

THE CHALLENGE OF TRANSFORMING IBADAN TO A MEGA CITY IN THE 21ST CENTURY

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1.0 INTRODUCTION:

The urban transition relates to different systems of settlements in different countries. Even cities and towns in the same country often show very dissimilar characteristics in the extent and nature of poverty, in the pattern of growth rate of investments and employment in the spatial dispersion (sprawl) of residential and commercial areas and its environmental quality and cultural amenities.

Just like the first cities that developed in the Mesopotamia sometime between 5,000 and 6,000 years ago, Ibadan transition to a city – state in the early 19th century from a village founded by Lagelu to a *City - State* was based on the agricultural surplus made available by the slaves captured in the wars through intensive farming and managed by the social – elite, that is, the war chiefs that occupied the settlement during the Owu wars.

The farmlands outside the town wall expanded to support the increasing population without reliance on importation. The farmland by 1850 had extended to 8 kilometres to the city wall while Alvan Milson put farm villages at one hundred and ninety three (193) in 1891. Ibadan thus had a large number of satellite villages which supplied the town with agricultural products.

According to the World Bank Publication (2000), in the next two decades, more than 95 percent of the population growth in developing countries will occur in urban areas. Mega cities such as *Bangkok*, *Cairo* and *Lima* have had to absorb more than twice as many

people in the past 25 years as *London* or *New York* did at the peak of their growth at the end of the last century.

The most rapid growth in recent decades has occurred in large cities with *1.5 million* residents and in small ones with fewer than *500,000* residents. According to the report, the proliferation of mega cities with population of more than *10 million*, is the most dramatic trend, particularly in Asia and Latin America. Between *1995* and *2015*, the world's mega cities will more than double in number to 26, of these, 22 will be in developing countries, most of them in Asia. As at 2009, Lagos mega-city was **10.5million**, Cairo, Egypt **10.9million** Reo de Janenpom Brazil was **11.8million** according to the United Nation's Development of Economic and Social Affairs (2009)

1.1 Ibadan City Development Trend:

The magnanimous and accommodating disposition of the people of Ibadan, the limitless opportunity the city held for intending settlers and the very location of the city helped a lot to make the city developed rapidly to urban status more than the other Yoruba cities and towns and today becoming the largest city in West Africa sub – region. Ibadan had a peculiar and unique pattern of development. The movement of people from the city, which forms the nucleus of Ibadan, was in ever increasing concentric circles with satellite towns and villages.

The initial congregation of Ibadan after the occupation of the allied army of Ife, Ijebu and Oyo was along ethnic lines in 1820. The numerical superior Ife soldiers led by Okunade Maye and Oyo-Yoruba refugees lead by Lakunle chose Oja-Iba. The Ijebus lived in the South at Isale-Ijebu while the Egbas led by Lamodi moved far away from their conquerors and settled at Yiosa. This pattern of settlements was a clear indication of the existing political cleavages in their war camp. As more refugees came to Ibadan, they were allocated residential quarters such as, Ogunmola, Sunmola Laamo, Balogun-Alli-Iwo, Aare-Latosa, Aje, and a host of others.

The unique pattern of movement and development of the city create a situation whereby every family in Ibadan village has a corresponding name in the city. ***Thus every true indigene of Ibadan has at least two local governments, one in the city and the other in the rural area.***

The settlement grew very rapidly under the protection of a series of war lords and by 1890, when British rule was imposed; Ibadan had extended over an area of about 40sq km (Milson, 1891). The 29 kilometer city wall enclosed a sizeable proportion of farmland, forestland and river flood plains. The importance of Ibadan grew further when it became the capital of the Western region in 1940s as and the seat of the British Administration between 1893 and 1914 while the capital was transferred to Oyo between 1914 and 1934.

Ibadan has a number of locational advantages to its credit due to which it has attracted significant industrial and commercial investments, leading to the large scale employment opportunities which exist today. As a result of this development, its population swelled dramatically, ushering in the modern age of Ibadan, a new airport, more tertiary educational institutions, dominant commercial and light industrial centres, and housing estates owned by the State and Local Governments.

1.2 Population Growth:

According to the United Nation's Development of Economic and Social Affairs Report (2009), less than half of the urban growth in any region is due to internal (rural to urban) migration. Most urban growth is explained by natural population increase within the cities and by the transformation and incorporation of formerly rural areas at the urban periphery. The natural population increase was as a result of excess birth over death in most urban areas.

The population of Ibadan grew from estimated 100,000 people in 1851 to **2,559,853** in 2006 with the urban area declining in growth rate. However, it appears the population growth is gradually shifting to the less city that has increased in growth rate by 4.7% from 1991 according to the figure released for 2006 housing and Population Census by the National Population Commission. This was as a result of transformation and incorporation of formerly rural areas of Lalupon, Alakia, Olodo, Ogbere, Odo-Ona, Bode – Igbo and Moniya at the urban periphery of Ibadan city.

Table1: Population Size and Growth Rate of Selected Urban Centres, in Nigeria (1952 - 2006)

S/N	Urban Centres	Population Census 1952	Population Census 1963	Growth Rate 1952/1963	Population Census 1991	Growth Rate 1963/1991	Population 2006	Growth Rate 1991/2006
1	Ibadan Municipality	459,196	627,379	2.9%	1,228,663	2.50%	1,338,659	0.57%
2	Greater Lagos	267,000	665,000	8.65%	1,238,137	3.93%	1,436,398	1.05%
3	Kano Municipality	130,173	295,432	7.7%	406,601	1.23%	586,892	2.86%
4	Abeokuta	84,451	187,297	7.5%	376,894	2.51%	451,607	1.21%
5	Onitsha	76,921	163,031	7.1%	221,691	2.46%	261,604	8.50%
6	Port Harcourt	71,634	179,563	8.7%	406,000	12.96%	541,115	1.93%
7	Enugu	62,764	138,457	7.5%	464,514	4.44%	722,664	2.99%
8	Aba	57,787	131,003	7.7%	500,183	4.84%	531,340	0.40%
9	Zaria	53,753	100,694	5.9%	180,000	7.59%	289,205	2.41%
10	Benin City	53,753	100,694	5.9%	180,000	7.59%	289,205	2.41%
11	Calabar	46,705	76,418	4.5%	320,000	5.25%	371,022	0.99%
12	Ilorin	40,994	108,546	9.2%	576,429	3.81%	777,667	2.02%
13	Kaduna	38,794	149,910	13.1%	348,000	3.81%	760,084	5.35%
14	Jos	38,527	90,402	8.1%	623,000	7.14%	821,618	1.57%
15	Ondo	36,233	74,343	6.8%	252,347	8.5%	358,430	2.37%
16	Maiduguri	54,646	140,000	8.6%	627,000	1.12%	732,696	8.56%

Source: Federal Office of Statistics National Population Commission, 2009

Comparative studies of the population growth of old regional capitals in Nigeria such as Enugu, Kaduna and Benin, showed that Ibadan has the least growth rate in spite of being a regional capital since 1940s. ***The result of population census conducted by the NPC has only confirmed that Ibadan population has continuously been on the increase***

while the low rates of growth as recorded for Ibadan City are due to bonafide errors and undercounting of population of Ibadan by the NPC. The growth of the developed urban area has spread to Omi-Adio in the West, Moniya in the North, Lalupon in the North-East, Egbeda in the East, Elesin/Odi-Odeyale South-East and Alomaja in the South all within 20 kilometres to the centre of Ibadan where you cannot even get land directly to purchase for development except through transfer. With the growing population of suburban areas there is need to provide master plan for these satellite towns.

1.3 Urban Institutions

The institutional setting in Ibadan traditionally comprised of Ibadan Traditional Council which transformed to a Native Authority Council during the Colonial Administration and by 1952 a democratic Ibadan District Council was inaugurated. In 1961, Ibadan District Council was split into Ibadan City Council and six rural District Councils. As at 1991, Ibadan had eleven Local Governments with five in the city and six councils in the less city.

As a state capital, Ibadan has a host of Federal and State agencies and Local Governments with separate land areas, separate legal and administrative frameworks, all engaging in little institutional coordination. This has resulted 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 byelaws and frameworks. This has far reaching and adverse consequences on city growth and development. The resulting poor governance and regulation in Ibadan affects not only the quality of urban planning, infrastructure development and municipal services, but also impacts adversely on the state's economic growth and development prospects.

1.4 Urban Planning and Development:

The resulting rapid growth of Ibadan Metropolitan Area has created serious problems of housing, food shortage, sanitation, unemployment, underemployment, deforestation of

Agala Forest Reserves at Oke-Aremo and Alesinloye, and crime. In addition, the residents of Ibadan lack access to adequate health services despite the services rendered by the University Teaching Hospital, Adeoyo Maternity Teaching Hospital and a host of others due to the growing uncontrolled population. Ibadan lacks adequate supply of piped-borne water and good service roads in various communities. ***Currently, the development of Ibadan is severally constrained by four major factors:***

- (i) The lack of a future vision and coherent development plan;
- (ii) The lack of clarity of institutional roles and responsibilities between the different jurisdictions and tiers of government;
- (iii) Poor enforcement of planning regulations; and
- (iv) Non-availability of adequate funds to construct, rehabilitate and sustainably operate and maintain critical urban infrastructure and services for domestic and foreign investment in productive activities.

Ibadan does not currently have either a structure plan or master plan guiding the city growth although we were told that the preparation of master plans for major cities and towns in Oyo State was included in the year 2010 budget. Let us hope that it would be implemented.

The core district of the city is a densely populated area occupied mainly by the indigenes of the city. The age of this zone, centred around the famous Mapo Hall, can be seen in the roofs, hardly any gaps between the buildings, a situation causing monumental ventilation and accessibility problems, among others. Many of the buildings do not face roads or streets since they are at back of other buildings. This makes the problem of refuse collection impossible. The roads themselves are narrow and usually without gutters.

The geographical location and economic potential of Ibadan has been drawing both labour and capital towards it for many decades, but the city has never been in a position to deal effectively with these inputs in order to maximize their potential to benefit the

city. Neither new investment nor new additions to the labour force have been optimally located in the city, leading to uncontrolled growth, haphazard development, poor or at best uneven infrastructure provisions, a polluted urban environment and for many, poor quality of life.

1.5 Urban Renewal

As a result of urban sprawl, the central city of Ibadan continues to deteriorate at much faster rate than the sub-urban areas. Consequently, many residential buildings in the core areas are abandoned in the face of high cost of bringing them up to Town Planning codes, standards, and there is no adequate programme for coping with this situation.

Even the World Bank assisted Ibadan City Improvement Programmes (CIP) at Yemetu, Mokola and Ogbere-Agugu were inadequate for the task of stopping decline of the vast areas of deterioration around the city core areas because of the inevitable disruption of the social and physical fabric of project areas and the failure to resolve conflicting goals. However, the disadvantaged residents in the upgraded areas have always been the ultimate beneficiaries.

Another impoverishing effect of urban renewal is the loss of dwelling and assets caused by forced displacement and uprooting from an existing pattern of making a living without compensation or hope of resettlement by the government.

The resultant displacement of households and economic units (such as workshops, commercial shops, small producers' units, food stalls etc.) deprives those affected either of buildings or employment, or even access to their customers, or of a combination of these losses. This is why many urban renewal projects have not been successful because of government insincerity and commitments to ameliorate the sufferings of the affected people. The Yemetu land acquired for resettlement scheme for those affected by Yemetu

urban upgrading was allocated to high class elites for modern residential estates development.

The urban renewal problem should be an on going project to solve the many problems of urban slum as clearly demonstrated by the Lagos State Government under the leadership of Governor Babatunde Raji Fashola (SAN). He has given Lagos citizens a sense of purposeful governance and accountability to the electorates in Lagos State.

1.6 The Problems of Urban Infrastructure and Services Delivery in Ibadan.

Two of the most critical urban development issues facing Ibadan Metropolitan area and other cities in Nigeria are the financing of urban infrastructure and the institutional arrangement for delivery of urban services. The problems of urban infrastructure and services are so severe and have such an immediate impact on economic and social development. The issues relating to provision of water, housing health facilities and education, among the many in urban development, are the subject of discussion in this section.

1.6.1 Educational Facilities

The first step towards the establishment of educational institutions in Ibadan was the founding of a school by Rev. Hinderer under a shed at Kudeti in **1853**. This was followed by three Mission Schools established between **1894** and **1898**.

The C.M.S established Siant Paul's School Yemetu in **1894**, the Methodist founded the Methodist School, Elekuro in **1898** and the Romana Catholic Mission established St. Augustine, a boy's schools in **1895**. Wesley College, Elekuro was founded in **1905** by the Methodist Mission.

Direct Government participation in the education of children in Ibadan started in **1905**. A number of secondary schools were established between 1906 and **1958**. The Government

established a Baale School at Oranyan in **1905** and Government College, Ibadan in **1926**. The Islamic Mission, pioneered by Alhaji Y. S. Ishola and Chief Adeoye Omiyale, opened two Muslim Primary Schools at Odoye along Bere-Adeoyo Road and at Ibuko (now Isale Bode) in Ibadan on **18th May, 1933**. Chief (Mrs.) Janet Bolarinwa established the first Private Primary School, Aafia Institute Mokola in **1946**. Chief T. L. Oyesina established Ibadan Boys High School in 1938 and Ibadan City Academy Eleta in **1946** and Kobamoje Primary School Ibadan.

Today, there are two Universities, the University of Ibadan established in **1946** and the LEEDS University at Toll Gate Ibadan, a private University. There is one Polytechnic, Cooperative College, School of Nursing and School of Hygiene. There are **433** Secondary Schools and **887** Primary Schools. In addition, there are more than **600** Private Nursery and Primary Schools and a great number of Private Secondary Schools all within Ibadan.

1.6.2 Health Facilities

In the health sector, the Missionaries who came to Ibadan between 1853 and 1893 established mini-hospitals in the personage, especially at Kudeti and Elekuro.

In 1902, when Ibadan Native Authority was established, the N. A. built a dispensary at Oranyan near the swamp. Three years later, precisely in 1905, the Jericho Nursing Home was built by the Government. Adeoyo General Hospital was built in 1927. In 1938, the first private hospital named Alafia Hospital at Adamasingba, Ibadan was established by Dr. Saka Anthony Agbaje, an Ibadan indigene from the famous Agbaje Family of Ayeye.

The healthcare delivery in Ibadan was enhanced when the University College Hospital (U.C.H) was opened for use in 1957. The Roman Catholic Mission built two hospitals at Oluyoro and Eleta, Ibadan. In addition there are a good number of local government health centres and dispensaries including private hospitals and clinics.

1.6.3 The Road Network in Ibadan

The road network in Ibadan did not follow a specific pattern, especially in the core residential areas of the city, because of the Yoruba civil wars of the 19th century which gave no room for conscious integrated planning activities. The government began road project in 1897 in Lagos which linked Ibadan city in 1906 and was extended to Oyo Town in 1907.

The traffic problems in Ibadan have been aggravated by the city's rapid economic and industrial development. Most of the existing roads were constructed in the *1940s* and *1950s* when the city economic and territorial extent were limited to the old Gbagi and Ekotedo areas. Thus the roads were narrow, winding and lacking in pedestrian sidewalks and adequate parking facilities. The traffic situation has also been worsened by the roadside trading along Agbeni, Amunigun, Onisiniyan and Oritamerin areas of the metropolis.

Lack of physical planning in many parts of the city also contributes to the problems. It gives rise to the almost disorganized arrangements of buildings which, in turn, negates and continues to prevent the development of better road connectivity, most especially, in the indigenous and most populous sections of the city.

1.6.4 Water Supply Capacity to Ibadan Metropolitan Area:

Water supply still poses a serious problem in both the urban and rural areas of Ibadan. This is in spite of the fact that by the mid-1980s, Ibadan metropolis accounted for nearly two thirds of the total domestic water supplies in the Old Oyo State or about 85 percent in the area now forming the new Oyo State.

In spite of the large storage capacities of Asejire waterworks, the absolute quantities of water produced on daily basis (about 70-75) million litres per day are far below the desirable figure of 115 million litres per day.

Oyo State in recent time has embarked on a programme of rehabilitation of the major waterworks serving Ibadan metropolis. These include Asejire and Eleyele waterworks and Osegere water scheme. The Osegere water scheme was established as a temporary source of water to Ibadan city whilst the construction of Asejire was in progress. But as soon as the Asejire Scheme was commissioned, the nearby Osegere scheme was abandoned in spite of its good location, and storage tanks well sited on an elevation to ensure a good flow of water to the city. These three schemes were later rehabilitated with a loan from the African Development Bank (ADB) the effect of which had not been felt by the larger population in Ibadan urban and rural areas.

In the rural areas, only Lalupon, Erunmu and Ejioku have pipe-borne water. The scheme which was commissioned in 1961 is based on direct pumping (intake) of water from Osun River and the water is only partially treated. This scheme supplies 140, 926 litres of water per day. The population of the three settlements served was 38,700 according to the 1963 census while the population had reduced to 13,307 according to the census figures released.

According to Areola and Akintola (1994), the Water Corporation has carried out feasibility studies and prepared the design works on water supply schemes to:

- a. Latigan, Apadi, Ogundipe, Olofin-Oro, Akimolete and Agbeja in Oluyole Local Government Area; and
- b. Akanran, Gbedun, Araromi, Olounda, and Matiko in Ona-Ara Local Government Area. But all has been executed.

Therefore, sources of Rural Water Supplies remains the streams, ponds, springs, boreholes and deepwells including rainwater. With the population of Ibadan and its environs, Engineer Adegbola Tokun of OSOT Associates at a workshop organized by Ibadan Foundation on July 27, 1995 projected water demand for Ibadan in the year 2000 AD. and beyond to be 602 million litres per day (MLD). Whereas, the total output by 1996 when Asejire phase III would have been completed with ADB loan assistance will be 200mld (i.e. Eleyele with 27mld, Osegere with 13mld and Asejire Phases I&II with 80mld each).

He envisaged that water problem would persist unless Government embarks on new schemes of which three have been identified namely:

- a. At Odedele 20km South of Asejire on River Osun with 500mld capacity;
- b. At Olokuta about 25km South West of the city on River Ona, old Lagos Road, coupled with Fatokun (on River Omi nearby with 260mld capacity); and
- c. At Abeta near Olokemeji about 40km West of the city on River Ogun about 900mld capacity.

1.6.5 Housing Condition

In Oyo State, 157,550 households are homeless representing (12.62%) of the total households while 154,273 households are living in more than 7 rooms apartment representing (12.36%); 268,602 households (21.52%) live in one room apartment, 204,455 households live in 2 rooms apartment (16.38%) and 162,631 households in 3 rooms apartment (13.03%). The statistical information should provide a policy guideline for the government on housing demand in the state; by linking informal demand to national housing finance programmes and also improving the housing stock by working in tandem with NGOS, the industrial sector and financial institutions.

Moreover, government should recognize housing as fundamental service for the urban poor and as an effective instrument for social inclusion and building assets. Government

should also identify local housing priorities, repayment capacity, savings potential and where up-front subsidies to local government authorities would leverage private savings.

Finally, government should improve land management and information systems and increase the supply of land by amending the Land use Act and upgrade infrastructure and public services delivery in the slums and squatter settlements in urban areas of Oyo State in general and Ibadan in particular.

Table 2: Social Indicators Related to Living Standard in Selected States in Nigeria

States	Population 2006	Literate Population (Age 6+)	Household with Access to Pipe-Born Water	Household with Electricity Connected	Household with Regular Waste Collection	Educational Status (Secondary)
Bauchi	4,653,066	34.08%	6.48%	16.83%	19.23%	11.67%
Benue	4,253,641	44.73%	22.42%	14.96%	9.84%	20.79%
Ekiti	2,398,957	90.56%	17.24%	36.16%	6.46%	29.59%
Enugu	3,267,837	54.85%	11.70%	35.28%	17.10%	30.20%
Kaduna	6,113,503	48.68%	15.01%	35.17%	18.16%	19.96%
Kano	9,401,288	48.94%	9.23%	27.88%	27.02%	17.06%
Katsina	5,801,584	46.88%	8.94%	23.37%	34.58%	15.84%
Lagos	9,113,605	75.10%	25.09%	86.14%	53.37%	37.92%
Ogun	3,751,140	62.81%	21.19%	63.52%	17.48%	28.26%
Ondo	3,460,877	66.26%	5.00%	42.06%	9.44%	29.97%
Oyo	5,580,894	62.92%	6.83%	49.06%	10.17%	28.48%
Rivers	5,198,716	72.76%	18.30%	38.95%	9.89%	35.24%

Source: Calculated from Household and Population Data (2006) produced by National Population Commission, August, 2009.

The tables on Social indicators, shows that governments in Nigeria have not been doing much to provide access to basic needs of the people. ***The study of twelve major states with high rate of urbanization showed that none of them scored 30% of households having access to piped-borne water while Oyo State is one of the worst states in the provision of social services to the people of Oyo State.*** The number of children per classroom and the ratio of Teachers to students are progressive indices to measure the quality of education in any state of Nigeria in general.

Poverty alleviation should be among the highest priorities of any urban development strategy. Modest investments can make large improvement in the lives of the urban poor. Upgrading of basic services such as water, sanitation, roads solid waste, and street lighting in lower income urban areas have direct impacts on the welfare and productivity of the poor. These types of infrastructure investments should be part of broader programmes encompassing employment generation, primary health, and education.

1.6.6 Managing the Road Network:

Managers of road networks cannot be held accountable for the condition of roads unless responsibilities for managing different parts of the road network and road traffic are assigned clearly.

The process of assigning managerial responsibility attempts to reconcile three conflicting objectives:

- ***First***, to the extent possible, it attempts to keep the various functional hierarchies together.
- ***Second***, it attempts to assign managerial responsibility in a way that is consistent with the administrative structure especially in a federal structure where decentralization of administrative responsibility is to reduce the fiscal burden on the central government and to strengthen local accountability.
- ***Third***, it attempts to assign responsibility to agencies that have the financial and technical capacity to manage the roads effectively.

Road Network in a country is generally divided into four administrative classes namely:

- (i) National roads, that is, major trunk roads, including expressways and toll roads;
- (ii) Regional and rural roads;
- (iii) Urban roads, which may also include some toll roads, and

(iv) Community roads, tracks, and trails

In a federal administrative system, countries tend to adopt a three-tier management structure in which central provincial (state), and local governments all play a role in managing road network as we have in Nigeria. However, in some countries, such as Australia, Canada, and the United States, the federal government delegates the management of most roads to provincial or state governments, and the management structure ends up looking like that in two-tier countries (see table 4).

Table 3: Jurisdictional Control of Roads in the United States

Jurisdiction	Rural Mileage	Percent	Urban Mileage	Percent	Total Mileage	Percent
State	692,414	22.3	107,058	13.3	799,472	20.5
Local	2,229,668	71.9	694,728	86.5	2,924,396	74.9
Federal	179,561	5.8	1,292	0.2	180,853	4.6
Total	3,101,643	100.0	803,078	100.0	3,904,721	100.0

Source: World Bank Technical Paper No. 409 on Commercial Management and Financing of Roads (1998).

Most roads, about 74.9 percent, in the United States fall under the jurisdiction of local governments (town, city, county). Only 4.6 percent are under the jurisdiction of the federal government. These include roads in national forests and parks and roads on other federal lands and Native American Reservations. The rest of the roadways (representing 20.5 percent of total national mileage and including the entire interstate system) are controlled and maintained by State governments (Haggie and Piers Vickers, 1998).

1.7 Financing Urban Infrastructure and Services:

The physical condition of urban infrastructure in Nigeria, such as water supply, sewerage, sanitation, urban roads, electricity, drainage, waste disposal, is generally poor due to lack of maintenance and neglected rehabilitation and investment needed to serve future growth. Poor infrastructure conditions have dramatic effects on economic productivity.

As evident from the foregoing, the development needs of Ibadan are great in terms of the requirement for improved urban governance, management and finance, and demands for more extensive infrastructure provision and better service delivery both to support economic activity and provide a decent standard of living for the city's residents.

Much needs to be done to induce the States and Local Governments to realize the vast untapped potential of the revenue sources under their control such as: the personal income and value added taxes (VAT) of the states and the property tax of the Local Governments.

Table 4: Revenue Generated by the Three Levels of Government in Nigeria (Naira Million)

Period	Total	Federal	States	Local Government	Total Rev. to GDP
1970-74	1,888.12	1,650.85	-	-	
1975-79	7,721.28	6,873.90	-	-	24.13
1980-84	12,343.94	7,972.80	4,872.66	-	22.49
1985-89	26,898.78	15,116.40	5,076.22	-	20.86
1990-94	156,845.48	59,272.48	4,825.96	19,548.80	30.64
1995-99	595,157.02	4,111,711.94	5,409.76	36,083.38	29.59
2000-01	2,058,846.50	697,129.50	6,512.90	86,435.14	46.70

Source: Ayodele Odusola (2002). Research paper for the United Nations University on Tax Policy

In Nigeria, tax revenue rose from 38.5 percent in 1990 to 53.4 percent in the following year and fluctuated between 28.7 and 45.6 percent between 1992 and 2001 and this somewhat improved over following years. In 2005, according to CBN annual report, company Income Tax, customs and Excise Duties, VAT and Federal Government independent revenues increased by 24.4, 7.2, 11.7 and 269.1 percent respectively over their levies in the preceding year.

According to Ayodele Odusola, "The Nigerian Tax System favours the Federal Government which controls the buoyant tax components have jurisdictions over the less

profitable ones. In most cases, the Federal Government taxes the corporate bodies while the state and local governments tax individuals.

In the long term, the Federal Government should consider ways of dealing with the disincentive for States and Local Governments revenue mobilization due to the large federation account transfers. The options include:

- a. Requiring the transfers to be for capital investments only. So that States and Local Governments would be obliged to meet recurrent costs by themselves;
- b. Converting a part of the transfers to matching grants, which would only be given if the State or Local Government put up a specified amount for specific projects that meet needs of the people such as the Community and Social Development Projects (CSDP)

The above suggestion notwithstanding, the investment required in infrastructure and services cannot be founded by governments alone, they must create the conditions to attract private sector investment into the provision of infrastructure and services in Ibadan Metropolitan Area. (i.e. Ibadanland)

Furthermore, in order to attract such investment, and use it effectively, the Local Governments in Ibadanland must be in position to identify and prepare good projects, and have in place a regulatory environment and funding mechanisms which can facilitate timely, project execution, and ensure the sustainability of assets so created.

1.7.1 Public-Private Partnership Roles in Urban Development:

For a long time now, before the new democratic dispensation took off in 1999, States and Local Governments have received from the Federation Account huge amounts of allocation running into several billion of naira apart from the internally generated revenue. Yet the state of infrastructural development has remained very poor because we have regarded infrastructural investments as being the exclusive responsibility of the government.

However, there has been an increasing trend globally, whereby publicly provided infrastructure facilities are becoming privatized. Many countries, both developed and developing, have adopted Public-Private Partnership (PPP) in addressing their infrastructural challenges; hence, Oyo State Government and Local Government Authorities in Ibadanland must be desirous of attracting and partnering with the Private Sectors in the infrastructural development of the state capital.

Addressing the challenge of economic development, environmental impact and social justice requires effective partnership between government and all segments of the society. Dealing with the challenges of urbanization requires an all-inclusive partnership in which every segment is engaged at its resolution level of interest and efficiency. The partnership must go beyond the organized private sector and the multilateral agencies to include local communities, civil societies including religious, women and youth groups and even inter-governmental bodies with Authorities and the people in Ibadanland.

Private firms' intervention in infrastructural development usually uplifts the living condition of the communities where they are located for business activities. For instance, Lagos State Government utilized Private Partnership with corporate organization operating in Victoria Island for the reconstruction of Ajose Adegun Street. It was also reported that Palnagra Nigeria Ltd. single handedly sponsored the beautification of a 2.6 kilometre road while the Zenith Bank spent N1billion on Ajose Adegun road. In Ibadan, Chief Kola Daisi, single handedly upgraded the Primary School Building at Itabale Olugbode while the British America Tobacco Company Limited (BAT) built many boreholes and other community infrastructures in Oluyole LGA as part of its corporate responsibilities to the communities in Ibadanland.

Owners of factories, industries and financial institutions should embrace such corporate social responsibilities to improve the living conditions of the communities where they are

operating. I understand, some individuals and corporate bodies are already adopting schools for upgrading while some are engaging in the beautification of the city roundabouts and road medians. That is good enough for the development of Ibadan and environs.

Growing members of countries are devising partnership with Local people to provide municipal environmental services. In Accra, Ghana, sanitation services in low income areas have improved greatly since NGOs and local entrepreneurs have been allowed to operate community pit latrines. Dislodging and disposal are carried out by the city's central Waste Management Department. This division of responsibility has proved more effective than attempting to operate a completely centralized sewerage system that had fallen into disrepair.

In Jarkata, neighbourhoods organize the collection of solid wastes by collecting monthly dues that are used to buy cart and hire a local garbage collector. At least once a month, one volunteer from each household assists in collecting garbage and cleaning the neighbourhood drainage system. The wastes are taken to transfer station where they are packed up by municipal authorities, a task that is gradually being contracted out to private companies (World Bank, 1992).

1.8 The Way Forward for Ibadan Mega City Vision

For the vision to transform Ibadan to a Mega-City to materialize, it would require the introduction of improved urban governance and efficient resource management that would enhance responsiveness, accountability and transparency of both the State and Local Governments in Ibadanland.

- There is urgent need to prepare ***critical infrastructure and service master plans*** to support urban renewal plan for the traditional core areas and the sprawling urban slum in the new areas of Ibadanland. This could be achieved by providing up-to-

date communications infrastructure; more efficient office complexes; designated car-parks and bus-stops; open spaces and recreation centres.

- The government should embark on upgrading and extension of existing city infrastructure and services to support economic development. The present efforts of government in dualizing Mokola-Ojoo Road, Iwo Road interchange to Olodo and Queen Cinema – Molete Road should be extended to J-Allen-Odo-Ona-Apata Raod, Olorunsogo-Akanran road, Bere Agbeni-Dugbe and Ogbere-Old Ajia Road to the New Airport. The project on the *proposed circular road* should be re-visited.
- The social infrastructure should equally be given attention, particularly in the sectors of water supply, electricity, transport, wastewater disposal, solid waste management. These projects have direct effect on poverty alleviation and the city economic productivity.
- Time is ripe to develop an **“Ibadan Geographic Information System (IBAGIS)”** as one of the current methodologies in the management of land and water resources. Reliable data on the environmental resources are essential in the planning of resources utilization and resource management programmes of the city for sustainable development.
- The government should partner with the private sector to develop new industrial and residential estates and Inland Container Depot at Erunmu, instead of selling the existing Government Quarters and continued sub-division of plots in the GRAs.
- Oke’badan festival should be converted into an international carnival to combine older practices with newer ones that will bring tourists from all over the world as Governor Babatunde Raji Fashola (SAN) did in Lagos State to Eyo Festival.
- The Ibadan Progressive Union (I.P.U) made its impact in 1930s through its study circle, which awarded scholarships; it’s Library Section, which organized debates; and its members who became influential Chiefs. In a similar endeavour, the Central Council of Ibadan Indigenes (CCII) should use the annual *Ibadan Week*

Celebrations as opportunity to award *Scholarship* to deserving Ibadan indigent students, raise funds to establish *Ibadan Museum and a Library in Ibadan House*, encourage debates on good governance and leadership and issues that will promote Social, Educational and Economic upliftment of Ibadanland.

- Finally, the *Creation of Ibadan State and its Development Agenda* to transform it to a mega city are twin projects aimed at progressive elimination of poverty, unemployment, inadequate human development, primitive agricultural practices, weak infrastructure and mismanagement or misuse of resources. Already, Ibadan has been programmed to enjoy 16-hour minimum electricity along with other cities regarded as regional and commercial hubs in Nigeria such as Lagos, Kaduna, Kano, Onitsha and Nnewi.

OKE'BADAN A GBE WA O