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## The Democratic Anthropocene of Kano City, 2011 to 2015

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### ABSTRACT

The study examines the democratic anthropocene of Kano city in recent time, between 2011 to 2015. The materials used for the study are sourced from field survey, observations and interviews. Interviews were used to sample the opinion of the general public on the anthropocene of the city. The simple random sampling technique was used to select the required sample for the study. Data analysis was achieved using cross tabulation and percentages. The study reveals that between the period of studies, the anthropocene of Kano city has greatly given the city a new outlook, especially during the nights. The study reveals that the flyover bridges at Kofar Nassarawa, Ibrahim Taiwo Road, Zaria Road and Murtala Mohammed Way by Sabon Gari Market are permanent landmarks in the city. The study recommends that more efforts should be geared towards developmental projects for people to see, so as to encourage more people to pay their taxes in the state. The study also called on the electorates in the state to elect good leaders who are committed to the development, prudent use of public resources and welfare of the citizens of the state.

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### INTRODUCTION

The modern city of Kano is an amalgamation of the old and the new, of the simple and the complex, and of the local and the foreign. (Olofin and Tanko, 2002). This complexity known as Kano metropolis spreads over 200km and provides shelter for over 2.8 million Nigerians. The city is a nexus rather than a catalyst since its initial location, size and composition have all stimulated cultural development and changes in cultural dimensions over the years which have resulted in significant changes in the size, morphology and composition of the city itself.

The morphological units on the city landscape are:

- i) The Birnin Kano within the wall where the Kanawa reside and which is characterized by largely traditional architecture and spatial arrangement.
- ii) The middle density industrial and stranger districts with their organized geometric patterns and streets such as Bompai and Sharada (Industrial areas) and Sabongari and Kundila (residential areas).
- iii) The former European Quarters (Government Reservation Area, GRA) characterized by low density, a great deal of greenery and high standard of modern, facilities, now occupied by upper middle and upper class Nigerians.
- iv) The old satellite settlements and the connecting modern

extensions and slums, often co-existing with the second-type unit which are a mixture of the traditional and the modern in characteristics.

A visit round the city to differentiate these morphological units is a sufficient tourists attraction. (Olofin and Tanko, 2002). The anthropocene of Kano city are landmarks brought about by human effects on the physical landscape of the city between 2011 and 2015.

Democratic is a system of government in which all the people of a state or polity are involved in making decisions about its affairs. A group of people who make decisions together with each vote counting equally. (Wiktionary.org).

The anthropocene is a term widely used since its coming by Paul Crutzen and Eugene Stoermer in 2000 to denote the ever increasing influence of humans on Earth (Susan, 2009). The anthropocene of Kano city are landmarks brought about by human effects on the

physical landscape of Kano city between 2011 and 2015.

### Objectives of the Study

- i) To examine the landmarks brought about by human activities on the physical landscape of Kano city in recent time.
- ii) To identify the areas where these features are located.
- iii) Seek the opinion of the general public on these landmarks in the study area as they affect the city.

### The Study Area

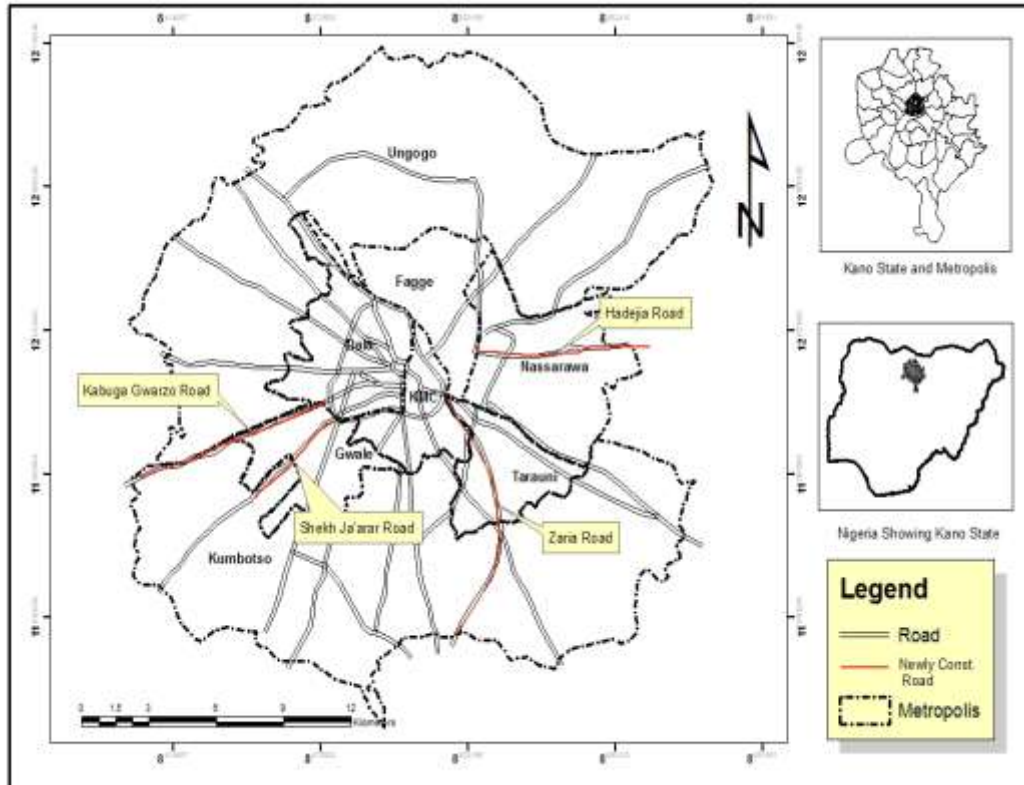
Kano metropolis is the capital of Kano state, and it lies on latitude 12°03'N and longitude 8°32'E. The largest city in the savanna belt of West Africa and the third largest city after Lagos and Ibadan in Nigeria. The metropolis comprises of eight (8) local government councils, namely, Dala, Gwale, Fagge, Nassarawa, Tarauni, Kano Municipal, Ungogo and Kumbotso (Figure 1). The Metropolis has a population of 2,828,861 (Table 1).

**Table 1: The Population of Local Govt. Areas in Kano Metropolis**

| Local Government Areas | Male             | Female           | Total            |
|------------------------|------------------|------------------|------------------|
| Gwale                  | 204,618          | 157,441          | 362,059          |
| Dala                   | 231,190          | 187,587          | 418,777          |
| Fagge                  | 107,889          | 90,939           | 198,828          |
| Nassarawa              | 318,712          | 277,957          | 596,669          |
| Kano Municipal         | 198,794          | 166,731          | 365,525          |
| Tarauni                | 111,688          | 109,679          | 221,367          |
| Ungogo                 | 193,433          | 176,224          | 369,657          |
| Kumbotso               | 149,447          | 146,532          | 295,979          |
| <b>Total</b>           | <b>1,515,771</b> | <b>1,313,090</b> | <b>2,828,861</b> |

NPC, 2006 & Adamu, 2013

Figure 1: Map of Kano Metropolis Showing the Location of Kano Urban Area



Sources: Drawn at the Dept. of Geography BUK (2013)

## METHODOLOGY

The study was carried out in two stages. The first was the use of field survey and observation method to observe the areas where these features and landmarks are located in the study areas. The second stage was the use of interview to a sample of the population in order to determine their opinions on these landmarks in urban Kano. The simple random sampling techniques was used to select ten (10) people at

each spot where the landmarks are located. Seventeen (17) landmarks were identified in the city between the period of study. This gives a total of one hundred and seventy (170) people sampled for the interview. The interview was carried out between January, 5<sup>th</sup> to 30<sup>th</sup> January, 2016. The Data collected were presented and analysed using descriptive statistics.

## RESULTS AND FINDINGS

The results and findings are shown in table 2, 3, 4 and 5 below:

**Table 2: The City Gates**

| Gates                              | Year of Rebuilt/ Modification | Local Government Area |
|------------------------------------|-------------------------------|-----------------------|
| KofarNaisa                         | 2012                          | Gwale                 |
| SabuwarKofa                        | 2014                          | Kano Municipal        |
| KofarDanAgundi                     | 2014                          | Kano Municipal        |
| KofarNassarawa                     | 2014                          | Kano Municipal        |
| KofarKabuga                        | Eliminated (2012)             | Gwale                 |
| KofarFamfo**                       | 2014                          | Gwale                 |
| KofarGadon Kaya**                  | 2014                          | Gwale                 |
| KofarDawanau                       | 2014                          | Dala                  |
| KofarAbbale (2 <sup>nd</sup> Gate) | 2014                          | Fagge                 |
| KofarAbbale (1 <sup>st</sup> Gate) | 2014                          | Fagge                 |

\*\* modify gates

**Source:** Field Survey, 2016.

**Table 3: Flyover Bridges**

| Flyover Bridge   | Year of Establishment | Local Government Area | Status                            |
|--|-----------------------|-----------------------|-----------------------------------|
| KofarNassarawa Flyover Bridge (Rabiu Musa Kwankwaso Bridge)          | 2012 to 2014          | Kano Municipal        | Completed and under use           |
| Ibrahim Taiwo by Radio Kano Flyover Bridge (OlusegunObasanjo Bridge) | 2012 to 2014          | Kano Municipal        | Completed and under use           |
| Ado Bayero Flyover Bridge/GadarLado Bridge, Zaria Road               | 2013 to 2015          | Tarauni               | Partially completed and under use |
| SabonGari/Singer Markey Flyover Bridge                               | 2013 to date          | Fagge                 | Under-construction                |

**Source:** Field Survey, 2016.

**Table 4: Underpass Bridges**

| Underpass Bridge  | Year of Establishment | Local Government Area | Status                            |
|---|-----------------------|-----------------------|-----------------------------------|
| KofarKabuga underpass (General Ibrahim BadamasiBabangida Underpass) | 2013 to 2014          | Gwale                 | Completed and under use           |
| KofarGadon Kaya Underpass (Prince AbubakarAudu Underpass)           | 2013 to 2014          | Gwale                 | Partially completed and under use |
| Panshekara/Madobi Underpass   | Junction 2015 to date | Kumbotso              | Under-construction                |

**Source:** Field Survey, 2016.

**Table 5: The Opinion of Randomly Selected People about the Landmarks in the City**

| Features/Landmarks | Frequency of Responses |            | Total      |
|--------------------|------------------------|------------|------------|
|                    | Needed                 | Not needed |            |
| The City Gates     | 131 (77.1%)            | 39 (22.9%) | 170 (100%) |
| Flyover Bridges    | 164 (96.5%)            | 06 (3.5%)  | 170 (100%) |
| Underpass Bridges  | 158 (92.9%)            | 12 (7.1%)  | 170 (100%) |

**Source:** Field Survey, 2016.

## DISCUSSION

Table 2 shows the city gates that were rebuilt or modified between 2011 and 2015. Seven gates were rebuilt, two were modified and one eliminated completely. Table 5 shows the opinion of randomly selected interviewed people (77.1%) that welcome the reconstruction and modernization of these gates in the city. These people also called upon the state government to quickly replace the Kofar Kabuga gate that was completely eliminated as a result of the construction of the Kabuga underpass bridge in the state. The gate should be replaced as in the case of Kofar Nassarawa gate that was replaced after the construction of the flyover bridge in Nassarawa areas. Table 3 shows the flyover bridges that were constructed in the city between the period of study. A total number of four flyover bridges were sited in the city, two of them are completed and under use, one is partially completed and under

use and one is still under-construction. These bridges are major landmarks brought to the city as a result of democracy. They have really change the landscape of Kano city.

96.5% of the people interviewed indicated that these landmarks are highly needed in the city. They beautify the city and they have drastically reduced traffic holdup in places were they are located.

Table 4 shows the underpass bridges that were sited in the city between the period of study. A total number of three underpass bridges were sited in the city. One of the underpass is completed and under use, one is partially completed and under use, and the last one (Panshekara/Madobi Junction underpass) is still under construction. 92.9% of the people interviewed in the city recommend the projects, while 7.1% did not recommend the projects in the city.

## The Anthropocene Features Outlook Gates



KofarNa'isa



SabuwarKofa



KofarDanAgundi



KofarNassarawa



KofarFamfo



KofarGadon-Kaya





KofarDawanau



KofarAbbale (2<sup>nd</sup> Gate)



KofarAbbale (1<sup>st</sup> Gate)



## Flyover Bridges



Kofar/Nassarawa (Rabiu Musa Kwankwaso) Flyover Bridge



Ibrahim Taiwo (Olusegun Obasanjo) Flyover Bridge



Ado Bayero (GadarLado) Flyover Bridge, Zaria Road



SabonGari/Singer Market (MurtaalaMuhd Way) Flyover Bridge Underpass Bridges



KofarKabuga (General Ibrahim Badamasi Babangida) Underpass Bridge



KofarGadon Gaya (Prince Abubakar Audu) Underpass Bridge



Panshekara/Madobi Junction Underpass Bridge(Under construction)

## CONCLUSION

In conclusion, the study reveals that the anthropocene of Kano city has brought a new outlook as a result of rebuilding the city gates, introduction of flyover bridges and underpass bridges in the landscape of Kano City.

## RECOMMENDATIONS

- The Government should replace KofarKabuga gate immediately as in the case of Kofar/Nassarawa gate after the construction of the flyover bridge in that area.
- The sideways of Gadon Kaya (Prince AbubakarAudu) Underpass Bridge and Ado Bayero Flyover (GadarLado) bridge Zaria road should be completed immediately by the present administration.
- The Panshekara/Madobi Junction Underpass bridge under construction should be hasten and completed quickly so as to reduce the suffering of the people residing along the areas and motorist.
- The State Government should geared its efforts towards developmental projects for people to

see, so as to encourage them to pay their taxes in the state.

- Electorates in the state should elect good leaders who are committed to the development, prudent use of public resources and welfare of the people.

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