

RECONSTRUCTION OF SOME ROADS IN SABON GARI AREA OF KANO METROPOLIS FOR ECONOMIC REHABILITATION AND RELIANCE

Adamu, Ibrahim Kabuga

Abstract

This paper focuses on the reconstruction of some roads in Sabon Gari Area of Kano metropolis for economic rehabilitation and reliance. The study shows great significant increase in the sales of goods and services after the reconstructions. This is attributed to easy movement of goods, services and people from one place to another. For data, field observation, field measurement and interviews were administered to a sample of population in order to determine their opinion on reconstructed roads and their impact on economic activities in the metropolis. The sample random sampling technique was used to select the required simple population. The data collected were presented and analysed using cross tabulation and percentage. Some measures were also recommended for the maintenance of the roads for better economic rehabilitation and reliance in the state.

Introduction

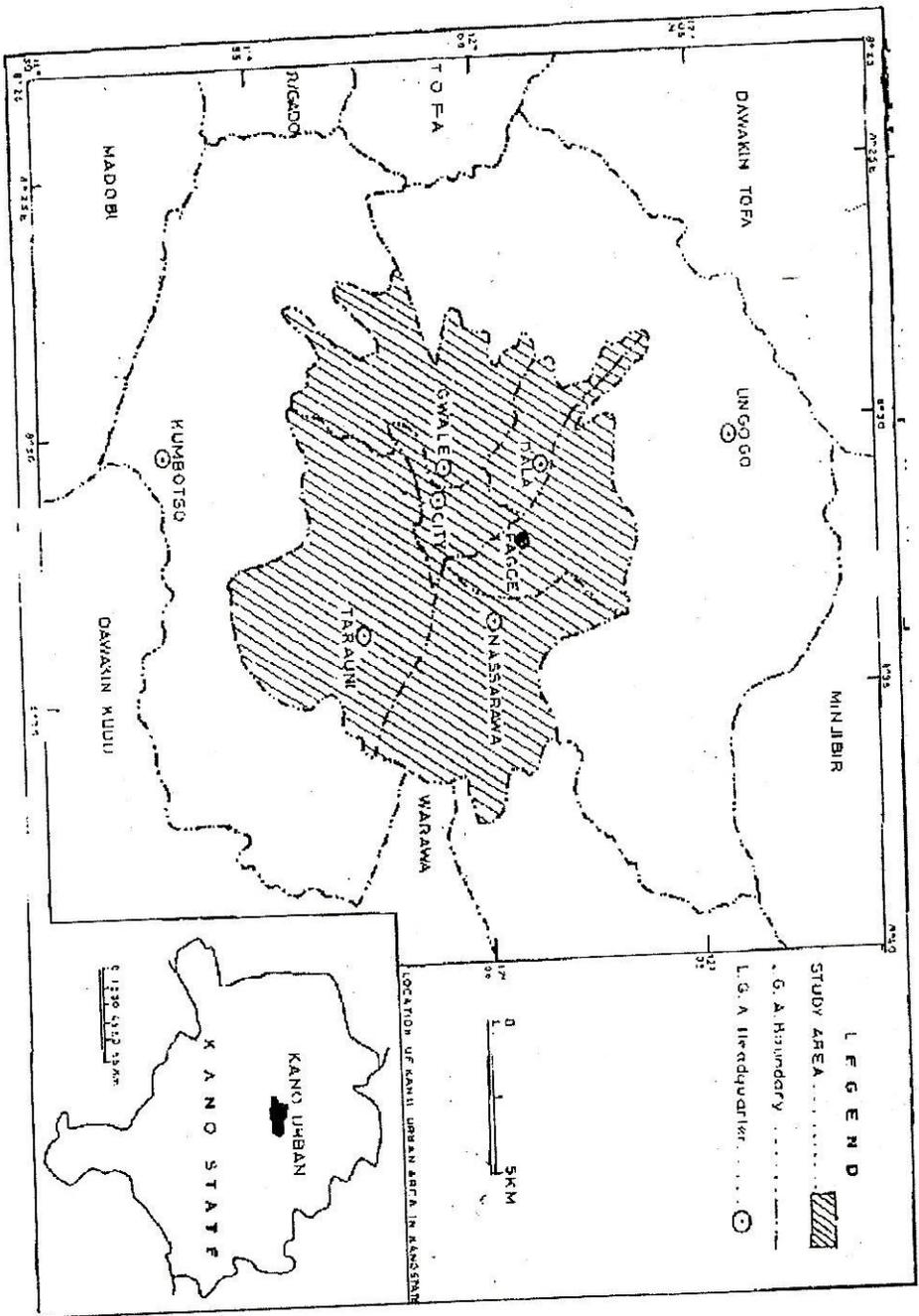
Road development provides easy access to all nooks and comers of Kano State trans-versing the length, and breadth of the state to link the industrial, commercial and agricultural centres. To boost economic activities in the state, the present Government of Mallam Ibrahim Shekarau, embarked on the reconstruction and rehabilitation of some major roads in some parts of the state especially those linking the 3 major markets i.e (Kwari, Singer and Sabon Gari markets) in the state. The aim of the reconstruction/rehabilitation is to make the roads motorable and ease commuter and economic activities in the state. As a result of this, the writer examines how these newly reconstructed roads have contributed to economic rehabilitation and reliance in the metropolis.

The Study Area

Kano metropolis is the capital of Kano State and lies on Latitude 12°03'N and Longitude 08°32'E. Today, Kano as a settlement covers a large area, commonly referred to as Kano metropolis. The metropolis is bordered in the north by Ungogo Local Government Area and to the South-West by Tofa Local Government Area, to the north-east by Gezawa Local Government Area and to the south-west by Dawakin Kudu and Kumbotso Local Government Areas respectively (Figure 1).

Sabon Gari dates back to 1913 when it was settled by the Veterans of the West African Frontier force (WAFF) and the Labourers who worked on the Lagos - Kano railway Line. Between 1913 and 1918, approximately 320 plots were carved out and developed to accommodate immigrant groups most of whom were railway workers.

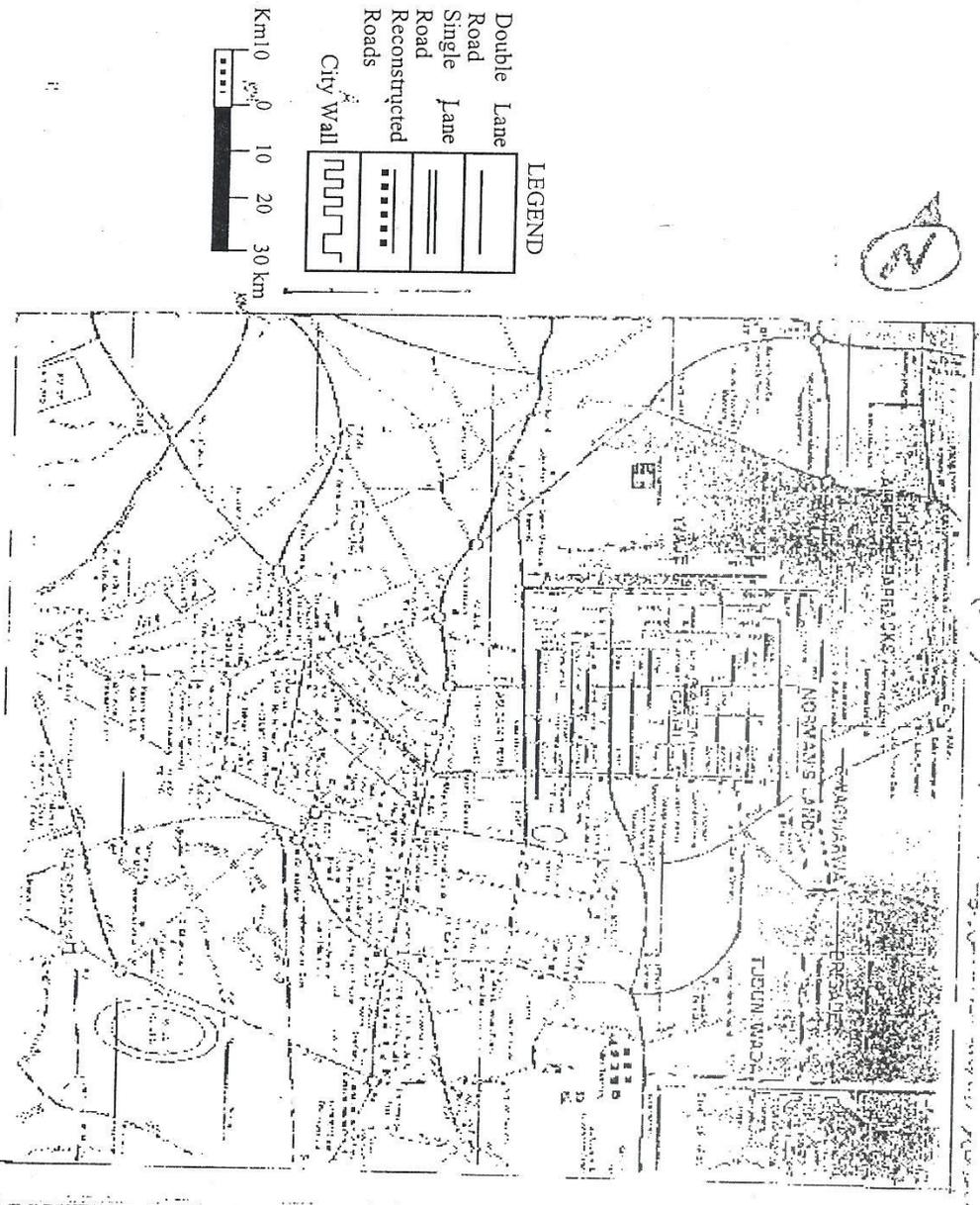
Fig. 1: Maps of Kano metropolis showing the location of Kano Urban Area



Ibo Road: Is about 1.8km long, and located in the eastern part of Sabon Gari market and Sabon Gari Township. The road extends from Bata round about via the eastern part of Sabon Gari Market to Sarkin Yaki Road, in the northern part of Sabon Gari township. Some of the economic activities along the road include building materials, food items, books, stationaries, electrical appliances, educational equipment's and services.

Festing/Burma Road: This road is located inside Sabon Gart Township. The road is bounded in the South by Abuja Road (Formerly France Road) and in the north by Zungeru road Nomansland. The road has a lot of churches and some economic activities, Linking Abuja Road via Sabon Gari market. Abuja Road is one of the major area where building materials and custmetic building materials are sold. Other services "along the road include banking services, selling of spare parts, electrical appliance, tiles, toilet fittings and tyres.

Fig. 2: KANO METROPOLIS (PART) SHOWING MAJOR ROADS & RECONSTRUCTED ROADS.



Impact of Reconstruction

Interview was carried out between April and June, 2004, to assess the impact of reconstruction of the roads in relation to accessibility and economic activities in the area. 92% of the traders and customers who responded suggested that accessibility was good and easy with the reconstruction of the roads.

Table 1: Shows the Responses of Traders and Customers Around the Reconstructed Roads, In Terms of Accessibility

Responses	Frequency	Percentage
Good accessibility of the roads	110	91.7%
Fair accessibility of the roads	10	8.3 %
Poor accessibility of the roads	0	0 %
Total	120	100 %

(Adamu, 2004)

Table 2; Shows the Responses of Traders and Customers Around the Reconstructed Roads in Relation to Trading and Commercial Activities

Responses	Frequency	Percentage
Sales increased after the reconstruction.	77	64.2 %
Sales decreased after the reconstruction	7	5.8 %
Sales remain the same after the reconstruction.	36	30 %
Total	120	100 %

(Adamu, 2004)

From Table2, there is a great significant increase in the sales of goods and services after the reconstruction of the roads. This is attributed to easy movement of goods and people from one place to another. It is also attributed to the fact that people and motorists can easily drive to any shopping centre along the roads and do their shopping without difficulties as experienced in the past when the roads were dilapidated and in bad condition. The parking spaces provided along the roads enabled motorists and the general public to park their vehicles near their shopping places. This process has helped in the rehabilitation of economic activities in the study area and the state in general as indicated by respondents, as more people go into these areas to purchase what they need. The good drainage system constructed along the road will provide durability and reliability of the roads and economic activities in the state.

The respondents listed the advantages of the reconstruction over the old dilapidated roads to include improved travel time (61%), more satisfactory than before (68%) good drainage network system (63%), and of more reliable and durability (73%). The respondents were of the opinion that there was room still for improvement, especially in the area of drainage network and dualization of Bello Road (66%), and solid waste collected in some spots along the roads, giving off an obnoxious smell in the areas and causing traffic hold up.

Recommendations

The study recommends the following measures:

1. Bello Road should be dualized as a matter of urgency and improved on the drainage networks along the road.
2. The drainage network along the roads should be drained and cleared of debris and waste disposal especially during the rainy season as to avoid blockage and over flooding, if durability and reliability is to be maintained.
3. Other roads within the study area and the state in general should be reconstructed or rehabilitated for easy movement of goods, people and services from one place to another for economic growth and reliance in the state.
4. As a commercial area a lot of waste is generated along the roads, this is a serious problem, resulting to blocking sections of the roads, traffic hold up and go slow. This problem led to quick damaging of the roads and should be adequately handled by the State Government and

- Trader's Association Union. .
5. State Road Maintenance Agency should be set up by the State Government and monthly grant or allocation given to the Agency for the maintenance of the roads for better economic rehabilitation and reliance in the state.

Conclusion

In conclusion the study reveals that the reconstruction of 3 major roads in Sabon Gari area of Kano Metropolis have helped in rehabilitation of economic activities in the state.

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