

Effect of Urbanization on Urban Administration in Nigeria: A Study of Lagos State (1991-2016)

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Abstract: *The study examined the effect of Urbanization on Urban Administration in Nigeria: A study of Lagos State (1991-2016). The theoretical framework adopted for the study is the system theory. Analytically, this study employed survey research design. In order to achieve the primary objective of the study, the researcher used structured questionnaire and observation as a means to elicit data from respondents. The collected data were presented in tables and analysed using simple frequencies, averages and percentage procedure. The findings showed that the presence of substantial social infrastructure in Lagos urban area has been the major factor that engendered its urbanization. Other findings revealed that inaccurate census data, corruption, lack of political will, unchecked exodus of rural-urban migration which has led to inadequate housing, indiscriminate waste disposal system, poor urban planning etc. The study proffered valuable recommendations for sustainable urban and environmental policies. Among other recommendations are: Public enlightenment of the public on environmental and economic implications of migration; Government should embark on various physical development through the provision of more basic infrastructures in the rural areas to reduce the level of inequalities; Proper articulation and implementation of planning policies to address future influx of people in Lagos urban and most importantly, governments' commitment to tackle the multifarious problems of urbanization through effective public administration and involvement of citizens participation.*

Keywords: Urbanization, cities, public administration, migration

1.1 INTRODUCTION.

The urban sector in Nigeria emerged as a result of the emergence of colonial rule with its attendant colonial business activities, especially along the coastal areas such as Lagos, Calabar, Port Harcourt etc. when the colonial master came to Nigeria, they came with their system of government and economy (capitalism) and a system of rules as well as their religion (Christianity). In view of this; they had to look for some towns where they would obtain cheap labour and raw materials to export for their industries as well market for their finished products. The first stage was through share trade, popularly known as trade by barter. Through this system, the colonialists traded with local chiefs, exchanging things like gun powder and mirror for local raw materials from the hinterlands, they had to establish some infrastructure like tarred roads and railways to help them obtain the necessary raw materials. These infrastructures were primarily established for their selfish gain, and not necessarily for developmental purpose. Some of the local products in hot demand then were: groundnuts, hides and skin (North), palm oil (East), cocoa (West) and rubber (mid west).

The colonial masters also trained and educated some Nigerians in elementary subjects like English language, for the purpose of interpretation and to help them carry out needful clerical jobs for their merchandise, these Nigerians who came in contact with the white men started living better than others, and also started training their children in the ways of the white men. Most of the old lawyers, doctors or engineers were children of Colonial interpreters or clerks or district officers. This led to the advent of status symbol, class difference and inequality in the country; and thus depleting African brotherhood (oneness and communal living) and enthroning the culture of capitalism into the areas where the white men were residing. The influx of people to the areas occupied by the whites led to the development of infrastructure and other basic amenities vital for meaningful life in those areas, and thus, the beginning of urbanization (Ewuim, 2012).

1.2 STATEMENT OF THE PROBLEM.

The accelerated rate of rural-urban migration in all forms and the geometric population growth in Nigeria have been generating serious environmental problems and concern for government, public administrators and interested stakeholders. Notably among which includes problems of accommodation, poverty, over-stretched and poorly maintained facilities, roads, traffic and urban congestion, undirected drainage systems, perennial flooding etc are few of the problems plaguing most of the country's urban centres. It is the foregoing scenario that has necessitated the recent concern about the sustainability of our environment taking into consideration the increasing rate of environmental waste and degradation going on in the country.

However, the growth and physical expansion of cities have been accompanied by unplanned urban sprawl, environmental pollution, slums, spatial inequalities, haphazard land development and general urban decay. As increased poverty, acute unemployment and urbanization exert more pressures on urban facilities, most Nigerians cities tend to have lost their original dignity, social cohesion and administrative efficiency. These problems led the Lagos State government to promulgate a law in 2005, called “Administration of physical planning and development agency”. This new law modified the Lagos State urban and regional planning edict of 1998. Despite the establishment and efforts of the various environmental agencies in Nigeria spear-heading campaigns towards enhancing sustainable environmental urban qualities, their achievements have been rather very minimal and low. This development has created great challenges for not only the government at various levels but also public administrators and other interest groups in the country.

1.3 OBJECTIVES OF THE STUDY

- i. To evaluate the implications of Urbanization on Urban Administration in Nigeria.
- ii. To explore and suggest strategies that should be adopted by government/public administrators to ensure sustainable urban development.

1.4 HYPOTHESIS

- 1. Urbanization has a significant effect on Urban Administration in Lagos State.

2.0 LITERATURE REVIEW

2.1 Urbanization - A global phenomenon: Urbanization is a global phenomenon whose elements, in terms of the proportion of urban to total population, the rate of urban growth and that of natural population increase, vary between the developed and the developing world, among regions and between individual countries. Urban growth rates, in fact, vary even between cities in the same nation. These three variables are broadly elaborated as follows: between 1950 and 1990 the world urban population more than doubled from 730 million to 2.3 billion (Devas & Rakodi, 1993). Meanwhile the size of urban population of the developing world over took that of the developed in the early 1970s with figures, as at 1993, standing at 1.410 million and 900 million respectively. The 2.3 billion urban populations is likely to double again to over 4.6 billion between 1990 and 2020 of which 93% is to occur in the developing World.

Another source puts the projected world urban population for 2025 at 5.2 billion out of which 77% will live in the less developed (UN, 1993). Moreover, by 1993, of the world population that lived in urban areas, some 75% lived in the developed and 34% in the developing world bearing in mind striking variations clouding such averages. Another source put the urban population in developing countries at 20% and 30% in 1950 and 1975 in that order, with a projected 45% by the year 2,000 (Linn, 1983; world bank, 1979a). Globally the rate of urban growth was around 2.5% yearly during 1979-80 the developed, experiencing less than 1% while the developing world having 3.7% per annum. Within the developing world in the 1980s urban growth was thought to have exceeded 7% yearly (Devas & Rakodi, 1993). Then between 1985-90, the urban population in the more developed countries grew at the rate of 1% annually. While the figure for the less developed countries was almost four-fold higher (3.79%) (UN 1993). Africa is considered to be most rapidly urbanizing continent whose average rate of urban growth for the 1970-85 period as 5% per annum, yet her urban population forms a mere 31% of the continent’s and just 15% of the global total population in that order. Variations in the growth between individual counties show that four countries had the fastest rate of urban growth during 1980-84, namely Tanzania, 11.6% per year, Mozambique, 10.4%, Swaziland, 9.0% and Botswana 8.2% (U.N, 1989). This average rate, if unchecked, will result in a three-fold increase in Africa’s urban population by 2020.

Africa will have 6 urban agglomerations with 10 million residents each by 2010 (U.N 1993). The story is similar for sub-Saharan Africa. Though the least urbanized in 1965 with 14% of the total urban population for this area, this figure leap to 29% by 1980. Moreover, forecasts indicate that by 2020 more than 50% of this (sub) region’s population will be urban residents of which a high proportion will live in metropolitan areas of over 1 million people. In fact, by 1990, 27 such millionaire metropolises already existed in the area (Mabogunje, 1996).

TABLE 1: POPULATION OF LAGOS STATE: LGA BY LGA (1991, 2006, 2011 & 2016)

Table 1:

LGA Name	Area (km ²)	Census 2006 population	Administrative capital	Postal Code
Agege	11	459,939	Agege	100
Alimosho	185	1,277,714	Ikotun	100
Ifako-Ijaye	27	427,878	Ifako	100
Ikeja	46	313,196	Ikeja	100
Kosofe	81	665,393	Kosofe	100
Mushin	17	633,009	Mushin	100

Oshodi-Isolo	45	621,509	Oshodi/Isolo	100
Shomolu	12	402,673	Shomolu	101
<i>Ikeja Division</i>	<i>424</i>	<i>4,801,311</i>		
Apapa	27	217,362	Apapa	101
Eti-Osa	192	287,785	Ikoyi	101
Lagos Island	9	209,437	Lagos Island	101
Lagos Mainland	19	317,720	Lagos Mainland	101
Surulere	23	503,975	Surulere	101
<i>Lagos Division</i>	<i>270</i>	<i>1,542,279</i>		
Ajeromi-Ifelodun	12	684,105	Ajeromi/Ifelodun	102
Amuwo-Odofin	135	318,166	Festac Town	102
Ojo	158	598,071	Ojo	102
Badagry	441	241,093	Badagry	103
<i>Badagry Division</i>	<i>746</i>	<i>1,841,435</i>		
Ikorodu	394	535,619	Ikorodu	104
<i>Ikorodu Division</i>	<i>394</i>	<i>535,619</i>		
Ibeju-Lekki	455	117,481	Akodo	105
Epe	1,185	181,409	Epe	106
<i>Epe Division</i>	<i>1,640</i>	<i>298,890</i>		
Total	3,474	9,113,305		

Source: National Population Lagos (2017)

The first 16 of the above LGAs comprise the statistical area of Metropolitan Lagos. The remaining four LGAs (Badagry, Ikorodu, Ibeju-Lekki and Epe) are within Lagos State but are not part of Metropolitan Lagos. In 2003, many of the existing 20 LGAs were split for administrative purposes into Local Council Development Areas. These lower-tier administrative units now number 56: Agbado/Oke-Odo, Agboyi/Ketu, Agege, Ajeromi, Alimosho, Apapa, Apapa-Iganmu, Ayobo/Ipaja, Badagry West, Badagry, Bariga, Coker Aguda, Egbe Idimu, Ejigbo, Epe, Eredo, Eti Osa East, Eti Osa West, Iba, Isolo, Imota, Ikoyi, Ibeju, Ifako-Ijaiye, Ifelodun, Igando/Ikotun, Igbogbo/Bayeku, Ijede, Ikeja, Ikorodu North, Ikorodu West, Ikosi Ejirin, Ikorodu, Ikorodu West, Iru/Victoria Island, Itire Ikate, Kosofe, Lagos Island West, Lagos Island East, Lagos Mainland, Lekki, Mosan/Okunola, Mushin, Odi Olowo/Ojuwoye, Ojo, Ojodu, Ojokoro, Olorunda, Onigbongbo, Oriade, Orile Agege, Oshodi, Oto-Awori, Shomolu, Surulere and Yaba.

2.2 Urbanization and Human Settlement System: The main urban centres in the State are Badagry, Epe, Ikorodu, Ikeja and Lagos. The urbanization process that has taken place in Lagos has been of such significance in the State and in Nigeria as a whole that it should receive special attention. Although not European in origin, Lagos represents most spectacularly one of that class of Nigerian cities whose growth and development have been significantly shaped by European influences. Starting from a small settlement made by the Awori (a subgroup of the Yorubas), first at Ebute Metta and later (for defence reasons) at iddo, probably in the early part of the 17th century, the settlement of Lagos existed rather quietly up to the end of the 18th century.

From 1821 onwards, it became an important slave port on the West African coast. Important turning points in the subsequent growth of Lagos include the bombardment of the city by the British in 1851, with the purpose of ousting the slave trade inclined King Kosoko and restoring Akintoye as King of Lagos; the resulting abandonment of the city by the civilian population and the slow growth thereafter; the formal cession of Lagos as a Colony to Britain in 1861; and the subsequent establishment of regular government and administration of justice. This was followed by piece meal addition of hinterland areas to ensure political and commercial stability. The subsequent growth in commerce and the development of communication culminated in the founding of the Lagos Chambers of Commerce in 1897. The construction of the railway started in 1895 and harbour improvement followed (1908-1917). The volume of trade has continued to grow over the years.

Subsequently, various public programme relating to industrial development, swamp reclamation and mosquito campaigns, pipe borne water, transportation facilities, commercial activities and the city's increasing functions as the capital of the Federation accelerated the growth of Lagos into the greatest single concentration of skills and disposable income in the country. By 1963, the city (the Municipality of Lagos), made up of such components as Lagos Island, Lagos Mainland, Ikoyi and Victoria Island, Apapa and other areas had an official population figure of 665,246.

However, the geographic city beyond the boundaries of the Municipality was much larger. The spectacular road development works since the 1970s (the construction of the Eko Bridge, the reconstruction of Ikorodu Road into a ten lane dual carriage way, the construction of the Third Mainland Bridge, the Apapa Oworonshoki Expressway, the Lagos Badagry Expressway, the Abeokuta Expressway, the Victoria Island, Epe road as well as the interconnecting roads that link them into elaborate circumferential route ways and circulation paths have been both responses to and catalysts of the explosive growth of metropolitan Lagos. The process of

urbanization still continues in Lagos and with it comes various problems concerning administration, land acquisition, housing and rents, sanitation, transportation, water supply and crime. These issues are brought to the attention of the public continually through the news media, and they remain endemic subjects of governmental policy and programme. Table 24.2 shows projected population for the metropolis and the State from 1987 to 2000. The settlement system in Lagos state is obviously dominated by metropolitan Lagos which incorporates not less than 16 of the 20 local government areas (LGAs): Agege, Ajeromifelodun, AmuwoOdofin, Alimosho, Apapa, Etiosa, Ifako Ijaye, Ikeja, Kosofe, Lagos Island, Lagos Mainland, Mushin, Oshodiloso, Somolu, Surulere and part of Ojo.

In each of the four remaining LGAs, there is typically a focal town surrounded by numerous lower order settlements and village communities. In Badagry LGA, the focal town is the ancient settlement of Badagry which was a major slave out post in precolonial times and is reputed as being the first place in Nigeria where Christianity was preached in 1842. There are about 120 other communities and villages in the LGA including Ajara, Topo, Panko, Akarakumo, Aseri, Egun and others. The situation in Epe LGA is similar, the focal town being Epe. The other settlements are about 311, including Agbowalkosi, Itoiki, Ejirin, Onisawasawa, Ubuja, Ipadodo and numerous others.

Ibeju Lekki LGA has as the main town, not the local government headquarters which is Akodo but a more developed small town, Ibeju. Distributed irregularly around and between these two are about 153 other village communities, including Lekki, Magbon Alade and others. Finally, Ikorodu LGA has as its focal town the local government headquarters, Ikorodu, which is a veritable commercial city in its own right. Being the location of the transmitters for the Federal Radio Corporation of Nigeria, the Voice of Nigeria and Lagos State Broadcasting Corporation (Radio and Television), it is an important communication centre as well as a major gate way to the country's hinterland. There are about 260 other settlements in the LGA, including Igbogbo, Imota, Maya, Baiyeku, Ijede, Majidun, Ajegunie, Agbede, Aguru, Odugunyan and others. These four LGAs Badagry, Epe, IbejuLekki and Ikorodu contain virtually the totality of rural areas in Lagos State. (<http://links.onlinenigeria.com/lagosadv.aspRRV6>).

2. 3 Evolution of urbanization in Lagos

i). Political influence and Control

The Benin Kingdom founded Lagos following conquest. They called it Eko (meaning 'war camp'). Till date Lagosians still refer to Lagos as 'Eko.' Lagos was named after Lagos in Portugal, by Portuguese explorers who visited the area in 1472. Lagos served as a major slave trade center between 1404 and 1889. It was annexed as a British colony in 1861. When the colony and protectorate of Nigeria was established in 1914, Lagos was declared its capital; it maintained this status until the 12th of December, 1991 when the capital was formally moved to Abuja . Metropolitan Lagos has been administered under a variety of different territorial schemes. Historically, Lagos started around the Island and Mainland areas as a fishing and agricultural village. It then grew into a small town. When it was ceded to the British in 1861, it was administered as a city-state with its own separate administration. In 1866 it was included in the West African Settlements under a Governor-in-Chief resident in Sierra Leone, but it retained a separate legislative council and a local administration. Various changes followed, through its status as a separate colony, to its merger with Western Nigeria in 1951. In 1953 a federal territory was carved out of former Western Nigeria, including the colony of Lagos.

Owing to the much greater financial resources and administrative capacity available at the federal level, the federal territory of Lagos had a much higher degree of infrastructural development than the outer metropolitan area. Thus, there were evident contrasts in the quality of urban services available in the two areas within the metropolis. From 1958 there was political agitation for a separate Lagos State. This was achieved in 1967 and Ikeja within the Lagos metropolis became the capital of the new state.

ii). Population Growth and Dynamics

The United Nations projected in 1999 that the population of Lagos will exceed 20 million by the year 2010. Although Lagos state is the smallest state in Nigeria, with an area of 356,861 hectares of which 75,755 hectares are wetlands, yet it has the highest population, which is over five per cent of the national estimate. The state has a population of 17 million out of a national estimate of 150 million . The UN estimates that at its present growth rate, Lagos State will be third largest mega city in the world by 2015 after Tokyo in Japan and Bombay in India. Of this population, Metropolitan Lagos, an area covering 37% of the land area of Lagos State is home to over 85% of the State population. The rate of population growth is about 600,000 per annum with a population density of about 4,193 persons per sq. km. In the built-up areas of Metropolitan Lagos, the average density is over 20,000 persons per square km. Current demographic trend analysis revealed that the State population growth rate of 8% has resulted in its capturing of 36.8% of Nigeria's urban population estimate at 49.8 million people of the nation's million population. The implication is that whereas the country population growth is 4/5% and global 2%, Lagos population is growing ten times faster than New York and Los Angeles with grave implication for urban sustainability. The surging population of Lagos has persistently put a strain on its social and economic infrastructure.

Most of the migrants into Lagos come from rural areas all across the country. To check the rural urban drift, successive federal governments have put in place developmental projects in rural communities in order to discourage people from drifting to the cities in search of opportunities and better life. No post independence census exercise has been accepted by the Lagos State Government.

This is because published figures have lagged people's expectations. Population is one of the indices upon which statutory allocations and parliamentary representation are based on. Therefore, census exercises in Nigeria have both political and economic implications. According to the preliminary results of the 2006 census done by the Nigerian federal government, there are 7,937,932 inhabitants in Metropolitan Lagos. This 2006 census preliminary figure is a far-cry from the figures projected by the United Nations and the Lagos State Government. Lagos State rejected the census figures outright and, instead tallied and published its own figures, which shows that Lagos has a population of 17,552,942. (*International Journal of Science and Research (IJSR)ISSN (Online): 2319-7064 Impact Factor (2012): 3 (8), August 2014*).

Table 4: Analysis of population growth of Lagos

Year	Metropolitan Lagos	Lagos State	%of Metropolitan Lagos vis-a-vis Lagos State
1978	3,779	4,300	87.88
1980	4,518	5,092	88.72
1985	6414	7,132	89.93
1990	8,406	9,290	90.92
1995	10,406	11,47	90.71
2000	12,949	14,232	90.98
2005	15	16,903	93.20
2010	19,167	20,075	95.47

Source: Akinmoladun and Oluwoye (2007)

iv). Infrastructures

1)Transportation

Lagos no doubt has benefited immensely from its former status as the administrative capital of Nigeria. It has the best infrastructure in the country. Lagos flourishes with modern road networks, water ways and ferry services, cyclists (known as Okada), two sea ports, and local and international airports. The mass transit bus called 'Molue' carries large amount of commuters across all parts of Lagos. There are also the smaller buses called 'Danfo.' Only specific categories of smaller buses are allowed into the Island. Buses ordinarily do not ply all the streets of Lagos; therefore, Lagosians rely on the cyclists for street movements. This is because most people cannot afford the high cost of hiring taxis. Lagos has the worst traffic problems in Africa. More than 80% of transportation in the country is provided by the private sector. Rail transportation and the use of water ways should have eased the burden on the roads. Unfortunately the railway company is inept, while the ferry services are poorly run. There is low patronage because of loss of confidence by commuters. A contract was awarded by the Lagos State Government to build a metro line for Lagos. Unfortunately this project that could have resolved the transportation problems in Lagos was cancelled by the incoming military junta (on the allegation that the contract was over quoted). Millions of dollars were paid to the French consultants/contractors for breach of contract by the Nigerian Federal Government. Most roads in Lagos are owned by the federal government; and these roads have been poorly maintained. The Lagos State government has times decided to maintain the federal roads themselves out of frustration of waiting for the federal government to do so. The aviation industry in Nigeria is efficient and solely controlled by the private sector. The Lagos local and international airport terminals are the busiest in Africa.

2.) Housing

Both the federal and the state governments have been unable to provide adequate and sustainable housing for Lagosians. The Third Development Plan period (1975-1980) represented the first serious attempt by the federal government to meet the housing needs of Nigerians through direct construction . As a result FESTAC TOWN was built in 1977. Lagos State Development and Property Corporation (LSDPC) is the Corporation responsible for providing housing in Lagos. It was established in 1972. In 1999, the Millennium Housing Scheme was launched by Lagos State Government. Its goal was to provide numerous and affordable houses for ordinary Lagosians. The categories of houses to be built are: high, upper medium, medium and economic (or low income) houses. Research done by Tewari showed that there is no wide disparity between the rents paid by the poor and the rich in Lagos. The rent

affordability index between the poor and rich is a not very significant. Most Lagosians can afford to pay their rent bills. Housing challenges in Lagos include: High population growth and density, limited land supply and acquisition obstacles, lack of adequate physical planning/development control, high cost of building materials, lack of proper co-ordination of public agencies and laws, and poor infrastructure .

3).Electricity

In Nigeria, electricity provision is on the exclusive legislative list. The Power Holding Company of Nigeria (PHCN) has suffered neglect from past military governments. Hence it functions at barely 20% efficiency. Lee and Annas reported that establishments are forced to install generators as back-up for their electricity supply needs and to provide their own boreholes to obtain water. These problems still persist with the present EKO ELECTRICITY DISTRIBUTION COMPANY(EEDC). Most manufacturing companies have relocated to neighbouring countries like Ghana where basic amenities are more assured. At the moment, achieving an uninterrupted power supply in Nigeria still remains a dream.

4). Water

Most Lagosians get water from private boreholes. The government both at the federal and state levels, have inherited moribund public owned parastatals, from past military governments. Concerted and proactive efforts are being exerted by present governments to get all public agencies to function well again. Only about 30% of Lagosians are covered by the State owned Water Corporation, known as Lagos Water Corporation . The challenges LWC faces are: poor power supply from EEDC, poor service coverage because of limited reticulation; ageing plants, vehicles and machineries; and poor revenue.

5). Solid Waste Management

The management of urban Municipal Solid Waste (MSW) is a big problem in cities because of the lack of sufficient equipment to collect the waste. This situation is no different in Lagos, Nigeria. There are three major aspects of MSW management. These are: storage; collection and transportation; and treatment and disposal . Concerted effort has been made by successive governments (both at the federal and state levels) to combat the menace of solid waste management in Lagos. Management of solid waste did not become a major problem in Nigeria until the early 1970's. The oil boom, which compounded the emerging industrialization and urbanization, resulted in the high volume of waste which became increasingly difficult for the local government councils in Lagos State to manage. By 1977, when Nigeria hosted FESTAC '77, the world press classified Lagos as the "dirtiest" city capital. Consequently, in April 1977, the first waste management outfit in West Africa was instituted. This was the Lagos State Refuse Disposal Board (LSRDB) in Nigeria, under Edict 9 of 1977, with Powell Duffen Pollution Control Consultants of Canada as managers. In 1981, its name was changed to Lagos State Waste Disposal Board (LSWDB) . In December 1991, its current name, the Lagos State Waste Management Authority (LAWMA) was christened under Edict No. 55, which made the agency to be responsible for the collection and disposal of municipal and industrial waste as well as for the provision of commercial waste services to the state and local governments. LAWMA managed 3 dump sites located in Lagos that covered 63.67 hectares. The sites were strategically located on the Northern part of the State within the Quaternary lateratic clay deposit. From 1997 - 2007 the cumulative weight of waste deposited in the 3 landfill sites was about 27,599,825.94 metric tons. The typical Lagos waste stream consists of vegetable (45%), plastics (15%), papers (10%), putrescible (8%), fine (8%), metals (5%), and textiles (4%). The State government later granted approval for the construction of a landfill site in Epe (South East of Lagos). There are also other waste conversion plants in the State, the compost plant at Odogunyan, Ikorodu; and the Plastic Recycling Plant at Ojo, Local Government Area. Youths are encouraged to bring in plastic trash, in return for money value. LAWMA's major challenges include: climate condition, low level of professionalism, local capacity to manage the transfer of foreign technology, cultural and socio-economic factors, high cost of funds (local and foreign), sub-standard spare parts, and energy.

2.1.9 Causes of urbanization

The development of technology and emergence of the factory system as a socially organized system of labour during the industrial revolution were instrumental in attracting new comers of varied origins to the cities. This was as a result of policies on land in England at the time of industrial revolution, through enactment of enclosure laws. As the people were prevented from peasant farming, they had no alternative than to go to the factories in the cities for livelihood. The most dramatic effect of technology on social life was separating work from household situation. This notion is supported by the work of fetter laocett, 'the word we have lost, England before the industrial Age'.

The factory system won its victory by out-producing the working family, taking away the market for the products of land, labour and cutting prices to the point where craftsmen had either to starve or take a job in the factory. The city provides the means and the markets, then the growth of cities provides more

markets and more labour and more enterprises are drawn into profit from them. Proximity to these markets cheapens services and costs. Pressure from the articulate urban population compels government to provide urban utilities, which in turn attract further migrants with yet more money to invest and/or labour to sell (The United Nations 1975).

The process is not simply the consequence of unplanned development in response to market opportunities. For planned economies in the process of rapid development seems to tend towards urban conglomeration on a comparable scale. For this reason, many planners, particularly in the mixed economies with a strong private sector have questioned whether urban spread can be prevented, particularly in the early days of growth (Currie, 1996)

Rural–Urban migration has been the force fuelling urban growth, though the faster declined in mortality rates in the cities has made a more than negligible contribution. The special distribution of the population has been greatly influenced by the special distribution of jobs, investment, social amenities and infrastructure. Therefore, urbanization process has been dominated by the growth in population in the capital cities, rural-urban migration, development in infrastructure and social amenities, access to employment opportunities and other sources of livelihood, government policies and other sundry factors (Ewuim, 2012).

3.0 METHODOLOGY

This study adopted the Survey Research Design. Given the resources constraint (time, funds and materials, etc) required to undertake a census, vis-avis the implication of analyzing data obtained from the entire population if census were to be carried out, it became expedient to adopt survey design. This method allowed the researcher to obtain data from a representative sample (typical of the entire population strata) for an objective analysis and valid inference. The survey design also has the advantage of wider area coverage. Thus, data relevant to this study was obtained from sampled respondents.

The methods of data collection employed in gathering data for the study include questionnaire, face to face interview, focus group discussion guide and observation. Chi square non parametric statistics was used in the test of hypothesis.

4.1 DATA ANALYSIS

Table 2: *Opinion of Respondents whether the presence of substantial social facilities & access to basic infrastructures (Water, Health, Roads, Electricity etc) engendered urbanization in Nigeria.*

Responses	Frequency (observed)	Percentage (%)
Strongly Agree	127	32
Agree	160	40
Disagree	77	19
Strongly disagree	37	9
TOTAL	400	100

Source: Researcher's field work 2019

As can be seen from table 2, 32% strongly agreed, 40% agreed, 19% disagreed and 9% strongly disagreed that the presence of substantial social facilities and access to basic infrastructures (Housing, water, health, roads, electricity etc) engendered urbanization in Lagos. It is derivable here that 72% believe that the presence of functional basic facilities and infrastructures will enhance urbanization in Lagos.

Table 3: *Opinion of Respondents whether poverty & inadequate housing has led to the emergence of slums, congestion, spatial inequality & haphazard land development in Nigeria Urban.*

Responses	Frequency (observed)	Percentage (%)
Strongly Agree	97	24
Agree	167	42
Disagree	113	28
Strongly disagree	23	6
TOTAL	400	100

Source: Researcher's field work 2019

In table 3, 24% strongly agreed, 42% agreed, 28% disagreed and 6% strongly disagreed that poverty and inadequate housing has led to the emergence of slums, congestion, spatial inequality and haphazard land development in Lagos. It is observable here that a larger percentage of respondents (66%) believe that poverty and shortage of houses has led to the emergence of slum and haphazard development in Lagos urban in Nigeria.

Table 4: *Opinion of Respondents whether inaccurate census data & inadequate training of environmental protection staff has contributed to low performance, environmental degradation & poor urban planning in Lagos.*

Responses	Frequency (observed)	Percentage (%)
Strongly Agree	140	35
Agree	170	43
Disagree	53	13
Strongly disagree	37	9
TOTAL.	400	100

Source: Researcher's field work 2019

In table 4, 35% strongly agreed, 43% agreed, 13% disagreed and 9% strongly disagreed of inaccurate census data & inadequate training of environmental protection staff has contributed to low performance, environmental degradation & poor urban planning in Lagos. Logically and observably, many of the respondents (78%) believe that there is inaccurate census data & inadequate training of environmental protection staff and the federal/state government should make provisions for these, for the sustenance of the urban environment and Planning.

Table 5: *Opinion of Respondents whether indiscriminate solid waste disposal & drainage system has contributed to health hazards, spread of diseases & loss of life in Lagos.*

Responses	Frequency (observed)	Percentage (%)
Strongly Agree	127	32
Agree	160	40
Disagree	76	19
Strongly disagree	37	9
TOTAL	400	100

Source: Researcher's field work 2019

As can be seen from table 5, 32% strongly agreed, 40% agreed, 19% disagreed and 9% strongly disagreed that the indiscriminate solid waste disposal and drainage system has contributed to health hazards, spread of diseases and loss of life in Lagos. It is derivable here that 72% believe uncontrolled and indiscriminate solid waste disposal and poor drainage system has caused more harm than good in Lagos.

Table 6: *Opinion of Respondents whether exodus of rural-urban migration has led to the overstretching of residential buildings which has caused the collapse of some buildings in Lagos.*

Responses	Frequency (observed)	Percentage (%)
Strongly Agree	97	24
Agree	167	42
Disagree	93	23
Strongly disagree	43	11
TOTAL	400	100

Source: Researcher's field work 2019

In table 6, 24% strongly agreed, 42% agreed, 28% disagreed and 6% strongly disagreed that the exodus of rural-urban migration has led to the overstretching of residential buildings which has caused the collapse of some buildings in Lagos. It is succinctly clear here that a larger percentage of respondents (66%) believe the colossal exodus of people migrating from rural to urban has greatly contributed to the overstretching and subsequent collapse of residential buildings in Lagos urban in recent times.

Table 7: *Analysis of the workability and relationship of the effect of Urbanization on Urban Administration in Lagos State, Nigeria.*

Responses	Frequency (observed)	Frequency (Expected)
Strongly Agree	173	100
Agree	123	100
Disagree	50	100
Strongly disagree	54	100
TOTAL	400	400

Source: *Researcher's field work 2016*

Table 8: Calculate chi-square value of the workability and relationship of the effect of Urbanization and Urban Administration in Lagos State, Nigeria.

Responses	O	E	O-E	(O-E) ²	(O-E) ² /E
Strongly Agree	173	100	73	5,329	63.29
Agree	123	100	23	529	5.29
Disagree	50	100	-50	2,500	25
Strongly disagree	54	100	-46	2,116	21.16
TOTAL					X ² =104.79

Researcher's computation from table 7.

Tabulated/critical chi-square value = (n-1) df @ 0.05 level of significance. X² = (4-1) @ 0.05 = 7.81473

Decision/inference:

The null hypothesis (H₀) which state that, "There are no significant relationship between the effect of Urbanization and Urban Administration in Lagos State" is therefore rejected in favour of the alternative hypothesis (H₁). It is obvious from the analysis of data that the actions suggested to tackle these challenges, in order to ensure sustainable urbanization, will focus on renewing the urban centres and integrating rural areas without stress. Also, without effective urban administration, urbanization will be a mirage.

4.2 ANALYSIS OF DATA AND DISCUSSION OF RESULT.

It is pertinent to note that the interpretation of research findings represents a key component if the research must be well spelt out so that it can be reasonable and presented in such a way that it would be meaningful and well understood. Based on the data presented and interpreted which emanates from responses of the 400 respondents, there are some obvious salient points and factors that needed to be discussed as findings on the subject matter. Salient factors on the subject matter:-

4.2.1 Presence of substantial social facilities and access to basic infrastructures: One of the objectives of the effect of urbanization is to examine the urbanization pattern in Lagos metropolis vis-à-vis infrastructures. Table 10 gave credence to this findings as over 72% of the respondents concurred to the fact that the presence of substantial social amenities and access to basic infrastructure in Lagos metropolis/urban has endangered urbanization. This was affirmed by Ewuim (2012) as she defined urbanization as a process dominated by the growth in population in the capital cities development in infrastructure and social amenities and other sources of lively hood.

4.2.2 Poverty and inadequate Housing: The high trend of rural-urban migration into various locations in urban Lagos has led to poverty and inadequate housing in the metropolis. Also, this has led to the emergence of slums, congestion, spatial inequalities and haphazard land development thereby contravening physical development control measures in the state. This is made evident in Table 11 as over 66% of the respondents believed that the high trend of rural-urban migration into the metropolis has invariable led to poverty and inadequate Housing. This is also confirmed by Jimoh (1997) claims that eight out of every urban household are poor. The human development report (2004) records that 70.2% Nigerians survive on less than one US dollar daily while, 90% of the population lives on less than two US dollars daily.

4.2.3 Inaccurate census data and inadequate training: Available data reveal that the population of Nigeria has been increasing at an alarming rate (see Table 5.1) including Lagos state (Federal office of statistics). The inability of National population commission to produce an acceptable and accurate census data is a thing of concern to the Nation.

From the field survey conducted in Table 12 clearly shows that 78% of the respondents attest to the fact that inaccurate census data and inadequate training of environmental protection staff has contributed to poor population projection, environmental degradation and poor urban planning by Lagos state government. The ambiguity about censuses conducted so far in Nigeria must be cleared and readdressed for a sustainable urban development.

4.2.4 Indiscriminate solid waste disposal and drainage system: One of the objectives of this study is to evaluate the impact of urbanization on public administration and the rate of construction in physical development control measures currently in place such as solid waste disposal etc. This is expressed in Table 13 as over 72% of the respondents succumbed to the fact that indiscriminate solid waste disposal and poor drainage system has contributed to health hazards, spread of disease and loss of life as a result of flood.

Therefore, the need to build strong solid waste system and construct large drainage system in Lagos urban in order to ensure healthy environment that will promote socio-economic development.

The management of urban solid waste is a big problem in cities because of lack of sufficient equipment to collect waste. This situation is no different in Lagos Nigeria. Lagos state government should inject professionals into Lagos state waste management authority (LAWMA) for productive performance.

4.2.4 Colossal exodus of rural-urban Migration: Most of the migrants into Lagos come from rural areas all across the country and beyond according to International Journal of science and research vol. 3 issue 8, August, 2014. Table 14 gave strong credence to this as over 66% of the respondents supported the fact that exodus of rural –urban migration has led to the over stretching of residential buildings which has led to the collapse of some buildings in Lagos urban. The trend of rural-urban migration should be checked by the relevant urban and regional planning agencies with a view to providing the commensurate infrastructures for the populace. This attests to the fact made by Zachariah and Conde (1980) that nearly half of the growth rate of urban areas was contributed by migrants.

4.2.7 Lack of harmonization of the Land-use Act 1990 with high demand cost of indigenes. From the field survey, it was observed that the Land use Act of 1990 is yet to be re-structured or harmonized with the high demand cost of indigenes (“Omo Onile”). This problem has greatly affected urbanization on Urban Administration in Lagos state. There should be a legal framework, possibly made zone by zone to avert indiscriminate levies from the communities/indigenes.

5.0 SUMMARY OF FINDINGS, CONCLUSION AND RECOMMENDATION.

5.1 Summary

- i. Urbanization has significant effect on urban Administration in Lagos State.
- ii. Uncontrolled rural-urban migration by public administrators/governments has led to the problems of slums, poverty, spatial inequalities, congestion, over-stretched housing etc, in Lagos.
- iii. Governments/public administrators have not done enough to contain the challenges and effect of urbanization in Nigeria.

5.2 Conclusion

Urbanization in Nigerian urban centres has brought about varying degree of problems ranging from economy, climatic, environmental, housing, socio cultural, traffic, population bomb, to food insecurity among other problems. It is good to know that everyone in urban centres is affected with one or more of these problems. It is pertinent at this point for Nigerian government to adopt the recommendations in this paper, in order to control the urbanization process in Nigeria, and to ensure sustainable developments in urban centres through strong commitment of Public administrators and political leaders.

5.3 Recommendations

- i) Rural-urban migration is the major problem of urbanization in Nigeria. Rural-urban drift should be addressed more at the local level that is closer to the members of the countryside, by making them to know the environmental and economy implications of their migration to the urban centres through various public enlightenment programs.
- ii) The major factor that leads to rural-urban drift in Nigeria is regional inequalities. To halt rural-urban drift to a great extent, government at the state (regional) level supported at the federal (national) level, should embark on various physical developments and the provision of basic infrastructural facilities, services and social amenities (equipped schools, water supply, good roads, health facilities, stable electricity, relaxation centres and other things) in rural areas. This will reduce the level of inequalities between the urban centres and rural areas, and this will naturally control the rural-urban drift.
- iii) Environmental protection agency’s staff should be well trained, so as to be able to make them to use modern equipment for the protection of the environment and these modern equipment should be provided by the government to these agencies at all the tiers of government.
- iv) The major economic activity in the countryside is agriculture (farming). Government should provide necessary incentives to promote agricultural activities in the countryside through zero-interest loan to farmers, low cost agricultural tools, good market for agricultural produce and other incentives.

- v) There is a need to review various laws in charge of environmental management in Nigeria like NESREA (National Environmental Standard Regulation Enforcement Agency), FEPA (Federal Environmental Protection Agency) and other legislations that are concerned with the environmental monitoring. The laws should be more effective in terms of Compliance, Enforcement and Penalty.
 - vi) There is a need to encourage mass transit in urban centres. The exhaust generated by vehicles is a serious threat to the environment. Government should mandate “Kiss-and-Ride” or “Park-and-Ride” system while approaching some business districts in urban centres to reduce traffic congestion, noise, accident rate, crimes and air pollution. Government and private investors can invest in building car parks in district centres in cities, where car owners pay charges per time spent.
 - vii) Government should demolish all slums in urban centres and make these areas return back to green zones, by planting trees. The evicted slum dwellers should be encouraged with little fund by the government, and they should reconcile them back to the communities they migrated from, which are mainly the rural areas. Government should endeavour to provide low cost housing that are affordable for some of the slum dwellers evicted from the slums, and other urban poor who are working in “Formal Sector” of the urban centres.
 - viii) Comprehensive development plans should be developed with citizen participation, and adopted by the local government councils. This will guide the physical developments in the countryside as recommended by this paper, to integrate infrastructural facilities, services and economic activities in the countryside. This will guide against environmental threats that may result from the rural integration schemes in the future, as the current experience in urban centres. Government should enact people oriented laws on environment in which people are given adequate opportunity to participate so as to ensure easy enforcement and general compliance.
 - ix) Government should create a more enabling environment for the populace in both the rural areas and urban centres to practice agriculture. Provision of arable land for agricultural practices in the recommended cleared slums and urban suburbs for the urban centres where land is scarce. The community leaders and Local Government council should make land available for the members of the rural areas. Government should provide zero interest loans to the members of the public in agricultural sector. This will reduce the problems of poverty and unemployment.
 - x) More enlightenment programs should be available for the members of the public on the implications of natural increase. The awareness should start from the religious centres, community and media. Government through the ministry of environment should embark on public awareness campaigns in which the people will be made to know the importance of healthy environment and how to ensure their environment remain pollution free.
 - xi) Governments at all levels (local, state, and federal) should embrace “Ideal Governance”. This type of governance ensures the right people with reputations and also related professional experience are appointed to the political positions that have to do with environment, physical planning and urban development, and other departments in government. Putting the round pegs in round holes in governance will ensure and increase productivity.
- Lastly, Nigeria courts should be ready always to enforce the laws on environmental protection albeit any jurisdictional problems. Besides, environmental rights should be constitutionally guaranteed and enforceable.

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