	N3.00	2:00
Mortgage	1.25	3.00	3.00
Sublease P/Filling Station	30%		30%
Power of Attorney	N50:00	N100:00	100:00
To Manage property		200:00	200:00
Compensation		N1,500:00	
Search fee	50:00	200.00	50:00
Certified true copy Reproduction of Consent letters	50:00	500:00	100:00
Letter of grants reproduction C of O	20:00	100:00	100:00
Registration fee of C of O	40:00	200:00	200:00
Preparation fees for C of O	8:00	100:00	50:00

SOURCE: NIGER STATE MINISTRY OF FINANCE

6.3.2 COMMERCIAL USE.

The growth of commercial activities in Suleja along with the physical expansion of the town confirms the contention that urbanisation is an incentive to economic growth.

During the pre-FCC era there was only one traditional market in Suleja. However, the beginning of the FCC development witnessed a rapid investment in commercial activities. It started with the establishment of a new market close to, and the subsequent conversion of the former one to a mordern market. Subsequently all the streets leading to the makret from various parts of the town and the towns major streets are converted to commercial streets. Meanwhiule the portion of the A-2 highway passing through the oustkirts of the town was transfered to a commercial belt.

Majority of the traders in Suleja are those of construction materials which are in demand in the FCC. However more population increase over the years gave rise to increased trading of luxury goods for the consumption of both Suleja and the FCC market.

Also banks, mortgage and insurance companies proliferated from just 3 before 1979 to 21 in 1995. At the same time areas under residential and agricultural use are in the process of conversion to commercial use. These transform Suleja to being the largest commercial centre in Niger State.

The areas under commercial use were just 18 hectares in 1976. It grew to 28 hecates by 1979 which was 56% increase

from 1976. By 1987 areas under commercial use was 70 hectares and subsequently increased to 210 hectares by 1995. There was thus a 150% increase from 1979 to 1987 and 200% increase from 1987 to 1995. The percentage growth of commercial use from 1979 to 1995 in general was 650% and this is equivalent to 13% growth per annum (Table 6.31).

6.3.3. PUBLIC/SEMI PUBLIC

This include government offices, premises and government owned institutions. Areas under these use were 10 hectares in 1976 but grew to 48 hectares in 1979 an increase of 380% between these periods. In 1987 and 1995 areas under these use were 370 and 335 hectares respectively. It shows increase of 671% from 1979 to 1987 and a decrease of -9% from 1987 to 1995 (Table 6.31).

The reason for the sharp increase between 1979 to 1987 was the increase in these land use and the geographical expansion of the town to places having large areas of government institutions which were hitherto not considered as part of the township. Among such areas are the Suleja Academy which alone occupies 200 hectares. Others are the Suleja NNPC Depot, Ministry of Agriculture and Natural Resouces Offices, farms and workshop at the Army Barracks and Rafin Sanyi, Federal Ministry of Works and Housing premises and Niger River Basin Development Authority at Chaza.

The areal coverage under this use declined in 1995 due to the abandonment of some of the above sites, while others were converted to residential and commercial uses. Among such sites abandoned are the Niger River Basin site at Kwankashe and the Ministry of Agric soya beans, cotton and yam farms

The general percentage growth of public/semi public use in Suleja between 1979 to 1995 was 598% respresenting an increase of 13% per annum.

6.3.4 OPEN SPACES

Areas classified as open spaces include play fields, parks, forest reserves and the undevelopable lands located within the developed areas of the town.

The areal coverage of open spaces in Suleja was 9 hectares in 1976. It grew to 15 hectares in 1979 representing an increase of 67% from 1976. While in 1995 it was 148 hectares.

In a similar manner to the public use described above, the expansion of the town to areas not considered urban in the earlier studies was largely responsible for the growth of open spaces in the later years. This includes the expansion of the town to areas occupied by forest reserves and undeveloped lands. The conversion of these forest reserves for other uses and the subsequent overcoming of the difficult areas for construction activities in the later years reduced the areas under this use after its initial increase.

Meanwhile in addition to land uses considered to constitute open spaces in this work, the 1987 calculation by Maxlock also considered farmlands, and came out with 800 hectares, representing about 37% coverage of the entire urban area as open spaces. It was the inclusion of this new variable that made it impossible for comparison with the approved classification in this work.

Therefore with the exclusion of the 1987 result, open spaces in Suleja increased by 887% from 1979 to 1995 representing an annual increase of 15%.

6.3.5 INDUSTRIAL USE

Areas considered being utilised for industrial purpose includes small and large scale industries conbined extraction and processing. The predominant types of industries in Suleja from 1979 includes construction materials (small scale) industries like sawmills block, concrete and rock crushing industries. However, large scale industries are beginning to emerge with the recent establishment of the Royal Ceramic Industry employing over 400 workers. Others include agro-allied industries like grains and milk processing industries.

Almost all the industries in Suleja are either located along the A-2 Kaduna-Lokoja road and its access roads from the town or along the Suleja Madalla road which leads to the FCC. Industrial location in Suleja thus emphasise more on outside markets, either in the FCT or farther areas within the

influence of the A-2 highway, than internal within the State. This is so because of the virtual absence of industries in areas along the Suleja-Minna road.

The areal coverage for industrial use in Suleja was 2 hectares in 1976 and 6 hectares in 1979, showing a growth of 200% in between the two periods., However in 1995 it rose to 79 hectares.

The 1987 calculation on the other hand limited its consideration of industries to only the Ladi Kwali pottery centre and the Madalla grain processing industry, with the exception of the sawmills, concrete and other types of industries. Hence recorded only 5 hectares for industrial activities in Suleja.

Generally areas under industrial use increased by 1,217% from 1979 to 1995 indicating an annual growth of 17%. Thus industrial use constitute the highest annual percentage growth among the land uses in Suleja from the commencement of the Abuja project.

6.3.6 ROAD/STREETS

Road/Street network over Suleja urban area covers 9 hectares and 29 hectares in 1976 and 1979 respectively. This indicates an increase of 222% between the two period. It grew to 260 hectares in 1987 and 301 hectares in 1995.

In general despite the fact that road/streets network over Suleja increased by 939% from 1979 to 1995 indicating an

annual growth of 16%, its percentage as a percentage of the total land uses in the town remains the same at 12% in 1987 and 1995.

The reason for the growth of road/streets is not unconnected to the expansion of the town to the various growth nuclei which have their original street network in addition to new ones created to link up new areas as a result of the expansion of these growth nuclei themselves. Meanwhile the original Suleja town still remain congested with most areas still inaccessible.

6.4.0 POSITIVE IMPACT

The impact of Abuja on the eastwhile little town of Suleja has triggered off series of events leading to the generation of both positive and adverse results in the town. Some of the positive development connected to this impact includes.

6.4.1 ECONOMIC DEVELOPMENT

In a regional space, economic activities do not spring up every where with the same intensity, because places have different advantages for the location of economic activities. This is the central focus of the growth pole theory.

The new FCC as a growth pole attracts heavy investment in commercial and industrial activities which further leads to a trickle-down effect to its surrounding areas.

It is important to note that Suleja is not the only big settlement in the sub-region, but due to its closer tie and the peculiar function it performs in connection to the FCC, it attracts agglomeration activities far more than the rest.

Henceforth the present economic base of the town is tied to the development of activities in the FCC against the former agro-based activities. There is thus a radical change in the employment structure of the town. The resultant population increase widened spatial interaction within the town and beyond and consequently increases the market range, giving rise to rapid increase in economic activities which would not have been possible before the Abuja project. This could not have agree more with the contention that urbanisation process is an incentive to economic growth as stated in the growth pole theory. The profitability of establishing business in Suleja created the scramble for location of business activities. The result of which is rapid growth of commercialization and industrialization. These lead to the transformation of Suleja to the Local Government yielding the highest internally generated revenue to the Niger State Government coffers.

Out of the N64 million internally generated revenue for the state in 1994 N24 million which represents 37.8% was generated from Suleja Local Government alone.

The income level of the residents in general has improved in comparison to the situation before the Abuja project.

6.4.2 INFRASTRUCTURAL DEVELOPMENT

Suleja has piped water, electricity, telephone, schools and health services for many years prior to 1979. But due to the new role it acquires for itself as a result of the influence of the FCC afterwards, the existing services require continuous improvements. Thus the period 1979 to the present witnessed massive investments in the provision of infrastructure facilities in the town. Among these are:

1. The connection of the town to the National Grid in 1982 through the National Electric Power Authority transmission line passing through it from Shiroro dam to the FCT. This increased the power supply in the town from the former system of supply using generators.
2. The re-alignment construction and rehabilitations of the two major access roads leading to the A-2 Kaduna-Lokoja road at Gauraka and Bakin Iku, gives more exposure to the town as a major economic growth centre along the A-2 highway.
3. Such transportation problems as traffic congestion and parking were alleviated by the enlargement and re-construction of the main street passing through the town in 1985 and its subsequent extension up to Madalla in 1990.
4. In order to improve the telecommunication services due to high demand, new Mobile Exchange System with 1,000 lines

capacity was provided to the town in 1982, thus substituting the former PABX system.

In the area of water supply, River Iku Dam which has a storage capacity of 100 million litres was constructed in 1980 to augment the water supply in the town. This was later found to be grossly inadequate due to increasing demand. That led to the construction of the N600 millionSuleja Multipurpose Dam and water works, financed by the African Development Bank, and whose treatment plant capacity alone is 50 million litres per day. Three reservoirs were constructed, one with storage capacity of 10 million litres at Dawaki to serve the main Suleja town and two with storage capacities of 4 million litres each at Gauraka and Diko respectively to serve their surrounding areas. By design the Dam is also meant to supply water to some areas of the FCT like Bwari and Gwagwalada whenever the need arises. It was commissioned in 1995.

The Suleja General Hospital was extended by FCDA in order to attend to its personnel while it was based in the town. The extension was later awarded to the Niger State Health Management Board at the expiration of its tenure.

Also in an attempt to bring health services closer to the people, public dispensaries were established by the Suleja Local Government in all of the growth centres of the town.

7. Before 1979 there was no single private educational institution in Suleja. But due to the growing need as a result of the FCC's impact it becomes necessary to establish them as the public ones are inadequate. Thus from 197 to present many private nursery, primary and post-primary schools were established. Also there were only six and two public primary and post-primary schools respectively in the town prior to 1979. From 1979 to 1995 at least eight primary and four post-primary government schools were added to the existing ones. These in no s all way help in improving educational standard in the town.

8. As a sign of goodwill to Suleja due to her contribution to the success of its various construction activities in the FCT and in the construction of the A-2 highway, Dumez (Nig) Ltd built a township stadium for her. This also greatly improved sports development in the town.

9. Attempts have been made to ensure the orderly development of Suleja, first by the production of the Suleja Master Plan (1979-2000) in 1979. When this plan became obsolete after just 8 years from production, a second master plan - Suleja Master Plan (1987-2006) was produced in 1987. This is so due to the unprecedented increase in the town's population.

It should be noted that the above input to Suleja are only attempts made to support the new function which the town is now serving.

6.5.0 ADVERSE IMPACT

The physical growth of an urban centre should not be misconstrued to solely mean its general development. Because in some instances the problems generated by the physical growth could by far outweigh the opportunities derived from it.

The negative consequences of urban growth as a result of the direct impact of the FCC on Suleja has by far outweighs the advantages derived, and has a more direct effect on the people. Among these adverse impact are:

6.5.1 LOST OF AGRICULTURAL LAND AND PRACTICES.

The predominant indigenous inhabitants of Suleja are farmers. Farming was thus the dominant economic activities of the former Abuja Emirate (now Suleja) before the coming of the FCT. Agricultural products - both food and cash crops - in the former Abuja Emirate were among the cheapest in the country.

Presently however, the centrifugal expansion of Suleja has engulfed large expanse of agricultural land surrounding the former Suleja town for residential, commercial and industrial uses. The immediate consequences of this is the

suppression of Agricultural activities. This brings about the skyrockation of food stuff prices in Suleja markets and its surrounding areas.

Previously most of the farm produce from the present FCT are brought to the markets under Suleja, but the case is now different. The most enterprising Suleja man does not find it feasible now to go to the FCT to purchase food stuff for Suleja consumption if he wishes as previously done. The situation is that most of the food stuff are sold at high cost right at the farm gates due to higher demand as a result of the population boost in the region.

Consequently while residents of the FCC consider food stuff to be cheeper in Suleja, and do obtain their needs in Suleja markets, the average Suleja resident consider it cheaper in other local government areas of Niger State.

6.5.2 HOUSING CONDITION

Suleja town is made up of indiginous settlements and modern developments with marked differencies in terms of housing conditions.

The indigineous settlement covers the core areas of the original Suleja town. Houses are over-aged and most are built with mud, originallly roofed with thatches, but modernization has replaced the thatches with iron sheets. The houses are generallly in form of compounds subdivided into different

houshold units. Also most of them are inaccessible due to the lack of modern planning at the time of their construction.

In the modern developents also convering small areas in the original town and most of the sorrounding growth nuclei, there is a considerable improvement in the housing construction technique in comparison to the indiginous settlements, and houses are accessible because the area had been pre-planned. Building materials are concrete blocks and iron roofing sheets. In contrast to the indiginous settlements, the houses here are in form of bungalows, flats and multiple rooms compound, most of which are tenement houses. However even in the areas classified as modern, there are section occupied by the original settlers and as such have the characteristics of the indiginous settlement.

In general due to the pressure for acquisition of accommodation on the part of the teeming migrants into the town and the quest for maximization of profit on the part of the local indigines, the construction of most of the houses in the town at the inception of the FCC project were really hushed up. This was responsible for a lot of temporary ramshackle structures along the fringes of the town at the beginning of the rapid expansion of housing between 1979-1982.

Open spaces and undevelopable lands are beginning to become things of the past especially within the indigenous settlement. Houses are built along river streams, drainage charnels and on rugged and steeped slopy areas, irrespective

of the menance of erosion. The consequencies are that, some of the foundations of the houses so erected are presently threatened by under-cutting and cracks appeared on the structures, while others have already collapsed.

6.5.3 CONGESTION

The function of Suleja as a dormitory town for the work force, service centre and haphazard residual of the FCC gave birth to rapid population increase in the town in the face of limited number of houses. This leads to overcrowding in houses among others. In some extreme cases occupancy ratio is as high as 11 persons per room and 18 house holds living in a compound. Occupancy ratio is 5.3 persons/room on the average. Most of the low income workers who live as tenants are squeezed in one or two rooms with their families, and living under a very congested and unhealthy condition.

Recently a new wave of cornershops construction by the Local Government and private individuals are taking over most of the spaces left as reservations and open spaces along the major streets in the town for revenue drive. While land-lords are converting the frontage of their houses facing streets from residential to commercial uses such as super markets, shops electronics and funrniture workshops, hair dressing and barbing saloons, canteens and restaurants.

Also there are over loading of infrastructures, developments on service line and many areas rendered

AMSAIM IBRAHIM LIBRAR

inaccessible due to haphazard and hasty developments. These lead to difficulties in the translation into physical realities of the pattern and control of land uses and the construction and modificatioin of facilities.

6.5.4 LAND SPECULATION

The scramble for land in Suleja for residential, commercial and industrial purposes skyrocketed the market prices of land similar to that of the FCC. The activities of land speculators where lands are bought by some individuals not for development but for sale at higher prices to thos in dire need is the greetest contributing factor to this phenomenon.

Land speculation also contributes to the urban sprawl of Suleja, because in some residential suburbs, e.g. Kwamba houses are sparsely located, making the expenditure on provision of infrastructure facilities more expensive.

6.5.5 URBAN TRANSPORTATION PROBLEMS

As a fast growing urban centre because of its proximity and accessibility to the new FCC, Suleja is serving as a base for large number of low income construction comapny workers. Since 1979 when a new dimension for interaction has been created in the town, emphasis on transportation axis has shifted from the mainly Suleja-Minna route of mostly cars and smaller buses, to Suleja-FCT route of mostly heavy trailer

carrying construction workers, long buses, cars and other types of commercial vehicles.

As a small town prior to 1979, the township roads which were constructed to contain light traffic were forced to handle heavier ones, there by shortening their durability. They lasted only five years from 1979, after which they were rendered impassable by cracks and pot-holes.

During the past decade transportation network has under gone a lot of transformation. The former ones were re-aligned, enlarged and reconstructed and new ones were created so as to contain the heavier traffic resulting from commuting to and from the FCT. The number of inter-city motor parks constructed increased from just one to three within the town alone.

Despite these improvements the township roads have already developed cracks and holes due to frequent traffic congestion at certain peak hours of the day. The road side drainages have collapsed due to earth movement resulting from frequent road side parking of long buses and heavy construction company trailers for off and on-loading of their workers.

Notable among these roads are the Minna and Keffi roads which are the main streets passing through the town, the Biba road which leads in and out of the Garki (Suleja-FCT) motor park. The new market, the Morocco, the Jibrim Bala and the

Hassan Dallatu roads which cut across the densely populated and commercial districts of the town.

Another unpleasant effect of the transportation sector is the frequent knocking and pulling down of street lights, and electric poles and cables by the long trailers.

6.5.6 TELECOMMUNICATION AND POWER SUPPLY

The exisiting urban infrastructural system in Suleja is seriously threatened with inability to cope with the pace of developments in the town. Field studies revealed that there are shortage in supply of services to the populace especially of power and telecommunication. The existing 1,000 lines capacity mobile exchange system in the town has since been over due for expansion, considering its present size and demand. The code number of the town was earlier linked to that of Niger State (066), but has now been changed to that of the FCT (09) as a result of higher need of communication between Suleja and the FCC compaired to the remaining parts of the State.

Power supply is freuently interrupted by black-outs due to serious over loading of the system, because the number of consumers have by far surpassed the existing supply capacity. Meanwhile the existing supply only covers part of the built-up areas and need to be expanded to the newly developed and fast expanding areas.

6.5.7 AIR POLUTION

Air polution from vehicular and industrial emissions are among the serious problems affecting the low income cities. The location of Suleja main town in a valley sorrounded by mountain ranges intensified the problem of air polution experienced in the town [Fig 6.51].

Vehicular emissions during the evening rush hours in addition to the use of low quality fuel for domestic heating produce a very smoky environment, most especially in the dry season. Meanwhile the mountain ranges enclose these smoke over the town scape and prevent its lateral escape. This further intensifies the concentration of the smoke over the town. Breathing air thus becomes unpleasant during the late hours of the day, and visibility greatly reduced.

6.5.8 DETERIORATION OF THE PHYSICAL ENVIRONMENT

The pattern of most streets in Suleja are not planned, therefore most houses are inaccessible. The elements of the urban systems in the town grew steadily in response to the changing needs prior to 1979. But the unexpected population increase experinced from the inception of the FCC project broke that steady growth. And since the town cannot expand laterally due to the physical constrains of relief, congestion insured. With no adequate system of domestic and solid waste disposal, and that of drainage for storm and waste water from houses, the environment further deteriorates [Fig 6.51].

CEMETRY

KEY

DIFFICULT TERRAIN MARSH LAND

N

SCALE: 1:8000

0 80 160 240 320M

FIGURE 6.5 SULEJA–CORE AREA

SOURCE: RESEARCHER

SHUAIBU UMAR
M.SC.(URP) ABU ZARIA

Most areas in the town though with adequate slopes to discharge storm and waste water gravitationaly, are poorly drained due to lack of channelization. The drainage of storm and waste water take place all over the road. In some areas storm water has dug deep gullies on the roads and around the houses, and most of the houses have either threatened to or have already collapsed. To further worsen the situation solid waste are dumped in the natural drains, into which the channelized storm water are finally discharged. The link in the drains between waste water from individual compounds to the street drains are also poorly organised. The result of all these is that, majority of the people live in squalid and unhealthy enviroment.

6.5.9 SOCIAL PROBLEMS

The coming together of people from different cultural background in Suleja has created the phenomenon of cultrual conflict, where some cultural practices of the migrants are seen as taboos by the indignes and vice-versa.

The changing social values created a change in the peoples taste from the former simple locally made goods to luxury and imported goods. Agricultural practice which is not only considered as economic activity, but also a cultural practice is giving way to commercialization.

Other problems created by the rapid urbanisation of Suleja includes frequent armed robbery, juvenile delinquency

and prostitution, which were not experienced before the coming of the FCC when the size of the town was small.

6.5.10 MARGINALIZATIOIN OF THE LOCAL INDIGINES

The lost of agricultural land by the Suleja indigines who are born farmers with a low purchasing power, to the migrants who are mostly traders wage earners and skillfully employed with higher purchasing powers, marginalized the indigineous inhabitants.

A situation arises where the migrants with higher purchasing powers acquire large expanses of land used for farming by the local indignes, for residential or commercial use. Even when the goverment officially acquires the land for layout demarcation using the land use decree as a tool, the amount paid as compensation to the farmers for acquiring their farms could not finance one season's farming expenses to talkless of acquiring new farmlands. Also even if they have to have new farms, they have to traverse very long out of town, which in itself is energy consuming for the low income earners who do not have nay means of transportation apart from bicycles if any.

On the other hand they are not used to commercial or industrial activities so as to have a new means of livelihood.

With the high price in the value of land in Suleja, the prospects for owning a house by the growing generations of Suleja indigines is becoming virtualy impossible. Thus while

the migrant could fall back to his home town on retirement or whenever the need arises, the Suleja local indigine has nowhere to fall back to.

6.5.11 THE SULEJA MULTIPURPOSE DAM

The African Development Bank Financed Project along Suleja-Bwari road is undoubtedly of tremendous health and economic benefit to the teeming population of Suleja and the settlements West of the dam. However, the opposite is the case in respect of Ija Gwari, Ija Koro, Kaboi, New Bwari and Garam settlements which lie east of the Dam. There predicament is not only becoming virtually cut-off from their Local Government Headquarters by the flow of the impounded water over a long stretch of the Suleja-Bwari road, but are not also benefiting from the processed water.

The attendant problems of this position is obvious. At the last rainy season, their economic activities were almost grounded to a halt. The hustle and bustle of farmers and commercial people virtually ceased due to lack of road linkage. Villagers with medical problems had to take a long detour through Dutse in the FCT to get to hospitals in Suleja, resulting to tragedies of sorts. These apart, some lives were actually lost in the dam in unfortunate effort by farmers who are no fishermen to cross the water.

CHAPTER SEVEN

RECOMMENDATIONS AND CONCLUSION

7.1.0 RECOMMENDATIONS

Considering the existing situation given birth to by the impact which the FCC has on Suleja, feasible measures have to be taken with the view to containing the multidimensional aspects of the town's development.

Complete urban renewal program would have been the best solution in order to improve the housing condition, provide freer traffic and check the deterioration of the physical environment. But due to the Government's tilt towards privatization, while the people have poor financial base complete urban renewal plan for Suleja will only become a fantasy and never to be actualized, specifically in the traditional sector.

The only feasible approach in the prevailing circumstances is the new town approach (or the Sabon Gari system as traditionally referred to in the Northern Nigeria). While the old town's urban delivery system enhanced by major inputs in the transportation sector and the relocation of some activities and improvements of the waste disposal mechanism. Thus we are confronted with a situation which requires a new town as a solution to the problems created by a new town.

The scope of recommendations in this study is narrowed down to the containment of the adverse environmental impact

and how to make positive use of the impact. Thus the recommendations have the objectives of:

(A) Checking congestion and environmental hazard in Suleja.

(B) Controlling economic developments in Suleja in order to adequately harness those opportunities provided by its proximity to the FCC.

Accordingly this work recommends:

1. The decentralization of the core area.
2. The control of commercial developments.
3. Rehabilitation of the urban roads and the improvement of the waste disposal systems.

7.2.0 DECENTRALIZATION

The Suleja core area which is the original town includes Wambai, Bagama and the Hashimi A and B wards. On the average its overall density is about 270 persons per hectare, while housing types are almost 98% ground floor structures.

In order to prevent further congestion and then encourage dispersion of the already congested area, focus on the original settlement have to be reduced. Decentralization will not only help to decongest the high density area and reduce traffic into the core area, but will also go a long way to checking air pollution from vehicular exhaust experienced during the peak hours, which is of tremendous health hazard to the residents. It is therefore recommended that two strategies be adopted.

1. The development of new residential districts.
2. The creation of a transportation terminal.

7.2.1 DEVELOPMENT OF NEW RESIDENTIAL DISTRICT

New residential district reminiscent to the new towns continous with built -up areas should be developed. They are to be developed as continuations of the existing built-up areas along existing roads so as to minimize the cost of provision of infrastructure.

Since the FCC presents itself as a focal point in the entire sub-region, the area chosen should have enough room for expansion and be easily accessible to the FCC through a bye-pass of the core area usually congested by traffic.

In order to encourage settlement in the new district urban infrastructures have to be provided before the commencement of development and administrative bottle-necks in land acquisition relaxed. Also all facilities for residential neighborhood be provided in order to achieve a high level of self-sufficiency. Henceforth further developments or intensification of land uses in the core area should stop, and people affected by any form of development be compensated and resettled in the new district. Although the recommended areas do not contradict the existing zoning regulation for the town in the Suleja Master Plan, in some places it disagrees with the policy plan. In that case this recommendation should be given precedence due to the prevailing circumstances.

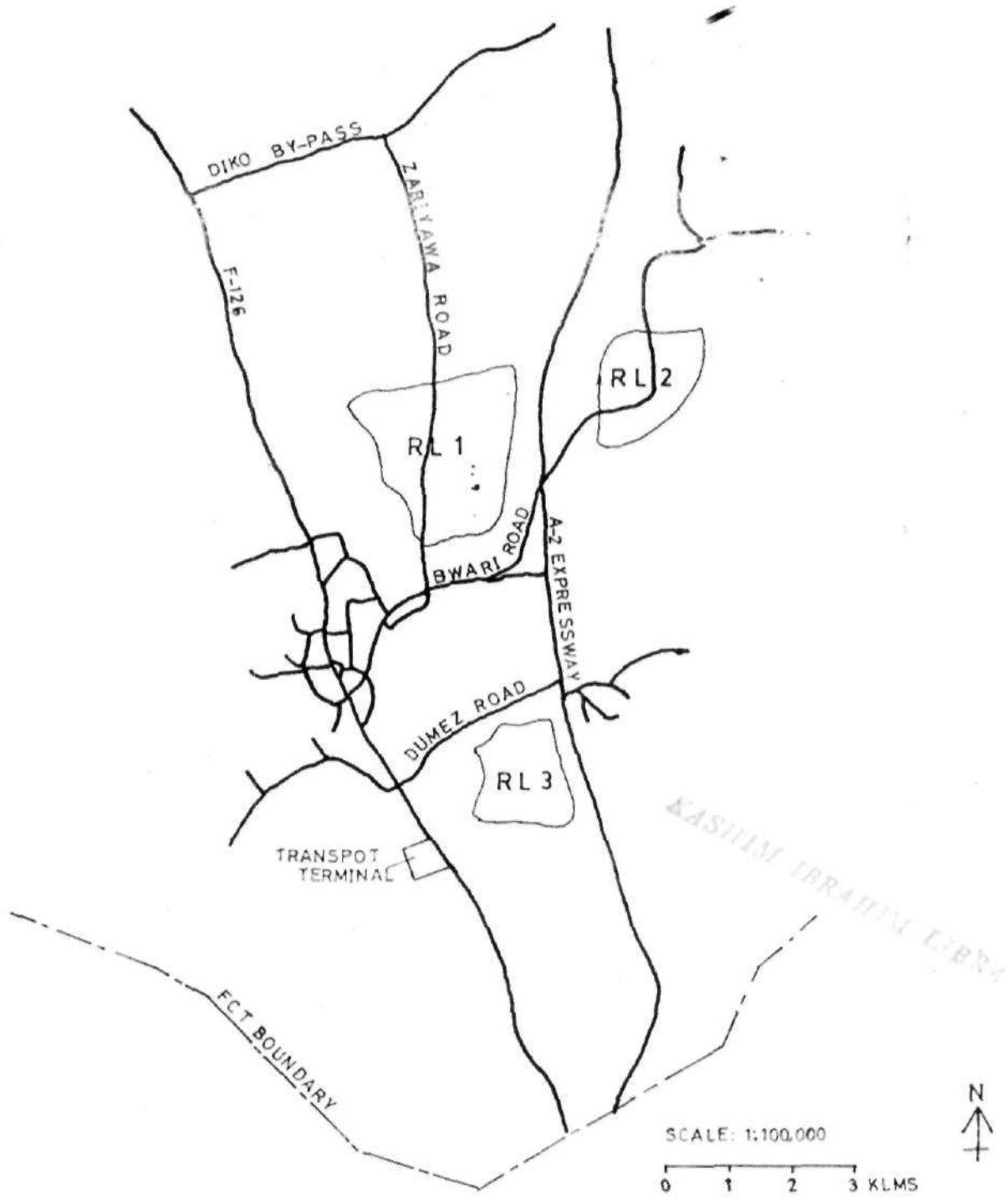
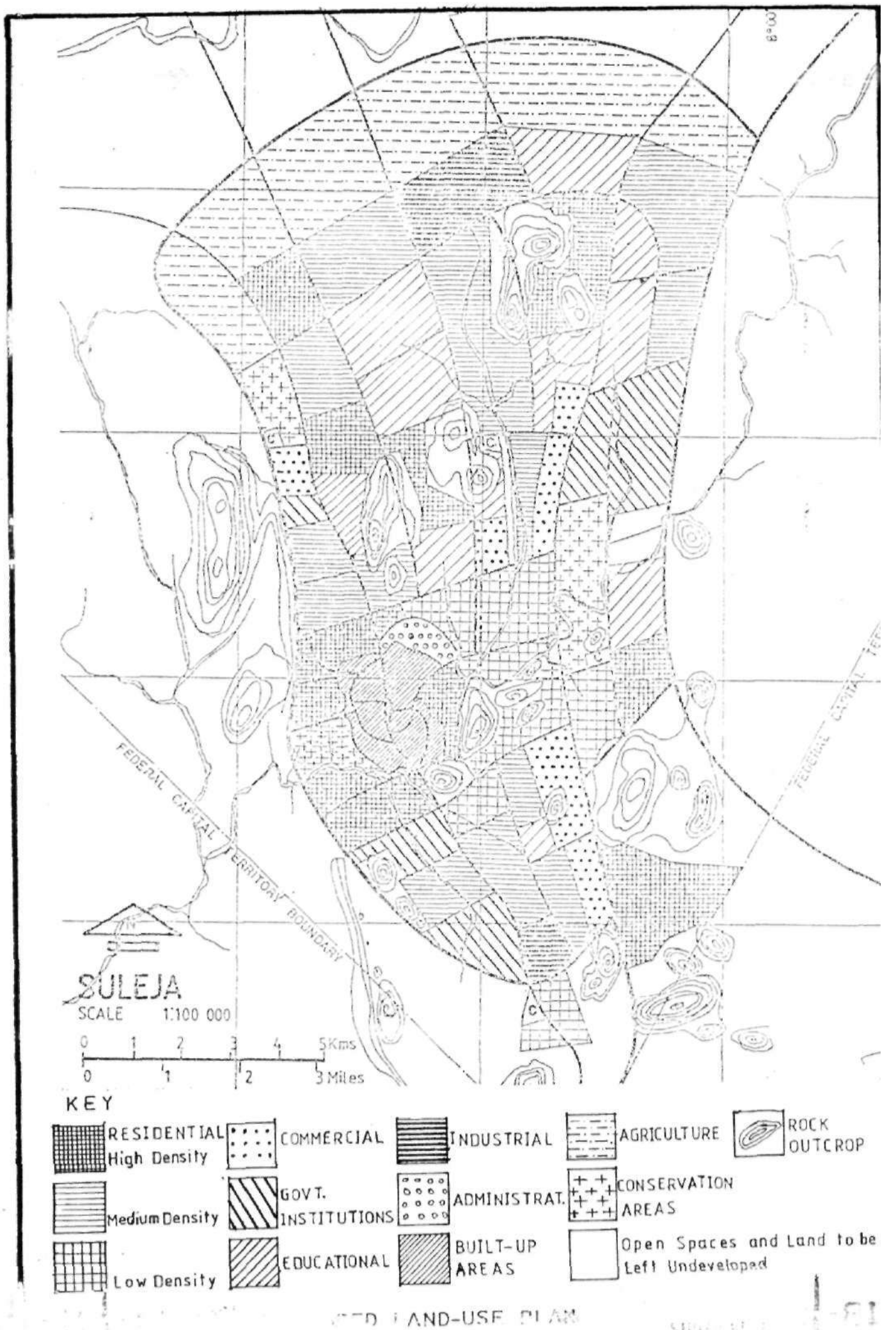


FIGURE 7.11: ALTERNATIVE LOCATIONS FOR NEW RESIDENTIAL DISTRICT AND A TRANSPORTATION TERMINAL (PROPOSED)

SOURCE: RESEARCHER

SHUAIBU UMAR
M.SC.(URP) ABU ZARIA



...ED LAND-USE PLAN

Three alternative locations are identified for this purpose (Fig. 7.11).

1. The undeveloped extensive land [RL1] located north of the Bwari road linking the main town to the A-2 highway at Bakan Iku. According to the master plan this area is zoned to be a low density residential area in which the policy plan proposed a Government Reservation Area (GRA). The traffic emanating from this location will bye-pass the congested core area through the Bwari road to the A-2 enroute to the FCC. It is also easily accessible from the northern direction through the Zariyawa road. Highlight here is the expansion and rehabilitation of the Bwari road to Bakin Iku and the Zariyawa roads.

2. The undeveloped extensive land [RL2] along Bwari road east of the A-2. This is also away from the high density area of the town, there is enough space for development and according to the land use plan it is to be a conservation area. Traffic emanating from this location to the FCC have two options. Either to go through the A-2 highway or the Suleja-Bwari road and finally hit the Abuja Outer Northern Expressway. Highlight here is the rehabilitation of the Suleja-Bwari road and a bridge built over the Suleja multi-purpose dam according to the original plan for the dam's construction, so as to eliminate the hardship in bye-passing the dam via a very rough diversion.

3. The undeveloped extensive land [RL3] south of the Dumez road. The land use plan earmarked this area for both low and medium density residential. In addition to the available vast area for residential development, traffic emanating from this location to the FCC will follow the A-2 via the Dumez road.

The most suitable of these locations for the development of a new residential district is the RL1, due to its easier accessibility from all directions to Suleja without traversing through the high density area. Its physiography which is gently undulating also presents further advantage for residential development than the rest.

7.2.2 CREATION OF A TRANSPORTATION TERMINAL

As a dormitory town and service centre to the FCC Suleja is a base for large numbers of low income construction workers and the unaccommodated population of the city. The peak hour traffic congestion experienced is as a result of the activities of the construction company trailers while conveying their workers to and from work. Others are the mini and midi-buses plying the township road while conveying persengers to and from the city. These are the primary causes of the urban transportation problems in the town as earlier explained, most especially as the motor park used for commuters to the FCT is located in the heart of the core area.

It is recommended that a transportation terminal be constructed before the high density area at the abandoned Army Barracks [Fig. 7.11] in order to reduce the amount of traffic through the core area.

Henceforth all Suleja bound commercial traffic from the FCT and some parts of Plateau State and the long trailers carrying construction workers of the various companies are to be terminated at the new terminal. All construction company vehicles should be awarded parking spaces at a section of the terminal for on and off-loading of their workers and be prevented from entering the core area.

This measure will eradicate the dangerous activities of cutting over head cables and knocking down poles and innocent citizens by the long trailers and other commuter buses. It will also help tremendously towards easing the volume of the township traffic at certain peak hours and prevent further damages to the township roads.

Infrastructure facilities should be adequately provided within the terminal and appropriate modalities for revenue collection have to be put in place in order to derive more revenue to finance more projects within the town.

The centralization of the construction company vehicles' activities at a single location will also make possible adequate census of the construction company workers resident in Suleja for tax collection, as taxes are collected based on the residential locations of company staff. It will thus

minimize the suppression of the number of staff by the companies to avert tax payment.

Meanwhile due to the lack of open spaces within the core area it is recommended that all forms of marketing with the exception of kiosks and restaurants in the vicinity of the present Garki park are to be stopped and the park should be converted to a recreation centre with in-door sports and gardens for evenening and weekend refreshments. [Fig 7.31].

7.3.0 CONTROL OF COMMERCIAL DEVELOPMENTS.

Peoples norms and values need to be identified before embarking on any project for their benefit. Those adverse aspects which cannot be eradicated has to be identified in order to plan to accommodate them within, otherwise a forceful attempt to erase them could prove to be a more difficult task and could lead to a more chaotic situation.

One of the adverse impact of the FCC on Suleja is that of the proliferation of streets in the town with markets and cornershops. When the former traditional market was relocated to Kwamba a far place from the core area temporarily, pending the completion of the IBB Modern Market, while the site was converted to a motor park, the people lost the familiar tradition of having their market for daily shopping within their neighborhood. As such two new illegal ones emerged at Anguwar Dankyuka and Anguwar Zariyawa right on the local streets and rendering them completely out of use. All

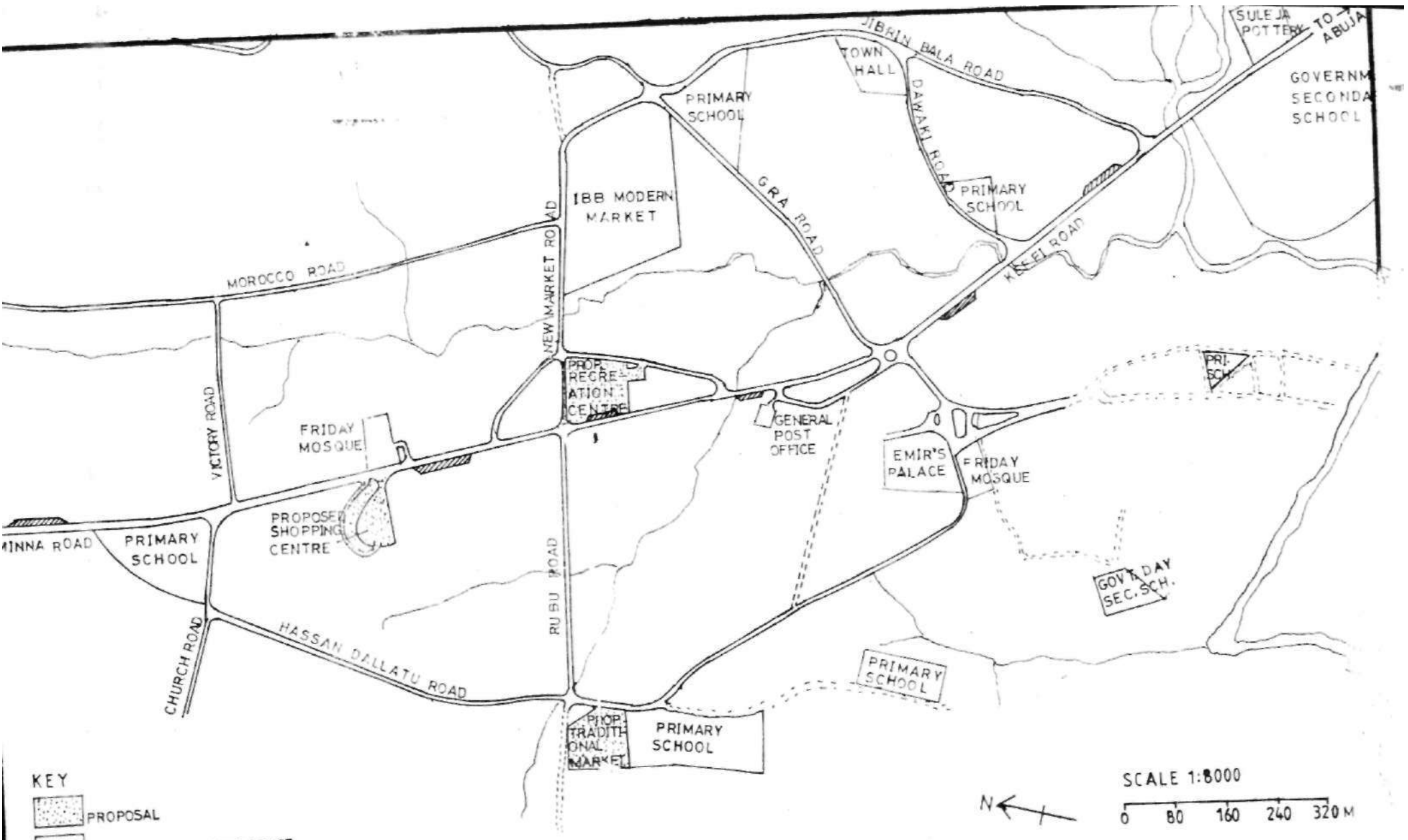


FIGURE 7.31: ACTION AREA PLAN

SOURCE: RESEARCHER

SHUAIBU UMAR
M.SC(URP) ABU ZARIA

attempts to forcefully prevent the illegal marketing and have the traders transferred to the temporary market at Kwamba proved abortive and sometimes end up in violence. This is because the traders enjoy the people's support, who on the other hand view these developments as attempts to deny them the benefit of having their markets close by.

These markets continue to exist even after the movement to the IBB Modern Market after its completion. Meanwhile for healthy living these two markets really have to be abolished.

1. Since the people's quest is to have a local market within the neighbourhood, it is recommended that these markets be moved to a more accessible and acceptable location to the people and which shall not be a threat to the environment, and then have a proper market planned and constructed. An identified suitable site is the Anguwar Iya abandoned play ground which is now being encrouched by residential developments [Fig. 6.31]. While the Model school play ground which is small is to be widened and standadized to serve as the new play ground for the neighbourhood. This attempt will in no small way help to eradicate the slumy developments created on these streets in the name of traditional markets.
2. The proliferation of streets with connershops by the local government is another contributing factor to street congestion in Suleja. This activity should henceforth be

stopped. In order to eradicate them and yet accommodate them within the urban system, it is recommended that the former Minna motor park be converted to a shopping centre, and those shops located in right of ways within the town be demolished and relocated to the shopping centre.

3. It is also recommended that the site for the Madalla weekly market be converted to a modern market in order to minimize the insatiable quest for space for commercial developments within the congested areas of the town.

4. Already investors have identified areas along the A-2 highway as a location that provides more opportunities for wider publicity and accessiblity than the area earmarked as industrial zone in the town's proposed land use plan. Consequently, for wider exposure to external market, greater accessiblity and further reduction of traffic across the core area, industrial locations should be restricted to areas along the A-2 highway.

It is expected that when action is taken to implement these measures the existing markets and connershops will be drained from the congested areas to suitable locations.

7.4.0 REHABILITATION OF THE URBAN ROADS

In order to ease the problems of circulation experienced in Suleja there has to be rehabilitation of the roads, and the

provision of parking facilities which are lacking in the town [Fig 7.31]. It is therefore recomended that:-

1. The Emirs's round about at Anguwar Barebari which is always congested with traffic be properly constructed and parking within its vicinity stopped.
2. Parking facilities should be provided at some selected points along Minna road to ease congestion. These points along Minna road to ease congestion. These are:
   (a) At the right hand side after Kantoma bridge from Abuja.
   (b) At the left hand side after Dawaki bridge from Abuja.
   (c) The space in front of the General Post Office.
   (d) Houses located between the present Garki park and the Minna road should be resettled and the space created be used for parking.
   (e) The space immidiately before the entrance to the former Minna motor Park from Abuja used for informal trading should be cleared in order to give way for the construction of parking facility.
   (f) The space between the police playing field and the Minna road.
   (g) On both sides of the road immidiately beofre the Awwal Ibrahim sports stadium from Abuja.
   (h) Opposite the new Minna Park and
   (i) On both sides of the road at Kwamba.

3. In order to create an axis, the Rubu road linking Hassan Dallatu road to the Minna road should be expanded and rehabilitated with necessary street furnitures, and be extended to meet the new market road. While enough reservation for vehicular negotiation is to be provided at the junction. It should not be forgotten that this is the road that will link the new traditional market at Anguwar Iya, the new recreation centre to be located in the Garki Park and the IBB modern market.

4. Hassan Dallatu, Jibrin Bala, Dawaki, New Market, Morocco,Victory, Biba and the Church roads which are the major streets in the town are to be rehabilitated for smooth circulation.

7.5.0 SEWERAGE AND SOLID WASTE DISPOSAL

The worst threat to the environment in Suleja is the poor co-ordination of sewage from individual houses to street drains. The situation is more pronounced in the traditional sector where many houses are inaccessible, as the streets were not planned. The fact that many of these places have no streets so as to channelize the sewage to the raod-side drains for their onward discharge further compounded the situation.

1. This problem could be best arrested with the co-operation of the Community. Following expert advice, residents of each ward should be involved on how to re-channelize the liquid waste coming out from their compounds to a

constructed central collection sewers for onward discharge to the road-side or the natural drains criss-crossing the town. After which is to be covered with slab to prevent their exposure to air.

In many places where there are roads linking group of houses to streets (usually cul-de-sacs), and the streets themselves there are no side drains. It is recommended that, for each close and streets in the town side drains are to be provided and if possible the streets are to be graded to further ease waste water drainage across the town. Meanwhile those streets whose side drains collapsed due to vehicular parking on them or other activities are to be reconstructed and parking regulations to be enforced across the town to guard against their future collapse.

Solid waste disposal in Suleja is another problem which requires urgent solution. The only official designated system for solid waste disposal in the town is for each compound to have a covered drum in front of their premises from where refuse collection vans collect the waste at least once a week.

However the waste disposal unit of the Local Government works department has no sufficient equipment to evacuate the collected waste. Thus in the long past the evacuation had ceased, as such the people revert to their familiar practice of dumping the waste along the natural drains. It is recommended that:

1. The system of storage of solid waste in covered drums in front of compounds should be continued. This time with each compound having its own container. For these compounds where due to congestion and inaccessibility collection vehicles cannot reach, the closest accessible premises should be used for the placement of their containers. While the evacuation of the waste should be carried out at least once a week.
2. The waste disposal unit of the Suleja Local Government Works Department should be equip with mechanical equipments like tilt frame loading mechanism, rear-end compactors etc. for lifting, compacting and discharging of the collected solid waste prior to disposal in order to have efficiency of the operation. This will supplement the manual operation of the transfer of solid waste from drums into vehicle and from vehicle to disposal sites.
3. In order to eradicate the disposal of the collected solid waste from house holds in any pit found outside the town by the waste disposal unit, it is recommended that suitable established centres for waste disposal should beacquired by the Local Government and sanitary land-fills constructed for this purpose.
4. All solid wastes dumped along the natural drains in the town should be cleared by the waste disposal unit and carted away to the sanitary land fills constructed for

waste disposal. Henceforth the unauthorized dumping on the sites must be stopped and violators dealt with according to sanitation edicts and bye-laws.

7.6.0 IMPLEMENTATION

According to the recomendation of the Abuja Master Plan regarding the SJPD in which Suleja falls within the imperative zone, the planning of Suleja has to be jointly co-ordinated with that of the FCT. For the implementation of the recommendations in this study and other subsequent development programs in Suleja it is recommeded that the Suleja Urban Development Board (SUDEB) should be created. It shall have membership drawn from the Niger State Government, the Suleja Local Government and the FCDA.

Policy Statemtns for the direction and control of the SUDEB shall be issued out from the Niger State Governors Office.

Meanwhile, due to the fact that both the Niger State and FCT benefits from the role Suleja plays in the Sub-region, it is recommended that the SUDEB be funded by both the Niger State Governemmnt the Suleja Local Government and the FCDA.

7.7.0 CONCLUSION

As ealier stated no new town is self-sufficient in the real sense, most especially those developed on virgin lands - like Abuja - at their initial stages.

Abuja attracted and spilled-over most of its unaccommodated population on Suleja while serving as a centre of attraction to people nationwide. The result of such a spill is the growth of Suleja at a rate unimaginable before the conception of the nations new capital city at Abuja. This gave birth to unctrolled agglomeration and heavy investment without support facilities and services.

Meanwhile due to the lack of popularity of most of those satellite towns designed for the FCC in order to absorb its excess population, it would have been over crowded, at least much more than the present situation right from its inception had Suleja not come to the rescue.

Threrefore as an unofficial, yet the most prominent satellite town to Abuja, the implementation of a well articulated program for the physical development of Suleja from a study of the impact of Abuja on her, will have a wide ranging desireable effect. Among which are; the improvement of the residents well-being, enhancement of efficiency on the operation of Abuja as the FCC and financial gains in both the public and private sectors for Suleja Local Government, Niger State Government and the FCT in particular and the nation at large.

It thus suffice to say that "If the problems of opportunities are to be met in ways that respond to broader public purposes, new programs or incentives (and perhaps public benefit corporations) will be needed. These should

encourage enterpreneurs and institutions to look beyond their own narrow corporate objectives and recognise the needs of the impacted communities" (Bailey 1973).

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APPENDIX I

DEPARTMENT OF URBAN AND REGIONAL PLANNING

AHMADU BELLO UNIVERSITY

Z A R I A

Q U E S T I O N N A I R E

The administration of this questionnaire is an academic exercise, and it is designed to measure the impack of Abuja on the physical development of Suleja. It is hoped that the response received will help towards the improvement of the r elationship between the two areas. You are assured that all information given here will be treated in strict confidence.

HOUSEHOLD SURVEY

Household:- The occupants of a house living as a family.

Household Head:- The leader of the family, e.g. husband

FCC: Federal Capital City.

SECTION I

1. Name of the household head:.....
2. Marital status (tick) (a) Single ☐ (b) Married ☐
3. Place of Birth:.....
4. Age:.....
5. Tribe:.....
6. If place of birth is not Suleja which year did you come to the town?.....
7. Are you residing in Suleja because you cannot get accommodation in the FCC? Yes/No.
8. Reason for residing in Suleja instead of other places (tick)
   (a) Cannot get accommodation in any other place ☐
   (b) Can get accommodation in other places but simply prefer Suleja than the other ☐
   (c) I have a house in Suleja ☐
   (d) Other reasons ☐ (specify).....
9. Future plans in Suleja (a) Planning for a permanent residence ☐
   (b) Staying temporarily ☐
10. What is the size (number) of your household? i.e. those living with you here in Suleja?.....
11. How many rooms are you and your entire household occupying?
    .....
12. How much are you charged for rent per month?.....
13. How much is your average income per month? (Tick)

(a) ₦500 - ₦1,000 ☐ (b) ₦1,000 - ₦2,000 ☐

(c) ₦2,000 - ₦4,000 ☐ (d) ₦4,000 - ₦6,000 ☐

(e) More than ₦6,000.00 ☐

SECTION II

14. What is your occupation? (Tick) (a) Civil Servant ☐

(b) Private Sector ☐ (c) Trader ☐ (d) Contractor ☐

(e) Others ☐ (specify).....

15. Place of work (a) Suleja ☐ (b) Abuja City ☐

(c) Other parts of the FCT ☐ (d) Others ☐ (specify)..

16. Which year did you start working in your present place of work?.....

17. What do you transport yourself to work with?

(a) Staff bus or truck and it is constantly available ☐

(b) Sometimes staff bus/truck/sometimes commercial vehicle ☐

(c) Commercial transport only ☐

(d) Personal transport ☐ (e) Others ☐ (specify).....

18. The amount of transport fare between Abuja and Suleja is

(a) Cheap ☐ (b) Moderate ☐ (c) Expensive ☐

19. Which one will be more economical to you?

(a) To have a rented accommodation in the FCC and live close to your place of work? ☐

(b) To have a rented accommodation in Suleja and commute to work in the FCC daily ☐

20. What other transportation problems do you usually encounter between Abuja and Suleja?.....

.....

SECTION III

21. Location of shop or site .....

22. Type of Activity/Business.....

23. For how long have you been engaged in this activity/Business?

.....

24. Where were you based before coming here?.....

25. Do you have another branch in Suleja or another town? Yes/No (if yes specify where).....

26. If the above answer is no, where would you like to have one when your economy improves? (a) Other parts of Suleja ☐

(b) Anuja City ☐ (c) Other parts of FCT ☐ (specify).....

(d) Other places ☐ (specify).....

27. Do you have any plan to transfer your Business/Activity to Abuja? Yes/No.