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A Study of the State of Infrastructure in the Federal Capital Territory, Abuja

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Abstract
The goal of this study was to investigate the present condition of infrastructure in Kuje, Gwagwalada and kwali towns, and head quarters of Kuje, Gwagwalada and Kwali Area Councils respectively. Data for the study were obtained from primary and secondary sources. Primary data were derived from field work, which involved direct interview technique including focused group discussion and administration of questionnaire. Structured questionnaire contained questions about the provisions and conditions of infrastructure in the study area. Through focused group discussion, information about the various opinions of the people were also obtained. Secondary data were sourced from related journal and articles and publications from governments and non-governmental organizations. The set of questionnaire administered were supplemented by field observation. A total of three hundred (300) questionnaires were administered to the various residents. Presentation of data was done using the relevant descriptive and inferential statistical techniques. Relative importance index (R. I. I. = (4n4+3n3+2n2+1n1)/4N) was used to rank the level of importance the residents attached to the infrastructure. The results of the study showed that the infrastructures in the study area were in bad condition where provided and not able to perform the services desired of them. Hence, the study was of the view that this revelation should be taken by the government at various levels as a serious situation which needed immediate action considering the fact that without infrastructural development, there could be no meaningful socio-economic activities in any area.

1. Introduction

Most settlements in Nigeria, whether in urban or rural areas have suffered serious neglect. This neglect finds expression in the inadequacy of infrastructure in the settlements. From Wikipaedia the free Encyclopedia, Infrastructure refers to the fundamental facilities and systems serving a country, city, or area, including the services and facilities necessary for its economy to function. It typically characterizes technical structure such as roads, bridges, tunnels, water supply, sewers, electrical grids, telecommunications, and so forth, and can be defined as "the physical components of interrelated systems providing commodities and services essential to enable, sustain, or enhance societal living conditions" (http://en.m.wikipedia.org/.../). This implies that there is a relationship between infrastructure and economic development. This relationship lies in the fact that infrastructure contributes to the growth of the economy of any area as it serves as bedrock to facilitate speedy economic development. According to Rives and Heaney (1995), the relationship between infrastructure and economic development has been well established at the national and international levels. A plethora of studies from academic community with empirical evidence have been presented to demonstrate that declining productivity growth in nations of the world can be explained by a shortfall in infrastructural investment. Hence, there is an established fact that there is a link between infrastructure and economic activities of any area. It is because of this link that this study is focused on investigating the condition of infrastructural facilities in the study area.

2. Literature Review and Conceptual Framework

Infrastructure is viewed as a splendid parameter with which a nation's level of development could be judged. Infrastructure is the driving force of industrialization, as the availability of infrastructural facilities determines the nature of industrial development (Diugwu, Mohammed and Baba, 2015). Abumere (2002) referred to infrastructure to include the system of physical, human, and institutional forms of capital which enables residents to better perform their production, processing and distribution activities, as well as help to improve the overall quality of life.

Infrastructure is one area Nigeria has lagged behind. In an article titled: "Arresting the Culture of Neglect," in Newswatch (2011) stated that over the years, Nigeria's infrastructures have suffered terrible decay. In the last 50 years, most of its public facilities have either been dilapidated, outdated or malfunctioning. The state of Nigeria infrastructure has become nothing short of a "national scandal."

The critical role of infrastructure in the industrial development of any nation cannot be overemphasized. That is why many developed countries in the world thrive on the provision of necessary infrastructure to drive their economies. Accordingly, Oladunjoye (2013) captured it as: "regrettably, the poor state of infrastructural facilities has been the malaise of Nigeria's economic development. The near collapse of public infrastructure in

the country is occasioned by many years of neglect by the government as well as lack of maintenance culture and effective planning. The last real, meaningful infrastructural investment and development dates back to the 1970s and 1980s. Durable and sustainable socioeconomic development can never be realized without paying due attention to the improvement and development of infrastructure, explaining that infrastructure investment and development are of key strategic importance and constitute the bedrock and catalyst for sustained economic growth and development. This is because infrastructure development creates the enabling environment to stimulate business and industrial activities, thereby enhancing productivity, reduced operational cost, job creation, income generation, wealth creation, poverty reduction, new ventures and business opportunities."

Olateju (2013) while describing Nigeria as "a state of no infrastructure" had the following comments: "Our roads are a disgrace and few bridges and overpasses look like they could collapse at any moment. Our power grid is ancient, the Kainji Dams and its outdated turbines look like relics from an old civilization while thermal station like Egbin are in a precarious state. We have no sewage treatment system; gallons of untreated sewage overflows into the street from open sewers and canals making majority of settlements in Nigeria to be among the dirtiest on earth. We have no modern way of disposing garbage other than throwing them into rivers and dumping them anywhere anyhow on the streets. Our drains are overflowing with plastics, the lagoon and our rivers are polluted with human waste and effluents discharged by manufacturing concerns causing serious ecological problems to aquatic life. The Murtala Muhammed International, Aminu Kano International, Nnamdi Azikiwe International are National Monuments of shame and symbols of decay. The Tincan and Apapa Seaports are clogged with far more traffic than they were ever designed to carry. Yankari Game Resrve and other national parks and recreation areas have been terribly neglected and our railroads are a running bad joke. Drinking water systems all over the country are dated with rusty pipes carrying contaminated water into homes where it exists. Most parts of the country, including the overrated ghettoes of Maitama in Abuja, Lekki in Lagos, subsist on boreholes, unregulated. We can sit down in grand delusion as the lame African giant but the world has since left us behind. At a time when we should be playing catch-up and invest significantly on new infrastructure, our spending on infrastructure is actually tending towards Zero. Of course, we can't have any extra money to spend on infrastructure when 70% of our earnings go to support a bloated civil service and greedy politicians."

In a document released by PLAC (2015), titled "Infrastructure Decay in Nigeria: A Consequence of Corruption and Bad Governance," reported that the level of infrastructural deterioration in Nigeria which remains the biggest impediment to her economic growth is alarming given the wealth of resources that abounds in the nation. The concept of good governance entails transparency, accountability, responsibility, efficiency and strict adherence to the rule of law. These features are however, terribly lacking in Nigeria as corruption, especially bribery and extortion has eaten deep into the entire process of governance and implementation of policies – undermining government capacity to handle infrastructure delivery. The nation's polity is highly characterized by an increased rate of official corruption, self aggrandizement, high misuse of budgetary funds and in few cases poor estimation of maintenance cost and mismanagement of project funds. It has become an established norm in this country that government officials as well as public servants are left to act without fear of punishment". These scenario plays out in almost every sector of the economy such that despite the huge funds being allocated for the delivery of public services and provision of basic infrastructure, the nation still wallows in a state of poor infrastructural development.

Ugbuagu et al (2014) in the study of "Corruption and Infrastructural Decay: Perceptible Evidence from Nigeria," stated that "infrastructural decay around the country can to a greater extent be traced to corruption and lack of accountability and transparency by public/private office holders in Nigeria. Although corruption as a phenomena is a global problem and exists in varying degrees in different countries, irrespective of the type of government, be it democratic or dictatorial, capitalist or socialist, in Nigeria it is one of the many unresolved challenges that have made development not to be human centered. It was found in the simple correlation study conducted by them that it is not absolute lack of funds that has caused infrastructural decay but outright mismanagement of funds (corruption) that is principally responsible for the level of infrastructural decay in Nigeria."

Residents and motorists in FCT have expressed concern over the deterioration of infrastructure in the territory. They particularly described the condition of roads in the six area councils of FCT as "embarrassing," as they do not befit a territory created to be a model for the states in Nigeria. Many roads within and outside the metropolis have become impassable with some portion washed away by erosion or have become damaged. Most motorists and passengers spent hours on traffic congestion because of bad portions of roads. The council chairmen have failed to live up to their responsibility to the people. There are no access roads; refuse is disposed indiscriminately, the health centers and schools lack necessary facilities, environment are polluted from waste, burst water pipes and sewage and all the problems increasing daily with slums expanding rapidly in the FCT. What is happening in the FCT today negates the original idea that FCT will serve as a model for the development of other states in the country (m.news24.com/nigeria/nationa).

In a report titled "38 years on, FCT satellite towns still lack infrastructure," Leadership (2014) reveals

that there is absence of portable water, constant power supply, good road network, and recreational facilities in the FCT. In Kuje, potable water is still a challenge as many depend on "Mai-ruwa," Local Water Vendors for their daily water needs. The water is sourced from broken pipes close to drainages. Apart from the poor road network, the only government hospital which is the Kuje General Hospital is most times overwhelmed by the influx of patients and inadequate staff. A visit to Bwari Area Council is a true reflection of underdevelopment and neglect as major roads and drainages, where available, were littered with filth generated by the residents. The presence of Law School could not salvage the situation as there are cases of epileptic or no water supply which is common sight in Nigeria. The few roads have remained dilapidated. Boreholes and water wells tend to feature as the main source of water to the residents. At Gwagwalada Area Council the situation is not different from other satellite towns. There is near and total collapse of infrastructure as both electricity and road network have been totally neglected. Despite the establishment of University of Abuja Teaching Hospital, the town is still underdeveloped. In its rural communities, the locals get water for their daily needs from a stream. This may have been responsible for the recent cholera outbreak reported in the area and other forms of waterborne diseases in the past (Leadership 2014).

The study area is indeed a neglected area. The successive FCT and Area Council Administrations have veritably failed over the years to implement programmes and projects capable of making life meaningful for the people

3. The Study Area and Research Methodology

The study area is the Federal Capital Territory (FCT), a federated territory in central Nigeria. It is the area that hosts Abuja. It was carved out in 1976 from parts of Nasarawa, Niger, and Kogi states in the central parts of Nigeria. The territory is located just off the confluence of the River Niger and Benue River. It is bounded by the state of Niger to the west and north, Kaduna to the northeast, Nasarawa to the east and south, and Kogi to the southwest. It is lying between latitude 8.25 and 9.20 north of the equator and longitude 6.45 and 7.39 east of Greenwich Meridian. The FCT has a landmass of approximately 7,315 square kilometers of which the actual city, Abuja, occupies 275.3 square kilometers. Its natural resources include marble, tin, mica, zinc, lead tantalite and clay. FCT is governed by a Minister (appointed by the President) who heads the Federal Capital Territory Administration (FCTA). FCT is made up of six local area councils: Abuja Municipal, Gwagwalada, Kuje, Bwari, Kwali and Abaji area councils.

Gwagwalada, Kuje and Bwari, the head quarters and main towns of Gwagwalada, Kuje and Bwari Local Area Councils respectively were purposively selected for this study. Two types of data were collected for the study: these were primary and secondary data. Primary data were derived from field work, which involved direct interview technique including focused group discussion and administration of questionnaire. Structured questionnaire contained questions about the provisions and conditions of infrastructure in the study area. Through focused group discussion, information about the various opinions of the people were also obtained. Secondary data were sourced from related journal articles and publications from government and non-governmental organizations. The set of questionnaires administered were supplemented by field observation. Relevant qualitative and quantitative techniques were employed for the analysis of data. A total of three hundred (300) questionnaires were administered to the various residents. Presentation of data was done using the relevant descriptive and inferential statistical techniques. Relative Importance Index was used to rank the level of importance the residents attached to the infrastructure in the study area. Thus:

Relative Importance Index (R. I. I.) = (4n4+3n3+2n2+1n1)/4N.

Where:

N4=strongly agree;

n3= agree; n2=disagree;

n1=strongly disagree; and

N= total number of the respondents

4. Data Presentation and Analysis

Table 1: R. I. I. of the Highly Essential Infrastructure in the Study Area

Infrastructure	Strongly Disagree	Disagree	Agree	Strongly Agree	R. I. I.	Ranking
Roads	0	07	41	252	0.9542	1st
Electricity	0	32	33	235	0.9192	3rd
Water Supply	0	27	44	229	0.9183	4th
Drainage System	0	44	71	185	0.8675	7th
Waste Management System	0	41	79	180	0.8658	9th
Recreational Facilities	0	38	84	178	0.8667	8th
Health Facility	0	26	46	228	0.9208	2nd
Educational Facility	0	22	66	212	0.9083	5th
Police Facility	0	42	69	189	0.8725	6th

Source: Author's Field Survey, 2014

Table 1 shows the R.I. I. of the infrastructure in the study area. The table reveals that road network was indicated as the most important infrastructure in the study area and ranked 1st (R. I. I. = 0.9542). This was followed by health facility which ranked 2nd (R. I. I. = 0.9208), electricity (R. I. I. = 0.9192) 3rd, water supply (R. I. I. = 0.9183) 4th, education (R. I. I. = 0.9083) 5th, police station (R. I. I. = 0.8725) 6th, drainage system (R. I. I. = 0.8675) 7th, recreational facility (R. I. I. = 0.8667) 8th and waste management system (R. I. I. = 0.8658) 9th respectively.

Table 2: The State of Infrastructure in the Study Area

Infrastructure	Condition	Kuje		Gwagwalada		Kwali	
		Frequency	Percent (%)	Frequency	Percent (%)	Frequency	Percent (%)
Roads	Tarred	04	1.3	04	1.3	0	0.0
	Tarred but Washed off	169	56.33	180	60	148	49.33
	Un-tarred	121	40.33	112	37.33	136	45.33
	Non- Useable by Motors	06	2	04	1.3	13	4.33
Electricity Supply							
	Provided and Electricity Supply regular	91	30.33	88	29.33	56	18.67
	Provided and Electricity Supply not regular	209	69.67	212	70.67	244	81.33
	Not Available or Provided at all	0	0.0	0	0.0	0	0.0
	Under construction	0	0.0	0	0.0	0	0.0
Portable Water Supply							
	Provided and Supplying Water regular	0	0.0	0	0.0	0	0.0
	Provided and Supplying Water not regular	42	14	34	11.33	29	9.67
	Not available or Provided at all	258	86	266	86.67	271	90.33
	Under Construction/Provision	0	0.0	0	0.0	0	0.0
Drainage System							
	Provided and servicing	0	0.0	0	0.0	0	0.0
	Provided but Blocked	140	46.67	135	45.0	143	47.67
	Not provided at all	160	53.33	165	55.0	157	52.33
	Under Construction	0	0.0	0	0.0	0	0.0
Waste Management System							
	Provided and Servicing	0	0.0	0	0.0	0	0.0
	Provided and Not Servicing	46	15.33	35	11.67	39	13.0
	Not Available or Provide at all	254	84.67	265	88.33	261	87.0
	Under Construction/Provision	0	0.0	0	0.0	0	0.0
Recreational Facilities							
	Provided and in Good Condition/Situation	0	0.0	0	0.0	0	0.0
	Provided and Not in Good Condition	0	0.0	0	0.0	0	0.0
	Not available or Provided at all	300	100	300	100	300	100
	Under Construction/Provision	0	0.0	0	0.0	0	0.0
Health Facility (Primary Health Centre /General Hospital)	Provided and in Good Condition/Situation						
	Provided and not in Good Condition/Situation	190	63.33	209	69.67	197	65.33
	Not Available or Provide at all	110	36.67	91	30.33	103	34.33
	Under Construction						
Police Station	Provided and in Good Condition/Situation						
	Provided and not in Good Condition/Situation	300	100	300	100	300	100

Source: Author's Field Survey, 2014

Table 2 shows that the condition of sampled infrastructure in Kuje, Gwagwalada and Kwali. On the

condition of access roads, the findings shows that more than 50% of the respondents in each of the three towns indicated that roads were tarred but washed off. In Kuje, one hundred and sixty nine (169) (56.33%) stated that the roads were tarred but washed off and one hundred and twenty one (121) (40.23%) stated that their roads were untarred. In Gwagwalada, one hundred and eighty (180) (60%) rated the roads as tarred but washed off while one hundred and thirty six (136) (45.33%) reveal that their roads were untarred.

On the condition of Electricity Supply, the table indicate that in Kuje, two hundred and nine (209) (69.67%) respondents rated the infrastructure as being provided but not regular in supply while ninety one (91) (30.33%) rated it as provided and regular. In Gwagwalada, two hundred and twelve (212) (70.67%) rated it as provided but not regular while eighty-eight (88) (29.33%) rated it as provided and regular. In Kwali, two hundred and forty four (244) (81.33%) rated it as provided and not regular while fifty six (56) (18.67%) rated it as regular.

In the case of the condition of Portable water supply, the table shows that over eighty five percent (85%) of respondents in each of the towns indicated that portable water supply are not available or provided at all in their areas. In Kuje, two hundred and fifty eight (258%) (86%) stated that the infrastructure is not provided at all in their areas while only forty two (42) (14%) stated that the infrastructure is provided but not regular. In Gwagwalada, two hundred and sixty six (266) (86.67%) stated that the infrastructure is not provided at all while only thirty four (34) (11.33%) stated that the infrastructure is provided but the supply not regular. In Kwali, two hundred and seventy one (271) (90.33%) stated that portable water supply is not available while only twenty nine (29) (9.67%) stated that it is provided but not regular.

On the condition of drainage system, more than 50% of the respondents in each of the towns admitted that the drainage systems were not provided at all in their areas. In Kuje, one hundred and sixty (160) (53.33%) revealed that the infrastructure were not available in their area while one hundred and forty (140) (46.67%) revealed that the infrastructure were provided but blocked. In Gwagwalada, one hundred and sixty five (165) (55%) revealed that the infrastructure were not provided at all while one hundred and thirty five (135) (45%) revealed that the infrastructure were provided but blocked. In Kwali, one hundred and fifty seven (157) (52.33%) revealed that the infrastructure were not provided at all while one hundred and forty three (143) (47.67%) agreed that the infrastructure were not provided at all in their area.

On the condition of waste management, two hundred and fifty four (254) (84.67%) indicated that waste management system was not available in Kuje, two hundred and sixty five (265) (88.33%) indicated that waste management system was not provided at all in Gwagwalada and two hundred and sixty one (261) (87%) indicated that waste management system was not provided at all in Kwali. In the case of recreational facility, every respondent revealed that the recreational facilities were not provided at all. As seen in the table, majority of the respondents in each of the various study area stated that the educational and health infrastructure available in their areas were not in good condition.

5. Discussion of Findings and Planning Implication

The findings showed a high level of malcontent or dissatisfaction among the respondents on the condition or situation of infrastructure in the three areas of study. In each of the areas of study, more than 50% of the respondents rated the access roads as being tarred but washed off. The study revealed that the roads were washed off because of lack of drainage system. Over 50% of the respondents in each of the study area admitted that the drainage system were not provided at all while another majority stated that most of the drainages were blocked. The implication of this was that there is no surface run-off during rainfall, hence the reason the roads in the study area suffered “wash off”. Personal observation of the study area showed that some residents have converted most drainage to sites for dumping of refuse. A lot of the drainages have been blocked by layers of sand deposited by erosion and in most parts overtaken by weeds and all these contributed to the causes of flood and the bad condition of roads in the study area. It could be inferred from the analysis that portable water supply was not available to about 85% of the residents. This found expression in the sinking of bore-holes in almost every house in the study area as observed in the course of the study. An interview held with most of the people revealed that almost all the people had their drinking water by buying sachet water which in most cases could not be ascertained good for drinking. All the respondents in the study revealed that recreational facilities were not provided in the study area. The implication of this to the people in the study area was that there was no place where they could exercise and relax themselves. However, personal interaction with some of the respondents showed that there were few private commercial recreational centers meant for insignificant few in the study area who could afford the rate. The corollary of this foregoing discussion is that the Federal Capital Territory Authority (FCTA) and the Area Councils Governments have over the years neglected the study area and other areas in the FCT and have failed to realize that provision of infrastructure to the people was crucial to the socio economic development of the area.

6. Conclusion and Recommendation

The study attempted an analysis of the state or condition of infrastructure and the possible problems posed by the situation. The study found that there are about nine infrastructural facilities identified as "too important to do without" for the daily socio economic activities of the people. They were identified as follows in their order of importance using Relative Importance Index (R. I. I.): roads, health, electricity, water supply, education, police station, drainage, recreation, and waste management facility. The study showed that these infrastructures are in bad condition and not able to perform the services desired of them. Hence, this revelation should be taken by the government at various levels as a serious situation which needs immediate action considering the fact that without infrastructural development, there can be no meaningful socio-economic activities in any area. The FCTA should work in partnership with the Area Council Governments to ensure the development and provision of Infrastructure not only in the study area but also all the other satellite towns in the FCT. FCT has been created to be a model for the states in Nigeria. So this study is of the view that satellite towns in the FCT should be developed to the level that it will befit a territory created to be a model for the states in the country.

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