

SUSTAINING AFRICAN CITIES THROUGH THE ENTRENCHMENT OF AFRICAN VALUES

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1.00 Abstract: Africa is widely reputed for her rich cultural, traditional, philosophical and orientational values. The city is the storehouse of prosperity. It provides the base for people to aspire and realize their life ambition or accomplish their individual world views. This is anchored on the understanding that cities tend towards inclusivity as opposed to the rather unfortunate exclusivity we are witnessing here and there, particularly in African cities. This study has examined the effect the rather rich and positive African values will have on restoring the sustainability and inclusivity of African cities if they are brought to bear and put at the disposal of the goings-on in the said cities. It has found that several lost city antecedents will be largely restored if African cities are indeed Africanized.

Keywords: Sustaining, Africa, Cities, Entrenchment, Values.

2.00 GENERAL BACKGROUND

The city is an abode of abodes; an enclave of enclaves. It represents a set of human beings and their Institutions, interacting in a densely settled finite space, producing and distributing economic resources, services and other values. This explains why it is equally referred to as a distributional mechanism. The city is a mosaic of racial, ethnic, occupational, religious and ideological groups. Their differences generate both interdependence and conflict. It has been noted that neighbourhoods, communities and infact urban areas are subsets of the city. While an urban area comprises several communities, a community consists of many neighbourhoods.

It is obvious that man is undetachable from the city; from birth, through his entire lifespan, till his death. This underscores the critical position of the city to man's sustenance and welfare. The African scenario appears to depict a different situation as the typical African

city hardly fits into the picture of an ideal city. The immediate consequence of this is that the national economies of many African nations continue to run at below capacity level given that their city situation is not just an indicator but the summarizer of their economic performance.

The first battle of the average African is with his abode; the city, in a bid to secure a place; howsoever, in a largely unfriendly surrounding. This takes a huge toll on his output in any area of endeavour he finds himself. The spatial proximity of high density heightens the contacts and tensions among diverse interests. One of the significant issues of urban life is how people distribute themselves and how in turn they are distributed by others over a finite space as heterogeneous groups conflict and compete for control of a densely settled turf. This is a bit explainable since existing records indicate that the world today is predominantly urban and this urban population depend on the cities for their daily survival. The challenge of sustainable urban development in Africa is quite huge with over one million Africans moving to cities every week (Nwaka, 2014). It is estimated on the average that half of Africa's population will be living in cities by between 2045 and 2050. The big question is: How will she cope with this rather massive challenge?

The cities consume over 75% of the world natural resources and correspondingly generate a directly proportional quantum of waste and pollution. The city therefore represents an activity spot; a survivalist setting; a centre of attraction for entrepreneurship, a concentration of opportunities, a sociological focal point; a cultural milieu and a service provider. It should reciprocally be a centre of excellence strictly called, as anything to the contrary negates the real idea of what a city represents which directly defeats man's positive efforts towards enhancing himself and developing the national economy.

3.00 HALLMARKS OF A FUNCTIONAL CITY

God created man in His own image and positioned him to take charge of the entire earth and everything therein. This privileged position of man pre-supposes that he is entitled to the best of everything and any situation in which he may find himself at any time and in any place.

The city is the abode of man, made for himself by himself. It is thought out by man, accorded effect by him and overseen by him. It may not be out of place to imagine that man will always purpose the best for himself as far as his habitation is concerned.

A city, properly called, represents the totality of man's physical day-to-day existence. Consequently, the extent to which he works out the city largely determines the extent to which he is positioned; favourably or unfavourably. The bottom line however remains that

man and the cities are inseparable. Detach man from the city and the city turns a worthless, desolate entity. Detach the city from man, he turns a homeless, pitiable, timorous soul. Then place the two side by side and you behold the beauty of creativity, nature, livelihood and existence. This represents the functional city which is quite critical to economic and social development. The long list of global developmental initiatives demand that cities should not just be functional but equally sustainable.

Notable amongst them are the Agenda 21, UNCED Charter and lately the NEPAD Initiative, AGOA, the MDGs, including various reforms and visions; in addition to national budgets as well as the various capital city development authorities. There is every need for us to domesticate and internalize the city development and management content of these programmes.

A sustainable city refers to the city in which improvement in the quality of human life is achieved in harmony with improving and maintaining the health of ecological systems and where a healthy economy's industrial base supports the quality of both human and ecological systems. It uses its resources in such a manner as to meet current needs while at the same time ensuring that adequate resources are available for future generations. It seeks improved public health and a better quality of life for all its residents by limiting waste, preventing pollution, maximizing conservation, promoting efficiency and developing local resources to revitalize the local economy. Sustainable cities are those that have taken steps to remain healthy over the long term.

They have a strong sense of place as well as a vision that is embraced and actively promoted by all the key sectors of the society; including businesses, disadvantaged groups, environmentalists, civic associations, government agencies and religious organizations. A sustainable city is susceptible to employment, liveability, manageability, serviceability and conviviality. It has a large concentration of people which represents its social entity, a collection of buildings and dwellings which depict its physical entity and a repository of a people's aspiration, inclination and background indicating its cultural entity. Moreover, the city is identified as a place that achieves its identity through monumentality. A functional city is a sustainable city and a sustainable city is a healthy city.

A healthy city steadily creates and improves upon the physical and social milieus while at the same time broadening the resources to enable its inhabitants to mutually support one another in the performance of all requisite functions as well as in developing their potentials maximally. The idea of 'Healthy City' challenge cities to take seriously the process of

developing health-enhancing public policies that create physical and social environments which support health and strengthen community action for health (Agbola, et al, 2007).

Put simply, it is required that true cities should be functional, sustainable and healthy. In line with this, their basic features include: An area of specific location which is sufficiently distinctive from other areas and which extends as far as that distinction extends. Notable amongst the indices of a healthy or ideal city include but not limited to:

- Approved standard buildings well positioned and structured
- Safe, healthy, stable and sustainable ecosystem
- Well laid-out roads network
- Effective effluent discharge and waste management system
- Reliable security and communication
- Adequate water and power supply
- Presence of fair and firm democratic/administrative authority, patriotic inhabitants and unhindered access to justice
- A proper bill-board, hoarding , poster and advertisement policy
- A well entrenched maintenance culture
- Availability of other essential infrastructure inclusive of recreational facilities
- An acceptable population control programme with adequate social security for the people
- Effective surveillance and monitoring of events and activities in and around the city
- Its developmental pattern should follow a well articulated master plan
- Availability of an unhindered access to education, healthcare, employment, transportation, market, worship centres and their likes.

The functional city has been variously referred to as a symphony; the point of maximum concentration for the power and culture of a community; the form and symbol of an integrated social relationship; the seat of the temple, the market, the hall of justice and the academy of learning. It is a community of substantial size and population density that shelters a variety of non-agricultural specialists, including a literate elite. The sustainable city represents the maximum possibility of humanizing the natural environment and naturalizing the human heritage.

In the final analysis, functional cities provide dwelling, not exposure; adventure, not misadventure; anticipation, not disappointment; checks and balances, not whims and

caprices. They are inclusive, not exclusive, attractive, not repulsive; dynamic, not static; growing not retarding; functional, not dysfunctional; pleasing, not irritating; protective, not threatening, friendly, not adverse; satisfying, not frustrating. They radiate concord, not restiveness; order, not anarchy; peace, not violence; contentment, not disenchantment. They are governed by law, not by might, administered by experts, not charlatans. Above all, they emerge through conscious plans, not by accident.

4.00 THE STATE OF AFRICAN CITIES

It may not be an over-statement to say that very many African cities are at cross-roads. They have been saturated as available amenities are largely overstretched with little or no maintenance. Indeed, the said cities are approaching boiling points. This explains why militancy and restiveness are experienced every now and then at those cities at the least cause or provocation. Prosperity and well-being at many African cities appear to have been channeled and reserved for particular segments of the society to the detriment of the larger population of commons.

When prosperity is restricted to some groups, when it is used to pursue specific interests, or when it is a justification for financial gains for the few to the detriment of the majority, the city becomes the arena where the right to shared prosperity is claimed and fought for (UN-Habitat, 2013). In a city credit worthiness programme organized by the World Bank for the African continent, it was found that only a small percentage of 500 largest cities in the developing countries are deemed credit worthy. It noted that as African urbanizes at a faster rate than any other region in the world, there is need for more integrated and concerted action towards city cohesion, inclusiveness, equality, prosperity and opportunity. The greatest challenge that Lilongwe, Malawi's fast-growing capital city faces at the moment is lack of sustainable infrastructure. At Harare, Zimbabwe; the basic challenge is the collection of taxes and fees used in working the cities as there exists a greater amount of mandatory expenses that what could be collected. Talking about Maputo, Mozambique, there is a critical lack of planning in spending coupled with the size of the informal economy and the need to register properties for tax purposes. In fact, most African cities are invisible to investors looking for opportunities in sub-sovereign capital markets (World Bank, 2012 & 2013).

Very many other African nations contend with such challenges like political instability, mal-governance, housing crisis, widespread poverty, unemployment, restiveness, insecurity, corruption, citizen deprivation, lack of access to justice and a host of such other problems.

Nigeria, the most populous African black nation, is rated amongst the most urbanized countries in Africa. This is because of her astronomical population growth rated between 1921 and 2012 as shown in Table below.

PERIOD	POPULATION (In millions)
1921	18.72
1951	30.40
1960	45.02
1963	55.67
1991	88.06
2000	115.00
2006	140.035
2012	166.02

Source: NPC, 2013.

Granted that this fast growing population is an asset for development economically, politically and socially and as well constitute a large market for goods and services, the problem however is that it has proved rather daunting managing it to be able to live upto that billing. The Nigerian urban population rose from 3.2 million in 1952 to 10.6 million in 1963; then to 31.8 million in 1991 and then to 62.7 million in 2004. The projection is that by 2025 when the global population is expected to be over 5 billion, over 70% of Nigeria's population would be inhabiting the cities, for whatever it is worth.

Recording books show that as at 1900, only about 10% of the world population lived in cities. This figure is expected to hit the 75% mark and above by 2050. The problem is that as city population soars, there is no corresponding beefing-up of basic infrastructure such as housing, employment, schools, medicare, security and their likes. This naturally leads to further decay and deterioration of available amenities in the city. The huge increase in urban population linked to the economic development of cities and towns has given rise to concern about the sustainability of these trends. No wonder it has been observed that the global trend of urbanization implies nothing less than the multiplication of poverty particularly at the developing nations. To date, no fewer than 60.7% of urban dwellers in Africa live in slums, sub-standard dwellings and unplanned neighbourhoods. A larger percentage inhabit blighted areas. Regarding global sanitation, a whopping 2.6 billion persons around the world today are

without access to basic sanitation. It would be recalled that hygiene and sanitation are fundamental to child survival and development. Every year, an estimated 550,000 children die of diarrhoea which is caused by poor sanitation and hygiene practices. Pursuant to this, in November 2007, the United Nations General Assembly declared 2008 as International Year of Sanitation. The government of several African nations adopted the International year of Sanitation Action Plan through a participatory process with three key targets, namely: developing enabling environments to sustainably expand sanitation and hygiene programmes; constructing one million public latrines and conducting hand-washing campaigns as appropriate. The level of adequacy, propriety and implementation of these proposals as sanitation-enhancing measures is a matter of judgment.

The huge increase in the urban population linked to the economic development of cities and towns has given rise to concern over the sustainability of these trends. The growth of the world population and the development of consumption patterns that cannot be sustained ecologically, socially and otherwise are severely stressing the life-supporting capacity of the planet and ability of many countries to prosper and support the well-being of their inhabitants.

African cities are exposed to numerous problems. Notable amongst them are poor planning/layout, deteriorating environment, housing problems, refuse menace, epileptic power supply, poor road network and condition, lack of potable water, increasing insecurity, widespread poverty, high rate of illiteracy, religious bigotry, policy inconsistency, administrative incompetence, residents' unpatriotism, amongst others.

Consequently, rather than be catalytic to the national economy and hence the well-being of its inhabitants, African cities have become predatory, failing to satisfy the economic, social and infrastructural well-being of less than half of the city-based masses. We earnestly look forward to the time when Stop-Work Order will be Stop-Work Order and not merely a beckoning on the alleged offender to come forward for negotiation and settlement. The moment someone is 'settled', our cities get 'unsettled.'

Many African cities are known for severe vehicular hold-up which rubbishes vital man-hours. There are frequent serious motor accidents due to poor road design; housing shortage appears to worsen by the day; development is concentrated at the city centres at the expense of satellite locations; power supply remains epileptic; transportation system is chaotic; security suspect; poverty widespread; healthcare lapse, influx of new migrants continue day and night, with the city character having little or no room for the middle and low income

brackets. Given that urban psychological stress, alienation and social costs due to stress cannot be reliably and uniformly measured, several studies have found some direct association between psycho-social stress and strain and city size and density, (Barlowe, 1972).

Other epidemiological studies show that incidences of schizophrenia, neuroses, crime and personality disorder are higher in big cities than in the small ones; rural-urban differentials are also very pronounced. This may be due to the drifts of the poor to the poor neighbourhoods of major cities as well as overcrowding, high densities, pollution and noise which generate unfavourable reactions that fall short of disease-inducing stresses. Policy solutions to psycho-social problems in terms of urban size are difficult to prescribe because these relationships are often very complex, depending more directly on the nature of urban social life, social organization and the mix of urban residents in terms of personality differentials. Such policies must be linked to income and welfare policies, population distribution and environmental quality, equity and spatial economic growth goals.

Duru (1972) drew attention to the disproportionate growth of urban elements in several African countries as a problem similar to the disproportionate growth of the physiological aspects of the human body. He refers to this as 'urban hypertrophy' and defines it as a process characterized by the failure of urban based resources and amenities to provide an adequate level of support for the urban-based population. The worsening of social and economic conditions in rural areas is a measure of the failure of urban centres to transmit enough growth impulses to the rural hinterlands. Besides serving the rural areas educationally and through healthcare delivery including other services, urban centres should spill-over their fortunes to encourage increased rural productivity through an increasing demand for agricultural products in the expanding urban market.

City management is not just about ordering space. It has so much doing with managing the people (deep structure) within that city. To this end, there is need to involve the people in every aspect of urban policy decisioning. This may consist of persons specially talented in urban problem management, scholars with urban bias and business organizations with major urban impacts. The masses may be invited to participate for two main reasons, viz: to voice their suggestions with regards to the delivery of urban services. Also, to be informed of the intricacies and complexities of urban governance.

The argument for public participation is premised on the assumption that only the people themselves know what their changing and evolving urban needs are (Uyanga, 1982). Since

population is the most significant city factor and Nigeria is the most populous African nation, Table 2 below shows the population distribution at the moment in Nigeria.

South-East				
	Male	Female	Total	% Of The Nation
Abia	1,434,193	1,399,806	2,833,999	2.02%
Anambra	2,174,641	2,007,391	4,182,032	2.99%
Ebonyi	1,040,984	1,132,517	2,173,501	1.55%
Enugu	1,624,202	1,633,096	3,257,298	2.33%
Imo	2,032,286	1,902,613	3,934,899	2.81%
Sub Total	8,306,306	8,075,423	16,381,729	11.70%
South-South				
	Male	Female	Total	% Of The Nation
Akwa-Ibom	2,044,510	1,875,698	3,920,208	2.80%
Bayelsa	902,648	800,710	1,703,358	1.22%
Cross-River	1,492,465	1,396,501	2,888,966	2.06%
Delta	2,074,306	2,024,085	4,098,391	2.93%
Edo	1,640,461	1,577,871	3,218,332	2.30%
Rivers	2,710,665	2,474,735	5,185,400	3.70%
Sub Total	10,865,055	10,149,600	21,014,655	15.01%
South-West				
	Male	Female	Total	% Of The Nation
Ekiti	1,212,609	1,171,603	2,384,212	1.70%
Ogun	1,847,243	1,810,855	3,658,098	2.61%
Ondo	1,761,263	1,679,761	3,441,024	2.46%
Osun	1,740,619	1,682,916	3,423,535	2.45%
Oyo	2,809,840	2,781,749	5,591,589	3.99%
Lagos	4,678,020	4,335,514	9,013,534	6.44%
Sub Total	14,049,594	13,462,398	27,511,992	19.65%

North-Central				
	Male	Female	Total	% Of The Nation
Benue	2,164,058	2,055,186	4,219,244	3.01%
Kogi	1,691,737	1,566,750	3,258,487	2.33%
Kwara	1,220,581	1,150,508	2,371,089	1.69%
Nasarawa	945,556	917,719	1,863,275	1.33%
Niger	2,032,725	1,917,524	3,950,249	2.82%
Plateau	1,593,033	1,585,679	3,178,712	2.27%
Sub Total	9,647,690	9,193,366	18,841,056	13.46%
North-East				
	Male	Female	Total	% Of The Nation
Adamawa	1,606,123	1,561,978	3,168,101	2.26%
Bauchi	2,426,215	2,250,250	4,676,465	3.34%
Borno	2,161,157	1,990,036	4,151,193	2.97%
Gombe	1,230,722	1,123,157	2,353,879	1.68%
Taraba	1,199,849	1,100,887	2,300,736	1.64%
Yobe	1,206,003	1,115,588	2,321,591	1.66%
Sub Total	9,830,069	9,141,896	18,971,965	13.55%
North-West				
	Male	Female	Total	% Of The Nation
Jigawa	2,215,907	2,132,742	4,348,649	3.11%
Kaduna	3,112,028	2,954,534	6,066,562	4.33%
Kano	4,844,128	4,539,554	9,383,682	6.70%
Kastina	2,978,682	2,813,896	5,792,578	4.14%
Kebbi	1,617,498	1,621,130	2,238,628	2.31%
Sokoto	1,872,069	1,824,930	3,696,999	2.64%
Zamfara	1,630,344	1,629,502	3,259,846	2.33%
Sub Total	18,270,656	17,516,288	35,786,944	25.56%
Abuja (FCT)				

	Male	Female	Total	% Of The Nation
	740,489	664,712	1,405,201	1.00%
Grand Total				
	Male	Female	Total	% Of The Nation
Nigeria	71,709,859	68,293,683	140,003,542	100.00%

Source: National Population Commission, 2007.

5.00 CONTROL MECHANISMS FOR CITY FUNCTIONALITY AND SUSTAINABILITY

The city is a product of the earth and a fact in nature. It is a collective artefact, made of many buildings and spaces designed by a variety of Architects, Builders, craftsmen and patrons. A city is an a la carte menu. A great city is one in which as many people as possible can make the widest of choices from its menu. A successful city refers to the one that makes room for surprises. Successful cities allow and encourage people to realize positive ambitions and be what they wish to be. A successful city has room for more than the obvious ideas about city life; because, at the end, a city is about the unexpected; it's about a life shared with strangers and open to new ideas.

It has been emphasized that intelligent buildings constitute an essential part of cities minimum content. Intelligent buildings are those that create an environment that maximizes the efficiency of their occupants while at the same time allowing effective management of resources with minimum life-time costs. They provide a productive and cost-effective environment through the optimization of four basic elements – structure, systems, services and management as well as the inter-relationships between them. Intelligent buildings help property owners, managers and occupants to realize their goals in the areas of cost, comfort, convenience, utility, safety, long term serviceability and marketability.

Our cities governance should be capable of converting the potential resources available in the city or metropolitan area into essential infrastructure necessary for accelerating urban growth and development. This is important because the primary role of metropolitan centres is to serve as catalysts to economic growth. Without an effective machinery of governance, such centres will not be able to contribute as much as they potentially could in the process of economic growth and development. This idea of urban management and governance is of fundamental importance because the moment it succeeds, it implies that most other problems

have automatically been taken care of. This refers to police power (eminent domain) which is the power of government inherent in every sovereignty to govern men and materials within the limits of its domicility or jurisdiction.

It is important for city administration to develop the proper will and focus as a sure means of turning our cities around from their present predicaments. Between the late 60s and 70s for instance, Chicago was acclaimed the most chronic slum in the world. Same fate faced many other cities in Europe. But today, Chicago is globally reckoned with as the city to beat. This is largely due to committed actions and positive efforts on the part of the city governance. It would be recalled that we had a similar experience at the Maroko-Sandfill area of Lagos, Nigeria; Kibaki, Kenya and some other parts of Africa.

It is important to mention that a number of proactive steps have been taken by the government of some African nations with the aim of rejuvenating and revitalizing their cities. In the Federal Capital Territory of Nigeria for instance, the original conception of the city of Abuja is being jealously restored. Several massive buildings that sprang up illegally at green locations were demolished. The Federal Land Information System (FELIS) is seriously being championed with the aim of aligning our land allocation and holding system with what obtains globally; motor-bikes are no longer allowed to ply the main city but only the suburbs; provision of a modern abattoir in the city; amongst other measures.

There is also a city renewal and beautification scheme under which previously destitute locations such as 'under bridges' are being recovered and converted into beautiful parks. At Lagos, existing buildings are being re-painted and refurbished. Also, Building Inspection has been put in place with Inspectors recruited and trained to ensure that necessary building and sanitary standards are maintained. A Bus Rapid Transport (BRT) has been introduced to boost transportation in the city. Equally, the Lekki Trade Zone being developed as a model city is receiving adequate attention. Similarly, in Kaduna, a new set of cabs were recently procured and deployed in the city to commute citizens within the metropolis. An Urban Infrastructure Renewal Programme is in progress at Kano. At Anambra, sanitary inspection and Building Quality Control Scheme was recently launched to enhance sanitary and building standards in the urban centres of the State. Land title re-certification is presently ongoing. In Enugu, motor-bike operation has been outlawed and an effective cab system introduced as a means of maintaining city orderliness and enhancing security of lives and property. A land title re-certification exercise has also been concluded which has sufficiently eliminated landholding crisis and conflict. A Clean and Green Initiative for environmental

protection is being vigorously pursued at Imo State. A Land Summit was recently staged at Rivers State with the intention of re-ordering the pattern of land administration in the state. A master plan has been produced for the purposes of overall development of the Niger Delta region.

Equally, a National Building Code has been introduced to guard against the persistent national embarrassment of building collapse. Some state capitals are considering adopting street design techniques such as Linear, Grid-iron, Curvilinear, Loop, Radial, Cul-de-sac, etc. as a means of according functionality to their capital cities. Speaking legally, joyful habitation of good cities is not a privilege but a right of the citizenry. Certain provisions of the Nigerian Constitution (1999) under the Fundamental Objectives and Directive Principles of State Policy attest to this.

Section 15(3): For the purposes of promoting national integration, it shall be the duty of the state to:

(a) Provide adequate facilities for and encourage free mobility of people, goods and services throughout the federation

Section 16(1): The state shall, within the context of the ideals and objectives for which provisions are made in this Constitution:

(a) harness resources of the nation and promote national prosperity and an efficient, a dynamic and self-reliant economy

(b) control the national economy in such manner as to secure the maximum welfare, freedom and happiness of every citizen on the basis of social justice and equality of status and opportunity

Section 16(2): The state shall direct its policy towards ensuring:

(a) the promotion of a planned and balanced economic development

(d) that suitable and adequate shelter, suitable and adequate food, reasonable national minimum living wage,...are provided for all citizens.

Section 17(2)(b): The state shall direct its policy towards ensuring that (b) conditions of work are just and humane and that there are adequate facilities for leisure and for social, religious and cultural life.

Section 34(1): Every individual is entitled to respect for the dignity of his person...

Pursuant to the above, Section 1(b) of the Constitution of the Nigerian Institution of Estate Surveyors and Valuers (2012) provides as follows under the objects of the Institution:

*To secure and improve the technical knowledge that constitutes Land economy, Real estate and allied matters,... Facility management, Building maintenance, Property development and Investment and **Town and Country Planning**, as well as Land administration systems. (Highlight ours)*

It is obvious that we have all the enabling tools to champion her cities renaissance. Functional cities are basically the product of purposeful land administration, progressive leadership and responsible citizenry.

Section 13 of the said Constitution (1999) aptly provides that:

That national ethics shall be Discipline, Integrity, Dignity of labour, Social justice, Religious tolerance, Self-reliance and Patriotism.

Land use planning is the art and science of arranging and locating land uses in order to achieve functional, efficient, economic viability and aesthetic pleasantness.

It has been observed that the successful management of the national economy means the maximization of land and other known factors in relation to land economy which entails the planning and control of land in all its ramifications.

Put summarily, measures that will ensure functionality of African cities include; but not limited to:

- Formulation of a workable zoning ordinance
- Putting in place an effective planning authority to ensure building and development approval and standardization; enforcement of building set-back and sub-division regulations
- Effective road network with functional drainages
- Availability of recreational facilities and other necessary infrastructure
- Maintenance of adequate security for lives and property
- Good traffic management system
- Proper environmental and waste management culture
- Provision of pipeborne water and reliable power supply
- Population monitoring and citizen's participation in the city affairs
- Efficient maintenance culture
- Dedicated administrative and democratic authority founded on rule of law and due process
- Availability of employment opportunity for the residents

- Involvement of requisite professions in matters connected with city planning, governance and development
- Patriotism on the part of the citizenry.

It is important to note that African nations do not need fresh legislations as they have more than enough of them. What is lacking at the moment is the will to effect review and amendment of the laws to suit contemporary realities and more importantly, the spirit to enforce them in the interest of the cities and the citizenry. A stitch in time saves nine.

6.00 THE NEED FOR THE ENTRENCHMENT OF AFRICAN VALUES IN THE SUSTAINABILITY OF AFRICAN CITIES

The continent of Africa has very rich and pleasant values that are sometimes envied by other parts of the globe. Traditional Africa had strict rules guiding where they lived, where they farmed, where they reared animals, where they traded, where they held meetings and gatherings, where they defecated, where they discarded refuse, where they worshipped (mainly traditionally), where they buried their dead ones, where they recreated, etc.

There was scarcely any contravention of these provisions attributable mainly to discipline, decorum, orientation and quite light and very easily controllable population. This way, they were able to get on safely and happily within their enclaves and domains, thereby enjoying the essential attributes of workability, functionality, protectability and conducibility. It is still contended if there are common yardsticks that could be used to compare the situation at that time and the situation in our today's modern cities. Consequently, the question remains whether there can be a meeting point between the simplicity of the past and the sophistication of the present.

A number of issues are raised. Firstly, there were only a few persons and families inhabiting those enclaves. No undue pressure was exerted on the available few local facilities and infrastructure as man's major interest lay then on farming, gaming and local invention. There were no industries, virtually no vehicles, no electricity, no pipe-borne water, no telephone and other infrastructural facilities, no generators, no high-rise buildings, no airports or aircrafts, no seaports, no railways, no oil exploration, drilling/piping, production and processing; no oil spillage, no gas flaring, no toxic waste scare, no atomic/nuclear bomb threat, no communication masts, no night clubs, very few Churches/Mosques and Schools if any; no refineries, no petrol filling stations, no abandoned projects and most importantly, no

written environmental or bye laws; yet, they were able to adequately plan, control and manage their abode effectively.

On the other hand, now that we have all those things in our towns and cities including a myriad of relevant professionals and all manner of laws, policies, rules, regulations, guidelines, standards, enactments, statutes, charters, edicts, bye laws, ordinances, even Decrees, requirements, checks, codes, schemes, ethics and several do's and don'ts; the question is: How planned really are our today's towns and cities? How amenable are the citizenry to established norms and procedures? How safe and conducive are our present abodes? How well intentioned are the planning, enforcement and regulatory authority?

Having painted a scenario of both era, one may be better placed to discern, judge or at least conduct a rough or guided appraisal of the two periods. This readily leads to the all-important thought of: The orientation-driven planning of the past and the legislation-guided planning of the present: any correlation? It remains a puzzle that what was accomplished, if not surpassed with virtually nothing in the past is far from being realized today with almost everything. The city of man is in crisis and as it is complex in nature, all efforts should be made to use technology and culture to create human conditions within an in-human frame with the help of experts in various fields such as Economists, Administrators, Sociologists, etc. (Rangwala, et al, 2013).

7.00 RECOMMENDATIONS

In line with the issues canvassed here, it is hereby recommended as follows:

1. There is every need to sensitize the teeming Africans the more on the importance of effective management of their cities. This is crucial since the city remains the rallying point and no human activity can be sustained in vacuum.
2. Proactive measures should strictly be adopted as a means of radically overhauling African cities and recovering their seemingly lost glory
3. Since the law is no respecter of persons, all Laws, Edicts, Policies and Regulations touching on city development and Management should henceforth be enforced to the letter as a means of rejuvenating and transforming African cities
4. Grassroot enlightenment campaign should be mounted for the purposes of making city dwellers imbibe positive values, habits and attitudes for an enhanced city character in the sub-region.

5. Governments of African nations should endeavour to decentralize development as a means of decongesting the surging population at their cities and by implication, allow for better management and control
6. There's every need for corporate value addition in African cities. To this end, service providers at the cities such as Waste Management Agencies, Power Holding, Water Works, Telephone, Building and Vehicular Inspectors, etc. should strive to always live upto expectation as a means of winning the confidence of the citizenry
7. In line with the desire to restore city workability and cohesion, efforts should be made to accordingly accommodate low-order services and artisans such as block-moulding, eateries, mechanics, vulcanizers, panel-beaters, hawkers, telephone-call operators, petty traders, spare part dealers, even destitutes, insanes and lay-about in city design
8. At all times and places and to all intents and purposes, city master plans should be held sacrosanct. It is difficult to explain why in some African cities, one finds petrol filling stations and even gas plants located either right in the midst of residences or at best, close to residences
9. City development and management should no longer be regarded as an all-comers affair. It should be professionalized in the interest of all and sundry
10. There is need to recruit, train and deploy special city guards charged specifically with the responsibility of surveillance over residents to ensure they observe all dos' and don'ts designed to ensure city functionality and sustainability. This measure has worked beautifully at the western countries and will definitely work in Africa.

8.00 CONCLUSION

It is now clear that the notion that the ideal city is only an imagination of the mind is unfounded. As you make your bed, so you lie on it. Man works the city and the city in turn sustains man. Africa can take her destiny in her hands if she so cherishes. The United Nations insist it is moving from peace keeping to peace building across the globe which it says can only be realized within safe cities. The central city of a metropolitan area is defined as the large central municipality. In other words, the boundary of a central city is a political, not an economic boundary. The typical metropolitan area has many other municipalities; these other municipalities comprise the 'sub-urban' area which is the rest of the metropolitan area (O'Sullivan, 2012). Cities of liberalism frequently invoke a conception of community as an

alternative to the individualism and abstract formalism they attribute to liberalism (Campbell and Fainstein, 2007).

Africa can impact her cities development and management if she turns proactive. A word is enough for the wise!

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