

Impact of Urban Design on Socio-Economic Segregation and Spatial Inequality in Metropolitan Lagos

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ABSTRACT

Globally, urban communities are vital areas for creating social interaction, economy and products for residents and the increase in inequities within urban spaces are widened regionally creating imbalances in several nations. Metropolitan districts, which housed one-fifth of individuals 100 years back, half in 2007, and will be home to around 66% of individuals by 2030, are adding around 60 million individuals every year. The pace of metropolitan populace expansion in the creating scene is unique. The study aims to evaluate the effect of socioeconomic segregation and spatial inequality in Metropolitan Lagos. The findings showed segregation along the line of occupation, ethnicity, and income, generating agglomeration of slums versus other well-planned communities. The Metropolitan plan subsequently influences spatial inequality and economic segregation positively and negatively with the ability to identify areas with negative vices and mitigate the consequences.

Keywords: Economic-Segregation, Metropolitan Lagos, Socio-Segregation, Spatial-Inequalities, Urban Design

1.0. INTRODUCTION

Globally, spatial inequality is one of the most talked-about topics in modern geography and other social sciences, a wide range of social disciplines with an interest in spatial phenomena, such as regional economics or urban sociology (Gyuris, 2017). Solarz,(2014) opined that this interest in spatial inequality stems first from the remarkable social challenges of recent decades, which are present at the widest range of geographic scales - from a still glaring divide between countries of the Global North and Global South this view is supported by Gyuris, (2018). However, the increase in inequities within urban spaces widened regional imbalances in several nations. Urbanization in underdeveloped nations has been stimulated significantly since the end of World War II, with a rising amount of the urban populace in every country focusing on vast metropolitan agglomerations, Nigeria is not excluded. Lagos, being the exclusive city in Nigeria, has encountered a much quicker development rate than some other metropolitan places in Nigeria.

Lagos has tracked urban growth across time, relating it to its underlying physical characteristics, population, and socioeconomic makeup. Regardless of its financial significance, the environmental supportability of Lagos has not gotten the sort of consideration it requires. Ineffective housing has prompted the rise of ghettos, spatial imbalance in access to land and infrastructure, random land improvement, infrastructure rot, steady flooding, extensive poverty, and joblessness.

Lagos experienced phenomenal population growth and largely spontaneous metropolitan expansion, expanding from its actual lagoon setting to a vast area of generally low-ascent improvements, including upwards of 200 distinct ghettos ranging in size from groups of shacks under roadways to permanent locations. The urban extension applies significant weight to metropolitan structures. The expenditures on the residence, renovated land, infrastructure, urban benefits, and livelihood alternatives have not stayed up with the populace's development. Poverty, an increase in informal

settlements, overcrowding, and ineffective physical and social infrastructure are the most undergoing spatial and economic aspects and results of urbanization in Lagos.

According to the Justice and Empowerment Initiatives Nigeria, 65% of individuals living in Lagos are metropolitan unfortunate who live in ghettos and settlements. The development of Lagos has prompted social and financial inequality. For certain occupants, the thriving economy of Lagos has prompted extraordinary riches, comfortable high, medium, and low apartments and environment, while a few live in squatter settlements [slums], are poor, under-employed, and jobless, and are more than half of the populace. Utilizing present-day estimation, there is more than a regular contrast between the rentals paid by the affluent and the poor in Lagos that is to say, urbanization has affected spatial inequality between the rich and poor yet has not settled the spatial inequality. Lagos is a casual city and its future improvement will be driven by the casual region, particularly taking into account the normal populace development in the following decade. Subsequently, the vision, technique, and planning of the future city must be finished with an emphasis on addressing the necessities, wishes, and capacities of the informal region.

This study aims to evaluate the effect of urban design on socio-economic segregation and spatial disparity in metropolitan Lagos to mitigate the adverse outcomes. The objectives of the study are given as follows: This will be done by examining the accessibility of urban design/guidelines in metropolitan Lagos, analyzing from the literature the current social and economic segregation among occupants of metropolitan Lagos and examining the relationship between urban design and socio-economic segregation with the current spatial inequality in metropolitan Lagos.

2.0. LITERATURE REVIEW

2.1 Economic Segregation in the Cities

City-to-city differences in the way money is distributed are referred to as economic segregation, as is the severity of the gap. The unequal distribution is attributed to a variety of factors by researchers. Corak (2013) asserted that unfair access to resources is passed down from one generation to the next, whereas Alvarado et al. (2018) contend that income inequality worldwide declined until the 1980s before rising sharply after that. As a result, more public assets have been acquired by the private sector, and there is a rising inequality in the distribution of capital, which directly affects the efficiency of the labour and housing markets.

2.2 Metropolitan Lagos

Lagos with a population of about 20 million, is conceivably one of the largest cities in West Africa. More people live there than in Tokyo, Moscow, London, or Mumbai, which are the four other most populous cities on the earth. Though the Aworis, Eguns, and Ilajes were its original inhabitants, the city has over time transformed into a cosmopolitan one. The city has different sides - the Mainland and the Island. The significant spots are Lagos Island (initially regardless usually called EKO), Epe, Ikorodu, Ikeja, Surulere, Yaba, Apapa, Victoria Island (the monetary focus of Lagos), and Ikoyi to give some examples. The residency in these spots is impacted significantly by the pay class of individuals, however, most of Lagos is involved by the middle and lower financial classes.

2.3 Socio-Segregation

According to the Merriam-Webster Dictionary, socio-segregation is the partition or seclusion of a race, class, or ethnic gathering by mandatory or willful residence in a confined region, by obstructions to social intercourse, by separate academic structures, or by other oppressive standards. It is the division of individuals into discrete gatherings in light of quite a few examples, like race, identity, or ethnicity. In the majority of the urban communities, a larger number of segregation can

be tracked down in high civil categories and affluent regions. Outside the shores of Africa, Lungo and Baires (2001) in research on Latin-American cities argued that changing socio-spatial segregation patterns are caused by several factors, including the shrinking supply of urban land available, the growing urban population, environmental restrictions, new logic and forms of commercial and service centre localization, and the building of new urban vial networks in the big Latino American cities and these conclusions by Lungo and Baires can be easily agreed upon as major factors causing socio-segregation in many big cities across the world, Lagos inclusive.

2.4 Spatial Inequality

Spatial inequality is the uneven measure of characteristics or resources and assistance relying upon the region or location, like medical, government assistance, public administration, household earnings, and infrastructure. It is brought about by numerous things, like religion, culture, race, and the economies of agglomeration, and it is visible in the metropolitan/rural gap, between states or countries, or among more and less underprivileged regions inside a similar geographical division. It is the inconsistent circulation of assets in a geographic region; social imbalance across domains and their populaces; variations in light of residential and ecological isolation where one lives and in which region significantly affect how individuals cooperate, participate and progress.

In a study carried out by Kanbur and Venables (2005) under the UNU-wider Project that spatial inequalities are high and although there is country heterogeneity, the overall conclusion is inescapable. About 26 countries were studied for that project and the studies used data over time, spatial inequalities have been on the constant increase. In that project, Sahn and Stifel (2003) conducted tests of rural-urban convergence in achievement indices for eight different welfare indicators and they concluded that “there is only convergence in cases of enrolment and stunting; and when we exclude Nigeria, there are no cases of convergence, while there is statistically significant divergence in cases of asset poverty and enrolments.”

2.5. Urban Design

According to urbandesign.org, “Urban design involves the arrangement and design of buildings, public spaces, transport systems, services, and amenities. Urban design is the process of giving form, shape, and character to groups of buildings, whole neighbourhoods, and the city. It is a framework that orders the elements into a network of streets, squares, and blocks. Urban design blends architecture, landscape architecture, and city planning to make urban areas functional and attractive. Urban design is about making connections between people and places, movement and urban form, nature and the built fabric. Urban design draws together the many strands of place-making, environmental stewardship, social equity and economic viability into the creation of places with distinct beauty and identity.” (<http://www.rudi.net/>).

2.5.1 Principles of Urban Design

The standards of urbanism can be applied progressively to projects at the full scope of scales from an isolated structure to a whole local area. According to Webb, (2021) and Michigan Land Use Institute (2006) given below are some guiding principles for urban design

1. Expanded Urban Density
2. Maintainability
3. Readability and Mobility
4. Open Spaces
5. Adaptability

3.0. METHODOLOGY

This study relates to a secondary data survey from an efficient review of the literature and archival research. The period in which this study is performed is in the range between 1999 and 2022 which corresponds with the third democratic dispensation in Nigeria after independence in 1960.

This study illustrated the social and economic conditions of residents living in the slums of Urban Lagos and how urban planning has affected the rural and urban areas. The Makoko slum was used as a case study and the segregation between the rich and the poor was examined. Other areas of the Lagos metropolis were also visited briefly for observation of urban design principles and how well they are working in such places.

4.0. FINDINGS

The review and findings of this study will be based on the objectives of the study already listed in the previous section of the project and will demonstrate the effect of the urban plan on the socio-economic segregation and spatial imbalance in metropolitan Lagos as they pertain to each of them.

4.1. The Accessibility of Urban Design in Metropolitan Lagos

Firstly, due to their lack of infrastructure and employment prospects in addition to housing, slums pose the biggest obstacle to urban development in Lagos State. An estimated 70% of Lagos' residents struggle to participate in official social structures. Unfair access to inexpensive and effective transportation, education, employment, land titles, mortgages, and energy are also included in this.

According to the Internet geography website, urban planning in Lagos is unquestionably difficult as its population increases by over 600,000 individuals every year. Lagos' metropolitan area has one of the world's largest populations but bears many of its burdens from overcrowding including inadequate housing and transportation infrastructure. Lagos is an example of rapid urbanization and growth; due to its rapid population growth, censuses may not be able to keep up with its growth (Hoelzel, 2018).

4.1.1 Urban Design in Lagos: Housing Although it offered a conceptual framework for housing in Lagos State, the Lagos State Development Plan 2012–2025 was not ambitious enough to address the housing and slum problems in the state. Only 4,355 of the 20,000 dwelling units that were supposed to be delivered by 2015—or 22%—were actually finished. The term "affordable housing" is ambiguous because Lagos HOMS and CHOIS provide fairly expensive housing that is out of the price range of the majority of the population. The new houses to be built are expected in the ratio of 70:20:10 (for low, medium and high-income brackets, respectively). However, the realities of housing delivered under Lagos HOMS and the new Rent to Own Scheme have not shown strong bias for the low-income groups who were earmarked as the majority captured segment. (Oshodi, Adetonwa and Ogunwale, 2016). Significant achievements have been recorded in the preparation of district master plans as eight (8) plans named "Model City Plans" have been completed while four (4) are ongoing within the period under review. The completed plans are:

- a) Agege Model City Plan
- b) Alimosho Model City Plan
- c) Apapa Model City Plan
- d) Badagry Master Plan
- e) Ikeja Model City Plan
- f) Ikoyi – Victoria Island Model City Plan
- g) Lagos Mainland Central Model City Plan
- h) Lekki Master Plan

The ongoing plans are:

- a) Epe Master Plan
- b) Ikorodu Model City Plan
- c) Kosofe Model City Plan
- d) Oshodi-Isolo Model City Plan

The new regional master plan for Lagos State scheduled for completion in 2015 is yet to be accomplished as it will be prepared after the completion of all the ongoing model city plans. (Oshodi et al, 2016)

In 2014 a model floating school called the Makoko Floating School was constructed. It had classrooms that could hold 60 kids all at once. It was likewise utilized as a public venue when not utilized for lessons. The Makoko floating school involves alternative sustainable structures and designs intended to adjust to the inhabitant population's marine way of life. The floating school used local equipment like bamboo, lumber, and aids to create a design that applies to the physical, and social necessities of individuals and expresses the way of life of the local area.



Plate 1: Showing Makoko Floating School (Source: <https://www.archdaily.com>)

The type of school building is a three-sided A-Frame segment with around a 1,000-square-foot play region. The floating school gives a model for creating related designs for houses in Makoko and other neighbourhoods in the future. The design is ecologically economical and because it floats, it could uphold neighbourhoods while facing rising sea levels as a result of environmental change.

4.1.2 Urban Design in Lagos: Transportation

The Lagos Metropolitan Area Transport Authority (LAMATA), which is governed by the Ministry of Transportation, was founded by the Lagos State government in 2003 with the help of the World Bank. Since then, the government of Lagos State has started a number of significant infrastructure projects, including the implementation of a Bus Rapid Transit (BRT) system and the start of work on a light rail network. Both initiatives fall under a fresh transportation master plan. Another significant event was the 2012 implementation of the Lagos Road Traffic Law, which appears to focus more on regulating and controlling vehicle traffic than on finding solutions to structural transportation issues. There are different types of instruments governing transportation in Lagos, but they are yet to coalesce into a single transport policy. Notwithstanding, the Lagos State Development Plan 2012-2025 provides a clear direction for the government in the transport sector (Oshodi, Salau, Udoma-Ejeobi, Olatoye and Unigbuoje, 2016).

The development plan aims to create a safe, reliable and efficient integrated and multimodal transportation system for sustainable socio-economic development of Lagos State. The strategy will

ensure efficient and affordable movement of people and goods, link people to jobs and markets leading to the economic competitiveness of the state, lower the cost of production, increase productivity, and improved health and time efficiency.

4.1.3 Urban Design in Lagos: Waste Management

The oil boom years of the 1970s saw an increase in industrialisation and urbanisation in Lagos, which made the city become so overwhelmed with waste that it became notorious for being one of the dirtiest cities in the world. The hosting of FESTAC in Lagos in 1977 was an influence that led to the waste management problem of the state being tackled headlong (Lagos State Ministry of Environment). In April 1977 the Lagos State Refuse Disposal Board (LSRDB) was created, under the Lagos city council, and managed by Canadian pollution consultants (Lagos State Ministry of Environment). In 1981, its name was changed to the Lagos State Waste Disposal Board (LSWDB) due to the added responsibilities of commercial and industrial waste collection, clearing of drains, and disposal of abandoned vehicles (Lagos State Ministry of Environment). Lagos State was the pioneering state in terms of establishing a Ministry of the Environment in 1979. Environmental issues are administered by the ministries of the environment at the federal and state levels and by environmental health departments at the local government level. (Adeleke, Sesan, Keshinro, and Shey, 2016).

4.1.4 Urban Design in Lagos: Future Development Plans

Recently, the Lagos State Government through its Commissioner for Physical Planning and Urban Development, Dr Idris Salako disclosed a plan to develop a comprehensive urban development policy to guide the state from 2022 to 2050. He stated that the essence of the policy, which is expected to be operational before the end of the year, is to enhance the socio-economic well-being of the people. He said there were plans to domesticate the National Building Code; full Automation of the ministry and the relocation of Oko-Baba Sawmill to Agbowo-Ikosi (Agbowo TimberVille). He also said there will be the implementation of the green building concept through partnerships with external support agencies, such as the International Finance Corporation (IFC) and the Nigerian Energy Support Programme (Gbonegun, 2022).

From the above findings, it is clear that there are urban design principles in Lagos state and some of these principles are already in place, however, it remains to see if these principles are working at the optimum level or if they have been left derelict and overwhelmed due to the population of the Lagos metropolis.

4.3 Social and Economic Segregation among Inhabitants of Metropolitan Lagos

Lagos, in the same way as other different urban communities, is a city that faces many difficulties and those difficulties are huge as a result of its size and quick development. Actual geography likewise plays a part, as Lagos has been restricted in where it can develop because it initially became close to a lagoon with waterways and lakes which restricts its development toward the East. The development of Lagos has prompted social and financial inequality. Because of urbanization, the gap between the rich and the poor in Lagos has enlarged. As far as some might be concerned, the flourishing economy of Lagos has prompted incredible abundance. However, more than 60% of the inhabitants in Lagos live in squatter settlements (ghettos), like Makoko (Hughes, 2015).

As indicated by Borgen Project (2015)

- 65% of individuals living in Lagos are metropolitan poor who live in ghettos
- 8.5 per cent of the almost 21 million individuals living in Lagos, Nigeria live in destitution — around 1.7 million individuals.



Plate 2: Showing Makoko Slum (Source: Rainer Wozny)

Makoko is a ghetto area situated in Eastern Lagos. The area is situated between the Third Mainland Bridge and the shore of central Lagos. Around 33% of the local area is based on stilts along the lagoon and it slopes on the land. The settlement was initially established by fishermen however has developed greatly close to Lagos. Its population is believed to be around 85,000 but could be a lot higher as it was not included in the last authorized statistics.



Plate 3: Showing Ajegunle Slum, Lagos

Occupants of ghettos live with lots of difficulties, for example, being exposed to flooding because a significant number of the structures are in the lagoon, inadequate access to clean water, bad health conditions, joblessness, and lots more.

Table 1: Showing socio-economic profile of the urban space -Makoko slums, Lagos

Rate	Total or Percentage (%)
Growth Rate	300,000 people as of 1950 to 13.4 million people in 2004
Rural-urban migration rate	10,000 people weekly
Unemployment rate	28%
% of people living below the national poverty line	65%
% of people living in Shanty towns	60%

% 9f population which has access to clean water	15%
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Source: quizlet.com (2015) by ejonesperrot

Another example is the Ajegunle area, situated in the core of Lagos, which is the home to nearly 3,000,000 Nigerians who live in inadequately developed structures with almost no infrastructure and poor ideals of life. A large number of its inhabitants need access to clean water and adequate sanitation; families frequently don't have adequate resources to send children to school (Premium Times, 2013). Inadequate access to water and unsuitable water sanitation has likewise been credited as the main source of economic segregation in Lagos. There is a vast gap that exists between the well-to-do and the poor in Lagos. While the rich keep ascending the financial ladder, a considerable lot of the underprivileged stay at the base. The social heterogeneity of Lagos is analyzed in the residential structure. The metropolitan class system influences residential structures at various levels, based on ethnicity, family relationship, and period of settlement. Class and ethnicity will more often be inversely equal among higher income groups and directly equal among lower income groups. In other words, the higher one's pay, the less significant it is to live with one's ethnic community. The lower one's pay, the more significant it becomes to live with one's own ethnic or communal gathering.

4.4 Relationship between Urban Design and Socio-economic Segregation with the Current Spatial Inequality in Metropolitan Lagos

Most of Lagos' occupants are obliged in casual settlements and make their day-to-day living through informal economic activities, including selling, road trading, and driving motorcycles. Large numbers of the casual settlements around the centre of Lagos city have been reserved for one or the other destruction or migration through different model city plans. Commonly, constrained eviction comes with no remuneration or alternative courses of action. And at the point when alternatives are provided, the evictees are moved to distant regions, where they are confronted with greater labour difficulties.

The administration of these model city plans has designated a few informal settlements for an update or full redevelopment in order to generally evict some of the current tenants. For instance, Sari-Iganmu is suggested for redevelopment under the Apapa Model City Plan's housing design because it would be customary to progressively evict the current residents.

On the Lagos-Badagry highway, which is now undergoing an extension, is where Sari Iganmu is located. Similar to how it is close to the projected blue line (light rail) station. The plan calls for transforming Sari-Iganmu into a mixed-use area to complement the steady road extension and the anticipated train station. In this case, the residents run the prospect of being forcibly evicted. Another is the Mainland Model City Plan's goal, which is to use urban implementation to offer benefits on all fronts—economic, social, and environmental—in order to help Lagos, realize its tremendous potential for growth. In order to transform Lagos into a modern megacity, the state government has as one of its objectives the destruction of the Oko-Baba neighbourhood, one of the ad hoc settlements inside the model city plan. The plan calls for moving the sawmill to Agbowa, a remote part of Lagos state while evicting the locals in real life.

The outcomes of the suggested migration are not restricted to the individuals who work directly at the sawmill, yet in addition, extend to the people who provide supplementary support to the saw millers and their workers. Furthermore, when the sawmill is at last migrated and the local area is demolished, it will make numerous impacts, as large numbers of them may never again have a means for residing and a place of residence.

4.4.1 Impact of the Motorcycles Ban in Lagos State

On the first of September 2012, the Lagos State government endorsed into regulation a bill to procure road traffic management and make arrangements for road traffic and new transit regulation as a form of its measures to handle transportation challenges in the state for security, safety, environmental and economic incentives. What's more? One of the significant arrangements of this regulation is the deprivation of motorcycles (locally called okada) for transportation (both business and private) on a few particular streets.

The banning of motorcycles (okada) was accepted with mixed sentiments by the general population. On one hand, a part of society considers it to be a gladly received and overdue advancement. The execution and emerging implementation of the new traffic regulation brought about more difficulties for some families, who depend on commercial bikes for livelihood. However, there are no accurate figures of the people who have been tossed out of occupations but there is proof to infer that it has affected the vocations of numerous families. For example, under a month into the requirement of the Law, more than 3, 000 bikes were supposedly seized by the Law implementation agency of the state. This restriction has shown one of the improper approaches of the policy makers towards poor people.

5.0 CONCLUSION

This study from the findings concluded that there existing urban design principles in metropolitan Lagos, which are not largely accessible to some parts of the state hence the segregation. Some parts of Lagos enjoy more planning, and more urban features while some other parts seem neglected and this has caused a wide gulf in socio-economic characteristics among residents of Lagos state. It is very easy to know the well-catered areas and the areas that are not well catered for in terms of urban design. It can then be concluded that the urban design principles in the state are not all-inclusive yet leading to spatial inequality among the populace. Therefore, the policymakers and stakeholders in the city of Lagos should be reminded of the need for all-inclusive urban planning principles should be fully embraced since forces of urbanization and modernization cannot be stopped. Planning of both low areas and highbrow areas should be considered to minimize the effects of socio-economic segregation and spatial inequality.

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