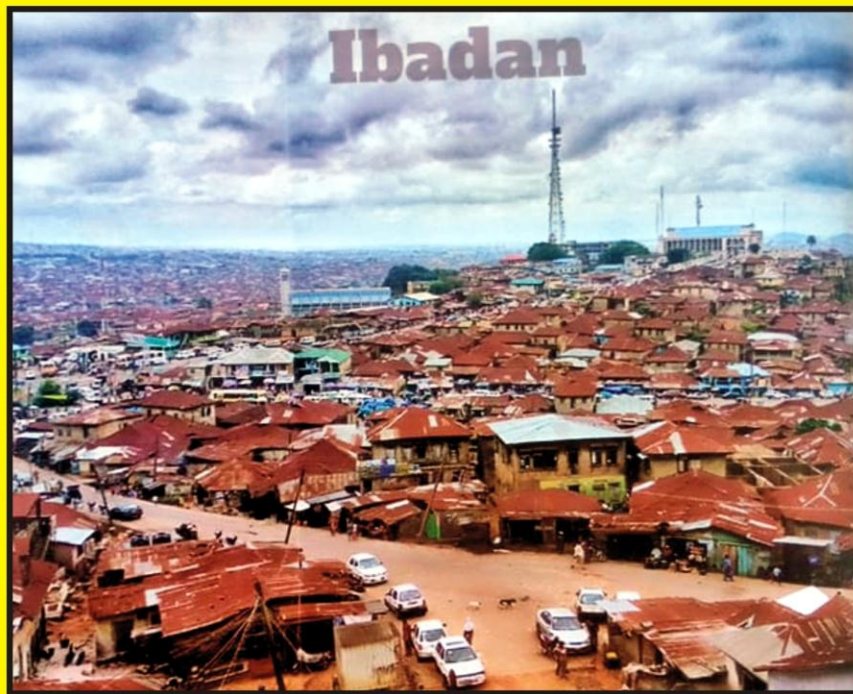


# **IBADAN: A CITY OF CONTRASTS BETWEEN TRADITION AND MODERNITY**



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## **IBADAN: A CITY OF CONTRASTS BETWEEN TRADITION AND MODERNITY**

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### **ABSTRACT:**

Early urban development has been recorded during the **Sudanese Empire of 800 A.D.**, the **Mali Empire of 15000 A.D.** and **Songhai Empire of 1800 A.D.** These important historical artefacts, the cities, flourished as a result of their location along the Trans-Saharan Trade routes emphasizing their importance as catalysts in socio-economic interrelations. However, there are powerful local rulers who has also enhanced the evolution of these early cities into effective nodes of human employment and as engine of economic and social growth. Some of the **prominent ancient pre-colonial cities**, according to UN-habitat, 2008, include **Bamako, Gao, Timbuktu, Ouagadougou, Adages, Begho, Benin, Ibadan, Ile-Ife, Ilorin, Kumasi** and Oyo.

The author examines the pattern of both pre-European and “modern” urbanization in Nigeria with more emphasis on Ibadan which grew during the nineteenth century before western European influence the introduction of western culture has brought an economic revolution as well as new ideas, the interplay of contrasting cultures has had a striking effect on the structure which Professor Akinlawon Ladipo Mabogunje referred to in his book “*Yoruba Towns*” as the interplay of two cultures in the morphology of the town.

Cities can stimulate industrialization and economic development and these process impact on the environment. Cities can also stimulate regional development, and trigger rural-urban migration, an important population dynamics.

*Lola Tomori*

Professor Akinlawon Ladipo Mabogunje in his book “Urbanization in Nigeria, published in 1968, acknowledged that there is no formal theory of urbanization as regards both **pre-Europeans and “Modern urbanization”** in Nigeria. The concept of functional specialization provides useful insights into the origin of cities and then argues that for functional specialization to give rise to urban centres there must be a surplus of food production with which to feed the class of specialists whose activities are now withdrawn from agriculture. He also lists other conditions, including a ruling class able to guarantee peace and stability and a class of traders and merchants into facilitate the work.

#### **1.0 FOUNDING HISTORY OF IBADAN:**

Historically, **Lagelu Adio** was the ancestor and founder of Ibadan who migrated from **Degelu Compound, Ajamapo** area in Ile-Ife as confirmed by the **HRM, the Oni of Ife, Oba Adeyeye Enitan Ogunwusi, Ojaja II** in 2016 during, the visit of Ibadan cultural week committee to the palace of Ooni of Ile-Ife.

The **mother of Lagelu** was the first **daughter** of **Ooni Luwo Gbagida**, the only female Ooni in Ife history and the **18<sup>th</sup> Ooni who ruled in the 15<sup>th</sup> century**. Her husband was **Chief Obaloran** (now an Oba) and one of the Council members of Ooni of Ife (**Ihare or Alagba –Ife**). The daughter married the **son of Obalufe**, the head of Ooni state council member. The product of the marriage was **Prince Adio Lagelu** who derived his crown from his grandmother just like **Prince Adekola Telu, the ancestor of Oluwo of Iwo**, who was the **first son** of Ooni Luwo Gbagida. Lagelu with his wives and children migrated from Ile-Ife to found **Eba-Odan** and later **Ibadan** in the middle of the 16<sup>th</sup> century around **1580 A.D**

**Lagelu and his successors wore beaded crowns and adopted the title of Olubadan according to Dr. Jide Fatokun in “IBADAN: Facts and Figures (2011)”**. But when Ibadan was occupied by the army of Ife, Ijebu, Oyo, and friendly

*Lola Tomori*

Egbas after displacing Lagelu descendants who invited them to avenge the death of **NKANLOLA the granddaughter of Lagelu sacrificed by Olowu Akinjobi**, they set aside **Lagelu's hereditary traditional system** and all its perquisites, including the **beaded crown**. The **Aboke** family still keeps the original **beaded crown**. The claim was confirmed by Aboke Ifasola Ifamapowa, the reigning Aboke and Chief T.A. Akinyele (2011) and ever Sir Dr. Jide Fatokun.

The introduction to the historical background of Lagelu in Ile-Ife before he migrated to found the city of Ibadan conferred the royal city status on Ibadan with the roles played by his children in building the second Ibadan late in the eighteenth and nineteenth century. Thus is contrary to the opinion of Professor Akinlawon Ladipo Mabogunje who has written extensively on urbanization in Nigeria has this to say *“As far as Nigerian cities are concerned, Ibadan is a city of relatively of recent origin. Its claims to city status carry none of the customary sanctions of a Crowned head, a palace or a hereditary line of chiefs”*.

But according to Aboke Ifasola Ifamapowa, Olubadan Sotuyele was on the throne as Olubadan of the second Ibadan between **(1820-1826)**, who allocated land through **Akaasi**, Lagelu's cousin, to **Olowu Akinjobi** for the settlement of Owu refugees after the destruction of **Owu Ipole** between **(1814-1820)**. His predecessors were; Olubadan Oluole, Olukiran, Olubadan Adesola, Olubadan Rodoso, Olubadan Akinlolu Agbogunmagbin and Olubadan Dawoolu.

- Olubadan Adesola was buried at Labosinde's compound but formerly the palace of these Obas at Oriyangi.
- During the reign of Olubadan Akinlolu Agbogunmogbin, the Children of Lagelu made important sacrifice that involved a hunchback man who was the Ifa Priest (Babalawo) and Osemeji oracle came out for the third time. (Chief M.K.O Adebayo, 2015).

*Lola Tomori*

- Labosinde lived in the second Ibadan before he went back to Ife to join Ife army against Owu in 1812A.D. He also took part in Ibadan war against Owu Ogbere (1824-1825).

But the titles of Olubadan, Aro, Lisa and Akaasi were abolished after **Owu-Ogbere war** in 1825 when the allied army of Ife, Oyo, Ijebu friendly Egba occupied Ibadan after the destruction of Egba villages aftermath of **Owu-Ogbere** war and converted it to a war camp in **1825A.D.** Maye Okunade and his colleagues abolished the titles of Aboke, Olubadan and others. Subsequently, Maye Okunade, Labosinde and Lakanle became the rulers of the **third Ibadan.**

It was in the time of Baale Oyesile Olugbode (1851-1867) that **Ogundowo**, a descendant of Lagelu, was sent to Abeokuta to appeal to his son, **Okewale** to make the prescribed appeasement to **Okebadan** at Awotan. This explains the reinstatement of the Okebadan festival and the fact that the Aboke, the first in the present Ibadan, Chief **Okewale** returned to Ibadan from Abeokuta, as a result of the appeal made to him by his father, Ogundowo through **Awanibaku**, Baale Akintayo's father (1910-1912). He was by the Balogun of Ogunmola private army and Okewale close friend (Sir (Dr.) Jide Fatokun, 2011).

## **2.0 THE MORPHOLOGY OF IBADAN TRADITIONAL AREA:**

According to Professor Akin L. Mabogunje (1968), the idea of an ordered system of goods and services leads naturally to the conception of an ordered system among the urban centres which provides them. Urban systems in northern and western Nigeria were not substantially different from a **central place theory**, because they were based on trade. By the beginning of the colonial period, these urban systems had evolved some other of importance among themselves. Such an order was based on the favorable location for international and interregional trade or levels of political eminence or both. The various kingdoms in those parts of the country had their **metropolitan centres** and **subsidiary towns** which were organized in descending order of importance.

According to Justin Labinjo (2000), people usually take pride in and usually mention about Ibadan that Ibadan started as a war camp or military settlement. Again this is historical fact, but that fact has not helped Ibadan in its development, rather, it may have impeded Ibadan progress.

He went further, the significance of cities being ancient is that they would have had time to evolve complex civilizations with the attendant sophisticated political, economic, religious and other social institutions. Ibadan which he claimed was founded only in the **1820s** has not had the chance to do this, and the incursion of colonialism into its natural growth processes denied it the opportunity to become a well development city.

There are no great mosques, no international centres, of learning, no famed architectural edifices, no internationally acclaimed Koranic teachers, none of the central traits of a renowned city.

*Lola Tomori*

Contrary to the narrative of Justin Labinjo (2000) on Ibadan being an ancient city. By **1851**, Ibadan had growth into a huge centre with an estimated population figure of between 60,000 and 100,000. New areas, notably in the north east, had to be occupied, and the town covered an estimated area of twenty six (26) square kilometers in the **1850s**. The **city wall** enclosing the built up section was sixteen (16) Kilometers in circumference, with four (4) major gates leading to Abeokuta, Oyo, Iwo, and Ijebu, and several minor ones to various forms and village. **Within the wall were hundreds of compounds, churches: Kudeti in the South, Ogunpa in the north-west and Aremo in the north-east**, all belonging to the **Church Missionaries Society** and also **mosques**, with another **large praying ground at Agodi in the north-east**. Thus, within a short time, Ibadan grew to become **the largest city state** in nineteenth century Yorubaland. The map shows the panoramic view of Ibadan from Mapo Hill to show the morphology of Ibadan.



## 2.1 Images of Ancient Architectural Edifice in Ibadan



**OJA'BA CENTRAL MOSQUE**



**ST. PETERS AREMO SHOP**



**MAPO HALL, IBADAN CENTRAL**



**BOWER'S TOWER**



**ALESINLOYE ABASS PALACE  
ISALE-JEBU**



**ADEBISI GIWA PALACE  
IDI-KAN**



Professor Toyin Fatola (2012) described the **present and third Ibadan** in the nineteenth century as a town built on an extensive land reserved for expansion because of the people's farming system of shifting cultivation. The **new town was small; it was not more than a kilometer** in all directions followed the pattern of the older towns. It had a **market** centrally located at Mapo. Surrounding this market in all directions were the earliest compounds of the military chiefs and other notable warriors. These compounds were built at the base and brow of Oke-Mapo (Mapo Hill) for security reasons. Throughout the century the century, this central areas at Oke-Mapo remained the most heavily populated. Anna hinder observed this early in the 1850s (London: Seeley, Jackson and Hall, day, 1872).

The most populous part of the town is situated on part of a **range of hills running northwest-southwesterly** whilst the more widely built and more clearly parts of it occupy extensive portions of the plains below the hills on every side (see image of Ibadan built around Mapo Hill).

## **2.2 Topography and Drainage System:**

Ibadan lies within the **tropical forest zone** and close to the boundary between the forest and the Savanna. It is characterized **rugged terrain with steep slopes** creating a very dense network of streams with wide valley plains. The city ranges in deviation from **150 metres** in the valley area, to **275 metres** above sea level on the major north-south ridge which crosses the central part of the city (Ire from Mapo, Oke-Are, Sapati and Bower's Tower which is the highest point of city ranges up to Mokola Hill).

The city is naturally drained by four (4) rivers with many tributaries; **River Ona** on the north and west. **River Ogbere** towards the east. **River Ogunpa** flowing through the city and **River Kudeti** in the central part of the city. **Lake Eleyele** is located in the north-western part of the city, and the east is bounded by **Osun River**

and **Asejire Lake**. These rivers are the **main drainage channels** that can cause flooding when not properly maintained. There is an extensive network of rivers and streams throughout the city as a result of a combination of the geology of the area and the tropical monsoon climate.

### **2.3 Culture, Heritage and Tourism**

Heritage is defined as the objects, custom or qualities which are passed down over many years within a family, social group or nation and thought of as belonging to all its members. In this sense, **historic sites and buildings are physical embodiments of Ibadan culture**. They are fundamental to a “sense of place” and engender a feeling of connection to the city. The act of protecting and enhancing heritage buildings is known as conservation.

Ibadan contains many buildings of historic and cultural value. The history of the city can be read through the **built environment**, including **traditional Nigerian structures**, colonial **British architecture** and **modernist buildings** but in the mid-20<sup>th</sup> century.

The act of designing particular buildings and areas as **heritage assets** is to acknowledge their contribution to the urban environment and culture of the city. The actions and regulations that accompany heritage designation will vary depending on individual buildings and areas.

*Lola Tomori*

## **Important Heritage Buildings:**

### **(a) Mapo Hall**

Mapo Hall was constructed between 1925 and 1929 and Taffy Jones. It is located in the centre of the centre of the city, on Mapo hill, making it a prominent landmark. Architecturally, **Mapo Hall** has classical European features, indicating that it was built in the era of British rule (rule fig1). The building was refurbished in **2006** and is used regularly for conferences and wedding **Mapo hall** is a **significant heritage structure** due to its unique architectural design and connection to a particular historical period. As the hall is generally in good use, conservation activities may be limited to regular maintenance.



**(b) Bower's Tower:**

Bower's Tower was erected in 1936 as a memorial to **Captain Robert Lister**, who was the first British resident in the city in 2893 (see Fig 2). It is located on the highest hill at Oke-Aremo in the city. The tower measures 60 feet (about 18 metres) high and provides unique views across the city of Ibadan. The structure is a prominent landmark in the city. It sits within large ground which provide an attractive setting.



**(c) Irefin Palace:**

Irefin palace is an example of **traditional Nigerian** architecture, dating from early 20<sup>th</sup> century, precisely built and occupied by the Baale of Ibadan, Irefin Ogundeyi between **1912** and **1914**. It is constructed from timber, mud and a corrugated iron roof which is typical of Ibadan. **The palace is a heritage building** due to its significance as one of the oldest structures in the city and **as a link to Yoruba culture**. (See fig 3).



#### **2.4 The Fortification of the City**

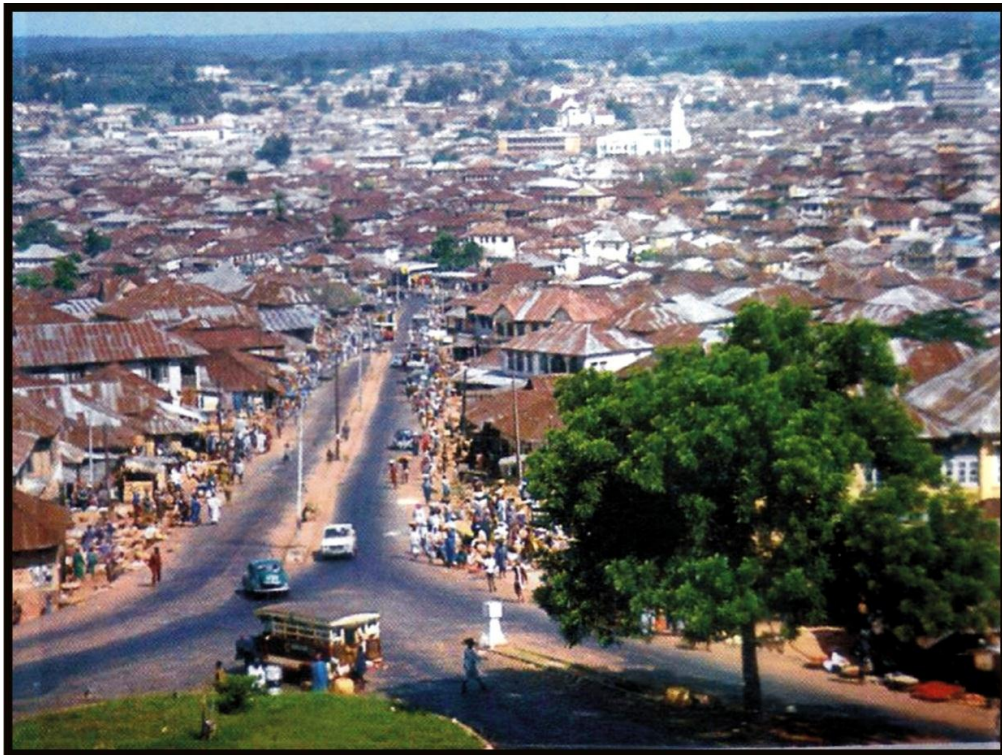
The elements of the fortification system of Yoruba cities were defence walls, tranches and green belts. The number of defence walls surrounding Yoruba cities during the 19<sup>th</sup> century civil wars varied between one and three depending on:

- (a) The growth rates of the cities, and
- (b) The scale of their exposure and susceptibility to attacks such centres, according to Oluremi I. Obateru (2006), included Ife, new Oyo, Ibadan, Ilesha, Osogbo, Owo, Ikirun, Kishi and Koso which had two walls. Rev. S. Johnson (1921) described the second Ibadan during the occupation the allied army that-“it consisted of the control market and **about half a mile** of house around. The town wall was where the **principal mosque** now stands (that is Oja’ba Central Mosque).



*Lola Tomori*

According to Clapperton, the **Old Oyo** (Oyo-Ile) was surrounded by about **24.1km (15miles)** while Millson's estimate of the outer **Ibikunle wall of Ibadan** constructed in **1856** was **29km (18miles)**. But according to Ojo, that of Old Oyo measured **40km (25miles)** and that of Ibadan **38.6km (25miles)** in circumference. Nasser estimated of the wall of Abeokuta to be **17.7km (11miles)** long. The most spectacular and monumental of the fortifications was the fortifications was the **earth rampart of Ijebu-Ode** which was 1229km (80 miles) long.



According to Emeritus Professor Bolanle Awe in her praise for IBADAN :Foundation, Growth, and change (2012); she said Ibadan, the largest indigenous African town south of the Sahara, had grown from its humble beginning as refugee settlement in the nineteenth century into a sprawling cosmopolitan city that now home to many millions and serves as the intellectual capital in Nigeria. A city of contrasts of tradition struggling with modernity.

### **3.0 CREATION OF IBADAN INDEPENDENT NATIVE AUTHORITY AND CHANGE OF TITLE FROM BAALE TO OLUBADAN**

The reform started with the new policy of the colonial government as explained by Dr J.A Atanda and quoted by Toyin Falola (1989 p. 242) that: the doctrine that the jurisdiction of any Native Authority must be based on the consent of the people over whom such authority would be exercised. The administration (of Oyo province) was considered by Lagos to be too centralized.... (with an) Alaafin who would not readily be persuaded to change the status quo.

In 1934, during the time of Resident Ward-Price, a new Ibadan Native Authority, independent of Oyo, was constituted. While Oyo was opposed to this, Ibadan welcomed the change with the deepest satisfaction. In the same year, the headquarters of Oyo province was transferred to Ibadan from Oyo where it remained until **1938** as headquarters of the Chief Commissioner, Western Provinces. The title **changed from Baale to Olubadan, in 1936.**

Ibadan Chiefs responded to the **1934 reform** as Oliver Twist would do, they wanted other changes. What became their second major grievance was the title of **Baale** which they now wanted to change to the Olubadan which carried with it **the aura of an Oba and not that of Village head. To them, the Baale title had become a derogatory one for the status of their ruler** and too common, because it was borne by the heads of tiny villages, palm wine sellers, and farmers guilds. In making a request for a change in **July 1936**, they indicated a preference for the **OLUBADAN, and alluded to other related issues in order to obtain the consent of government.** (Toyin Falola 1989 p.244).

The request was granted in October and gazatted on the 29<sup>th</sup> of the same month in 1936 by the Colonial Government in Lagos. The notice in the gazette did not fail to recognize the opposition to the change by the Alaafin Ladigbolu 1, while



*Lola Tomori*

it also emphasized the fact that it was a mere cosmetic – that is, the title of “Olubadan” does not confer upon the holder the right to wear beaded crown, and that it is hoped that no holder of it either in the future shall have such aspiration. This clause was part of the issues alluded to in their application in order to obtain the approval of the government in Lagos headed by Governor Burdillion through Gazette Notice No. 1424.

**Baale Okunola Abass Alesinloye became the first Olubadan in 1936** after reigning for six years as Baale of Ibadan 1930-1936. In 1946 For purpose of **regulating chieftaincy succession** in the land, Ibadan Native Authority made a Declaration of Native Law and custom on 19th August, 1946, based on the appeal made by the then reigning Olubadan Oyetunde I. The Declaration was amended on 16th January, 1950 to cater for succession to other traditional officers left out in the 1946 declaration. Specifically as regards other chiefs, the Declaration stated:

*“APPOINTMENT Of Chiefs other than Olubadan, shall be effected by automatic promotion of the chiefs next in seniority in either the Olubadan or Balogun line Chiefs”*

#### **4.0 THE GROWTH OF SATELLITE URBAN CENTRES:**

##### **City Concept:**

A **town** is an urban settlement which is more or less freely located in a space. The **city is an extended form of a town**. The extension takes either of two forms by **accretion** (peripheral expansion) or by **merger** (agglomeration). Since the emergence of the early cities of the **Middle East**, these have been the processes of urban growth; giving rise to the **city region** as an extended structure of one or more large centres (towns or agglomerations) with surrounding smaller centres, which on account of their many mutual relationships form a **single functional unit**.

##### **4.1 Metropolitan Area:**

According to James Heilbrum (1974), that for many types of social and economic analysis, it is necessary to consider **as a unit** the entire population and around the city whose activities form an integrated social and economic system. Hence, the UN-Habitat in 2008 described Ibadan as the **third largest city in Nigeria by population** after Lagos and Kano. Ibadan is, however, **Nigeria's largest city in geographical area** with eleven administratively separate local Government areas. The land area is 3,149.98sq. km, which is larger than Lagos state. **In 1960, Ibadan was the second-most populous city in Nigeria and the truth largest city in Africa** after Alexandra, Algiers, Cairo, Cape Town, Casablanca, Durban, east Rand, Johannesburg and Lagos. In 2010, Ibadan has dropped to 19<sup>th</sup> of the largest cities in Africa by population. In U.S the Bureau of census regarded metropolitan area as a **Statistical Metropolitan Unit** for social and economic analysis.

### **The Growth of Satellite Urban Centres City:**

The concept of satellite towns and cities entails the **creation of new urban communities outside the present built-up area but within the urban region.** It is to these new urban centres that a considerable, if not the greater proportion of the region's proportion increase is channeled as evidence in the population of the less-city local Governments in Ibadan in 2006. The development of satellite towns takes either of **two forms or both (a) expanding existing small towns or (b) establishing new ones ab initio.**

**No satellite town was established in IBADAN as an independent city:** is either **conquered, established voluntarily with the consent of the rulers in the city** like **Lalupon, Ogburo, Odo-Oba, Apatere** etc. or established as the **farm/village of the rulers in the city.** The **satellite towns and urban centres were grouped into six district councils in 1961 with Olubadan as the president of both Ibadan city council and the six less-city District Councils.** Though Olubadan has the power and prerogative to assign any of the members Olubadan-in-council to be the **acting president** of the council as explained below:

<b>S/NO</b>	<b>DISTRICT COUNCIL</b>	<b>SATELLITE TOWNS</b>	<b>BAALE</b>
1.0	Ibadan North (Hqts:- Moniya)	Ijaiye-Orile Irko Ikereku Akinyele Ika Agbagi Arulogun Ojoo Ajibade	Onijaiye of Ijaiye Oniroko of Iroko Onikereku of Ikereku Baale of Akinyele Oluka of Ika Baale of Agbagi Baale of Arulogun Baale of Ojoo Baale of Ajibade
2.0	Ibadan East (Hqts: Iyana-Offa)	Erunmu Lalupon Offa Igbo Lagun	Baale of Erunmu Baale of Lalupon Olofa of offa-Igbo Baale of Lagun

3.0	Ibadan South East (Hqts: Akanran)	Akanran Odi-Odeyale Ogo Araromi Ajia Gbadaefon Ojoku Olasunde	Baale of Akanran Baale of Odi-Odeyale Baale of Ogo Baale of Araromi Baale of Ajia Baale of Gbadaefon Baale of Ojoku Baale of Olasunde
4.0	Ibadan south (Hqts: Olode)	Olode Olojuoro Lafikun Latunde Apadi Oyedun	Baale of Odede Baale of Olojuoro Baale of Lafikun Baale of Latunde Baale of Apadi Baale of Oyedun
5.0	Ibadan South West (Hqts: Idi-Ayunre)	Abanda Sanusi Orisunbare Onipe Olubi Alata Olonde	Baale of Abanla Baale of Sanusi Baale of Orisunbare Baale of Onipe Baale of Olubi Baale of Alata Baale of Olonde
6.0	Ibadan West (Hqts: Ido)	Omi Ido Akufo Apete	Baale of Omi Baale of Ido Baale of Akufo Baale of Apete

*NOTE: apart from these 30 satellite towns, many villages have grown into towns such as Apatere, Awotan, Alabata, Olorisa-Oko, Monatan, Olodo, Kute, Egbeda, Alakia, Isebo Ogungbade, Ajibode, Sasa and Akinbile, Adegbayi, Olode, Idiose, Olorunda-Aba, Alegongo etc.*

#### **4.2 Advantages of the Satellite Urban Communities:**

- (i) their land would be used and developed more efficiently through the encouragement of higher development densities consequent upon the elimination of the problem of scatteration and leapfrogging in suburban areas.
- (ii) a wider spectrum of suitable housing for the residents could be found within a reasonable distance of their jobs.
- (iii) higher density housing could be concentrated near transport stations and large employment and shopping centres;
- (iv) there would be a greater variety of alternative job opportunities within easy reach of the home;

- (v) they would offer a much greater range of recreational, social and cultural facilities than today's outer suburbs;
- (vi) the commercial areas would provide goods and services and be more pleasant to visit than most of the one's outer suburbs;
- (vii) the journeys to employment, shopping, recreation and socio-cultural centres would be much shorter;
- (viii) it would be easier to provide outdoor recreation areas and to reserve land for future needs than in a large **single urban mass**; and
- (ix) finally, **well defined satellite communities** containing most of the economic, recreation, social and cultural facilities of a large city may encourage considerable, if not extensive, citizen participation in planning as well as in political and civic affairs.

## **5.0 THE GROWTH OF SATELLITE URBAN CENTRES CITY:**

### **(a) Structures:**

According to Professor Akin Mabogunje, the growth of Ibadan has been by **fission and fusion**. He explained that:

- i) **Growth by fission** is the breaking of single but large compounds into smaller units to meet the desire for individual ownership of dwelling units.
- ii) **Growth by fusion** was said to be outward shift in city boundary through the annexation of surrounding village of Ibadan in order to accommodate more people.

## **5.1 Urbanization:**

The establishment of institutions, commercial centres, industrial developments coupled with road construction and governmental policies and programmes helped the growth of Ibadan, hence the **multiple nuclei** setting of the city. One peculiar growth characteristic of Ibadan is the fact that growth has been accompanying the establishment of certain institutions and construction of roads or rail line including establishment of Government House on Agodi hill in 1893.

Over time, Ibadan has witnessed rapid development and physical expansion. By **1935**, the estimated urban land use in Ibadan covered about **38.85sq.kms**. The **urban land area** increased to approximately **77.7sq.kms**. By **1965**; by **1977** it increased to **152sq.kms**; and **323.3sq.kms** by **1990**, increasing rapidly from a moderate **growth rate** of **1.0%** p.a. in **1955** to **6.7%** in **1965**, **8.6%** in **1990**.

The extension of rail of rail line from Lagos to Ibadan in **1901** coupled with the convergence of Ijebu-Ode and Abeokuta routes in Ibadan further facilitated its growth and rapid physical expansion. The establishment of **Dugbe market in 1903** and **Gbagi Layout in 1909** marked the major upturn in the development of Ibadan with the influx of many European firms which had established their branches by **1918** in Ibadan to take advantage of the rail line extension, further heightened the pace of physical development.

## **5.2 Physical Planning-Related Factors:**

The late introduction of modern **Town Planning** into spatially of the traditional core areas. Within the technological limits of the early settlers, the layout of the initial settlement was a simple one with access provided for pedestrian traffic, while there was a virtual absence of any motorized traffic. New residential additions simply followed this earlier set pattern, with no regular layout. This initial spatial pattern now has some backfiring effects on modern development in the core areas.

## **5.3 Internal Structure of Nigerian Cities:**

The multiple nuclei theory explains the fundamental in understanding the nature of Nigerian cities. In the book written by Professor Akin L. Mabogunje, uses **central place theory** to analyze the patterns of urbanization in Nigeria, with particular emphasis on the concepts of range and threshold.

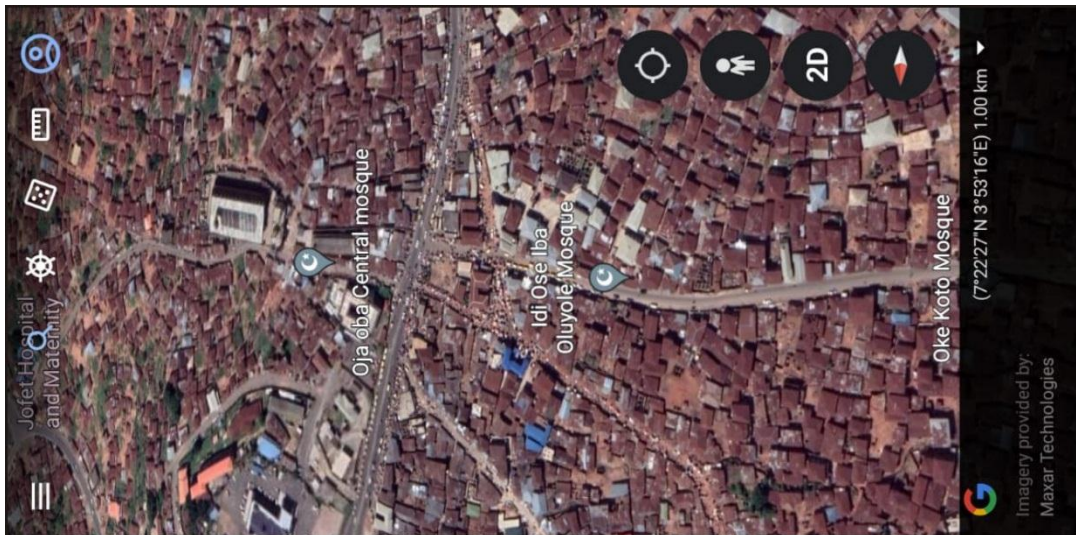
- (i) **IBADAN:** Two cities of a totally different character, **Ibadan and Lagos**, were selected for the study. **Ibadan is a pre-colonial city.** The key factors affecting Ibadan's growth during the colonial were the introduction of railways and the expansions of cocoa cultivations. The latter (that is, Lagos in particular, led to increase in rural incomes and commercial activities in the city. **Ibadan traditional and** modern character was also highlighted.

The **traditional urban form**, characterized by high density, poor sanitation, and poor environmental quality, continues to expand into **new areas of the** metropolis. Professor Akin L. Mabogunje blames this on the weakness of the city's administrative machinery and the concentration of political power in the hands of **traditional urbanities** that are resistant to change.



*Lola Tomori*

Concerning **Ibadan's internet structure**, the idea of twin central business districts (CBDs) fits well with then needs of Ibadan and other traditional cities. In Ibadan, **Iba market, formerly Labosinde market, and Old Gbagi market were the traditional and modern CBDs** respectively. Professor Akin Ladipo Mabogunje (1968).



*Fig. 2: Oja'ba Market*



***Fig. 3: Old Gbagi Complex***

Professor Mabogunje identified two problems stemming from the cities **internal structure**. These are the problems of its **slims areas** and **lack of easy circulation** within the city. the former affect the comfort, ascetic pleasure and convenience of living in the city, the latter of the efficiency with which the city performs its functions as a business and a future industrial centre.

**(ii) LAGOS;**

Concerning Lagos, although there was a **small town on the site of present day Lagos in pre-colonial times, it was not a traditional city** in the sense of Ibadan (Prof. Akin L. Mabogunje, 1968). Lagos is essentially a product of the Europeans. Its growth is the result of its central location and political status as the seat of the colonial administration in **1861**. It became a centre of commerce and industry, and the economic nerve centre of the country.

**5.4 Urban Management Practice in Nigeria:**

Urban management issue in the country, according to professor Akin L. Mabogunje (1968) is evident in his emphasis on the lack of administrative and revenue-raising capacity in Nigerian cities. He regarded this is the single most important problem, which continues today. City officials lack the knowledge to efficiently manage. Most Nigerian cities do not **tap properly rating**, an important source of revenue. This is linked to over-urbanization and housing problems.

Over-urbanization occurs when cities grew faster than jobs, urban infrastructure, including housing and water supply and social services, such as health care and education. This failure to create new employment opportunities fast enough to keep pace with the influx of immigration has had a deleterious effect on the

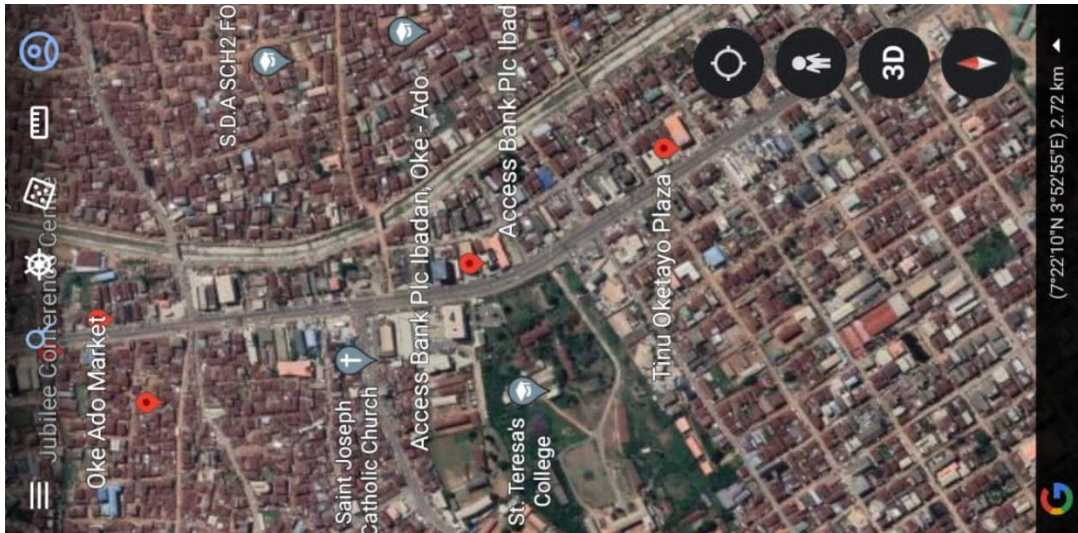
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environmental and physical conditions of these cities. **Concerning housing problems**, Lagos spectacular growth is linked the instable demand for housing finance. The result is over-crowding and rapid rate of property deterioration in most parts of Lagos.

The presidential committee on Urban Development and housing also observed that the present state of affairs in Nigeria's **urban centres** has been occasioned by the fact that for most Nigerian cities, there is hardly any **management information system (MIS)** on which decisions for planning the **scope, the rate of growth and the revenue receivable** for any services or infrastructural facilities can be based. The absence of such an information system has given rise to some problems in the development of Nigerian cities. The problems are the continued uncontrolled pattern of growth, the persistent shortages of services and infrastructural facilities and the inability of Local Governments to raise adequate internal revenue.

## 6.0 THE GROWTH OF NEW RESIDENTIAL AREA:

In the first case, the arrival of the railway in **1901** bringing European goods and personnel for trade and administration marked the beginning of large scale immigration. Ethnic groups such as the Ibos, Urobos, Nupes, Igbira, Hausas and Fulanis began to flood the city. **Mokola** became occupied mostly by the Nupes and the Igbiras. **Sabo** became occupied predominantly by the Hausas and Fulanis with expansive cola-nut trade, while using their heavy presence to influence politics. **Oke-Ado and Oke-Bola were then laid out for occupation by Yoruba ethnic groups such as the Ijebus and the Egbas.**



*Fig. 5: Foko- Oke Ado Area*

The growth of Ibadan became more rapid from **1946** when it was made the head-quarters of the then western region of Nigeria. It then began to attract more European as administrators and businessmen, Yorubas mostly as civil servants but also as traders, and other ethnic groups who came into various un-skilled occupations. The settlement pattern continued to follow the old triangular form which had been established instead of the normal concentric form.

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And **Jericho** with other New Reservations Area (GRAs) for Europeans were established at **Onireke** and **Iyaganku**, while Agodi Government Reservation Area was built in **1893** had become inadequate but larger and more rapid expansion were taking place in the indigenous areas such as Oke-Padi, Oriyanrin, Oke-Aremo, Oke-Offa, Ode-Aje, Agugu, elekuro, Kudet, / yejide area and Ogunpa areas. According to Professor Bola Ayeni, “**The metropolitan Area of Ibadan has** one of the highest population densities in the country and the densely settled areas remain the central and indigenous core of the city.

### **6.1 Effect of Urban Fragmentation:**

The phenomenon of the fragmented city of Ibadan since **1917** by the township ordinance typically creates two cities within the city is clearly evident till today. The urban poor live in high urban densities, with unplanned urban spatial layout and mostly deprived of access to adequate **housing, residential land, municipal services** and other **urban benefits**.

The better off tend to reside in the ordered, formally planned and structured higher-income areas that enjoy municipal services. To correct this precarious situation faced by cities in Nigeria, there us need for politicians and city mangers to look inward, towards improving affordable and adequate housing and basic facilities and services delivery (*See Agodi GRA Google Map*).





Agodi GRA

## 6.2 Decentralization of Metropolitan Areas:

The growth and decentralization of the metropolitan areas when we examine the metropolitan population of Ibadan in 2006 Population and Housing census as a whole and at the profoundly important changes that have been taking place within metropolitan areas during the twenty first century.

The overflow effect is easily described. If central city with fixed boundaries enjoys continuous growth of numbers, vacant land will eventually be used up, and, even though growth continues in the form of higher density, additional metropolitan population will tend increasingly to spill over into the suburbs. (see the table of 2006 population).

**Table 3: Population Analysis of Ibadan Metropolitan Area:**

<b>Year / Period</b>	<b>Population</b>	<b>Urban Population</b>	<b>Growth Rate</b>	<b>Rural Population</b>	<b>Growth Rate</b>
1856	70,000	70,000	-	-	-
1860	150,000	150,000	-	-	-
1890	150,000	150,000	-	-	-
1911	175,000	175,000	0.79%	-	-
1921	238,094	238,094	3.60%	-	-
1931	287,133	287,133	3.60%	-	-
1952	745,488	459,196	0.89%	286,252	-
1963	1,141,677	627,376	2.80%	514,298	5.70%
1991	1,829,300	1,222,663	2.43%	606,639	0.50%
2006	2,550,593	1,338,659	0.47%	1,211,034	2.22%

*Sources: Census Ordinance of October 25, 1917.  
National Population Commission, 1991 and  
Federal office of statics, 1963.*

Before the outward reaches the central city boundaries, suburban ring development will be relatively slight, based upon the growth of scattered suburbs and satellite cities such as Moniya, Lalupon, Olodo, etc. after the margin of development passes those boundaries, however, suburban population will rise at an incomparably faster pace than before the certainly outstrip the growth rate of the central city as it occurred during 2006 Housing and Population Census in Nigeria with respect to Ibadan Metropolitan Area.



## **7.0 MARKETS AND COMMERCIAL ACTIVITIES IN IBADAN**

The role of local governments in the promotion of development at the local level is clearly recognized as one of the underlying bases of the 1976 Local Government Reforms which emphasized that one of the principal objectives of local governments is to mobilize human and material resources through the involvement of members of the public in the promotion of development at the local level. Among the statutory functions of the local governments according to the 1999 constitution, is the provision of markets, motor parks, health centres, primary schools and slaughter houses.

### **7.1 Urban Traditional Markets**

1. Oje Market - noted for weaved cloths controlled by Delesolu dynasty
2. Oja'Iba Market - first traditional market in Ibadan at Oriyangi was named Oja-Iba after Basorun Oluyole in 1893. It was formally named after Labosinde
3. Onisiniyan market
4. Gege market
5. Bode market
6. Ode-Olo market
7. Oritamerin market
8. Oranyan goat market
9. Oja-Igbo market - established by Chief Ogidi, and Ifa Chief
10. Elekuro market - noted for palm kernel products
11. Ayeye market
12. Agugu market
13. Oke-ado market

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Market plays a role which is more than economic because they add values to traditional and political elements which are not easy to destroy. This is why they dominated the city centre where they were controlled by the Oba or Baale in those days where, even in some cases, the installation of an Oba was performed. Similarly, markets were found elsewhere within the town closely associated with the residence of minor chiefs to whom they also constituted veritable means of livelihood. The spaces provided by the markets were also used as parade or dancing grounds during important festivals. These traditional markets are found in the metropolis and the rural areas of Ibadan.

Traditional markets do not have basic facilities such as toilets, car parks, water supply which are usually provided in the conventional markets and they are usually built with temporary structures such as could be found in periodic and daily markets described below.

Markets in Ibadan can be examined from two perspectives namely: those in the rural areas and those within Ibadan metropolis. While periodically marketing business is prevalent in the rural areas, buying and selling activities take place every day of the week in nearly all the markets within the metropolis.

**(a) Oje Market**

Oje market is nowadays a much specialized indigenous cloth market. Up to 1930s, Oje was rather dominantly a collecting and distributing centre for food crops and the products of craft industries from the surrounding districts. In the late 1930s, however, people from Iseyin, Osogbo and Oyo came to settle nearby and introduced into Oje market, the products of their traditional weaving industry and, from the beginning, the trade in Yoruba cloths became the dominant aspect of marketing.

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In the 1940s, a wide tarred road from Mapo to Agodi in the town was constructed and passed within a few yards of Oje market. This road greatly facilitated the contact by motor Lorries between Oje and the weaving centres of northern and north-eastern Yorubaland. Today, Oje market is even more functional and receives greater patronage than Oja Iba that has been partly leased back to some indigenes to build shopping complex and a Cold Room.



***Fig. 6: Ibadan Business Districts and Markets  
in the Traditional Area***

**(b) Oja Iba (Iba Market)**

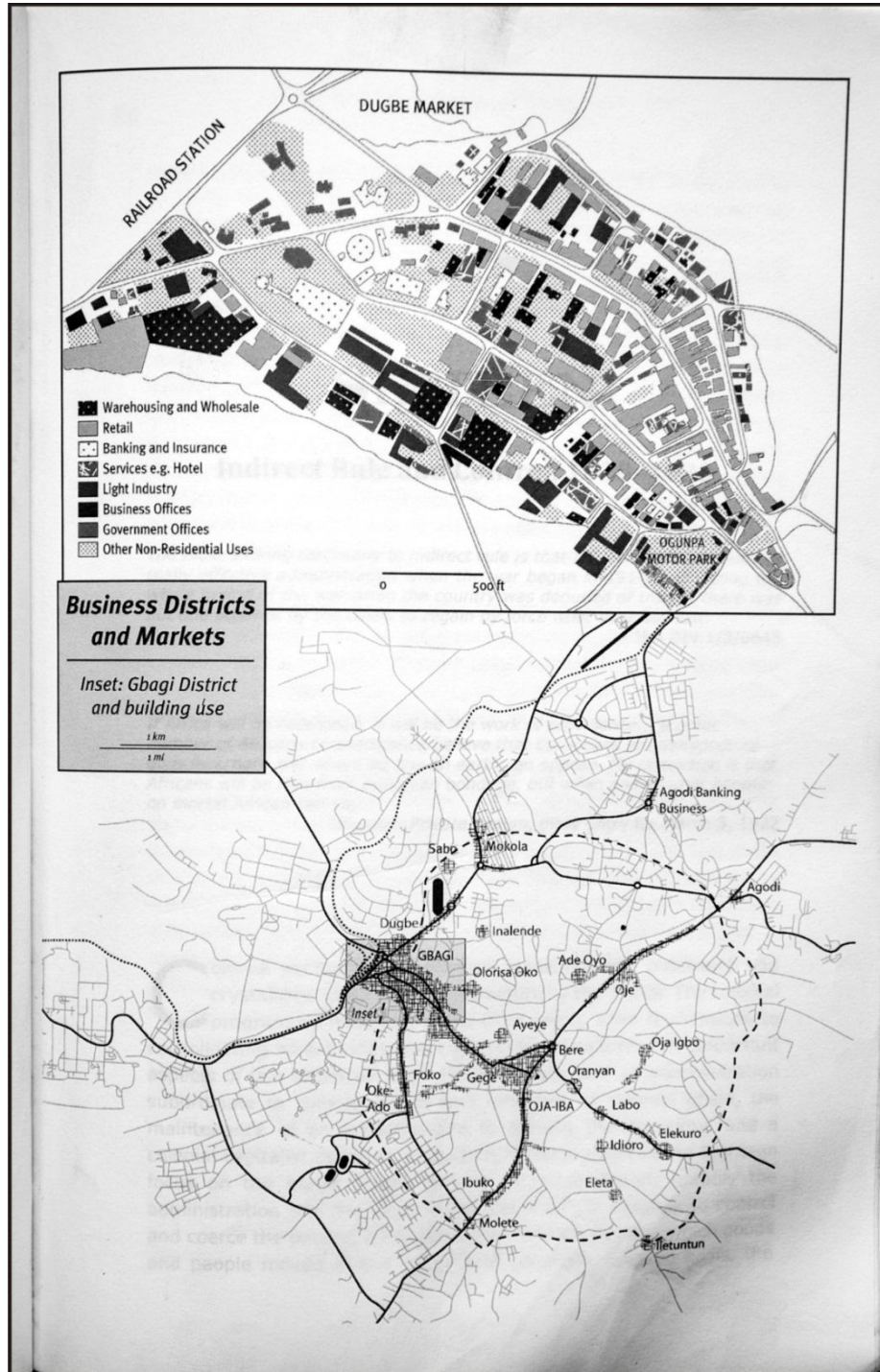
Like all Yoruba markets, Iba market is held in the open, through a few stalls provide shade and shelter for those traders who are to sell their wares throughout the day. The market area used to be about **10 acres of hardened lateritic soil**. Around **1928**, the market was cut across by two roads, one running north to south and passing by Mapo Hall, the other running west to east from the Gbagi/Agbeni area. This invasion of the market area by roads has encouraged considerable encroachment by residential and commercial buildings (Cold Room) and shopping complex. The effect today is that while the area of the market has been reduced to less than three acres, marketing activities spill out along all the roads that enter the market, especially Onisiniyan area leading to Gege junction with the road leading to Gbagi.

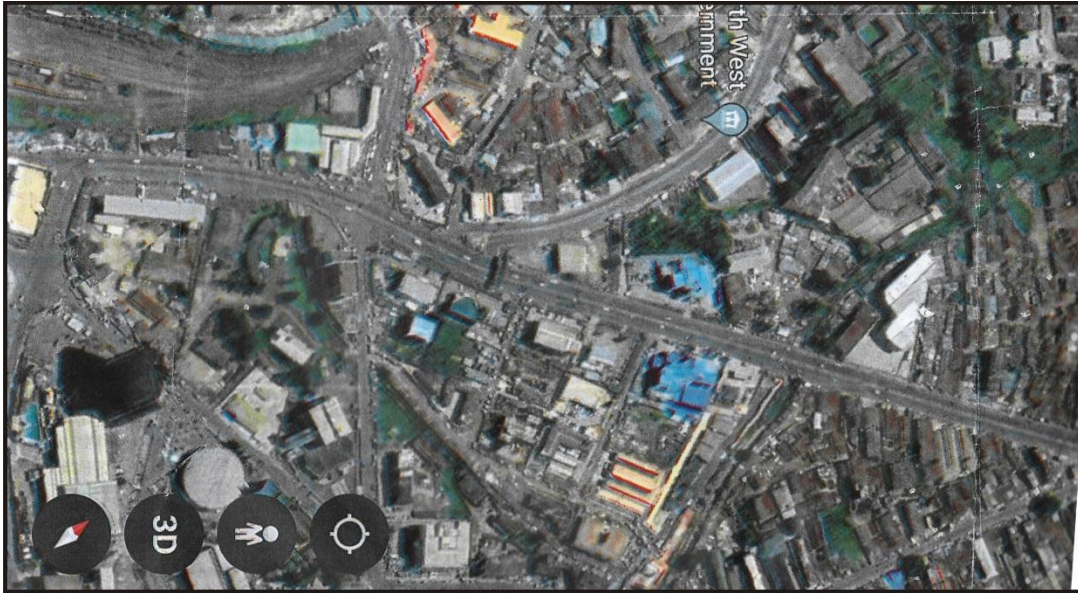
As the centre of traditional urbanism, Iba market serves not only an economic but also a social and political function. As a social centre, it is a point of meeting on such occasions as the outing ceremony of youth societies in the 1960s, the burial ceremony of an aged parent or grandparent, or the festivities pertaining to individual families or sections of the city. Politically this is where much news of local events is determined and, in particular, where the ceremony of installing the titular head (Baale and later Olubadan) at the Osemeji shrine take place.

Of all the markets in Ibadan in the middle of 19th century, Oja-Iba was the largest and the most famous. It combined all the features of day, night and periodic markets. Oja-Iba was 'national' as it attracted traders and goods from different parts of Yorubaland. It also served as a redistribution centre, making it possible for other Yoruba towns and villages to have access to a wide variety of goods.









**(d) Old Dugbe (Jubilee) Market and Onireke**

The Iddo Gate entrance, just opposite the Railway Station, was virtually taken over. Dugbe, north of Iddo Gate, had also been colonized by strangers, especially the railway staff, clerks, labourers and traders. A market grew up at Dugbe, to serve the needs of these people. By 1905, according to Dr. Toyin Falola (1989), Dugbe had become notorious as a slum, an abode for “**ruffians**” and “an assortment of people bearing a very bad character.

In 1909, the first major step was taken to acquire the Jubilee market from the Native Administration so as to incorporate it into the township. In October, 315 pounds (£315) was paid into the Native Authority funds and the control of the market changed hands. In the same year, plans were completed to mark out the area between Government Land (i.e the neighbourhood of the Railway station) and the Ogunpa stream into trading plots with suitable dividing roads to conform with existing sanitary roads and in such a way that firms could acquire more than a plot, if desired. *Dugbe*

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*was one of the largest daily markets in Ibadan before it was relocated to New Alesinloye market built by the Ibadan Municipal Government.*

The defunct Ibadan Municipal Government effected some changes in the marketing procedure and activities within the metropolis. These resulted in the expansion, closure and modifications of some markets within the city with the backing of the state Government. The most remarkable of such undertakings was the movement of some traders to New Gbagi or Bola Ige International market along the New Ibadan-Ile-Ife Expressway after the 1980 Flood Disaster and the demolition of Dugbe market while the traders were forced to move to Alesinloye (New Dugbe) market in Jericho Reservation Forest Area. The same effort to rid Ibadan of street trading resulted in forcing the traders at Oritamerin to relocate to Oba Akinbiyi (Bodija) market.

## **8.0 CHALLENGES OF DECENTRALIZATION AND SERVICE DELIVERY IN IBADAN METROPOLIS**

### **(i) Effect of Increasing Urbanization:**

It is recognized that the continued and increasing urbanization of Ibadan is an evitable part of the process of economic development, and that urban-based economic growth will continue to increase in this 21<sup>st</sup> century. The **challenge is to ensure this urban growth is sustainable**, efficient and equitable.

The rapid and uncontrolled growth of the city which has resulted in **unregulated development** and **inappropriate land-use changes** has also resulted in an estimated 70% of the population living in unplanned, poorly serviced and heavily populated informal settlements. The lack of a effective and efficient **mass transmit system** means rapidly increasing numbers of vehicles on ever-more congested roads leading to overcrowding, increased air pollution, stress and



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increasing accidents. Responsibility for the major road, transport and traffic management is shared between the state and federal government and their agencies.

**(ii) Urban Institutions and Fragmented Management System:**

The institutional setting in Ibadan, the capital of Oyo State, has traditionally comprised a host of agencies at federal, state, and local government levels with separate land areas, separate legal and administrative frameworks, and engaging in little **institutional coordination**. This result in a **fragmented management system (FMS)** with each agency responsible for multiple services within its own jurisdiction and many cases with its own set of regulatory laws and frameworks. This has far reaching and adverse consequences on **Ibadan city growth development**. The resulting **poor governance** and regulation in **Ibadan** affects not only the **quality of city planning, infrastructure development** and **public and municipal services**, but also impacts adversely on the country's economic growth development prospects.

**(iii) Urban planning and urban development control:**

Within Ibadan Metropolitan area with eleven Local Government areas and fourteen Local council development areas with an area of 3,149.94sq.km, the largest in Nigeria; planning and development controls remain weak. This is as a result of the state control of planning as against what obtained in the days of Ibadan Metropolitan Planning Authority and fragmentation of authority over land between the various government agencies particularly Federal Government agencies which have significant land holdings. Even approval of buildings on local Government Estates must pass through the state Minister of Lands and physical planning. The **major planning and** development control issues include;

- (a) Absence of effective coordination of planning process between land-holding and controlling agencies
- (b) The distribution and development of **public land** which takes place is not guided by development policies and strategies for implementation;
- (c) Building and construction provisions for leasing out of public land are not enforced;
- (d) Control system for land development by private developers are ineffective; and
- (e) Conditions in building permits are seldom followed.

**(iv) Land Market and Assess to Land:**

One result of the absence of land available for development is the demise of Ibadan Metropolitan Authority (MPA) now replaced with Ibadan Local Governments Development Company which now opens layouts in remote areas of the Metropolitan Area. The state government and its agency, Property Development Corporation for a long time abandoned AJODA NEW TOWN for its incivility to pay compensation. This has led to overdevelopment of GRAs and squatter settlement within Ajoda GRA.

Where government has failed, the **informal private sector** has stepped in and organized private developers both illegally and with government approval obtain access to public and private land, sub-divide it, and sells plots at relatively low prices to new comers. Serviced plots which can be offered are outside the affordability range of most low-income dwellers.

**(v) Infrastructure and Service Provision**

Infrastructure services support our well-being and development. Reliable water, sanitation, energy, transport, and telecommunication services are universally considered to be essential for raising the quality of life of people **Access to basic infrastructure services** is also a central factor in the productivity of firms and the

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entire economies, making it a key enabler of economic development. According to the World Bank (2019), this time of rapid climate change and intensifying natural disasters, infrastructure system are under pressure to deliver resilient and reliable services.

### **Importance of Transportation**

Transportation is a vital element in the organization of human activities and for the movement of men and material inter-regionally and intra-regionally. Adequate development of transport is indispensable. In any development effort to achieve economic and social progress. A well-knit interstate and intra-state transportation network connecting various settlements, manufacturing centres, markets and major outlets is highly essential.

Since accessibility and mobility are indispensable to every aspect of development activity, the **transportation network** is a key factor in the success or failure of the entire developmental effort. It has an important role in developmental strategy which envisages opening up of backward areas to **break down the barriers of isolation and stagnation and to develop social services** and to mobilize various economic resources. This development of transportation has a primary role to play for promoting growth over the entire Oyo state. Infact it is a major policy tool in achieving balanced development of the state.

Oyo state is traversed by two major inter-state highways. The route towards north passes through Ibadan, Oyo and Ogbomoso (A1) now upgraded to Ibadan Oyo-Ogbomoso Expressway from Ojoo. The east route links Ibadan to Ife to Benin through Akure (A122). Road building project actually started in **1897**. By **1906** Ibadan had been linked with Lagos by a road wide enough to take a car. In addition, the town and its environs had at least 26 miles of road. A year later, it had become

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feasible to begin a transport service between Ibadan and Oyo, and those who could afford it were extended to Ogbomoso, Iseyin and Ife.

**Railway work begin in 1898**, reached Abeokuta in **1900** and Ibadan in **1910**. By 1918, a total of **8,670,145 pounds** had been expended on railways, and a total of 1,110 miles had been constructed.

#### **(vi) Existing Condition of Roads in Ibadan**

Ibadan grew into an impressive and sprawling urban centres since the 20<sup>th</sup> century. Ibadan had an **Old Airport (or Aerodrom at Samonda)** but **new Alakia Airport was built** and opened during second Republic. **Old Railway Line** from Lagos to Kano with two stations at Omi-Adio and Dugbe constructed early in the 20<sup>th</sup> century is now going through modernization especially the existing **312km** standard gauge line which commenced in 2012. A completely new **Lagos – Abuja via Ibadan high speed rail line** from Lagos to Ibadan had been constructed with stations at Omi-Adio and Alabata/Olorisa-Oko near Moniya, both in Ido and Akinyele Local Governments.

In the **1980s**, the **Lagos-Ibadan Expressway** generated the great urban sprawl to the east and north of Ibadan. Since then, Ibadan city has spread further into the administrative area of neighbouring local governments. The construction of the Ibadan-Lagos expressway has encouraged Lagos and Ibadan resident to resettle along Ibadan-Lagos corridor where accommodation is cheaper.

However, since 1965 after Nigerian Independences Ibadan has witnessed unprecedented urbanization accompanied by a rapid growth of her population and special extent. In order to connect the **newer areas** with **older areas**, open up new areas, ease traffic flow and relieve traffic. Congestion, some new roads were constructed. Such roads include the **Sango-Eleyele Roads, Dugbe-Eleyele Road,**



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This, the length of roads in Ibadan, which stood at **171.1km in 1979**, increased to **422.21km in 1994**. Out of the 171.km of roads in the former Ibadan Municipal Government (IMG) in **1971**, the Federal government controlled 5.6km while Oyo state had 97 km and IMG 67km (see the data on roads).

Agency	Length of Road	
	1971	1994
Federal	5.6 km	70 km
State	97 km	
Local Govts	67 km	128
		223.61m

**(vii) Urban Renewal Through Provision of Resilient Transport Infrastructure Services:**

The four Bus Terminal projects at Challenge, Ojoo, and Iwo Road were envisaged by Governor Oluseyi Abiodun Makinde of Oyo state to change the game in the transport sector with regards to the ongoing efforts on Road construction and rehabilitation projects in Ibadan and throughout Oyo state. The usefulness of bus stops, road signs and markings and streetlights of strategic junctions cannot be overemphasized. These also include the design construction of motorable bridges at Yanbule-General Gass along Idi-Ape Bashorun Akobo Road.

To open up rural areas of Ibadan, there was construction of **21km Alakia Airport-Ajia-New Ife Express Road** with a spur to **Amuloko** and Asphaltic rehabilitation on many roads within Ibadan Metropolitan area. Work has also standard on almost abandoned 110km Ibadan circular Road and Dualization of Alakia Airport Road and up grading of the term ere and other infrastructure with the airport complex & quarters.

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*An Aerial View of the completed 65 kilometres Moniya-Iseyin Road*

**Aerial View of Road Transport Infrastructure in Ibadan in 2022**



**Express - Challenge Junction**



**Elewura - Abiola Way Junction**



**Bus Terminal at Challenge**



**Bus Terminal at Ojoo**



**New Airport, Alakia**



**Akobo-General Gas Flyover**

*Source: Oyo State Government Google Images (2022)*



**Aerial View of Rehabilitated  
Infrastructures in Ibadan in 2022**



**Lagos Ibadan Rail Line**



**Recreational Infrastructure  
(Agodi Gardens)**



**Site of Ijaye Farm Settlement**



**Improved Eleyele Water Dam**

*Source: Captured from Google Images (2022)*

**(viii) Implication of Fragmented Urban Management System**

The institutional setting in Ibadan, the Oyo state capital has traditionally comprised a host of agencies at federal, state and Local Government levels with separate legal and administrative frameworks, and engaging in little institution coordination. This results in a fragmented management system with each agency responsible for multiple services within its own jurisdiction and in many cases with its own set of regulatory laws and frameworks. **This has far reaching and adverse consequences on city growth and development.** The resulting poor governance and regulation in Oyo State with respect to building of infrastructure affects not only the quality of city planning, infrastructure development and public and municipal services, but also impacts adversely on the country and state's economic growth and development prospects.

The fact that federal, state and local government roads exist in Ibadan presupposes that relevant tiers of government would be responsible for repairing and maintaining their roads. For instance, the rehabilitation of the Lagos-Ibadan Expressway was awarded in **2013** by the Federal Government at a total cost of **₦167billion** by the administration of former President Good luck Jonathan and was suspended the due to administration problems. The international contracting team was Julius Berger Nigeria Plc. and Reynolds Construction Company (RCC). Rehabilitation started in June 2016 and work is still ongoing in stages.

This is not only the Federal affected, the Ojoo-II-Sango-Mokola-Dugbe Road is a Federal Road, which did not receive the desired attention until recently, when the Oyo State government decided to intervene by dualizing the road. Local Government, which are responsible for maintaining most of the intra-urban roads in Ibadan Metropolitan Area (IMA), lack the technical, financial and resource capacity. Most

of the construction equipment belonging to the local government, such as graders, tar boilers, pail loaders, bulldozers, tippers, etc. have broken down.

**(ix) Benefits of Infrastructural Improvement Projects:**

From serving our most basic needs to enabling our most ambitious ventures in trade or technology, infrastructure services support our well-being and development. Reliable **water, sanitation, energy, transport, and telecommunication services** are universally considered to be essential for raising the quality of life of people. Access to basic infrastructure services is also a central factor in the productivity of firms, government business and thus of the entire economics, making it a key enabler of economic development.

The availability of infrastructure systems is a key factor of production that determines the competitiveness of firms and thus of entire economies and has positive effects on income growth and even distributive equity.

- (i) Electricity infrastructures has been shown to benefit both small enterprises and small industrial firms. Evidence from Indonesia and south Africa shows that electrification resulted in increased employment (especially among women), incentivized the formation of new small and medium firms, and enhanced productivity (Dinkelman 2011;kasseem2018).
- (ii) Transport Infrastructure has been found to yield similar benefits by creating employment, increasing productivity, lowering production costs and allowing firms to reduce inventory holdings.
- (iii) Information and communications technology infrastructure has also been shown to generate growth through higher productivity and innovation.

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- (iv) Water and sanitation infrastructure is particularly critical for good health. Access to in-house water and sanitation services reduces the risk of exposure to germs and the time households spend collecting water and accessing public toilets. It also reduces the incidence of diarrhea in children.
- (v) Infrastructural projects will ensure (a) capacity building of the public servant to ensure improved city planning management and provision of services (b) institutional capacities for infrastructure project identification, development, preparatory activities, implementation, and monitoring materializes in a timely manner while meeting international standards of best practice, and (iii) increased provision of infrastructure services through enhanced resources for sub-project preparation and financing of follow-on projects.
- (vi) A loan financed project will support efficient development of infrastructure services and thereby contribute to Ibadan's economic development and poverty reduction with the provision of funds through financial intermediary. In this way, it will provide additional infrastructure facilities required to meet city development needs; and benefit urban infrastructure users by enabling them to undertake current and additional economic activities efficiently. In addition, the loan will strengthen the State Government's project preparation capacity to international standards and improve governance and transparency in consultant selection and project procurement activities.

**(x) Providing Appropriate Funding and Financing Infrastructure**

There is need to provide sufficient resources to meet the state and local government objectives in terms of infrastructure services and resilience, and they have to distribute these resources. Appropriately across the various needs. Even if total spending is appropriate, allocation insufficient resources for planning, designing, or maintaining assets would lead to low quality and reliability.

Where government struggle to raise finance for economically and financially variable investments in infrastructure, one option is to turn to the private sector. Private investors may raise finance on the basis of future cash flows generated by the asset itself (project finance), sheet (corporate finance).

Oyo State. Investment and public-private partnership Agency (OYSIPA) came into being on 12<sup>th</sup> of November, 2019 consequent upon the asset of the Executive. Governor to Oyo state Investment and public- private partnership Agency law, 2019. The core mandate of OYSIPA is to create an expanded economy by transforming Oyo state from an agrarian into a multi-sectorial economy.

OYSIPA is responsible for ease of doing business and issues relating with Micro, small, and Medium Enterprises in Oyo state. The Agency is also saddled with the implementation of the **Alternative Project** Funding Approach (APFA).

## **9.0 THE IMPACTS OF UNRELIABLE INFRASTRUCTURE SYSTEM**

The existing and newly developed infrastructure in Oyo State must not be allowed to fail. When infrastructure fails, it undermines business in the state, affects job creation, and economic development. With rapidly growing populations and a changing climate increasing the frequency and intensity of natural hazards, the need to adapt and invest in sustainable infrastructure should be a priority.

### **(i) Transportation:**

The construction of railway line from Lagos across Yoruba town's in **1901** and the opening of roads networks from **1902** connecting various settlements, manufacturing centres, markets and major outlets became highly essential. Thus, development of transportation has a primary role to play for promoting growth over the entire Oyo state. In fact, it is a major policy tool in achieving balanced development of the state.

### **(ii) Water Supply**

In many urban areas in the state, the distribution systems are not sufficiently developed to supply the community with adequate or regular amount of water. This result in water shortages sometimes throughout the day as pressure drops in the undersized mains.

When Asejire dam was built it was felt that water problem of Ibadan, the state capital, would be an issue of the past. But, in September 1980, after the great flood of Ogunpa and Ona Rivers (on the night of 31 August 1980) Eleyele water works that was constructed in **1942** were submerged and the pumps were under water for a long time. Asejire dam was full but the power failure at the pump house dried the taps of Ibadan and environs and there was great concern on the part of every one. There are also water Dams in different areas of Oyo state but there has been no effective

management of the dams for water supply to the big towns in Oyo state, especially Ajinapa Dam in Orire Local Government Area.

**(iii) Heritage Sites in Oyo State:**

Heritage is defined as the objects, custom or qualities which are passed down over many years within a family, social group or nation and thought of as belonging to all its members. In this sense, historic sites and buildings are physical embodiments of Oyo State culture. Hence, they need to be conserved and preserved or modernized.

For example:

- The granite Hills of Eruwa
- Hills and suspended Lakes of Ado – Awago
- Oke Badan Hills at Eleyele
- Asabari hill at Saki
- Historical area of Old Oyo
- Igbeti, Agbale Hills etc.

**(iv) Tourism Resources:**

Tourism resources of Oyo State are limited in number and the degradation of landscape and environment through unplanned development constitutes a permanent danger. To preserve **tourist and recreational resources** as well as to protect cultural and natural identity it is important to protect the areas of concern. Points of natural and cultural heritage and to some extent, the travel routes commenting them deserve special protection from negative impacts of development. e.g.



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- Bower's Tower
- Mapo Hall
- Atiba Hall
- Agodi Gardens

**(v) Land Use Characteristics of Yoruba Towns;**

Development of Government Reservation Areas (G.R.A) and location of government offices, Quarters, Police and Army Barracks and Schools in the periphery of towns has led to urban sprawl. However, the land use pattern generally reflects this type of development. Even, Government Reservation Areas which are environmentally attractive due to low density of population are being apportioned for private developments which attract various non-conforming land uses such as petrol stations, shopping malls and private schools.

Traditionally, the management approach of these infrastructural assets was reactive. That is, rather than undertaking preventive and regular maintenance of assets repairs are only carried out when problem arises.

**Table 1: Effects of Disrupted Infrastructure on Household**

<b>Sector</b>	<b>Direct Impacts</b>	<b>Coping Costs</b>	<b>Indirect and Health Impacts</b>
Power	<ul style="list-style-type: none"> <li>• Diminished Well-being</li> <li>• Lower Productivity of family firms</li> </ul>	<ul style="list-style-type: none"> <li>• Generator Investments</li> <li>• Generators Operation Costs</li> </ul>	<ul style="list-style-type: none"> <li>• Higher mortality and morbidity (lack of assets to health care, air conditioning during heat waves or heat during cold spells)</li> </ul>
Water	<ul style="list-style-type: none"> <li>• Diminished Well-being and loss of time</li> </ul>	<ul style="list-style-type: none"> <li>• Investment in alternative water sources (reservoirs wells. Water bottles)</li> </ul>	<ul style="list-style-type: none"> <li>• Higher incidence of diarrhea cholera and other diseases</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• Greater congestion and loss of time</li> <li>• Higher fuel costs</li> </ul>	<ul style="list-style-type: none"> <li>• Higher cost of alternative transport modes</li> </ul>	<ul style="list-style-type: none"> <li>• Air pollution and health impact</li> <li>• Constrained access to jobs, markets service</li> <li>• People forced to live close to jobs, possibly on bad land</li> </ul>
Telecom medication	<ul style="list-style-type: none"> <li>• Diminished well-being</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Inability to call emergency services</li> </ul>

*Source: World Bank Publication, 2019.*

This has led to major disruption in service on many occasions leading to high repair costs and losses, for both government and the public in general. This has created a perception by the public and customers of most agencies being disorganized and ineffective and has left many customers dissatisfied with the reliability and quality of service received. It has led to continued losses by many state agencies and a burden on the treasury and taxpayers.

**(xi) Problems of Urban Financing:**

Though, the decentralization process by creating Local Council Development Areas, as implemented in many states in Nigeria, has developed substantial powers to the LGAs/LCDAs but very little authority to lower levels of government. The Governors either elected or appointed has his direct representatives within their jurisdiction, enjoy much autonomy over local affairs, including control over most aspects of urban planning and management (in particular, housing, land development, property taxation and service delivery e.g. solid waste management). Governors also have significant resources at their disposal including large transfers from federal Government, in addition to having large latitude in generation local resources.

The assignment of public service responsibilities to local governments depend on the **size of the jurisdiction**. In general, larger local governments are assigned a broader range of public services, with central cities of metropolitan areas often assigned the largest number of functions such as the defunct Ibadan Municipal Government (now split into five urban local governments).

Though the role of local governments does not distinguish between large and metropolitan areas, medium-size local governments and rural local governments, this informed Nigeria to adopt a **single-tier local government system in 1976 Reform** with uniform responsibilities. Yet, it is important to make that distinction, because: “Not all local governments are equal”. There are large and small local governments, urban and rural local governments, rich and poor areas. “**A structure** that fails to distinguish between major metropolitan areas and small or rural local governments makes it difficult to clearly define the functional responsibilities of local government.

The local government in Nigeria receives funding to cover both its recurrent and development expenditures the Federal Government and 10% of IGR from the

*Lola Tomori*

state government budget sources. And as well as from taxes and fees from the local government level. This system of revenue allocation system:

- (a) Causes very significant vertical imbalance;
- (b) Gives states no discretion over the amount funds;
- (c) Does not permit fiscal capacity equalization to a national average standard;
- (d) Removes from federal government leverage to influence state priorities to achieve national objectives;
- (e) Uses a formula for determining state level allocations that bears little relationship to state expenditure requirements; and
- (f) Leaves states exposed to changes in federal tax bases and collection performance

The state **tax revenue base** is narrow, primarily because of the highly centralized federal tax structure with an almost exclusive preserve over all the buoyant taxes, leaving only the tenement rates and property taxes under the local governments and state government domain respectively.

## **10.0 RECOMMENDATION FOR INSTITUTIONAL IMPROVEMENT**

### **(i) Institutional Development:**

There is need both for rationalization of the structure of decentralized government, and clarification of the responsibilities and duties of the various developed institutions. Further reform is necessary to strengthen the local governments and towns in performing their functions under the Local Government Law.

Increased accountability of local government institutions and greater participation by civil society in developments by involving stakeholders in the

*Lola Tomori*

planning, design and implementation of policies and programmes needs to be discussed and introduced. The roles and responsibilities of urban institutions need to be clarified in order to avoid the horizontal and vertical overlap which currently exists.

**(ii) Human Resources Management Functions:**

Administrative devolution has only been partial as staff transferred to the local governments continue to be under the control of the state controlled local government service commission who carry out appointment transfers postings, promotions and appraisals of local staffs. There is a need to provide mechanism to develop human resources and improve human resources management. Equally, there is need to examine how the accountability of departmental staff can be improved, the opportunities for reward and section, and a system of staff engagements which encourages team building and loyalty, and facilitates a productive and motivated workforce within the local governments in Ibadan.

**(iii) Ibadan City Development Framework:**

Thus Ibadan city development framework should be initiated by the Oyo State Government placing particular emphasis on Ibadan City Master plan. The framework will:

- (a) Support the development of long term strategies and sectorial policies, strategies and plans for Ibadan's development.
- (b) Adopts an entrepreneurial approach to city development, including support for **private-public-sector** partnerships, and
- (c) Supports capacity building of Ibadan Metropolitan Area and town agencies to better equip them to perform against their mandate.

**(iii) Introduction of Improved City Governance and Management:**

For the city of Ibadan to maintain its position as a state capital and regional industrial and commercial centre require:

- (i) The introduction of improved city governance and management to enhance responsibilities, predictability, accountability and transparency of government and provide a coherent and supportive framework for efficient **urban management and planned development**.
- (ii) Enhanced land use and development efficiently through the facilitation of operation of an effective urban land market. Also the preparation, enhancements and **implementation of city structure plan/master plan** and its use as a tool to resolve planning and jurisdictional conflict and enhance urban efficiency.
- (iii) Preparation of crucial infrastructure and service **master plans** to support city plan particularly in water supply, waste water management, solid waste management and transportation.
- (iv) Upgrading and **extension of city infrastructure** and services to support **economic development**, particularly in the sectors of water supply, electricity transport, wastewater disposal and solid waste management.
- (v) Enhancing the resources available to support large-scale infrastructure development through attracting private sector resources in a variety of public-private sector partnership arrangements.
- (vi) Increased sustainability of infrastructure and services through improved cost recovery for services leading to better- founded and improved management, operation and maintenance.

*Lola Tomori*

- (vii) Enhanced tax collection efficiency (especially property tax) at the local government level to provide resources for the use of Ibadan Metropolitan Area in infrastructure and service provision, rehabilitation and operation.

**(iv) Improvement in Local Government Revenue System:**

A **sound fiscal transfer system** is a key element of sound local government finance system. Growth in prices, population, and economic activity in rapidly urbanizing countries like Nigeria, imposes demands for public expenditure that can only be met by both substantial and buoyant resources. The challenge is to identify resources that combine these characteristics with an equitable incidence and the encouragement of efficient use.

Both the yield and buoyancy of a specific **revenue base** depend to some extent on its inherent qualities, such as the volume of activity **charged** or **taxed**, and its responsibilities to growth in prices; population, and so forth. Revenue administration is much easier, not necessarily more equitable, if the **object of a tax or charge** and the extent of its liability are automatically identified and do not be set out.

The adequacy and equity of revenue source are also interconnected, because there is a link between the **perceived relationship of tax to liability to pay** and its political acceptability. If the distribution a **tax burden** is not seen as related to the **taxpayer's capacity**, the will only be **acceptable at a low rate of incidence**  
**Taxation.**

Taxation is still the correct way to fund services of **collective benefit**, and the relative ability to pay is the right basis for its distribution. A variety of channels through which **tax revenues** support urban services include:



- Local taxes, loved by local authorities:
- Local surcharges on national and state taxes:
- Transfer of national and state tax revenue to local authorities or parasternal agencies through grants, subsidies, or percentage revenue shares.
- National and state taxes sport directly by central department.

(v) **Institutional Coordination Mechanism:**

Lack of coordination among actors/stakeholders is a challenge. Coordination is needed to ensure that actions by stakeholders are consistent and synergetic. For instance, a public private insurance scheme regulated by the Federal Ministry of Finance at the national level cannot be designed without considering risk reduction measures such as **land-use plans** and building norms at the local level task often by local authorities).

Power outages can have secondary effects on telecommunications, **water treatment**, and **urban transit systems**, and power **generation utilities**, especially **coal power plants**, can be dependent on the transport system dependent on the transport system for supplies Kunreuther and Heal (2003) explore this dependence theoretically, showing that, in the absence of cooperation mechanisms, individual actors may prefer not to invest in resilience of critical infrastructure.

There is a consensus among experts that governments have a key role to play in ensuring the resilience of critical infrastructure and that they should adopt a whole of government approach. This approach involves the **sectorial ministries and agencies** overseeing infrastructure services delivery and regulation in multiple critical sectors, as well as those responsible for supplying drinking water and managing urban transit and transportation.

*Lola Tomori*

The most common solution for improving the coordination of risk management is to place an existing multi-ministry body (or, if necessary, a new body) in charge of the exchange of information, coordination, and perhaps the **implementation of risk management measure**, many countries have agencies in charge of coordinating disaster risk management or national security issues and these agencies can also tackle issues related to infrastructure relicense.