

## **Urbanization and the Provision of Urban Infrastructure in Kano Metropolis, 1963-2015**

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### **Abstract:**

Kano Metropolis is one of the fastest growing cities in Nigeria. Urbanization has been taking place in Kano Metropolis unabated during the period under review. Urbanization and provision of urban infrastructure are supposed to be going hand in hand. This is because it is the supply and maintenance of infrastructure that makes a city on the one hand and formed the basis for the proper functioning of any city on the other. In the case of Kano Metropolis however, it has been noted that the provision of urban infrastructure, such as roads, drainage, water supply, electricity have not been adequate. This is because the teeming population of the metropolis exerts pressure on the existing infrastructure, coupled with the fact that there was no continuity in the implementation of a particular development plan that was specifically designed for the metropolis. The paper examines urbanization and provision of urban infrastructure in Kano Metropolis. It argues that urbanization has been taking place in Kano Metropolis continuously alongside apparent non provision of adequate urban infrastructure. The paper also argues that various factors, such as rapid population growth and lack of continuity in policy formulation and implementation contributed to this problem. The paper relies on government documents and other secondary text materials both published and unpublished. The paper is structured into five parts which include: Introduction, Background History of Kano Metropolis, Urbanization in Kano Metropolis, 1963-2015, Provisions of Urban Infrastructure in Kano Metropolis, 1963-2015 and lastly conclusion.

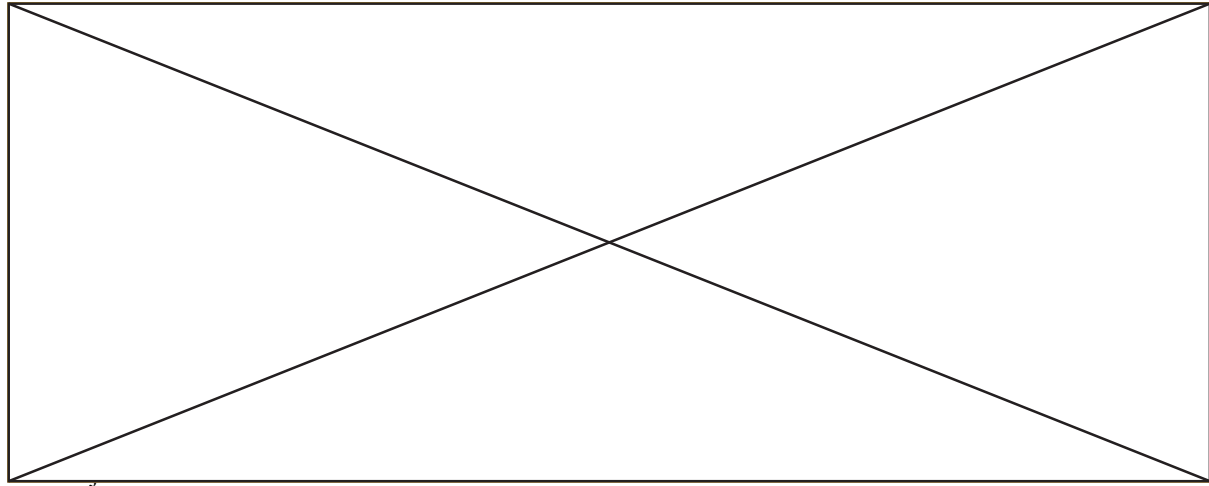
### **Introduction**

Urbanization process is not a new phenomenon in Kano Metropolis. It predated colonial period. In the same vein, Kano Metropolis experienced urbanization process in the post colonial period. This paper therefore, examines urbanization and the provision of infrastructure in Kano Metropolis, from 1963 to 2015.

The area of study is Kano Metropolis. It serves as the capital city of Kano state, as well as the economic nerve center of Kano state in particular and Northern Nigeria in general. This area is made up of eight core local government areas namely; Dala, Fagge, Kano Municipal, Gwale, Nassarawa, Tarauni, Kumbotso, Ungogo and parts of nine local government areas namely; Dawakin Tofa, Dawakin Kudu, Gezawa, Kura, Rimin Gado, Tofa, Madobi, Minjibir and Warawa (Yaya, 2018:7). Kano Metropolis is located between latitude 10-30 N and longitude 740E and 10-35 E with the total landmass of 20,760 sq kilometers. The Metropolis is demographically the largest city in Northern Nigeria (Mustapha and Yakudima, 2008:44).

### **Urbanization in Kano Metropolis, 1963-2015**

Kano Metropolis is noted to have experienced rapid urbanization during the period under review. This process was facilitated by various factors such as trade and commerce, state creation, hospitality of the people of Kano, which attracted migrants in search of greener pastures and other economic opportunities, as well as, increase in birth rate and decline in death rate. These factors led to urbanization in Kano Metropolis as explicated through population growth and spatial expansion. The table below shows population growth in Kano Metropolis, 1963-2015.

**Table1.1: Population of Kano Metropolis, 1963-2015**

From the table above it can be seen that the population of Kano Metropolis has increased from 250, 000 in 1963 to 4,555,447 in 2015. This shows an increase of 4,305, 447 over a period of 52 years. By this figure, Kano Metropolis could be said to have become one of the largest cities not only in Northern Nigeria, but also in the West African sub region. This can be attributed to the arrival of migrant groups, as well as, increase in birth rate and decline in death rate as a result of availability of nutritious food and modern medical facilities.

In addition, spatial expansion of city is an indicator of urbanization process in Kano Metropolis. This is because by 1976, when local government areas were created in Nigeria, urban Kano was made up of one local government area. But as time went on more local government areas were created and other neighboring local government areas such as Ungogo and Kumbotso were later incorporated into Kano Metropolis. Thus, by 2012 eight local government areas, which included; Dala, Fagge, Kano Municipal, Gwale, Nassarawa, Tarauni, Kumbotso and Ungogo local government areas were fully domiciled in Kano Metropolis, while parts of nine other local government areas, which included; Dawakin Tofa, Dawakin Kudu, Gezawa, Kura, Rimin Gado, Madobi, Minjibir, Tofa and Warawa were also incorporated into Kano Metropolis (KNUPDA Law, No.1 Section 25 of 2012).

The percentage of land use in Kano Metropolis has also been used to show the extent of spatial expansion of the Metropolis. The table showing the changing nature of land use in Kano Metropolis from

### Land Use in Kano Metropolis, 1966-2012

**Source:** 1994 and Metropolitan Kano Bus Mapping Study, 2011.

From the table above it can be seen that the extent of spatial expansion of Kano Metropolis. Initially by 1966, the total land used in Kano Metropolis was 122.72Km<sup>2</sup>, out of this figure, 28.19 was occupied as residential area, 2.51 was for commercial areas, 2.83 industrial area, 8.76 institution and government property, 70.22 agricultural land, 1.42 vacant, 1.44 recreational, 7.35 others. Therefore, by 2012, the total land use in Kano Metropolis was 234.14 Km<sup>2</sup>, out of this figure, 171.22 was residential area, 5.07 commercial area, 19.13 industrial area, 26.97 institutions and government property, 10.39 agricultural land, 0.42 vacant, 0.79 recreational, 0.15 others. Looking at the total area covered by 2012 it shows that the total land use in Kano Metropolis increased from 122.72 Km<sup>2</sup> in 1966 to 234.14 by 2012. This is attributed to population growth which led to increase in the demand for residential areas in the Metropolis.

### **Provision of Urban Infrastructure in Kano Metropolis, 1963-2015**

The provision of urban infrastructure in Kano Metropolis since the post colonial period was given much attention by the Federal Government of Nigeria, Northern Regional, as well as Kano State Governments. For example, in 1963 the Metropolitan Kano Twenty Year development Plan was prepared and in the plan, it was proposed that urban infrastructure such as water supply, road network, urban drainage amongst others should be provided in Kano Metropolis (Trevallion, 1963:120). It was in line with this plan that most of the infrastructure in Kano Metropolis were provided during the period of the plan. Therefore, this paper examines the provision of some key urban infrastructure in Kano Metropolis during the period under review. This infrastructure included; water supply, electricity supply, roads, drainage and fly over and under pass bridges.

#### **Water Supply in Kano Metropolis**

Provision of water is one of the most important ingredients of life in every society. The health, well being and general quality of life of citizens in human societies depend to a large extent on the service level achieved in the provision of water for drinking and other uses, as well as in the disposal of refuse and sewage ( FGN, 1975:321). However, the provision of this facility was grossly inadequate in nearly all Nigerian cities. This therefore, poses serious challenge to the various levels of government in the country (FGN, 1975:321).

The history of pipe water supply in Kano dates back to 1932 when the first Challawa water works was established (Danyaro, 1990:169). Kano city and environs were areas that were fast expanding due to commercial and industrial activities. Therefore, when Kano State was created in 1967, one of the major problems that confronted the administration of Governor Audu Bako was the issue of water supply (Haruna, 1996:34). In order for the administration to address this problem, the government established an agency known as Kano State Water Resources and Engineering and Construction Agency (WRECA) in 1975. The agency was established with the following objectives:

In the first place, it was to undertake hydrological and ecological investigations in the state and advise the government of the state on matters relating to the development of water resources in the state.

Secondly, to investigate, plan, design and construct water supply systems and general development of water resources for the purposes of public health, agricultural and engineering projects. The third objective was the construction and maintenance of dams, canals, sewage systems and drilling of boreholes and wells. The fourth objective was to undertake and execute any engineering and construction projects and such other functions, as may from time to time be assigned to it by the Military Governor.

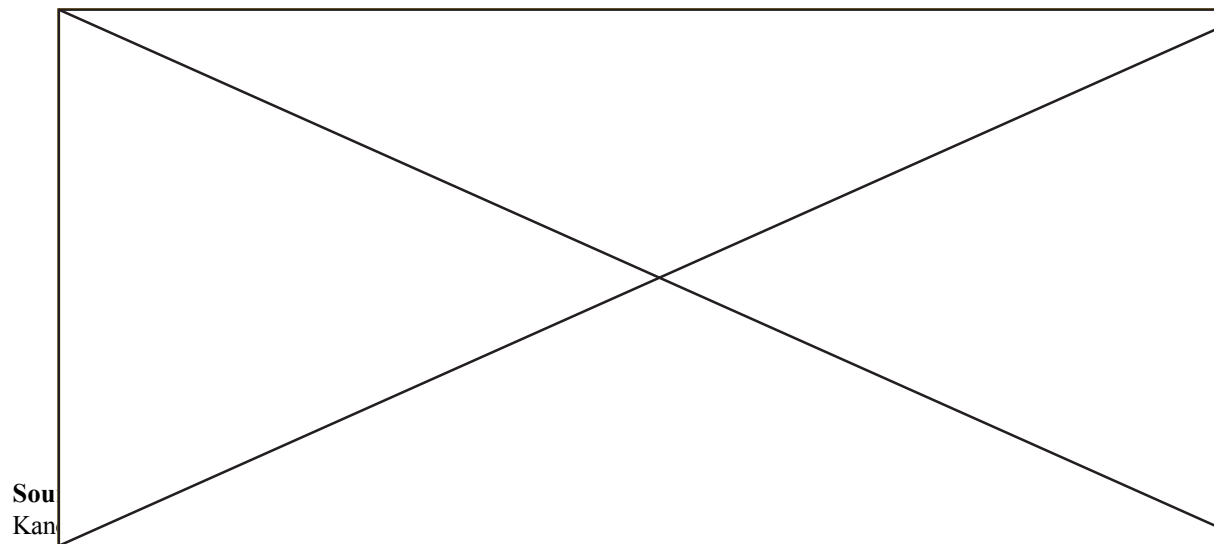
The role of this agency in the provision of water in Kano Metropolis was instrumental. This is because with the establishment of this agency, the quantity of water supplied to Kano metropolis increased. The quantity of water supplied to Kano Metropolis before the creation of Kano state in 1967 was five million gallons. However by 1971/ 1972 the quantity of water supplied to Kano Metropolis was one hundred and thirty five million gallons (Shehu, 1997:98).

However, as time went on and as the population of Kano Metropolis continued to increase, the demand for water supply also increased. The table below shows the annual supply of portable water and the demand for portable water in Kano Metropolis from, 1985 to 1990.

The water need of Kano Metropolis by 1979 stood at 70 Million Cubic liters per day. When Governor Muhammadu Abubakar Rimi came to power as the first civilian Governor of Kano State, his administration also made effort to improve water supply in Kano Metropolis. The administration voted N 11, 500, 000 in order to lay down a network of pipes covering 447.km in 164 areas of Kano Metropolis (Yakasai, 2015: 75). The projected areas covered included residential, industrial, commercial and institutional centers. As a result of this, by the years 1982, water supply in Kano Metropolis rose to 113 Million cubic liters per day in Kano Metropolis (Yakasai, 2015: 75-76).

However, as time went on and as the population of the area continued to increase, the demand for water supply also increased. The table below shows the annual supply of portable water and the demand for portable water in Kano Metropolis from 1985 to 1990.

**Table 1.3: Showing Annual Water Demand and Output of Treated Water in Kano Metropolis, 1985-1990 in Million Cubic Metres.**



From the table above, water demand in Kano Metropolis increased from 71.91 million cubic metres in 1985, to 105.85 million cubic metres, in the year 1990, which indicated an increase of 33.94 million cubic metres over a period of five years. The increase in the demand of water in Kano Metropolis was majorly caused by the increase in population, as well as increase in the number of commercial activities that went on in the area during the period under review. But looking at the supply of treated water in the area, it also improved greatly from 47.78 million cubic metres in 1985 to 56.66 million cubic metres in 1988. However, there was emergence of sudden decrease in the quantity of treated water; it dropped from 56.66 million cubic metres in 1988 to 15.03 million cubic metres in 1990. This was caused by factors such as failure of the machines that were used in the treatment plant and the inadequacy of the treatment plant. This is what made the government of Kano State to develop the idea of establishing other treatment plants, in the name of third Challawa and Gano treatment plants. The completion of these treatment plants was not hastened. In fact the Gano treatment plant was totally abandoned. In view of this, scarcity of water in Kano Metropolis continued unabated.

Kano Metropolis also witnessed the shortage of water supply particularly during the administration of Governor Muhammadu Abubakar Rimi. This is because, Kano Metropolis being a commercial

continued to experience rapid population growth commercial and industrial activities. The success of on the availability of water for both domestic and This made water supply necessary in Kano

treatment plant that was established in Kano of Challawa, which was constructed between 1928 ddled with the responsibility of water supply to vironers. The initial capacity of the plant was 4.5 y. In view of the increasing demand of water the xpanded, by developing its capacity to 20 million

ct that Kano Metropolis experienced rapid growth owing the creation of Kano State in 1967, the Governor Audu Bako accorded priority to the development of water resources in Kano State. For this reason, Water Resources and Engineering Construction Agency (WRECA) was established as a separate agency under the supervision of the Ministry of Works and Housing for the purpose of the provision of water for domestic and industrial uses (Dungurawa, 2002: 235).

As Kano metropolis continued to experience growth and expansion, the supply of water to the inhabitants of the area became more challenging than in previous years. This made the state government to split WRECA into two in 1991. This effort led to the emergence of two separate organizations each in charge of provision of water in Kano State. These agencies were the Kano State Water Board and Water Resources and Engineering Construction Agency (WRECA) (Dungurawa, 2002: 236). These organizations continued to serve the function of provision of water to the inhabitants of Kano Metropolis, as well as to the inhabitants of the state in general up to 1997. The year 1997 marked a turning point in the history of water supply in Kano State. This is because the state government noticed that the task of provision of water supply in Kano state in general was beyond the power of the two agencies mentioned above, as such, the state government created another agency known as Rural Water Supply



and Sanitation Agency (RUWASA) in 1997 (Dungurawa, 2002:237). This agency was saddled with the responsibility of supply of clean drinkable water to the inhabitants of rural communities of Kano state.

### **Electricity Supply in Kano Metropolis**

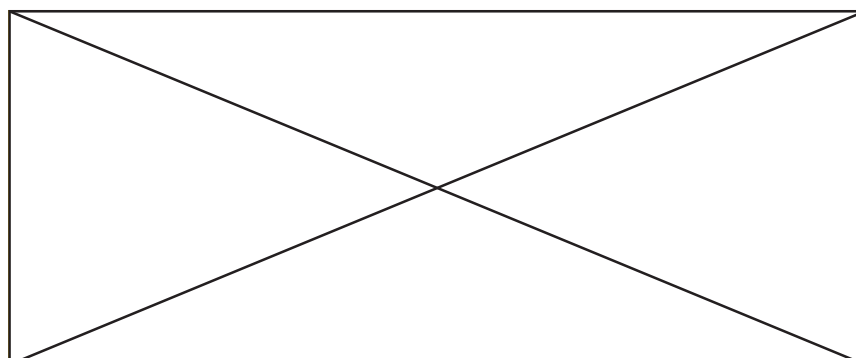
Electricity is an important urban infrastructure, which is needed for the development of any urban center. The development of electricity supply in Kano Metropolis started since the colonial period. In 1927, the secretary of Northern Provinces of Nigeria issued a memo to the residents of all provinces in Northern Nigeria on the need to provide electricity for all the major cities and towns in the region (Akpen, 2019: 124). Following this, some towns were considered and proposed for electricity scheme. Kano was among these towns that were proposed for electricity in 1927. The project for the supply of electricity in Kano Metropolis began in 1928 and it was funded by Kano Native Authority (N.A). Kano Metropolis witnessed unprecedented progress in the development of urban amenities. This occurred due to the efforts of the then resident of Kano province, Mr. C.W. Alexander who initiated the projects. This was complemented by the effort of the Emir of Kano Abdullahi Bayero who ensured that the project for the supply of electricity in Kano Metropolis was executed. This is because it was during his reign (1926-1953) that the proposal to construct water scheme was expanded to include electricity generating plant (Akpen, 2019:131). The estimated amount of money for the two projects was £304,000. During this period, the Kano Native Authority (N.A) reserve was £349, 015, which was enough to cover the cost of materials and transportation from England. In view of this, power station consisting of 2 No. 300kw 3-phase 400 volts 50 cycles' alternators with triple expansion engine was installed and commissioned in Kano Metropolis in 1930 (Akpen, 2019:132). The effort of Kano Native Authority in the provision of electricity in the Metropolis was quite impressive because the development of electricity during this period was speedy (Akpen, 2019: 132).

By the time Governor Audu bako took over as the Military Governor of Kano State in 1967, electricity supply was the responsibility of Electricity Company of Nigeria (ECN), later known as National Electric Power Authority (NEPA) and more recently renamed Power Holding Company of Nigeria (PHCN). During this administration, Governor

Audu Bako paid attention to the supply of electricity in Kano Metropolis. This is because the Metropolis served as the industrial, commercial and administrative nerve center of Kano State (Shehu, 1997:188). The new industrial areas that were established at Sharada and Challawa were connected with electricity during this administration. This made the various industries located in these industrial layouts to start on a sound footing.

The electricity daily requirement for Kano Metropolis in 1985 stood at 66Mw, being an industrial and commercial center. By this period, the source of electricity to Kano was the national grid. Meanwhile, the supply of electricity remained epileptic. As such, the available units of electricity supplied to Kano were allocated to residential, commercial, industrial and other uses. The table below shows units of electricity sold and revenue collected by type of consumers in Kano Metropolis, from 1991 to 1995.

**Table 1.4: Units of Electricity Sold and Revenue Collected by Type of Consumers in Kano Metropolis, 1991-1995**



#### **Road Construction and Management in Kano Metropolis**

The Kano Native Authority kick started the activity of road construction in post colonial Kano Metropolis, in which some major roads in the Metropolis were constructed. The administration of Governor Audu Bako for instance, constructed numerous roads in Kano Metropolis. The roads that were constructed during this administration were mainly dual carriageways with pavements and street lights. The construction of dual carriage in Kano city during this administration was the first of its kind in the history of Kano. The roads were also tarred which were

in high demand in the city during the period. This is because when Kano State was created in 1967, the metropolis was faced with problems of inadequate roads, especially during the rainy season (Shehu, 1997: 139). The construction of these roads was remarkable and unprecedented in the history of Kano Metropolis. This is because the project was the first of its kind in the history of Kano metropolis. The provision of this infrastructure was important in the metropolis. This is because being a commercial center and capital of Kano State, the city attracted numerous migrant groups into the area. With the influx of immigrants and natural increase in population; good roads were essentially needed in order to ease the movement of people and services in and around Kano city.

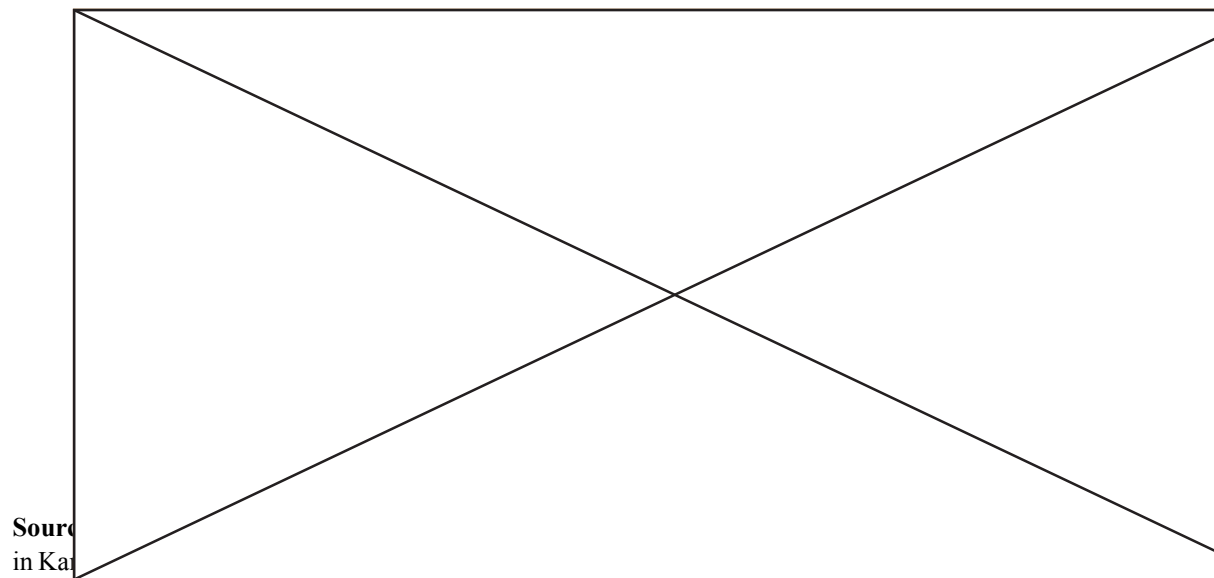
In order to improve the transportation system in Kano city, in 1971 the administration of Audu Bako initiated the construction of six new roads in Kano city and the repair of the few existing ones. The new roads included the following. The first was the Palace Road - stretching from Kofar Nassarawa to Emir's Palace and passing by the western side of the Palace to Mandawari. The second road was the Rimi Road - starting from Kofar Nassarawa to Rimi Market to the roundabout near the city Hospital. The third was the Kofar Mata Road - starting from Fagge through Kofar Mata and the city Hospital and through the central Mosque, Daneji, Mandawari-Dandago to Warure. The fourth was the Kofar Mazugal Road - from Tashar Kuka through Kofar Dawanau joining Katsina road. The fifth was from the city to Zungeru road linking the Katsina road. The sixth started from Bello road near the east end of Sabon Gari Market by Hadejia road to Airport road and linking Katsina road (Shehu, 1997:168).

Before the end of the tenure of Governor Audu Bako, the above mentioned roads were completed, with the exception of Kofar Mata Road, which did not extend to the area referred to as Sabon-Titi-Mandawari road. Similarly, there was also the expansion of earlier constructed roads, which was embarked by the Northern Regional Government. The roads included: Kofar Mazugal road, Kofar Nassarawa to Emir's Palace road, Dala and Dawanau roads. In addition new roads were constructed in areas such as Katsina road, Kofar Mata, Airport road, Murtala Muhammad way, as well as Hadejia road. These roads were termed as inner ring roads, which were meant for vehicle getting into Kano city. In order to ease traffic congestion and make the

movement of vehicles easy within the city, additional roundabouts were constructed in all areas where junctions existed. Similarly, traffic lights were provided in certain junctions in order to maintain orderly flow of vehicles (Shehu, 1997: 169).

During the fourth republic administration, the various Governors of Kano state gave attention to the provision of road network in Kano Metropolis. During the administration of Governor Rabi'u Musa Kwankwaso, from May, 1999 to May, 2003, various road construction and repair projects were carried out in Kano Metropolis. This was done in order to improve the condition of the roads in the area (Dungurawa, 2002:194). For example, from May, 1999 to December, 1999, the administration carried out road construction and reconstruction in Kano Metropolis. The table below shows the list of the roads constructed and repaired as well as the amount of money spent on the projects.

**Table 1: 5: Roads Construction and Repair, in Kano Metropolis, May, 1999-December, 1999**



From the table above therefore, it can be clearly seen that three road management projects were carried out and two road construction

projects were carried out respectively. The total amount of money spent on the project was N34, 872, 000.00. This was carried out during the period of eight months. However, other important projects on road construction were conducted by the administration in the years that followed after 1999.

Similarly, from January to December, 2000 more road construction and reconstruction projects were conducted in Kano Metropolis by the administration of Governor Rabi'u Musa Kwankwaso. Some of these projects were single handedly funded by Kano State Government while others were jointly funded by Kano State Government and the participating Local Government Areas. The state government carried out five road construction projects from January to December, 2000. These projects were executed by Kano State Environmental Planning and Protection Agency on behalf of Kano State Ministry of Land and Physical Planning. The total amount of money spent on these projects was N 66,203,807.88. These projects were carried out for the purpose of urban renewal programme in Kano Metropolis (Dungurawa, 2002: 195). Similarly, from January, 2000 to December, 2000, the state government in conjunction with participating local government areas executed three road construction projects. The cost of the project was N37, 147,124.91. This also assisted in making the roads of Kano Metropolis passable.

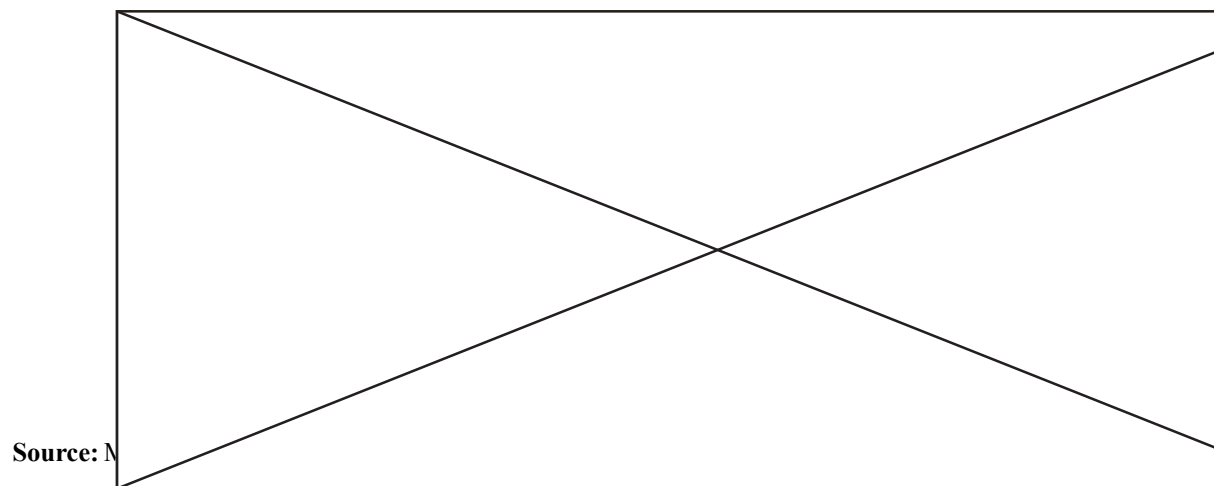
In addition, from January to December, 2001, the state government executed Twenty one road construction projects. The cost of the project was N 1, 062,891, 108.29. In order to complement this, the state government also continued with road reconstruction and maintenance in Kano Metropolis. It was during this administration that the idea of roadside paving with interlocking blocks was introduced in Kano Metropolis. Thus, in the year 2001 N18, 000,000.00 was spent on road maintenance, while N20, 000,000.00 was expended on the construction of roadside pavements, which covered 9000 square meters in various locations in the Metropolis (Dungurawa, 2002:195). Similarly, from January, to November, 2001, the state government and participating local government area carried out four road construction projects under the joint priority projects. The amount of money spent on the projects was N 80,000, 000.00 (Dungurawa, 2002:195).

Kano State government executed five road construction projects from January to December, 2002, in Kano Metropolis, costing N169,

503, 408.90. These projects that were executed by the administration of Governor Rabi'u Musa Kwankwaso have assisted in making the roads of Kano Metropolis good and passable. However, most of the roads that were constructed during this administration were concentrated in the core urban areas, while the slum areas of the metropolis were neglected. This implied that the policy of road construction during this period can be said to be discriminatory.

In the same vein, when Governor Ibrahim Shekarau took over as the Civilian Governor of Kano State on 29<sup>th</sup> May 2003, he also made an effort towards road construction and reconstruction in Kano Metropolis, being the capital city of the state, as well as the commercial nerve center of the state in particular and Northern Nigeria in general. Road networks were also provided in Kano Metropolis because by world standard, a good road network in urban centers is essential (Yusuf, 2010: 324). Therefore, this made road construction and reconstruction a top most priority in the administration. It was argued that the administration of Governor Ibrahim Shekarau spent huge amount of money on road construction and rehabilitation in the Metropolis. The table below shows the amount of money spent by Shekarau's administration on road construction and reconstruction in Kano Metropolis, between 2003 and 2007.

**Table: 1.6: Expenditure for the Development of Roads in Kano Metropolis, 2003-2007**



From the table above, it can be observed that expenditure on the construction and rehabilitation of roads in Kano Metropolis during the administration of Governor Ibrahim Shekarau has been on the increase. It was only in 2005 that the expenditure on roads declined minimally. The expenditure on roads in 2004 was 1,325,335,005.94 but it declined to 787,001,223.93 in 2005.

### **Drainage Construction in Kano Metropolis**

Drainage construction was started by Kano Native Authority in the post colonial period. Following the creation of Kano state in 1967, the administration of Governor Audu Bako continued on that direction. This is because as roads were constructed, drainages were provided in various locations in the Metropolis (Haruna, 1996:43). Similarly, during the administration of Governor Rabiu Musa Kwankwaso, various drainages were constructed, reconstructed and cleaned in Kano Metropolis. For example, his administration constructed, reconstructed and cleaned a number of drainages in Kano Metropolis from May 1999 to November, 2001. The table below shows the list of drainages that were constructed, reconstructed and cleaned in Kano Metropolis from 1999 to 2001.

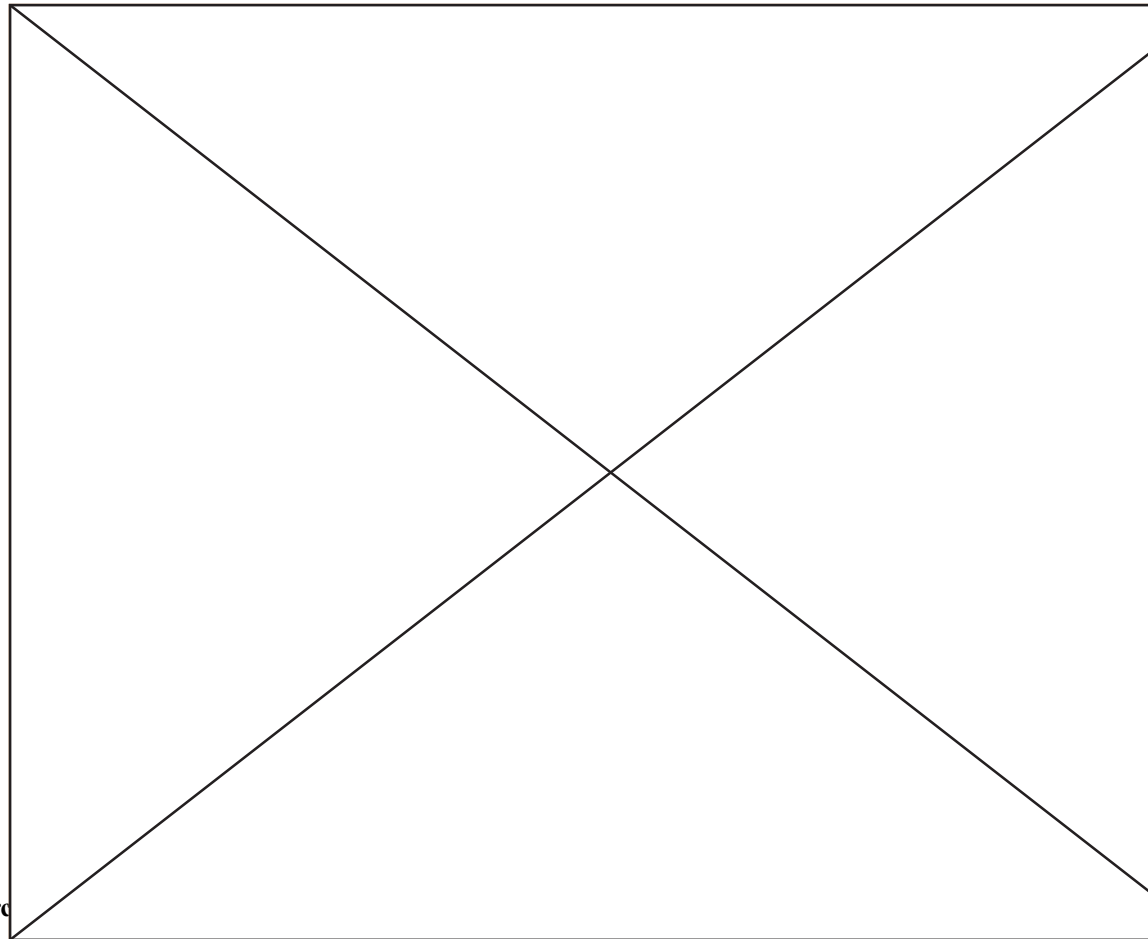
**Table 1:7: List of Drainages Constructed in Kano Metropolis, 1999-2001**

From the table above, one major culvert at airport road sewage was reconstructed; drainage was constructed at Yankaba quarters. Similarly, several major drainages were cleaned in various locations in Kano Metropolis, from May, 1999 to November, 2001. The total amount

of money expended on these projects was 16, 570, 000 Million Naira. These projects have assisted in reducing the incidence of flooding in some areas of the Metropolis.

This period 2003 to 2007 also witnessed the construction of new drainages in Kano Metropolis under the administration of Governor Ibrahim Shekarau. The drainages that were constructed during this period are shown in the table below.

**Table: 1.8: List of Some Drainages Constructed in Kano Metropolis, 2003-2007**



Source



From the table above it can be seen that Twenty Nine drainages were constructed in various locations in Kano Metropolis, from 2003 to 2007. These drainages were constructed in order to drain water in these areas.

### **Fly Over and Underpass Bridges in Kano Metropolis**

In view of the rapid population growth experienced in Kano Metropolis, some of the major roads and major junctions in Kano Metropolis became congested. This made traffic movement very difficult, especially during the evening hours when people were going back to their respective homes after doing businesses. It was as a result of this that Kano state government came up with the idea of constructing fly-over and under pass bridges in order to ease traffic congestion in the city. Between 2012 and 2015, three fly over and two under pass bridges were constructed by Kano state government. The table below shows the list of fly over and under pass bridges constructed in Kano Metropolis.

**Table:1 .9: List of Fly Over and Underpass Bridges in Kano Metropolis, 2012-2015**

From the above table, it can be seen that three fly over and two under pass bridges were constructed in Kano Metropolis. In these projects huge amount of money was spend for their construction. The construction of these fly over and under pass bridges has reduced traffic congestion in these areas.

### Conclusion

The paper examines urbanization and the provision of urban infrastructure in Kano Metropolis. The paper argues that urbanization and provision of urban infrastructure goes hand in hand. This is because it is the supply and maintenance of infrastructure that makes a city on the one hand and formed the basis for the proper functioning of any city on the other. However, in the case of Kano Metropolis, the provision of urban infrastructure, such as roads, drainage, water supply, electricity have not been adequate. This is because the teeming population of the metropolis exerts pressure on the existing infrastructure, which coupled with the fact that there was no continuity in the implementation of a particular development plan that was specifically designed for the metropolis. Although the successive administrations have tried in the provision of urban infrastructure in Kano Metropolis, more need to be done to correspond to the ever rising population in the metropolis.

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