

ONITSHA

STRUCTURE PLAN FOR ONITSHA
AND SATELLITE TOWNS



UN  HABITAT



Anambra State

STRUCTURE PLAN FOR ONITSHA AND SATELLITE TOWNS



Structure Plan for Onitsha and Satellite Towns

Copyright © United Nations Human Settlements Programme (UN-HABITAT), 2009
All rights reserved

United Nations Human Settlements Programme publications can be obtained from
UN-HABITAT Regional and Information Offices or directly from:

P.O.Box 30030, GPO 00100 Nairobi, Kenya.

Fax: + (254 20) 762 4266/7

E-mail: unhabitat@unhabitat.org

Website: <http://www.unhabitat.org>

HS/1151/09E

ISBN: 978-92-1-132117-3

DISCLAIMER

The designation employed and the presentation of the material in this publication do not imply the expression of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area, or of its authorities, or concerning delimitation of its frontiers or boundaries, or regarding its economic system or degree of development. The analysis, conclusions and recommendations of the report do not necessarily reflect the views of the United Nations Human Settlements Programme (UN-HABITAT), the Governing Council of UN-HABITAT or its Member States.

Excerpts from this publication may be reproduced without authorisation, on condition that the source is indicated.

Photo Credit: © UN-HABITAT

ACKNOWLEDGEMENTS

Director:	Dr. Alioune Badiane
Principal Editor:	Prof. Johnson Bade Falade
Co-ordinator:	Dr. Don Okpala
Principal Authors:	Tpl. Moses Olubunmi Ajayi, Engr Chike F. Ejindu, Prof (Mrs) C. C. Okojie, Mr. Udeaja Chris Ikenna, Tpl. (Dr) Francis Onweluzo
English Editor:	Eric Orina
Design and Layout:	Andrew Ondoo

FOREWORD



resources and are repositories of knowledge and agents of socio-political change.

Cities and urban areas, as potent instruments for economic growth and development, are however predicated on their being properly planned, administered and managed.

Upon my assumption of office as the Governor of Anambra State, I discovered to my astonishment that there was no Structure Plan for any of our cities in Anambra State, including Awka the State Capital. A closer look at our major cities of Awka, Onitsha, and Nnewi revealed that these cities are inadequately planned and managed. They are currently largely characterized by outdated physical layouts or no planned layout at all, poor drainage structures and inadequate sanitation, uncontrolled street trading, mounds of solid waste or refuse, overcrowded and congested transport systems and inadequate and deteriorated road facilities. The result is intolerable overcrowding, congestion, noise and pollution.

Extensive illegal and unregulated building patterns predominate in Onitsha, Nnewi and other burgeoning urban centres in the State. Buildings are put up without regard to existing building and health codes or zoning and sub-division regulations – thus creating slum and squatter conditions in which most urban residents in the State now live. Thus, Onitsha has regrettably been described by some observers as “... a sprawling slum city of chaos and disorder – an insult to the art of architecture and a disgrace to urban planning and development”.

Such situations in and characterization of our cities and urban areas are clearly unenviable and regrettable.

It is now widely acknowledged and accepted that cities and urban areas are engines of economic development and growth. Cities drive the national economy, contributing a substantial proportion to the gross domestic product (GDP). Cities attract investments and create wealth, enhance social development, human and technical

resources and are repositories of knowledge and agents of socio-political change. It is to reverse and stem this development trend and to realize the developmental potentials of well-planned and managed cities, towns and villages, that my Government approached the United Nations Human Settlements Programme (UN-HABITAT) in Nairobi, Kenya and sought its technical assistance and cooperation to develop and prepare urban structure plans for Awka Capital Territory, Nnewi and Onitsha, for a start, to promote orderly, healthy and productive development of these major cities.

This Report is an outcome of this cooperative effort. My Government believes that if the land use proposals and policy and legislative reforms contained in these reports are effectively implemented, Anambra State will realize sustainable development of these cities and their contributions to economic and social development. It is the intention of my Government therefore to regenerate and revitalize these cities and in the case of Onitsha, to prepare and position it to become the leading Mega-City East of the Niger.

Effective implementation of these recommendations and realization of the development potentials requires, apart from the envisaged massive public investments in infrastructure, the support, coordination and integration of the activities of all stakeholders, including all State Government Ministries and Agencies, Local Governments, Donor agencies, Communities, Town Union Groups and their leaders, business people, traders, land developers, professionals, organizations and trade union associations and indeed all people resident in Anambra State. The required support and cooperation involves among other things, respecting and complying with the land use development proposals, rules and regulations made in the Structure Plans as the various recommendations and land use proposals are in the overall public interest of Anambra State.


I therefore commend the implementation of these urban Structure Plans' recommendations to the citizens and residents of Anambra State, particularly to residents of the respective project cities, namely Awka Capital Territory, Nnewi and Onitsha. I call on all stakeholders to accept the development proposals in the Structure Plans, support and cooperate with each other, Government agencies, communities and the private sector for their implementation to achieve sustainable development of Anambra State.

It is of course recognized that no plan is perfect or valid for all times. These plans are therefore subject to periodic revisions and updating. The preparation and adoption of these plans for implementation constitute a major start – perhaps an overdue start for cities and towns in Anambra State.

I wish to take the opportunity to express my Government's gratitude to the UN-HABITAT and the Executive Director, Dr. Anna K. Tibaijuka, for the technical assistance extended to the State, without which the production of these Structure Plans would have been impossible. It is our hope that this is but the beginning of continued cooperation between the Anambra State Government and UN-HABITAT.

I wish to appreciate Alioune Badiane, Director, Regional Office for African and Arab States, for his leadership and the contributions of Professor J. B. Falade, Habitat Programme Manager for Nigeria and all consultants and technical experts who made tangible contributions to bringing about this outcome. Better developed Anambra cities and towns will be a worthy and deserving tribute to their dedicated efforts.

Lastly, I make bold to commend all the recommendations and land use proposals of the Structure Plans to all stakeholders to ensure their effective implementation.



His Excellency,

Peter Obi,

Governor of Anambra State

Awka, Nigeria

PREFACE



It is my great pleasure and relief to see the end product of this phase of the Anambra State Urban Structure Plan Project. These Urban Structure Plan Proposals and recommendations for Awka Capital Territory, Nnewi and satellite towns and Onitsha and satellite towns are products of painstaking consultations, surveys and

analyses by UN-HABITAT Consultants.

I am fully aware of the technical, infrastructural and other difficulties encountered in the process and I appreciate that these difficulties notwithstanding, the consultant teams persisted in their work. The result is this very admirable outcome.

It has been a rewarding experience working with the teams and I take the opportunity to appreciate and thank all of them individually and collectively, for their commitment to the project. I wish to also express the profound gratitude of the State Government to the management of UN-HABITAT who made this project possible.

I wish to also thank all those others who made contributions to the successful outcome of this project, including project communities and their leaders, as well as other partners and stakeholders including government officials who reviewed and provided feedbacks and

comments to the draft final report, which preceded this final report.

Most importantly, I must congratulate His Excellency, the Governor of Anambra State, Mr. Peter Obi who took the initiative to invite the UN-HABITAT to collaborate with the State in the execution of this project.

The Government will ensure that these Structure Plan proposals/recommendations are conscientiously implemented and periodically reviewed to the best extent possible.

I commend these proposals and recommendations to the citizens and residents of Anambra State in general and those of the project cities in particular.

A handwritten signature in black ink, appearing to read 'Peter Afuba', written over a horizontal line.

Peter Afuba Esq.

Hon. Commissioner for Lands, Survey and
Town Planning, Awka Anambra State

ACKNOWLEDGEMENTS



In the process of preparing this report, we owe gratitude to so many people, groups and institutions, although space would only permit mentioning just a few.

To start with, we would like to acknowledge the magnanimity of the Governor of Anambra State, H.E. Mr. Peter Obi, for his vision in initiating

the project in collaboration with the UN-HABITAT as the executing agency and for his full support in providing the necessary operational and logistical resources for project execution.

We would also like to thank the State Commissioner for Lands, Survey and Town Planning, Hon. Peter Afuba, for his admirable calmness and equanimity in piloting the execution of the project on behalf of the State Government. Similarly, we wish to thank the various officials of his Ministry who provided technical and logistic supports; in particular, the Permanent Secretaries of the Ministry, Sir Gregory Obunadike and Barrister (Mrs.) Ada Idigo-Izundu, the Ag. Director of Town Planning Mr. Peter C. Okoye; and the Ag. General Manager of the Anambra State Urban Development Board (ASUDEB), Mr. Jude E. Ilozulike. In the same vein, we acknowledge the cooperation and assistance of all the officials in the various State Ministries who provided us with relevant data and information for this report. Invaluable technical support was regularly rendered by Engr. Cletus Maduafokwa, Chief Engineer of ASUDEB. We thank the Chairman of the ASUDEB, Arc. Okey Chukwuogo and his staff for hosting the Structure Plan Project.

We specially acknowledge the support and cooperation of traditional rulers and community leaders of the various communities covered in this project, namely H.R.H. Alfred Achebe, the Obi of Onitsha, H.R.H. Engr. J.U. Nwakobi, the Eze Obosi and his chiefs,

H.R.H Igwe Kenneth Orizu of Nnewi and H.R.H Igwe Gibson Nwosu, Eze-Uzu Awka. We are also grateful to the following Traditional Rulers: Igwe Reuben Aghanti of Ezinifite, Igwe Christopher Umeaniba of Azuigbo, H.R.H Leonard Ojiako, Obi of Amichi, H.R.H B.B.C.Okeke, Igwe of Okija, Representatives of Ukpo Improvement Union, Sir Ezekiel Okeke, President-General, Ichi Development Union, Sir A Okechukwu – President Utuh Development Union for attending to the requests for information.

Our special thanks go to the following resourceful Community Leaders, namely Dr. Dozie Ikedife, President-General of the Ohaneze Ndigbo, Hon. Ben Ngonadi, the Chairman, Nzuko-Ora Nnewi, Professor J.O.C Onyemelukwe and Sir A.E Ibeanu for their various contributions and assistance to the project.

Lastly, we wish to acknowledge the selfless service rendered in various capacities in the execution of the project by the following; Engr. Daniel Abalogu, TPL Valentine Ezenwa, TPL Vincent Ezenagu, Mr Paul Omaliko, Ifeanyi Ezife, Mr. Ifeanyi Ikem Igwilo and Mr. J. O. J Ulas, Ms. Uju J Efobi, Ms. Ngozi F Okpara, Ms Ngozi Olisakwe and Chris Onwuagana.

A handwritten signature in black ink, appearing to read 'Alioune Badiane'.

Dr. Alioune Badiane

Director, Regional Office for African and Arab States UN-HABITAT, Nairobi

TABLE OF CONTENTS

FOREWORD	3
PREFACE	5
ACKNOWLEDGEMENTS	6
CHAPTER 1: INTRODUCTION	13
1.1 Preamble	13
1.2 Methodology	13
1.3 Defining the Structure Plan Area	15
1.4 Structure of the Report	17
CHAPTER 2: BACKGROUND TO ONITSHA	18
2.1 Location and Regional Setting	18
2.2 Natural Environment	18
2.2.1 Geology, Relief, Drainage and Soils	18
2.2.2 Climate	18
2.2.3 Temperature	18
2.2.4 Rainfall	18
2.2.5 Relative Humidity	19
2.2.6 Vegetation	19
2.2.7 Soils	19
2.2.8 The Effects of Natural Climatic Factors on Urban Design and Living	19
2.3 The Growth and Development of Onitsha	19
2.4 Demographic Indicators	20
2.5 Social Organization	21
2.6 Land Use Activities, Patterns and Trends	21
2.6.1 General Land Use	21
2.6.2 Land Use Problems in Onitsha	22
2.6.3 Land Use in Surrounding Towns	24
CHAPTER 3: PROFILE OF ONITSHA AND SURROUNDING COMMUNITIES	26
3.1 Shelter and Slums	26
3.1.1 Existing Slum Areas	27
3.1.2 Proportion of People with Access to Water and Sanitation.	29
3.1.3 Institutional Support	29
3.1.4 Regulatory Framework	30
3.1.5 Resource Mobilization /Capacity Building	30
3.1.5 Critical/Priority Projects	30
3.2 Urban Governance	30
3.2.1 Institutional set-up	30
3.2.2 Traditional Urban Administration	30
3.2.3 The Local Government Council	30
3.2.4 Resource Mobilization	31

3.2.5	Decision-Making Process	32
3.2.6	Transparency ,Accountability and Performance	32
3.2.7	Capacity Building and Training	33
3.3	Gender	33
3.3.1	Institutional Framework	33
3.3.2	Women and Governance	34
3.3.3	Women and Education	35
3.3.4	Factors which Constrain Women	35
3.3.5	Capacity Building and Training	36
3.3.6	Agreed Priorities for Women and Youth	36
3.4	Environment	36
3.4.1	Institutional Support	36
3.4.2	Pollution	36
3.4.3	Erosion and Flooding	37
3.4.4	Capacity Building and Training	37
3.4.5	Priority Projects	37
3.5	Local Economic Development	37
3.5.1	Trade and Commerce	37
3.5.2	Industrial Base	37
3.5.3	Measures to boost Local Economic Development	38
3.5.4	Constraints to Local Economic Development	38
3.5.5	Agreed Priorities	38
3.6	Basic Urban Services	39
3.6.1	Water Supply	39
3.6.2	Solid Waste Management	39
3.6.3	Electricity and Telephone	40
3.6.4	Institutional Support	40
3.6.5	Training and Capacity Building	40
3.6.6	Agreed Priorities	40
3.7	Transportation	41
3.7.1	Existing Road System	41
3.7.3	Traffic Situation	44
3.7.4	Water and Air Transportation	44
3.8	Heritage	48
3.9	SWOT Analysis	46
CHAPTER 4: ENVISIONING THE FUTURE		52
4.1	Preamble	52
4.1.1	Goal of Anambra State Economic Empowerment and Development Strategy	52
4.1.2	Goals of Onitsha Local Economic Empowerment and Development Strategy	53

4.2	Vision of Onitsha	53
4.3	Planning Goals and Objectives	53
4.3.1	Goals	53
4.3.2	Objectives	55
4.4	Development of Concepts, Assumptions and Strategies	56
4.4.1	Alternative no. 1 – Sprawl and Scatter	57
4.4.2	Alternative no. 2- Decentralize	57
4.4.3	Alternative no. 3- Satellite Town	58
4.4.4	Alternative no. 4- High Rise	58
4.5	Population and Land Use Projections	60
CHAPTER 5: LAND USE PROPOSALS		61
5.1	Land Use Planning and Allocation Strategies	61
5.2	Proposed Land Use	62
5.2.1	Residential	62
5.2.2	Commercial Land Use	62
5.2.3	Informal Sector	63
5.2.4	Industrial Land Use	63
5.2.5	Institutional and Community Facilities	64
5.2.6	Recreational Open Spaces and Cultural Land Uses	64
5.2.7	Transportation	64
5.2.8	Basic Urban Services	69
5.2.9	Gender Implications	70
5.2.10	Development Control	70
CHAPTER 6: PLAN IMPLEMENTATION		71
6.1	Preamble	71
6.2	Need to Adopt Sustainable Development Paradigm	71
6.3	Implementation Strategy	72
6.4	Proposed Regulatory and Institutional Frameworks	72
6.5	New Legal and Institutional Frameworks	73
6.5.1	New Urban and Regional Planning law for Anambra State	73
6.5.2	Establishment of State Physical Planning Board	73
6.5.3	Establishment of Onitsha Planning Authority	74
6.5.4	Establishment of Structure Plan Implementation Committees	74

6.6	Interim Implementation Arrangements	75
6.4.1	Appointment of Chief technical Adviser and Programme Officers	77
6.7	Financing	77
6.7.1	Sources of Funds	78
6.7.2	List of Donor Agencies Active in Anambra State	79
6.8	Phasing Plan	79
6.8.1	Planned Implementation of Action Plans Jan-December 2009	79
6.8.2	Policy Reforms 2009-2010	82
6.8.3	Phasing of the Implementation of Action Plans 2010-27	84
6.9	Capacity Building	86
6.10	Plan Reveiw and Monitoring	86
	BIBLIOGRAPHY	92
	CREDITS	94
	ACRONYMS	96

LIST OF FIGURES

1.1 Framework for the conduct of RUSPS	16
2.1 Map of Nigeria showing Anambra State	19
2.2 Map of Anambra showing Onitsha	19
2.3 Topography Map of Onitsha	19
2.4 Onitsha and Satellite Towns: Existing Wards	21
2.5 Onitsha: Male- Female Population	21
2.6 Household Distribution by House types in Anambra State	27
3.1 Illegal Dumping of solid waste on prime land along River Nige	23
3.2 Aerial view of Okpoko Community Slum	29
3.3 Aerial View of Onitsha Army Barrack Slum	30
3.4 Aerial View of Onitsha Shoreline Slum	30
3.5 Population Density in Okpoko Slum 1978-1998	28
3.6 Population Growth in Okpoko Slum 1978-2008	29
3.7 Federal Allocation to LGS in Planning Area in nm 2005-2007	31
3.8 Percentage of Male-Female Employed in Local Governments and in Teaching Profession in the Planning Area	35
3.9 Existing Onitsha Major Drainage Channels and Flooding Areas	37
3.10 Industrial Establishment in Onitsha compared to other towns in Anambra State (1998-2003)	38
3.12 Households by Access to Water Supply in Anambra State	40
3.13 Household by Access to Toilet in Anambra State	40
3.14 Onitsha and Satellite Towns: Existing Road Networks	42
4.1 Population Projections for LGs in the Structure Plan Area 1991-2030	60
5.1 Onitsha and satellite Towns: Proposed Land Use	64
5.2 Traffic Counts in Selected Roads in Onitsha by Types of Vehicles	64
5.3 Onitsha and Satellite Towns: Proposed Road Network	68
5.4 Onitsha and Satellite Towns: Proposed Pedestrian Bridges and Flyovers	69
5.5 Onitsha and Satellite Towns: Proposed Dual Carriageway	70
5.6 Onitsha and Satellite Towns: Proposed Light rail System	71
5.7 Onitsha and Satellite Towns: Proposed Bus Routes	72

LIST OF TABLES

2.1	Population of Onitsha 1921 - 2006	21
2.2	Onitsha and Satellite Towns: Existing Land use	22
3.1	Characteristics of the Slums of Onitsha	28
3.2	Survey of Conditions of Major Roads in Onitsha	42
3.3	SWOT ANALYSIS	46
4.1	Population for the LGS in Planning Area based on Graphical Projections	59
6.1	Planned Project Activities to be implemented centrally by state government for all the structure plans in 2009	80
6.2	Planned Project Activities for 2009	81
6.3	Proposed Policy and Institutional Reforms 2009-2010	82
6.4	Phasing of the Implementation of Action Plans 2014-2027	84
6.5	Capacity Building Activities 2009-2007	86
6.6	Proposed Policy and Institutional Reforms 2009-2010	88
6.7	Phasing of the Implementation of Action Plans 2010-2027	88
6.8	Capacity Building Activities 2009-2027	91

BOXES

4.1	Millennium Development Goals and targets	55
-----	--	----

1 INTRODUCTION



1.1 PREAMBLE

In 2007, UN-HABITAT and the Anambra State Government signed a technical cooperation agreement for the development of realistic structure plans for Awka Capital Territory, Onitsha, Nnewi and the surrounding towns. This cooperation was borne out of the need to adopt development strategies for the provision of basic socio-economic and physical infrastructures in fast growing and unplanned cities to attain sustainable human settlements development.

Onitsha, the focus of the Structure Plan, is the most populous and rapidly expanding commercial and educational centre in Anambra State. During the past decades, Onitsha has had more than its fair share of the problems which accompanied unplanned urban growth. These problems have attracted the attention of many scholars of repute who acknowledged Onitsha's many enviable past heritages as an important religious, commercial and educational centre while bemoaning its decline due to current failures of land use planning, management and the lack of security in the city due to bad governance.

For instance, (Okpala 2007)¹ described Onitsha as an 'an admirable and sought-after city', being the 'largest market city in Nigeria, if not in West Africa', and a major 'centre of education' with many famous colleges and has developed its own 'intellectual climate', that 'manifested in numerous books (and pamphlets)' then referred to as "Onitsha Market Literature". He emphasized that Onitsha was a city of pilgrimage to which visitors from all over Nigeria and beyond sought to visit. From an open well-laid out and functional city, Onitsha today is 'a veritable bedlam! The city, has today, degenerated physically, environmentally, socially and morally to a point where it is no longer a livable city, and certainly not a sustainable city, if current trends continue'.

Okpala attributed the city's degeneration to the failure of land use planning and infrastructural provision, specifically:

¹ See Don Okpala (2007). *Is Onitsha Redeemable?*, *Thisday*, Cicero (2007) *Thisday Newspaper of Sunday August 26, 2007*, Cicero (2007). *Places to avoid in Onitsha*, *Punch*, Dec 16, Fidel Odum (2008). "Proposing a Tinapa for Onitsha", *Thisday*, Jan 3, p105. See Abati

“Physically and environmentally, Onitsha today shows no signs of any effective development control or regulation. Structures are built any how, any where. High rising buildings are constructed with hardly any road access to them, and with no water supplies even on the ground floors, much less on the higher floors. That the city is located on the banks of the great River Niger makes no difference to the paucity of its water supply. Several other sections/neighbourhoods of the city are a built up of unregulated, congested, ramshackle housing surrounded by indescribable filth. There are no drainage facilities or solid waste disposal facilities. Mountains of refuse are common features everywhere and they continue to creep increasingly into the limited road spaces.”

Similarly, Abati (2007) bemoaned the lack of planning in the following moving terms:

“Onitsha is a chaotic city, an insult to the art of architecture and a disgrace to urban planning and development. The people live and conduct business in a disorganized, congested space, carved out into small empires. No one now seriously doubts that the current pattern of largely uncontrolled, haphazard development and growth of Onitsha is inefficient and costly in terms of the existing and potential extra- ordinary demands they make on the resources to be used in providing access roads, water-lines, sewage disposal facilities as well as in terms of energy in an already built up area”.

Thus, the radical decision taken by His Excellency, Peter Obi, Executive Governor Anambra State, to commission the preparation of Structure Plans for Onitsha, Awka and Nnewi is a bold step in the right direction.

The Structure Plan for Onitsha presented is a city-wide strategy prepared for approval to guide the city’s development for the next 20 years. The Plan is geared towards achieving the goals of Anambra State Economic Empowerment and Development Strategy, Local Economic Empowerment and Development Strategy, the HABITAT Agenda, the Millennium Development Goals and the Vision 2020 of the Federal Government.

1.2 METHODOLOGY

1.2.1 RAPID URBAN SECTOR PROFILING FOR SUSTAINABILITY (RUSPS)

With many cities in developing countries experiencing rapid urbanization and its many challenges, the UN-HABITAT found it necessary to develop a tool of rapid urban assessment upon which immediate and long term interventions can be based. This approach is referred to as Rapid Urban Sector Profiling for Sustainability, which was first developed by the UN-HABITAT² working with the European Commission on urban sector profile study in Somalia in 2003.

The Rapid Urban Sector Profiling for Sustainability methodology is rapid, participatory and action oriented assessment of city’s improvement needs and capacity gaps at the city level upon which solutions could be proffered. The idea behind Rapid Urban Sector Profiling for Sustainability is to come up with a tool for formulating urban poverty reduction policies at the local, national and regional level through rapid, participatory, cross cutting, holistic and action oriented assessment of needs.

The Rapid Urban Sector Profiling for Sustainability as initially implemented was geared to address four main themes – governance, slums, gender and environment. But with time the themes covered under RUSPS have increased. The Rapid Urban Sector Profiling for Sustainability methodology has three phases:

- (a) Phase one consists of rapid profiling of urban conditions – This is done mainly through desk study, interviews and a city consultation. The background includes data on administration, urban planning, the economy, the informal and private sector, urban poverty, infrastructure, water and sanitation, public transport, energy, health, and education.
- (b) Phase two builds on the priorities identified through pre-feasibility studies and to develop detailed capacity building and capital investment projects. This phase also highlights agreed priorities and includes a list of identified projects.

2 UN-HABITAT (2006). Rapid Urban Sector Profiling for Sustainability (RUSPS) – Project designed and implemented by UN-HABITAT and financed by the European Commission, Government of Italy, Government of Poland and Government of Netherlands

- (c) Phase three is the implementation of the projects developed during the two earlier phases, with emphasis on skills development, institutional strengthening, and replication.

The application of Rapid Urban Sector Profiling for Sustainability in Egypt was insightful and commendable in that its scope was extended to the preparation of structure plans and it achieved the preparation of over 200 structure plans within a two-year period. The Egyptian experience, therefore, provides a valuable lesson for other developed countries where cities were grappling with growth without the adoption of the required structure plans. Since Structure plans based on Rapid Urban Sector Profiling for Sustainability have statutory basis, it also has more legal muscle when compared with Rapid Urban Sector Profiling for Sustainability Reports.

Anambra is the first State in Nigeria to utilize the Rapid Urban Sector Profiling for Sustainability methodology for the preparation of urban structure plans, drawing from the Egyptian experience. Since the technique was new in Nigeria, the Team of 10 national consultants recruited for the task and key staff of Government drawn from Anambra State Ministry of Lands Survey and Town Planning as well as the Federal Ministry of Housing and Urban Development were trained on Rapid Urban Sector Profiling for Sustainability concept, methodology and application. During the training held in November 2007, participants were opportune to review the Rapid Urban Sector Profiling for Sustainability framework - the questions and variables defined for data collection - to determine and agree on those relevant to Nigeria. The group agreed that Rapid Urban Sector Profiling for Sustainability framework should be expanded to cover transportation issues and be made to be part of basic urban services. Thus, the Consultants agreed that the RUSPS as applied to the cities of Anambra State would focus on seven thematic issues namely:

- Heritage/historic areas,
- Gender,
- Governance,
- Environment,
- Shelter and Slums
- Basic urban services/transportation; and
- Local Economic Development.

Fig 1.1 shows the logical framework of the application of Rapid Urban Sector Profiling for Sustainability for the Cities of Anambra State.

The Rapid Urban Sector Profiling for Sustainability was conducted for Awka, Nnewi and Onitsha from January-May 2008. For ease of application, the questionnaires were re-arranged and administered to three groups namely Government agencies, NGOs and Research Institutes and justice / legal agencies. Each set of questionnaires covered the seven thematic areas so that at its conclusion, consultants gathered impressions on all spheres of development from all the groups.

During fieldwork, questionnaires were administered directly by consultants and field assistants on groups and individuals as the cases demand. This approach was observed to be interactive, mentally stimulating, less time consuming, and more effective. The questions asked enabled respondents to review the existing situation from the stakeholders' perspective, their views of the cause, existing initiatives to remedy the situation, possible means of stakeholder intervention and their desires for the future.

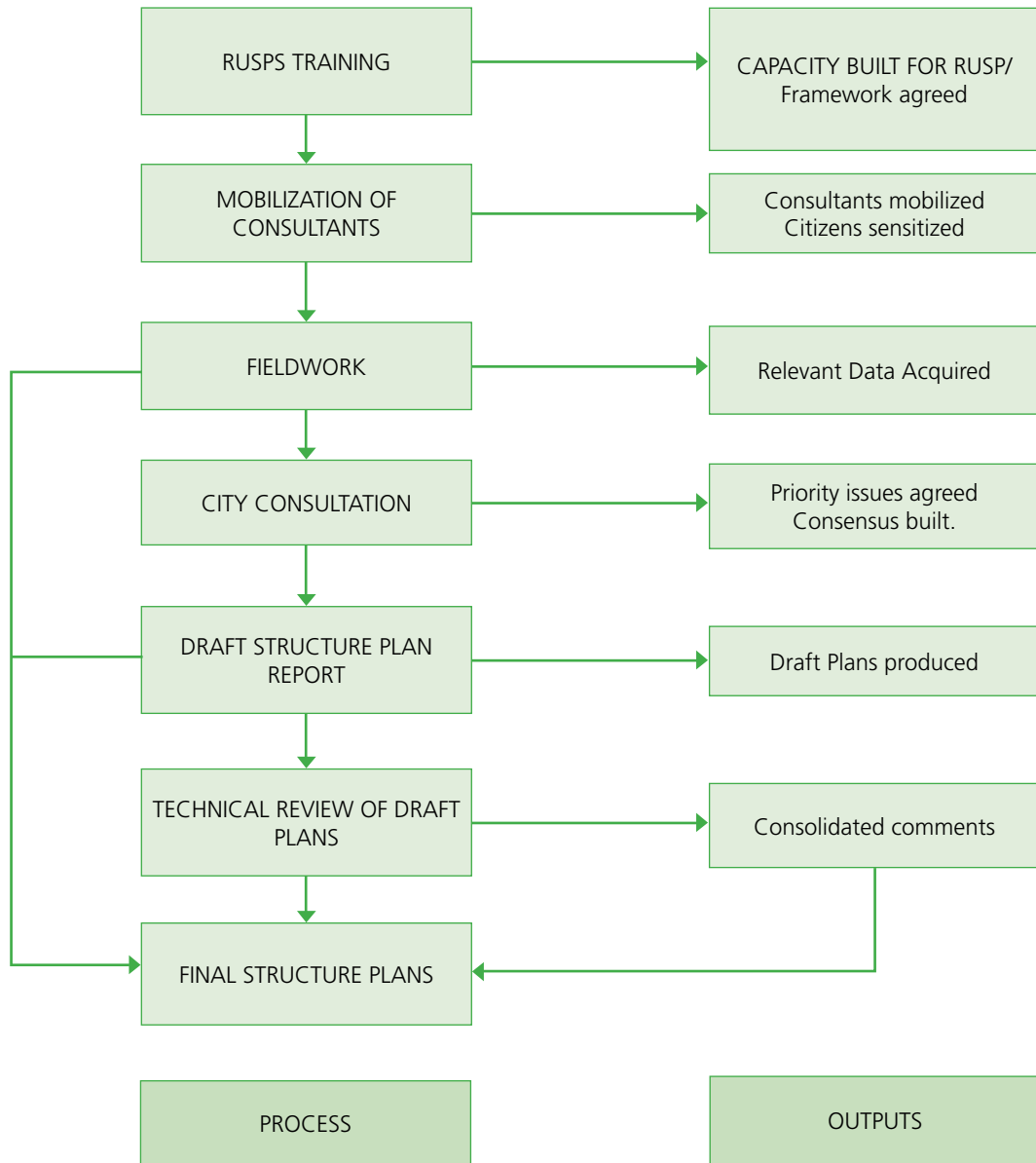
Following initial analysis of the data collected, a consultation with stakeholders was held in each of the three cities. The consultations were held to achieve a consensus on identified priority projects for the improvement of the cities. Stakeholders were drawn from; government officers, traditional rulers, community based organizations, NGOs, professional bodies, academic and research institutes, women and youth organisations, trade organizations i.e. National Union of Road Transport Workers and Owners, artisans /tradesmen, industrialists and religious organizations.

Rather than taking the route of preparing individual City and State Profile Reports³, the decision was to prepare the Draft Structure plans based on the prioritized needs as well as focusing on the goals of Anambra State Economic Empowerment as the goals of the Habitat Agenda and the Millennium Development Goals as they relate to the thematic areas adopted. These Drafts were subjected to reviews by experts and different arms of Anambra State Government for comments and the final report incorporated the essential comments made.

The report will create a focus for development, reaffirm the fact that all have a stake in affairs of their communities, and assist the various tiers of government to identify, plan, project and guard against negative developmental trends in Nnewi and similar emerging urban centres.

³ The opportunity can still be explored for developing Anambra State Urban Profile Report as well as the individual City Profiles which will incorporate all the information collected on the three cities as a resource mobilization strategy document

FIG 1.1: FRAMEWORK FOR THE CONDUCT OF RAPID URBAN SECTOR PROFILING FOR SUSTAINABILITY



1.2.2 LESSONS LEARNED FROM THE PROCESS

Among the lessons learned in applying Rapid Urban Sector Profiling for Sustainability methodology to the development of the urban structure plans for Onitsha are:

- Rapid scoping of urban areas to identify development challenges to be addressed and come up with priority projects.
- Emphasis laid on integrated approach reflecting the multi-dimensional nature of urban planning and management - governance, slums, environment, gender, transport and infrastructure, local economic development and local governance. All these dimensions need to be addressed in order to realize the “Inclusive City.”
- Emphasis on involvement of stakeholders (communities, local government officials, professional groups, civil society organizations, etc.) in the identification of priority issues for urban planning and management will encourage them to show interest in participating in and monitoring the implementation process.
- Opportunity offered during city consultations to identify the existence, nature and types of conflicts between communities (migrant) and how these may be managed.
- Exposes the gaps in capacity for effective urban management and designing appropriate means to fulfil the gaps.
- Offers great scope for adopting a gender perspective to urban planning.

1.3 DEFINING THE STRUCTURE PLAN AREA

Initially, the project title focuses on Greater Onitsha and defined the planning to cover areas within 15km radius of the town, using the Bridgehead as the center. As a result of the protest from the towns around Onitsha, the project title was changed to urban structure plan for Onitsha and satellite towns.

In terms of coverage, the project area spans 7 Local governments and 12 major communities as stated below and as shown in Fig.1.2:

1. Onitsha town which is divided into two Local Government areas –Onitsha North and Onitsha South.
2. Ogbaru Local Government (Odekpe and Okpoko).
3. Idemili North Local Government (Nkpor, Ogidi, Obosi, Umuoji).
4. Idemili South Local Government (Oba).
5. Oyi Local Government (Ogbunike, Umunya, and Nkwelle –Ezunaka).
6. Anambra East Local Government (Nsugbe).

In terms of spatial distribution of these settlements, there is really no clear physical delimitation, between Onitsha, and the following towns Nkpor, Okpoko, Obosi, Umunya, Umuoji, Ogidi, Nkwelle Ezunaka, and Odekpe. Oba and Nsugbe still have a few kilometers of undeveloped land between them and Onitsha.

1.4 STRUCTURE OF THE REPORT

The report is structured in six chapters. Chapter 2, which follows this Chapter 1, gives a general background of Onitsha –geographical setting, the natural environment and the people and culture.

Chapter 3 describes the existing situation in the study area and goes ahead to do an urban profile of the city along the six thematic lines –shelter and slums, urban governance, gender, environment, local economic development and urban services. A SWOT analysis was subsequently carried out and strategic intervention identified.

Chapter 4 posits the vision of the future and evaluates different development concepts and based on the decision to continue to make Onitsha the commercial capital of Anambra state, a decentralization policy was taken.

Both the profiling and visioning led to the structure’s plan land use proposals in Chapter 5 distributed over the geographical space of the planning area. The decentralization of Onitsha has major transportation implications and this was fully explored, leading to the provision of light rail transport. Other environmental issues were explained and provisions made for their accommodation.

Finally, Chapter 6 advances the institutional, regulatory and financing requirements of implementing the plan. The report finally examined gender issues, capacity building needs and the case for and method of plan review and monitoring.

2 BACKGROUND TO ONITSHA AND ENVIRONS



2.1 LOCATION AND REGIONAL SETTING

Onitsha, the project town is located in Anambra State, which is one of the 36 states of the Federation and one of five states in the South-East geo-political zone of the country. The other states in the zone are Abia, Ebonyi, Enugu and Imo. The new Anambra State was created in August 1991 together with Enugu State out of the old Anambra State, with its state capital at Awka. The state is divided into 21 Local Government Areas for administrative purposes, each with its Local Government Area headquarters.

Onitsha, the gateway to eastern Nigeria and economic nerve centre of Nigeria, is located on latitude 6°09'N and longitude 6°47'E in the Anambra North Senatorial Zone of Anambra State. It occupies the eastern bank of River Niger, covering some 50 square kilometres. Onitsha is strategically located and accessed through the east – west national main road from Lagos through Benin which links the eastern north – south route via the Niger Bridge at Onitsha. The main concentration of population and industrial activity and the areas showing the greatest potential for growth are situated along this transportation axis. The recent process of urban expansion very largely reflects the communication network. Her location, which combines both road and waterway access points, makes to be one of the four

main potential industrial and commercial growth areas in Nigeria (Fig 2.1 – 2.2).

The city is split up into two Local Government areas namely, Onitsha South and Onitsha North Local Government Areas. Onitsha North and South Local Government Areas are bounded by Ogbaru Local Government to the south, Idemili North and Oyi Local Governments to the east and Anambra East Local Government to the North (Fig. 2.2).

2.2 NATURAL ENVIRONMENT

2.2.1 GEOLOGY, RELIEF, DRAINAGE AND SOILS

Geologically, Onitsha and its neighbouring towns are situated within the vast sedimentary basin of the Niger-Benin trough of the upper middle Eocene known as the Bende Ameke group. Within this area, there are large areas of alluvium from the quaternary period.

Topographically the Planning Area is traversed and drained mainly by River Niger and its many tributaries, notably rivers Anambra (which lends the State its name), Nkissi and Idemili Rivers, all draining into the Niger (Fig 2.3). The Anambra River is the largest of all the

tributaries to the Niger south of Lokoja, the confluence of River Benue with the Niger. The geology of the area is of the Orlu ceusta formation which terminates at the River Niger bank. This upland area, which varies between 150 and 240m in height, is dissected by a number of small streams draining into River Niger.

2.2.2 CLIMATE:

Onitsha and its neighbouring towns are located in the transition area between the sub-equatorial climatic and the tropical hinterland climatic belts of Nigeria. The climate here is influenced by two major trade winds: the warm moist Southwest Trade Winds during the rainy season (April – October) and the North East Trade Winds during the dry and dusty harmattan (November-March).

2.2.3 TEMPERATURE:

In Onitsha, temperature is generally high (Maximum monthly temperatures varying from 780F and 810F. Mean temperatures are relatively constant throughout the year at about 770F with maximum temperatures experienced in the December – March period and minimum between June – September period.

2.2.4 RAINFALL:

Annual rainfall averages about 1,850mm (74 inches) per annum, which is reasonably high. Most of the rains fall between mid-March and mid - November although infrequently, there could be rains during the dry season. Precipitation in the dry season is mainly in form of dew.

2.2.5 RELATIVE HUMIDITY:

This is generally high throughout the year, with figures between 70% and 80%. Highest figures for relative humidity are experienced during the wet season and the lowest during the dry.

2.2.6 VEGETATION:

The vegetation within this region is light forest interspersed in some cases with tall grasses. The trees are not too tall, and domesticated or economic trees such as the mango, palm tree, guava, orange, almond etc are found. Some of the trees are hard while others are soft. Many of the trees of the natural vegetation have been felled and the land utilized for development.

2.2.7 SOILS:

The soils around Onitsha and indeed on the banks of the River Niger are characterized by a wide plain of alluvium. There are also sandy and loamy soils around the Nkpor and Ogidi area of the region.

2.2.8 THE EFFECTS OF NATURAL CLIMATIC FACTORS ON URBAN DESIGN AND LIVING

The factors of climate, geology and vegetation influence the lifestyle of the community and how they built their cities and houses. For example, the two prominent trade winds influence orientation and design of buildings. The long span of buildings is oriented in a southwest - northeasterly direction. This is to reduce the effect of intense warmth from the southwest and cold from the northeast. The cropping season begins in March at the commencement of the rains and the traditional New Year begins at the end of the harvesting period (October /November). The porous nature of the soil condition dictates special consideration for foundation design and landscape design and nature conservation. Onitsha's high temperatures create a warm condition, which is a great asset for promoting outdoor recreational pursuits and tourism.

2.3 THE GROWTH AND DEVELOPMENT OF ONITSHA

The founding fathers of Onitsha migrated from Benin between 1630 and 1680 and settled immediately after the River Niger. Onitsha in effect started its growth as a waterside settlement often known as the “waterside town” (Udo 1981).

In 1857, when the trade expedition led by McGregor Laird on the Niger arrived at Onitsha, it had a small market like other neighbouring Ibo markets, which was being held then every four days. In the company of the expedition, was Reverend Samuel Ajayi Crowther, a freed slave who led the Church Missionary Society (CMS) team. The CMS Group first arrived at Onitsha before the Roman Catholic Mission (RCM) which came later. These two Christian religious groups were responsible for the establishment of schools and colleges in Onitsha, dating from the 19th Century. The Central Primary School at Odoakpu in Onitsha was established in 1860.

Historically, Onitsha has exercised a great deal of political, economic, and social influence over the surrounding regions. The neighbouring towns of Obosi, Nkpor, Oba, Ogidi, Nkwelle - Ezunaka, and Umunya constitute parts of the region of the city's influence. These towns existed before the founding of Onitsha.

From origin, Onitsha grew from the waterside Inland Town by expanding inland, which led to the development of new residential areas along major arterial roads including Awka Road, Oguta Road, New Market Road, Old Market Road, Iweka Road, Modebe Avenue, Venn Road, Court Road, Park Road, Old and New Cemetery Roads. The planned new residential layouts also include the G.R.A, American Quarters, Fegge, Woliwo, Odoakpu and Omagba; The indigenes mostly reside in Inland Town.

The central business district (CBD) of Onitsha is around the main market. The city grew from its initial settlement around the River Niger to what it is today with many residential layouts (Fig. 2.4). Although it is easy to talk about Onitsha market, there are in fact several markets in Onitsha. The influx of traders from all parts of the country and the Cameroon to buy at Onitsha is an important factor that invariably contributed to the town's physical and population growths. Amongst the contributing factors are the low price of commodities in Onitsha market, the wide range of goods on sale, accessibility and low cost of transportation to and from the town. Onitsha's location on River Niger is advantageous as it is accessible by river and secondly the bridge over the Niger also makes the town the only gateway between southeastern and southwestern Nigeria.

The rapid growth in the size of the town and the market coincided with the period of formal occupation of Southern Nigeria by the British when Onitsha market, like those of many other settlements, became a daily market rather than a four-day cycle market.

During the last three or four hundred years, Onitsha became the commercial hub of Nigeria, being the focal point of canoe traffic bringing yams, beans, rice, maize and imported merchandise from the upper Niger, the Benue valley and from the coast through Benin, Warri and Sapele. Onitsha has ever been a collecting and distributing rather than a producer centre and this explains the vast extent of its trading hinterlands which include such distant places like Kano, Sokoto, Maiduguri and Jos.

In addition to commerce, Onitsha also grew to become a major industrial, educational, religious and administrative centre. As an industrial centre it houses

the largest number of industries in Anambra State. As a major religious centre, it has the largest Cathedrals for both the Anglican and Roman Catholic Churches, east of the Niger. And as an administrative centre, Onitsha houses two local governments and has high courts and other government institutions. A major feature of the Onitsha's growth and attraction of traders over the years is that non-indigenes accounted for more than 70% the total population.

2.4 DEMOGRAPHIC INDICATORS

From 1857 when the town was visited by the Missionaries till 1921 when the first census was conducted, the population figure for Onitsha was 8,084 inhabitants. By 1931, the population increased more than threefold to 26,921, made up of 18,356 males, which more than doubled the figure of 8,565 for females. This reflects the rapid population growth of Onitsha by in-migration of male traders, civil servants and school leavers seeking employment. The population growth has continued to the present. From 52,745 in 1953, the population of Onitsha more than trebled to reach 163,032 in 1963. By 1991 census, the latter figure had increased to 256,941 with 136,230 males as against 120,711 females. Also, the 2006 census gives a total population of 261,604 broken down to 135,508 males as against 126,596 females (Table 2.1 and Fig 2.5).

However, the 2006 census figures are not reflective of this growth because as reported the Census was not properly carried out in Onitsha. Members of the Movement for the Actualization of the Sovereign State of Biafra (MASSOB) disrupted the exercise and prevented officials and people from effectively participating in conduct of the census in Onitsha and other parts of Anambra State, claiming that those areas were "Biafraland". This situation accounted for the low census figures recorded for Onitsha in 2006 when compared with the figures for 1991.

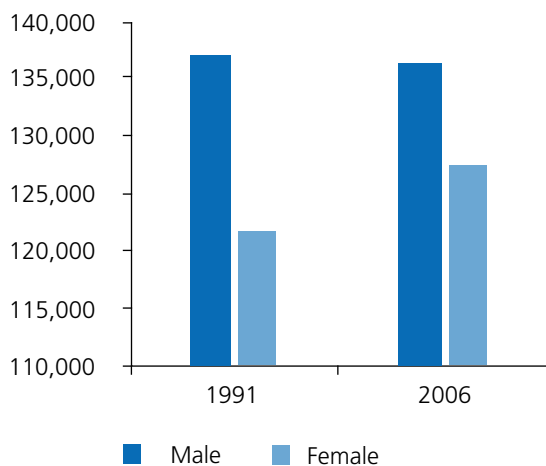
However, using the National Population Commission's growth rate of 2.83%, the 2006 population of Onitsha projected from the 1991 figure of 256,941 would have been 390,509 persons as against 261,604 recorded at the census, which amounted to 0.01% annual growth rate. It is pertinent to point out that this figure represents the night time population as against the day time population which could be up to 1,500,000 as a result of people going back to the villages after the day's job to spend the night. The rapid growth in the population of Onitsha has obvious implications for the physical planning and development of the town.

TABLE 2.1: POPULATION OF ONITSHA 1921 - 2006

Year	Males	Females	Total	% Annual Growth over the period
1921	NA	NA	8,084	-
1931	18356	8,565	26,921	23.3
1953	NA	NA	82,745	9.42
1963	NA	NA	163,032	9.7
1991	136,230	120,711	256,941	2.06
2006	135,508	126,596	261,604	0.12

Sources: 1991 and 2006 National Population Censuses

FIG 2.5: ONITSHA: MALE- FEMALE POPULATION



Among women, the hierarchy includes Omu (Queen of Onitsha), Otu Odu (Titled Women), Ikporo Onitsha (Married Women), Umuada Inyemesi and Umu-Agbogo (Young Girls).

The Ndichie advises the Obi generally and takes decisions in times of emergency. They are the custodians of the prosperity and welfare of Onitsha community. They take decisions about wars and treaties and fix dates for annual festivals and other ceremonies affecting the people. They communicate the resolutions of the Obi-in-Council to the Agbalanze, Ogbo-soachi-ani and the Omu, who in turn communicate to the rest of the community (Onitsha North LGA 2007).

There is the Onitsha Progressive Union which is a town development union that caters for the interest of the indigenous community who largely dwell in the Inland Town. The Onitsha Progressive Union works hand in hand with the Obi of Onitsha, a paramount traditional ruler of the town.

2.5 SOCIAL ORGANIZATION

Traditionally, Onitsha is administered by the Obi, assisted by a hierarchy of male and female chiefs and the age grades. The hierarchies of male chief include the Ndi Ichie (Red Cap Chiefs) Agbalanze Society (Ozo titled men representing the various lineages and quarters), and Agbalaniregwu and a Council of state consisting of prominent titled men representing various lineages and quarters. The Red Cap Chiefs are categorized as Ndiche Ume (Privy Council or Standing Committee), Ndiche Okwa and Ndiche Okwaraze.

The hierarchy of groups/age grades who play a role in traditional social organization include Ogbo-soachi-ani, Oro-Okwute, Otu Agbo (Age grades) and Umu-Ilo (Young Boys).

2.6 LAND USE ACTIVITIES, PATTERNS AND TRENDS

2.6.1 GENERAL LAND USE

The land uses in Onitsha are dominated mainly by housing which are mostly of medium and high density developments. Commercial activities abound everywhere in the town and one finds it difficult to separate from other land uses in the town. Onitsha is everywhere a commercial activity and a clear and meaningful zoning of this activity from other land uses, without destroying the character and function of the city to achieve an amenable and functional city is the main planning challenge facing the city.

The city has three industrial layouts at Onitsha, namely Harbour Industrial layout, East Niger Industrial layout and Nkitaku Industrial layout. (See Table 2.2 and Fig. 2.6)

Recreational and tourism facilities in Onitsha are mainly hotels and parks. The most popular is Rojenny Tourist Center at Oba. It is listed among top recreational resorts one of the gazette tourist centers in Nigeria with such facilities as stadium for sports, swimming pool, hotels, mini zoo, drama village and museum. The only two children playgrounds and sit-outs were built and being maintained by the Rotary Club and Limca Company. They are both located in Onitsha North local government with one at Enugu road/Ozalla road junction and the other in front of General Hospital along Awka Road. Other land reservations for open spaces designated for parks and sit-outs have been sold out to the public for development.

Previously, there was no night life due to insecurity. Recently night life is almost coming back with hotels, night clubs, suya spots and parks opening their doors for business. The Nigeria Television Authority and Anambra State Radio and Television Authority have enhanced the quality of their programmes for indoor relaxation. Producers of home videos are presently adding some value to indoor relaxation in Onitsha. It is apt to mention that some content of these home videos is likely to have a negative influence on the people if not checked.

2.6.2 LAND USE PROBLEMS IN ONITSHA

The present condition of Onitsha has been amply described both by professionals and laymen alike and all these help to appreciate the planning challenges in Onitsha (Okpala 2006, Abati 2007; Cicero 2006 and Odum 2008). These authors capture in vivid graphical terms the various land use problems as categorized below:

TABLE 2.2: ONITSHA AND SATELLITE TOWNS: EXISTING LAND USE

Land Use	Onitsha North		Onitsha South	
	Km ²	% of Total	Km ²	% of Total
High density residential	0.52	1.73	4.14	67.32
Medium density residential	9.51	31.66	0.52	8.46
Low density residential	2.82	9.39	0	0
Slum area	0.48	1.6	0	0
Commercial	0.74	2.46	0.07	1.14
Industrial/commercial	0	0	0.43	6.99
Industrial	1.57	5.23	0	0
Military barracks	3.59	11.95	0	0
Roads	9.81	32.66	0.66	10.73
Public open spaces	1	3.33	0	0
Creek	0	0	0.33	5.37
Total	30.04	100	6.15	100

Source: Field Survey by the Consultants 2008

(i) **Ineffective land use planning and development control and poor provision of basic services and environmental degradation.**

According to Okpala (2007),

“Physically and environmentally, Onitsha today shows **no signs of effective development control or regulation. Structures are built any how, any where. High rising buildings are constructed with hardly any road access to them, and with no water supplies** even on the ground floors, much less on the higher floors. That the city is located on the banks of the great River Niger makes no difference to the paucity of its water supply. Several other sections/ **neighbourhoods of the city are a built up of unregulated, congested, ramshackle housing surrounded by indescribable filth.** There are **no drainage facilities or solid waste disposal facilities. Mountains of refuse are common features everywhere and they continue to creep increasingly into the limited road spaces”.**

Abatti (2007) also posited that:

“Onitsha is a **chaotic city, an insult to the art of architecture and a disgrace to urban planning and development.** The people live and **conduct business in a disorganized, congested space, carved out into small empires.** No one now seriously doubts that the **current patterns of largely uncontrolled, haphazard development and growth of Onitsha is inefficient and costly in terms of the existing and potential extra-ordinary demands they make on the resources to be used in providing access roads, water-lines, sewage disposal facilities as well as in terms of energy in an already built up area.**

Thisday newspaper reported on the magnitude of environmental degradation as follows:

Like other major cities in the country, the spread of the coastal city is quite rapid, occasioned by **over population and ever-expanding economic and social activities,** which presently have **generated a lot of problems for the citizenry** as well as the government of the day, obviously, **the greatest of these problems facing the city is that of erosion and waste management,** as THISDAY investigation revealed”.

(ii) **The lack of safety and insecurity in the city.**

Abatti also described the lack of safety in the city as follows:

“Socially, **Onitsha has become a very dangerous and unsafe city where disparate, lawless and anarchic groups constitute themselves into authorities, kidnapping and extorting money from residents and visitors alike.** Owing to absolute social indiscipline, movement in the city is a nightmare.**Onitsha market and its ruling system has become an alternative government with its own army and administrative structures. The Onitsha Market Traders Association (OMATA) is a law unto itself.”**

Writing on insecurity Odum has this to say:

“It has been a **difficult task for the police in Onitsha** due largely to the fact that **criminals are devising newer methods faster than the police know. Weapons at the disposal of many robbery gangs in Onitsha are sophisticated compared to the obsolete ones given to our policemen.** There have been reports of robbers going on operations with cartons of bullets, while combined number of bullets in the guns of our policemen on patrol duty is not more than 25”.

(iii) **Lack of effective and functional transport system**

Okpala wrote as follows:

With hardly any decent public transportation service and absolutely no taxi – cab service to speak of, the so-called “Okada” (motor-cycle) rule the roads with such unruly, anti-social and chaotic behaviour as to constitute absolute nuisance and danger to everybody in that city-whether motorist or pedestrian and indeed even to the “Okada” riders themselves and their hapless passengers. In Onitsha, there would seem to be hardly any other means of transport than by “Okada” which clog roads and seem to outnumber even the population. The basic condition of the Onitsha urban transport chaos is of course, the deplorable condition of the roads. In the first place, road space has not increased commensurate with the post-civil war massive increase in the human and vehicular population of the city, even with its physical development/ expansion. Secondly, the roads that are there have deteriorated to a point where driving on them is akin to driving on a lunar surface. Paradoxically, this is typified by the Federal Government owned Onitsha –Enugu Expressway, which passes through the city and is indeed supposed to be the Nigerian section of the Lagos-to-Mombassa Trans-African High Way System. This awful state of Onitsha roads, one imagines, is why few entrepreneurs would hardly initiate a taxi- cab or decent bus service in such a suffocating city”.



(iii) **Onitsha as a city of rich heritage:**

Okpala asserts that the city is rich in historical and cultural and landscape heritages:

“Onitsha the commercial nerve center of Anambra State is indeed the pride of Igboland. Beyond its economic and commercial potential, the city is renowned for its historic and strategic background in the political landscape of the country. Onitsha is a major gateway to the South-East. Spanning from the borders of the River Niger, the city spread is wide and far reaching up to the adjoining towns of Obosi, Nkpor among others and has many suburbs that make up the metropolis.

2.6.3 LAND USE IN SURROUNDING TOWNS

NSUGBE:

This area has the advantage of a lot of vacant land that can be used for development. The location of Oriental Petroleum Refinery close to Nsugbe and the opening up of the Nsugbe road to Kogi State and on to Abuja have made Nsugbe area a candidate for industrial estate and an international market. Furthermore, because of the flat terrain and absence of erosion in this area, the State Government is also thinking of locating a cargo airport in the area.

Specifically, for Nsugbe town, both the road and bridge linking the College of Education to the town should be widened. Out-Nsugbe River Port should also be developed to ease evacuation of agricultural products.

The community desires both a hospital and a bank. The community also demands pipe-borne water and upgrading and tarring of all roads leading to Nsugbe.

NKWELLE EZUNAKA:

There is a State Government proposal to locate a waste dump site in this area. Specifically, the community wants a standard daily market. They require pipe-borne water and health facility.

UMUNYA:

The sitting of Tianshi University in this community will help to develop the local economy of this town. The sitting of the Teaching Hospital there too will enhance the health of the people.

Specifically, Umunya people want improvement to the power and water supplies. They need a well built daily market. The schools in the community need to be renovated. There is a high rate of youth unemployment and erosion menace is very serious. There is very urgent need to tackle the erosion problems.

NKPOR:

The State Government has a school of Nursing in Nkpor. There is also a private Polytechnic. The community wants the condition of the roads to be improved especially in the interior parts. The condition of water supply is poor. Environmental Sanitation is also a serious problem, especially with mechanic workshop and other informal activities mixed up with residences.

OKPOKO:

This is a slum area with a population estimate of between 150,000 – 200,000 people. Past efforts by the World Bank introduced some roads into the slum but the community still has all the features and disadvantages of a slum community. The people demanded the provision of electricity, water, schools, health facilities, children playgrounds, postal services and pedestrian crossways. They also demanded access to loans and credit facilities.

ODEKPE:

The Odekpe community is desirous of hosting the proposed iron rod and plastic market so that it can leave Atani road. Odekpe is peaceful, less costly than Onitsha and there is adequate space for farming. However Odekpe has the problem of erosion and coastal erosion. Odekpe is in Ogbaru Local Government and the State Government is planning to locate an Export Free Zone in the area. The community here is making demands for the provisions of a hospital, tertiary institution, water supply, motor park, agric processing industry and youth employment centre.

UMUOJI:

The critical problems in Umuoji include the poor road conditions, inadequate water supply and inadequate provision for schools. To tackle poverty, the community has requested for establishment of a skill acquisition centre for the youth and women and access to credit. The high expenditure on funeral ceremonies were identified as one of the constraints on local economic development.

OGIDI:

The critical problems in Ogidi are presence of hoodlums who now disturb the peace of the people, poor road condition, , lack of access to health facilities, water supply and poor educational facilities. Exodus of the youth to urban areas is high. Ogidi people demand the provision of markets and industrial assets.

OGBUNIKE:

The planning challenges in Ogbunike include lack of water supply, motor park and market. It is being proposed to develop a trailer park and improve schools and health facilities and roads in the community.

OBOSI:

The critical problems in Obosi include lack of water supply, poor condition of roads, and high rate of youth unemployment, lack of land use planning and development control and poor drainage.

The major assets of Obosi include its large population and land use area, which can be beneficial to accommodate overspill land use activities from Onitsha - e.g. the electronic market specific requests. The proposed second Niger Bridge will pass through Obosi and it is capable of accommodating industrial estate, skill development center and other employment facilities. The community is demanding the provisions of water supply, schools, health centre and improvement of the roads in their areas.

OBA:

Oba is well known for 4four major things: The Rojeny Centre, the proposed airport, its industrious population and the local wine (umachi oba). The planning challenges facing Oba include using the Rojeny Centre as leverage for the development of the city as a sport city or a tourist centre. As a sport city, there may be the need for the provision of an Olympic size stadium located in Oba. Other facilities demanded include water supply, health facilities, market, agricultural processing industry and improvement in the condition of roads.

The foregoing has shown the enormous growth of not only Onitsha but also the surrounding towns. Without adequate land use planning and development control, these settlements are bound to continue the present growth trends along the major arterial roads and forming a formidable urban corridor, which has serious implications for infrastructural provision and urban management. Looking at the myriads of urban planning challenges, the critical question to consider 'Is Onitsha redeemable? The current planning exercise among others must find sustainable solutions to the planning challenges facing the city.

3

PROFILE OF ONITSHA AND SURROUNDING COMMUNITIES



The profiles of Onitsha and environs are discussed in this Chapter based on the 7 thematic issues adopted for the RUSPS namely shelter and slum, gender, governance, environment, basic urban services and local economic development, heritage/historic areas and transportation.

The data collected were analysed to develop an understanding of the various opportunities and challenges in the thematic areas so as to provide city-wide responses to address the improvement needed in developing enabling local policies, regulations, effective institutional and financing mechanisms and capacity building needs for achieving sustainable human settlements development and management.

3.1 SHELTERS AND SLUMS

'Slums' are residential areas in towns and cities that lack adequate access to water and sanitation and secure tenure and their buildings are of poor structural quality with insufficient living area (UN-HABITAT 2002)¹.

According to UN-HABITAT (2002), slums create the conditions for poor health and insecurity and are the most visible forms of poverty in the city. While there have been concerted efforts at the national, state, local and global levels to eradicate poverty, the efforts to effectively improve the lives of people living in slums have either been missing or less than desired². An assessment of the slum conditions in Onitsha and environs is therefore imperative for devising appropriate strategies for addressing poverty reduction and to achieve sustainable urbanization in the planning area.

¹ UN-HABITAT (2002); State of World Cities Report

² See National Planning Commission (2003) National Economic Empowerment and Development Strategies Anambra State Government (2007); Anambra State Economic Empowerment Development Strategies. Onitsha North (2007). Local Economic Empowerment and Development Strategies; Onitsha South (2007). Local Economic Empowerment and Development Strategies; UN-HABITAT (1996); Habitat Agenda; UN (2001); Millennium Development Goals: All these documents emphasized poverty eradication. Both the MDGs and Habitat emphasize improvement of the lives of the people living in slums.

In the RUSPS framework, several key variables were defined for profiling cities for provision of shelter and slums. While data could not be collected for all variables, the accounts of those collected are given below.

3.1.1 EXISTING SLUM AREAS

Fig 3.1 shows the analysis of household population by house types in Anambra State. Household living in single rooms amounted to 32%, which is more than half (51%) of those living in whole buildings (63%). The figure of those living in single rooms in Onitsha which is 36% is higher than the average for the State (Table 3.1).

FIG 3.1: HOUSEHOLD DISTRIBUTION BY HOUSE TYPES IN ANAMBRA STATE

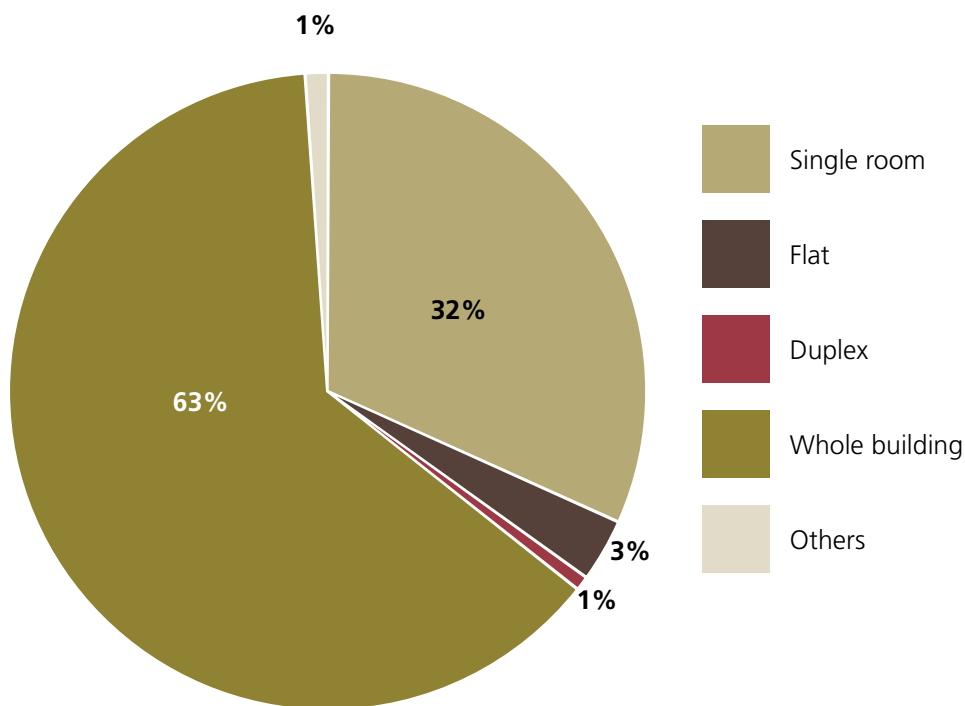


TABLE 3.1: CHARACTERISTICS OF THE SLUMS OF ONITSHA

- Haphazard development
- No provision for public facilities and amenities
- Very high density living (439.78 persons per hectare)
- Mixed land uses with dysfunctional activities of mixed residential, commercial and small scale industrial uses.
- Residential buildings without provision for individual and community pipe water, sewage and electricity,
- 95% of the buildings have pit latrines
- Occupancy ratio (in 1988) was 4.7
- One room apartments account for 55% of the houses
- Single room apartments account for 36% of the houses
- Houses are sited on marginal lands and prone to severe flooding and sanitation problems.
- Social problem of harbouring a large population of miscreants and law breakers.

Source: Field Survey by the Consultants

Based on the definition of slums with regard to structural fitness, accessibility by roads and good drainage and access to water and sanitation, large areas of slums are identifiable in both old and new areas of Onitsha. There are two slum areas located within the legal city limits, namely Mammy Market and Otu. The third and fourth one lying outside the city boundary is the Okpoko Slum and Prison Slum (Fig 3.2 to 3.4)

(i) **Mammy Market Slum:** This is located within the Army Barracks. It comprises mainly temporary structures, most of which are wooden. The arrangement is that these structures can be removed anytime the

military authorities so decide. A few structures are of zinc or metallic construction but no sandcrete. No less than 400 structures can be counted. The environment is filthy, congested with buildings, and over-crowded with commercial uses side by side with residential uses. The area is supposed to be for commercial uses but residential uses have become prominent. Since the area is enclosed within the barracks, little can be done from outside the military authorities to improve the area (Fig 3.2).

(ii) **Otu Slum:** 'Otu' is the original settlement of the Onitsha people. As a result of age, the houses are old and dilapidated and there are no adequate services. The land area is very small and the population cannot be more than 2,000 people.

(iii) **Okpoko Slum:** Lying immediately at the outskirts of Onitsha is Okpoko which is the largest suburban slum. Okpoko covers an area of 291.967 hectares (Fig 3.3). Okpoko's population grew very fast from 31,000 in 1978 to 105,127 in 1991, 121, 343 in 1996 and to 128, 417 in 1998. The population here has been on the increase and it is one of the most densely populated slums in the country, attracting as much as 44,000 people per ha in 1998. Growing by the same trend it would have reached 140,000 by 2008 using graphical projection (Figs 3.5 and 3.65).

FIG 3.5: POPULATION DENSITY IN OKPOKO SLUM 1978-1998

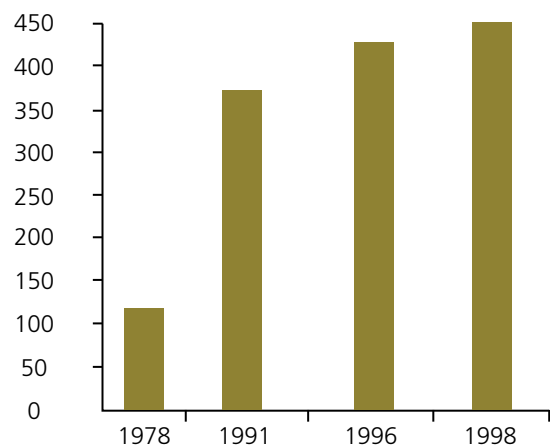
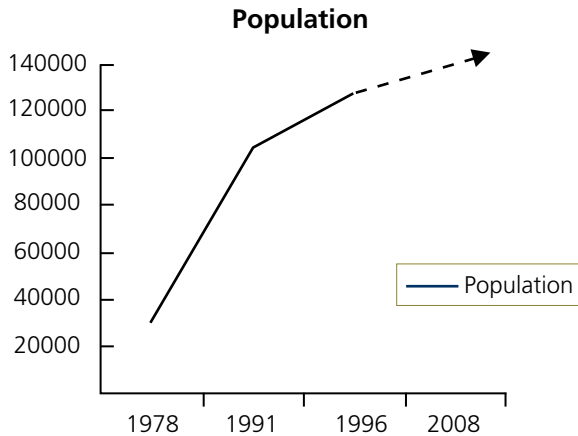


FIG 3.6: POPULATION GROWTH IN OKPOKO SLUM 1978-2008



3.1.2 PROPORTION OF PEOPLE WITH ACCESS TO WATER AND SANITATION.

In terms of access to water and sanitation, it could be inferred that Onitsha is not well placed since almost 95% of the households in the State do not have access to adequate water supply and sanitation. The situation has been worsening over the past five years, as the proportion of people with access to safe drinking water in Anambra State declined from 49.9% to 49% between 1999 and 2003. Similarly, the proportion of population with sanitary means of excretal disposal which stood at 85.5% in 1999 has declined to 49% (ANSEEDS 2006).

3.1.3 INSTITUTIONAL SUPPORT

The Federal Government, State Government and Local Governments, NGOs and International Donor Agencies have been involved in improving the condition in the major slum area of Okpoko.

The State Town Planning Department in the Ministry of Works framed a re-development scheme for Okpoko in 1976. The World Bank undertook Okpoko slum upgrading project in 1981, jointly with Onitsha Local Government and the Anambra State Government. The World Bank Project undertaken in Okpoko was described as a huge failure and the condition that necessitated the project has since worsened and deteriorated.

Presently Okpoko has no donor funded projects. But a few NGOs including church organizations are currently working in social development in the area,

particularly with the large number of widows. The Okpoko Community Development Union is also working within the community to make it livable.

The Local Government has built some markets in Okpoko let out to traders from whom they collect market fees without any development programme. There is the need for co-ordination of all the various NGOs and CBOs working in the community.

There have been efforts in the past in the area of physical planning of Onitsha. Over the past four decades, Town Planning Division of the Ministry of Lands, Survey and Town Planning has been providing a form of physical planning for Onitsha. Prior to the civil war in 1960s, town planning officers have been residents at Onitsha.

Also in 1978, the Onitsha Master Plan Project was commissioned by the Ministry of Finance and Economic Development³. The consulting firms produced Volume 1 of the Master Plan for Onitsha in 1979. The Planning Report provided for comprehensive development of the city up to the year 2000 and projected the likely future physical growth of Onitsha towards the East, North and South.

Successive Governments of Anambra State in the last 10 years have always attempted to give attention to the issue of decentralization of activities in Onitsha. This led to the re-location of Electrical Materials Market, Building Materials Market, Bakery Materials Markets, New Parts Market, Electronic Market etc. However, the decentralization of activities has been done in isolation and not within the context of a structure plan for Onitsha and its neighbouring towns, where some of these decentralized activities have been relocated.

Presently, the Anambra State Urban Development Board, which has established the Zonal Office at Onitsha that supervises town planning and development, control activities within Onitsha area or zone. Both Onitsha North and Onitsha South Local Government Areas have town planning officials who are charged with control of development in their area of jurisdiction. The present effort of Anambra State Government under the leadership of His Excellency Mr. Peter Obi must be sustained to achieve the desired result.

³ The main consultants were the G&G International (Nigeria) Limited, Consulting Engineers, Architects and Town planners as well as Inter-Group Architects, (Architects & Town Planners).

3.1.4 REGULATORY FRAMEWORK

While national laws exist on urban and regional planning, and national policies have been adopted for housing and urban issues, there are no specific laws for urban renewal in Anambra state. There is no approved land use master plan that covers slums areas like Okpoko and others. There is also no security of tenure for people living in Okpoko community.

3.1.5 RESOURCE MOBILISATION/CAPACITY BUILDING

Okpoko relies mainly on its Development Union and other NGOs for development resources. It does not have enough schools within the community and so the children have to cross the expressway with some getting knocked down by vehicles.

A number of the schools are flooded and in very bad shape, due to poor environmental conditions and poor maintenance of these schools. There is lack of health services in Okpoko.

Despite annual budgets of government for provision of basic urban services, such services have yet to be extended to Okpoko community as well as other communities.

3.1.6 CRITICAL /PRIORITY PROJECTS

1. Drainage and prevention of floods.
2. Provision of water and health facilities
3. Employment creation ventures
4. Capacity building programme for dealing with slum development

3.2 URBAN GOVERNANCE

3.2.1 INSTITUTIONAL SET-UP

Urban governance in the project area is made up of the traditional governance structures which co-exist with the State and Local Government Structures.

3.2.2 TRADITIONAL URBAN ADMINISTRATION

Traditional governance of Onitsha involves the traditional ruler – the Obi (in Onitsha) and the Igwe in other communities. As discussed in Section 2.5 in Chapter 2, the traditional ruler is the custodian of the people’s tradition and culture. He is supported in the administration of the city by the Privy-Council (Ndichie or Red Cap chiefs in Onitsha) or Igwe-in-Council in other towns. The traditional ruler is assisted by the Town Development Union, with a President-General and his Executive. The Town unions or Development Unions and other groups Chiefs, Age Grades (Male and Female), Men’s and Women’s Associations, etc., play important roles in traditional urban governance structures. They provide strong platforms for initiating self-help development activities and maintaining law and order as well as promoting social, political and religious advancement. Some of them have built town halls, schools, hospitals, provided electricity, credit facilities, scholarship schemes, etc. The town unions usually have women’s wings with their own executive body.

3.2.3 THE LOCAL GOVERNMENT COUNCIL

By the Nigerian Constitution (1999), Local Governments constitute the third tier of government and should have autonomy. The Council should consist of an elected Chairman and councillors. However, no local government elections have been held in the state since 2003. Local Government Areas in the state are presently controlled by the state government. There is an Acting Chairman appointed by the state government. The Local Government administration is organized into six departments as follows:

- Administration (Personnel Management).
- Finance and Supply.
- Works, Housing and Transport.
- Health (including PHC and Environment).
- Agriculture and Natural Resources.
- Education and Social Development Departments are headed by professionals (Heads of Departments). There are Divisions, Sections and Units within each department, manned by unit heads.

Local governments are expected to provide essential services to their citizens including to:

- provide education (primary),
- create employment opportunities for the young and able,
- Provide health care (PHC) for the people and protect vulnerable groups, etc.

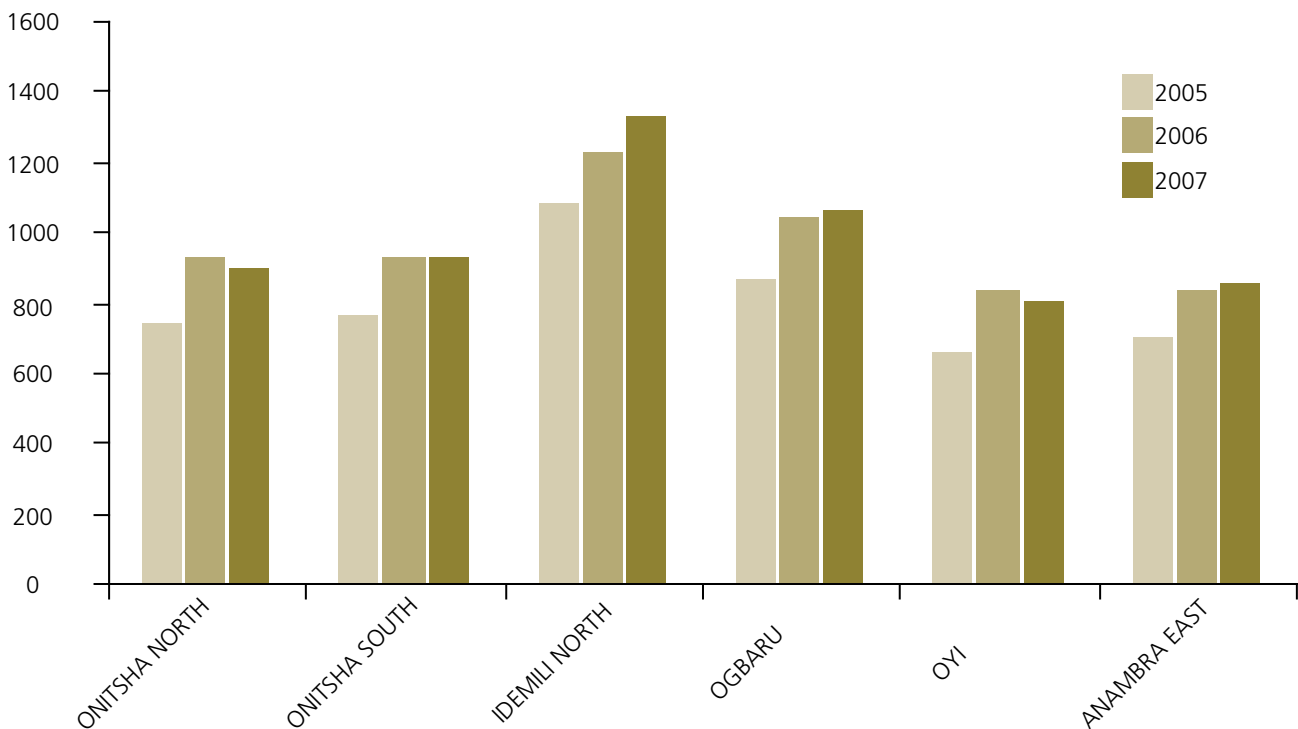
Some Local Government Areas (such as the Onitsha North Local Government) have delivered services such as parks, health centres and maternities, and tarred/rehabilitated roads in their areas. However, majority of Local Government Areas have not been able to deliver expected services effectively. Several town unions have been more effective in delivering services to the people and stakeholders have a poor opinion of Local Government Areas. They have been involved in building town halls, schools, hospitals and health centres, providing electricity, credit facilities, scholarship schemes, etc. Constraints on Local Government Areas include inadequate funds and lack of manpower and equipments.

3.2.4 RESOURCE MOBILIZATION

Local governments are primarily dependent on funds from statutory allocations from the Federal and State governments (Fig. 3.7). Internally generated revenues constitute only a small proportion of local government funds. Internally generated revenues include: registration of business premises, bill boards, park fees, vehicle licence fees, tenement/property rates, marriage registration fees, etc. Revenues are collected by revenue collectors.

Generally, Local Governments in Nigeria have found it difficult to maximize revenue collection because of fraud (by revenue collectors), lack of manpower, and crude revenue collection methods. Several banks, hotels, filling stations, etc., which should be paying tenement rates thereby generating substantial revenues have been evading payment. There are several leakages arising from fraudulent local government staff who pocket much of the revenues collected. As much as 50% of revenue collected is lost through leakages. In terms of revenue generation, the State government has taken over some of the functions of local governments and attendant revenue windows, for example, refuse disposal and revenue from markets.

FIG 3.7: FEDERAL ALLOCATION TO LGS IN PLANNING AREA IN Nm 2005-2007



At present, Local Governments prepare their budgets following guidelines from the supervising Ministry. Projects are prepared at the Local government level, but must be approved by the State government through the Special Adviser on Local government before funds are released for approved projects.

Funding for Environmental and other services is from the Federal and State Governments and it is usually not adequate. The Local Government should be made responsible if only for solid waste collection and disposal.

3.2.5 DECISION-MAKING PROCESS

Local governments are yet to be adequately sensitized on the need for involvement of civil society and other groups (women's groups) in participatory planning and budgeting processes.

Women are under-represented in decision-making positions at the local government level. Of the seven local governments visited, only one had a female Acting Head of Service. Most of the Heads of Departments were males. Due to lack of gender-disaggregated data, the proportion of female employees of Local Government Areas could not be ascertained.

Each Local Government in the Planning Area has prepared its Local Economic Empowerment and Development Strategy as strategy paper for poverty reduction. Preparation of the development strategy document was however largely participatory as communities were represented. This participatory approach should be sustained as adopted in the preparation of the Structure Plans.

3.2.6 TRANSPARENCY, ACCOUNTABILITY AND PERFORMANCE

Fraud and corruption have made it difficult for local governments to deliver services to the people. Local government administration is characterized by lack of openness and transparency reflected in non-publication of annual accounts, lack of proper auditing of local government accounts, inefficiency and fraud in revenue collection, political interference and lack of merit-based appointments and promotions of staff. Some procedures are in place to promote transparency and accountability and improve performance.

Planning, Research and Statistics Departments have been established in Local Governments to enhance planning and budgeting activities. They are to monitor project implementation. Staff of the department lacks the required training in data collection and analysis, monitoring and evaluation as well as the equipment (computers and statistical packages) to be effective.



Local Government budgets are not prepared in a participatory manner and not published for public viewing so that the public can monitor implementation. However, the Federal Ministry of Finance publishes monthly statutory allocations from the Federal Government in newspapers on a monthly basis.

In their development strategy documents, local governments propose to implement public sector reforms to ensure greater transparency and accountability and to reduce corrupt practices in local government administration and restore trust in local governments. Efforts will be made to improve financial management procedures to check fraud, wastage and revenue leakages.

3.2.7 CAPACITY BUILDING AND TRAINING

Local Governments suffer from shortages of skilled and professional personnel to deliver services efficiently. Lack of equipment is also a constraint on effective service delivery. For example, Local Governments lacked motor graders, pay loaders, bull dozers and rollers for road construction and maintenance. Poor incentives (salaries and welfare packages, lack of training opportunities) also affect performance.

Many local government officers have not had the opportunity to attend seminars and workshops to upgrade their knowledge and capabilities. For example, monitoring and evaluation officials have not undergone any training in areas such as project evaluation and analysis to improve their job performance. There is need for training and retraining of staff.

Local governments are required to provide enabling environments for Public-Private Partnerships to flourish. The capacities of Local Governments staff to achieve this will need to be developed.

Monitoring and evaluation capabilities need to be developed so that local governments can monitor project implementation effectively. Monitoring is necessary to track development and check deviations from set targets. The capacity for participatory planning and budgeting also needs to be developed.

3.3 GENDER

According to Anambra State Government (2007), the economic role of women is shaped by the socio-cultural environment, the educational attainment of women, access to factors of production, access to loanable funds or bank credit, etc. Onitsha is the gateway to the East. While Onitsha town is mainly

urban, many of the neighbouring towns are largely rural. The main occupations of women in majority of neighbouring towns are farming and to some extent, trading, mainly in agricultural produce and foodstuffs while a few trade in clothing items, plastics, etc. Several women are teachers or nurses. Women in this zone suffer from poverty and various cultural restrictions.

3.3.1 INSTITUTIONAL FRAMEWORK

To promote gender issues in development, the State Government has established focal agencies at the State and local government levels. At the state level it has established the State Ministry of Women Affairs and Social Development, charged with coordination of programmes for women and children, implementation of the aims and objectives of Government's Family Support programme, promotion of safe and responsible motherhood and maternal health, elimination of all forms of social, traditional and cultural practices and promotion of gender equality.

At the Local government level, gender issues are addressed at decentralized level by employed staff of the Departments of Health, Education and Social Welfare of the Local Governments. These departments have focal persons for gender issues.

The following structure and processes are in place to promote gender issues in development:

- The National Gender Policy, prepared by the Federal Ministry of Women Affairs.
- Anambra State of Nigeria, "A Law to prohibit all Malpractices against Widows and Widowers and to provide for related purposes". 2005, No: ANI/A/LAW/2005/02.
- Various support programmes are available at the Ministry of Women Affairs to enhance women's access to credit and other productive resources, provided they organize themselves into groups or cooperatives, for example, the Women Fund for Economic Empowerment jointly provided by the Federal and State Governments.
- Local Governments have set up Local Government AIDS Committees to promote awareness about HIV/AIDS and enhance access to programmes.
- Local Economic Empowerment and Development Strategy documents have been prepared by Local governments. Gender concerns are to be addressed in the development strategies outlined in the documents.

- Data, especially education data and staff statistics are gender disaggregated. However, there is need for more routine gender statistics, especially at the local government levels (beneficiaries of programmes and projects). The Planning, Research and Statistics Departments should be provided with modern equipments and staff training to generate relevant data on their activities.

Some of the programmes implemented include the following:

- Organization of International Rural Women's Day in January 2008 by the Anambra State Ministry of Women Affairs at Oyi Local Government Headquarters in Nteje. Women exhibited their agricultural products and crafts. Various women's groups received gifts and prizes to enhance their economic activities. These included: grinding machines, food processing machines, water pumps, hair dryers, etc. The gifts were only for registered groups.
- Assistance extended to about 100 widows yearly since 2006 to have access to credit (N10,000 each) for empowerment working through local Church Groups.
- Assistance to several women groups and cooperatives to benefit from the Women's Fund for Economic Empowerment and the National Poverty Eradication Programme Multi-Partner Micro Finance Scheme in which the Anambra State Government is a partner.
- Development of skills acquisition centre located within premises of the Ministry of Women Affairs in Awka, where women receive various forms of training in different vocations. This should be replicated at the local government levels to make them more accessible to rural women.
- Organization of gender sensitization workshops since 2006 to date to sensitize the society about women's rights by the Ministry of Women Affairs, including organizing Mothers Summit every year (since 2006) and several meeting to sensitize women on their rights.
- Sensitizing Churches, Town Unions and the International Federation of Women Lawyers (FIDA) about the rights of women. FIDA assists in prosecuting cases.

Gender based support takes various forms, such as the donation of items such as food processing equipment and water pumps to assist women farmers; assistance with micro credit to widows, and cooperative societies (for men and women), etc..

However, there is still a general lack of information about the activities of the Ministry of Women Affairs and the Local Government, especially among rural women and widows. There is need to promote synergy between state and local agencies. As communities are unaware of gender policies and related issues, these agencies need to embark on more advocacy and sensitization of women on their rights.

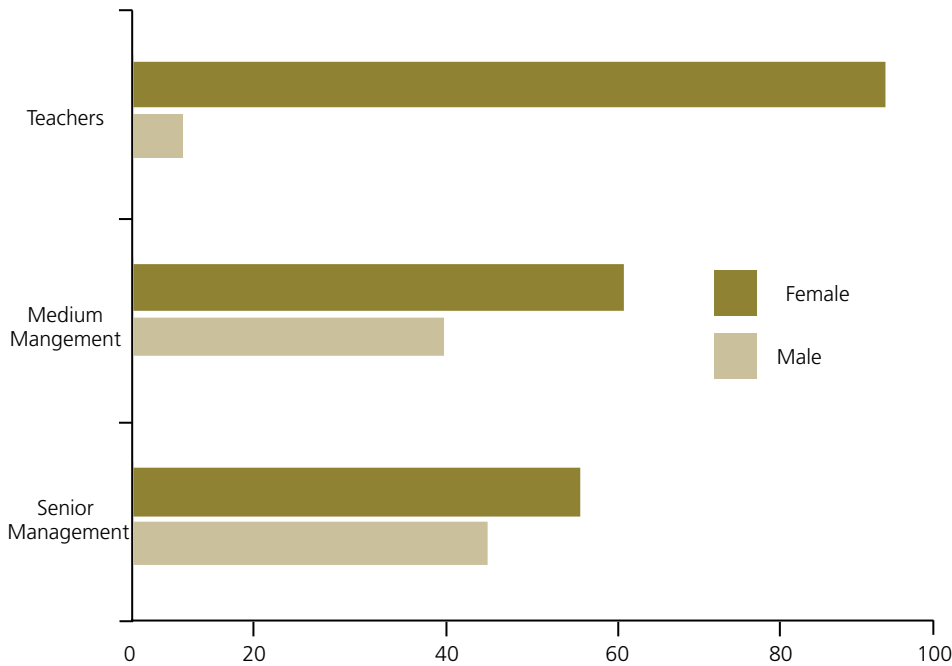
3.3.2 WOMEN AND GOVERNANCE

Women are generally excluded from participating in decision-making processes. For example, women are not members of the Igwe-in-Council (Obi-in-Council in Onitsha) that administers most of the communities in the project zone. Women are also excluded from the Executive bodies of Town Improvement Unions. They have to form a Women's Wing, with their own executive body to deliberate on issues concerning women. However, this exclusion does not extend to political participation although as in other states women belong to the Women's wing of political parties. In Nkwelle-Ezunaka, for example, there is a dangerous development in that the Women's Wing has been dissolved by the men.

Women dominate the teaching workforce and are well represented in the administrative workforce because of their education. For example, in Idemili South Local government Area, there are only 37 male teachers out of a total of 556 teachers. Although data for individual towns are not available, women head a number of departments in the Local Government offices visited in the Planning Area (Fig 3.8). At the State level, women are equitably represented, as they constitute 55.8% of Senior Management Staff, 61.1% of Middle Management Staff and 41% of Junior Staff as at 2004 (Anambra State Government 2007 p 13).

Of the seven Local governments in the Onitsha project area; there is only one female Head of Service (Anambra East), who is Acting Chairman in the absence of local government elections to elect Chairmen and Councillors. Women head a number of departments in the local government offices.

FIG 3.8: PERCENTAGE OF MALE-FEMALE EMPLOYED IN LOCAL GOVERNMENTS AND IN TEACHING PROFESSION IN THE PLANNING AREA



3.3.3 WOMEN AND EDUCATION

While there is gender balance in enrolment at the primary school level, in most schools in all the towns, educational statistics show that females are more in school than males beyond the primary level. Boys tend to drop out from school after primary school mainly because of the get-rich quick syndrome. They believe that it is easier to make money trading in Onitsha Main Market than wasting time in school, especially as there is no guarantee of employment after school. Furthermore, salaries paid in the wage sector are considered too low when compared to the money that can be made as traders in the Main Market.

There is gender imbalance in enrolment at the primary school level in favour of women. In most schools, statistics show that females are more in schools than males beyond the primary level.

3.3.4 FACTORS WHICH CONSTRAIN WOMEN

Socio-cultural factors which act as constraints on women have been well covered in literature. These include various forms of violence and discrimination such as:

- High incidence of poverty
- Lack of awareness of gender related programmes of the Ministry of Women Affairs and the Onitsha North and South Local Governments.
- Lack of access to credit.
- Gender discrimination reflected in boy preference which often leads to the neglect of the girl child in some cases
- The practice of female genital mutilation
- Violence against women such as rape, wife battering and lack of maintenance support
- Maltreatment of widows
- Denial of inheritance rights
- High levels of teenage pregnancy resulting from discrimination against the girl child and poverty
- Child labour and trafficking of children to be used as house helps in households.
- Lack of resources to compete with men such as land, skills, etc.

- Early marriage
- Lack of political will to implement gender-sensitive policies and programmes
- Gender inequalities in decision-making and implementation.

In terms of land use planning, women are excluded from decision-making, lacked access to land, credits for business development. Women also lacked access to schools, health facilities and recreational parks for children in their neighbourhoods.

3.3.5 CAPACITY BUILDING AND TRAINING

Training programmes are available at the State level to increase sensitivity to gender issues. However, there is need to increase accessibility of Local government staff to these programmes.

Various donor agencies are engaged in different activities in all the Local Government Areas. These include UNFPA, UNICEF, etc. and their activities include gender training programmes but they tend to be few and infrequent.

3.3.6 AGREED PRIORITIES FOR WOMEN AND YOUTH

The suggestions for promoting gender concerns made by respondents during data collection include:

- Gender sensitization through radio and TV stations, in market places, churches and the communities.
- Review and enforcement of existing policies to protect women.
- Sex education in schools.
- Skills acquisition and soft loans for women entrepreneurs.
- Institution of gender-friendly police stations.
- Provision of shelter for victims of violence against women and widows' support programmes.
- Education for women and girls.
- Training in gender mainstreaming and programming for staff of local governments and Ministry of Women Affairs.

Identified priorities were presented for the six communities where meetings have been held with women's representatives. In summary, from all the discussions, priority women-specific projects aimed at empowering women are:

- Adult education centres
- Skills development (vocational skills) centres.
- Micro credit schemes.
- Standard markets for women to sell their foodstuffs.
- Basic urban services – water, sanitation, electricity, good roads, etc.

In terms of land use planning terms, this will require making land available for the education and vocational centres and markets and slum upgrading through provision of water, sanitation, electricity supply and general environmental improvement.

3.4 ENVIRONMENT

3.4.1 INSTITUTIONAL SUPPORT

The Federal Environmental Protection Agency Law of 1992 is the main guide from which Anambra State legislation was derived. In Anambra State, there is a provision in the development control guidelines that certain categories of development must be supported by Environmental Impact Statements.

At the State level, the Ministry of Environment was established, which gives general policy guidelines for environmental management in the state. It has set up the Anambra State Environmental Protection Board which is the executive arm of the Ministry. The ANSEPA co-operates with the Town Planning Department, Ministry of Trade and Commerce, Ministry of Health, the Chamber of Industry and small scale industrialists.

3.4.2 POLLUTION

The location of industries within residential areas is causing air and noise pollution. There is high rate of air pollution from automobiles, industrial activities and electricity generators, and location of industrial uses including workshops and factories in residential areas.

There is also the problem of water pollution. More than 30% of the residents depend on water supply from boreholes, whose quality cannot be ascertained.

3.4.3 EROSION AND FLOODING

Erosion is a major problem both within the metropolis and the surrounding towns. Erosion is basically the gradual transportation of the top soil as a result of high volume of rainfall which finds its way to a natural water course. It can also be caused by indiscriminate farming activity and removal of trees and vegetation through bush burning etc.

Various erosion sites abound, but the major gully erosion sites that require urgent attention can be found at Umunya, Obosi, Omagba Phase 1 and Nkwelle Ezunaka (Fig 3.9). Erosion can be controlled by the construction of drainage structures, deliberate vegetation and tree planting, and removal of blockages to drainage channels.

One peculiar type of erosion is that of the shoreline which occurs as a result of coastal erosion. All the rivers in the project area, particularly the Idemili, Anambra and Nkisi Rivers discharge their storm water into the River Niger, causing its level to rise during the rainy season with the consequent erosion of the shore line. This is presently taking place along Atani Road in Ogbaru Local Government. A distance of about two kilometers of the shore line very close to the road is being gradually washed away thereby exposing the road to danger.

On the other hand, flooding occurs when storm water collects in an area with either no drainage or a table land with no natural fall in the topography. Incidences of flooding abound in Onitsha with the very visible ones occurring along Enugu Expressway (around Okpoko junction) and Iweka Road, Port Harcourt Road, Zik Avenue.

3.4.4 CAPACITY BUILDING AND TRAINING

Current training activities are very weak. There is the need for training in the following topics: EIAs, using measurement equipment, environmental inspection, legal enforcement, environmental awareness and building the institutional and administrative capacities of the Anambra State Environmental Protection Authority. There is also the need to provide measurement instruments and equipment that help in implementing environmental policies.

3.4.5 PRIORITY PROJECTS

- (i) Solid waste collection
- (ii) Solid waste disposal site

- (iii) Purchase of environmental measurement equipments.

3.5 LOCAL ECONOMIC DEVELOPMENT

3.5.1 TRADE AND COMMERCE

As already specified in the previous chapters, the strength of the local economy derives largely from the expanding commercial activities in the city. Onitsha is known all over Nigeria for its market which is by far the largest in the country, if not West Africa and for the variety of goods obtainable from this market. There is a common saying that if there is any merchandise that cannot be found in Onitsha then that merchandise cannot be obtained anywhere else in Nigeria.

On a comparative scale, the contribution of the primary sector (agriculture, fishing, mining etc) to the economy is almost non-existent. About 20% of the workforce are engaged in the secondary sector (industry and manufacturing) while the vast majority of nearly 80% are engaged in the tertiary sector (sales and distribution). This includes the distributive trades, service establishments, transport and communication, banking and insurance, professional services and government. Of these, sales, distribution and services are by far the most important categories in terms of numbers involved.

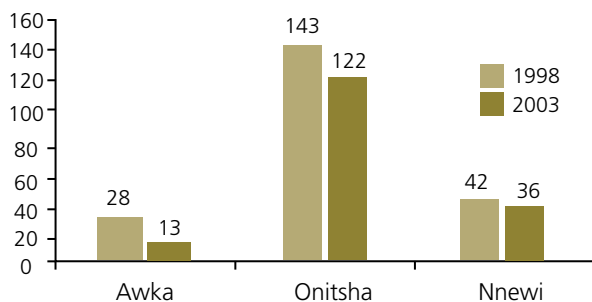
While the market is a major source of revenue, its value for the economic growth of the State and Nation and its contribution to resource mobilization is yet to be harnessed to the fullest. The market defies good planning and property taxation cannot be effected as the present. This is a critical issue to be addressed in the structure plan for the Onitsha.

3.5.2 INDUSTRIAL BASE

Onitsha has the largest agglomeration of industries in the State, followed only by Nnewi.

There are industrial estates developed in the city, although the necessary infrastructure seems not to be adequate (Fig 3.10). Despite the presence of these industrial estates, local investors still locate their factories within residential areas. Apart from trading and a few industries, the rest of the people are in the service industry, motor vehicle mechanic, welders etc.

FIG. 3.10: INDUSTRIAL ESTABLISHMENT IN ONITSHA COMPARED TO OTHER TOWNS IN ANAMBRA STATE (1998-2003)



3.5.3 MEASURES TO BOOST LOCAL ECONOMIC DEVELOPMENT

The State Government has taken a number of measures to accelerate economic growth in the city towards improving its economic growth, which includes the following;

- Establishment of Nigerian Stock Exchange Office in Onitsha so that people who used to trade in commodities can now trade in the capital market.
- Granting of soft loans for establishing micro projects.
- Establishment of micro finance banks to assist the development of small scale industries.
- Establishment of technology incubation center.
- Relaxation of conditionality for granting loans to small scale entrepreneurs
- Development and running of skills development centers which are backed up with soft loans.
- Organization of Trade Fairs and Exhibitions to advertise the products produced in the State.
- Using the State Economic Empowerment and Development Strategy and Local Economic Empowerment and Development Strategy documents to attract development partners and multilateral agencies to the State.
- While these efforts are commendable, there is need to invest in proper planning of business environment in form of business parks, good markets and shopping plaza and well laid out functional and efficient industrial estates and markets which are rare in the town.

3.5.4 CONSTRAINTS TO LOCAL ECONOMIC DEVELOPMENT

- There is no facility for any form of tourism. There are few good quality hotels that can attract tourists
- The insecure environment too cannot encourage tourism for now
- The lack of nearby airport is hampering business transactions.
- Epileptic electricity supply has hampered industrial development.
- The non-utilization of the river port is also not encouraging the growth of commerce in Onitsha.
- The absence of railway linkage also places limitation on transportation choices.

3.5.5 AGREED PRIORITIES

- Re-build the present central market without the city
- De-centralize some of the other markets e.g. building materials (plank, iron rods, plastic, Aluminum) from the city.
- Create an international market along Nsugbe road outside the city
- Create a mega parking space for regional trucks with affiliated services and facilities.
- Simplify access to credit and loans to generate new jobs
- Establish new businesses and light industries that depend on a large number of laborers.
- Complete process of export free zone
- Independent power supply
- Airport (Cargo)

3.6 BASIC URBAN SERVICES

3.6.1 WATER SUPPLY

In the area of water supply, there used to be a water treatment plant on the Nkissi River supported by boreholes, 3 in the GRA and 2 in the Army Barracks. Later, there was the Greater Onitsha Water Scheme which was to supply water to the growing population with a treatment plant on the Idemili River. The new water scheme has not completely taken off before the Anambra State. Water Corporation ran into problems that hindered water supply since the year 2001.

The greater Onitsha water scheme has been supplying the town with treated water until the year 2003 when it ceased to do so due to non-maintenance of the facilities and indiscriminate construction of buildings on the water pipe line. On inspection, it was observed that the intake works of the treatment plant was submerged due to silting of River Nkisi. This was relocated upstream to a new site in Tarzan area. But the problem persisted despite the manual de-silting employed as a short term measure. Some of the distribution pipes and fittings have been damaged due to uncontrolled construction work in the town or even deteriorated as a result of rust and leakages. Despite the problems being encountered with this first phase of the Greater Onitsha Water Scheme that completely stalled water supply, it is an irony that the second phase has been unduly delayed. Above all, the single biggest problem to contend with is that of low morale of the staff of Water Corporation as they have not received their salaries for so many months. However it was gathered that the Federal and State governments are working together to see how the project can be resuscitated.

Generally, Anambra State suffers from inadequate water supply, a situation that affects all towns and cities of the State. The most common source of water is through the vendors by truck, pure water and boreholes. The challenges in water provision include:

- Non-functional public water supply, with majority of urban dwellers relying on boreholes.
- Poor quality of drinking water
- Low quantity of water

3.6.2 SOLID WASTE MANAGEMENT

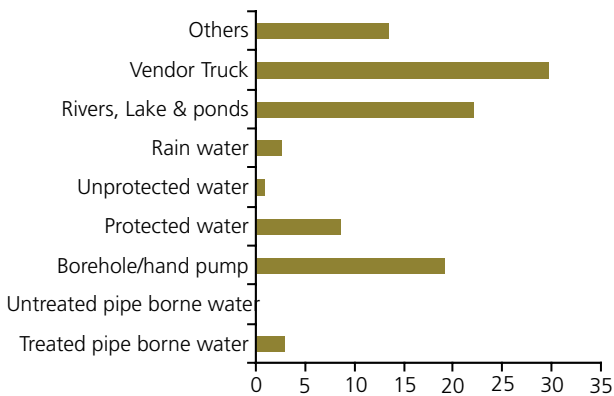
Solid waste is usually generated rapidly in urban centers especially those with high populations like Onitsha. The town generates solid waste not only on a domestic basis but also as a result of commercial, industrial and other activities. Devising an effective system for solid waste management will enhance high sanitation, longevity, general amenity and aesthetic appeal of the city.

The responsibility for effective waste disposal in the city falls on the Anambra State Environmental Protection Agency. However, Onitsha faces a number of environmental problems, at the top of which is the solid waste problem. The city lacked an integrated solid waste system. This problem is aggravated by lack of well-located sanitary landfill for waste disposal. As the market sites are unplanned, it has aggravated the problem of solid waste management in the city.

Solid waste management services are very poorly and inadequately rendered. There is no proper method of handling sewage. Generally, there are irresponsible ways of disposing solid and liquid waste. Disposal of liquid waste in Anambra State is mostly by pit latrines (71%) followed by the use of septic tank (Figs 3.11 to 3.13).

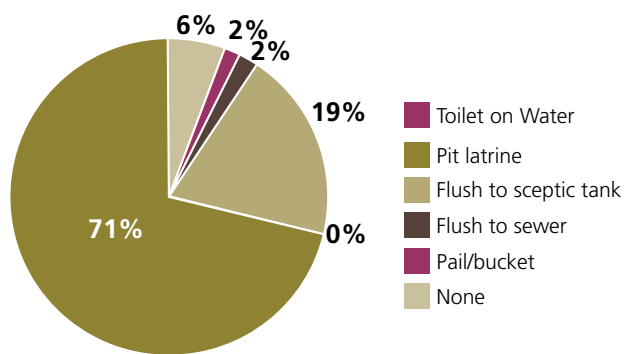
Presently, the State Government engages the services of contractors to collect and evacuate the solid waste while private sewage dislodging tankers are used for evacuating the liquid wastes. The only refuse dump site available is along Owerri road near the Metallurgical Training Institute. Despite this arrangement, heaps of waste can still be seen at various locations in the town. It is either that the method adopted by the government is inadequate or the rate of production of solid waste outstrips the rate of evacuation. On the other hand, the indiscriminate discharge of sewage into rivers by sewage dislodging vehicles is unhealthy and can cause an epidemic. The activities of mechanic workshops in the disposal of used engine oil into road drains have also to be discouraged.

FIG 3.12: HOUSEHOLDS BY ACCESS TO WATER SUPPLY IN ANAMBRA STATE



Source: National Bureau of Statistics 2006

FIG 3.13: HOUSEHOLD BY ACCESS TO TOILET IN ANAMBRA STATE



Source: National Bureau of Statistics 2006.

3.6.3 ELECTRICITY AND TELEPHONE

Availability of electric power supply is critical to social and economic life. The problem of erratic power generation, transmission, and distribution has persisted for some years despite all the intervention by the Federal Government. This has led to unbundling and privatization of the only power utility company – Power Holding Company of Nigeria. To underscore the importance of Onitsha in the economic affairs of the country, a major transmission substation of the national grid (the 330/132/33/11KV substation) is located in Awada layout. It is generally agreed that power supply in Onitsha as indeed any other city in Nigeria is erratic, irregular, and often times no power at all. There is much the State Government can do to assist in this regard.

For some years the Nigerian Telecommunication Company Plc has been the sole federal government agency that provides telephone services. As a result of their obvious non-performance, the Federal government recently registered private telecommunication operators and some providers of the global system of mobile communication. There has been a tremendous boom in this sub-sector as the overall tele-density of the cities is on a steady rise.

3.6.4 INSTITUTIONAL SUPPORT

The EU is currently supporting water supply in Onitsha. The Federal Government is helping to rehabilitate the Onitsha water supply scheme.

The Anambra State Environmental Protection Board is working out modalities for solid waste collection. The Federal Road Safety Commission and the State Traffic officers are helping to reduce traffic congestion on the roads. The police authorities too are disciplining the ‘Okada’ riders. Local authorities are yet to be effective in the provision of urban basic services.

3.6.5 TRAINING AND CAPACITY BUILDING

- Providing training programmes for decision makers and technicians
- Provide logistic support and infrastructure equipment

3.6.6 AGREED PRIORITIES

- Improving water quality and quantity
- Creating an integrated system for solid and liquid waste disposal
- Solving traffic problems
- Completion of Greater Onitsha water supply project
- Piping of raw water from Idemili River
- Rehabilitation of pipe line work in Onitsha

3.7 TRANSPORTATION

3.7.1 EXISTING ROAD SYSTEM

(i) Federal roads

Three Federal roads link Onitsha to the Satellite towns and other major cities (like Enugu, Aba, and Port Harcourt) (See Map 3.14). The Onitsha–Enugu Expressway has been in a deplorable state for sometime now. But for the recent rehabilitation opposite the military barracks the road has been impassable. The area opposite the Bridgehead Housing Estate is completely silted as a result of the blocking of the drains. The service lane on this road stretches from Military Barracks to Bridgehead Housing Estate has been completely washed off around the estate, leaving the setback as a swampy stretch. The Onitsha–Owerri Expressway is not spared this menace from the commuter buses and hand pushed barrows.

Onitsha – Otuocha Road has had a remarkable increase in traffic flow as a result of the road through Nkwelle Ezunaka. There are failures at some portion due to inadequate drainage. Onitsha –Enugu Road (Old Road) with the stretch between Zik Roundabout and Nkpor Junction renamed Limca Road has recently been rehabilitated.

The Government has recently relocated the bus park at the Nkpor Junction to Umuoji Road, causing a major relief on this road. This notwithstanding, there are still some bottlenecks on this road due to the resumed activities of the buses. One undisputed fact in all these federal roads is the degree of neglect of maintenance they have suffered. Even the interchange at Upper Iweka junction is not left out, prompting the state government to undertake the acquisition, fencing and beautification of these ramps.

(ii) State Roads

Almost all roads in Onitsha are single carriageway roads with no hard shoulders or pedestrian walkways. Some of the major roads in the town have just been re-surfaced; while many in bad condition are completely impassable. Parking spaces are inadequate and motorists have no choice than to park on the roads. Roads are of single carriageway, with no street lights, pedestrian walkways, footbridges, road signs and lane markings. Most roads are not even wide enough as some space has been taken up by the traders and their stalls (Table 3.2).



TABLE 3.2: SURVEY OF CONDITIONS OF MAJOR ROADS IN ONITSHA

Road	Class	Length (km)	Existing	Existing Pavement	Existing Drainage	Proposal
Onitsha Enugu Expressway	Fed		Dual Carriageway with service lanes (partial) and Central divider	Asphalt surface	Inadequate causing siting opposite Bridge head estate	Completely controlled access. Full service lanes to take traffic off the road and footbridges and ramps
Onitsha –Owerri Expressway	Fed	5 to MTI	Dual carriageway with central divider with side walks under construction	Asphalt surface	Adequate covered side drains and culverts	Roundabout at Nwaziki Rd. junction and footbridges
Onitsha – Otuocha Road	Fed	7.2 to Nwelle-Ezunaka Road	Single carriageway and gradually being washed off	Asphalt surface	Inadequate causing failure at some points	Dual carriageway to Otuocha with new bridge over Nkissi River and roundabout under 33 estate-New part junction road
Onitsha-Ogidi-Enugu Rd. (Limca Rd)	Fed	2.1 to Nkpor junction	Single carriageway recently built to Nkpor junction	Asphalt surface	Adequate open drains	Dual carriageway to Nkpor junction with pedestrian footbridges
Awka Rd	State	3	Single carriageway	Asphalt surface	Inadequate open drains	Dual carriageway with footbridges
New Market Rd.	State	1.2	Single carriageway	Asphalt surface	Inadequate open drains	2 lane one way road with footbridges
New parts Omagba Rd Nsugbe Rd.	State	-	Single carriageway	Asphalt surface	Inadequate open drains	Dual carriageway with fly over at Enugu expressway & Nsugbe Rd
Old Market Rd	State	1.7	Single carriageway	Asphalt surface	Inadequate open drains	2 lane one way road with footbridges.
Bright Rd	State	0.6	Single carriageway	Asphalt surface	Inadequate open drains	Ditto
Iweka Rd	State	2	Single carriageway	Asphalt surface	Inadequate open drains	Dual carriageway from upper Iweka to Zik Avenue junction with footbridges
Modebe Avenue	State	1.3	Single carriageway	Asphalt surface	Inadequate open drains	Roundabout at Oguta road junction
Niger St.	State	2.4	Single carriageway	Asphalt surface	Inadequate open drains	Dual carriageway to form part of coastal road with flyover across Enugu Expressways
Zik Avenue	State	2	Single carriageway	Asphalt surface	Inadequate open drains	Flyover to link Ozomagala St. across upper Iweka Rd.

TABLE 3.2: SURVEY OF CONDITIONS OF MAJOR ROADS IN ONITSHA

Road	Class	Length (km)	Existing	Existing Pavement	Existing Drainage	Proposal
Venn Rd	State	2.1	Single carriageway	Asphalt surface	Inadequate open drains	Roundabout at Old Market Rd junction
Atani Rd	State	2.1	Single carriageway	Asphalt surface	Inadequate open drains	Dual carriageway with footbridge at Obodoukwu junction
Moore St	State	2.1	Single carriageway	Asphalt surface	Inadequate open drains	Asphalt surface with drains
Oguta Rd	State	2.2	Single carriageway	Asphalt surface	Inadequate open drains	To flyover Modebe Avenue and Awka Rd and made to link roundabout at Ekene park
New Cemetery Rd.	State	1.5	Single carriageway	Asphalt surface	Inadequate open drains	Flyover to link Ezeiweka rd across Enugu Expressway
Port Harcourt Rd	State	2.7	Single carriageway	Asphalt surface	Inadequate open drains	Alignment to be adjusted to terminate at roundabout at Ekene park. Needs resurfacing
Old Cemetery	State	0.6	Single carriageway	Asphalt surface	Inadequate open drains	Resurfacing needed with drains
Nwaziki Rd.	State	3.7	Single Carriageway Rd	Earth road	No drainage	Dual carriageway with drains and roundabout at Obosi Rd.
Ezeiweka Rd	State	2.1	Single Carriageway Rd	Earth road	No drainage	Single carriageway with asphalt and flying over Enugu expressway and with a roundabout
Mgbemena St	State	1.1	Single Carriageway Rd	Earth road	No drainage	Single carriageway with asphalt with drains linking culvert on Owerri road.
Umunya St	State	0.5	Single Carriageway Rd	Earth road	No drainage	Single carriageway with asphalt surfacing

3.7.2 TRAFFIC SITUATION

Lack of designated bus-stops has encouraged commuter buses to pick and drop passengers anywhere at their convenience, causing traffic congestion. The poor condition of the roads over the years has naturally sent the taxis off the streets. There is now an alarming presence of motorcycles (okada in local parlance) which are trying to fill the gap created by the absence of taxis (as can be seen in the result of the attached traffic census). Activities of commuter buses have created traffic bottlenecks along Federal expressways and roads, and major streets in the town. The major traffic congestions points include the following:

- Onitsha-Enugu Expressway - Bridge head, Atani road junction, Upper Iweka junction, New Cemetery Junction, Limca Junction, New Parts Junction, New Tarzan Junction.
- Onitsha –Owerri Expressway – Obodo Ukwu junction, Mgbemena street junction, Mgbuka junction and a distance of about 1km from Upper Iweka as this length has been turned into a loading park for vehicles going to Owerri, Aba, and Portharcourt.
- Onitsha –Otuocha road – New Nkissi road junction, Bent lane junction and 3-3 Estate gate junction.
- Onitsha –Enugu Road (Limca Road) – Borrowed Junction, Nkpor Junction. Likewise traffic bottlenecks on state roads can be identified on the following major roads;
- Awka road -- Ugwunabamkpa road junction, Osuma road junction, Saint Mary
- New Market road – Bright Street junction, Venn road junction, Old Market road junction, Sokoto Road junction.
- Old Market Road- Venn road junction, Bright street, Egerton road junction.
- Iweka Road – Moore Street/Venn Road junction, Modebe Avenue junction, Zik avenue junction, and Portharcourt road junction.
- Oguta Road –Modebe avenue junction, Old Cemetery junction.
- Modebe Avenue –Ozomagala junction.
- Zik Avenue –Miss Elems junction, Creek Road junction.
- New Cemetery –Okosi Road Junction.

- Old cemetery –Ozomagala Junction.
- Portharcourt road – Miss Elems junction, Uga Street junction, Niger Street junction.
- Bright Street –the whole length.
- Moore Street –Sanniez Street junction, Kowari Street junction, Bida road junction.

Motorists in Onitsha waste valuable time in traffic jams as a result of traffic congestions. Studies have shown that one of the causes of this problem is the attitude and orientation of road users. Most of them are totally ignorant of road traffic rules, regulation and signs, with the motorcyclists being the worst offenders.

Traffic congestion problems also result from the large number of visitors to the market and the lumping up of the markets with motor garages. This is compounded by non-availability of off-street parking facilities in the markets for cars and buses.

3.7.3 WATER AND AIR TRANSPORTATION

It is obvious that water transport is one of cheapest means of transporting people, goods and services. Presently no effort has been made to utilize the water transport potentials of Rivers Niger and Anambra. There is an existing river port built by the Federal Government which could have boosted water transport in Onitsha. But it is presently non-functional as the facilities have been abandoned.

An Airport was formerly proposed for Oba (along Owerri Road) where some site clearing was carried out a few years ago and eventually abandoned. It appears a new site is being considered along Onitsha–Adani road. Essentially, a thriving commercial town like Onitsha needs an airport to cope with the influx of people from all over the country and other neighboring West African countries wanting to patronize the big Onitsha market. The Delta State Government has just started the construction of an airport at Asaba next door to Onitsha. The impact / effect of this development on the proposed airport to serve Onitsha are being studied.

3.8 HERITAGE

Culture plays a dominant role in the community. National policies exist for the preservation of cultural sites but tradition determines the operation and maintenance of such sites. Onitsha's highly cultural and scenic environment has been sung in many of the publications referred to in previous and this chapter. The heritage of Onitsha derives from the rich architecture of their Palaces and the importance attached to traditional religion and cultural practices.

The city's heritage sites are made up of palaces, the folklores, shrines and historical events and practices and the need to immortalise many of the literary giants that hailed from the city.

3.9 SWOT ANALYSIS

Based on the data and information collected, the SWOT analysis of the seven thematic issues adopted for the study was carried out as shown in Table 3.3. The SWOT also indicates priority projects for successful intervening, which also form the bedrock of the visioning, articulating land use proposals, especially the action plans and designing the implementation modality.



TABLE 3.3: SWOT ANALYSIS

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS	PRIORITY PROJECT
		GOVERNANCE		
Presence of community willing to participate in governance.	Inadequate funding of Local Governments.	Scope for improvement through the implementation of ANIDS strategies.	Business as usual attitude which supports existing over centralization of power, roles and resources has limited the performance of LGs.	Enact enabling State planning laws, policies and land use standards and institution for urban governance.
Governance structures exist at state, local and community levels.	Inadequate staffing of LGs, ASUDEB, Zonal offices and over-staffing of the Ministry.	Willingness of the public, highly educated workers, retired professionals, CBOs, NGOs, ready to engage in participatory planning.	Lack of funds and poor budgetary allocation and resource mobilization.	Establish and promote participatory planning and budgeting
High regard for cultural norms and traditional rulers.	Agencies lacked understanding of and non-adoption of elements of good urban governance, e.g. transparency and accountability participation, etc.	Government's several new initiatives to improve governance and promote good governance.	Absence of institutional and policy frameworks for governance.	Implement sensitization programme and value orientation.
Existence of New Anambra State Land Information Management System to ensure faster and easier access to land.	Over centralization of decision and resources at state level.	Onitsha Stock Exchange as an avenue for resource mobilization for project.	Lack of political will and continuity.	Promote Safer Cities programme for Nnewi.
	Lack of data and poor record keeping.		Community unrest arising from introducing new initiatives such as slum upgrading and clearance.	New Institutional framework for implementing plan
	Poor project implementation and lack of continuity.		Corruption in government at all levels.	Establish Programme Management Committees (Policy and Technical Committee)
	Traditional norms discriminating against women.			Institute a new revenue generation and accounting system.
	Inadequate administrative framework for urban governance.			Strengthen institutional capacity for promoting good urban governance.
	High crime and insecurity.			

TABLE 3.3: SWOT ANALYSIS

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS	PRIORITY PROJECT
	SHELTER AND SLUMS			
Existence of National policies and legislation for housing and urban development.	No formal master plan for Nnewi and its surrounding communities and weak development control.	Exploring opportunities in ANIDS programme Structure plan for slum upgrading.	High land prices, high building costs and insecurity.	Upgrade inner slums covering 72km ² , and improve the lives of 50% of the population of Nnewi living in slums by ensuring adequate views to safe water and sanitation.
Existence of legal and cultural system of land ownership.	Absence of state planning laws policies	Willingness of local CBOs and NGOs to improve on their living environment.	Possible resistance to rezoning.	Develop approved Housing Estates
Existence of Ad-hoc approach to land use planning that can be built upon to achieve comprehensive approach.	Non-adoption of comprehensive planning.	Backlog of approved housing estates waiting to be developed.	High land coverage of slum of 72km ² and 51% of urban population living without access to water and sanitation.	Strategic plan for suburban housing expansion and infrastructure provision.
	Non proper approach to slum prevention, land ownership which discriminate against women and non-Nigerians.		Unwillingness of Local CBOs and NGOs to improve on their living environment.	Passage of relevant legislation and policies and land use standards.
	High land speculation.		Resistance to slum upgrading.	Reform land titling to ensure access to land by the poor, women and non-indigenes.
	Lack of adequate funding from internal and less usage of external sources of funding.		Lack of resources.	Capacity building. Resource mobilization for projects.

TABLE 3.3: SWOT ANALYSIS

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS	PRIORITY PROJECT
GENDER				
National and international laws and commitments (CEDAW and National Policy) exist on gender and development.	Cultural restrictions on women limiting the effectiveness of women in development.	Building on the inclusive approach adopted for LEEDS, ANSEEDS and Urban structure plan.	Resistance to change and continued adoption of harmful traditional practices.	Adoption of pro-poor approach to land tenure.
State and Local agencies set-up for promoting gender issues.	Lack of access to land and finance for women.	Exploring opportunities in ANIDS programme Structure plan for slum upgrading.	Lack of funds to implement projects and programmes.	Promote gender budgeting.
State and local development strategies (ANSEEDS, LEEDS) encourage promotion of gender in development.	Non-inclusive approach to land use planning and budgeting.	Willingness of community, CBOs and NGOs to be involved in their development.	Prevailing male dominated culture and tradition.	Capacity building.
Existence of educated women, women groups, Community, NGOs and CBOs contributing to development.	Gender imbalance tilting towards men. High child and maternal mortality. Non-existence of gender disaggregated data. Lack of equitable distribution of basic services which inhibit easy access of women and children to school, water supply and health facilities.		HIV/AIDS stigma and related negative attitude	Resource mobilization for projects.

TABLE 3.3: SWOT ANALYSIS

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS	PRIORITY PROJECT
		BASIC SERVICES		
Agencies for provision of school, health, water, sanitation, roads and electricity exist.	Poor maintenance of infrastructure.	The Structure Plan provides an enormous opportunity to correct imbalance in the provision of basic services	Resistance to change.	Construct new schools, health, and water and sanitation facilities.
Community, NGOs and private sector involved in the limited provision of school, health and sanitation services.	Inadequate provision for and inequitable distribution of schools and health centres.	Promotion of public-private partnership in provision of water, health and sanitation.	Lack of political will.	Rehabilitate existing school, health, water and sanitation facilities.
Government's commitment to upgrade basic services.	Poor road networks, inadequate design and construction standards and poor maintenance.	Donor's willingness to provide basic services such as water, health and sanitation.	Lack of resources.	Redesign and rehabilitate old roads.
	Epileptic power supply and poor distribution.			Design and construct new roads to high standard and maintenance.
	Poor educational standard and high figure for drop outs.			Rehabilitate and upgrade old electricity facilities and provide new infrastructure in the town.
	Poor funding of basic services.			Capacity building.
	Capacity gaps of government agencies.			Resource mobilization.
		ENVIRONMENT		
Existence of National Policy and legislation on environment.	Weak institutional capacity.	Promote public-private partnerships for resource mobilization and environmental management.	Lack of information and coordination within the three tiers of government.	Improve environmental planning management capacity.
Existence of State agencies for environment and land use planning.	Uncoordinated institutional working arrangements between federal and state and between State and local governments	Utilize Ecological fund and donor resources to develop and implement environmental projects.	Lack of capacity at the local government level.	Establish local urban forum for improved environmental governance.
Federal Government provides funding for environmental projects through Ecological Fund.	Inadequate disposal of solid and liquid wastes.		Lack of inadequate resources for environmental projects.	Develop and implement urban landscape improvement
	Environmental pollution.		Lack of preparedness for managing environmental disasters.	Implement solid waste management plan for Nnewi.

TABLE 3.3: SWOT ANALYSIS

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS	PRIORITY PROJECT
ENVIRONMENT				
	Poor urban and sterile environment.		Lack of resources.	Capacity building.
	Inadequate and unqualified staff.			Resource mobilization for projects.
	Poor promotion of partnership between community and private sector.			
	Poor funding of environmental issues.			
	Lack of equipment.			
	Low public awareness of environmental issues.			
LOCAL ECONOMIC DEVELOPMENT				
Thriving industrial, commercial establishment.	Large informal sector attracting 60-80% of youth.	Some donor agencies notably UN-HABITAT, UNICEF, EU, UNDP are active in the planning area.	Inadequate power supply.	Develop New Industrial estate for Nnewi.
Government commitment to promoting industrial and commercial activities.	High enterprising community.	Direct Foreign Transfer that can be used for projects.	Effect of globalization	Rehabilitate Old Markets and establish new ones.
On going programme to assist the unemployed and SMIS and SMIEs.	Unfriendly government regulation, on location and multiple taxation etc	Government commitment to promote Nnewi as the Japan of Africa.	Resistance to re-locate industries to new estates.	Develop Business Parks small and medium enterprises
	Lack of access to funds and valuable information.	The structure plan provides an opportunity a standard industrial estate for Nnewi.	Lack of resources.	Improve power supply
	Industries located among residential areas.			Link Nnewi to the National Rail lines.
				Capacity building.
				Resource mobilization for projects.

TABLE 3.3: SWOT ANALYSIS

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS	PRIORITY PROJECT
Existence of government policy on culture and heritage.	Poor development and maintenance of heritage sites.	<p>HERITAGE</p> <p>High potential for developing eco-tourism.</p>	<p>Effect of modernization on culture.</p> <p>Lack of resources.</p>	<p>Rehabilitation and conservation of heritage sites include landscape improvement.</p> <p>Promote the heritage sites for tourism.</p> <p>Capacity building.</p> <p>Resource mobilization.</p>
Nnewi is rich in places, shrines and folklore.				
Community committed to preservation of cultural events.				

4 ENVISIONING THE FUTURE



4.1 PREAMBLE

One of the explicit purposes of the Structure plan as enunciated in the cooperation agreement is to contribute to achieving the goals of Anambra State Economic Empowerment and Development Strategy, Local Economic Empowerment and Development Strategy, the Habitat Agenda, the Millennium Development Goals and the Vision 2020 of the Federal Government.

In visioning the city of Onitsha and environs, several issues needed to be resolved quickly. First, there is the need to capture the visions of the State, the local governments and the communities from which that of the Structure Plan can be based. Second, is the need to formulate this vision to reflect the peculiarities of the Onitsha and environs as the focus of this major planning exercise.

4.1.1 GOAL OF ANAMBRA STATE ECONOMIC EMPOWERMENT AND DEVELOPMENT STRATEGY

The Vision of Anambra State Economic Empowerment and Development Strategy is:

To reduce poverty and unemployment and creating wealth necessarily to vastly improve the living standard of Anambraians.

Toward achieving this goal Anambra State Economic Empowerment and Development Strategy advanced a range of policies, strategies and achievable targets for the state in critical sectors of the economy, namely agriculture, commerce and industry, education, health, water supply, environment and infrastructure including housing as well as promote other reforms on public service. The ANSEEDS identified development challenges most of which bordered on inadequate land use and environmental planning and management accounting for non-function and liveable human settlements, which underscore the need for a major planning exercise being executed for the three largest cities in the state (namely Onitsha, Nnewi and Awka).

As enunciated in the Anambra State Economic Empowerment and Development Strategy document, the long term vision of the State Government is “the reduction of poverty and unemployment and creating the wealth necessary to vastly improve the living standards of Anambarians.

The Anambra State Economic Empowerment and Development Strategy document also identified with the private sector participation in economic development of the state. It stipulates that the State Government must of necessity roll back its frontiers and allow the private sector to take the drivers seat.

4.1.2 GOALS OF ONITSHA LOCAL ECONOMIC EMPOWERMENT AND DEVELOPMENT STRATEGY

The vision of Onitsha North Local Government as stated in Local Economic Empowerment and Development Strategy is:

‘To promote integrated strategic development for enhanced standard of living of the citizens of Onitsha North local government... centred on poverty reduction, creating employment and wealth, reforming the public sector as well as bringing about value re-orientation, all with the goal of enhancing living standards of the citizenry’.

The thrust of the both Anambra State Economic Empowerment and Development Strategy and Local Economic Empowerment and Development Strategy for Onitsha North and South Local Governments, which emphasizes poverty reduction, is hinged on the achievement of the Millennium Development Goals in the State. By implication since the MDGS touched on Habitat Agenda, the State Government is no doubt committed to the achievement of the Habitat Agenda.

4.2 VISION OF ONITSHA

In visioning Onitsha, it is essential to capture something of its spirit, interest and attractions. Essentially, planning for Onitsha must be an integrative approach. It must capture her commercial and educational roles as well as combine the traditional (other wise referred to as Inland town) with the modern, with the two reinforcing each other in a symbiotic manner.

The vision of Onitsha is:

To be the foremost commercial nerve center of Anambra State, the nation and the West African Sub-region for achieving faster socio-economic growth and sustainable human settlements development and management.

4.3 PLANNING GOALS AND OBJECTIVES

4.3.1 GOALS

The preparation of a structure plan constitutes a unique opportunity to collectively impact on the future of the city. The Structure Plan for Onitsha is expected to provide the framework for guiding, co-ordinating and managing the present and future physical, environmental and socio-economic activities in the medium to long-term scale (-20 years). The Structure plan will be an important framework for the State and the respective Local Governments for taking informed strategic decision making towards development of these cities in the next twenty years. Therefore, this document requires well-defined vision as already done for Local Economic Empowerment and Development Strategy and Anambra State Economic Empowerment and Development Strategy.

Within the context of Anambra State, the overall goal of the Structure Plan is to enhance the overall development of the State as contained in the State Economic Empowerment and Development Strategy document, the various pronouncements of the State Governor, the development proposals of various private sector organizations and the non governmental organizations as well as investment decisions of individuals and their organizations.

The goals of Anambra State Economic Empowerment and Development Strategy include the following:

- Generating employment,
- Reducing poverty,
- Reforming the public sector, and creating wealth.

One of the explicit objectives of formulating the structure plan is that it should contribute to the achievement of the goals of Anambra State Economic Empowerment and Development Strategy and Local Economic Empowerment and Development Strategy of the constituent LGs. By implication the overall goal of the Structure Plan is to **use land use planning activities as a tool to significantly contribute to employment generation, poverty reduction and wealth creation, while the staff of the agencies should be strengthened for efficiency in service delivery.**

The specific goals of the Structure Plan are by 2020:

- (i) To make significant contribution to achieving all the goals of Anambra State Economic Empowerment and Development Strategy, Local Economic Empowerment and Development Strategy Local Economic Empowerment and Development Strategy, the HABITAT Agenda, the Millennium Development Goals for poverty reduction, universal access to education, reduction in child and maternal death, halting the incidence of HIV/

AIDS, tuberculosis and malaria, environmental sustainability and global partnership for development as they relate to Onitsha and surrounding towns.

- (ii) To provide a tool/framework for promoting sound and equitable economic growth, welfare of the people, good governance, environmental sustainability, infrastructural provisions and capacity building.
- (iii) To promote an integrated approach to sustainable development by ensuring that environmental and human settlements issues are integrated with economic and social policies and programmes and ensuring the participation of all stakeholders in the implementation of the proposals and recommendations of the Structure Plan.
- (iv) To mobilize resources for the realization of the different proposals and recommendations of the Plan.



BOX 4.1: MDGS AND TARGETS

Goal 1: Eradicate extreme poverty.

Target 1: Halve between 1990 and 2015 the proportion of people whose income is less than \$1 a day.

Target 2: Halve between 1990 and 2015, the proportion of people who suffer hunger.

Goal 2: Achieve universal primary education.

Target 3: Ensure that by 2015, children everywhere, boys and girls alike, will be able to complete full course of primary schooling.

Goal 3: Promote gender equality and empower women.

Target 4: Eliminate gender disparity in primary and secondary education, preferably by 2005 and in all levels of education no later than 2015.

Goal 4: Reduce child mortality.

Target 5: Reduce by two-thirds, between 1990 and 2015, the under-five mortality rate.

Goal 5: Improve maternal health.

Target 6: Reduce by three-quarters, between 1990 and 2015 the maternal mortality rate.

Goal 6: Combat HIV/AIDS among 15-24 year old women.

Target 7: Have halted by 2015 and begun to reverse the spread of HIV/AIDS.

Target 8: Have halted by 2015 and begun to reverse the incidence of malaria and tuberculosis.

Goal 7: Environmental sustainability.

Target 9: Integrate the principles of sustainable development into country policies and programmes and reverse environmental loss.

Target 10: Halve by 2015, the proportion of people without sustainable access to safe drinking water.

Target 11: Have achieved by 2020 a significant improvement in the lives of at least 100 million slum dwellers.

Target 30: Proportion of population with sustainable access to an improved water source.

Target 31: Proportion of urban population with access to improved housing.

Goal 8: Develop global partnership for development.

Target 12: Develop further an open, rule-based, predictable, non-discriminatory trading and non-trading and financial system.

Target 13: Address the special needs of the Least Developed Countries (includes tariff and quota free access for LDC's exports, enhanced programme for debt relief for HIPC and cancellation of official bilateral debt and more generous ODA for committed to poverty reduction):

13.1: Per capita overseas development assistance to Nigeria.

13.2: Debt service as a percentage of exported goods and services.

Target 14: Address the special needs of land locked countries, small island developing states.

Target 15: Deal comprehensively with the problems of developing countries through national and international measures in order to make debt sustainable in the long term.

Target 16: In cooperation with developing countries, develop and implement strategies for decent and productive work for youth.

Target 17: In cooperation with pharmaceutical companies, provide access to affordable, essential drugs in developing countries.

Target 18: In cooperation with the private sector, make available the benefits of new technologies, especially information and communication.

4.3.2 OBJECTIVES:

All the above goals are MDG-based and they must be translated to the needs of Onitsha and environs. If the objectives of the Structure Plan are to be attainable and properly monitored they have to be specific, measurable, attainable, realistic and time-bound (i. e. SMART) if they are to be attainable and have been defined. It was necessary to define the objectives of the plan in relation to the set targets of the MDGs and the use of the targets and indicators (Box 4.1).

The objectives of the Structure Plan as derivable from the above stated goals include the following:

- (i) **Contribute to eradication of extreme poverty for half of residents in Onitsha who are poor by 2015 through promoting rapid economic growth, job creation and sustainable livelihood in Onitsha by:** (a) reserving and ensuring development of lands for industrial, commercial and business uses and development; (b) re-developing the Central Business District of Onitsha to enhance her commercial activities and accommodate small, medium and large scale commercial activities; (c) reserving land for the development of business parks, activity centres, mechanic village, warehouses, markets etc; (d) carrying out road improvement and establish mass transit systems for efficient movement of people, goods and services; (e) linking Onitsha with national rail lines for efficient movement of people, goods and services.
- (ii) **Contribute to achieving universal access to education for both men and women in Onitsha to achieve 100% enrollment between boys and girls raise the adult literacy level to 80% by 2015 by** (a) reserving lands for primary, secondary and tertiary education as well as vocational centres in accessible locations and related to population distribution to address imbalance in the provisions and management of old and new facilities to high standard to accommodate population growth.
- (iii) **Promote gender equality and empower women by** promoting inclusive and participatory approaches to development and ensuring access to land and secure tenure for all.
- (iv) **Contribute to the reduction by half high maternal and child mortality rates, and halt/reverse the high incidences of HIV/AIDS and malaria in Onitsha and environs by 2015 through:** (a) reserving lands for providing additional health facilities in accessible locations to address imbalances in existing provisions and to provide new ones to accommodate

population growth; (b) ensuring orderly urban development by enforcing land use standards and controls for buildings, roads, drainages, sanitation, air circulation, pollution control etc to achieve safe and healthy environment.

(v) **Achieve environmental sustainability in Onitsha and Satellite towns by 2020 through**

(a) improving the lives of all the people living in slums of Onitsha namely Okpoko, Otu and Mummy Market and those living in suburban slums through upgrading these slums to provide access to water, sanitation, education, communal facilities, access roads drainages and improved housing and general environment by 2020; (b) implementing action plans for erosion control and protection of fertile agricultural land in the plan area, (c) reducing the incidences of environmental pollution by reserving lands for safe disposal of wastes, separation of industries from residential compounds; (d) conserving the heritage of Onitsha by preserving and rehabilitating historic and cultural building and landscapes; (e) improving overall amenity in the city through beautification including tree planting, paving of walkways, providing roadside drains, street lighting; (f) enforcing planning standards and control of development in relation to set-back, air-space and ventilation towards achieving a healthy and safe living environment;

(vi) **Promote social interaction and a fulfilled communal life for the residents of Onitsha and environs** through the provisions and equitable distribution of community facilities such as town halls, cinemas, children playground, public parks and gardens to meet the recreational needs of the people.

(vii) **Promote good governance of Onitsha through** provision of the necessary legal, policy and land use standards and institutional framework for efficient administration of planning in the State, Onitsha and environs.

(viii) **Promote national and global partnerships for the development in Onitsha** public-private partnerships, and building on the current effort by increasing international cooperation attracting funds for development from multi-lateral and bi-lateral organizations to complement the effort of the State and Local Governments in financing the different recommendations and proposals of the Structure Plan

(ix) **Capacity building through** training and sensitization of key staff and equipping relevant government agencies at State and Local Government levels (including Office of Lands, Survey and Town Planning, Ministry of Town Planning, Works and Housing, as well as other relevant agencies, the community and the civil society organizations in critical areas of capacity gaps notably to effectively implement, monitor, evaluate and coordinate the Structure Plan.

4.4 DEVELOPMENT OF CONCEPTS, ASSUMPTIONS AND STRATEGIES

The project document as amended talks of Onitsha and Satellite Towns though with a limit of 15km radius from the bridge-head. As earlier indicated, the study area encompasses the following towns: Nsugbe, Nkwelle-Ezunaka, Umunya, Ogbunike, Nkpor, Ogidi, Obosi, Oba, Okpoko most of which are a continuous urban sprawl of Onitsha rather than Satellite towns in the strictest planning sense of the word.

The operational implication of the assignment is that we are doing a form of strategic regional plan though with emphasis on the functional Onitsha which is the magnet for all the surrounding towns.

This regional plan has to deal with the strategy for accommodating regional growth in a form most likely to promote economic efficiency, and for providing a good environment for living. It has to provide a basis for relating major public works programmes in communications, public utilities and other public services to the activities of private developers. This needs to be done in such a way that optimum value and effectiveness is obtained from any given level of public investment. The level of public investment needed will be higher in future, and at any time, is likely to be far greater than the funds readily available. If this cannot be achieved, there will be congestion, industrial growth and economic growth generally will be hindered and the provision of water, drainage and waste collection short of demand.

The plan needs to deal with the principles and policies for distribution of population, employment, recreation, and other activities, and with the broad physical structure of the Region - its living areas, main industrial and commercial area, the regional open space system, major land uses of a regional rather than local nature, and transport and communications systems. It is not concerned with local detail. This is the function of local planning schemes within the general lines of the Structure Plan.

At the same time, it must be recognized that change is constant, and that therefore a plan for any period of time must not only be flexible enough to meet unexpected changes in the scale and nature of growth and technology, but it must also lay the foundations for continuing growth after the initial plan period. It needs to be kept under review constantly, and the processes of changing the plan to meet new conditions must be simple and rapid. Phasing is important so that orderly and economical development can be achieved.

Finally, a plan must be bold and imaginative. Objectives are better set too high than too low. It must secure the support of the public generally.

The problem of urban growth has been with man since the dawn of civilization. This led to great thinkers and visionaries to think of different approaches - Green belt around cities, new cities, etc.

In dealing with the urban growth issue of Onitsha and visioning her future, four possible alternatives are presented with comments on each of the final evaluation on which alternative or combination of alternatives will make us achieve 4.1.

4. 4.1 ALTERNATIVE NO. 1 – SPRAWL AND SCATTER

Abandon any effort of trying to guide the form and direction of Onitsha's future growth.

For

Complete freedom for the private development to build where and when he likes.

Against

- Characterless and confused pattern of development
- Not possible to co-relate provision of water and sewerage services with development
- Impossible to provide adequate social services, e.g., schools, to scattered population.

- Public transport cannot serve scattered development

Implications

- Abandonment of present policy of guiding development on basis of structure plan being prepared
- Lack of confidence by developers due to absence of firm Government policy.
- Maintenance of property values jeopardized

Comment

The form of growth represented no plan at all and is completely objectionable and is not in line with the exercise being undertaken.

4.4.2 ALTERNATIVE NO. 2- DECENTRALIZE

Hold Onitsha at its present population and promote the growth of other neighboring towns.

For

- More even distribution of population.
- Boost the growth of other towns.
- Extensive new transportation facilities in metropolitan area may not be required
- Onitsha may remain at a reasonable size. Pleasant living conditions maintained.

Against

- No proof that State would benefit economically
- Majority of people appear to prefer city living-more employment opportunities, tertiary education, social, recreation, and medical facilities.
- Manufacturing industry not in general attracted to other locations due to high transport cost, small local market.
- Service industry limited in scope in other towns.

Implications

- Any additional industrial and housing development in the metropolitan area would have to be stopped.
- Any new enterprise providing additional employment opportunities in a metropolitan location would have to be rigidly curtailed
- Public and private investment would have to be injected into selected towns to ensure employment opportunities are available to increased population.

Comment

This alternative is unworkable owing to the difficulties of attracting population and employment to other towns and preventing further growth of the metropolitan area. Some felt that any decentralization that could be achieved, however limited, would be advantageous as it would tend to slow metropolitan growth.

4.4.3 ALTERNATIVE NO. 3 – SATELLITE TOWNS

Hold Onitsha at its present population and promote a number of new town locations separated from the metropolitan area; each town having its own residential, industrial and shopping areas and designed for a population of at least 100,000.

For

- Excellent living and working conditions created.
- Costly new transportation facilities in metropolitan area are not required.
- Population within reasonable traveling distance of metropolitan facilities.
- Similar towns successful in Britain.

Against

- Difficult to attract manufacturing industries to such locations.
- Sites would have to be at least 5 miles from boundary of metropolitan area and this is not possible in the case of Onitsha.
- Long journey for those obliged to work in Onitsha.
- Expenditure necessary on improved transportation facilities between metropolitan area and new towns.

- Public services may also have to traverse distance between metropolitan area and satellite town.

Implications

- Rigid controls necessary to prevent further industrial, commercial and housing development in metropolitan area.
- Private and public investments in new development projects would have to be channeled into satellite town development.

Comment

- This alternative of satellite towns tends to equate it with the decentralization alternative.

4.4.4 ALTERNATIVE NO. 4 – HIGH RISE

Promoting higher density forms of development; e.g., flats, multi-story housing, factories and shops near the business centre of Onitsha and along main suburban transport routes.

Arguments For:

- Creates a more convenient and compact city.
- The time, distance and cost of travel are kept to a minimum.
- Existing public services more intensively utilized and new ones provided at less cost due to shorter distances between consumers.
- Older inner areas would be re-developed
- Central city shops and services benefit
- Efficient public transport services easier to provide

Arguments Against:

- New factories mostly single storey with extensive area for car parking and landscaping
- Shopping centers, schools, etc, requiring greater areas for land
- Demand for motor cars unlikely to diminish.
- High density buildings ill adapted to change
- Increase in social problems due to more congested living conditions and loss of privacy.
- Discomfort of congested peak hour public transport

Implications:

- Land values within present urban area would increase
- Elaborate controls of development necessary to ensure acceptable living and working conditions

Compact forms of development are advantageous to the public utility and public transport bodies such development in inner areas to help maintain a story central business district.

4.5 POPULATION AND LAND USE PROJECTIONS

Planning must be human-centred. Population projection is central to long-range land use planning, as all socio-economic activities influence land use demands. In particular, housing provision is a function of population size.

The plan's assumption is the existing population living in the planning area will grow through natural increase and migration.

The plan also assumes that the income distribution structure will remain unchanged; the Gross Domestic Product (GDP) will also increase at the same rate as in the past 10years thus enabling the level of income to increase at that same rate.

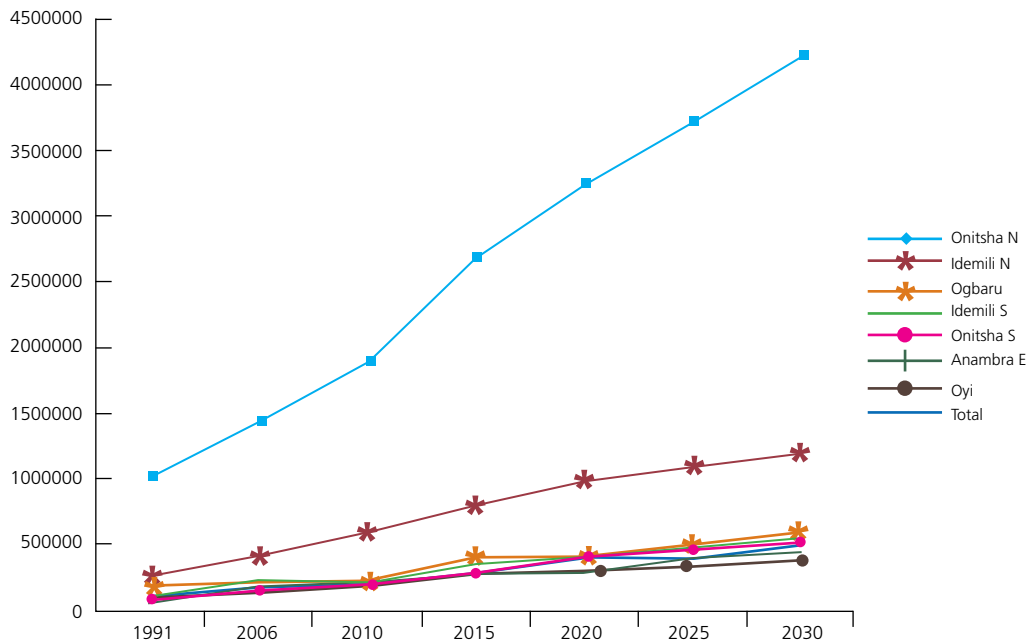
The accuracy of the 2006 Population and Housing Census figure for Onitsha has been a matter of controversy that may never be resolved until another exercise is carried out. However, without taking up issues, the plan is based on the past growth trend of 4.5% per annum achieved between 1991 and 2006. The projected population figures are based on the composite population of the local governments in the Planning Area using simple graphical projections from the existing figures into the future (Fig 4.1 and Table 4.1).

TABLE 4.1: POPULATION FOR THE LGS IN PLANNING AREA BASED ON GRAPHICAL PROJECTIONS

LGS	1991	2006	2010	2015	2020	2025	2030
Onitsha N	121157	124942	210000	295000	395000	425000	500000
Onitsha S	135290	136662	200000	300000	400000	475000	525000
Ogbaru	191761	221879	240000	390000	420000	495000	600000
Idemili S	124122	207683	215000	345000	410000	465000	550000
Idemili N	278642	430783	600000	800000	990000	1100000	1200000
Oyi	109921	168029	220000	285000	320000	350000	400000
Anambra E	57925	153331	218000	275000	300000	400000	450000
Total	1018818	1443309	1903000	2690000	3235000	3710000	4225000

Source: Projections from 1991 and 2006 Census Figures using graphical method by Consultants.

FIG 4.1: POPULATION PROJECTIONS FOR LGS IN THE STRUCTURE PLAN AREA 1991-2030



Source: Projections from 1991 and 2006 Census Figures by the Consultants

Based on the population projection, the land required for commercial use is estimated using a number of methods such as the capita space standards, applied to the population, deriving from facility space requirements. Projections for industrial land use are not easy for many reasons. Industrial sector is the least integrated study of all urban economic activities (Table 4.3). Estimates of land requirement are usually based on the fact that the share of the Gross Domestic Product (GDP) contributed by manufacturing will grow at the same rate throughout the plan period as it has in the past years. Standards for land for industries can also be obtained by comparing existing patterns based on facilities provided and those needed for manufacturing.

The operational guide for land needed for transportation is to use the conventional 20% additional land for circulation and 15% additional for social infrastructure.

With this projection it is envisaged that the population will have grown more than four times. This means the State, local governments and the city authorities need to do more than they have ever done not only to fill the existing gaps in provision of essential urban infrastructures but to meet the additional needs arising from anticipated population growth. This will equally call for more commitment to the sustainable management of existing resources now and throughout the Plan period.

5 LAND USE PROPOSALS



5.1 LAND USE PLANNING AND ALLOCATION STRATEGIES

Both the population and physical growth of Onitsha, which have gone on unplanned and ineffectively controlled for decades, have not only made development control to outstrip the powers of the constituent Local Governments and Planning Authorities, but have also resulted in a haphazardly built, congested, unsafe, non-functional and inefficient city. Abati was succinct in its denouncing the lack of planning. According to Abati (2007):

“Onitsha is a chaotic city, an insult to the art of architecture and a disgrace to urban planning and development. The people live and conduct business in a disorganized, congested space, carved out into small empires”.

Onitsha is now almost completely covered with buildings and finding land for future outward expansion is almost becoming impossible. In deed Okpala (2007) lamented the loss of open spaces in the city. The congested nature of the city is felt in all land uses including housing, markets, motor parks, roads and buildings, especially as can be seen in the overcrowded and filthy houses in the slums, the near impassable streets in the commercial centre and the ever present traffic congestion on Onitsha roads. The completely built-up nature of the city is reflected in the lack of open spaces for outdoor recreation.

Furthermore, although the city is a melting pot for all traders with huge revenues, which can run into billions of naira on daily basis, both the State and Local Governments have not been able to successfully tax the vast commercial ventures and properties and generate funds that are derivable, which could be utilized for the provision of essential infrastructure and management of the city. Proper planning of the city for property taxation is therefore crucial for its functionality, efficiency and resource mobilization.

Designing the city with high standards of land use planning and urban design are of importance. The proposed land uses and their designs for the Structure Plan are first hinged on adopting both integrated and participatory approaches to land use allocation related to projected population, and advancing broad land use development and control measures for architectural design and redesign, development and redevelopment and maintenance for the various land uses. The land uses proposed are discussed in line with the broad land use groups. By so doing, the proposed land uses will take care of the different needs of the various stakeholders.

The second strategy, given the peculiar situation of Onitsha with its limited land area for expansion and congestion of commercial activities, is to decongest the city centre by decentralizing and relocating some of the markets to suburban fringes of the city, strategically located and well-planned. Since the city is expected to grow in population over the limited space, the third

strategy is simply building the city as a compact and attractive one at higher densities for the various uses so as to liberate more spaces for movement and recreation, while accommodating growth. The thrust of these strategies is the re-planning and re-development of the congested and older parts of Onitsha to accommodate increased land use activities in anticipation of projected growths in population, education, health, industrial, commercial and communal facilities. A further implication is the need to accord importance to reconstructing transportation routes and facilities to service the decentralized activities.

The decentralization strategy adopted is to distribute the various land use proposals around Onitsha in a ring fashion in order to achieve a fairly even development by directing new development to Nsugbe and Nkwelle Ezunaka areas. Both areas can accommodate further land use development for a number of reasons which include the following:

- (i) Both the proposed Petroleum Refinery and the Airport will attract further development to these areas.
- (ii) Easy access to development in these areas through the Onitsha-Abuja through Kogi Inter-State Road.
- (iii) Ample land exists in this area to accommodate the different proposals.
- (iv) There area is not susceptible to erosion.

5.2 PROPOSED LAND USES

With this as background we will give indications and where possible specific locations for the different land use proposals (Fig 5.1).

5.2.1 RESIDENTIAL

Towards providing for housing to accommodate population growth the following proposals are made:

- (i) Reservation of land for new residential development in Inland town where the density is currently low.
- (ii) Reservation of land for residential development on land close to Okpoko slum to eliminate the problem of flooding and secure more land for housing.
- (iii) Reservation of new residential estates along Nsugbe and Nkwelle-Ezunaka Roads to direct the future growth of the city in this direction. The site proposed is the large tract of land off Atani Road in Ogbaru

Local Government which must be provided with good drainage facilities to stop flooding.

- (iv) Land reservation for the development of housing estates in the different Satellite Communities covered by the Planning Area. Local Governments in the Planning Area are encouraged to develop these residential estates proposed for the Satellite towns so that all new developments will be within a planned environment.
- (v) Upgrading of slums in Okpoko, Otu and Mammy Barrack
- (vi) Landscape improvement and regeneration of all existing housing areas to improve the lives of the people and create recreation parks, schools, health centres, shops, community halls and to ensure easy access to education, health and recreational facilities and income generating activities.

New residential areas should be developed as self-contained communities, such that every residential area has a complement of schools, shopping areas, religious zones (mosques/churches), in order to reduce travel time for mothers and their children. Provision should also be made for youth centres and skill acquisition centres for women and youth.

In designing urban housing, there is need to mainstream gender considerations. This will require ensuring adequate water supply in all residential buildings, whether low or high density or low or high rise buildings. In high density areas, adequate provision should be made for kitchens and toilets to cater for the special needs of women and children. Children playground should be accessible to all housing estates for nursing mothers to take their children to recreate.

5.2.2 COMMERCIAL LAND USES

The proposals for commercial land uses are made to reinforce the vision of Onitsha as the foremost commercial nerve centre of national and international repute. The goal is to significantly enhance the commercial role of Onitsha. To promote an efficient and commercial city, it is proposed to de-congest and rebuild the present CBD to higher standards, providing for more spaces for shops, movement of goods and people and parking for vehicles. Onitsha is a city of many markets with all co-existing in complexity and confusion. The strategy is also to relocate some of the markets to peri-urban areas to achieve efficiency in service provision and movement of goods and people in the city. Specifically, the following proposals are made:

- (i) Redesign and redevelop the existing CBD to provide for large shopping malls with more spacious shop spaces and multi-storey car parks. The CBD should cater for markets for clothes, shoes, bags, household cutleries, food items etc
- (ii) Relocate some of the existing markets from the CBD to outlying areas notably (a) Relocate Iron Rod, Timber and plumbing materials' markets to Odekpe in Ogbaru Local government; (b) Relocate Aluminum and Hardware markets to the proposed site along Nkwelle Ezunaka Road;
- (iii) Develop new markets at Nwelle – Ezunaka Road about 1 kilometre away from the express road and a Commodity Market to be located in Anambra East/Oyi Local Government outside the study area,
- (iv) Rehabilitate existing International Market near Oba, employing a fully participatory approach to ensure its use and patronage by Nnewi and Onitsha traders.
- (v) Land allocated for the Proposed Export Free Zone in Ogbaru Local Government area. Both the State and Local Governments are urged to pursue its implementation with vigor.
- (vi) Develop a new Shopping Centre around or behind the Army Barracks. There is vast land for a shopping centre that is accessible to Onitsha – Awka Road, Obosi-Onitsha-Owerri Road and the proposed link road to Nsugbe road from Limca Road through Obosi Road/inner ring road. The new CBD should accommodate supermarkets, cinema halls, theatres etc.
- (vii) Development of Warehouses for the storage of goods by the commercial traders at the outskirts of the town.
- (viii) Reservation of land for neighbourhood shopping centres in all residential estates.
- (ix) Pedestrianize some streets in the CBD to enhance free movement of goods and people.

5.2.3 INFORMAL SECTOR

To provide for the needs of the informal sector, which accounts for over 70% of the working population in Anambra State, land is reserved for informal activities, including mechanic shops and trading. Specifically, it is proposed to locate mechanic villages in the following areas:

- (i) A site on all the major roads, - Nsugbe Road, Nkwelle Ezunaka road, Obosi road, Old Onitsha Enugu Road, Nkpor – Nnobi Road, Atani Road, Onitsha – Owerri Road (near Oba), Ogidi.
- (ii) Reservation of a percentage of the land in every motor park for mechanic village.
- (iii) Petrol Stations should provide service bays for motor services.

Other major informal economic activities that require some land are in the building industry – Block makers, welders etc. It is proposed to site small scale industrial schemes outside the urban areas in the different Satellite Towns as the demand arises for these services.

To cater for the needs of women in the informal sector economy, it is proposed to develop well constructed markets for women to sell their foodstuffs and other goods.

5.2.4 INDUSTRIAL LAND USES

Onitsha, as an important industrial centre, hosts the largest number of industries in Anambra State. The land use proposal recognizes the need to reserve land for both small scale and large industries and their demands for land uses differ.

The recommended policy is to develop small scale industrial estates in different parts of the city but in well-laid out locations by creating SME industrial and business parks.

Due to limitation of space, it is proposed to fully develop the existing Industrial Estate along Onitsha - Owerri Expressway in Idemili. Efforts should be made to provide in the Industrial Estate all necessary infrastructures to make it attractive and efficient for industrial development.

Towards decongesting Onitsha and promoting a balanced development in the State, efforts should also be made to attract industries to other parts of the State, namely:

- (i) Nnewi as a major industrial zone.
- (ii) Ogbaru Local Government area as part of the Export Free Zone.
- (iii) Nsugbe road to complement the proposed Petroleum Refinery.

Women entrepreneurs face many constraints. City bye-laws do not take care of their needs. Industrial estates, where they exist, are often inaccessible to women entrepreneurs. The economic capacity and potential of women should be recognized and policies and programmes put in place to help them to establish and grow their businesses. Special consideration must be given to women industrialists in the allocation of land to developers in the industrial estates.

5.2.5 INSTITUTIONAL AND COMMUNITY FACILITIES

(i) Educational Facilities

To reinforce the educational role of Onitsha, a site has been earmarked for the development of a University to be located in Ogbaru Local Government off Atani Road, an area with vast land for development, which though flooded, can be drained. The proposed University should provide education and training in science and technology, commercial and business management among other disciplines to support the indigenous scientific and professional prowess of the people.

The College of Education in Nsugbe is recommended for upgrading to a degree awarding institution.

The primary schools in Okpoko (which are in poor state of repair) are proposed for rehabilitation. It is proposed to construct at least two new secondary schools in the area. To address the imbalance in the distribution and access to primary and secondary schools, new facilities should be provided in existing residential estates lacking these facilities. New and modern school blocks should be provided in all schools with proper landscaping to create the environment conducive to learning.

(ii) Health Facilities

There is no government hospital in Okpoko and it is therefore recommended to provide one and the site has been earmarked in the Structure plan.

Community Health Centres should be provided in both existing and proposed residential areas as well as ensure land is reserved for developing private clinics in residential layouts.

The environment of hospitals, clinics and health centres should be properly developed and maintained.

(iii) Child care facilities:

In most cities, majority of municipal government employees are females. Child care and other facilities to facilitate women's work should be provided by municipal governments.

5.2.6 RECREATIONAL OPEN SPACES AND CULTURAL LAND USES

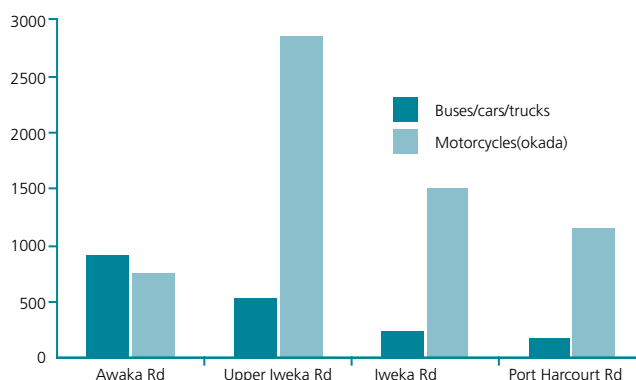
There is virtually no functional open space in the Onitsha. The lands around Nwangene Creek, the Creek and Waterfront of River Niger should be reclaimed and developed as attractive recreational resorts, with ample facilities for outdoor and indoor recreational activities.

The Akpapa Forest Reserve should also be developed to provide for day-long outdoor recreational pursuits such as creating natural trails and be well-managed. By so doing, it will find a better use for the resort instead of its current use as a hideout for robbers. The land use should take into consideration the related gender issues.

Land for parks and open spaces, gardens, and playgrounds should be provided for relaxation purposes in residential areas and along roads, commercial and industrial areas of the city.

Land should also be set aside for cemeteries in all towns.

FIG 5.2: TRAFFIC COUNTS IN SELECTED ROADS IN ONITSHA BY TYPES OF VEHICLES



5.2.7 TRANSPORTATION

5.2.7.1 TRAFFIC PLANS

Traffic studies were conducted on some of the major roads to ascertain the volume, which will be the basis of proposed improvement. The surveys were based on traffic counts for the period between 7:30 am to 6:30 pm (11 hours). The observed traffic counts at peak periods were quite high (from 7:00 am to 8:00 am) and (from 5:00pm to 6:00 pm). The results of traffic counts show that 80% of all traffic is cars and mini buses, with a very high volume of motorcyclists, out-numbering the total vehicles recorded on most roads. The computed hourly averages for the following roads where traffic count took place are as follows:

- Awka road -947cars/buses/trucks + 793 motorcycles
- Upper Iweka road – 566 cars/buses/ trucks + 2952 motorcycles
- Iweka road – 251 cars/ buses/ trucks +1570 motorcycles
- Port Harcourt road – 182 cars/buses/trucks + 1200 motorcycles.

The menace of motorcyclists on Onitsha Roads is better imagined than described in view of the huge volume. Based on the computed daily average volume of traffic on the selected roads it is proposed to widen both Awka and Upper Iweka Road to accommodate the growing volume of traffic as well as the anticipated future traffic. The proposed traffic plan is to achieve the following-

- (i) Take through traffic from passing the centre of Onitsha, thus minimizing congesting the local traffic.
- (ii) Provide a system of ring roads that can take the traffic generated within the town out of the city and to link the proposed activities to be relocated at the outskirts including parks, residential, industrial and sports facilities.
- (iii) Provide a system of internal roads within the various zones to enhance free flow of traffic within these zones.
- (iv) Provide routes and parking for the Okada.

Figures 5.3 to 5.5 show the proposals for road networks generally, roads proposed for dualization and the roads to be improved with the provisions of pedestrian crossing bridges and flyovers.

The following sections are devoted to the discussions of specific road improvement proposals as they relate to federal and state roads in the planning area.

5.2.7.2 FEDERAL ROADS

(1) Onitsha – Enugu Expressway

As part of the Trans-African Highway Network that links Nigeria with other African countries, it is imperative that traffic on this route flow and un-interrupted (Fig. 5.3). Access to this road should be strictly controlled with no exit whatsoever between Bridgehead and Toll gate. Two options have been considered in this regard;

Option 1: Provision of Flyovers to take through traffic

The existing Onitsha-Enugu Road will be retained while at Zik Roundabout, a flyover-bridge should be provided to take through traffic out of the town. For Asaba bound traffic, diamond interchanges will be introduced at key junctions including Atani Road Junction, New Cemetery Road Junction (this bridge will link New Cemetery Road with Ezeiweka Road), New Parts Junction (Nkpor), New Tarzan Junction, Ugwuwasike Junction while the access at Upper Iweka, Ziks Roundabout and Niger Street will be handled by grade separation.

Similarly, for Enugu bound traffic, a well-designed diamond interchanges will be provided at Niger Street Junction, Atani Road Junction, Upper Iweka Junction, Zik Junction, New Parts Junction, New Tarzan Junction, and Ugwuwasike Junction.

The service lanes on both sides of the road will run from the bridge head to the toll gate. Of particular mention is the introduction of the roundabout on each side of upper Iweka Junction, thus making the service lanes to be continuous while serving the purpose of handling the traffic generated in the Zone. It is important that these service lanes are completely separated from the main carriageway either by a wide drainage channel (as it exists between Premier Breweries and Upper Iweka junction) or a reinforced concrete or steel barrier.

Option 2: Provision of Ramps to take through Traffic

The second option is to construct a new road between Niger Bridge and Toll Gate as a flyover bridge, except the Upper Iweka Junction that will be at grade (in order to pass under the existing bridge).

For this option, access for Enugu bound traffic will be through ramps passing through Niger Street Junction, Atani Road junction, Zik Roundabout, New Parts Junction, New Tarzan Junction and Ugwunwasike Junction; while that of Upper Iweka junction will be at grade. Similarly, Asaba bound traffic will be conducted through ramps passing through Ugwunwasike Junction, New Parts Junction, Zik Junction and Atani Road; while at Upper Iweka Junction and Niger Street Junction traffic will be conducted through grade separation.

Roundabouts will be located at Niger Street Junction, Atani Road Junction, New Cemetery Junction, New Parts Junction, New Tarzan Junction and Ugwunwasike Junction.

This option may not entail the provision of extra service lanes since the bridge piers for the proposed through carriageways can be positioned in such a way that the existing carriageway can be made to perform the functions of the services lanes as outlined in Option 1.

There is no doubt that Option 2, which is recommended, will be a more expensive option and this may give preference for Option 1.

Road Elements

For either option, pedestrian walkways should be provided only on one side of the service lanes. Bus stops and pedestrian crossings should be provided at appropriate locations along the service lanes. Traffic lane markings, road signs and traffic lights are to be provided at reasonable locations.

2. Onitsha – Owerri Expressway

Since this is just an intercity road from Onitsha to Owerri, effort has been made to decongest it by relocating the motor parks at Upper Iweka Junction up to about 500 meters to near Metallurgical Training Institute (MTI) to the right of the Road to Owerri.

A proposed bypass to link Atani Road along the alignment of existing Ogbuagu Street will join this road just before MTI. Provision of a Roundabout near the Upper Iweka Bridge will be desirable to make the service lane a continuous road. At the Obosi Road Junction, a bridge will be constructed to link the proposed second Niger Bridge to Obosi Road.

Pedestrian crossings, traffic lights and road signs should be provided at Nwaziki Road Junction, Obodoukwu Road Junction, Mgbemena Street Junction, Mgbuka Junction and MTI Gate.

Bus stops should be provided at intervals along the road.

3. Onitsha – Otuocha Road

Since this road will become a link to the new centre of inivity in the neighbourhood of the proposed Oil Refinery, Airport and Industrial Estate, it is proposed to re-construct this road as dual carriageway with central divide up to Nkwelle Ezunaka Road, a distance of 7.5 km (the boundary of Onitsha project area). The alignment from New Nkissi Road junction to a point a little after the bridge over Nkissi River needs to be re-aligned (both the bridge and approach roads) to make for a safer use. A Roundabout will be introduced of New Nkissi road/Bent lane junction to take traffic into this road.

At Km 3 on the proposed coastal road through Akpaka Forest Reserve and 33 Estate is expected to cross this road and link Obosi Road/New Parts Junction at Onitsha – Enugu Expressway. This Km 3 Junction can be either a roundabout or grade separation to cope with future increases in traffic. Pedestrian footbridges, crossing and traffic lights are proposed at new Nkissi Road Junction, 33 Estate Gate, while road markings and road signs are recommended along the road. Bus stops are recommended at intervals along the road.

4. Onitsha – Ogidi – Enugu Road (Limca Road)

The importance of this Road linking the satellite towns and other towns in the state cannot be over-emphasized. As a result, the Road needs to be widened into two lanes on either side (for a distance of 2 km to Nkpor Junction). Pedestrian footbridges should be provided at Borrowed Gate, Girls Secondary School Gate and Nkpor Junction while traffic lights and pedestrian crossings will be located at other four junctions along the road. Road markings and road signs should be provided along the road.

Providing a ramp to access for Enugu bound traffic should be from the end of this road. As this is a major intra-city bus route, several bus stops are recommended to be provided along the road possibly at the Idemili North Local Government office at Ogidi.

5.2.7.2 STATE ROADS

1. Awka Road- Upper New Market Road.

To reduce traffic congestion, Awka Road as far as Upper New market is proposed for upgrading to a double carriageway from Zik Roundabout to Old

Market Road Junction. Traffic will be separated at DMGS roundabout to enable Oguta road cross on a bridge to Ozolla road.

Pedestrian Footbridges to be provided will be located at Old Cemetery Junction, DMGS Junction, General Hospital, Okosi Road Junction, Saint Mary Junction, Osuma Road Junction.

2. Old Market Road- Bright Street-New Market Road.

This road, which provides access to the CBD, should be upgraded to a two-lane one way road with new roundabout at Waterside Road Junction and pedestrian footbridges on Old Market Road (at Iboku Street, Court Road, Venn Road, Ajasa Street, Nottidge Street); Bright Street (at Johnson Street and Francis Street); New Market Road (at Bida Road, Nottidge Street, Venn Road, Iboku Street).

3. Upper Iweka Road.

This road, which directs traffic from Owerri Road to both Ochanja Market and the CBD, should be provided with a roundabout opposite Ekene Park to handle the traffic flow from the service lane on the Asaba-Enugu expressway. It will hopefully correct the wrong entry from Port Harcourt Road across the Upper Iweka Bridge into Owerri Road. The road will be dualised from this Roundabout to Ochanga Roundabout such that a flyover from Zik Avenue will be constructed to link Ozomagala Road. Pedestrian footbridges are recommended at Ekene Park, and near Zik Avenue Junction.

4. Nwaziki Road

This is an arterial road from Obosi to Upper Iweka passing through the expansive Awada, Nwaziki and Iba Pope Layout. It is recommended to dualise this road from a proposed roundabout on Obosi road, to the proposed roundabout on Owerri Road. With the Sports Complex being proposed for this area of Obosi, the road will hopefully provide access to the Sports Complex. Adequate drains should be provided to link those along Obodoukwu Road.

5. Bridgehead –Niger Street –Sokoto road –Johnson Street –Waterside road Akpaka reserve -33 Estate -Nsugbe road (Coastal road).

This road, which derives its name from its alignment that runs along the coast to 33 Estate, will be dualized along Niger Street, straightening out through Sokoto road –Johnson Street – Bright street area and rejoining the existing Waterside Road through Nkissi River bridge to Akpaka Forest Reserve and 33 Estate and terminating

at Nsugbe Road. It entails providing a second bridge across Nkissi River and passes through a short swampy stretch before going through 33 Estate. It will fly over Nsugbe road to join the proposed Inner ring road to New Parts Junction at Nkpor.

6. New Parts Junction –Omagba –Nsugbe road (Inner Ring road)

This road provides access to Nsugbe. Its improvement is intended to open up Omagba area and link it to 33 Estate and Nsugbe road and the proposed Refinery/Industrial area. The length to be improved starts from new parts junction flying over Enugu Expressway over Nkissi River and over Nsugbe Road (at Km 3.0 from the bridge) to link the proposed Coastal Road. This road should take traffic onto the expressway out of the city.

7. Upper Iweka Bypass.

The length of Upper Iweka Bypass proposed for improvement starts from Niger Street Roundabout and traversing Harbour Industrial area (a distance of 1 kilometer) before joining Atani Road and taking the alignment of the existing Ogbuagu street in Okpoko, through a distance of 4 kilometers including a swampy area before joining Owerri Road (at 3.7 kilometers from Enugu expressway) just before MTI. This road will relieve Upper Iweka and Owerri Roads of traffic particularly those going to Okigwe, Owerri etc.

8. Atani Road

Atani Road, the main arterial road to the oil producing areas of Imo and others, is proposed for upgrading. It will provide access to the proposed Export Free Zone and industrial/ residential area in that axis. A dual carriageway is proposed all the way to Atani – Ugwuikpele with a spur to Ozubulu. A second bridge will be needed across Idemili River. The road should be properly constructed and landscaped to deal with some coastal erosion on this road.

9. Nkwelle Ezanaka Road (Outer Ring Road)

This road when fully improved will serve as an outer ring road providing access to the proposed Markets at Nkwelle Ezunaka and also the proposed Park and Market at the Toll Gate area. It stretches for a distance of about 7.3 kilometers from Nsugbe Road Junction to Enugu Expressway, it is desirable to dualise this road in view of the responsibility that will be thrust on it.

10. Ezeiweka Road and Mgbemena Street

Both roads lead into Awada, Iba Pope and Ngbuka

areas which are predominantly residential with some commercial activities. Both roads should be improved and upgraded to double carriageway, with good drainages, pedestrian walkways and to link to Owerri Road and CBD through a bridge that will flyover Enugu Expressway at Ezeiweka Road.

11 Umunya Street

This leads to the residential areas of Omagba Phase II and will link the service lane of Enugu Expressway. It is a single carriageway of 0.5 kilometer with drains.

5.2.7.3 PUBLIC TRANSPORT

a. Light Rail System

To move people to and from the CBD and even within the CBD as quickly and safely as possible requires providing for a mass transit system of transportation. The system requiring less investment in infrastructure is the Light Rail System. It is therefore proposed to establish an electric powered light rail system within the CBD along the following routes and phased as follows (Fig. 5.6)

Phase 1: Zik Roundabout – Awka Road – New Market Road –Bright Street –Moore Street – Iweka Road –Upper Iweka –Ziks Roundabout (11 kilometers).

Phase 2: Upper Iweka –Bridgehead. (3.35 kilometers)

Phase 3: Ziks Roundabout –Toll Gate. (6.87kilometers)

Phase 4: Upper Iweka –M.T.I (5 kilometers).

The latter phases (2 to 4) are to service the various motor parks and markets located at those points. It is proposed to have pedestrian walkways (at least 2.4 meters) along all the roads in the proposed route with rail stations located at appropriate intervals. These walkways will be on top of the drains.

b. Public Bus System

The bus system of public transport is undoubtedly the cheapest means of transportation. The existing system in the city is exclusively public sector driven. It is desired to see a situation where the government streamlines the activities in this sector by providing the infrastructure and other enabling environment while the private sector provides the buses and drivers. Thus, the system envisages a bus system organized into

defined routes and with adequate spaces for the garages, maintenance and bus-stops. Bus lanes will be provided on dual carriageways (Fig. 5.7)

- Route 1: Bridgehead –Toll gate (through service lanes)
- Route 2: Nkpor junction –Limca road –Awka road –Old Market road –Bright Street –Main Market.
- Route 3: M.T.I –Owerri road –Upper Iweka –Moore Street –Main Market.
- Route 4: Niger Street –Zik Avenue –Ozomagala Street –Modebe Avenue
- Route 5: Bridge head –Niger Street –Main Market –Apaka Reserves -33 Estate.
- Route 6: 33 Estate –New Parts –Nkpor junction –Obosi road –M.T.I.
- Route 7: Obosi road –Nwaziki road –Upper Iweka –Oguta road –Enugu road –Ose Market.
- Route 8: Ose Market –Nsugbe road –Nkwelle Ezunaka –Toll gate.
- Route 9: Uga junction –Atani road –Ogbaru Industrial Estate.
- Route 10: Bridge head – Toll gate (express service)

c. Water and Air Transport

It is recommended that Government establishes a ferry service that can play a vital role in streamlining the activities of water transportation for the movement of people, goods and services along Rivers Niger and Anambra. This will also enhance the evacuation of farm products from Nkwelle, Nsugbe, Umuleri, and Ogbaru to Onitsha. This service may hopefully be extended to Asaba in due course.

The flat topography of the area between Aguleri and Adani makes it ideal for the sitting of a proposed airport for Onitsha. Thus, the idea of dualizing Achalla - Igbariam–Enugu Onitsha Express Road should be considered in the future to serve as a short exit route to Awka.

5.2.8 BASIC URBAN SERVICES

5.2.8.1 WATER SUPPLY

The Water Corporation should be re-organized and strengthened to carry out their statutory functions. It has to be impressed on them that water supply as a social responsibility of the government should be made to be self-financing. To this end, the Water Corporation should be made to draw up a proposal for the envisaged cash-flow for their operations for a period of say five years. After this exercise, funds should be injected into the project to either source water from Ogbunike stream or better still locate a new water plant at Idemili River with adequate intermediate pumping stations. The overall distribution system should subsequently be overhauled with households properly fitted with water meters and to devise and implement an efficient transparent and accountable system of revenue collection. This will drastically improve the health and comfort of the people with the expected multiplier effect on the economy.

5.2.8.2 DRAINAGE

The topography of Onitsha makes all areas to drain naturally into Rivers Idemili Nkisi and Anambra. The major problem for the city is how to get rid of the stormwater that find its way to the low lying area of the town around Fegge, Bridgehead Estate and Okpoko. However, a particular problem in Odekpe area is the flooding of a vast area of land on the left as you go to Atani. This flooding is the result of the activities of the Power Holding Company of Nigeria staff that blocked the stream flowing into Idemili River during the erection of a 330 KV tower. As a result a vast area of land that could have been used for both residential/ industrial and other purposes has been locked up by floods. We propose a multi-cell culvert be used to providing drainage for the area.

Generally, it is proposed to provide drainage channels in the city. Provision of drainage channels is ideal, provided these channels are periodically maintained. It is recommended that all drains in the town should be cleaned as often as possible, especially immediately after each rain from the beginning downwards to the out falls towards Idemili River, Otumoye Creek and River Niger. The channel from Mgbemena Street junction on Owerri Road needs to be extended to Idemili River to enable discharge as against the present flooded area around Okpoko due to the abrupt termination of the drain.

All existing roads in the city, whether Federal, State or local roads are to be provided with adequate side drains. Specifically:

- (i) Roads in Fegge area are to be provided with adequate drains to enable them empty into the major drains on Enugu Expressway.
- (ii) All roads in Odakpu area like Iweka road, Modebe Avenue, Amobi Street, Ozomagala Road are to be provided with adequate and functional drains to enable them empty into River Niger.
- (iii) The large channel along Enugu Expressway opposite Bridgehead Estate, which is collapsing needs to be strengthened and maintained continuously.
- (iv) Overall what the whole drainage system needs is complete de-silting and periodic maintenance of the channels.
- (v) All new roads in new development must be constructed to higher standard, with drains, roadside walks, lane markings and street lighting.

5.2.8.3 WASTE MANAGEMENT

With reference to the existing waste management situation in the city, the following recommendations are suggested;

- (i) Enacting a new legislation prohibiting indiscriminate dumping of waste.
- (ii) Develop and implement both a sewage plan and solid waste management plan for Onitsha.
- (iii) Promoting of public enlightenment to stop dumping of solid waste along roads and in drains, canals and open spaces and encourage them to dispose them in waste bins in front of their houses and placed along roads and in public places.
- (iv) Capacity building for Anambra State Environmental Protection Agency to carry out their statutory functions by providing them with more staff for monitoring and materials (25 refuse trucks, 5 compactors, 3 pay loaders, 2 bulldozers for a start).
- (v) Contractors engaged for solid waste management due to lack of equipments should concentrate on opening of drains, cutting of grasses and sweeping of streets.

- (vi) Anambra State Environmental Protection Agency to collect fees for providing refuse collection service to general public.
- (vii) Mobile courts to be established in order to enforce environmental sanitation laws.
- (viii) Private sewage dislodges to be registered and monitored by Anambra State Environmental Protection Agency.
- (ix) Mechanic villages to be established with each workshop providing drainage pits for used oils and also to comply with other recommendations above.
- (x) A waste recycling plant is to be established at Nkwelle Ezunaka.

5.2.8.4 ELECTRICITY AND TELEPHONE

As the provisions of both services are under the control of the Federal Government, the State Government has to work with these agencies to ensure that adequate facilities are provided. For electricity the State Government has to explore other ways to generating electricity to service the industrial estates and the consumption needs of the people living in the town. At the local levels, the Planning Authority should work with these agencies to ensure that electricity supply lines are provided in all developed parts as well as the extension of services to proposed housing, industrial and commercial areas.

It is also recommended that the State Government explores an investment in the Independent Power Production sector as a way of ensuring an adequate generation of power for the use of the envisaged industrial and commercial growth.

There is need to integrate land use planning with the provision of electricity and telephone so that services can be linked with the development of projected land uses and population distribution in the city. These agencies need to liaise with the land use planning and transportation agencies and vice versa in ensuring that services are provided at the right places to reach a critical mass in need. This recommendation also applies to other agencies providing utilities in cities such as water and gas.

5.2.9 GENDER IMPLICATIONS

Many households in urban centres lacked access to basic services such as education especially primary and secondary schools, water supply, energy and sanitation.

With respect to water, women and girls are usually responsible for collecting water for domestic use. Some may sustain injuries or health hazards (spinal problems) because of carrying heavy buckets and plastic jerry cans of water on their heads or shoulders. Travelling over long distances is also tiring. Many girls miss or go late to school because they have to fetch water for domestic use.

With respect to energy, women and girls (and sometimes boys) are responsible for fetching firewood for domestic fuel. In Nigeria, kerosene is often unavailable and has become too expensive for poor households. Public provision of electricity at affordable rates can reduce women's household burdens.

Majority of urban households in many Nigerian cities are without adequate sanitation – refuse and sewage disposal, etc. Poor sanitation is associated with several health problems such as typhoid, malaria, cholera, worms, dysentery and diarrhoea, etc (Budlender, et al, undated). Poor sanitation increases women's household burdens as they bear the responsibility for health care in the household.

5.2.10 DEVELOPMENT CONTROL

For successful implementation of the plan, it is important to put in place a solid, comprehensive and dynamic development control system.

The process of development control involves the regulation of the detailed aspects of physical development. There are two levels of development control: the macro and the micro. At the macro level, the objective is to control the subdivision of land. The subdivision plan should be drawn at the appropriate scale and details. At the micro level, the objective is to control the development of the individual plot and structure within the subdivision. At the level of the individual structure, development control essentially involves the designing of building plans to satisfy specified standards, and ensuring that the actual development conforms to the approved plan. Development control at this level, therefore, involves the enforcement of the relevant housing and building codes, so as to ensure that no illegal developments are embarked upon. Usually, the authority responsible for development control at this level is the area planning or the municipal (city) planning office, as the case may be. Every building plan should be submitted to the planning authority for approval.

6 PLAN IMPLEMENTATION



6.1 PREAMBLE

There is no point doing any form of planning if there is no desire to implement the plans. Experience has shown that for a lot of reasons, most of the Master plans carried out in this country have either been implemented in the default or not implemented at all. Even the Lagos Metropolitan master plan (1980 – 2000 A.D) which expired in the year 2000 did not achieve 40% implementation of the different land use proposals. The most celebrated Abuja Master plan was compromised on implementation and it was painful, very costly measure to correct. Therefore, it is important to impress on the Government of Anambra State and the Local Governments in the Planning Area as well as the constituent communities to take the implementation of this Structure plan seriously so that it will not be like others in the country which have failed on the ground of implementation. For all concerned, the implementation of this Structure plan cannot be business as usual.

6.2 NEED TO ADOPT SUSTAINABLE DEVELOPMENT PARADIGM

A well-planned Onitsha and environs and the responsible use of natural resources can be of great benefit to the State's long-term development. Conversely, the failure to consider environmental issues in taking

development decisions can undermine current efforts to enhance the quality of life, which endorses the need to adopt the sustainable development paradigm.

Towards achieving environmental sustainability, the United Nations Environment Programme Global Scenario Group in their evaluation of global practices found out that development practitioners have adopted three scenarios to promoting sustainable development with varying results. These scenarios include:

- (i) Pursuit of economic growth: Practitioners continue to emphasise on development through globalization-driven economic growth, with little attention to other aspects of development;
- (ii) Guiding promotion of economic growth through policies: the emergence of the political will to constrain and guide growth through sustainability policies, in accordance with the targets for Goal 7, and the pursuit of this aim as a proactive strategic priority of Governments; and
- (iii) Holistic and integrated approach to promoting sustainable development: transition to a completely new development paradigm on the part of societies and Governments, whereby civil society, all institutions and individuals and the State decide to actively seek new forms of sustainable development.

In the first scenario, the proportion of resources allocated to the environment is small and fluctuates constantly in accordance with the economic conditions as dictated by the market. In general this development paradigm has not been able to halt, much less reverse environmental degradation that accompanies economic growth.

In the second scenario, emphasis is still placed on economic growth, but with the possibility of linking this with policies for alleviating poverty, inequity and environmental degradation, among other sustainability issues. Although environmental management is an overarching concern addressed through cross-sectoral policies, it has not been enough to eradicate poverty or provide for the environmentally sustainable integration of these populations.

In the third and last scenario, emphasis is on “great transitions” towards achieving sustainable development. There is a conscious and focused effort to promote environmental sustainability. Reforms for integrating a sustainable development perspective into public policies are more radical and tangible, leading to more profound changes that would make sustainable development attainable at the local, national, regional and global levels. National and international laws and institutions would be designed to enhance inter-generational social justice, increase equity in all areas and produce economic and social transformations that would keep all unsustainable lifestyles or forms of production in check and would reverse the damage already done to the environment. Such a transformation would require a sharp and continuous increase in resources and rapid improvements in economic, financial and fiscal instruments for promoting these practices, as well as the further development of institutions for guiding and encouraging these changes in increasingly democratic, participatory and communal ways.

The UNEP Group asserts that the first and second scenarios do not easily lend to achieving the goal of environmental sustainability. According to the UNEP Group, it is only by adopting the third scenario involving making radical great strides that the goal of environmental sustainability can be achieved.

Going by the above scenarios, it is obvious that the development scenario of Anambra State as well as many states in the country fits neatly into the first scenario. The goal is for Anambra State and many other states in the country to quickly transit from the first scenario and work towards adopting the third scenario, to achieve environmental sustainability.

6.3 IMPLEMENTATION STRATEGY

The recommended implementation strategies for the Structure Plans undertaken in Anambra State include to:

(i) Adopt an integrated and participatory approach to land use planning, land use allocation, architectural design and redesign, development redevelopment and maintenance for priority projects identified for the thematic areas.

(ii) Promote institutional, policy, legal and land use standard reforms required to successfully implement the structure plan by setting up new and improved structures and processes.

(iii) Promote general as well as specific capacity building programmes in the different thematic focus areas to fill the identified gaps and empower the various agencies to discharge their roles.

(iv) Adopt a results oriented financial strategy to mobilizing adequate resources to implement the plan, drawing on a range of sources of funding including annual budgets, mobilization of funds from donors, utilizing PPP, using the capital market to mobilize funds and encouraging community funds through cooperative, and micro-finance mechanisms.

(v) Adopt a results based management to scheduling activities, implement, and monitor and review the structure plan.

6.4 PROPOSED REGULATORY AND INSTITUTIONAL FRAMEWORKS

As at today in Anambra State, there is no urban and regional planning law hence all the development that has been done is in a vacuum and all the provisions have no legal basis for implementation. The Anambra State Government should therefore quickly resolve this in the interest of the State. Furthermore, the plan document should be sent to the House of Assembly for enacting into law. Thereafter copies should be available for sale to the public.

The need for Anambra State to develop an appropriate institutional framework cannot be over-emphasized in view of the fact that building a city is not the business of one organization but a lot of organizations that need to co-operate and be co-ordinated. In proposing a new institutional structure, the following factors have been considered:

- (a) Anambra State like all other states of the country has agreed to run its governments by the rule of law. As far as the constitution of Nigeria is concerned and as far as it has been interpreted by the highest court in the land, urban and regional planning is a residual subject in the constitution. The operational implication is that matters relating to urban and regional planning belong squarely to State and Local Governments. This implies that Anambra State should be fully in charge of enforcing planning regulations in the State.
- (b) Despite the above, it is common knowledge that Federal Government Agencies are in charge of strategic institutions in the country e.g. NEPA, NNPC and others which are in need and a consumer of land and have implications for the spatial arrangement of our cities. We therefore have a need to accommodate them.
- (c) A third and very important factor is that markets, property rates, waste collection, primary school, etc are local government functions as defined in the Constitution. In view of the situation of Onitsha, it is imperative that Local government be made part and parcel of the action in physical planning.
- (d) A fourth factor is that all over the civilized world, there is always a mayor of the city (which is the equivalent of our council Chairman) and everything pertaining to the running and management of the city is the responsibility of the City Mayor. The situation we have in Nigeria is that our cities have no mayors and therefore are like “orphans” without a father or mother. As a radical and positive move city governance in Nigeria should incorporate the appointment of city mayors by making the local government chairperson to the position. May be the various appointed positions in the LGs will then interest higher caliber people.
- (e) A fifth factor is that local plans are the plans that can be done by local government and these local plans must be within the context of the Master/structure plans prepared by the state.
- (f) A sixth factor is the need for public participation in the planning process so that the Local Government Chairman does not become autocratic. There is the need for a planning board at the local level.

6.5 NEW LEGAL AND INSTITUTIONAL FRAMEWORKS

6.5.1 NEW URBAN AND REGIONAL PLANNING LAW FOR ANAMBRA STATE

Both the existing legal and institutional frameworks for planning in the State cannot cope with the implementation of the Structure Plan. For instance, the legal framework for planning in the State is the old one inherited from the defunct Anambra State in 1991. Many States in Nigeria have adopted the new legislation based on the Urban and Regional Planning Law of 1992. The Anambra State Government is expected to pass a new law based on operative national legislation as a State Planning Law for it to be operative in the State. The proposed Planning Law shall be called Anambra State Urban and Regional Planning Law, which should incorporate the essential elements of the Urban and Regional Planning Law 1992, and the recently approved National Building Code (2006). The proposed Law is expected to modify the existing Anambra State Urban Development Board Edict No. 6 of 1988 and resolve all issues militating against smooth planning administration in the State to successfully decentralize planning administration to local and urban levels.

6.5.2 ESTABLISHMENT OF STATE PHYSICAL PLANNING BOARD

The Profile study showed that nearly all the various institutions exhibited one capacity gap or the other in carrying out their functions. Experts foresaw the need for establishing a new institutional framework for physical planning in the State.

It is proposed to establish the State Physical Planning Board. Figure 6.1 shows the organogram of the proposed institutional framework proposed for the implementation of the Structure Plan. The Town Planning Department, under the control of the Ministry of Lands Survey and Town Planning, will provide oversight functions in the implementation of the Structure Plans, by providing policy direction and advisory roles to government on town planning matters.

The proposed State Physical Planning Board will replace the existing Anambra State Urban Development Board. The new Physical Planning Board should be established to have the following departments:

- General Administration.
- Development Control.
- Project Monitoring and Evaluation.
- Planning Information.
- Urban Renewal
- Rural Planning.
- Urban Planning.
- Open Spaces and Recreation.
- Resource Mobilization.
- Regional Planning, each with appropriate professional divisions

Each of these departments should be manned by a Director (Town Planning) while the Board is under the charge of a Commissioner. This is close to the Federal Capital Development System, which operates at the Federal Capital Territory. Under this arrangement, the entire state may be effectively planned and controlled as a PLANNING AREA.

6.5.3 ESTABLISHMENT OF ONITSHA PLANNING AUTHORITY

It is recommended to set-up Onitsha Planning Authority for the implementation of the provisions of the Structure Plan at the Local Government level. The new Planning Law should pave the way for setting-up of Planning Authority at the Local Government level in the State.

The details of the structure and operation of the Planning Authority will be contained in the proposed new planning law. This new law must provide for the structure, organization and functions of the various departments and sections. The new law should provide for the establishing of Trust Funds for each LGs in the State for resource mobilization for the implementation of structure plans. The same law should provide for collection of payments of betterment levies on properties whose values have been enhanced as a result of planning schemes and compensation on acquired lands.

6.5.4 ESTABLISHMENT OF STRUCTURE PLAN IMPLEMENTATION COMMITTEES

The process of formulating the Structure plan necessitated adopting both integrated and participatory approaches to development planning because many stakeholders and sectors of development are involved in urban planning, development and management. At the implementation stage, the Structure Plan also demands an integrated approach more than ever before for it to be fully implemented with impact. Adopting integrated and participatory approaches have the added advantage of achieving complimentary roles and cross-fertilization of ideas by the different stakeholders and the pooling of their scarce resources to implement the different proposals in an efficient and cost-effective way.

The Institutional framework proposed for implementing the structure plan will involve establishing an integrated approach and a process for effective participation of all Ministries and their relevant departments, all Departments of Local Governments, civil society organizations and the NGOs, CBOs and the organized private sector.

The following Programme Implementation Committees and Technical Working Groups are proposed;

6.5.4.1 STRUCTURE PLAN FINANCE AND POLICY COMMITTEE

The implementation of the Structure plan will not be business as usual. To successfully implement the Structure plan will require the highest political and legislative commitment as much as the support of the grassroots. It is proposed to establish Structure Plan Finance Approval Committee to be chaired by the Executive Governor of Anambra State. Other members include the following:

Deputy Governor of Anambra State.

Representative of the Budget Committee of Anambra State House of Assembly.

Hon. Commissioners for the following Ministries:

- Agriculture and natural resources.
- Ministry of Commerce, Industry and Tourism.
- Education.
- Finance and Budget.
- Health.

- Information and Culture.
- Justice.
- Works, Housing and Transport.
- Youth and Sports.
- Environment and Solid Minerals.
- Women Affairs and Social Development.
- Economic Planning and Development.
- Office of Lands, Survey and Town Planning.
- Local Government Service Commission.
- Office of the Head of Service.
- Office of the Secretary to the State Government.
- Auditor General State.
- Auditor General Local Government.

This Committee will meet twice in the year to approve the Budget, give policy directives and review and approve the Annual Progress Report of the Project. Office of the Secretary to the State Government will be the Secretary to the Committee, supported by the Honourable Commissioner for Office of Lands, Survey and Town Planning as the custodian of the Structure Plan Project.

6.5.4.2 INTER-MINISTERIAL AND GOVERNMENTAL PROGRAMME IMPLEMENTATION COMMITTEE

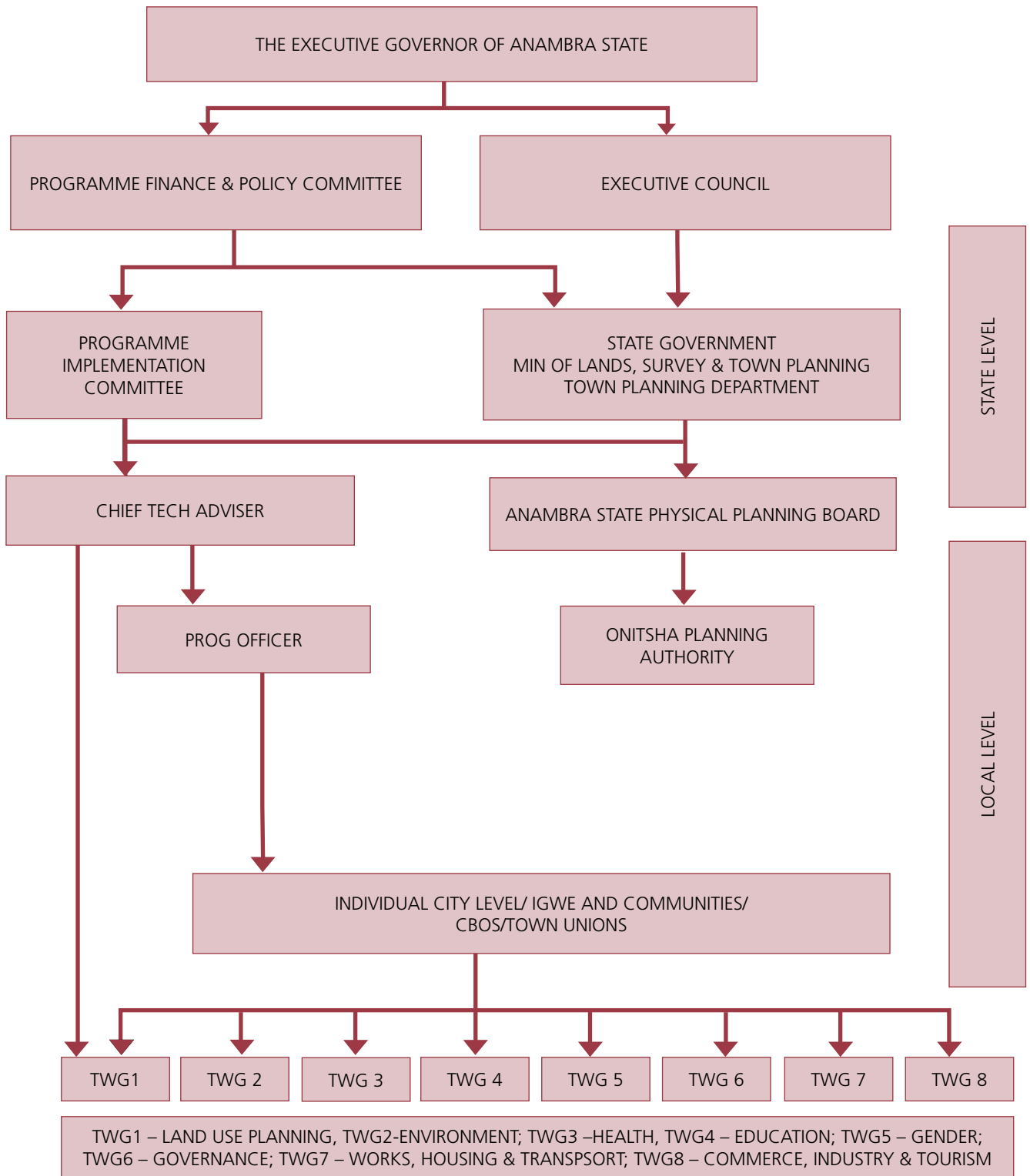
The various issues articulated in the structure plans cut across ministries and the two tier governments. Towards achieving inclusiveness in the implementation of the plan, it is proposed to set-up an Inter-Ministerial and inter-governmental PIC which report to the PIC. This Committee will be chaired by the Honourable Commissioner for Office of Lands, Survey and Town Planning. Other members include the following:

- The Permanent Secretary Office for Lands, Survey and Town Planning
- Director for Town Planning
- Director for Land Survey
- Directors from Relevant Departments of the following Ministries:
 - o Agriculture and natural resources.

- o Ministry of Commerce, Industry and Tourism
- o Education
- o Finance and Budget
- o Health
- o Information and Culture
- o Justice
- o Works, Housing and Transport
- o Youth and Sports
- o Environment and Solid Minerals
- o Women Affairs and Social Development
- o Economic Planning and Development
- The Chairmen from the Local Governments in the Structure Plan Area
- Directors from the following Departments of LGs.
 - o Education
 - o Health
 - o Works and Transport
- Representatives of the Organized Private Sector
- Representative of the Community
- Representative of NGOs.

This Committee will meet quarterly to consider work plans and approve work plan and review programme. The Committee will also provide annual budget estimates to be considered by the Finance and Policy Committee.

FIG 6.1: PROPOSED INSTITUTIONAL STRUCTURE FOR IMPLEMENTING THE STRUCTURE PLAN



6.5.4.3 ESTABLISHMENT OF TECHNICAL WORKING GROUPS

At the Project level, there will be eight technical Working Groups to be set up to work on the technical day-to-day implementation of the different project activities. These TWG include the following:

TWG1 – LAND USE PLANNING,

TWG2 – ENVIRONMENT

TWG3 – HEALTH,

TWG4 – EDUCATION;

TWG5 – GENDER;

TWG6 – GOVERNANCE;

TWG7–WORKS, HOUSING AND TRANSPORT;

TWG8–COMMERCE, INDUSTRY AND TOURISM

6.6 INTERIM IMPLEMENTATION ARRANGEMENTS

6.6.1 APPOINTMENT OF CHIEF TECHNICAL ADVISER AND PROGRAMME OFFICERS

This will take time to materialise and the best option is to work at this as part of the implementation of the plan and hope that this new structure can be in place within the next 2-3 years. Therefore, we need to put in place structure for implementing the Plan on interim basis while we work towards establishing a more radical institutional and legal reform for urban planning and management in Anambra State.

It is therefore proposed to appoint a Chief Technical Adviser in the overall management of the Structure plan projects for the three cities of Awka, Onitsha and Onitsha. The Chief Technical Adviser will be attached to Anambra State Urban Development Board.. His role will be to trouble-shoot in all matters of implementation to ensure that all the planned outputs are delivered as scheduled.

The responsibilities of the CTA will include:

- Providing advisory, technical and managerial supports to Anambra State Urban Development Board. and Office of Lands, Survey and Town Planning in the implementation of the Structure Plans;

- Work Planning
- Project Monitoring and Evaluation
- Preparing Quarterly and Annual Project Progress Reports
- Financial Planning working with the Ministry.
- Work with the Ministry to prepare all the necessary documentation for the consideration of PIC and Programme Finance and Policy Committee.

The CTA will be assisted by the appointment of a Programme officer each for Nnewi, Awka and Onitsha. The Programme Officers will work in active collaboration to facilitate the smooth implementation of project at the urban level the Programme Officers will be attached to the Anambra State Urban Development Board. Zonal Offices at Nnewi, Awka and Onitsha, The responsibilities of the Programme officers will be to coordinate the activities of the Working Groups for the delivery of the outputs.

This structure is meant to be in place for the first three years, by which time it is anticipated that the Office of Lands Survey and Town Planning and the new administrative structure for urban planning and management, involving the restructuring of Anambra State Urban Development Board and Zonal Offices to create the State Physical Planning Board and decentralize planning functions at the Local Government level, would have been put in place.

6.7 FINANCING

It is essential that long-range physical planning should be accompanied simultaneously by fiscal planning for its realization. By so doing, the structure plan will not be a bottom-drawer plan that is not implemented for lack of funds.

The costs involved in the implementation of the different proposals are enormous. It is estimated by the consultants that the total outlay of the Onitsha Structure Plan during the period of twenty years is about N375 billion. The next stage is to carry out a detailed investment requirement of the financial resources for implementing the structure plan with strategy firmed up for effective mobilization of funds from all possible sources as identified below.

For the effective take-off of the implementation of the Plan, an annual USD1m per annum should be set aside for the cost of recruiting technical staff for project implementation, and provision of essential operational

and logistics support for project implementation, including covering the cost of internationally recruiting the chief technical adviser and the programme officers for each city.

6.7.1 SOURCES OF FUNDS:

The sources of funds for the structure plan will involve one or a combination of the following:

(i) Annual Budgets of State and Local Governments:

The first credible source of funds is for the local and State governments in the planning to work together first to set aside in their annual budget for implementing different proposals. Both need to arrive at a workable formula for sharing the cost of the project's implementation, may be 30% by LG and 30% by State; while the remaining 40% can be sourced from elsewhere. Due to limited resources, both governments need to explore other sources listed above. To this end, the State Government and local governments need to work out a dynamic funding strategy toward using a combination of these sources. There is no doubt the State will need to secure both financial and technical assistance towards

implementing this plan. Most of the planned project are costly but it is also possible to recover such costs over time. Therefore, borrowing to implement the project may not be inevitable, provided that the cost incurred can be recouped over time.

There is need to involve the community in making their own tangible contributions to the projects. If the community is sufficiently mobilized they may be able to pay as much as 10% of targeted project costs for their area.

(ii) **Public-Private Partnerships:** Another strategy is the promotion of public-private partnerships in the funding of the proposed projects in the Structure plan. For PPP to work, Government should provide the enabling environment for private sector to contribute financially and be involved in the management of the schemes proposed in this plan. Since provision of infrastructure is involved, it is necessary to involve the Urban Development Bank of Nigeria (UDBN) and Federal Mortgage Bank of Nigeria (FMBN) as well as all the Commercial Banks in Nigeria in the implementation of the different projects in the Planning Area.



(iii) Mobilizing funds from the Capital Market: The Nigerian capital market is structured to provide medium and long term funds to the public and private sector in order to finance projects essential for production, infrastructural and /or economic development.

In the past, such funds have been raised through State Government and Municipal bonds. These bonds represent a financial facility which enables government to meet the cost of building a public infrastructure or amenity. These bonds are issued on the guarantee that over the repayment period, government will pay the interest on the bond and redeem the principal by the time the bond matures. Thus, the capital is mobilized and liquidated over the repayment period. The capacity of government in effectively utilizing this modality of funding is a critical factor to be considered.

(iv) Mobilizing funds from Bilateral and Multilateral organizations and International Development Banks: Bilateral and multilateral organizations provide funds to developing nations in order to facilitate development. Such facilities are more attractive where they assist or have direct impact on poverty alleviation, gender development and the wellbeing of the citizens of the recipient country. The conditions are often as stringent as those of the capital market. The State should collaborate with multi and bilateral donors to use this plan as an advocacy tool to mobilize funds for capacity building and financial assistance for funding urban infrastructural projects. Some of these organizations include African Development Bank, the World Bank Group, Shetler Afrique, and others.

(iv) Community Resources: Mobilize funds from Communities through taxation and user-charge mechanisms. It is necessary to partner with Micro-Finance institutions to mobilize funds from the community.

6.7.2 LIST OF DONOR AGENCIES ACTIVE IN ANAMBRA STATE

Apart from the technical cooperation that resulted from the production of this Structure plan by the UN-HABITAT, Anambra State has been fortunate to work with several donor agencies in promoting some projects in health, water and general development during the past decade. Some of these donors include:

- WHO (the Roll Back Malaria Programme)

- EU-SRIP/EU-WSSSRP/ EU-PRIME
- UNICEF (RUWASSA)
- UNFPA
- UNDP (several capacity building projects in economic planning, aid coordination, poverty eradication)
- World Bank (FADAMA 111) and
- GHAIN/FHI.

The Anambra State has benefited from the following national programmes in prevention of HIV/AIDS. There are ample opportunities to work with international development banks including the World Bank Group, African Development Bank and Shelter Afrique, to secure financial assistance for some of the roads, slum upgrading and housing developments.

6.8 PHASING PLAN

The Structure Plan for Onitsha is a long range plan covering a 20-year period, requiring that the various land use proposals be implemented in phases as shown below.

6.8.1 PLANNED IMPLEMENTATION OF ACTION PLANS JAN-DECEMBER 2009

Structure plan is a broad policy framework upon which detailed actions can be made. The Structure plan has been able to identify several action plans that must be undertaken for fruitful implementation of Tables 6.1 to 6.3 which are summaries of the phasing of the implementation of the various proposals to be implemented in the first and second quarter of 2009.

TABLE 6.1: PLANNED PROJECT ACTIVITIES TO THE IMPLEMENTED CENTRALLY BY STATE GOVERNMENT FOR ALL THE STRUCTURE PLANS IN 2009

Activities/Outputs	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
Approve Structure Plan by Government	X			
Popularize the Structure Plan in the three towns among public and civil society organizations and public agencies.	X			
Organize Donors Pledging Conference on the Proposals of the Structure Plan	X			
Establish new Administrative Legal instruments for planning in the State	X	X		
Establish and Equip and staff the Planning Authorities for Nnewi, Awka and Onitsha.	X	X		
Pass the necessary laws to back and empower the implementation of the Structure Plan of Awka.	X	X	X	X
Appoint members of the Structure Plan Committees, Technical Working Groups and inaugurate	X			
Establish the monitoring teams/committees for the Implementation of the Structure Plan.	X			
Establish a trust Fund for the Authority and designing the revenue collection system for the Trust Fund.	X	X		
Prepare and approve annual budget for the project take off and subsequent implementation.	X			
Appoint Chief technical Adviser and three Programme Officers for the implementation of the Structure Plan.	X			
Set-up Planning Committee at the Local Government to administer Development Control.	X			
Action Plan for Redevelopment of the Nnewi CBD	X	X		
Slum Upgrading Plan for Nkwa Triangle, 100 Foot, Ogbe-Hausa and Suburban-Slums	X	X		
Comprehensive Solid Waste Management Plan for Nnewi	X	X		
Location and Design of New Industrial Estate for Nnewi	X	X		
Location and design Guidelines for Business Parks in precincts	X	X		
Transportation Improvement Plan for Federal, State and Local Roads	X	X		

TABLE 6.2: PLANNED PROJECT ACTIVITIES FOR 2009

Activities/Outputs	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
Establish Urban Observatory in Nnewi for data collection, monitoring and evaluation and review of Structure plan and disaggregation of data by gender	X	X	X	X
Location and Site Design for Nnewi New Markets for Electrical, Timber, Food and Building Materials.			X	X
Action Plan for New Schools, Health Centres, Plaza, Business Parks in Nnewi and Environs.			X	X
Action Plan for providing essential infrastructure and basic services in Approved Layout			X	X
Design and Infrastructure Plan for Planned Suburban Housing Expansion of Nnewi and Environs (including water, electricity, shops, plazas, educational and health facilities)			X	X
Action Plan for Erosion Control and Conservation of Ecological Sites.			X	X
Landscape Improvement Plan for Nnewi for Parks, Gardens, Recreational Facilities			X	X
Luxury Bus park Ichi/Akabukwu Uruagu (Site used for Rehnard Bunke's crusade) and Heavy Goods Vehicle Motor Park (Ozubulu).			X	X
Suburban Water supply Extension			X	X
Suburban Electricity Supply Extension			X	X
Design of Nnewi Stadium			X	X
Acquisition Plan for designated lands for various land use proposals including housing, commerce, industry, parks and gardens, recreational facilities, health and education facilities.			X	X
Establishment of Refuse Disposal and recycling industry at the "bad valley" probably with foreign assistance and cooperation.			X	X
Action Plan for Bus route throughout Nnewi urban			X	X
Landscape design for Regional Park located at (Otolu/Utuh)			X	X
Rehabilitation and equipping of all existing hospitals in Nnewi			X	X
Establishment of Urban Security Association			X	X
Site Design for Nnamdi Azikiwe Teaching Hospital Permanent site at Otolu Nnewi			X	X
Landscape Design for a Zoological Garden Recreational Center (behind Ichi General Hospital)			X	X
Develop system for street addressing, revenue generation	X	X	X	X

6.8.2 POLICY REFORMS 2009-2010

TABLE 6.3: PROPOSED POLICY AND INSTITUTIONAL REFORMS 2009-2010

Activities/Outputs	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
Approve Structure Plan by Government	X			
Popularize the Structure Plan in the three towns among public and civil society organizations and public agencies.	X			
Organize Donors Pledging Conference on the Proposals of the Structure Plan	X			
Establish new Administrative Legal instruments for planning in the State	X	X		
Establish and Equip and staff the Planning Authorities for Nnewi, Awka and Onitsha.	X	X		
Pass the necessary laws to back and empower the implementation of the Structure Plan of Awka.	X	X	X	X
Appoint members of the Structure Plan Committees, Technical Working Groups and inaugurate	X			
Establish the monitoring teams/committees for the Implementation of the Structure Plan.	X			
Establish a trust Fund for the Authority and designing the revenue collection system for the Trust Fund.	X	X		
Prepare and approve annual budget for the project take off and subsequent implementation.	X			
Appoint Chief technical Adviser and three Programme Officers for the implementation of the Structure Plan.	X			
Set-up Planning Committee at the Local Government to administer Development Control.	X			
Action Plan for Redevelopment of the Nnewi CBD	X	X		
Slum Upgrading Plan for Nkwa Triangle, 100 Foot, Ogbe-Hausa and Suburban-Slums	X	X		
Comprehensive Solid Waste Management Plan for Nnewi	X	X		
Location and Design of New Industrial Estate for Nnewi	X	X		
Location and design Guidelines for Business Parks in precincts	X	X		
Transportation Improvement Plan for Federal, State and Local Roads	X	X		
Establish Urban Observatory in Nnewi for data collection, monitoring and evaluation and review of Structure plan and disaggregation of data by gender	X	X	X	X
Location and Site Design for Nnewi New Markets for Electrical, Timber, Food and Building Materials.			X	X
Action Plan for New Schools, Health Centres, Plaza, Business Parks in Nnewi and Environs.			X	X
Action Plan for providing essential infrastructure and basic services in Approved Layout			X	X

TABLE 6.3: PROPOSED POLICY AND INSTITUTIONAL REFORMS 2009-2010

Activities/Outputs	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
Design and Infrastructure Plan for Planned Suburban Housing Expansion of Nnewi and Environs (including water, electricity, shops, plazas, educational and health facilities)			X	X
Action Plan for Erosion Control and Conservation of Ecological Sites.			X	X
Landscape Improvement Plan for Nnewi for Parks, Gardens, Recreational Facilities			X	X
Luxury Bus park Ichi/Akabukwu Uruagu (Site used for Rehnard Bunke's crusade) and Heavy Goods Vehicle Motor Park (Ozubulu).			X	X
Suburban Water supply Extension			X	X
Suburban Electricity Supply Extension			X	X
Design of Nnewi Stadium			X	X
Acquisition Plan for designated lands for various land use proposals including housing, commerce, industry, parks and gardens, recreational facilities, health and education facilities.			X	X
Establishment of Refuse Disposal and recycling industry at the "bad valley" probably with foreign assistance and cooperation.			X	X
Action Plan for Bus route throughout Nnewi urban			X	X
Landscape design for Regional Park located at (Otolo/Utuh)			X	X
Rehabilitation and equipping of all existing hospitals in Nnewi			X	X
Establishment of Urban Security Association			X	X
Site Design for Nnamdi Azikiwe Teaching Hospital Permanent site at Otolo Nnewi			X	X
Landscape Design for a Zoological Garden Recreational Center (behind Ichi General Hospital)			X	X
Develop system for street addressing, revenue generation	X	X	X	X

6.8.3 PHASING OF THE IMPLEMENTATION OF ACTION PLANS 2010-27

Commencement and full implementation of the following Action Plans will be as listed in Table 6.3

TABLE 6.4: PHASING OF THE IMPLEMENTATION OF ACTION PLANS 2014-2027

Activities/Outputs	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
Approve Structure Plan by Government	X			
Popularize the Structure Plan in the three towns among public and civil society organizations and public agencies.	X			
Organize Donors Pledging Conference on the Proposals of the Structure Plan	X			
Establish new Administrative Legal instruments for planning in the State	X	X		
Establish and Equip and staff the Planning Authorities for Nnewi, Awka and Onitsha.	X	X		
Pass the necessary laws to back and empower the implementation of the Structure Plan of Awka.	X	X	X	X
Appoint members of the Structure Plan Committees, Technical Working Groups and inaugurate	X			
Establish the monitoring teams/committees for the Implementation of the Structure Plan.	X			
Establish a trust Fund for the Authority and designing the revenue collection system for the Trust Fund.	X	X		
Prepare and approve annual budget for the project take off and subsequent implementation.	X			
Appoint Chief technical Adviser and three Programme Officers for the implementation of the Structure Plan.	X			
Set-up Planning Committee at the Local Government to administer Development Control.	X			
Action Plan for Redevelopment of the Nnewi CBD	X	X		
Slum Upgrading Plan for Nkwa Triangle, 100 Foot, Ogbe-Hausa and Suburban-Slums	X	X		
Comprehensive Solid Waste Management Plan for Nnewi	X	X		
Location and Design of New Industrial Estate for Nnewi	X	X		
Location and design Guidelines for Business Parks in precincts	X	X		
Transportation Improvement Plan for Federal, State and Local Roads	X	X		

TABLE 6.4: PHASING OF THE IMPLEMENTATION OF ACTION PLANS 2014-2027

Activities/Outputs	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
Establish Urban Observatory in Nnewi for data collection, monitoring and evaluation and review of Structure plan and disaggregation of data by gender	X	X	X	X
Location and Site Design for Nnewi New Markets for Electrical, Timber, Food and Building Materials.			X	X
Action Plan for New Schools, Health Centres, Plaza, Business Parks in Nnewi and Environs.			X	X
Action Plan for providing essential infrastructure and basic services in Approved Layout			X	X
Design and Infrastructure Plan for Planned Suburban Housing Expansion of Nnewi and Environs (including water, electricity, shops, plazas, educational and health facilities)			X	X
Action Plan for Erosion Control and Conservation of Ecological Sites.			X	X
Landscape Improvement Plan for Nnewi for Parks, Gardens, Recreational Facilities			X	X
Luxury Bus park Ichi/Akabukwu Uruagu (Site used for Rehnard Bunke's crusade) and Heavy Goods Vehicle Motor Park (Ozubulu).			X	X
Suburban Water supply Extension			X	X
Suburban Electricity Supply Extension			X	X
Design of Nnewi Stadium			X	X
Acquisition Plan for designated lands for various land use proposals including housing, commerce, industry, parks and gardens, recreational facilities, health and education facilities.			X	X
Establishment of Refuse Disposal and recycling industry at the "bad valley" probably with foreign assistance and cooperation.			X	X
Action Plan for Bus route throughout Nnewi urban				
Landscape design for Regional Park located at (Otolu/Utuh)			X	X
Rehabilitation and equipping of all existing hospitals in Nnewi			X	X
Establishment of Urban Security Association			X	X
Site Design for Nnamdi Azikiwe Teaching Hospital Permanent site at Otolu Nnewi			X	X
Landscape Design for a Zoological Garden Recreational Center (behind Ichi General Hospital)			X	X
Develop system for street addressing, revenue generation	X	X	X	X

6.9 CAPACITY BUILDING

The capacities of the Office of Lands, Survey and Town Planning, ASUDEB/State Physical Planning Board and the Planning Authorities to be set-up at local government Levels/Zonal Offices need to be strengthened by providing the required equipment, staff and training. Much of the training required has been identified in the different sections of the proposal,

as well as in Table 6.4. The capacities of these agencies need to be strengthened for plan implementation, participatory approaches, resource mobilization, project planning, implementation, monitoring, review, and evaluation.

TABLE 6.5: CAPACITY BUILDING ACTIVITIES 2009-2007

Activities/Outputs	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
Approve Structure Plan by Government	X			
Popularize the Structure Plan in the three towns among public and civil society organizations and public agencies.	X			
Organize Donors Pledging Conference on the Proposals of the Structure Plan	X			
Establish new Administrative Legal instruments for planning in the State	X	X		
Establish and Equip and staff the Planning Authorities for Nnewi, Awka and Onitsha.	X	X		
Pass the necessary laws to back and empower the implementation of the Structure Plan of Awka.	X	X	X	X
Appoint members of the Structure Plan Committees, Technical Working Groups and inaugurate	X			
Establish the monitoring teams/committees for the Implementation of the Structure Plan.	X			
Establish a trust Fund for the Authority and designing the revenue collection system for the Trust Fund.	X	X		
Prepare and approve annual budget for the project take off and subsequent implementation.	X			

TABLE 6.5: CAPACITY BUILDING ACTIVITIES 2009-2007

Activities/Outputs	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
Appoint Chief technical Adviser and three Programme Officers for the implementation of the Structure Plan.	X			
Set-up Planning Committee at the Local Government to administer Development Control.	X			
Action Plan for Redevelopment of the Onitsha CBD	X	X		
Plan for Slum Upgrading Plan for Okpoko, Prison Shoreline, Otu and Army Barrack	X			
Comprehensive Solid Waste Management Plan for Onitsha	X			
Location and Design of New Industrial Estate, Business Parks for Onitsha and Satellite Towns	X			
Transportation Improvement Plan for Federal, Roads	X			
Transportation Improvement Plan for State and Local Roads		X		
Establish Urban Observatory in Onitsha for data collection, monitoring and evaluation and review of Structure plan and disaggregated by gender		X		
Location and Site Design for Proposed Markets in Nkwelle-Ezunaka Road in Onitsha, Odekpe in Ogbaru LG and one each in Anambra and Oyi LGs.		X		
Action Plan for New Schools, Health Centres, Plaza, Business Parks in Onitsha and environs.		X		
Action Plan for providing essential infrastructure and basic services in Approved Layouts in Onitsha		X		
Design and Infrastructure Plan for Planned Suburban Housing Expansion in Nsugbe (including water, electricity, shops, plazas, educational and health facilities)		X		
Action Plan for Erosion Control and Reclamation of Creek areas and banks of River Niger.			X	
Landscape Improvement Plan for Onitsha for Parks, Gardens, Recreational Facilities			X	
Action Plan for Proposed Export Free Zone in Ogbaru			X	
Suburban Water supply Extension			X	
Suburban Electricity Supply Extension			X	
Action Plan for Solid waste Management			X	
Acquisition Plan for designated lands for various land use proposals including housing, commerce, industry, parks and gardens, recreational facilities, health and education facilities.				X
Establishment of Refuse Disposal and recycling industry in Onitsha.				X
Action Plan for Light Rail Transit and Bus transit for Onitsha				X
Establishment of Urban Security Association				X
Develop system for street addressing and revenue generation in Onitsha				X

6.8.2 POLICY REFORMS 2009-2010

TABLE 6.6: PROPOSED POLICY AND INSTITUTIONAL REFORMS 2009-2010

Proposed Policy and Legislative programmes	2009-2010
Establish a new administrative structure for urban governance including planning, resource mobilization, administration in Anambra State, with clear roles for urban planning and management.	X
Formulate and adopt the necessary legal, policy and land use standards and institutional framework for efficient administration of planning in the state	X
Enforce planning standard and control development in relation to set-back, air-space and ventilation to promote a healthy and safe living environment	X
Adoption of Affirmative Action and Domestication of CEDAW in Anambra State.	X
Formulate and adopt Anambra State Strategy for Pro-poor access to land ownership	X
Anambra State Strategy for Funding master Plan and harness donors' funds for development.	X
Strategy for Linking and Funding Onitsha National Rail Lines Establishment of Warehouses for Goods' Storage	X
Strategy for Mainstreaming safety measures into urban design management.	X

6.8.3 PHASING OF THE IMPLEMENTATION OF ACTION PLANS 2010-2027

Commencement and full implementation of the following Action Plans will be as listed in Table 6.4.

TABLE 6.7: PHASING OF THE IMPLEMENTATION OF ACTION PLANS 2010-2027

Action Plans	2010-2011	2015-2019	2020-2024	2025-2027
Action Plan for Redevelopment of the Onitsha CBD	X	X		
Plan for Slum Upgrading Plan for Okpoko, Prison Shoreline, Otu and Army Barrack	X	X		
Comprehensive Solid Waste Management Plan for Onitsha	X			
Location and Design of New Industrial Estate, Business Parks for Onitsha and Satellite Towns	X			
Transportation Improvement Plan for Federal Roads	X			
Transportation Improvement Plan for State and Local Roads	X	X		
Establish Urban Observatory in Onitsha for data collection, monitoring and evaluation and review of Structure plan and disaggregated by gender	X	X	X	X
Location and Site Design for Proposed for Markets in Nkwelle-Ezunaka Road in Onitsha, Odekpe in Ogbaru LG and one each in Anambra and Oyi LGs.	X	X		
Action Plan for New Schools, Health Centres, Plaza, Business Parks in Onitsha and environs.	X	X		
Action Plan for providing essential infrastructure and basic services in Approved Layouts in Onitsha	X	X		

TABLE 6.4: PHASING OF THE IMPLEMENTATION OF ACTION PLANS 2010-2027

Action Plans	2010-2011	2015-2019	2020-2024	2025-2027
Design and Infrastructure Plan for Planned Sub-urban Housing Expansion in Nsugbe (including water, electricity, shops, plazas, educational and health facilities)	X	X	X	X
Action Plan for Erosion Control and Reclamation of Creek areas and banks of River Niger.	X	X	X	
Landscape Improvement Plan for Onitsha for Parks, Gardens, Recreational Facilities	X	X	X	X
Action Plan for Proposed Export Free Zone in Ogbaru	X	X		
Suburban Water supply Extension	X	X	X	X
Suburban Electricity Supply Extension	X	X	X	X
Action Plan for Solid waste Management	X	X	X	X
Acquisition Plan for designated lands for various land use proposals including housing, commerce, industry, parks and gardens, recreational facilities, health and education facilities.	X	X		
Establishment of Refuse Disposal and recycling industry in Onitsha.	X	X		
Action Plan for Light Rail Transit and Bus transit for Onitsha	X	X	X	X
Establishment of Urban Security Association	X			
Develop system for street addressing and revenue generation in Onitsha	X			X

6.9 CAPACITY BUILDING

The general populace do not seem to understand the need for planning and will need to be highly sensitized to imbibe the culture and respect planning regulations. A second set of people who should be informed are the legislative/political class who will give legal backing to the provisions of the plan and ensure its implementation even years after the present Government might have left.

The Local government administration should be educated on their role in urban development and the implication of the proposal in this report on them.

The media should be wooed to help spread the gospel of planning and the vision contained in the report.

The business community must partner with Government in the implementation of the plan and therefore must be well informed and convinced of the vision of the Government.

Generally, there is need for more sensitization about these programmes so that more rural and less educated women can access them. Women Development Officers at the Local Government levels need to pay more sensitization visits to women in the communities in their Local Government Areas. Majority of women in the communities visited are not aware of these officers or of the programmes available to assist them or information about how to access them (by forming and registering women's groups or cooperatives). During the meetings with women, they were advised to form and register their cooperative groups with the local government and the Ministry of Women Affairs so that they can access their programmes.

The capacities of Office of Lands, Survey and Town Planning, Anambra State Urban Development Board/State Physical Planning Board and the Planning Authorities to be set-up at local government levels/ Zonal Offices need to be strengthened by providing the required equipment, staffing and training. Most of the training requirements have been identified in the different sections of the proposals as well as shown in Table 6.5. The capacities of these agencies need to be strengthened for plan implementation, participatory approaches, resource mobilization, project planning, implementation, monitoring, review, evaluation.



TABLE 6.8: CAPACITY BUILDING ACTIVITIES 2009-2027

Proposed capacity building programmes	PHASES OF THE PLAN		
	2009-2010	2011-2014	2015-2027
Participatory approaches to urban planning management, transparency and accountability etc.	X	X	X
Gender in development	X	X	X
Pro-poor approach to land titling.	X	X	X
Project and programme cycles management	X	X	X
Result Based Management Tools	X	X	X
Development control	X	X	X
Application of GIS in land use planning, information storage and retrieval and urban info management	X	X	X

6.10 PLAN REVIEW AND MONITORING

For the Structure Plan to respond to changes, it has to have in-built flexibility and review mechanisms.

It is recommended that quarterly monitoring of the delivery outputs should be undertaken while annual reviews of the performance of the plan should be carried out, involving stakeholders. During Monitoring and evaluation, critical changes may become evident and necessary adjustment can be made.

The comprehensive Annual Review Reports must be considered by the PIC and Programme Finance and Policy Committees.

The Planning Authorities in conjunction with other stakeholders are encouraged to develop a set of measuring indicators against which the performance of the plan can be evaluated, taking into account some of the relevant variables defined in the collection of data under Rapid Urban Sector Profiling for Sustainability as well as urban and housing indicators and the universally agreed variables for monitoring the attainment of the MDGS especially those dealing with poverty eradication, education, gender, health, HIV/AIDS, environmental sustainability and partnership building.

In June 2027, a comprehensive review and evaluation of the Structure Plan must be conducted involving all stakeholders, the report of which should feed into the next long-term Structure Plan for Nnewi and Environs.

BIBLIOGRAPHY

1. Anambra State Government (2007): State Economic Empowerment and Development Strategies (SEEDS), Second Edition, Government Printer Awka.
2. Anambra State Government, 2007b, Oyi LGA – LEEDS, Local Economic Empowerment and Development Strategy – 2005-2007. Ministry of Economic Planning and Development. 1st Edition.
3. Anambra State Government, 2007c, Ogbaru Local Government Anambra State: Local Economic Empowerment and Development Strategy (LEEDS). Anambra State.
4. Anambra State Local Government System (2007): Local Economic Empowerment and Development Strategy (LEEDS).
5. Anambra State Local Government System, 2006, Idemili North Local Government Area: Local Economic Empowerment and Development Strategy (LEEDS).
6. Anambra State Local Government System, 2007, Onitsha South: Local Economic Empowerment and Development Strategy (LEEDS), 1st Edition
7. Anambra State Local Government System, 2007a, Onitsha North Local government Area: Local Economic Empowerment and Development Strategy (LEEDS).
8. Anambra State Local Government System, 2007b, Ayamelum Local government Area, Local Economic Empowerment and Development Strategy (LEEDS). January 2007.
9. Anambra State of Nigeria, 2007, Idemili South LGA – LEEDS, Local Economic Empowerment and Development Strategy, 2005-2007, Ministry of Economic Planning and Development, Anambra State.
10. Department of Town Planning, Ibadan Polytechnic (1969): Structure of a Nigerian Town – Outline Development Proposals for Iwo. Client: Ministry of Lands and Housing Ibadan.
11. Jaeckel, M., and M van Geldermaisen, 2006, “Gender Equality and Urban Development: Building Better Communities for Women”. Global Urban Development Magazine, Volume 2, Issue 1, March 2008. www.globalurban.org.
12. Masika, R., A. de Haan, and S. Baden, 1997, “Urbanization and Urban Poverty: A Gender Analysis”. Report prepared for the Gender Equality Unit, Swedish International Development Agency (SIDA), October, 1997.
13. National Bureau of Statistics (NBS) (2006): Statistical Year Book 2006.
14. National Planning Commission (2003): National Economic Empowerment and Development Strategies (NEEDS)
15. Nnewi North Local Government (2007): Local Economic Empowerment and Development Strategies
16. Nnewi South Local Government (2007): Local Economic Empowerment and Development Strategies
17. Ofomata A.U, 1975, Eastern Nigeria A case study of Anambra Onitsha.
18. The Federal Capital Development Authority (1979): The Master Plan for Abuja.
19. Udo, R. K. 1981, Geographical Region of Nigeria, London Heinemann.
20. UN (2001): Millennium Development Goals
21. UNDP (2002): The Urban Governance Initiative (TUGI), Kuala Lumpur.
22. UN-HABITAT (1996): Habitat Agenda.

23. UN-Habitat (2002): City Development Strategies, UMP City Development Reports.
24. UN-HABITAT (2002): State of World Cities.
25. UN-HABITAT (2006): Rapid Urban Sector Profiling for Sustainability.
26. UN-HABITAT, 2001, Women in Urban Governance, Policy Dialogue Series Number 1, UNCHS (Habitat).
27. UN-HABITAT, 2002, “The Global Campaign on Urban Governance”, Concept (Paper, 2nd Edition, March, 2002).

ADDITIONAL SOURCES OF INFORMATION

1. Cities Alliance (CA); A global coalition of cities and their development partners committed to the promotion of successful approaches to poverty reduction through the adoption of city development strategies and slum upgrading programmes. www.citiesalliance.org
2. Commonwealth of Local Government Forum (CLF) ; Knowledge of innovations, reforms and best practices which are taking place in local government structures throughout the Commonwealth www.clgf.demon.co.uk
3. International Union of Local Authorities (IULA); Information and tools to assist local, national and international partners on the important contributions local government can make to democratic governance and sustainable development through the use of appropriate tools; www.iula.org
4. The Urban Governance Initiative (TUGI); promotes demand driven urban governance through information sharing, networking and special pilot activities. www.tugi.apdip.net

CREDITS

ANAMABRA STATE GOVERNMENT TEAM

DEPARTMENT OF LANDS, SURVEY AND URBAN PLANNING, AWKA

1. Sir Greg O Obunadike Permanent Secretary.
2. Barrister Mrs Ada Idigo Izundu; Permanent Secretary.
3. Sir Peter C Okoye; Director Town Planning.

TE URBAN DEVELOPMENT BOARD (ASUDEB), AWKA:

1. Tpl. Jude Ilozulike; General Manager
2. Tpl. Sylvester Emeka Onwuekwe; Zonal Manager Awka
3. Tpl. Maduakonam Amaechina; Zonal Manager Ogidi
4. Engr. Cletus Maduafokwa; Chief Engineer, Engineering Department

NNEWI ZONAL OFFICE OF ASUDEB:

1. Tpl. C.C Aneto; Zonal Manager
2. Tpl. Anthony Oranye; Unit Head, Ekwusigo Local Government.
3. Miss. Njideka Dim; Technical Officer Town Planning.
4. Mrs Maureen Okafor; Secretary
5. Mr Jude Ilechukwu; Principal Executive Officer

NNEWI STRUCTURE PLAN PROJECT TEAM

NATIONAL CONSULTANTS

1. Dr. Don Okpala, PhD (URP), National Coordinator for the Anambra State Structure Plan Project.
2. Dr Francis Onweluzo, PhD (URP, Glasgow), Assistant Project Coordinator.
3. Joachim, A. C. Okafor, M Sc. (DPU, London), Certificate Course in (Urban Traffic and Transportation Planning, DPU, London). Former Director General Lands Awka. FNITP, MRTPI, Team Coordinator

for Awka and National Consultant for Land Use Planning and Local Economic Development.

4. Engr Felix Nnamdi Nwokedi, M Sc. (C. Eng), MNSE, MNICE, MACEN, VDI (Germany),
5. Mrs. C. Ozude, M sc. (Urban and Regional Planning), PGD (PMUG), National Consultant for Governance and Gender.
6. Udejaja Chris Ikenna (GIS Expert).

RESOURCE PERSONS:

1. Tpl. Val Anayo Ezennwa (Prince), M Sc. (Urban and Regional Planning), Chairman NITP Anambra State, MNITP, RTP
2. Lady Chika Enuma Lady Chika Enuma, MPA, PGD Pub. Admin, B Sc. Maths, Cert. Education

FIELD ASSISTANTS:

Mr Ifeanyi Ikem Igwilo, HND (Town Planning) (GMNITP, RTP in View)

Mr Stephen C Ezenwa, HND (Town Planning) (GMNITP, RTP in View)

Engr Victor Chike, B Sc. Engineering.

Hon. Patrick Nnajiolor, Chief Land Officer, Awka (rtd), Former Sole Administrator, Nnewi North Local Government Area.

REVIEWER OF DRAFT REPORTS:

Foundation for Development and Environmental Initiatives, Ibadan, Nigeria
Dr Charles Alonge, (PhD Town and Country Planning, University of Liverpool)

UN-HABITAT TEAM

UN-HABITAT, NAIROBI

Mr Alioune Badiane, Director, Regional Office for Africa and Arab State, UN-HABITAT, Nairobi.

Mr. Alain Grimard, SHSO for Nigeria, ROAAS, UN-HABITAT, Nairobi

HABITAT PROGRAMME SUPPORT OFFICE, ABUJA, NIGERIA:

Prof Johnson Bade Falade, Habitat Programme
Manager for Nigeria

Mr Barnabas Atiyaye, Programme Officer for Secure
Tenure.

Mrs Elizabeth Owolabi, Secretary and Administrative
Officer

PRODUCTION AND EDITING OF FINAL REPORT:

Prof Johnson Bade Falade, HPM, Nigeria

Mr. Alain Grimard, SHSO, Nairobi

PERSONALITIES:

1. Dr. Dozie Ikedife (Ikenga Nnewi), Director Ikedife Specialist Hospital, President Ohaneze Ndigbo (Igbo Cultural Organization), champion Stakeholder.
2. Prof. J.O.C Onyemelukwe, Professor of Geography and Urban Planning; University of Ibadan.
3. Dr. Sir A.E Ibeanu, P.O. Box 1335, Otolo Nnewi, Nnewi North Local Government Area.
4. Chief Ngonadi; President Nzukora Nnewi.
5. Mr J.O.J Ulasi; National Population Commission Awka.
6. Sir Ezekiel Okeke; President General; Ichi Development Union
7. Chief Sir A. Okechukwu, President Utuh Development Union
8. HRH Igwe Kenneth Orizu, Igwe of Nnewi.
9. HRH Igwe Christopher Umeaniba, Igwe of Azigbo.
10. HRH Chief Leonard Ojiakor, Obi of Amichi
11. HRH Igwe B.B.C Okeke, Igwe of Okija
12. Prince Victor Udeubaka of Oraifite
13. Engr. J. A. Adesina, Controller of Works Anambra State.
14. Engr. E. E. Idubor, Engineer's Representative for dualization of Onitsha Owerri Road Project.

INSTITUTIONS:

1. Department of Architecture, Anambra State University of Science and Technology Uli Dr Arc. Greg Ezeokpube
2. The Chief Medical Officer, Nnamdi Azikiwe University Teaching Hospital, Temporary Site Nnewi.
3. Zonal Education Board Awka
4. National Population Commission Awka, Enugu
5. Department of Town and Regional Planning, Federal Polytechnic, Oko, Anambra State.

ACRONYMS

AD	Anon Domino
ANIDS	Anambra Integrated Development Strategy
ANSEEDS	Anambra State Economic Empowerment and Development Strategy
ANSEPA	Anambra State Environmental Protection Agency
ASUDEB	Anambra State Urban Development Board
C of O	Certificate of Occupancy
CBD	Central Business District
CBOs	Community-based Organizations
CEDAW	Commission for Eradication of Discrimination Against Women
CMS	Church Missionary Society
CRO	Customary Right of Occupancy
CTA	Chief Technical Adviser
EIA	Environmental Impact Assessment
Engr	Engineer
EU	European Union
FMBN	Federal Mortgage Ban of Nigeria
GDP	Gross Domestic Product
GRA	Government Reserved Areas
GSM	Global System Mobile
HE	His Excellency
HIPC	Highly Indebted and Poor Countries
HIV/AIDS	Highly Infectious Virus/Acquired Immune Deficiency Syndrome
HOS	Head of Service
HRH	His Royal Highness
IFC	International Finance Corporation
LDC	Least Developed Countries
LEEDS	Local Economic Empowerment and Development Strategy
LG	Local Government
LGs	Local Governments
M/F	Male/Female
MASSOB	Movement for the Actualization of the Sovereign State of Biafra
MDGs	Millennium Development Goals
MTI	Metallurgical Training Institute
NAPEP	National Programme for the Eradication of Poverty
NGOs	Non-Governmental Organizations
NITEL	Nigerian Telecommunications Ltd.
NWO	Nnobi Welfare Organization
ODA	Official Development Assistance
PHC	Primary Health Care
PHCN	Power Holding Company of Nigeria
PTO	Private Telephone Operators
RCM	Roman Catholic Mission
RUSPS	Rapid urban Sector Profiling for Sustainability
SEEDS	State Economic Empowerment and Development Strategies
SMART	Specific, Measurable, Achievable, Realistic and Time-bound
SWOT	Strengths, Weaknesses, Opportunities and Threats
Tpl	Town Planner
TWG	Technical Working Group
UDBN	Urban Development Bank of Nigeria
UN	United Nations
UNEP	United Nations Environment Programme
UNFPA	United Nations Fund for Population
UN-HABITAT	United Nations Human Settlements Programme
UNICEF	United Nations Fund for Children
UNIZIK	Nnamidi Azikwe University Awka
WOFPE	Women Fund for Economic Empowerment

FIG 2.1: MAP OF NIGERIA SHOWING ANAMBRA STATE

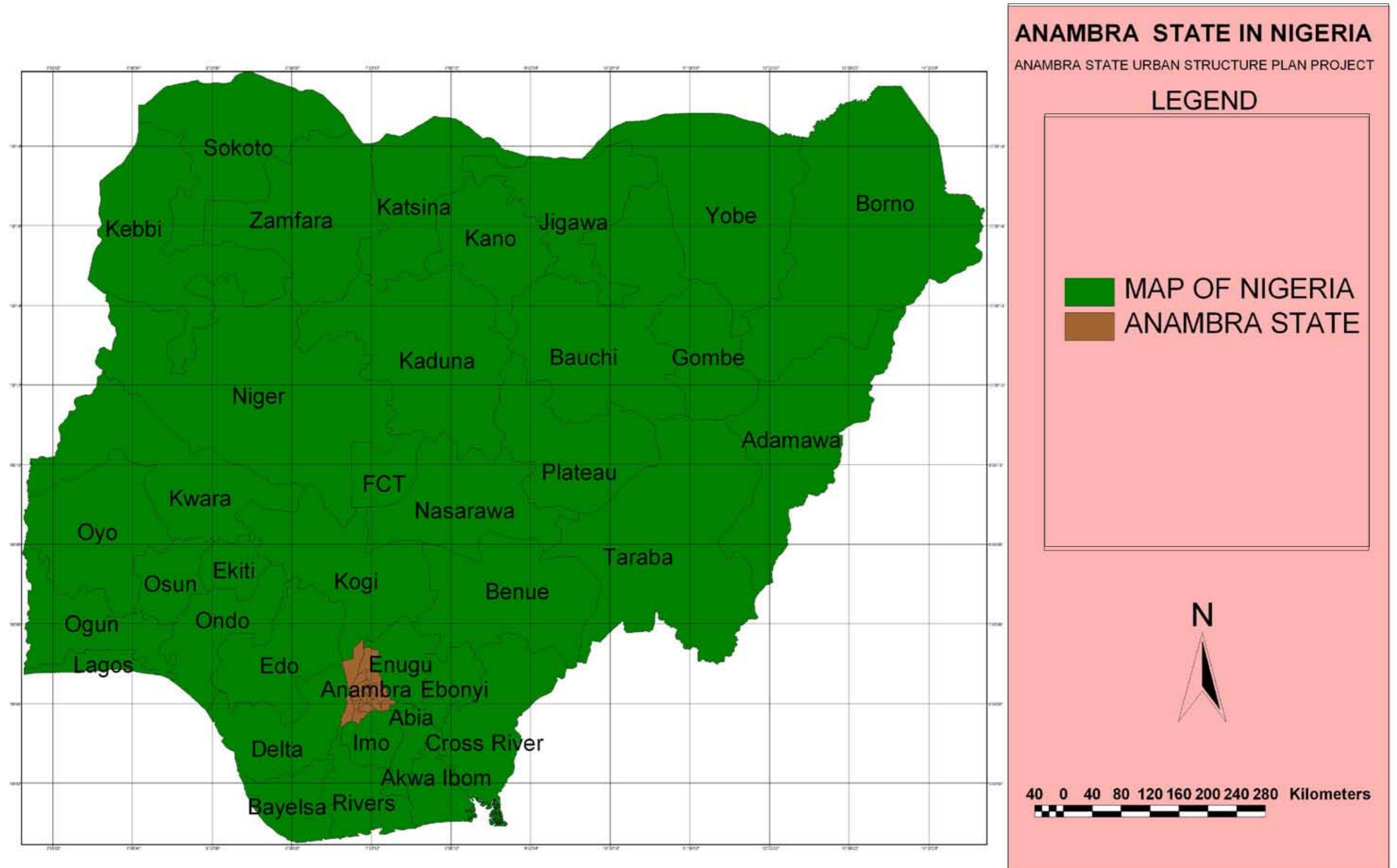


FIG 2.2: MAP OF ANAMBRA SHOWING ONITSHA

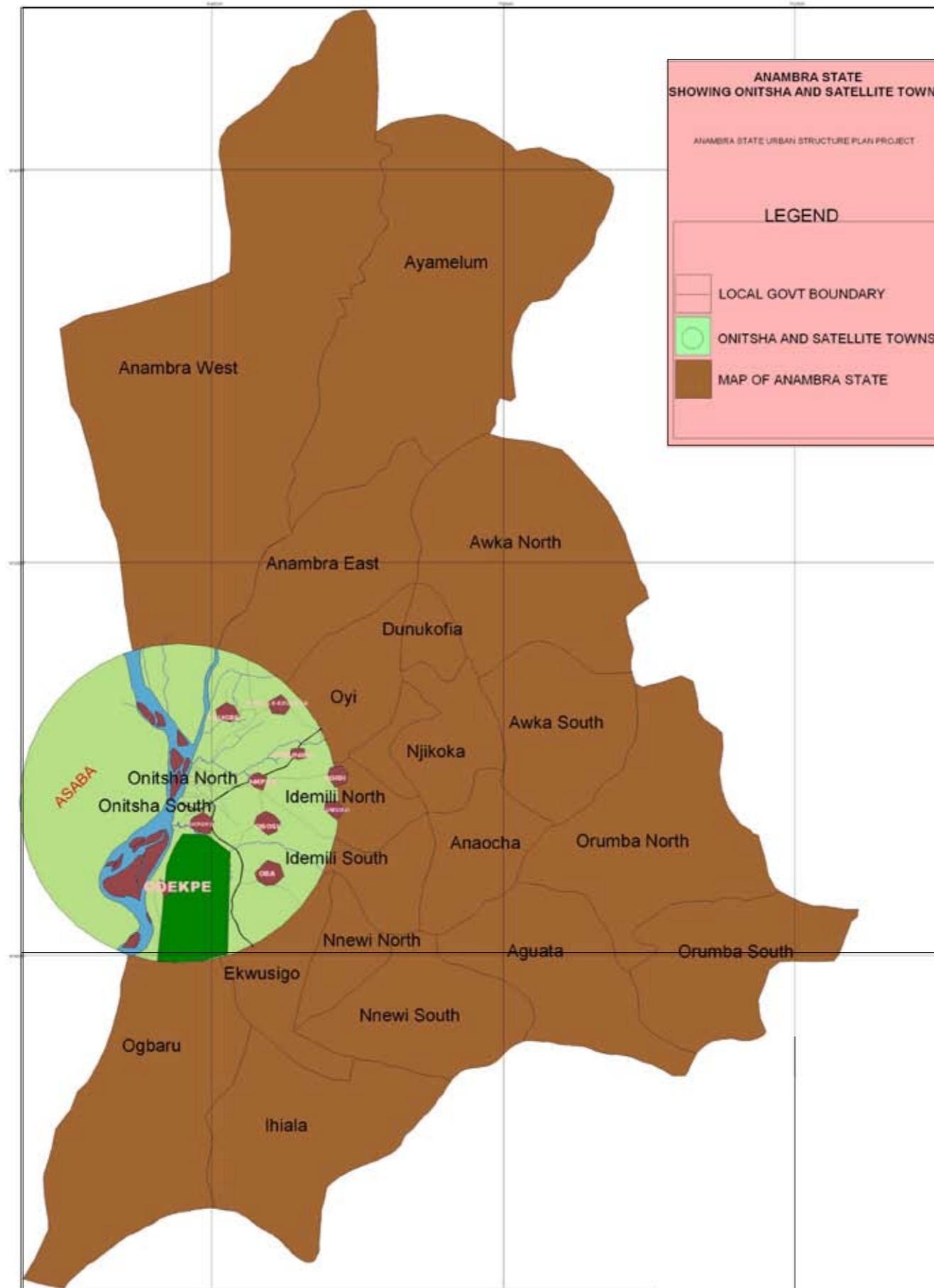


FIG 2.3: TOPOGRAPHY MAP OF ONITSHA

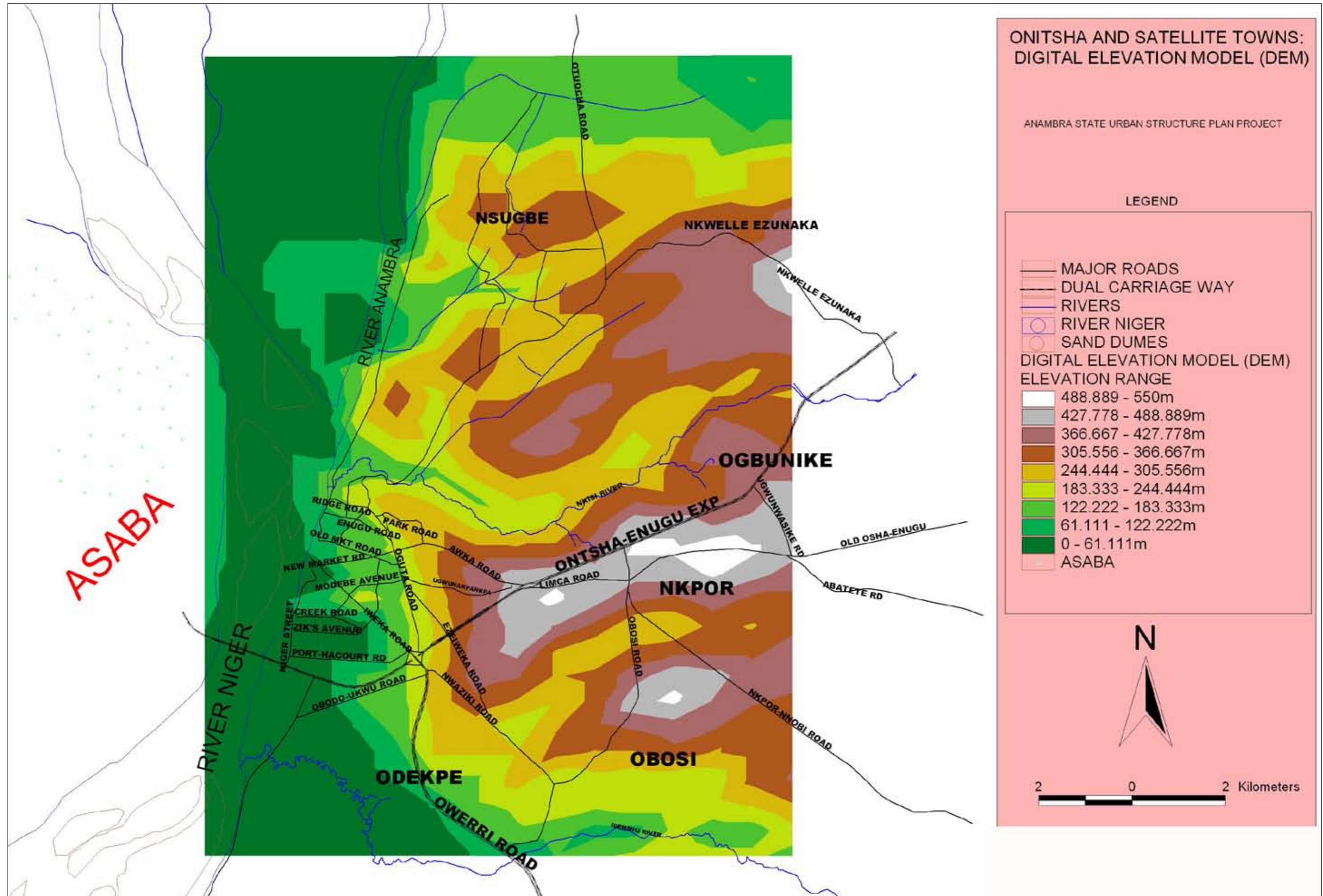


FIG. 2.4: ONITSHA AND SATELLITE TOWNS: EXISTING WARDS

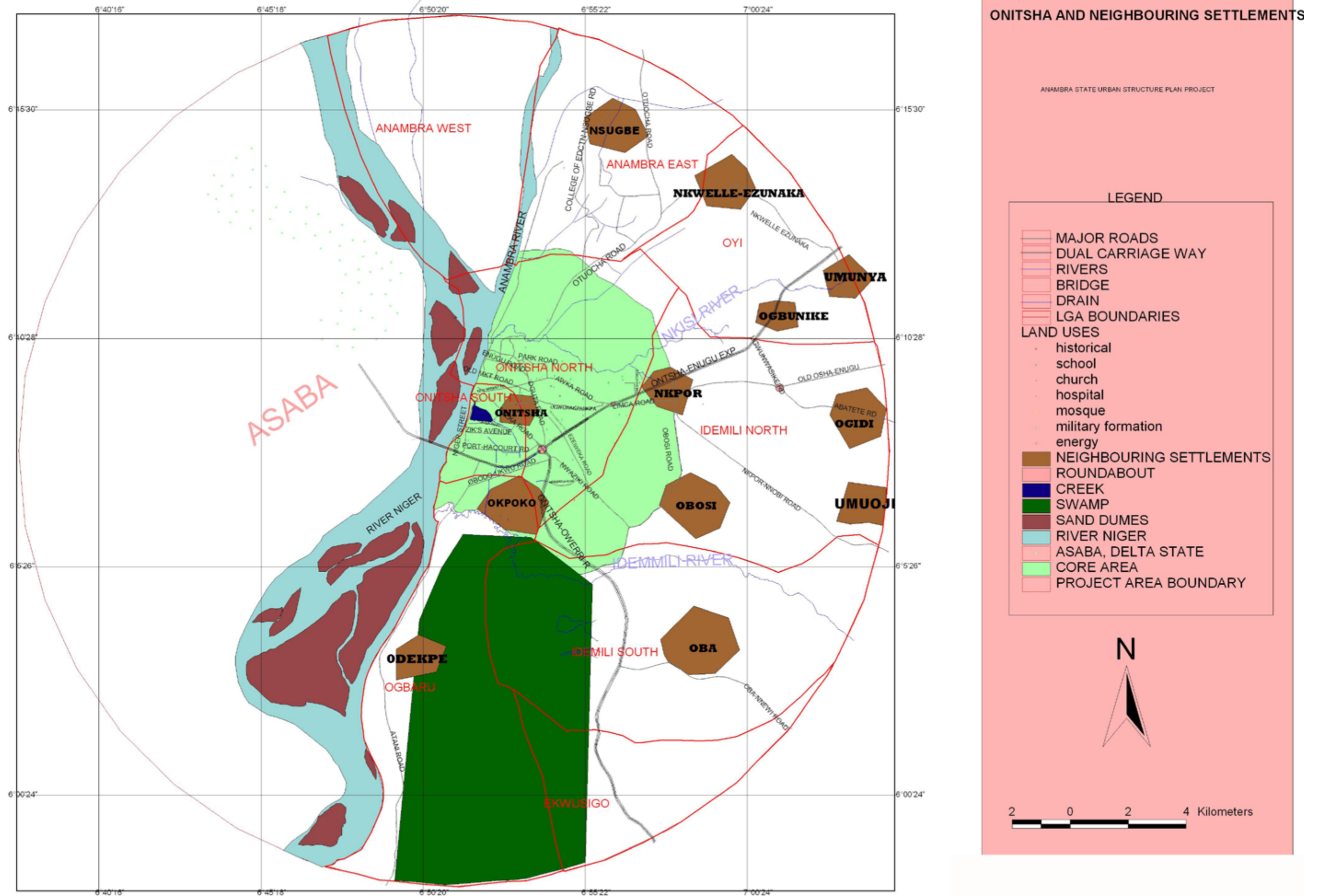


FIG 3.11: ILLEGAL DUMPING OF SOLID WASTE ON PRIME LAND ALONG RIVER NIGE



FIG 3.2: AERIAL VIEW OF OKPOKO COMMUNITY SLUM



0.6 0 0.6 1.2 Kilometers

FIG 3.3: AERIAL VIEW OF ONITSHA ARMY BARRACK SLUM



FIG 3.4: AERIAL VIEW OF ONITSHA SHORELINE SLUM



FIG.3. 9: EXISTING ONITSHA MAJOR DRAINAGE CHANNELS AND FLOODING AREAS

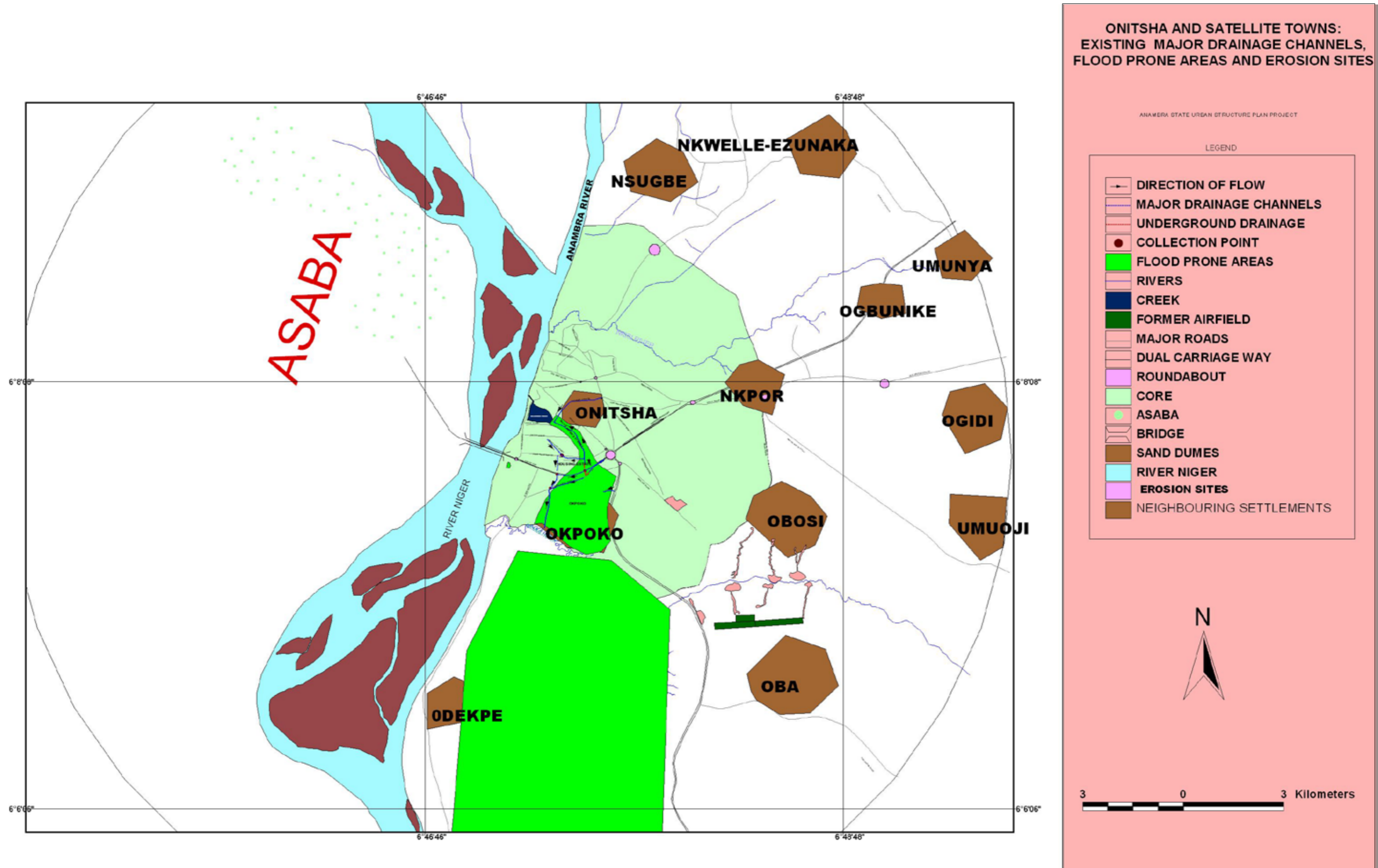


FIG 3.14: ONITSHA AND SATELLITE TOWNS: EXISTING ROAD NETWORKS

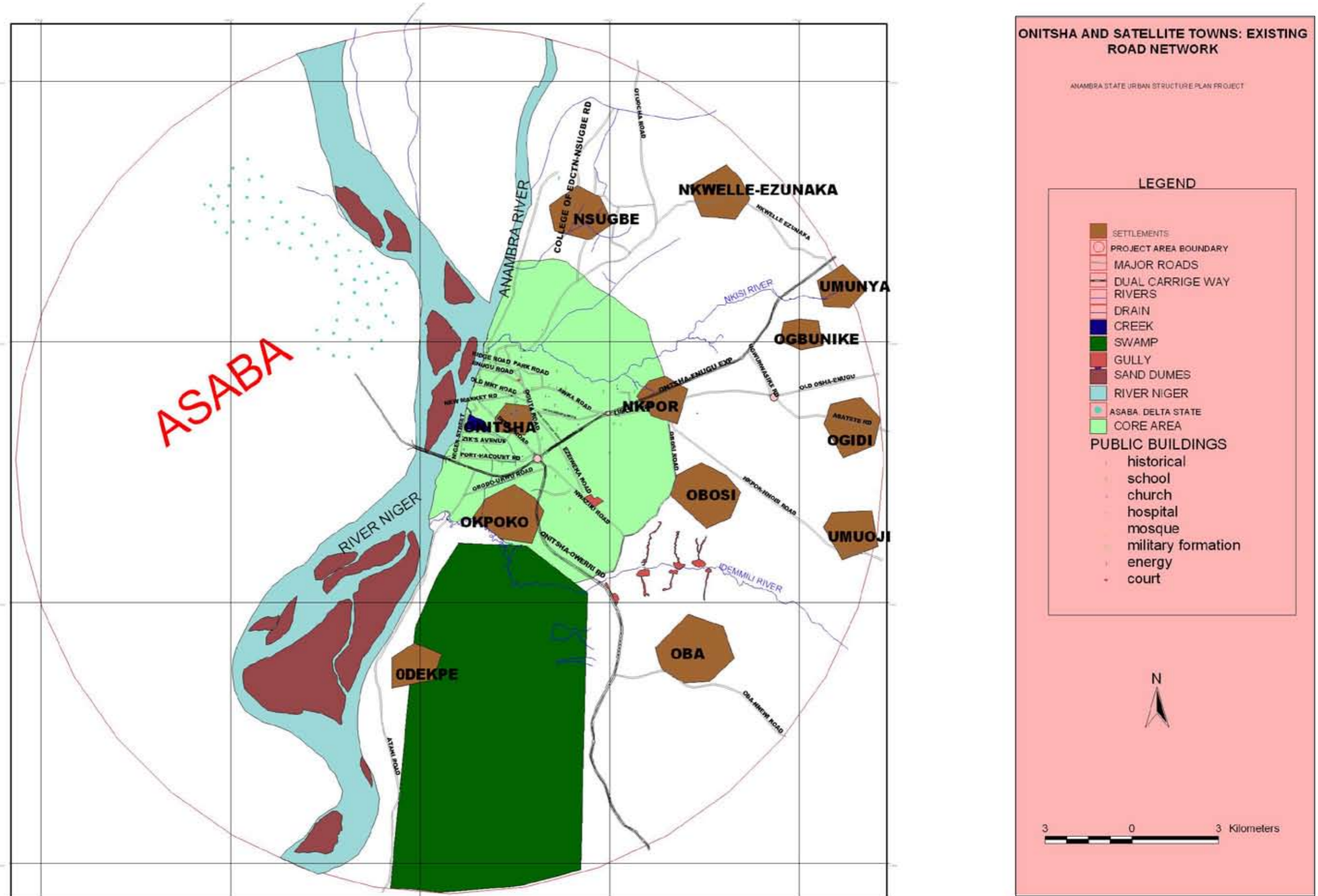


FIG 5.1: ONITSHA AND SATELLITE TOWNS: PROPOSED LAND USE

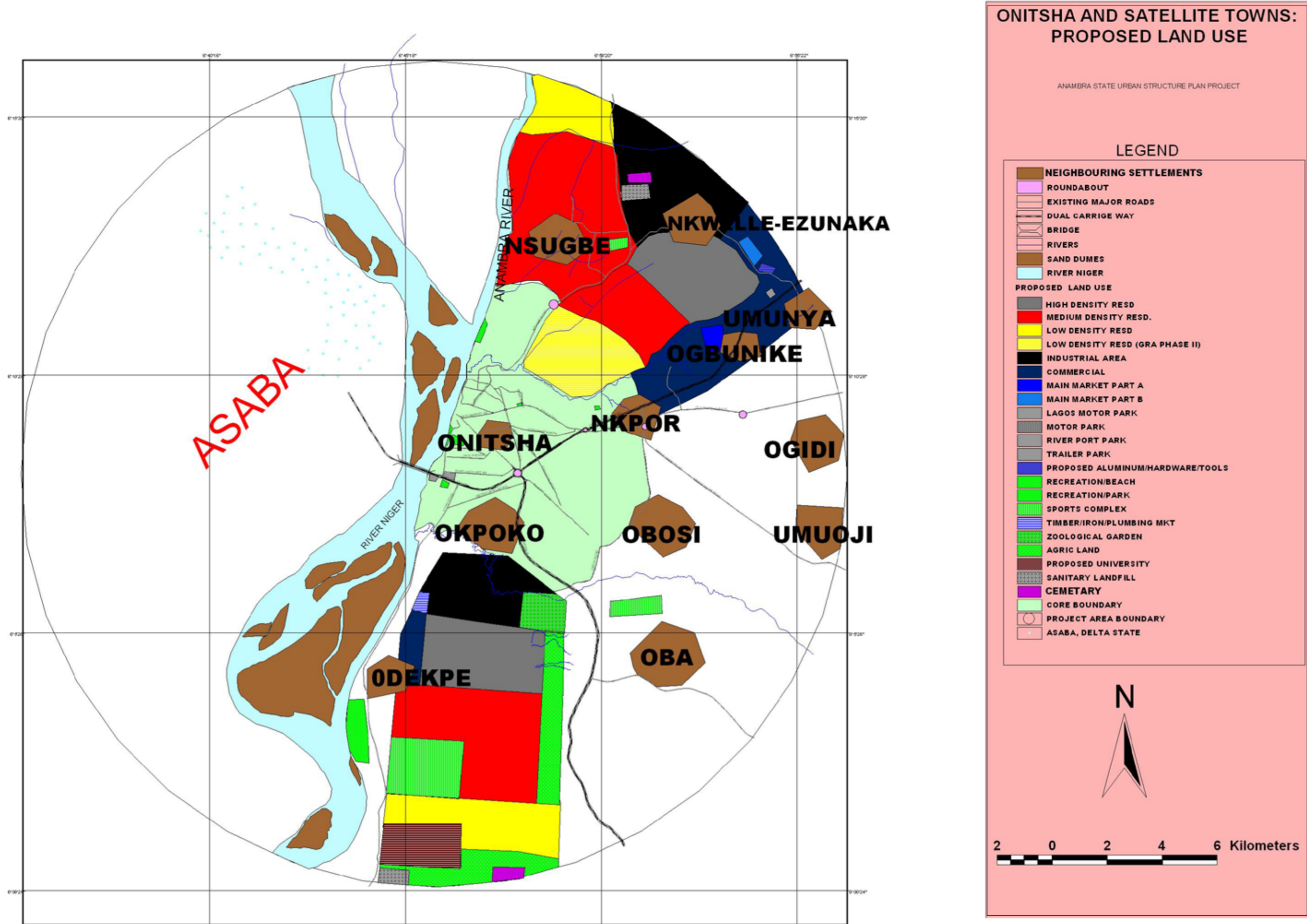


FIG 5.3: ONITSHA AND SATELLITE TOWNS: PROPOSED ROAD NETWORK

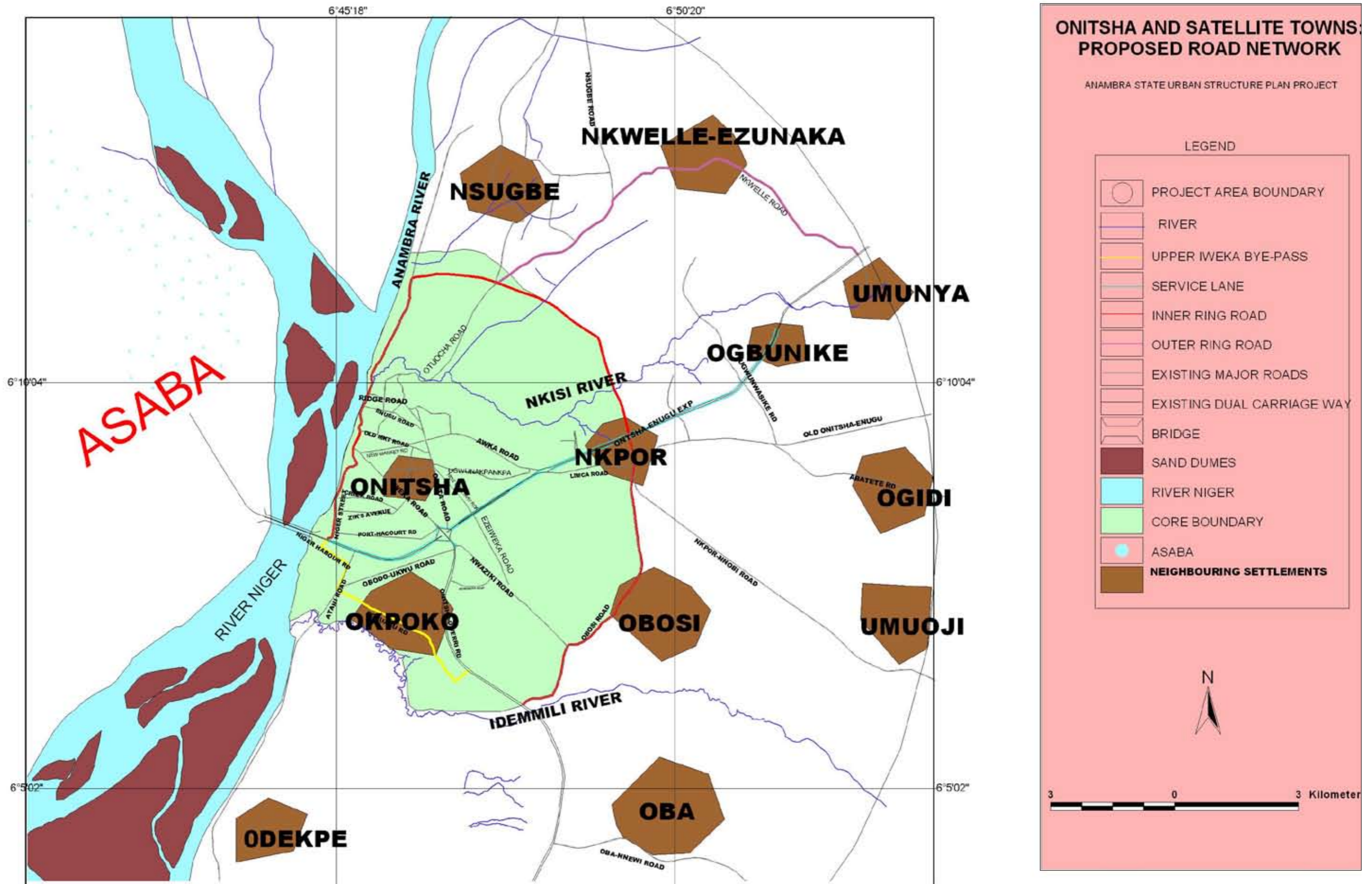
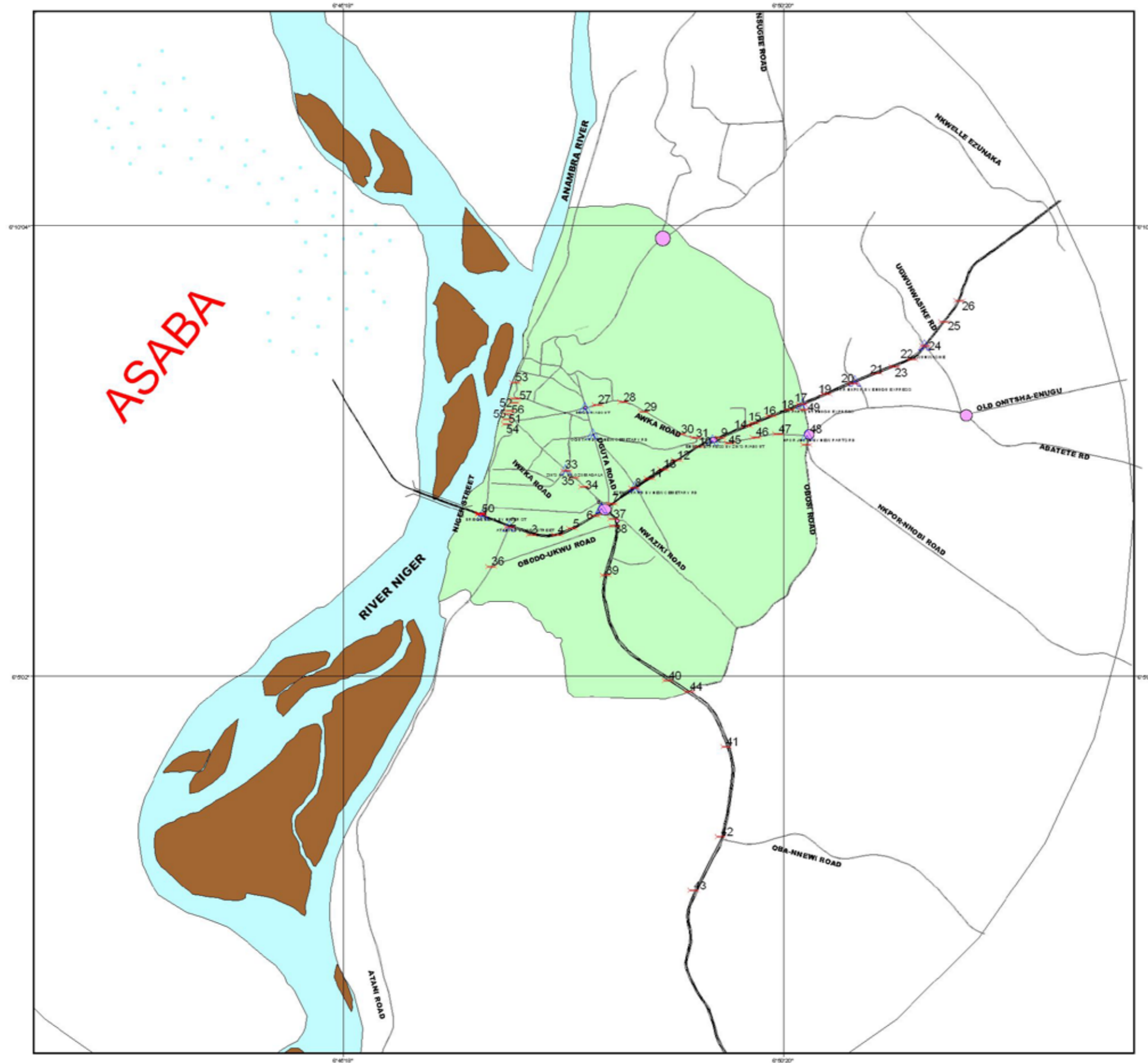


FIG 5.4: ONITSHA AND SATELLITE TOWNS: PROPOSED PEDESTRIAN BRIDGES AND FLYOVERS



ONITSHA AND SATELLITE TOWNS: PROPOSED PEDESTRIAN BRIDGES AND FLY-OVER

ANAMBRA STATE URBAN STRUCTURE PLAN PROJECT

LEGEND

FOOTBRIDGES

- | | |
|-------------------------------|-----------------------------------|
| 28 ADO GIRLS | 20 NEW TARZAN BY AFOR NKPOR JNCTN |
| 47 ANGLICAN GIRLS | 19 NEW TYRE |
| 10 ARMY GATE | 1 NIGER ST BY EXPRESS |
| 11 ARMY GATE | 48 NKPOR JUNCTN PARK |
| 36 ATANI RD BY OGBUAGU RD | 43 OBA INTERNATIONAL MKT |
| 2 ATANI RD BY UGA ST | 35 OCHANJA MKT |
| 45 BORROMEO B/STOP | 5 OKPKO JCTN |
| 50 BRIDGE HEAD | 26 OLD TOLL GATE |
| 27 DMGS BY GENERAL HSPTL | 15 OMAGBA BY CHUKWUDI B/STOP |
| 18 EDDY MOTORS B/STOP | 14 OMAGBA BY LAKE B/STOP |
| 3 ELECTRONICS MKT | 16 OMAGBA BY OUR LINE B/STOP |
| 4 HOUSING GATE | 30 OSUMA JNCTN |
| 33 IWEKA BY ZIK'S AV. | 34 OUR LADY'S HIGH SCH |
| 51 MAIN MKT BY JOHNSON ST 2 | 40 OWERRI RD BY ELECTRICAL MKT |
| 52 MAIN MKT BY JOHNSON ST 4 | 39 OWERRI RD BY MGBUKA |
| 53 MAIN MKT BY JOHNSON ST 1 | 37 OWERRI RD BY NWAZIKI |
| 54 MAIN MKT BY JOHNSON ST 3 | 42 OWERRI RD BY OBA-NNEWI-OKIGWE |
| 55 MAIN MKT BY JOHNSON ST 5 | 38 OWERRI RD BY OBODO-UKWU |
| 56 MAIN MKT BY JOHNSON ST 6 | 44 OWERRI RD BY OBOSI RD |
| 57 MAIN MKT BY JOHNSON ST 7 | 41 OWERRI RD BY OLD OBA NNEWI RD |
| 8 MCC JNCTN | 46 PEOPLES CLUB B/STOP |
| 25 MICHERAH | 31 SAVOIL |
| 22 NEW BUILDING MATERIALS MKT | 29 ST MARY'S |
| 17 NEW MOTOR SPARE PARTS | 24 UGWUNWASIKE |
| 49 NEW PARTS | 6 UPPER IWEKA BY RELIEF MKT |
| 21 NEW TARZAN | 7 UPPER IWEKA BY TORONTO HSPTL |
| | 9 ZIK'S R/ABOUT BY OMAGBA |

- FLY-OVER
- ROUNDABOUT
- MAJOR ROADS
- BRIDGE
- PROJECT AREA BOUNDARY
- DUAL CARRIAGE WAY
- SAND DUNES
- RIVER NIGER
- CORE BOUNDARY
- ASABA



FIG 5.5: ONITSHA AND SATELLITE TOWNS: PROPOSED DUAL CARRIAGEWAY

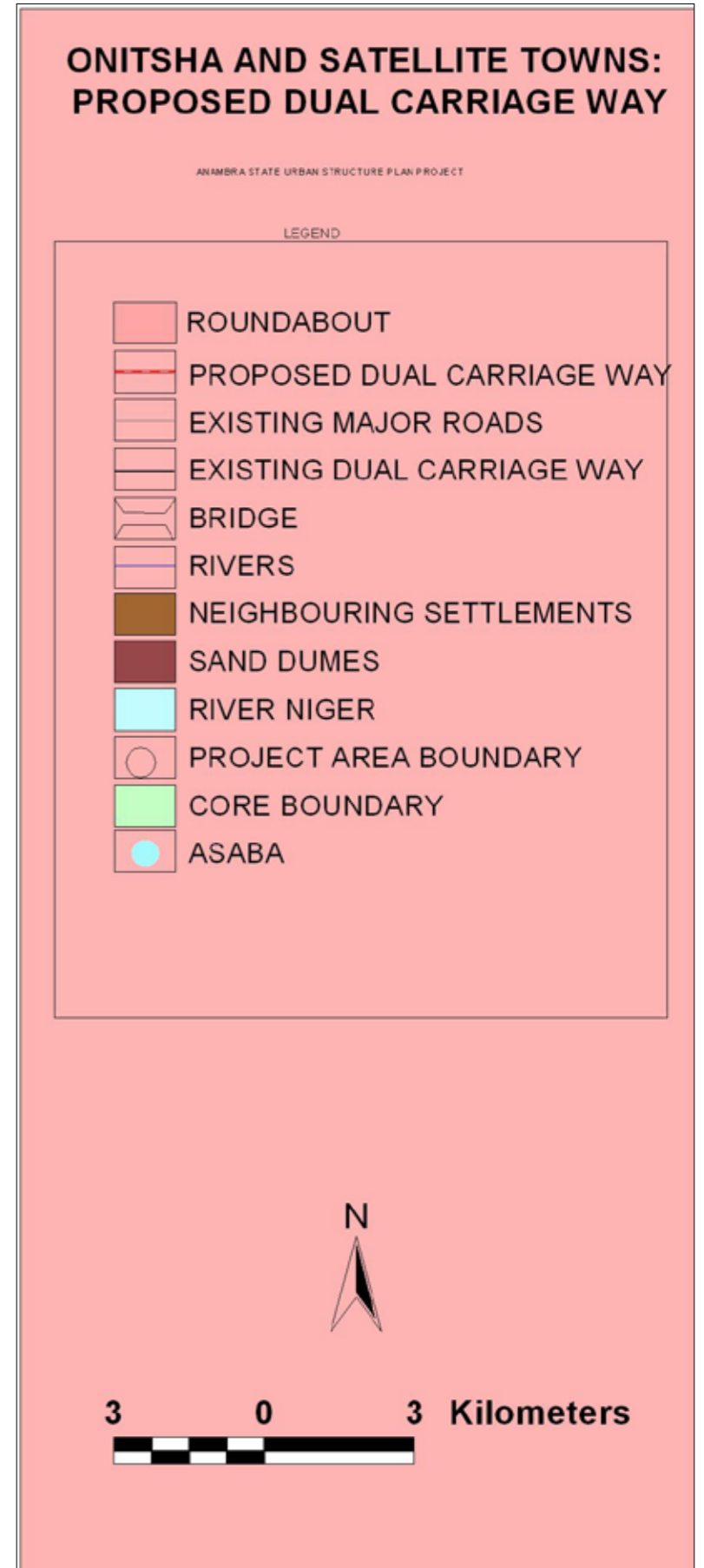
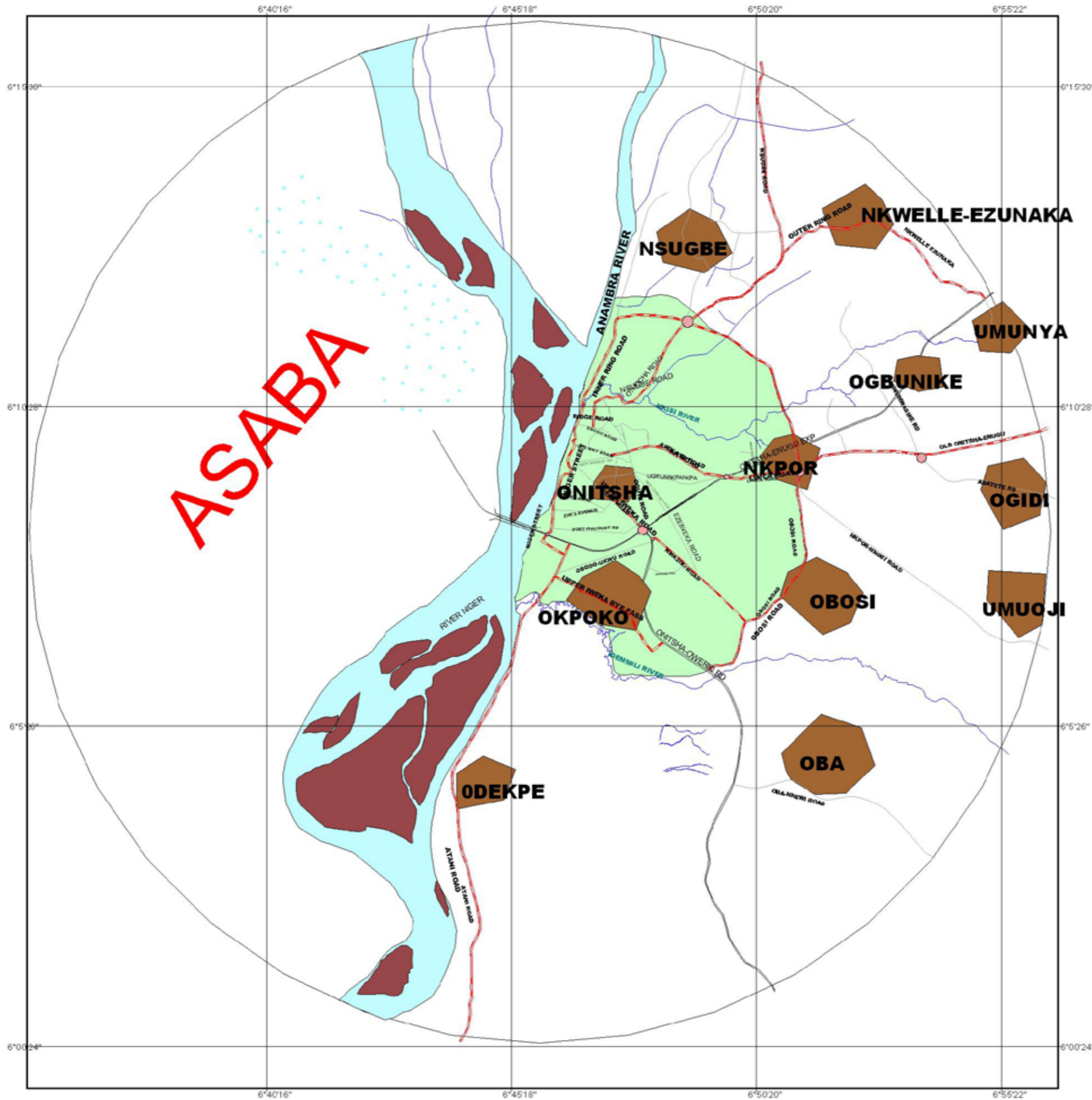


FIG 5.6: ONITSHA AND SATELLITE TOWNS: PROPOSED LIGHT RAIL SYSTEM

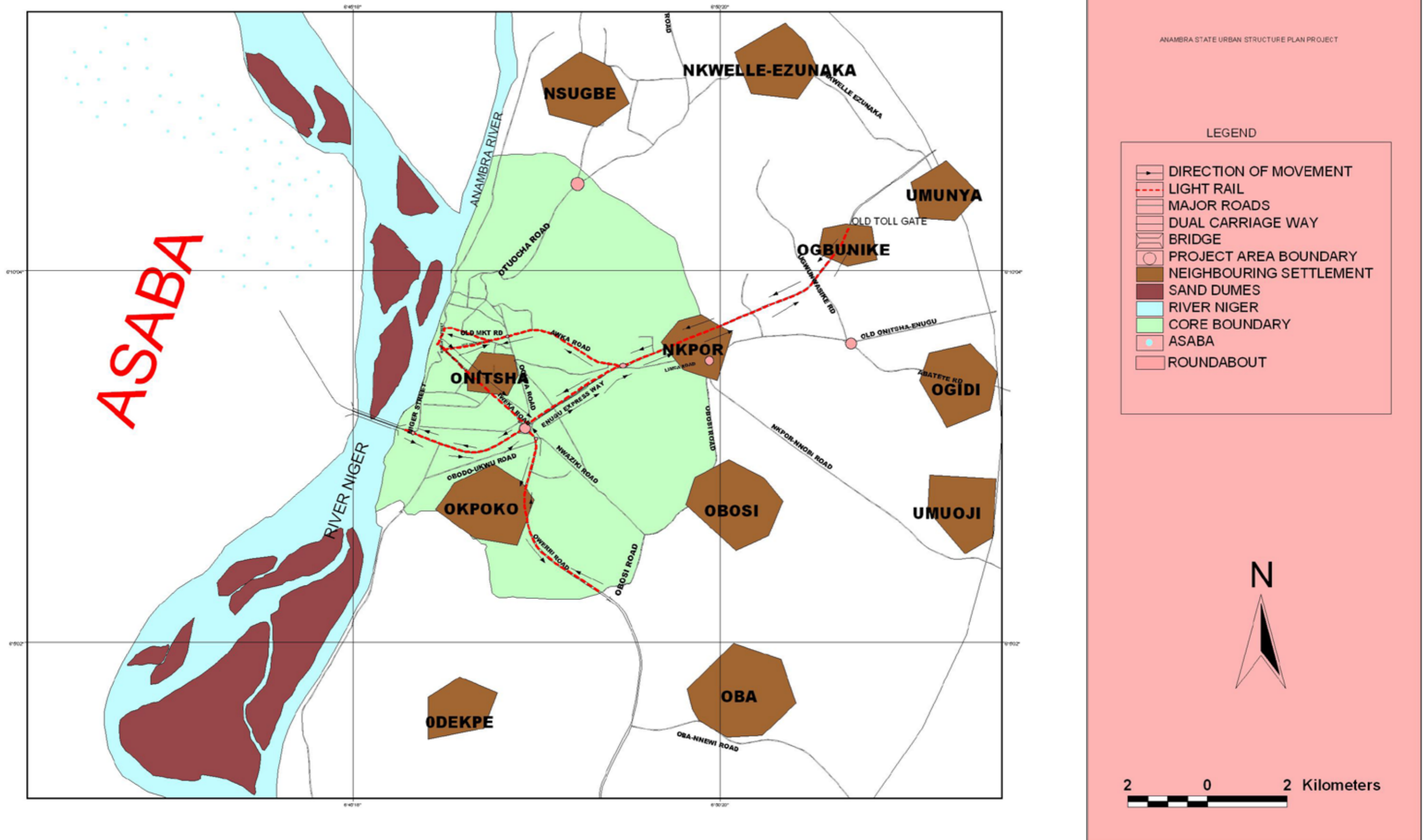
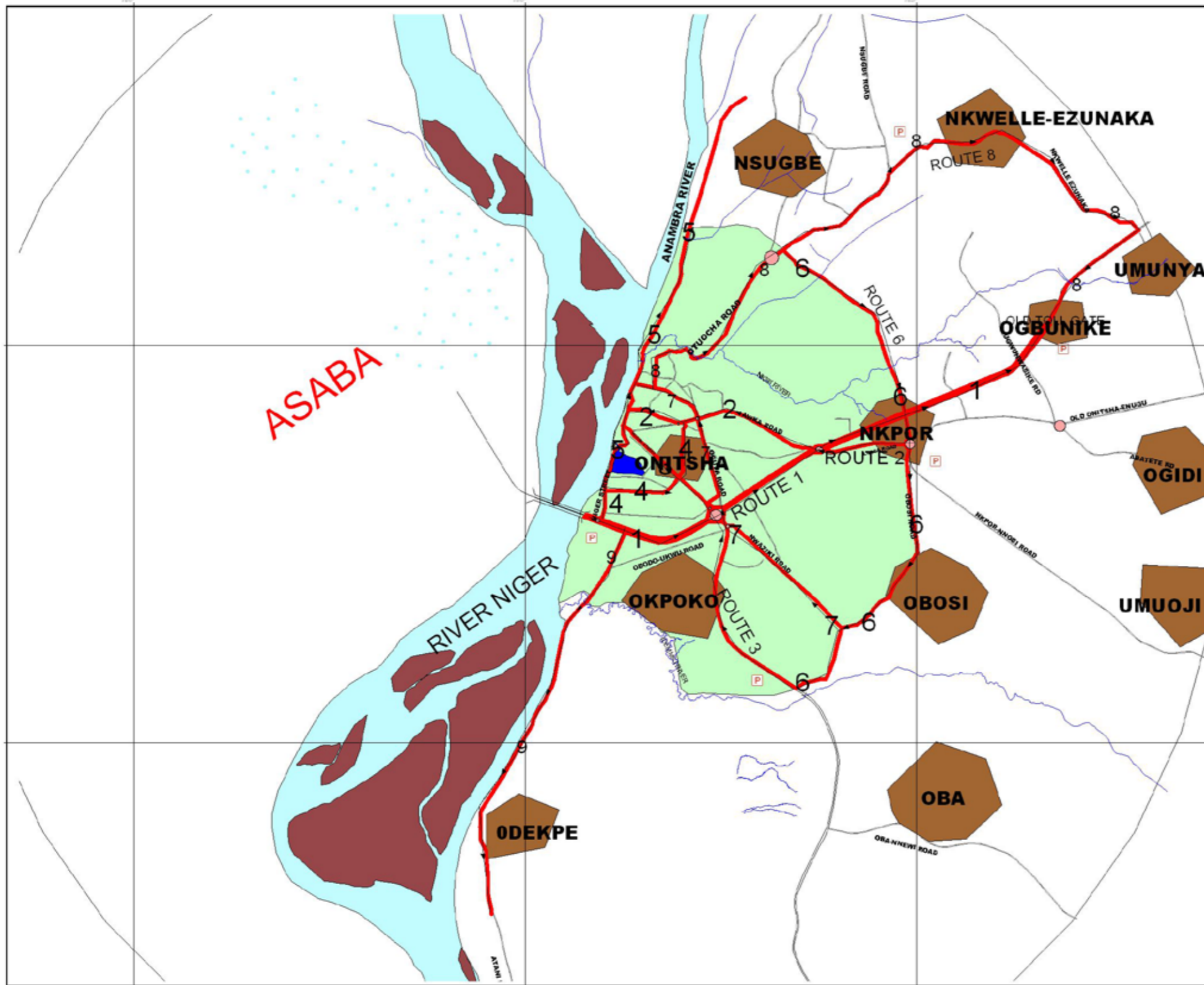


FIG 5.7: ONITSHA AND SATELLITE TOWNS: PROPOSED BUS ROUTES



**ONITSHA AND SATELLITE TOWNS:
PROPOSED BUS ROUTES
AND TRANSPORT FACILITY NODES**

ANAMBRA STATE URBAN STRUCTURE PLAN PROJECT

LEGEND

- TRANSPORT FACILITY NODE
- ROUTES DIRECTIONS
- PROPOSED BUS ROUTES
- RIVERS
- CREEK
- NEIGHBOURING SETTLEMENTS
- MAJOR ROADS
- DUAL CARRIAGE WAY
- ROUNDABOUT
- CORE
- ASABA
- BRIDGE
- SAND DUMES
- RIVER NIGER

N



3 0 3 Kilometers

Anambra, with a population of over 4 million people in 2006, is the second most urbanized states in the country, having 62% of its total population living in urban areas. Unfortunately, past Governments since creation of the State in 1991 have failed to adopt city development strategies for its many fast growing cities to cope with rapid urbanization. Following decades of neglect and poor urban governance, the profiles of these cities indicate that they are characterized by decayed inner and suburban sprawling slums, inadequate sanitation, uncontrolled street trading, mountains of uncollected wastes, overcrowded and congested transport systems and roads with poor drainages, noise and air pollution.

It was for the purpose of reversing this ugly and undesirable trend that the Government of His Excellency Peter Obi forged a viable technical cooperation agreement with UN-HABITAT in 2007 to provide technical assistance in the preparation of structure plans for three cities, namely Awka Capital Territory, Nnewi and Onitsha. By so doing, it is the first ever bold attempt to prepare and adopt a robust and dynamic city development strategy for any city in the State. The structure plan for each city covers 20 years (2009-2028). The goals of the structure plans are towards achieving environmental sustainability in the context of achieving State and Local Economic Development Strategies, Millennium Development Goals and Habitat Agenda, orderly and healthy development, the contributions of cities to sustained economic growth, poverty reduction, sustainable livelihoods, good governance and gender empowerment.

This Report, which is the structure plan for Onitsha, is a tangible outcome of this cooperative effort. For the next 20 years, the Structure Plan envisions that Onitsha will be planned and developed as 'the foremost commercial nerve center of Anambra State, the nation and the West African Sub-region for achieving faster socio-economic growth and sustainable human settlements development and management'. Specifically, to promote Onitsha as an efficient and commercial city, the structure plan proposes to de-congest and rebuild the present CBD to provide more functional spaces for shops, movement of goods and people and parking for vehicles, by relocating some of the many markets in the inner areas to peri-urban areas coupled with other radical proposals for urban renewal, city beautification, development of parks and substantive improvements to the existing transport infrastructure through road widening, traffic management and the development of rail and air cargo terminals.

The report contains comprehensive land use proposals, identification of action planning areas, policies, land use standards and implementation and funding arrangements. The proposed implementation strategy emphasizes strong political commitment, participation and civic engagement, adopting an integrated approach, decentralization of planning function to local government, legal and institutional reforms, pro-poor approach to land reform, action planning, capacity building, resource mobilization, monitoring and evaluation.

HS/1151/09E

ISBN : 978-92-1-132117-3

UNITED NATIONS HUMAN SETTLEMENTS PROGRAMME
P.O.Box 30030,Nairobi 00100,Kenya;
Tel: +254-20-7623120;
Fax: +254-20-76234266/7 (Central office)
infohabitat@unhabitat.org
www.unhabitat.org

UN  HABITAT