

ANALYSIS OF THE PLANNING IMPLICATIONS OF THE CURRENT LOCATION OF MUBI CATTLE MARKET IN ADAMAWA STATE - NIGERIA

B. D. YERIMA¹ & J. P. BIRMAH²

¹Department of Urban and Regional Planning, Modibbo Adama University of Technology,
Yola, Adamawa State, Nigeria

²Government Secondary School Gerei, Adamawa State, Nigeria

ABSTRACT

Market are one of the major ‘magnets’ or landmarks of great economic, social as well as political interacting places. They are movers of commodity competition and distribution. There exist three categories of cattle markets in Africa especially in sub-Sahara regions. There are local cattle market, district cattle markets and regional cattle markets. There may be small and animal markets. The Mubi cattle market is this study area located in the heart of Mubi town and surrounded by residential and commercial land uses. The location of this cattle market causes traffic management problems in and around the market and other auxiliary human activities which is captible in planning terms. Research has indicated there are other several planning implications of the current location of the Mubi cattle market which consist of shortage of parking spaces, high traffic congestion, poor market facilities, poor terrain as a result of sheet and gully erosion. An action planning is suggested to re-locate the current cattle market to contain a wider range of facilities such as veterinary clinic, cattle holding facility, banks police post, and administrative building, parking for both buyers and off-loading. This action plan may reduce the problems experienced at the current or present cattle market if adequately implemented.

KEYWORDS: Analysis of the Planning, Mubi Cattle Market

INTRODUCTION

The location of a market directly influences the location of other commercial land uses and facilities as well as some auxiliary commercial activities and therefore central to the performance and prospects of the tow or cities (Adeneke, S.2003).

The location of markets in close proximity to residential area encourages frontage shops development, shopping or corner shops, hawking activities, on-street parking, traffic congestion, evacuation of waste and traffic accidents. These mentioned problems are daily occurrence in Mubi cattle market with serious planning implications.

It is based on the outlined problem that this research is focus “to examine the planning implications of the present location of the Mubi cattle market and propose action planning strategies to promote friendly enabling environment in the cattle market” objectives can be or are achieved through the following steps namely:-identification of the problems, examination of the problems and determining of the planning implication and finally proposing planning recommendation for sustainable market environment.

THE STUDY AREA

Mubi Town lies on the Mandara hills escarpment to the Camerounian border. The settlement grew as a Fulani

settlement together with ethnic groups Fali and Gude tribes. Mubi town is decentralized dividing it into two local governments; Mubi performs many functions-educational, economic, traditional and cultural functions and recently, political functions, as well as commercial functions. These functions can be translated into land uses inducing health.

The location of the cattle market services across border communities within Northern part of Adamawa State and Cameroun and other intra-State local government areas of Uba, Hong and Madagali. Mubi Town has a population of 293092 people as at 1999 census based on projected figure (Adebayo, A and Tukur, A 1999) and has a total land area of 2500 hectares including the floodable areas (Maxock, 1976).

THEORITICAL BASIS

Planning Standards and Requirements for Cattle Markets

Locating a cattle market in an urban setting requires good planning, compatible and sustainability. Theoretically, a livestock market should be located on a site that is relatively flat and able to accommodate a range of livestock facilities (Nicholson, D 2004). It must have a good access to road network and serviced with water supply, treatment and disposal of animal waste.

Dawson, D (2009) indicated that there must be adequate land for grazing, scale rings sale hall, sheep and cattle handling offices, parking and parking spaces for off-loading and for consumers.

The FAO (2003) suggested the following standards in designing a cattle market;

- Administrative offices space of 10-15 square meters per worker.
- Private toilets for both female and male employers separated.
- Public toilets for male and female.
- Specialized use for auction area.
- Ancillary space for service users and banks, police post, catering facilities and sales outlets.
- Parking for different category of vehicles such as trailers, trucks, lorries, cars and motorcycles (this will require detailed design studies).
- Loading and off loading and ramps of specific segments size, and finally
- Accessibility must be accessible to high way.

PLANNING IMPLICATIONS

Cattle Markets and Their Location

Cattle market and their location have a lot of environmental, social and economic effects on their surroundings. With regards Mubi cattle market, it is located within the existing residential areas of the town , with the growth of the Mubi Town, residential land use have almost strangulated the cattle market given rise to the following implications;

- Traffic problems
- Inadequate parking facilities/ space
- Regular traffic accidents

Relocation of the present cattle market at the periphery of the town may serve as a solution to this range of problems if adequately implemented. The use of Heirich Van Thunen's (1970) land use model is paramount to the location of this cattle market using its requirements. The model has been tested in the U.S.A; Nairobi, Kenya in East Africa also can be applied to the re-location of Mubi cattle market. Let me take these planning implications one by one.

Traffic Congestion Traffic Accidents

Traffic survey conducted on market days (peak hours) shows that: - Because of the existence of only one way road into the market and the non-existence of alternative road linkages the alternative way-out is to reverse out of the market. This attitude coupled with the narrow width of the road of 5 meters causes goes slow and traffic conflicts. Smaller vehicles have to park to the curb side to make way for another vehicles to pass in or out of the road market area where high traffic volume are recorded in the morning and evening hours because of the pattern of movement from their origin to their destination.

The traffic survey conducted revealed that highest traffic is generated in the evening of the market days (Tuesday) and the peak hours when people (commuters) will be rushing back home. These movements conflicts with the time the trailers/ trunks are, moving out of the cattle market after loading for onwards transportation to the southern states of Nigeria.

Parking Problems

Parking survey conducted revealed that the parking spaces are inadequate for trailers, trucks, (small acres) for off-loading and unloading. Small cars are forced to park on road side. The pick-up vans on the other hand are also with scrambling to park.

Furthermore, a big or large portion of the cattle space is affected by gully erosion and rock out-crops and 5 to 60 pick-up vehicles and buses park irregular for 8-6 pm, regularly in the cattle market.

RELOCATION OF SITES

The relocation of the Mubi-Maiha road, south of Mubi town. This land is geographically flat and has been accepted by various stakeholders of the cattle market. This site is 12.424 hectares with good vegetation e.g grazing field, trees and good drainage/.It is accessible by regional highway. There is need for compensation to the farmers and for their small hamlets; the design must include all the model requirements in the introduction by FAO (2003).

PROPOSAL, SUMMARY, RECOMMENDATIONS AND CONCLUSIONS

Proposals

The purpose of planning is multi-dimensional comprehensive, decision-making sequence of action that must lead to the achievement of a stated goal. Good planning activities must work within the frame work of the objectives set.

From the survey conducted and assessed the Mubi cattle market need to be relocated and planned or design. The range of requirement for the design of markets should follow Adeneke, S (2003); Davison, J. (2006) FAO (2003) and Heirich Van Thuren's Models. In addition to the above models, a buffer zone around the re-located cattle market area is necessary. The Buffer zone should not be more than 50m wide.

Implementation of the above relocated new cattle market need regular monitoring, direct labour may be used to reduce cost of implementation through award of contracts. Award of contracts may cause delay and frustration in the payment of contracts. Participation of stakeholders in the implementation must be encouraged from the inception to the end completion of the project.

SUMMARY

In this research, the background information on the Mubi cattle market is presented, the problem outlined, aim and objectives highlighted and the theoretical issues explained. The study area was described, research methodology explained and planning implications of the current location of the Mubi cattle market discussed, attraction to the relocated site explained and design models requirement in accordance to theoretical issues applied.

RECOMMENDATIONS

Implementing the proposed Mubi cattle markets initiative needs a wholistic participation by all stakeholders and community participation.

Other specific recommendation is as follows;-

- Development control must be enforced to curb future occurrence of illegal development in and around the cattle market.
- Management must check illegal parking and unauthorized vehicles into the cattle market.
- Indiscriminate parking must not be tolerated and defaulters fined.
- The present Mubi cattle market must be left for small animals market when the former relocated to Mubi-Maiha road location.

CONCLUSIONS

The need for safe, good friendly environment is necessary if all proposed design requirements are implemented adequately, the Mubi cattle market (proposed) will be one of the first orderly designed cattle market in the region and will eliminate all traffic and parking problem that is associated with the present Mubi cattle market.

REFERENCES

1. Abubakar, N. (2006), **Effects of the Birnin Kebbi central market on its Environs**, An unpublished MURP thesis in Urban and Regional Planning, Federal University of Technology, Yola. Adebayo, A.A (2004) "Climate" in Adebayo, A.A (ed) **Mubi Region: A geographic synthesis**, Yola: Paraclete Publishers, 135pp.
2. Adebayo, A.A and Tukur, A.L (1999), **Adamawa State in Maps**, Yola: Paraclete publishers, 122 pp.
3. Adeneke, S. (2003), **Relocation of Markets in Nigerian cities: A case study of Bida New Central Market**, An Unpublished M.Sc. thesis in Urban and Regional Planning department, Ahmadu Bello University, Zaria, p.1-29.
4. Bailey, D. (et al) (1999), **Livestock markets and Risk Management Among East Africa pastoralists: A review and research Agenda**, www.google.com

5. Barry, B.J (1963), “**Commercial structure and commercial Blight**” Research paper, Department of Geography, University of Chicago.
6. Charpin, F.S (1973), **Urban Land use planning**, Chicago, Illinois: University of Illinois Press
7. Christaller, W. (1933), **Location Theory**, Four classical Traditions: www.google.com
8. Davoudi, S. and Healey, P. (1992), “State and market in the Development process” in Healey,
9. E (et al) (eds) **Rebuilding the city**, London: E and Fiv spon Publishers, 312P.
10. Dawson, J. (2006), “**Erecting of New Livestock Market North of Hill Drip Farm**” Planning Office; Stirling (UK), www.stirling.gov.uk
11. Efobi, K. O (1992), “**Site selection and analysis**” in Mba, H.C (ed), **Principles and Practice of Urban and Regional planning in Nigeria**,Awka: Mekslink Publishers.
12. Eighmy, T.H (1972), **Rural periodic markets and the extension of an Urban system: A western Nigerian example**, Economic Geography, London, P.299-315.
13. FAO Corporate Document Repository (2003), “**Market Infrastructure Planning: A guide for Decision makers**”.
14. Holtzman (et al) (1992).” **Livestock marketing and trade in the central Corridor of West Africa**” USAID Sahel West Africa office and Washington DC (USA).
15. Husain, M.A (2006) “**Defining rural settlement in the context of Planning and Design**”
16. An unpublished paper, Urban and Regional planning department ,Federal University of Technology Yola.
17. Ilesanmi, F.A (1999)” Urban settlement” in Adebayo, A.A and Tukur, A.L (eds), **Adamawa in maps**, Yola: paraclete Publishers, 112p.
18. Ismail, I. (1994), **Livestock transportation and marketing in Nigeria**, A Ph.D Thesis, University of Ibadan.
19. **Integrated Regional development planning: Guidelines and case Studies from organization of American states experience**” (1984), Washington DC.P.177-198.
20. Kayode, J.O (1977), **The relocation of the Ilorin emirs market: A study of its impacts on land uses, retail activity and re-use** **References**, A research paper.
21. Max Lock (1976), Mubi master plan.
22. Microsoft Encarta (2004)
23. **Mubi North local Government council diary**, (2006)
24. **Mubi South local government council diary** (2006).

