

Socio-Economic Development In Anambra State Preiscoping Development Agency (ANIDS)

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Abstract : *The issue of development agency (ANIDS) in Anambra State has been on negligible level, hence the Anambra Integrated Development Strategy (ANIDS) was initiated by the formal Governor of Anambra State, His Mr. Peter Obi as a strategy to tackle development problems. Throughout the life circle of this programme, the administration has boasted of sinking huge sums of fund on the programme but the state is yet to accept its impact in the living condition of its populace. This study therefore tends to examine the said programme vis a vis development strategy in Anambra State. The research used a survey research methodology to elicit facts the populace regarding how the programme has touched the living condition of Anambrarians. Finding were that, the ANIDS has impacted much on the living condition of Anambrarian thus; it was recommended amongst others that the government should make policy programmes that are more people oriented so as to ensure optimal purpose.*

Keywords: ANIDS, Development Agency, Development Strategy, Economic Development

Background to the Study

The impact of development policies on infrastructural development in many states in Nigeria has remained an empirical issue in the development literature for the past few decades. In the face of the monumental needs for development, Anambra State government under Mr. Peter Obi administration on assumption in 2003 developed a vision that adopted the Millennium Development Goals (MDGs) as its model of development. The strategies for achieving this vision was a unique approach, christened Anambra Integrated Development Strategy (ANIDS). It embodied the State Government's strategic vision as conceptualized to solve the state's hydra headed development problems in an organized, comprehensive and holistic manner by fast tracking development in all sectors of the state economy simultaneously (Chukwuemeka and Chukwujindu, 2013).

To Chukwuemeka and Chukwujindu (2013), ANIDS was basically a strategy by which the Anambra State Government plans carefully, budgets properly, implements the plan, monitors the implementation and ensure delivery of the plan. The communities and stakeholders for whom the various ANIDS projects are being executed are encouraged to be actively involved in their implementation, take full ownership of the projects and send feedback to the government. At the heart of the participatory governance in Anambra State the people were involved in all stages of the project cycle from planning, budgeting to implementation. With ANIDS, the State moved its budget process to demand-driven rather than supply-driven budgeting, to maximize the benefits from very scarce resources. ANIDS was the simultaneous development of all sectors of the economy (ANIDS Document, 2009).

The strategy tried to ensure that with meticulous planning, participatory/demand-driven budgeting, as well as accountability and transparency in the management of very scarce resources the Anambra State Government would record achievements that would improve the quality of life of the masses in every single sphere of life ANIDS as a public policy enabled Government to identify budgetary gaps some of which the state government may need to fill with development partners.

The development strategy also, pursued the development of all sectors simultaneously, include among others, empowering thousands of the less privileged particularly women and vulnerable group such as widows, orphans, HIV patients and the physically challenged to enable them either expand their trade or start petty trading or small scale farming. Provision of revolving loans to establish small scale agro-based business such as poultry farms, fish ponds, pigs farms, sundry equipment (including palm oil processing machine, palm kernel cracking machines, food processing machines, soap making machines and electricity-generating sets to power them) have been given to hundreds of cooperative groups to establish cottage industries (ANIDS Document, 2009).

The state government also embarked on the provision of variety of skill acquisition training session for the unemployed (especially the indigent, physically challenged, women and youths) who have been subsequently empowered with micro enterprises equipment such as computers, generators, hair dryers, sewing machines, shoemaking machines, welding machines, vulcanizing machines, motorcycles, woodwork/carpentry tools, barbers shop tools, oven, cookers etc to make them self reliant through self employment. Poverty reduction was pursued through massive expansion of rural roads, especially in remote food producing areas, thus opening up such strategic areas of the state with good access roads. This enabled the government to send much needed agricultural inputs to such remote rural areas, it also enables rural farmers to evacuate food items and other agricultural produce to urban market for better profit and to feed the people. The creation of jobs, especially for young people was another major weapon in the fight against poverty. The government through local and foreign investors worked hard to create thousands of jobs (ANTDS Document, 2009:5).

The programmes of ANIDS encompassed the gamut of society ranging from construction of phase II of the new secretarial complex, renovation of the state assembly. *In* health sector, robust plans were envisaged such as completion and equipping of Cardio-Thoracic Centre, Kidney Dialysis and Breast Cancer Centre, Onitsha, Amaku General Hospital, Awka, Umuleri General Hospital, Psychiatric Hospital, Nawfia and Umunze General Hospital. (ANIDS Document, 2009:3).

In the education sector, ANIDS' ambitious plans were encapsulated in the construction, reconstruction and rehabilitation of various educational institutions from primary to tertiary. In agriculture, ANIDS planned to eradicate poverty and hunger by boosting all sectors of agriculture. Other areas of thrust include public utilities and water resources, environment, works and roads, lands survey and town planning, information and culture. Others are transport, housing and urban development, commerce, industry and development. To achieve self sufficiency in food production and ability to export agricultural products, the government was creating the enabling environment for the private sector to actively participate in commercial agriculture through the following activities.

- i Provision of extension services, like erosion menace service.
- ii Bringing of more land under mechanized agriculture to abundance food production.
- iii Provision of fertilizer, agric implements at affordable rates to farmers
- iv Provision of basic rural infrastructure for agricultural development
- v Empowering small scale farmers through the provision of micro credit facilities and capacity building
- vi Training of middle level manpower in agriculture
- vii Encouraging private sector investment in all aspect of agriculture.
- viii Creation of an enabling environment and Public Private sector Partnership arrangement (ANIDS Document, 2009).

The Anambra Integrated Development Strategy ANIDS was also designed to promote industrial development of the state and create enabling environment for the attraction of local and foreign investment, public-private partnership and in particular provide basic infrastructural facilities, credit access, industrial parks/shade/estates/ entrepreneurial training skill acquisition scheme, for the growth of small and medium scale enterprises, acknowledged world-wide as engine of growth. In pursuit of meaningful and effective service delivery, ANIDS considered the reform of the civil service of the state for sustained socio-economic development. The following goals were pursued:

1. Streamlining of functions to avoid fragmentation and duplication
2. Review of policies for each service delivery sector
3. Determination of our scarce skill needs across the various sectors of MDAs.
4. Sustaining the need for continuity in the service
5. Building the institution themselves by meeting the physical and materials needs of the various sectors and MDAs
6. Reform and upgrading of the civil service with improvement in service condition
7. Development of a gross Domestic Product (GDP) for the state as a basis for monitoring the trends in economic health and growth of the state and to serve as a target to shoot at
8. Introduction of a performance management system for result oriented governance
9. Ensuring an appropriate balance between political appointees and core public officers / civil servants
10. Reduction of the financial constraints (inadequate office overhead on the performance of the civil service)
11. Carrying out promotions and other personnel determination as and when due (ANIDS Document, 2009). Despite these lofty objectives, the ANIDS Programme have been criticized for not meeting up with yearnings of the people.

It is within this context that this study was set to evaluate the impact of ANIDS on infrastructural development in Anambra state between 2006 and 2014.

Hypotheses

The following hypotheses are posited to guide this study;

H₀. ANIDS does not led to infrastructural development of Anambra State.

H₀. There are no challenges facing ANIDS in the infrastructural development of Anambra State.

Infrastructural Development in Anambra State

The state of infrastructure of any state is directly related with the quality of life. "According to recent statistics, the quality of life for most people in Africa appears to have either not improved or only done so marginally. This situation arose from the misrule of early leaders most of whom spearheaded the struggle for independence" (Eregha, 2007).

The horrible state of affairs in Africa led to untold devastation of economies in the continent; people had to live below the poverty line with food insecurity, no shelter to accommodate them and no medical or educational facilities to give them some hope for the

future. In each case, the oppressive conditions in which they lived with no basic infrastructure led these people to evolve gradually into a class of disgruntled citizens desperate for change. In almost all cases, the military provided the answer by way of coup d'etat that toppled these political classes. Usually, such military governments professed to have come in as corrective regimes that would stay for only brief periods within which they would right wrong things before handing over to democratic governments. These military governments often ended up entrenching themselves in power. In fact, most of them exhibited all the traits of the much vilified early leaders and even more (Ikpi, 1997: 18).

The civil war has led to the neglect of provision of infrastructure such as education facilities and health buildings, and in some cases, agricultural services and transport facilities were destroyed. School buildings have been converted to military use. Civil wars in Africa undermined the continent's productive capacity, destroy or severely weaken social structures, distort economic policy, pollute the value-systems of the people and perpetuate prolong poverty (Elu, 2000: 60). It is evident that Africa is the poorest continent in the world and the present situation shows backward movement in terms of infrastructure! provision especially, the technology based. "It has now become clear, even to obstinate and recalcitrant policy makers, that unless countries would develop to the extent that: (a) Western industrialized countries provide capital programmes, (b) They adopt modern methods of agricultural and industrial production and (c) They adopt those values, attitudes and behaviour patterns that are exhibited by western industrialized nations. The people centered approach to development views an individual not as a subject- "but an actor who defines the goals, controls the resources, and directs processes affecting his/her life (Korten, 1984:21).

The key elements in this approach are provision of infrastructure through: (a) empowerment of people, (b) development of an administrative process, which responds to the needs of the people, (c) human growth and well being, (d) equality, (e) self-reliance, (f) participation and (g) Sustainability. White (1987: 60) argued that sustainability is a measure of lasting quality in development programme. An infrastructural development programme can be sustained by creating a felt need among beneficiaries about the efficacy of the programme, developing institutions which continually adapt, providing (or self-generating) resources and building support among political elite and community groups. Modernization theories provoked a great deal of criticisms from radical scholars such as Andre Gunder Frank, Claude Ake, Bode Onimode, Segun Osoba, Zwingina Silas and others who argued that colonialism and Western capitalism were the two major factors responsible for the underdeveloped nature of third world countries. The Western industrialized countries developed by exploiting human and natural resources of their colonies and by making them economically dependent on their colonial powers after independence. However, since the demise of the colonialists, the African leaders ought to have found their feet.

Benefits of Infrastructure in Anambra State Development

The African Development Bank (ADB) has made infrastructure development a cornerstone in its development agenda with regional member countries (TMSA, 2012). The Bank recognizes that lack of adequate social and economic infrastructure is one of the key constraints to short- and medium term poverty reduction in Africa, and has thus been a major force in private and public sector infrastructure development through the provision of financial and technical resources. At the same time, the Bank recognizes the increasing importance of governance for infrastructure development and has made good governance an imperative in its lending and non-lending operations.

There have been considerable changes in the delivery of national infrastructure services across Africa. While Nigeria has improved its telecommunication infrastructural situation, it has not improved in other areas like health, education, airport infrastructures, electricity, housing and transportation. However, performance in terms of infrastructure service delivery and quality continue to vary across countries. Infrastructure is the medium of production of goods and services and forms the national asset of any nation.

According to Kathmandu Final Workshop Report (2009), infrastructure can help solve four problems: social; health and environment; development; and, economics. A region's infrastructure network, broadly speaking, is the very socio-economic climate created by the institutions that serve as conduits of trade and investment. Some of these institutions are public, others private. In either case, their roles in the context of integration are transformative, helping to change resources into outputs or to enhance trade by removing barriers. Therefore, an improvement in regional infrastructure is one of the key factors affecting the long-term economic growth of a region.

The linkages between infrastructure and economic growth are multiple and complex. Not only does infrastructure affect production and consumption directly, it also creates many direct and indirect externalities. It also involves large flows of expenditure, thereby creating additional employment. Studies have shown that infrastructure can have a significant impact on output, income, employment, international trade, and quality of life. Infrastructure development can reduce stress and promote good health. It will also reduce crime level.

Infrastructure has always played a key role in integrating economies within a region. Well developed and efficient infrastructure is essential for a region's economic development and growth. In a dynamic concept, infrastructure is seen as a regional public good that moves factors of production within and across countries, thus helping the region attain higher productivity and growth.

Economic Infrastructural Development

Infrastructure is an umbrella term for many activities usually referred to as "social capital" by development economists. Precisely, infrastructure refers to a network of transport, communication and public (social) services - all functioning as a system or as a set of interrelated and mutually beneficial services provided for the improvement of the general well-being of the population (Ogbuozobe, 1997).

Public or social services refer to those services or facilities meant for the common goods of the people. They include water supply, health care delivery, education, postal and telecommunication facilities, electricity, etc. Sufficient infrastructural services are indispensable for economic development. The adequacy of infrastructure helps to determine a country's success or failure in diversifying production, coping with population growth, reducing poverty, improving environmental conditions, etc. Indeed, socio-economic development can be facilitated and accelerated by the presence of infrastructure. If these facilities and services are not in place, development will be very difficult and in fact can be likened to a very scarce commodity that can only be secured at a very high price and cost. Adequate access to social welfare services, such as medical services, education, potable water supply, roads, electricity, employment opportunities etc, are strong indices of development (Adeyemo, 1989).

In any discourse on infrastructure, it is important to note that infrastructure can be broadly classified in two: physical (roads, electricity, telecommunication, etc) and social (education, health, recreation, housing etc.). In some clime, physical infrastructure is often referred to as economic infrastructure. Thus, the role of infrastructure in economic development will be discoursed along this line.

Physical Infrastructural Development

Aigbokhan (1999), identifies physical infrastructure as public utilities such as power, telecommunications, piped water supply, sanitation and sewage, solid waste collection and disposal and piped gas as well as public works which include roads, major dam and canal works for irrigation and drainage, and other transport projects like urban and interurban railways, urban transport, seaports and waterways and airports. Physical infrastructure has played a very significantly positive role in the growth performance of countries in recent times. Where development of economic infrastructure has followed a rational, well-coordinated and harmonized path, growth and development has received a big boost. Examples are Korea and Japan, (Familoni, 2000). Where the growth of infrastructures has not followed such a rational and coordinated path, growth and development has been stunted. Examples can be found in most African countries and other LDCs. The role of infrastructure is a very wide and controversial issue that has been the subject of numerous empirical studies. Studies from 89 districts in 13 Indian states show that lower transport costs increased farmers' access to markets and led to considerable agricultural expansion, just as modern irrigation methods brought high yields (Ogbuozobe, 1997).

Also, it has been noted that infrastructural capacity grows step for step with economic output, For example, a one per cent increase in the stock of infrastructure is associated with one percent Gross Domestic Product (GDP) (World Bank, 1994). Canning and Pedroni (2004), investigated the long run consequences of infrastructure provision on per capita income in a panel of countries over the period 1950-1992. The results provide clear evidence that in the vast majority of cases infrastructure (telephone, electricity generating capacity and paved roads) does induce long run growth effects. In developed economies - Japan and United States of America for example, Ogbuozobe (1997) observed that telecommunications, electricity and water are used in the production process of nearly every sector, and transport is an input for every commodity. The provision of economic infrastructure can expand the productive capacity of the economy by increasing the quantity and quality of such infrastructure, thereby accelerating the rate of economic growth and enhancing the pace of socio-economic development. Again, road infrastructure has been found by Cesar and Surhid (1992), to be a significant factor of economic growth and development. In their 1992 World Bank study, they employed "an empirical approach to explore the association between road infrastructure and economic development. The study revealed that there are consistent and significant associations between economic development, in terms of per capita gross national product (GNP), and road infrastructure, in terms of per capita length of paved road network. The study also showed that roadcondition seems to be associated with economic development. Indeed, good infrastructure raises productivity and lowers production costs. Thus, it is clear that infrastructural development is a function of economic development.

Social Infrastructural Development

Education and health are the two dominant social infrastructures which can have profound effect on economic development of any nation. Education has been considered as a very important source of economic growth. Even though education may be a social investment, it is also an economic investment since it enhances the stock of human capital (Denison, 1962). Again, the role of education as a social infrastructure and as a stimulant of growth and development can be enhanced only if it is qualitatively provided.

Qualitative education is a major determinant of the stock of human capital. It has proved to be the vehicle for national transformation in human history and no nation ever rises above her investment in education (Oyedepo, 2011).

A less developing economy needs professionals in all sectors to accelerate the growth and development of such sectors. In fact, UNESCO recommends a minimum of fifteen percent of national expenditures on education. Some advanced countries spend more than 15% of their GDPs on education and yet, education still remains in the front burner of national debate on their development priorities. Similarly, health is a very important argument in the socio-economic production function. A popular adage says that a sound mind usually resides in a healthy body. Health is one of the major determinants of labour productivity and efficiency. Public health deals with the environment in which economic activities take place. In fact a conducive environment would be permissive of accelerated growth and development.

Aigbokhan (1999), found that human capital components of infrastructure appear to have impact on growth. For example, he observed that expenditure on health care and education record statistically insignificant impact on growth and suggests that if efficiently applied, public spending on the services is capable of impacting positively and strongly on growth. Within the context of Nigeria's vision 20:2020 programme, therefore, the realization of all that have been envisioned would depend to a large extent, on the availability of the necessary infrastructure in the right quantity and quality. This is so because infrastructure represents if not the engine, then, the "wheels" of economic activity. In another perspective, the relationship between infrastructure and economic development is further established by the correlation between a nation's GDP and her level of urbanization as demonstrated by World Bank studies (Yunusa, 2011).

Since urbanization is highly correlated with economic development and there is also a strong correlation between economic development and infrastructure development, cities with massive and high quality infrastructure are expected to play key roles in economic development of the nation. Unfortunately, cities in developing countries, especially in sub-Saharan Africa fail to optimally and fully exploit the economies of agglomeration, because they are poorly planned, managed and lack adequate density and services (Yunusa, 2011).

Indeed, in urban Africa including Nigeria, 20% of GDP and 60% of urban labour force is in the informal sector not recorded in the macro-economic indices and not accounted for in the books. This large proportion of urban population lacks the required infrastructure that will propel their businesses to yield maximum benefits to the country's economy. Economic growth is linked to poverty reduction and improved access to infrastructural services induces economic growth in a cyclical manner. Therefore, carefully thought out mechanism that ensures functional nexus of infrastructural services and economic activities are rudimentary ingredients for liveable human settlements (Alaci & Alehegn, 2009). The vision 20:2020 is a great vision and for Nigeria to achieve this dream, it is important that the country's economic potential is placed in a global context.

The Challenges of Infrastructural Development in Anambra State

The challenges of infrastructure development in Nigeria are:

Dearth of Visionary Leaders: Visionary leaders are the builders of a new dawn, working with imagination, insight, and boldness. They present a challenge that calls forth the best in people and brings them together around a shared sense of purpose. Visionary leaders are change agents. Nigeria contains few change agents and therefore lacks the needed infrastructure to develop the nation (Hyer, Roberts and Williams, 1981).

Funding: Funding has become major challenges to infrastructural development in Nigeria for decades. As the country's population soars, demand for additional infrastructure in all sectors also increases. Unfortunately, the government resources can hardly meet the increasing demand. Consequently, government has relied on foreign loans to complement budgetary allocations in the provision of infrastructure. This situation has led to the Country's indebtedness over the years. At the inception of the fourth republic in 1999, "Nigeria's foreign debt profile was over \$40bn. Although, the country received debt pardon from her creditors and recorded a zero debt profile about five years ago, again, the country has been plunged into debt largely because of need to develop infrastructure in critical sectors of the economy (Castro, 2004).

Population Explosion: Nigeria's population is now 167million and growing at 3.2% per annum. The physical and social infrastructure required to support this huge population is enormous and requires huge funding. The huge population which is more than 50% urban has placed undue pressure on existing infrastructure and on governments' budgets over the years. Thus, the infrastructure base is grossly inadequate and suffered from deferred maintenance. Besides, Nigerian government has failed over time to integrate population policy with overall development planning. The short-fall in infrastructural provision affects the economy negatively and lowers productivity in every sector and aggravates the poverty profile of the country (Chukwuemeka, 2009).

Poor Governance: Apart from poor funding, poor system of governance in the country is largely responsible for the poor state of infrastructure in all sectors. To realize the 2020 vision, the country's economy was expected to grow at 14% per annum; but current data show that the economy is growing at 7%. The low GDP growth is largely due to inefficient allocation and poor management of the country's human and natural resources (The Punch, 2011). Also, the current system of governance in Nigeria has truncated infrastructural development at the grassroots. Section 7 of the 1999 constitution empowers states House of Assemblies to make laws for the operations of the Local Government Councils. Consequently, this provision gave the state governments opportunities to control the finance of the local governments, therefore, many local governments across the country today lacks freedom and financial strength to embark on any infrastructural development project that can serve as catalyst for economic growth and propel economic empowerment among the people in the grassroots (World Bank, 1997).

Demand and supply: Due to poor performances of most past leaders h> the area of infrastructure provision, the agitation for infrastructure development overwhelms the provision. With a land mass of 9,110,000 square kilometers of land and over 150,000 million people, Nigeria has a total road network of 193,200KM. This comprise of 34,123KM federal roads, 30,500KM state roads and 129,577 KM local government roads. Unfortunately, over 70% of the federal roads are in bad state of repair. In the area of housing, Nigeria requires about 17 million housing units and 60 trillion naira in order to meet its housing needs.

Environmental Aspects: The challenges of infrastructural development in Nigeria can be discussed under this. Challenges of infrastructural development can be: political, economic, social, technology, legal, environmental and safety. Political environment has 10 do with the political stability, policy formulation and politics of the project environment both within and without. Economic environment deals with issues like interest rate, inflation, currency exchange rate, price fluctuation etc. Social environment has to do with workforce diversity including cultural difference, age difference etc. Technology environment deals with the machineries which are used for the execution of projects. Physical environmental issues like site topography, geology and climatology is also essential. Safety issues have to do with health and safety and security of resources on site, that is, human, material and financial. While some countries have been able to implement individual projects to alleviate those difficulties, Nigeria does not have common strategic targets for infrastructure development. Good governance is crucial for ensuring the effective and efficient provision of infrastructure. This is largely because, firstly, good governance means that resource allocations will reflect national developmental priorities and thus respond to societal demands (Marcellus, 2009).

Development Matrix: The four requirements of any physical infrastructure projects are: design, finance, technology and management. The appropriate designs that will ensure value for money are not adopted. The finance is not adequate, is procured at high interest rates and financial management is lacked by most Nigerian contractors. The technology of construction is scarce and the management of infrastructure is lacking. The maintenance culture of Nigerians is poor thereby allowing most projects to decay (NEEDS, 2004).

Capital Flight, Capital Sink and Capital Stagnancy: Infrastructure development projects in Nigeria suffer from capital flight, capital sink and capital stagnancy. A lot of materials and managerial services are procured outside the country. The contracts are full of loop-holes that allow leakages of funds. In some cases, there are over-design for the designers to earn more professional fees which are percentage of the contract sum. Capital stagnancy due to abandoned projects are also rampant.

Project Management: Project management approach in project delivery evolved in the late fifties in the United States of America (USA) when it was first used by the American Army for military projects execution. The success recorded through project management approach in the Defense sector led to its establishment as a reliable method of project delivery in other sectors like construction, manufacturing, health Information Technology (IT), media, pharmaceutical, education and entertainment (Oyedele, 2012). The approach was introduced into United Kingdom (UK) in the early sixties. Countries like Hong Kong, Malaysia, Canada and Ireland have adopted this approach, but it is still unpopular in developing countries, especially in Nigeria. Risk management is necessary for all Nigerian projects,

Procurement Procedure: The procurement methods being adopted are prone to criticisms. The Public Finance Initiatives, especially the Concession Method and Public/Private Partnership (PPP) are questionable and seems to mortgage others who are not part of the arrangement to the scheme's future. The 105-kilometre Lagos-Ibadan Expressway which, under the PPP scheme, the federal government did concession to Bi-Courtney Consortium in 2009 for N89.53 billion for 25 years is not the best arrangement possible and has not change the situation of the road.

Corruption; Corruption does not only raise the price of infrastructure, it can also reduce the quality of, and economic returns from, infrastructure investment. Corruption in Nigeria is very high and unbearable for effective infrastructural development. The Bureau of Public Procurement (BPP), the Independent Corrupt Practices Commission (ICPC) and Economic and Financial Crimes

Commission (EFCC) have not been able to eradicate corruption in the country. The BPP has saved the country a whopping sum of N216.6 billion during the 2010 Appropriation year from its review of contract processes before the issuance of Certificate of No Objection (Demillo, 1999).

Summary of Findings

1. That ANIDS has not been able to provide safe drinking water to the people of the state. Instead the people have resorted to providing private borehole while those in the interior still walk miles to the stream to get water.
2. That the presence of ANIDS in Anambra state has not shown in the health sector. The people still patronize sub standard and unregulated private hospitals and road side self acclaimed "pharmacists" mainly because. the public health centers and hospitals either are not accessible to the people or do not provide efficient services due to shortage of personnel, equipment and drugs or as a result of high costs.
3. That evidence of poor condition of living still abounds in the state. The standard of living has not improved; the streets are still littered with refuse.

While some respondents appreciated the efforts of ANIDS they however expressed dissatisfaction with the sighting of some projects which do not have direct effect on the life of the people, Among which were the multi-billion Stock Exchange building in Onitsha, the building of secretariat for Local Government Councils (ANIDS, 2009).

It has been observed from the findings above that the people of Anambra state have perceived some level of inequity in the distribution of satisfaction from ANIDS which ought to have been their own idea and version of NEEDS as well as means to fast - track the realization of Millennium Development Goals (MDGs) in the state. This condition can widen the gap between the people and the government because of the perceived irregularities, consequently the display of unpatriotic attitudes towards ANIDS and government in general.

Recommendations

Based on the conclusions drawn above, the following recommendations are made. ANIDS should have been made to focus on the people of Anambra state, their welfare, health, education, political power, physical security and empowerment should be of paramount importance in realizing the vision for the future. About half of the people of Anambra are children; the bridge to a prosperous future programmes such as ANIDS should recognize the importance of children by making the improvement of the education system a priority. Health problems threaten the state's productivity and development, programmes such as ANIDS should develop a workable and sustainable plan to improve the system of health care delivery with emphasis on child and maternal health, HIV/AIDS and other preventable disease, such as malaria, tuberculosis.

Future programmes such as ANIDS should propose a special programme targeting people who have the weakest political voice and who are most vulnerable to the ravages of poverty and vicissitudes of our turbulent times. Laws and programme should be implemented to empower women, children, the disabled and the elderly.

One of the causes for the present poor condition of Nigeria's infrastructure is lack of maintenance culture for new technologies. It is important that the Government commits to a long-term and consistent funding of the costs of improving and maintaining the various infrastructures. The ANIDS programme suffered this default. Over 50% of the structures that were managed to have been built by the Peter Obi administration have been grossly under maintained.

One of the major omissions of previous governments in their quest for economic development is the lack of integration of economic plans with physical development plans. The present government has recognized this failure and has put in place a National Technical Working group on urban and rural development to ensure that development activities meant for the economic transformation of the country is given a spatial expression.

Referring to physical planning, the Vision document states that "...One of the objectives of the 20:2020 plan is the achievement of equitable and spatial socio-economic development across the various geopolitical regions in Nigeria, driven by a comprehensive regional strategy- The regional development strategy will be targeted at specific cities within each region into regional growth centers which will then be catalysts for the diffusion process of growth to the secondary growth urban centers within their respective regions or states..."(NPC, 2009:84-85).

The plan went further to propose regional development plans for each of the geo-political zones while also treating the geographical Niger Delta as a region in its own right. However, in the document it was not quite explicit how the planning and management of such growth centers and other human settlements in the country would be achieved. In reality, the Nigerian Vision 20:2020 launched in 2009, is anchored on balanced spatially sensitive socio-economic development. But there is the need to properly emphasize the role of urban and regional planning and how its understanding could facilitate a balanced and sustainable national development

Big cities in Nigeria, especially city ports and capital-cities, concentrate infrastructure, equipment and resources while secondary cities and small towns have huge deficits of basic services, infrastructure and other amenities. This imbalance represents a tremendous challenge for achieving harmonious development and economic prosperity within the country not to talk of the total or near absence of regional network of infrastructure which can integrate the national economies. Conceptualizing the achievement of the 20:2020 vision within the context of urban and regional planning will go a long way in achieving the desired balanced growth and development and usher in a new era of prosperity in the country.

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