E-ISSN: 1116 - 2759 P-ISSN: 3027-0111
MPRI-EDIR | INTERNATIONAL JOURNAL OF EARTH DESIGN AND INNOVATION RESEARCH
VOL. 07 NO. 4 – JANUARY, 2025

IMPACT OF URBAN PLANNING AND MANAGEMENT ON THE FCT DWELLERS: 2007-2020

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DOI: https://doi.org/10.70382/mejedir.v7i4.022

Abstract

The uncontrollable growth of the urban population in Abuja has brought a myriad of challenges. Increase in rural-urban migration, the economic, infrastructural, and social conditions in these urban centers have been incapable of providing a good standard of living for their inhabitants. With a population of about over 4 million, Abuja has faced different social amenities difficulties due to a lack of proper planning and management of dwellers. Using secondary data, the study expands on current knowledge with regard to the current challenges facing Abuja's urbanization, the Federal Capital Territory. The study also analyses some of these long-standing challenges, their interrelatedness, and how they exacerbate the Nigerian government's inability to solve them. Planning and mismanagement of dwellers which caused different gaps in the development of certain social amenities as well as led to the poor standard of living was discussed and carefully analyzed. Furthermore, the conclusion lays a response to these challenges with recommendations that Abuja City's transportation issues are worse than the national average and need to be addressed. Correcting the master plan's errors and flaws is necessary. Desertification in Abuja due to building and road construction activities should be checked by planting trees to protect the environment.

Keywords: Planning, Management of dwellers, Urbanization, Urban Development.

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Introduction

Background to the study

Nigeria's urban planning, development, and development system, particularly in Lagos, Calabar, Abuja, and a few other cities, had undergone substantial changes as a result of urbanization. The capital city of Nigeria, Abuja, has unique urbanization, nevertheless.

Since 1991, Abuja has served as the federal capital of the Federal Republic of Nigeria, replacing Lagos as the previous capital (hence referred to as the "FCC," or Federal Capital City). The Federal Capital Development Authority (FCDA) built the FCC based on the 1979 master plan for Abuja, the New Federal Capital of Nigeria (Uduak, Efanga, Ubokobong, and Uduakobong, 2022).

The Population of the Federal Capital Territory (FCT), which includes the Federal Capital Commission (FCC) was over 4 million in 2021 and is projected to rise to 7.17 million2 by 2040 at a rate that is 7.86% greater than the 2% national population growth rate. Due to the city's dramatic population expansion and urbanization, the city's significance as an economic and social hub in addition to its administrative role expanded in the modern era (Climax, 2021).

The FCT is predicted to lead the country's economic development alongside Lagos because it is situated in the country's center and has great potential for developing logistics to connect different regions (JICA, 2019). However, since its creation in 1979, the Abuja Master Plan (AMP) has not undergone a thorough review, and there are major differences between the plan and the actual development. There are worries that urban problems including slum development, pollution, environmental degradation, and traffic congestion may emerge and have a negative influence on economic activity and livelihood. The FCC urgently needs to revise the AMP thoroughly, including the expansion of an urban economic function, reviewing the land use plan, and improving the infrastructure, such as transportation, water supply, waste management, and power supply. To address the aforementioned concerns and to ensure further economic development, urban policies and an emphasis on addressing urbanization issues in the middle of the 1970s became a necessity (JICA, 2019). According to the Abuja Master Plan of 1975, these issues have reached Lagos, the initial organized capital of Nigeria (Uduak et al., 2022). Through the

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application of policies that advised combining the "three pillars of sustainability," Abuja City's urban planning policies were designed to promote sustainable urban expansion. This was done to ensure that its residents would have equal access, a sense of place and integration, physical beauty, and an excellent physical environment (Ikuku 2018; Jubril, 2016).

The objective of attaining sustainable urban expansion for the city of Abuja is now influenced by the effects of fast urbanization. This has led to mistakes that the original Master-Plan suggestion for Abuja City sought to avoid (Uduak et al., 2020). Urban disputes over space in Abuja Master Plan distortion and illegal growth, deprivation, disproportionate rights and access to the city, urban exclusion, segregation, and division are just a few examples of how current urban policies and practices have failed to mitigate the negative effects of rapid urbanization (Ade and Afolabi 2013; Ebo 2013; Ibezem-Ohaeri 2013; Atonko, 2014).

Hence, Abuja City offers a useful empirical backdrop for investigating the problems associated with inadequately implemented sustainable urban development policies, for strategic planning and management of FCT dwellers, and in particular, for examining how to incorporate the "three pillars of sustainability" into urban development planning, policy, and management. The above history also underlines the need to understand the social dimension of sustainable urban development and the measures needed to implement sustainable urban immigrant management in FCT-Abuja Nigeria's capital territory city.

Statement of Problem

The Federal Capital Territory has seen a growth in population. The 2006 census shows that there were 1,406,239 people living in FCT and this is a result of migration. And the main reason for this surge is that people believe there are economic prospects (Abuh, 2021).

The rapid population growth brought on by migration was not adequately anticipated thereby, resulted in difficulties in immigrant management. Thus, attaining sustainable urban expansion for the city of Abuja is now influenced by the effects of fast urbanization and the policy adopted for planning and management.

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Since there are gaps in the original Master Plan suggestion for Abuja city, challenges such as; urban disputes over space in Abuja, illegal growth, deprivation, disproportionate rights and access to the city, urban exclusion, segregation, and division (Ade and Afolabi 2013; Ebo 2013; Ibezem-Ohaeri 2013; Atonko, 2014) arose among residents.

Also, there seems to be adequate planning in some areas (Asokoro, Maitama, Wuse, etc.) while others (Yanya, Bwari, Zuba, etc.) are left undeveloped. These segregated areas are mostly faced with the problems of slums, pollution, environmental degradation, residential congestion, etc. which have a negative influence on economic activity and residents' livelihood. There is therefore an urgent need to revise the AMP thoroughly, including the expansion of an urban economic function, reviewing the land use plan, and improving the infrastructure, such as housing planning, transportation, water supply, waste management, and power supply.

As a result, the study thoroughly evaluates the impact of planning and management on dwellers in FCT.

Research Questions

The researcher aims to carefully answer the research questions below:

i. What is the impact of planning on urbanization?
ii. How does urban planning and management affect the development of the FCT?

Objectives of the Study

The objectives of the study are as follows:

i. To explain the impact of planning on urban dwellers
ii. To explain the impact of dwellers' management on the development of FCT

Scope of the Study

The study is centered on the impact of planning and management of dwellers in FCT. Thus, the scope of the study is based on how proper planning and management of policies and resources in the six area councils in FCT-Abuja Nigeria.

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Literature Review

Conceptual Clarification

Concept of Urban Planning

Urban planning has historically used existing concepts available in other realms-such as evolution (Mehmood, 2010)-as metaphorical mechanisms to describe the development of urban forms and communities. Urban studies, and urban studies authors, have used metaphors as a tool in urban theory and urban planning as described by Nientied (2016). Nientied added that "without new metaphors—and the shift in style of thinking that new metaphors bring with them—urban studies will be unable to do proper justice to the heterogeneity and complexity of cities" (Nientied, 2016, p. 1). Nientied echoed Sharon Meager (2015), who advocated the need for new metaphors or figurations that help people to think creatively about urban conditions and the possibilities for political interventions.

Urban Planning is the systematic, multidisciplinary process of analysing, designing and shaping the physical and social environments of cities, towns and regions - (Fainstein & DeFilippis, 2015,p.3).

Urban Planning also defined as the interdisciplinary process of designing, managing and regulating the use of land and resources within urban areas to create sustainable, functional and aesthetically pleasing environments for current and future generations (Levy and Alshuwaikhat, 2019).

Friedmann and Weaver (1979) views Urban Planning as the interdisciplinary process of designing and regulating the use of land, resources and infrastructure in urban areas to achieve sustainable, efficient and equitable development while addressing social, economic and environmental challenges.

Urbanization from a Global Perspective

Most of the time, urbanization is viewed as the transition from a rural to an urban civilization, which signifies significant, irreversible changes in production, consumption, and how people interact with the environment (Allen, 2020). Urbanization debates are now less about interaction and more about how to study urban landscapes and the entire urbanization process from a sustainability perspective. Urbanization, by definition, is the process by which rural areas transition into cities as a result of economic growth and industrialization (Peng et al, 2010).

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Urbanization can be defined based on changes in either population or in the character of towns and cities. In terms of population growth, the term "urbanization" describes the gradual movement of people from rural to urban areas (UNDESAPD, 2014). It is crucial to note that different countries have different ideas on what constitutes an urban environment's important metrics. Therefore, it is essential to use caution when referring to urbanization as a general phrase for all societies. Given the nature of the discrepancy that exists between them, it is also crucial to caution against a blatant comparison of urbanization across different societies (Nsiah, 2015; UN-Habitat, 2010). According to Peng et al. (2010), the main distinction between urban and rural environments is that the former has considerably larger, denser, and more diverse societies than the latter, which are much smaller, more sparsely spaced out, and have fewer distinct places. According to some theories, urbanization is the result of social, economic, environmental, and political growth that results in urban concentration, the expansion of larger cities, changes in how land is used, and the transition from a rural to a metropolitan pattern of organization, governance, and way of life (Nsiah, 2015).

Urbanization and Trends

Urbanization is the process by which an increasing percentage of the population lives in cities and their surrounding suburbs. By 2030, it is predicted that 500 million people, or nearly 60% of the world's population, would live in cities (UNFPA.org; UN 2018). Towns will become the ideal place to work and live due to economic factors (Bouton, 2015). In contrast to rural settings where community growth is in connection to their surrounding environment, modern urbanized living has created a new world that generates new adaptation issues. By 2030, 1.5 million extra square kilometers of land—an area roughly equal to that of France, Germany, and Spain put together—will be urbanized at the current rate of urbanization. This means that, for the next 38 years, an average of 1 million more city residents each week, with the global urban population expected to grow from 3.5 billion to 6.3 billion by 2050 (Burger, 2017).

Challenges, Consequences, and Benefits of Urbanization

According to the United Nations Human Settlement Program 2018 assessment of the state of African cities, several areas of select African cities have substantial urban sprawl and the creation of urban corridors (UN-HABITAT,

2018). The already limited resource allocation is further reduced as a result of the growing urban population and the resulting decline in population in these rural villages. As a result, they are further sucked into the cycle of underdevelopment that fuels both the pull and push dynamics that drive migration and economic development. These rural communities' push factors include things that make it difficult for people to live good lives. Land degradation, a lack of sufficient land, unbalanced land distribution, droughts, weak health systems, excessive poverty, and religious strife are some examples of this. These factors—migration and a rise in population growth—have contributed to rapid urbanization. Urbanization has both benefits and drawbacks, including higher population density, gentrification, overburdened public services, labor, and development.

High Population Density

The number of persons per unit of area rises when urbanization raises the population in a society. This increases the likelihood and simplicity of an epidemic spreading as well as the competition for resources among the inhabitants in these locations. A high population density also raises the expense of living proportionately. Due to these prices, more individuals from smaller cities are moving to major centers in search of better living opportunities (Uduak et al., 2022).

Overstretched Public Services and Facilities

Rarely does an increase in the number of public services and facilities available match a rise in population. Stress and a lack of adequate infrastructure, utilities, and drainage systems have negative effects and grave repercussions. Due to overuse of the infrastructure, this frequently causes environmental deterioration and improper/poor maintenance. Urban expansion results in the creation of suburbs that are then dependent on services like the automotive transportation system to make traveling to work convenient but has also led to severe traffic jams and air pollution due to the use of fossil fuels. Most often, in the developing world, cities are unable to control or regulate the flood of urban migration, which causes shanty towns and suburban slum regions to expand and cause a variety of issues (UNDEAP, 2014).

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Gentrification

Loss of resources (both natural and human) from rural areas is one of the effects of urbanization. As previously indicated, a high rate of rural-to-urban migration contributes to the development of megacities. This phenomenon, which is addressed by the dependency theory, arises as the labor force migrates from rural outlying areas to metropolitan centers in quest of better working conditions. As a result, there is a shortage of competent labor in rural areas, which worsens their condition. Urban environments have a reputation for harboring socioeconomic inequalities, where we can observe a wide variety of social standards, gentrification, social fragmentation, and social and cultural disputes depending on the different strata within the city. A significant number of urban poor are located on the outskirts of the city centre (Hall, 2001; Kotter, 2004)

Development

Rapid urban growth and expansion lead to the construction of new outlying extensions, most of which encroach on neighboring cities and farmland. Although occasionally harmful to the environment, this growth makes it necessary to build road networks and offer utilities in addition to services like schools, parks for recreation, hospitals, and shopping centers (Sarjul, 2019). These cities expand into megacities, which in turn give rise to manufacturing businesses that produce goods for local consumption, create jobs, and generate additional tax income, but also put a lot of pressure on the environment. The development of urban planning laws, regulations, and guidelines follows the growth of cities. However, in a situation where an extension develops outside the law, and without the use of proper urban planning guidelines, the result is informal housing, squats, and slums where most migrants themselves settle.

Labour

Due to the flood of individuals looking for better work, metropolitan areas also draw large amounts of highly trained and unskilled labor. In addition, there is a high concentration of capital stock, which makes it appealing for investment. Greater cities and urban agglomerations generate money and investment,

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which has a favorable impact on the regional economy and the rural areas around it.

Planning and Management of Dwellers in Nigeria

This urbanization tendency, which encouraged the continuation of rural-to-urban migration, has persisted into the twenty-first century. Rapid urban population growth has been driven by Nigeria's population growth, which is currently increasing at a pace of 2.67% (Trading Economics, 2016). But this increase has not been accompanied by proper planning, administration, or infrastructure development for both urban and rural centers. In essence, this has caused the quality of life in many cities to decline (Ogun, 2010). There are numerous obstacles to urbanization in Nigeria as a result of this situation of rapid urbanization and uneven infrastructural development. The concentration of resources and development in urban areas, the ongoing flow of resources from rural to urban areas, the dearth of adequate long-term planning for the development of cities and rural areas, and the lack of continuity in the planning and implementation process all serve to exacerbate these problems.

The inability to undertake good long-term planning for the growth of cities and rural areas is partially caused by a lack of resources, capacity, and current data (Jibril, 2016). The Federal Government of Nigeria has frequently tried to put measures into place that will increase population while minimizing the problems caused by urbanization. The National Economic Empowerment and Development Strategy (NEEDS), the Nigerian Vision 20:2020, the Transformation Agenda, and the 7-point agenda are a few examples of such development policies (Oluwatayo and Opoko, 2014; National Planning Policy, 2012). The focus of these national development plans, carried out by several Nigerian administrations, has been on the creation and execution of clear urbanization policies (Ipintayo 2021). They have attempted to address the issue of inadequate finance for the housing sector and have to varied degrees, placed the sustained design and implementation of housing programs at the forefront of urban development (National Planning Policy, 2012). The case of Abuja, the Federal Capital of Nigeria, offers the best opportunity to examine the impact of these programs, and their successes, and failures. Due to its designation as the national capital, it houses the headquarters of most government Ministries, Departments, and Agencies (MDAs). , therefore, has

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made it the epicentre for the implementation of urban development policies and projects (Ipintayo 2021).

Abuja Case Study

Since 1975, when it was designated as the nation's capital, Abuja, in the Federal Capital Territory (FCT), has been at the center of urbanization (John: Abuja Journal, 2017). The Federal Government of Nigeria ordered a special committee to evaluate whether shifting Nigeria's capital from Lagos to another place was desirable in August 1975. The resulting report recommended that Nigeria's Federal Capital Territory be established in an area of 8000 km2 in the Middle Belt Region of the country, south of the town now known as Suleja (formerly Abuja), and north of the confluence of the Rivers Niger and Benue. By December 1991, the President and his cabinet had moved to Abuja through a number of stages (Alkali, 2005). The population of the capital increased at a rate never before seen. According to the National Population Commission, Abuja's population, which was less than 100,000 in 1989 but had risen to 378,671 by November 1991 (National Population Census, 1991), has been steadily increasing ever since (Abuja Journal, 2017). This expansion put pressure on Abuja's still-evolving and expanding infrastructure, particularly in the housing sector (Alkal, 2020).

Initially, the Federal Government also claimed that the private sector's involvement in Abuja's infrastructure development would account for around 35% of the overall expenditure. Unfortunately, only 5% of the cost of building Abuja has been covered by this, leaving the Federal government to bear the remaining 95% (This Week, 1987). But these difficulties have diminished as a result of greater planning and administration (Hann 2021).

Since Nigeria's independence, numerous administrations with varying ideologies have tried to address these urbanization-related concerns. Four distinct policy projects have been carried out since 1978, each with various degrees of effectiveness (Jibril, 2016; Mabo, 2021). However, there has only been minimal progress, and some claim that there has even been a regression as a result of the ongoing urban population expansion (when the population growth rate exceeds the rate of infrastructural development).

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The Nature of Infrastructure in Abuja, FCT, Nigeria

Like any third-world city, Abuja's infrastructure report is not very impressive. Both quantitatively and qualitatively, the housing situation is terrible (Agboola, 2017; Ajan, 2017; Oyedele, 2016a). Nowadays, most infrastructures need to be repaired, restored, or replaced since they have degenerated. Government is a structure that organizes, governs, and monitors the inhabitants of a region to ensure that everyone has a comfortable living environment and a sense of community. Governments have the authority to implement any policies they believe will create a better environment for everyone to live in.

The first Abuja infrastructure master plan was created in such a way that the distribution of power would take place over underground armored cables and the sewage would be handled by a central system with a shared cesspit tank. This provision was advantageous to the phase 1 developed areas such Wuse Zone 1 to 6 and Wuse II, Garki Area 1 and 3 and Garki II, Asokoro, and Maitama (Olufemi, 2019). The Master Plan's Phase II and Phase III subdivisions, which include Karu, Wuye, Lugbe, Life Camp, Gwarimpa Team 1-7, Apo, Galadimawa, and Kado, respectively, do not have sewerage lines or underground armored cables connecting them to the National Grid.

Olokor (2012) states that "Senator Bala Mohammed, Minister of Federal Capital Territory, has attributed the housing and infrastructure deficits in the FCT to the influx of expatriates and citizens from other regions of the country. Mohammed claimed that the government's efforts to expand the housing stock and infrastructure have been hampered by the daily influx of people into the FCT. But now, ten years later, specific planning and development have been implemented to close these gaps for adequate management, according to Ahmed (2021), who praised the current FCT Minister, Mohammed Musa Bello.

The Challenges of Development in Abuja

There are several issues with growth in Abuja, but the main issue is the lack of a sufficient plan for sustainable development. Due to a lack of training and desire, tradespeople and other technical human resources are in short supply for proper planning and development. As a result, a large number of professionals, skilled workers, and senior managers move abroad, while those who immigrate with great expectations are poorly managed (Robbins et al, 2018). Most young people who were supposed to learn a trade are now

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"commercial bicycle riders" because to the easy money. Poor policy oversight, deviation from the FCT's initial development plan, inadequate provisions for dwellers, and urbanization in progress are additional challenges.

Some Notable Distortions in the Master plan of Abuja

The "Accelerated District" in the Phase 1 Area of the city development was where the workers were supposed to live under the initial implementation strategy for the Master Plan of Abuja. This "Accelerated District," created for low-wage workers in an effort to stop the growth of shanty settlements full of construction workers and other laborers on the outskirts of the capital city, was also intended to serve as a test case for the viability of the Detailed Plan idea. The "Accelerated District" saw a significant increase in the number of residential homes built as a result of the civilian government's decision to bring the migration to Abuja forward to 1982. Additionally, it prevented the planners from putting different plan concepts to the test. As a result, communities like Nyanya, Apo, Karimu, and Katampe grew to accommodate the population boom.

The Central Business District, which was intended to be the City Center (Down Town), was not developed as the City Center due to the non-implementation of the Satellite Town program. Adetokunbo Ademola Crescent and Aminu Kano Crescent, both of which were intended to be residential zones in Wuse II and Garki II, have suffered from conversion instead of this location. City Centre has been created in these regions. Of the eight goals of Abuja's master plan, five are primarily concerned with environmental concerns. The territory's natural and cultural environments are anticipated to be preserved by the new capital (Ango, 2020). Abuja's successive governments have disregarded these guidelines and broken the land-use plan.

Empirical Review

Millions of urban residents now live in subpar slums and shanty towns as a result of the problems and challenges that have led to the creation of unplanned, uncontrolled cities (Daramola and Ibem, 2015; Jiboye, 2013). The loss of biodiversity, high population density, risk of epidemic outbreak, security, decreased access to social infrastructure, lack of proactive advocacy, and insufficient policies to encourage planned economic growth and

development, according to Ogunleye (2014) and Jiboye (2013), are just a few of the issues Nigeria's unchecked urbanism has brought about. They also contend that the current issues have been made worse by a lack of policies to encourage these policies.

Idowu (2016) noted that the rapid, unplanned, and unregulated urbanization that has occurred in Abuja and other cities in the global south has sadly raised poverty levels due to increasing resource competition among a growing population of residents.

In his study, Afolayan (2017) also noted that urbanization issues go beyond housing and the inconveniences that come with it. Instead, they grew in other spheres of society. Based on him; residential and urbanization have been negatively impacted by inadequate planning and bad resource management as Nigeria reached its highest house shortage peak of more than 17 million in 2014.

Olalekan (2020) also discussed how planning has a huge impact on dwellers' quality of life in a nation. He added that the increased challenges and labor expenses are a result of the unanticipated stress that these systems are under due to inadequate forecasting of the rise of major urban centers. People's means of support are frequently inadequate for the stress placed on them, which contributes to their bad standard of life. Therefore, municipal planning and management are essential for the welfare of dwellers. Other additional eview of related literature include:

Study one:

Bons Obiadi (2018): Abuja, Nigeria Urban actors, master plan, development laws and their role in the design and shaping of the Federal Territory of Abuja and their urban environments. IIARD International Journal of Geography and Environmental Management ISSN 2504-8821 Vol. 4 No. 4 2018

The main objective of this article was to identify the emergence of a new dimension in urban poor housing (settlements) in Abuja, Nigeria's Federal Capital Territory. The researcher recommended connecting the urban poor settlement areas (urban elements) with the city's urban economy and improving their physical or built environment. It also recommended keeping the urban poor settlements in their current locations and sustainably, spatially integrating them with the central city infrastructure that would architecturally

bridge the gap (spatial solution) between the urban poor settlements (residence) and the workplace.

The scholar explored the city's urban design principles, addressing the density of the urban poor settlements, the aesthetics, urban amenities, well-defined means of transportation, functional parks, how the urban poor settlement area's function and decongestion of these areas by building high-rise buildings (i.e. apartments of 4 to 6 floors). Also, the buildings would incorporate facilities for factories and industries (commerce) on the lower floors where the residents would be profitably engaged in economic activities while using the upper floors as their residences.

The author emphasized that the functionality of the preserved urban poor settlements will largely depend on the handling of the earlier mentioned urban and architectural components as well as other facilities. The Settlements must function and perform all the functions and activities of any successful city, including business, government facilities, education, commerce, industry and manufacturing, entertainment, etc. According to Catanese and Snyder (1997), there are also the physical elements of the city: buildings, roads and landscape, and their arrangement and quality. These are important factors that create the city's amenities. The public park that overlooks water, whether a hill, valley or plain, is itself an amenity. The business district that brings together people with similar interests, convenient with access to shops, restaurants, services and places to rest is an amenity. Buildings that provide shelter from the wind and reflect sunlight into open spaces on cold days are amenities. According to Catanese and Snyder (1997); We expect to be able to find somewhere to eat or drink when we come out of the theater without having to drive or walk miles. We expect to be able to stand out of the wind, sun or rain while we wait for a bus, taxi or car. We expect to find a place to celebrate when our team wins. We expect to have a place to bring friends where we can sit comfortably and visit informally. In short, we all, individually or collectively, have a list of expectations that we hope to meet in the environment. Urban amenities can be measured by how well these expectations are met. Abuja's problems resulting from the use of untrained and unprofessional urban planners, poor implementation of Abuja urban planning laws and the Abuja master plan.

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Study two:

Job Momoh, Akor Opaluwah and Haithem Albeera (2018):

CHALLENGES FOR NIGERIA'S URBAN ENVIRONMENT: THE ABUJA CASE. School of Architecture, Design and the Built Environment, Nottingham Trent University ISSN: 15205509. Journal of Sustainable Development in Africa (Volume 20, No.2, 2018)

The aim of the study was to explore the challenges faced by Nigeria's urban environment, using the Federal Capital Territory Abuja as a case study. The authors had stated in their recommendations and conclusion that urbanization has many advantages. Population growth and industrialization are bringing a higher level and availability of skills needed to provide the necessary services for a good and prosperous life. The main benefit of urbanization is its economic value. The combination of diverse people, their ideas and experiences make urban centers a vortex of economic activity and industrialization. The increased population and their proximity allow for economies of scale, higher wages, foster an innovative environment and enable the development of complex systems. While these benefits can be achieved through urbanization, the research has also shown that many problems are likely to arise. As noted by UNHABITAT (2013), urbanization has in many cases led to increased poverty and deprivation. Browne (2014) notes that this increased poverty in urban areas manifests itself in the increasing number of urban slums and limited access to services such as healthcare, education and security. There is also the increased vulnerability of people to oppression and the environmental problems that result from it. The urbanization process cannot be left to chance. There is always a pertinent need for continued study to understand not only the historical and cultural factors that can influence the development of a society, but also the use of research analysis processes to anticipate the challenges. Most, as shown in this study, stem from uncontrolled population growth. This, as has been repeatedly argued, leads to numerous challenges that are continually exacerbated by the increasing complexity of societies.

In some cases, urbanization leads to urban development, a multifaceted process involving the involvement of multidisciplinary professionals. It involves coordinating and harmonizing the various land use decisions and construction activities of a large number of actors (government institutions and agencies,

stakeholders, civil society organizations and individuals) by the established planning agencies at all levels of government in the country.

To take advantage of the benefits of urbanization, the followings are recommended in this study:

1. There should be consistency in policies developed within the urban development framework, which should have a long-term planning approach. This policy also needs to be constantly reviewed in the context of a short/medium term planning approach in order to keep up with current developments in urban sciences.
2. There must be a consistent set of data to be used for the research that must also influence development within the changing nature of society.
3. A tool/framework for sustainability assessment of cities should be established to act as a mechanism for promoting the participation and cooperation of key actors involved in the process of achieving sustainable urbanism.
4. Develop a capacity and promote a shared understanding by all actors of their roles and responsibilities in urban development and management.

Study three:

Uduak Okon Jeremiah; Efanga Otu Efanga; Ubokobong Nsongurua Essiet ; & Uduakobong Victor Jimmy (2020): Urbanization and Sustainable Development of the City of Abuja, Nigeria. Publications & Research International VOL. 19 NO. 2 ISSN: 2010-1086. African Scholar Journal of African Sustainable Development (JASD-2). DECEMBER 2020

The research work was conducted to assess the urbanization and sustainable development of some selected Nigerian cities. On the environmental impact of urbanization in urban centers in Nigeria, the authors argue that the environmental impact is one of the major challenges of urbanization in urban centers in Nigeria; (and that) it is directly related to things like ecological destruction, deforestation, habitat loss, desertification, soil erosion, CO_2 emissions, flooding and other factors. These factors have other subgroups like pollution (water, soil, visual and noise), Global warming, Traffic congestion and growth of slums, etc. (Idowu, 2013). Cities near the coast where oil is extracted and refined are vulnerable to oil spills and air pollution - Lagos, Bayelsa and Rivers are examples of this. Many of the health-related diseases are often

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caused by environmental concerns. This is why urban slum dwellers experience high rates of prostitution, drug use, crime and abuse as a result of what the atmosphere has sown in their minds (Daramola and Ibem, 2010). Other problems include poor waste management, which allows diseases such as typhoid, dysentery and malaria to spread rapidly. Most metropolitan centers are notorious for traffic congestion and exhaust gas emissions seriously pollute the environment (Idowu, 2013). Cities are major contributors to greenhouse gas (GHG) emissions. As a result, cities are gradually experiencing the adverse effects of climate change due to greenhouse gas emissions, which can be minimized by paying more attention to the design, manufacture and maintenance of urban buildings (NUDP, 2012). Finally, while urbanization is not inevitable, it also facilitates the economic development of Nigeria's cities, which are major growth engines and centers of political activity. Nigeria's rapid and unplanned urbanization is having profound effects not only on people living in towns and cities, but more generally on the Nigerian economy, and even on peaceful political, social and environmental growth. Therefore, promoting the development of the cities is essential for achieving the socio-political stability, economic growth and environmental sustainability of the country. Moreover, cities operate within the national framework of human settlements, and it is important to reexamine the links between rural and regional development and urban growth (NUDP, 2012; Idowu, 2013).

The authors had stated in the recommendations and conclusion of the research work that urbanization brings many benefits. Population growth and industrialization provide a higher level of expertise and availability needed to provide the services needed for a healthy and productive life. Economic profit is the primary benefit of urbanization. The convergence of diverse people, their ideas and their perspectives makes urban centers a vortex of economic development and industrialization. The increased population and proximity allow for economies of scale, higher salaries, foster a creative environment and enable complex structures for growth. While these benefits can be gained from urbanization, research has also shown that there is a high propensity to develop portability skills, while in Nigeria most people in rural areas are farmers with no skills, leaving them unable to participate, making skills imbalance. The government needs to encourage skills growth in both rural and urban

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settlements to increase the degree of urbanization and help to increase the productivity of the population.

Most urban spaces in Nigeria are in their infancy and there are opportunities as the country is currently facing urban development issues and challenges in that most of the major metropolises are rapidly expanding. The government will participate in managing the master plan and putting forward a pattern of sustainable strategic development. In summary, the researcher suggest the following.

a. Updating the master plans for sustainable purposes by the government.
b. Create and enhance the capacity of the relevant ministries, departments and agencies to promote the adaptation of the concepts of sustainable urban development and also provide the necessary resources and incentives for the private sector to participate effectively in the development of sustainability assessment schemes.
c. Build and improve the capacity of state planning boards and local planning authorities to enforce these regulations using a top-down approach.

If all of the above recommendations are properly adhered to, it would help to achieve truly sustainable urban growth in Nigeria as a whole.

Study four:

Barnabas W. Qurix, Lawrence C. Edomwonyi -Otu and Danjuma Jise (2020): An assessment of urban development and control mechanisms in selected Nigerian cities.

The research work was carried out with the aim of assessing the impact of urban development and control mechanisms in a number of selected cities in Nigeria, Abuja also included.

The scholars found in the study that in these selected cities of Kaduna, Lagos and Abuja, the government has established urban development agencies that work through Development Control Units to enforce, control and monitor the policy objectives of their councils. These cities all have certain similarities. They all have functional Development Control Units be deficient in the composition of the experts needed to holistically achieve the goals of development

management. The paper has explored the key issues in urban development and found that there is a link between urbanization and urban development. Specifically, it has been established that urbanization does not necessarily lead to development, although it is often due to the growth of the urban area. It argued that urban development should be viewed from the point of view of an amalgamation of several indices, including population, architecture, environment, socio-economic activities, security and poverty. The aim of these aggregated indices is to improve the quality of life of the city dweller. The work concludes with a number of recommendations as we look into the future to reposition the state of urban development to meet international best practices as part of the Sustainable Development Goals.

In their recommendations, the researchers stated that given the multifarious problems already identified in the current study areas, it seems that the problems of urban development are insurmountable. This in light of the challenges associated with urban development as highlighted, as well as the continued increase in the urban population. However, certain bold moves are needed from both state and non-state actors to establish structures and assess existing control mechanisms to translate our cities into the desirable urban centers they were meant to be. From the foregoing, a comprehensive framework of reengineering that would overhaul the entire urban landscape will be a rational starting point for any meaningful intervention. Nevertheless, it is necessary to point out the necessity of developing the city centers with a huge infrastructure for sustainable development that keeps urban decay in check. The following recommendations are made;

a. A multi-stakeholder urban management structure.
b. Ranking of cities.
c. Legal provisions and sufficient funding for cities.
d. Development and management of both megacities and satellite cities.
e. Intentional social or national integration measures.
f. Resettlement/integration of displaced residents.
g. Realignment of priority in revenue and funding for critical infrastructure.

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h. Strengthening security agencies for effective crime management and social consensus.

Theoretical Framework

Participatory Planning Theory

Urban planning is involving the entire community in the strategic and management stages of urban planning, or in community-level planning procedures, whether urban or rural, is emphasized by the urban planning paradigm known as participatory planning. It is frequently regarded as a component of community development (Urban Planning Trend, 2020). Participatory planning as propounded by the likes of John Friedmann, Sherry Arnstein, Paulo Freire, etc., seeks to avoid conflict between opposing parties and reconcile the opinions of all of its members. Additionally, marginalized groups are given a chance to take part in planning.

Application of Theory to the Study

When residents are given the freedom to participate in the major decisions and the design, construction, or management of their homes, both the process and the resulting environment promote both individual and social well-being. The role of the government is to provide a framework within which people would be able to work freely, for example by giving them the necessary resources, infrastructure, and land. On the other hand, dwelling environments may instead become a barrier to personal fulfillment and a burden on the economy when people do not have control over or take responsibility for key decisions in some planning process.

Gap in Literature

The rapid urbanization and influx of dwellers pose major challenges to cities around the world, and the Federal Capital Territory (FCT) is not an exception. As an emerging field of study, assessment of the impact of urban planning and management on dwellers in the FCT over the 2007-2020 period remains relatively underexplored. We analyzed existing literature, identified key knowledge gaps and suggest possible areas for further research.

a. Urban planning and immigrant integration: The role of urban planning in facilitating immigrant integration has received significant attention in recent years. However, limited research focuses specifically on the FCT

and its immigrant population. While studies such as Christine, Garnaut (2000). and Freestone, et al., (2020) examine the integration of dwellers in urban contexts, a gap exists when it comes to understanding the nuances of the FCT and its unique challenges.

b. Socio-economic impacts of urban planning and management: Urban planning decisions have a significant impact on the socio-economic conditions of dwellers in a given city. Research by Uduak et. al., (2020) and Bons Obiadi (2018) highlight the positive effects of effective urban planning on immigrant communities, such as better access to housing, employment and social services. However, these studies mainly focus on larger cities, creating a gap in our understanding of how urban planning and management practices specifically affect FCT dwellers.
c. Environmental sustainability and immigrant well-being: Urban planning and management also play a vital role in ensuring environmental sustainability, which has direct and indirect effects on the well-being of dwellers. Work like Zihan Zhao, et al., (2020) and Friedman, John (2012), examine the environmental impact of urban planning in relation to immigrant communities. Nevertheless, the FCT context requires focused research to evaluate how urban planning decisions have shaped the environmental conditions and subsequent well-being of dwellers in the region.
d. Policy frameworks and urban planning: Understanding the policy frameworks for urban planning and management is essential to understanding the impact on immigrant communities. Literature by Christine, Garnaut (2000) and Kamenetz, Anya (2009) provide valuable insights into policy interventions and their effects on immigrant populations. However, there is a gap in examining the specific policy and its implementation in the FCT context, which warrants further investigation.
e. Cultural integration and social cohesion: Urban planning decisions can promote or hinder the cultural integration and social cohesion of dwellers in a city. Studies such as Jiboye David Adesoji (2019) and Agboola, T. (2004), shed light on the role of urban planning in promoting inclusive and cohesive communities. However, limited research has focused on the FCT and its immigrant population, necessitating a deeper investigation into how urban planning practices have influenced cultural integration and social cohesion within the FCT.

While several studies have explored the broader implications of urban planning for immigrant communities, there is a lack of specific research focused on the

FCT context. By identifying this gap and proposing potential areas for further research, we hope to encourage future scholars to contribute to this field, enhancing our understanding of the complexities surrounding the impact of urban planning and management on FCT dwellers.

Research Methodology

Methods of Data Collection

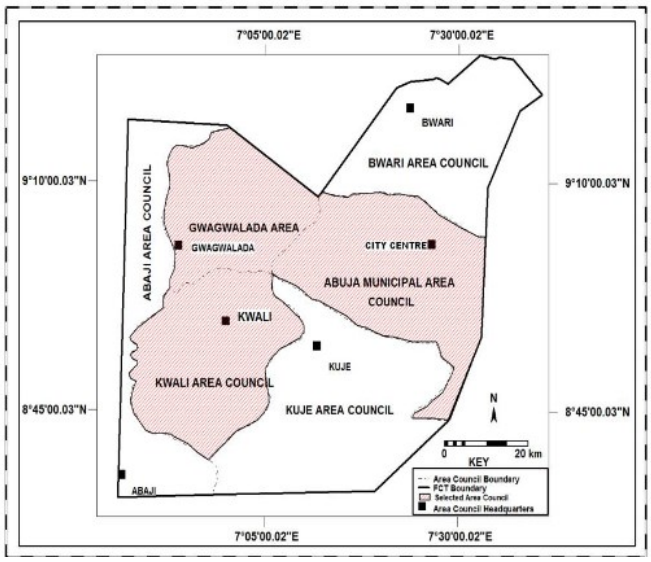
The aim of this study was to find out the impact of urban planning and management on FCT dwellers. And the key approach used to perform the study was to analyze both published and unpublished materials in literature, as well as archival materials. The research focused also on the Abuja region, which was the area case study.

Method of Data Analysis

The study will base its analysis on different literature reviews on the study area. This was complemented with observations and professional experience garnered in Abuja as the researchers are experts within the field of sustainability and urban development. This paper provides sufficient data needed to investigate the impact, planning and management, have on dwellers in Abuja.

Findings and Discussion

Findings



The six area councils in the FCT were included in the geographical plan to prepare for urbanization, but not all of these plans were carried out as intended, according to the findings. This means that the flood of migrants into the Federal Capital Territory (FCT) of Abuja requires effective planning and management due to the rise in demand for various social necessities for subsistence.

The Federal Capital Territory (FCT) was intended to be a tranquil city and the center of government operations. The intentions of the founding fathers were good but the leaders that came after abused the Master Plan. Apart from the

distortions in the Abuja Master Plan, there are also shortcomings that one cannot fail to notice because of their importance to peaceful habitation.

Analysis of the Impact of Urbanization in Abuja

S/N	Factors	Analysis
1	Governance	The Federal Territory is supervised by the National Assembly and administered by the FCTA, which was created in 2004. The authority oversees seven secretariats devoted to education, transport, agriculture and rural development, health and human services, social development, legal services and area councils. The passing of the Capital Territory Development Authority Act of 2009 established the FCT governance framework.
2	Population Growth	Rapid urbanization can be attributed to a range of factors including better economic opportunities on offer in the territory, underinvestment in smaller towns and villages surrounding the FCT, and the relative safety of the area in a region affected by pockets of conflict. According to the Canback Global Income Distribution Database (C-GIDD), Abuja's population growth averaged 4.73% per annum between 2008 and 2018, hitting 2.75m in 2018, against 1.73m in 2008. Meanwhile, the National Bureau of Statistics (NBS) reported the total FCT population to be around 4.50m in 2021 against a national population of approximately 198m.
3	Urbanization Challenges	Rapid population growth has led to a rising proliferation of informal settlements, which have strained infrastructure systems. The Abuja Master Plan of 1979, which laid out the long-term urban design of the city, was guided by the vision of equal access to the city's public services and the organized distribution of residential and green spaces. However, urbanization rates have far outstripped those envisioned by the planners, with the authorities struggling to cope with expanding informal settlements as a result of insufficient housing supply.
4	Economic Performance	Despite suffering some setbacks as a result of economic turbulence following the fall in international oil prices, the FCT has consistently outstripped the rest of the country in terms of economic growth. According to data from the C-GIDD, the GDP of the territory grew at an average rate of 11% between 2009 and 2014, while at the national level, it grew at an average of 6.7% during the same period. While growth fell dramatically following 2014 it has since recovered, rising to 3% in 2017 and predicted to grow by 4% in 2018. This performance exceeds that on the national level, where GDP grew by only 0.8% in 2017 and is expected to grow by 1.9% in 2018. Meanwhile, household consumption has also outpaced that of the country as a whole, albeit at a more subdued rate in recent years. Consumption in the FCT grew 23.6% in 2013, before falling to 3.25% in 2014, while it fell from 21.3% to 1.92% on a national level, according to the C-GIDD (2016). Following the impact of the fall in global oil prices, consumption in the territory has fluctuated, standing at 2.2% in 2015, before rising to 28.8% in 2016 and falling again to 2.8% in 2017 (Adejola, 2020). This pattern only marginally exceeded that of Nigeria as a whole, where consumption rose by 1.36%, 28.2%, and 2.6% over the same period and by 1.22%, 16.1%, and 13.5% in 2019 – 2021 respectively (Adasa, 2022)

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5	Increased ICT Connectivity	The territory currently boasts one of the highest and fastest-rising electrification rates in the country. According to the most up-to-date figures from the NBS, the total number of customers in the FCT with a pre-paid meter stood at 1.62m in mid-2018 and increased by 2.6% in 2021 (Oxford, 2022). In addition, the territory benefits from high mobile penetration rates and internet usage. The city Abuja was built with telecommunication ducts embedded in the roads across the major metropolitan areas, which made it possible to deploy fiber-optic cables around the city in a more organized fashion than in places like Lagos, "Although some satellite towns do not have the same quality infrastructure, Abuja is the only city in Nigeria where you can get fiber-optic internet access set up within a week, with very high broadband speeds" (Oxford, 2022).
6	Health & Education	The territory's health care and education indicators, while mixed, are also generally elevated compared to the rest of the country. The Federal Ministry of Education reported that total primary school enrolment in the FCT rose from 266,204 to 489,298 between 2014 to 2020, a 184% increase (UNICEF, 2021). The FCT has also achieved near total gender parity in school attendance, at both the primary and secondary school levels. Both public and private institutions are well represented at the post-secondary level, with the territory segment being home to 10 post-secondary institutions, including four accredited private universities (Oxford, 2022). The FCT's healthcare sector is well developed by regional standards and is well ahead of most other regions of the country in terms of both healthcare provision and outcomes. In 2018 the FCTA reported that there were over 236 primary healthcare facilities, 14 public hospitals, 600 private healthcare facilities, and three tertiary facilities overseen by the Federal Ministry of Health. It is also a popular destination for domestic medical tourism (Oxford, 2022).
7	Transport	Abuja's transportation network is well-developed and expanding, although rapid urbanization has put pressure on the existing network (Oxford, 2022). Built-in accordance with the city master plans the metropolitan road network is extensive, although satellite towns remain underserved. The city connects to the northeast through the A234 Federal Highway, and to Niger State via a direct highway link which is still under construction. In addition, Abuja is intersected by the A2 Expressway, which connects it with Kaduna in the north and Lokoja in the south (Oxford, 2022). The territory has also experienced improvements in rail connectivity, becoming the first city in West Africa to inaugurate a rapid transit system, the Abuja light railway. The first stage of this project connects 12 stations across the metropolitan area and opened in July 2018. The new network connects the city centre with Idu, an industrial neighbourhood, and Nnamdi Azikiwe International Airport (NAIA), with five additional phases set to extend its coverage to 290 km. Furthermore, the city's national rail system connects to the Lagos-Kano standard-gauge railway. Another section of the network is the Abuja-Kaduna rail line which opened in December 2014. The aviation segment is served by NAIA, which offers domestic and international flights. NAIA is the second-largest airport in the country in terms of passenger footfall. According to the NBS, a total of 3.56m

		passengers travelled through the airport in 2017, of which 77% were domestic and 23% were international. Furthermore, the airport recorded 2.14m passengers during the first half of 2018, a 47.9% y-o-y increase (Oxford, 2022).
8	Construction	A wide range of new and ongoing projects in Abuja and its surrounding settlements are expected to provide a major boost to the territory's construction sector. Although the industry is smaller than that of Lagos, with fewer companies and projects underway, FCT construction growth is set to accelerate in the coming years as the FCDA and private sector move forward with a host of new infrastructure and real estate projects (Oxford, 2022).

Discussion (Planning and Management)

As previously stated, it has been claimed that migration and the ensuing urbanization have contributed to a number of issues, including poor security, extremely high crime rates, high unemployment, extremely high poverty rates, slums, insecurity, and environmental degradation (Agboola, 2014; National Planning Policy, 2012). This was due to an initial change in FCT planning. Based on the population that lived there, some places received more attention than others. Between 1985 and 1999, Abuja had rapid development that drove a large number of people out of the city, particularly those looking for better pastures, without providing adequate infrastructure for these 'intruders'. Due to housing shortages in the Jabi, Karmo, Nyanya, and Kubwa areas, resulted in various social issues and development, including squatter communities (Olu, 2018). Before major construction projects by private owners started in places like Bwari, Kuje, Abaji, Kwali, Lugbe, Katampe, and Gwarimpa, it appears that these areas were not properly laid out (Idowu, 2019). As a result, there are settlements and businesses that are not situated in the proper areas. There is no reason why Kuje, which is meant to house prisons and the Federal Ministry of Internal Affairs Headquarters but is currently in Wuse Zone 5, cannot absorb the unattractive communities along the road to the airport, for instance. It is also possible to find the immigration offices on the way to the airport at Kuje, which is around 10kilometres away. Development along the road, which is prohibited in contemporary development, will be prevented by this practice. Social housing, a means of ensuring that housing in cities is affordable to those with low incomes, was offered to help address some of the issues brought on by the growing population as a result of migration (Ayoleye, 2019). But once the General Olusegun Obasanjo (Rtd.) administration sold every government house in the Federal Capital Territory, this became history in Abuja. Analytically,

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the need for a variety of social facilities became essential for Abuja residents' survival (Olu, 2018). As a result of Abuja's excessive growth density, there are more transportation issues and crimes than expected. There are no facilities like auto shops where locals can service their vehicles. Therefore, auto mechanics perform their work on vacant lots, the sides of streets, and open courts (Idowu, 2019). However, technology and globalization have driven the closing of these disparities through a variety of breakthroughs or inventive dwellers with little help from or involvement from the government (Hann 2021). It is also a serious error to locate the National Assembly so close to the Presidential Complex and Supreme Court. While the Supreme Court would be better off in Kwali or Gwarimpa, the National Assembly may have been located outside of Abuja (Olu, 2018). As the minister of housing and power reviewed some FCT planning that will result in sustainable development, all of these were gradually being corrected (Ayoleye 2019).

Initially, Abuja lacks a museum and has few national monuments. Modern cities also house works of art and statues of heroes to create places where people can learn a lot by moving around. In Abuja City, there are no heroic statues or works of art. A select few of these have been implemented as a consequence of creative strategic thinking and planning (CBN, 2019).

The Abuja Polytechnic was situated at Garki II. No city can be grown sustainably without the growth of human ability hence, this idea is admirable. When Major General Jerry Useni (Rtd.) served as Minister of the Federal Capital Territory, the school infrastructure was scrapped and divided into lots for homes. "Why, Sir, you find no man, at all intellectual, who is willing to leave London," said Samuel Johnson on September 20, 1777. No, Sir; London has everything that life can offer; when a man is bored with London, he is tired of life. “This has become an old tale as Abuja now has a university located at Gwagwalada, the University of Abuja and other private universities doing fine. Thanks to Urbanization Project 2020. Even while plans were disrupted, important basic social amenities were still put in place.

Findings, Conclusion, Recommendations and Area for Further Studies

Summary of Findings

This urbanization tendency, which encouraged the continuation of rural-to-urban migration, has persisted into the twenty-first century. Rapid urban

population growth has been impacted by Abuja's ongoing population rise (Trading Economics, 2016). But this increase has not been accompanied by proper planning, administration, or infrastructure development for both urban and rural centers. There are numerous obstacles to urbanization in the FCT as a result of this situation of rapid urbanization and uneven infrastructural development. But these challenges have gradually been attended to with a concentration of resources and development in the urban centres, minding continual migration of resources from rural areas to urban centres, with adequate long-term planning for the development of cities and rural areas, not neglecting continuity in the planning and implementation process.

Conclusion

Future prospects for the FCT are promising due to its strong and steady economic growth, huge mineral deposits, and crucial role as the nation's administrative center. Rapid urbanization, however, poses significant difficulties. These problems are somewhat addressed by the continuous prioritization of transportation and infrastructure spending as well as initiatives to boost private sector real estate investment. To further expand private sector participation in significant infrastructure projects and to fully utilize the region's manufacturing potential, further work must be done.

Recommendations

A few changes based on the safety of dwellers are required because there is a significant gap between the original design for Abuja and its current development.

1. Governments must therefore establish the proper priorities in order to accomplish their goals. The only remedy that can close the gap is good governance.
2. The second, efficient government encourages accountability, lessens corruption, and so limits resource wasting.
3. Finally, effective governance ensures stability (political and economic) and lowers the risk associated with unwise and uncaring investments.

Abuja City has a sizable land mass that allows for expansion. It is challenging to provide the residents of Abuja city with more reliable roads, the National Grid, and access to drinkable water, but using experts as consultants would help to solve

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this problem. Another difficulty is the high cost of the materials used in infrastructure development. To save production costs, there needs to be more local content in the creation of goods and services. Nigeria should endeavor to reduce its level of corruption so that qualified individuals can manage contracts. Due of corruption, professionals are not permitted to manage projects.

Abuja City's transportation issues are worse than the national average and need to be addressed. Correcting the master plan's errors and flaws is necessary. Desertification in Abuja due to building and road construction activities should be checked by planting trees to protect the environment.

Area for Further Studies

Abuja, which is the Federal Capital Territory had a great plan but was later altered as a result of the selfish leaders that came into power after its original plan. I believe there are similar situations in some other states like Lagos, Port Harcourt, Calabar, Ibadan, and a few other areas which will need analysis and recommendations for readjustment.

Major Contribution to Knowledge

The topic offers a thorough and in-depth examination of how urban design and administration affects dwellers in populated places. It summarizes prior research on the subject and offers fresh empirical data on the degree of assimilating dwellers in Nigeria's urban regions. Also, it offers advice on how to create urban planning and management strategies that can help dwellers integrate into the host society. Generally, it adds to the academic conversation about urbanization, migration, and integration and serves as a useful tool for those trying to create policy and programs that promote social, economic, and cultural cohesion in urban areas.

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