

Infrastructure Consideration in Satellite Town Development in Nigeria: A Case of Ikot Idem/Ikot Abia Satellite Town, Ikot Ekpene, Akwa Ibom State

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ABSTRACT

This study beams its search light on the infrastructure consideration relating to Satellite town development in Ikot Idem/Ikot Abia Communities in Ikot Ekpene Local Government Area of Akwa Ibom State. It also examines the success or otherwise of the existing satellite towns vis-à-vis the original planning and architectural conceptions, efficiency, live-ability and attractiveness with the older communities. This study is rooted on three research questions. The population of the study comprises of residents of the study area in Ikot Ekpene. Two hundred and fifty copies of questionnaire were distributed at random for data collection to the sampled participants. Frequency counts and simple percentage were employed in analysing the data collected for the study. It is observed that there is a strong relationship between the development of Satellite Town and consideration of infrastructure facilities like public utilities, water and electricity supply, telecommunication, refuse collection and disposal system. Hence, adequate housing, population structure, land, health, educational facilities, mobility and accessibility of goods and services must be given consideration.

Keywords: *Satellite Town development, infrastructure consideration, Ikot Idem, Ikot Abia*

INTRODUCTION

The concept of Satellite Town Development emerged as a result of the various deficiencies found in urban areas. These urban deficiencies are generally found in areas of lack of infrastructure, housing, water supply, sewerage services, health, transport and electricity facilities. Infrastructure consideration is seen as the bringing into existence, maintenance, and the improvement on the public systems and facilities of the town which are necessary for the economic activities of the said town to thrive. From the foregoing, it would be seen that building of Satellite Towns with adequate infrastructure can therefore be justified as they offer a healthier, more efficient and more satisfying environment.

A study by the United Nations Centre for Human Settlement (UNCHS-HABITAT), in 2001 states that nearly half of the world's people are urban dwellers (Abdulahi,2003). And under the stress and strain of urbanization, industrialization, modernization of economy and transportation, urban centers grow phenomenally in population and size, in haphazard manner (Dimuna and Omatsone, 2010). The urbanization process in many developing countries, particularly Nigeria has not been accompanied with

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corresponding supply of adequate housing, basic infrastructures and amenities (Atere, 2001). Also, this urban housing problems manifest in over- crowding, slum housing and the development of shanties in virtually every Nigeria city. The situation heightened awareness, and ultimate acceptance for the introduction of some forms of regulations regarding the growth and development of urban centers. The promotion of satellite towns therefore started in furtherance of a policy of planned decentralization for congested areas, partially (Onyinke, 2010). Pacione (2004) draws up the following list of prime objectives in the establishment of Satellite Towns in the British context (which will to a large extent be given much consideration in our study) as follows:

- i To accommodate development pressures from decentralization and counter-urbanization.
- ii To channel and decentralize populations into planned locations.
- iii To meet and identify shortfalls in housing, land and dwellings.
- iv To reduce pressures for piecemeal development and over-development of existing settlements.
- v To provide cost- effective investment in infrastructures and other facilities
- vi To provide a more economical use of land and other resources
- vii To minimize the environmental impacts of urban growth.
- viii To provide opportunities for balance housing and employment growth
- ix To ensure continuity of supply of development land and facilitating competitive house prices
- x To provide opportunities for creating socially mixed communities
- xi To avoid town cramming and loss of urban green space
- xii To cater for revealed residential preferences.

In establishing the need for Satellite Town in Akwa Ibom State, the prime reason is to provide housing away from congested city to new sites in order to encourage outward migration. City congestion is a generic term usually characterized by traffic jams, hold ups, noise, pollution, squatter settlement, slums (Atere, 2001) and even armed robbery (Buba, 2011). To an Estate Surveyor and Valuer in the public sector, congestion is clearly evidenced by their increasing inability to meet client's demands for accommodation within the city. The practitioners input as to the number of clients seeking property on a week; the class of property being sought; and what percentage of the total number of clients he is to satisfy and the category of houses which satisfy their clients. They are all important reference pointers on which a Satellite Town should be based.

In choosing the site for Satellite Town Development in Akwa Ibom State prior to land acquisition which is of prime interest to the Estate Surveyor and Valuer, the principles governing the choice of site should aim at maximizing individual happiness and opportunity choice by reducing the journey to hospitals or schools and providing facilities. At this conceptual stage, a major pull must be established which would sufficiently attract migrants of varying classes from cities outwards. The pull must be in the form of conducive atmosphere and an environment that is at least partially satisfactory. The provision of housing alone is not usually sufficient to create a pull (Buba, 2011). With the scenario of

infrastructure decay in Ikot Ekpene before 2006, people were seen relocating from major streets like Chubb Road, Umuahia Road, Abak Road, Obo Road, Market Road, Church Road, Ikono Road, Etok Akpan Road and Dibue Road etc. to other places and towns with access roads as well as other infrastructure (Brochure on Ikot Ekpene, 2008). But the development of Satellite Town by the government of Akwa Ibom State in Ikot Idem/Ikot Abia Idem in the out skirt of Ikot Ekpene since the last five years seem to remedy the problem of congestion which always gives way to the decay of existing infrastructure. Yet, the provision of adequate infrastructure in the developed satellite towns is one of the major challenges facing the government, developers and occupants. Hence, this study is envisaged to verify the consideration of infrastructure and its impact on the town. Specifically, the aim of this study are to:

- i Appraise the infrastructural consideration of Satellite Towns in Akwa Ibom State with Ikot Idem/Ikot Abia Satellite Town in Ikot Ekpene Local Government Area, as a case study.
- ii To appraise the relationship between the developments of satellite towns and infrastructure.
- iii To examine the factors which influence satellite town development.
- iv To appraise the trend of infrastructure development of satellite towns in the past six years and now in Akwa Ibom State.
- v Use the study to sort out the deficiencies in the design of satellite towns in Akwa Ibom State and proffer possible solutions to them.

Ikot Idem community is one of the popular villages in Ikot Ekpene Local Government Area of Akwa Ibom State. The community situates along Ikot Ekpene – Ikono Road, about three (3) kilometers to the fully developed portion of Ikot Ekpene. It is bordered on the East by Ikono road, on the West by Umuahia road and on the South by Ikot Ekpene Central Business District (CBD). The peaceful community is rich in agricultural land. In fact, agriculture is the mainstay of the people. The population is about 11,661 people (NPC, 2006) and a landmass of 1890.83km². Its position makes it good enough for housing development. The parcels of land are with good terrain that depicts natural beauty and as such will be loved by all upon full completion of the project.

The community infrastructure of a new place is as important a contributor to its future success, and its economic value, as the housing itself, its transport connections and other aspects of its physical design. The development of Satellite Town as a strategy for urban growth control has its origin in Europe and America. Specifically, the modern history of new satellite towns began in Britain at the turn of the last century with the evolution of the “garden city” movement by Howard (1898), who proposed the concept as alternatives to suburban strip development and the congested central city. Government planning policies throughout the 1990s emphasized the need for well-designed, low-carbon physical environments with different house types and tenures. Interestingly, Satellite Town are not alien to Nigeria neither is it to Akwa Ibom State. Ojo (1996) cited in Wikipedia (2012) also asserts that new or satellite towns have been built to serve a variety of purposes in Nigeria in general such as – the seat of government, base for industry, center for learning,

and home for rehabilitating displaced persons, like the Bakassi people displaced by the judgement of the International Court of Justice in October, 2002. Kaduna and Port Harcourt developed as seat of colonial administration while Ewekoro and Ajaokuta developed as bases for cement and steel industries. New Bussa was developed to rehabilitate displaced persons occasioned by the Kainji dam project. Enugu which later became a seat of administration was established to tap and export mineral resources (coal). Abuja, has been developed as a new capital territory (town) for Nigeria.

According to Tunde (2011), there are other purposes for which new satellite towns are developed in Nigeria such as education (as University town), transportation (as port towns) and recreation (as resort towns). Tunde (2011) also asserts that the physical and social characteristics of Nigeria cities as they exist today are to a very great extent, the legacy of history. At inception, they catered satisfactorily for the needs of the traditional societies. However, situations have changed today, with the demands of urbanization and modern technology on these cities. Unfortunately, there are no plans to accommodate the upsurge of urban population and its attendant demands on physical and social infrastructure. This has resulted in these cities facing enormous deficiencies in housing, water supply, sewerage, waste disposal, road transport and electricity services, health and educational facilities. The environmental quality of these cities is more deplorable. The problem has been compounded by poverty, limited resources in funding urban infrastructure, disregard for town and country planning for too long in Nigeria generally.

It is generally believed that development of Satellite Towns could be a way of addressing urban deficiencies in our major cities like Akwa Ibom State. This is because the satellite town is supposed to offer a healthier, more efficient and more satisfying environment than that of the existing towns and cities. In effect, a satellite should be seen as a deliberate and planned effort to create the best possible physical and man-made environment conducive to a healthy and satisfying life for the people. The notion of Satellite Towns first started in Britain in the 1930's. It largely grew upon the experience of the Garden City movement of the 19th century and was prompted by the Town and Country Planning Association. He called for the creation of new towns of limited size, planned in advance, and surrounded by a permanent belt of agricultural land (Mumford, 1946).

In Akwa Ibom State, Satellite Towns have been developed and some, under construction in Ikot Abasi, Uyo, Eket, Ikot Ekpene and many other Local Government Areas. It is expected that many more satellite towns would be developed in the coming decades as urban centres grow leaps and bounds due to the growing rate of rural- urban migration, population growth and the resultant pressure on the existing social and economic infrastructural facilities in these cities.

Infrastructure Development in Satellite Town Development

The term infrastructure refers to all physical, social and economic element needed to support the population, in addition to other municipal services which include sewer, water supply, natural gas and electric services, schools and police stations, roads and airports etc. According to Fox (1994) and Yomi (2003), infrastructure is seen as including those social services derived from a set of public works traditionally provided by the public sector, to

enhance private sector production and to allow for household consumption. They include services like roads, hospitals, schools, water supply, sewage, etc. All these services largely determine how long he will live. As seen above, the main characteristic in the definition involves physical features, facilities or utilities which are usually put in place by public involvement and expenditure, and are aimed at facilitating the efficient functioning of a society. As society develops, the need to provide basic infrastructure for the wellbeing of the inhabitants arises. Most of the infrastructure are capital intensive in the procurement and perhaps also in the maintenance, and these services are usually provided by the different levels of government in the federation, although private sector participation is now gradually becoming noticeable due to liberalization policy of some aspect of the national economy by the present administration (Iseh, 2003).

Some years ago, the slogan was “housing for all by the year 2000”. This means “housing and infrastructure”. That was the year set aside by the United Nations (UN) for meeting the housing needs of the people worldwide. Twelve years after, the homeless still abound globally. In Nigeria, the housing gap is estimated at 16 million. Can the government alone fill this gap? It would be a tall order to expect government alone to discharge this onerous responsibility (Majekodunmi, 2012).

This study therefore examines the relationship between Infrastructure and Satellite Town development within the context of their types namely- Growth Centre New Town and Satellite New Towns, Growth Centre New Towns. Bearing in mind the nature of their evolution, such growth centres/new towns still have greater prospect for success. The developments of new towns near existing major cities encourage lateral expansion of cities though inevitable in filling development between the major city and the satellite. Lateral expansion obviously involves infrastructure expansion demands on road, sewage facilities, and water, electricity and communication services among others. This is why it is often argued that unless they are comprehensively conceived and well planned, Satellite new town tend to worsen rather than improve on the problems they are meant to solve. A number of steps could be taken to enhance the prospects of Satellite new towns in Akwa Ibom State. Strengthening the economy base of Satellite towns with a view to making them self- sustaining settlement as much as possible would enhance their prospects. Putting in place good road network and urban mass transit system would serve as a major boost.

Thirdly, an effective physical planning instrument to curb and control sprawling expansions from the major city to the Satellite Towns would enhance their prospects. Satellite Town Development projects may be undertaken to decongest urban areas, to encourage development of rural areas; to foster national security or simply for political reasons. The prime interest of the Estate Surveyor and Valuer in satellite town development stems from our number one position in Land Administration in Nigeria as contained in the Land Use Act (No. 6) of 1978. The Act which vest all land comprised in the territory of each State in the Governor of that State, also makes provision for the establishment of a “Land Use Allocation Committee” comprising of at least two Estate Surveyors amongst other professionals. This committee is charged with the responsibility of providing professional advice to the Governor on land matters (LUD 2(2)1978).

In Nigeria, a clear distinction was also drawn between the New Development Corporation and the existing Housing Corporation because when the purpose for which the New Town Development was set up had been achieved, it could be wound up and its assets transferred to the relevant Housing Authority or other statutory undertaking. In establishing the need for a Satellite Town in Akwa Ibom State, the prime reason is to provide housing away from congested cities to new sites in order to encourage outward migration. City congestion is a generic term usually characterized by traffic jam, holdups, noise pollution, squatter settlement, slums and so on.

The proposed arrangement calls for a reorganization of the existing institutional framework in the Country. Management of National Housing programme should operate at three levels. The first and highest level is the overall direction of policy; the general guidance of resources towards the desired housing objectives. The second tier level is supervision and control to see that policies are implemented as efficiently as possible. The third is Local Government and or private development and development associations. To ensure a smooth and efficient operation at all levels, a National Management structure must be designed setting out the relationship of the various agencies concern with production financing of housing and indicating how each serves to achieve the objectives of the housing policy and programmes. The same can also apply at the State level; and partly because they have neither the technical nor financial resources needed for efficient management and construction. In the circumstances the principal executive authority should be at State level supervising and controlling private developers and housing development associations.

To the Estate Surveyor in the public or private sector, congestion is clearly evidenced by their increasing inability to meet clients' demands for accommodation within the cities. The practitioners input as to the number of clients seeking property on an average week; the class of property being sought; and what percentage of the total number of clients he is to satisfy and the category of houses which satisfy their clients. They are all important reference pointers on which a Satellite should be based.

On the other hand, the Surveyor in the public services e.g. in the Housing Authorities, Ministries, Local Government etc. the number of applications for government houses, the affordability factor, and the ability of government to meet those demands, are all relevant input for Satellite Town Development. Basically, this project is aimed at planning for a community that would greatly improve its quality while also achieving redistribution and consequently promote and increase standard of living. The Satellite Town would achieve the much desired sense of belonging by the people. The plan shall take into consideration social facilities to enhance the social status of the community. New towns on its own have a way of creating economic activities that materializes into income generation and job opportunities. These can be expressed in areas of ancillary or tertiary related commercial and industrial activities. In addition, so long as there are administrative, socio-cultural and other services, activities which can be performed within the satellite town for persons living within it and its surrounding localities, then the amount of economic activity will be increased (Dimuna and Omatsone, 2010). Therefore, the following Infrastructure consideration must be given a priority when satellite towns are desired to be developed.

Population Structure of Satellite Towns: A Satellite Town has an entirely different demographic structure. There will be less children, and aged people than in a mature town. The bulk of the population will be on the age group of 25-50 years. The age- pyramid is, therefore, unlike that of existing town. The sex-ratio (number of females per 1000 males) is low, as migrants are mostly young, single adults or recently married couples. The dependency ratio is low. The literacy is high and the per capita income is also high. The family size will be smaller than an established community (Obitoye, 1996).

Land and its Use in a Satellite Town: In many satellite towns either too much or too little land has been acquired resulting in either sprawl or over-crowding. A careful assessment of land required for 20 to 30 years at least must be made.

- i Land should be developed by a phased programme. Instead of allowing land to lie idle, undeveloped or uncommitted, such land should be put into primary uses like agriculture. It might just be a major source of food supply to the satellite new town.
- ii Low density (20-30 people per gross acre) developments causing sprawl and high development cost should be avoided. Dense, compact developments are aesthetically agreeable and economical. Journey to work will be short.
- iii Ample land should be devoted to residential use. In some of the satellite towns the land devoted to residential use is less than 30-35 percent. This is wasteful, costly and gives rise to long community distance.
- iv Also, unused open spaces become unsightly and unhygienic dumping ground. Open space should be formal and organized.
- v Land Bank idea is also necessary as it allows for land to be acquired in bulk and release progressively on the basis of performance and need.

Circulation: The success of satellite town depends to a great extent on its accessibility and mobility of people, goods and services. The following guidelines are necessary to consider in order to achieve this objective:

- i The trip generation should be at minimum.
- ii At least 22 to 26 area to be devoted to roads, streets, parking lots and other circulation areas.
- iii Complete separation of vehicles and pedestrians by a functional hierarchy of roads and street is desirable.
- iv Through- traffic to be excluded from the central area of a satellite town
- v Correct road geometrics should be ensured.
- vi Adequate on street and off street parking facilities to be provided.
- vii Appropriate use of road marking, signals and other means of regulating flow of traffic will be necessary.
- viii Car ownership in satellite towns is generally higher than in other towns. This should be reflected in the design and development of the circulation network
- ix Mass transportation is to be emphasized, it may even be subsidized.
- x Landscaping the road and street reduces fatigue and boredom of driving.
- xi Strict enforcement of traffic regulation is necessary.

Housing: Housing provision in satellite town should be adequate and qualitative both in the short and long run. There must be enough housing stock to cater for the needs of the first set of inhabitants of the land; adequate provision also made for its eventual growth. In a nutshell, the following may serve as useful guidelines in satellite towns development.

- i It is important that housing provision should be geared towards the establishment of mixed balance communities consisting of people of diverse ethnic, cultural, religious, economic, social and educational backgrounds. Perpetuating monolithic or one class communities should be discouraged. Housing provision should take cognizance of the various income groups and the population structure of the new town.
- ii Provision of housing should be based on realistic standards which the prospective owners can afford.
- iii Whilst it is expected that government would be involved in the direct construction of housing units in a satellite town, it is also important and desirable that encouragement and support should be given to private initiatives and activities in the production of housing.
- iv Pursuit of site and services programme whereby serviced plots will be made available to individuals for the purpose of building their own housing is also desirable.
- v Industrialization/prefabrication of dwellings has the advantage of rapid construction. In a satellite town, this approach may be helpful in facilitating delivery within a reasonable time. This approach is however very capital intensive even though it has been successful in countries like Russia, Poland, United Kingdom, among others. For developing countries, the problem of affordability of the dwellings by the final consumer using this approach becomes relevant (Obitoye, 1996).
- vi Economy in design and constructions of housing units will go along way in bringing down the cost of houses.
- vii Temporary constructions have the tendency of becoming “permanent” for several decades. They should be kept at the minimum.

Utilities and Services: A Satellite Town starved by lack of utilities and services, right from inception will be like a child with stunted growth. A Satellite Town should be self-contained in terms of utilities and services. It should have better services, quantitative as well as qualitative than the existing old communities.

- i Provision of water, sewerage, transport, electricity, communication and so on should be phased. The phasing should be such that they are necessary and sufficient at every stage of development.
- ii It is generally recommended that the minimum quantity of potable water to be supplied for domestic purposes should not be less than 50 gallons per capita per day.
- iii An efficient system of collecting, conveying and recycling solid wastes should be introduced.

Health and Education Facilities: The age- pyramid of a new community being different from that of established old community, the requirement of health and educational facilities

in the former are different from those of the latter. Trend in shopping and the shoppers' behaviour in new satellite towns are different from those of "mature" towns. These should be carefully studied. A hierarchy of shopping centres (from corner shops to neighborhood shopping centres and district shopping centres) should be planned and laid out. Pedestrianisation of shopping areas is desirable whilst temporary shops and hawking should not be allowed.

Economic Base: A strong and diversified economic base is essential. A single enterprise settlement is not desirable. The government should have a deliberate policy of pumping in employment and urban inputs in the new communities. Even in the new capital cities, certain quanta of industries are necessary. An exclusively administrative satellite purely centered on governmental activities will be devoid of requisite economic activities and social life. People will not want to live in such a satellite town since the cost of living there will be prohibitive. As a matter of fact, the success of a new town may be measured by the extent of employment it provides to its inhabitants, instead of serving as merely a bedroom, or Satellite Town.

The Impact of Infrastructure on Satellite Town Development

There are no major writers or analysts who reject the relationship between infrastructure and economic development. Often the concept of infrastructure investment and economic development are considered one and the same variable. Since economic development is universally connected with increasing infrastructure in satellite towns' development, there is also a clear relationship between increases in public investment and satellite towns.

In the modern western world, infrastructure usually is reduced to roads, bridges and water and sewer services. In the developed world, things like security, health care and recreation are often included. However, infrastructure as defined is the fundamental condition for economic development (<http://www.ehow.com/infor-7936264-effect-infrastructure-development-property-values.html>- 2012). Its network of services usually provided by the state that makes increasing economic development possible. This relationship also exists in the developing world. There seems to be strong relationships between economy, property values and infrastructural development. Not only is there a connection between public investment and the financial values of local housing, but people are clearly willing to pay more for a house or business if they know there is, or was, substantial public effect in that people are willing to invest in an area if they consider they are a government priority. A situation which is not different from other parts of the country and Akwa Ibom State or Ikot Ekpene in particular shares in the similitude. When infrastructural development falls off due to tight budgets or has of public interest, the implication is that property values falls, and these fall because external investment falls. The most economically active people move out of an area when public investment is neglected. Furthermore, the basic transaction costs of infrastructural neglect begin to increase, making it less profitable to do business in that area. The policy implication is that public investment is necessary for economic development, profitability and economic progress in a given area.

The Impact of Parks on Property Values

Most people enjoy the benefit of open park land in their homes. While the aesthetic and environmental values of parks are easily recognized, their economic value is sometimes overlooked. In fact, studies have shown that parks create a positive economic impact by increasing nearby property values (<http://www.ehow.com/about-5306175-impact-parks-property-value.html>). Historically, support of park development has intuitively felt that parks increase nearby property values. More recently, these views have been confirmed through statistical studies. The effect is that people enjoy the benefit and natural beauty that a park offers and so they naturally desire property that is located near a park. This increase in demand translates to an increase in property value.

Increased values lead to increased property taxes, which pay for the cost of developing the park. This means that over the long term, a park will most likely pay for itself. Park also attracts desirable residents such as retirees to the area. This effect may also impact property values positively because safe, friendly communities are very desirable places to live. While parks have been shown to increase nearby property values generally, there are factors that may affect the magnitude of the increase. For example, it has been observed that parks designed for passive use have a greater impact than parks designed for active use. Also if there is another park within a reasonable close distance, the addition of a second park may not have as great an impact on property values. It is also reasonable to assume that the size and layout of a park will have some impact on the amount by which nearby property values increase (<http://www.ehow.com/about-5306175-impact-parks-property-value.html>).

METHOD

This study adopts survey research design. The general population of the study comprises all the inhabitants (residential and commercial) of Ikot Idem/Ikot Abia Satelite Town in Ikot Ekpene. The target population of the study consists of Civil Servants, Estate Surveyors and Valuers who are core participants in Satellite Towns Development in Ikot Ekpene Local Government Area. To this end, numbers were assigned to households in all the buildings, which give a total of eight hundred and forty seven as the population size. Yaro Yamane's Formula for finite population was used to determine the sample size from the population. This gave a size of two hundred and seventy two respondents.

The formula is as follows:

$$n = \frac{N}{1 + N(e)^2}$$

Where: n = the sample size
N = the finite population
e = level of significance (0.05 limit of tolerance error)
1 = unity (a constant)

The instruments used in the collection of data for the study include interview, structured questionnaire and pilot survey based on some careful observation of the study area by the

researcher. The questionnaire was divided into two sections. Section A for Estate Surveyors and Valuers in Public and Private practices on the Infrastructure Consideration in Satellite Town Development; and Section B for the Housing Survey and Facilities. The questionnaire had specific items structured to bring out required information for the research. The responses were made on four point scale, thus: strongly agreed (SA); Agreed (A); Disagreed (D); Strongly Disagreed (SD). An item was only accepted if it scored at least 2.5 on the four point scale mean value (x). Items which scored below 2.5 were rejected. The instrument that was used for data collection in this research was subjected to a pilot survey in order to check whether the instrument would measure what it supposed to measure, after the result from the pilot survey must have been analyzed and evaluated by expert in scale and measurement from Akwa Ibom State Polytechnic, Ikot Osurua, Ikot Ekpene. The researcher administered the questionnaire randomly to the respondents. Two hundred and seventy two copies of questionnaire were distributed, two hundred and fifty respondents filled and returned the questionnaire. The analysis was based on the 250 copies. The data collected for the study were subjected to statistical analysis using frequency count and simple percentage.

RESULTS AND DISCUSSION

As shown on table 1, all the questionnaire items enlisted significantly agreed to the issue raised. This is represented by 94% of the respondents agreeing to the fact development of infrastructure is essential in satellite town development. Significant proportion of 88% of the participants agreed that provision of infrastructure attract people to satellite town. In respect of provision of infrastructure is the most reason for the development in satellite town, 100% agreed. The same is applicable to item 4 of the table.

Table two carried items that have to do with factors that influence satellite town development. The result gotten was not significantly different from what was obtained on table one. By implication, the respondents significantly agreed to the items on the table. With relation to population structure and decongestion of the main city, which lessens the burden of city infrastructure, the entire response rate of 100% was gotten. Items 6 and 7 had the aggregate response rate of 96% leaving only an infinitesimal fraction of 4% for those that disagreed. None strongly disagreed.

On table three, the researcher sought opinion of respondents on whether the provision of infrastructure leads to the acceptability of satellite town. Item 12 of the table indicates the fact that provision of infrastructure does not lead to the acceptability of satellite town as indicated by a total disagreeable proportion of 54% for items 9, 10 and 11 the proportion of the respondents that disagreed are 23%, 25% and 23% respectively. This suggest that the provision of infrastructure does not absolutely lead to the acceptability of satellite town. However, it was reasonably agreed by the respondents that providing infrastructure leads to the acceptability of satellite town. This is as indicated by 77%, 75% and 77% respectively of 9, 10 and 11.

Table 1: The level of infrastructure required for Satellite Town growth

	Statement	SA	A	D	SD	Total
1	Development of infrastructure is essential in satellite town development.	180	55	15	-	250
		72%	22%	6%	-	100
2	Provision of infrastructure attract people to satellite town.	150	70	30	-	250
		60%	28%	12%	-	100
3	Provision of infrastructure is the most reason for the development of satellite town.	200	50	-	-	250
		80%	20%	-	-	100
4	Lessees prefer properties located where infrastructure development are comparatively optimal.	180	70	-	-	250
		72%	28%	-	-	100

Table 2: Factors which influence Satellite Town Development

	Statement	SA	A	D	SD	Total
5	Satellite town can be enhanced by the population structure	150	390	-	-	250
		60%	40%	-	-	100
6	The accessibility through good road network increases the value of satellite town.	190	50	10	-	250
		76%	20%	4%	-	100
7	The general economic situation in the country affect satellite town development	170	55	25	-	250
		68%	22%	10%	-	100
8	Satellite town help decongest the main city and ultimately lessen the burden on city infrastructure	100	150	-	-	250
		40%	60%	-	-	100

Table 3: The provision of infrastructure leads to the acceptability of satellite town

	Statement	SA	A	D	SD	Total
9	The development of infrastructure drives property development in satellite town.	105	88	50	7	250
		42%	35%	20%	3%	100
10	The provision of schools, hospitals and other amenities improves life in satellite town.	98	90	62	-	250
		39%	36%	25%	-	100
11	Satellite town development and the development of infrastructure are closely linked.	92	100	50	8	250
		37%	40%	20%	3%	100
12	Satellite town is determined by infrastructure development	45	70	80	55	250
		18%	28%	32%	22%	100

CONCLUSION AND RECOMMENDATIONS

This study has assessed the impact of infrastructure provision on satellite town development in Ikot Idem/Ikot Abia, Ikot Ekpene Local Government, using three research questions, and statistical means to answer the research questions. In essence, the impact of infrastructure consideration in satellite development can be concluded thus: increased yearn for satellite towns, socially balanced, economically efficient, limited land size and healthy and educationally efficient. The following recommendation came out from the findings gotten from the research:

- i Akwa Ibom State Government should provide more infrastructures, especially in the existing satellite towns.
- ii Government should make adequate budgetary provision to maintain the existing infrastructure.
- iii Government should involve the residents, and make the town secured twenty four hours in a day through the use of full time security guards and the police; etc.
- iv There is an essential need to involve and empower residents throughout the process, with the potential for community management of the infrastructures also identified as a critical ingredient for success.
- v The Estate Surveyor should be involved right from the stage in which the idea of Satellite Town is being mooted. He will be in a position to advise whether the economic and social malfunctioning of an existing urban center has reached a point whereby satellite town could be contemplated either as a counter-magnet or as an alternative city entirely.
- vi The Estate Surveyor should be involved in the site selection, that is, location, acquisition and subsequent payment of compensation to original inhabitants of the satellite town. It is perhaps worthy to note here that the overall success of the Satellite Town will depend, to a large extent, on how well the above issues are tackled.
- vii Adequate and prompt payment of compensation will remove the initial acrimonies and hostilities of the owners and inhabitants of the acquired site.

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