Abstract

In the twentieth century, one attempted solution to real and perceived problems of large cities has been the construction of small new urban areas, intended to redistribute population and activities from the main city, creating a new form of urban society. Ajoda New Town highlights recent trends in Nigeria to orchestrate the use of new towns as strategic instruments for attempting to cope with rapid urban population growth of the major cities, and the resultant pressures on urban infrastructure which this creates. The Ajoda New town idea was conceived and developed primarily to relieve the population pressure on Ibadan, where the massive influx of people has led to a scarcity of housing, to unemployment, to traffic problems and to the congestion of schools, hospitals and other social facilities and created pressure on the supply of energy and all other municipal services. This paper examines the proposed master plan for the new town development in comparison to the present state of development in the new town. The neighbourhood design concept was adopted for the preparation of the master plan of Ajoda New Town and the development was to follow a three-stage development process- Phase 1, Phase 2 stage 1 and Phase 2 stage 2. Two conceptual frameworks was adopted for the study; the New Town concept and the concept of Sustainable development. Data for this study was elicited from primary and secondary sources and analyzed with SPSS 20.0. Qualitative and quantitative techniques were used for data collection and analysis. 287 questionnaires were administered in the study area using the simple random technique. The secondary data used include books, journals, materials and maps from the Oyo State Housing Corporation. The findings reveal that several years after its creation, Ajoda New Town is yet to significantly measure up to the objectives for its creation as less than 20 percent of the entire New Town land area is developed according to the master plan expected to guide the New town development. Also, the New Town lack adequate infrastructural facilities and thus not independent of the city of Ibadan as it was intended to, leading to more pressure on the Ibadan city facilities and available jobs. The
study suggests collaborative and sustainable approaches that can inform future policies and implementation of Growth Areas.

Keywords:
Ajoda, City, Infrastructure, New Town, Urban

1. Background to the study

1.1 Introduction

The rapid increase in the population and physical expansion of major Nigerian cities and the consequent pressures on urban infrastructural facilities and services—housing, transportation, water supplies, electricity and jobs—have led to an intensified search for possible solution strategies. Various attempts have been made to expand urban infrastructures in order to cope with these problems (Okpala, 2006). In recent years, the strategy of building satellite/new towns around some of the major cities has been adopted in different regions across the world and in Nigeria as no exception. These towns are generally conceived as a means of decentralizing the population and of counteracting the rapid growth of the major cities.

A new town can be referred to as a self-contained and self-governing community, city, or town built according to a detailed plan on an undeveloped stretch of land, typically designed to serve a mix of residential, commercial, and industrial needs. It is also called satellite towns and is normally located on the edge of a long existing metropolitan area with the purpose of developing a self-sustained community that will help decongest the larger metropolitan area.

Ajoda New Town is located at about 16 kilometres east of the City of Ibadan on the Ibadan-Ife Road on about six thousand hectares of land. Primarily the New Town was developed to relieve the population pressure on Ibadan, where the massive influx of people has led to a scarcity of housing, to unemployment, to traffic problems and to the congestion of schools, hospitals and other social facilities and created pressure on the supply of energy and all other municipal services. The population explosion has also led to uncontrolled development and misuse of available land, as areas of specific uses were not allotted in Ibadan. The new town idea was conceived in 1976, in rather spontaneous circumstances by the then Military Governor of Oyo State who, after discussing the need for a satellite town, instructed the State Housing Corporation and the State Ministry of Lands and Housing respectively to prepare and submit to him, within one month, a Master Plan for a new settlement in the environs of Ibadan. This was done on schedule and the present Ajoda site selected for the new town. The conception and launching of this development was so rapid that it has been said that the town was created by the Military Governor literally by the use of a magic wand, in a manner reminiscent of the order ‘Let there be a new town, and there was a new town’ (Okpala, 2006). Ajoda is designed ultimately to accommodate 250,000 people. The stated objectives of the new town are to regulate the growth of Ibadan City, either by decongesting it or by acting as an anti-magnet to incoming population; to improve the physical environment of the Ibadan region; and to build a model town of which Oyo State can be proud.

Development of New Towns are expensive, particularly the provision of their infrastructure. Thus, while the services may be desirable, they represent a particular problem to finance. Physical development activities in
New towns helps to promote self-sufficiency and subsequent growth of these towns and in all drives home sustainability.

1.2 Aim of the Study

The study involves an operational review of the proposed master plan for the Ajoda new town development in comparison to the present state of development in the new town. The study adopts the New Town concept as well as the concept of Sustainable Development. The study draws conclusions from the New Towns experience that can inform policy and implementation of the Growth Areas Strategy in the future.

2. Literature Review

Two conceptual frameworks was adopted for the study; the New Town concept and the concept of Sustainable development.

The New Town Movement was derived from the Garden City Movement, founded by Ebenezer Howard in the late 1800s as an alternative to the over-crowded, polluted, chaotic and miserable industrial cities that had appeared in Britain. Arguably, New Towns are in fact Garden Cities. They essentially contain all of Howard’s original ideas and concepts, but go further by adapting to the context of time in which they were built. One could argue that this made New Towns more achievable than Garden Cities. The modern history of ‘new towns' began in England at the turn of the century. New Towns were not intended as either Industrial estates or Dormitory suburbs. The principles were that they become self-contained communities combining the conveniences of town life with the advantages of the country. They were conceived as towns to be based on human needs, able to ward off the ‘evils of the industrial society’. They were therefore to be free standing, not suburbs or dependent on near-by major cities.

New towns have attempted to create an ideal society, often based on a consensual universal middle-class, through an ideal urban area. Yet this has been problematic for the simple reason that a vision of an ideal formulated by one social group - here, planners, architects and politicians - excludes the different desires and needs of other social groups who may not aspire to middle-class conformism. The term, sustainable development, was popularized in Our Common Future, a report published by the World Commission on Environment and Development in 1987. Also known as the Brundtland report, Our Common Future included the classic definition of sustainable development as ‘development which meets the needs of the present without compromising the ability of future generations to meet their own needs’.

With the raise of urban sprawl and metropolises, New Towns have been created to prevent anarchic urban development and answer to demographic growth. They were considered as a planning option to alleviate the congestion of metropolitan areas, and a way to achieve balanced territorial development (Gaborit and Kullberg, 2010).

For a new Town to be termed sustainable, it must be economically healthy, socially balanced as to be able to accommodate various household types and age groups; prioritize walking, cycling and public transport, and minimize the need to use cars; deliver a quality of life which residents and visitors are entitled to expect, in
terms of amenity, safety and convenience; provide a good range of community and support facilities; present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained; promote the efficient use of land, water and of energy, and minimize greenhouse gas emissions; provide efficient sewerage and storm water management system; provide a mix of land uses to minimize transport demand; enhance and protect the green infrastructure and biodiversity; and enhance and protect the built and natural heritage (Peck and Dauncey, 2000).

3. Study area

3.1 Location and Size
Ajoda New Town is located about 15 kilometres east of the City of Ibadan on the Ibadan-Ife Road. The new town idea was conceived in 1976. Ajoda is designed ultimately to accommodate 250,000 people. The site is located north-east of Ibadan and the geographical location is defined as Longitude 4° 2' East of the Greenwich Meridian and Latitude 7° 23' North of the equator (See figure 1.1). To the west, Ajoda new Town is bounded by the Omi River and in the North by the New Iwo road.

3.2 Objectives and Management of the New Town

The stated objectives of the new town are to regulate the growth of Ibadan City, either by decongesting it or by acting as an anti-magnet to incoming population; to improve the physical environment of the Ibadan region; and to build a model town of which Oyo State can be proud. The area designated for the construction of Ajoda New Town consists of approximately 6,000 hectares (12,500 acres).

At first creation of the New Town, it was being managed and administered by Ajoda New town Development Corporation. Meanwhile, on April 1st, 1996, Oyo State Government established an edict which led to the merger of the Property Development Corporation of Oyo State with Ajoda New Town Development Corporation and later christened it Oyo State Housing Corporation and since the merger, the management and administration of the new Town has been under the control of Oyo State Housing Corporation.
Figure 1.1: Oyo State in Nigeria context (1)- Ibadan in Oyo State context (2)- Egbeda Local Government in Ibadan context (3)- Ajoda New Town in Egbeda Local Government (4)- Ajoda New Town Map (5)
Source: Oyo State Housing Corporation (2018)
3.3 Land Use Allocation of the Ajoda New Town

This shows the distribution of land uses on the site of the New Town. Table 1.1 shows the area occupied by each proposed land-use in percentage.

<table>
<thead>
<tr>
<th>LANDUSE</th>
<th>PERCENTAGE OF TOTAL AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>48.0</td>
</tr>
<tr>
<td>Circulation</td>
<td>14.8</td>
</tr>
<tr>
<td>Industrial</td>
<td>10.0</td>
</tr>
<tr>
<td>Playgrounds</td>
<td>10.0</td>
</tr>
<tr>
<td>Other Public uses</td>
<td>10.0</td>
</tr>
<tr>
<td>Commercial</td>
<td>5.5</td>
</tr>
<tr>
<td>Railway Property and Station</td>
<td>0.46</td>
</tr>
</tbody>
</table>

Table 1.1: Land Use Analysis for the New Town

Land use allocation for the new town emphasizes residential development occupying 48.0 per cent of the developed area. Circulation, is allocated 14.8 per cent the new town. The relatively large proportion (20.0 per cent) of the city allocated to play grounds and public uses reinforces the residential emphasis of the new town. The self-generating employment base is allocated 10.0 per cent, commercial land use cover 5.5 per cent and Railway Property and Station is allocated 0.46 of the developed area of the New Town.

3.4 Ajoda New Town Master Plan

The Ajoda New Town Master Plan was prepared and submitted in six bounded volumes to the Oyo State Government by the main Consultants Messrs SF-Bau of Cologne, West Germany.

The vision of the New Town includes the following:

i. The Master plan provides for comprehensive infrastructure services, including a modern road network, power supplies, sewerage and telecommunications. Equipped with such facilities, not only will the existing population of the area be better served but the possibility of expanding to a better and more competitive economy as a whole will be greatly assisted.

ii. The infrastructures will be complemented by the provision of schools, hospitals, and shopping centres, as well as leisure, health and sport facilities.
iii. It is intended that the master plan serves as a control instrument towards the orderly construction of the New Town through the co-ordination of planning and construction.

The neighborhood design concept was adopted for the New Town development.

Figure 1.2: Ajoda New Town according to Phases of Development
Source: Ajoda New Town Master Plan (1978) and Author’s compilation (2018)
Figure 1.3: Health Clinics and General Hospital by Phases of Development
Source: Ajoda New Town Master Plan (1978) and Author’s compilation (2018)

Figure 1.4: Proposed Educational Facilities according to Phases of Development
Source: Ajoda New Town Master Plan (1978) and Author’s compilation (2018)
Figure 1.5: Population distribution by Phases of Development
Source: Ajoda New Town Master Plan (1978) and Author’s compilation (2018)

Figure 1.6: Sport Facilities and Public Open Spaces by Phases of Development
Source: Ajoda New Town Master Plan (1978) and Author’s compilation (2018)
Figure 1.7: Technical Infrastructures according to Phases of Development
Source: Ajoda New Town Master Plan (1978) and Author’s compilation (2018)

Figure 1.8: Places of Religious Worship and Cemeteries by Phases of Development
Source: Ajoda New Town Master Plan (1978) and Author’s compilation (2018)
4.0 Methodology

Data for the study was elicited from two sources namely primary and secondary. The primary data sources include structured questionnaires administered to the residents of the New Town and the Planning Officials at the Oyo State Housing Corporation, interview and field observation. The secondary data sources include maps and necessary information as regards the history, plan and functionality of the New Town from the Oyo State Housing Corporation (OYSHC). Also, the population and housing stock data was collected from the National Population Commission and literatures retrieved from journals, textbooks and relevant documents were also used.

Ajoda New Town is composed of 110 neighborhoods. However, for the purpose of this study, 7 neighborhoods and the main Ajoda Housing Estate were identified and used for the study. A reconnaissance survey to the 8 settlements and the information collected from the Oyo State Housing Corporation revealed a total number of 5549 buildings and other physical development activities like transportation routes, infrastructural facilities such as water and electricity, educational facilities, commercial facilities and other facilities such as petrol station. 5% of the buildings in the 8 selected settlements were included in the sample which gives a total number of 287 questionnaires administered in the study area. These were randomly administered in the identified locations by using the major streets and the housing stock on them. Also an institutional questionnaire was administered to the Planning officials at the Oyo State Housing Corporation. Data retrieved was then sorted and analyzed with SPSS 20.0 software and results generated.

5.0 Findings and Discussions

5.1 Socio economic characteristics of Respondents

The 7 neighborhoods and the main Ajoda Housing Estate used for this study were adjudged the most developed of all the 110 neighborhoods in the New Town; by the Oyo State Housing Corporation because of their closeness and easy accessibility to the Ibadan- Ife express road, Ibadan (Monatan) - Iwo road and the Egbeda-Erunmu road. Hereafter, a total of 287 questionnaires were administered in the study area by a simple random selection of 5% population of each settlement chosen; 105 (36.6%) in Erunmu, 18 (6.3%) in Ataari, 6 (2.1%) in Abidolu, 39 (13.6%) in Oluwo, 7 (2.4%) in Olugbojo, 55 (19.2%) in Owo-Baale, 47 (16.4%) in Egbeda, and 10 (3.5%) in Ajoda Estate. The educational qualification of respondents shows that, of the 287 respondents, 20 (6.9%) have no Formal education, 80 (27.9%) are Primary school leavers, 133 (46.3%) hold Secondary School Certificate, while 54 (18.8%) attended Tertiary Institutions. 233 persons of 287 are employed while the remaining 54 are not employed and out of the 233 (81.85%) that are employed, 20 (7.0%) are engaged in Farming, 33 (11.5%) are engaged in Civil Service, 49 (17.1%) work in Private Establishments and 131 (45.6%) are Artisans. 54 respondents (18.8%) have lived in the New Town since birth, 111 respondents (38.7%) have stayed within the New Town between the period of 1-5 years, 82 respondents (28.65) have stayed within the New Town area between 6-10 years, 10 respondents (3.5%) between 11-15 years and 30 respondents (10.5%) above 15 years.
5.2 Physical Developments in Ajoda New Town

Ajoda New Town is composed of 110 neighborhoods and from the reconnaissance survey conducted, the physical structures available in the New Town were documented. The table (1.2) below presents the physical developments available at present in Ajoda New Town.

Table 1.2: Infrastructures and Amenities present in Ajoda New Town and the Villages where located

<table>
<thead>
<tr>
<th>S/N</th>
<th>INFRASTRUCTURES/ AMENITIES</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Transport Network</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a. Tarred</td>
<td>Egbeda, Erunmu, Owo Baale</td>
</tr>
<tr>
<td></td>
<td>b. Untarred</td>
<td>Egbeda, Erunmu, Ataari, Abidolu, Oluwo, Ajoda Estate, Olugbojo, Owo Baale</td>
</tr>
<tr>
<td></td>
<td>2. Rail</td>
<td>Ataari</td>
</tr>
<tr>
<td></td>
<td>3. Water</td>
<td>---</td>
</tr>
<tr>
<td></td>
<td>4. Air</td>
<td>---</td>
</tr>
<tr>
<td>2</td>
<td>Public Electricity</td>
<td>Egbeda, Erunmu, Abidolu, Oluwo, Ajoda Estate, Owo Baale</td>
</tr>
<tr>
<td>3</td>
<td>Drainage Network</td>
<td>---</td>
</tr>
<tr>
<td>4</td>
<td>Sewage Network (personal)</td>
<td>Egbeda, Erunmu, Ataari, Abidolu, Oluwo, Ajoda Estate, Olugbojo, Owo Baale</td>
</tr>
<tr>
<td>5</td>
<td>Public Water supply</td>
<td>---</td>
</tr>
<tr>
<td>6</td>
<td>Waste disposal Infrastructures</td>
<td>---</td>
</tr>
<tr>
<td>7</td>
<td>Private Toilet</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Private</td>
<td>---</td>
</tr>
<tr>
<td></td>
<td>2. Public</td>
<td>Egbeda, Erunmu</td>
</tr>
<tr>
<td>8</td>
<td>Commercial Centres</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Convenient shops</td>
<td>Egbeda, Erunmu, Ataari, Abidolu, Oluwo, Ajoda Estate, Olugbojo, Owo Baale</td>
</tr>
<tr>
<td></td>
<td>2. Shopping Centers</td>
<td>Egbeda, Erunmu</td>
</tr>
<tr>
<td></td>
<td>3. Central market</td>
<td>Erunmu</td>
</tr>
</tbody>
</table>
5.2 Challenges of physical development activities in Ajoda New Town

The challenges of physical development activities in Ajoda New Town based on the responses of the residents are highlighted as follow: 7.7% of respondents agreed to the problem of land ownership dispute, 43.9% stated that the major challenge is with Government acquisition and hold on land which makes people skeptical to acquire land within the New Town for development purposes, 35.2% said lack of infrastructural facilities is the major challenge of development activities in the New Town, 2.1% attributed it to the problem of insecurity, 7.3% said land speculation problem is a major challenge, while the remaining 3.8% said it is caused by delay/inconsistencies of the Government in carrying out proposed plans.
The Town Planning Department of the Housing Corporation is the Department in charge of development activities in the New Town. An interview was also conducted involving the Planning Officer in charge of the Ajoda New Town. He stated that Ajoda New town was created in May 1978 with the objective to relieve the urbanization pressure in the capital city of Oyo State (Ibadan metropolis), to create hierarchy in urban settlement and to stimulate agricultural activities in the rural hinterland. After the government acquired about 6000 hectares for the development of the New Town, the initial settlers of the villages integrated were not however re-settled; instead, they were integrated and given a setback for their development purpose while the remaining land were termed State Land. However, the objectives of New town is not being achieved basically due to lack of progressive involvement of locals in the development of the New Town and change in Government which has led to the abandonment of the project which in turn encourages encroachments by discontented villagers. Hence, development activities are not strictly in line with the Master Plan guiding the New Town development and this is due to Litigation and strong resistance by the unsatisfied Villagers. Other challenges to physical development activities in Ajoda new town include strong opposition to physical development control by the villagers.

5.4 Assessment of the Ajoda New Town development Master Plan

The whole idea of the development of Ajoda New Town was avowed to be well intended and this is seen in the various plans and publications prepared for the development of the New Town. There are eight volumes of the Master plan of the New Town designed and documented by the SF Consultants of Nigeria in 1978 with the then Ajoda New Town Corporation and now with the Oyo State Housing Corporation. With respect to the Ajoda New Town, its location is said to be well perceived and the design concept adopted was the neighborhood design concept. The Ajoda New Town Corporation was created to oversee the activities of the New Town and was located at the centre of the New Town. However, in 1996, the Ajoda New Town Corporation was merged with the Oyo State Housing Corporation. Now, the Ajoda New Town is being managed as one of the several housing Estates in Ibadan.

The 1976-1978 initiated the project and this regime was fully committed to the course, 5 other regimes which followed showed no interest in the development of the New Town, not until the 6th regime between 1988-1990 was prominence again given to the development of the new Town; roads were constructed and the Ajoda New Town Corporation staffs were moved to Ajoda, six regimes after this also, no notable achievement was made on the New Town development. However, during the 1999-2003 tenure, the Ajoda New Town Estate was built comprising of 100 housing Units, the housing units were sold to private individuals by the 2003-2007 tenure but due to the install-mental payment arrangement of housing acquisition made by the Government with the buyers, it was the 2007-2011 tenure that collected the money. Now, during the present Administration, (2011 till present), some plans were proposed for the further development of the New Town; these include the proposed Technical University to be located in Erunmu and the proposed Dry Port in Ataari but none of these development have commenced.

The development of Ajoda New Town was to follow a three stage development process- Phase 1, Phase 2 stage 1 and Phase 2 stage 2. Figure 1.3, 1.4 and 1.5 shows the Goggle imageries of Ajoda New town according to the intended phases.
5.4.1 Phase 1

The arrangement of the main components within the first phase of the master plan is determined by the general design criteria for the disposition of land uses in the new town. Phase 1 was planned to accommodate 100,000 inhabitants. Four district centres are included in phase 1 and each district centre is to serve between 20,000 and 30,000 inhabitants with a maximum walking distance to the centre of 1km. approximately one-third of the district centre is to be built in the first phase. Phase one was to accommodate 10 pre-school, 19 primary schools, 3 secondary schools, 1 vocational training centre, 1 industrial development service centre and 1 improvement centre for vocational skills; 1 health clinic and 1 primary health centre; 2 mosques, 2 churches, 2 cemetery, 1 cinema, and 1 hotel; 40 playground for 3-6 year age group, 20 play and sport field for 12-17 year age group, and 17 sport fields in schools for 12-17 year age group. Technical infrastructures in this phase include parking lots, petrol filling stations, fire sub-stations, treatment plant, tipping ground, telephone switching sub-centre, refuse collection equipment depot, and landscape maintenance depot.

However, the existing situation of the phase 1 as shown in A of Figure 1.3 shows scattered development to the west, south and east of the land area. The facilities stipulated to be include in the phase 1 as stated above, facilities like districts centres, schools, playground, cinema, fire sub stations, treatment plant, refuse collection equipment depot, and landscape maintenance depot are evidently missing in the area based on the field visit to the New Town. And the available facilities like schools, worship centres and petrol filling station where available are grossly located across the landscape, far from the dictates of the Master Plan establishing the New Town.
Phase 2 stage 1 was planned to accommodate 75,000 inhabitants. Phase 2 stage 1 was to accommodate 6 secondary schools; 15 pre-primary schools, 17 primary schools, 1 school for handicapped children and 1 technical-vocational institution; 1 health clinic and 2 primary health centre; 18 places of religious worship, 1 cemetery, and it was intended to house high density, medium density and low density population. Technical infrastructures in this stage include parking lots, petrol filling stations, fire station, bus station, high voltage sub-station, telephone switching centre and railway station.

The existing situation of the Phase 2 stage 2 of the Ajoda New Town vary considerably from what is stipulated in the Master plan. Figure 1.4 shows development concentrated only on the Eastern part of the New Town area while the larger percentage of the land area in Phase 2 stage 2 is still bare and undeveloped. The master plan however stipulates a well groomed development where facilities are located beautifully and in a pleasing manner across the scrape but which is missing in reality.
5.4.3 Phase 2 stage 2

Phase 2 stage 2 was planned to accommodate 75,000 inhabitants. Phase 2 stage 2 was designed to accommodate 15 pre-primary schools, 18 primary schools, 8 secondary schools, 1 school for handicapped children and 1 technical-vocational institution; 3 health clinic, 2 primary health centre and 1 comprehensive health centre; 26 places of religious worship, 3 cemetery; 2 district sport centre, 1 stadium of 50,000 capacity seats and this stage was intended to house medium density and low density population. Technical infrastructures in this stage include Telecommunication tower, high voltage sub-station, telephone switching sub-centre, parking lots, petrol filling stations, fire sub-station and water reservoir.

It is evident from Figure 1.5 that development activities in the New Town in the area allocated to Phase 2 stage 2 is concentrated to the Eastern side of the land area like it is in Phase 2 Stage 1 while the remaining area is left undeveloped. There exist no stadium, primary health centres, comprehensive health centre, cemeteries, schools for handicapped children and sport centres. The intended plan was not successfully implemented and
indigenes sell land arbitrarily to interested persons across the region hence, development is in either concentrated in one area or in speckles across the landscape.

Figure 1.11: Existing situation of the proposed Ajoda Phase 2 stage 2
Source: Adapted from Google Earth (2019)

Ahead of the new Town are small settlements or towns like Ikire, Ode Omu, Gbongan and the medium sized Ile-Ife. All these towns have no Industrial base or employment opportunity status which would make Ajoda new town attractive to their workers. This is in contrast to Ota between Lagos and Ogun state where some workers in both state reside in Ota and commute to their respective work place on a daily basis (Adeagbo, 2002). And also, the planning of the New town was based on a costly assumption that most of its workers will get employment from the Leyland Truck Industry which closed up few years after the New Town establishment and the Ibadan Airport which was planned of be upgraded to an International level but could not meet up.

A situation report of Ajoda New Town was also prepared by the Ajoda New Town Corporation for the period between 5th May 1992 and 18th November 1993 and this document highlights very little development in relation to electricity, water supply, roads and in the main district and neighborhood centre. And up till now, 26 years after the review of the New Town development, things haven’t changed as such, development activities tend to creep.
Major drivers of development include good basic infrastructural facilities like roads, electricity, water and industries. An efficient road network gives any settlement a structure to develop after as they serve as the best organizers of space. The availability and purity of water resources also drives development. So also, electricity; light provides a sense of orientation in space. The constraints of meeting the objective of the new Town development is associated with land acquisition problem, inadequate funding, and poor implementation strategies. It is noteworthy that the roads on ground do not reflect what is on plan.

The basic concept for developing a new town is to provide a balanced and self-contained community as far as possible in terms of the provision of infrastructure and community facilities, a purpose which is being defeated by what obtains in Ajoda New Town. The importance of a balance between commercial, residential, open-space, and public land uses cannot be over-emphasized in the development of any New Town. So also, the importance of a concrete vision throughout the development of a new town and the necessity for a strong emphasis on financial planning. The competitive advantage of new communities lies in their status as a collaboratively and comprehensively planned community that purports to have all the amenities its residents will ever need.

6. Recommendations and Conclusion

6.1 Recommendations

The study suggests collaborative and sustainable approaches that can inform future policies and implementation of Growth Areas strategy.

(i) The Ajoda New Town Corporation which was merged with the Oyo State Housing Corporation in 1988 should be re-awaken. Before the merging, there was proper monitoring and control of development activities in the New Town because about 50% of the workers in the Ajoda New Town Corporation were Ajoda initial settlers because it was believed that involving the villagers gives them a sense of responsibility to make the New Town idea work and that did have a positive effect during that time, but after the merging, they were retrenched and had to return to their lands. The original idea of having a separate Corporation in charge of the implementation of the New town objectives should be returned to; the abandoned Ajoda New Town Corporation building should be re-furbished, the Corporation re-established and well-staffed.

(ii) Provision of Adequate Funding for the New Town Development

The Ajoda New Town over the years has lacked adequate funding, hence the level of development present there. Over the years, Government involvement in the development and management of the New Town has not been impressive. The defunct Ajoda New Town Corporation should be restored. This will save the Ajoda New Town from being managed as just one of the entities of the Oyo State Housing Corporation but as a sole responsibility of a singular Corporation with an undivided Government allocation and a complete plough back policy.
(iii) Payment of full compensation and Resettlement of original Land-owners
Setbacks were given to villager in 1979 for expansion purpose while the remaining land was put in Government’s care but of recent, the villagers rejected the setbacks given and asked for theirs. This problem is attributed to the lack of resettlement and adequate/well documented compensation. While some of the villagers were compensated at the establishment of the New Town, some were not and even those that were compensated were not duly paid nor does proper records of such compensation exist. Hence, the present generation still lays claim on land saying their fore-fathers were not compensated and the land has been willed to them by their fore-fathers. For an exclusive Government ownership of land for the development of the Ajoda New Town, full compensation should be paid while original land-owners should also be resettled as planned and stated in the Ajoda New Town Corporation Master Plan.

(iv) A collaborative review of the Master Plan guiding the New Town development
There is need to also review the Master plan establishing the New Town which was prepared in 1978 and the review should incorporate Planners, Government and all social groups (CBOs, CBAs, NGOs) represented in the New Town. This will help to examine the present situation of the New Town and proffer plans/strategies capable of sustaining the objectives of the New Town creation.

6. Conclusions

The basic concept for developing a new town is to provide a balanced and self-contained community as far as possible in terms of the provision of infrastructure and community facilities; a strategy aimed at decongesting a larger metropolitan city with intense population pressure and overstretched facilities. The idea of the Ajoda New Town is also a desirable one which was developed to relief the pressure on Ibadan City. The problem of Ajoda New Town is however associated with poor conception and implementation strategy. The findings reveal that the New Town development has been problematic for the simple reason that a vision of an ideal formulated by one social group - here, planners, and politicians - excludes the different desires and needs of other social groups - Citizens, CBOs, NGOs and CBAs. The political will to develop the New Town to a full-fledged Community also diminishes with changing Political administrations in the State. A well thought out and executed plan will help to ensure the well-being of residents, attract business, stimulate job creation and bring about a pleasing community in which to live and work. The development of the Ajoda New Town in no doubt represents one the major Planning mirage of our time. Strong collaborative efforts and political commitment are necessary for the establishment of a desirable Ajoda New Town. It is believed that the measures proffered would go a long way to improve the New Town.

7. References


