

Suburbanization Case for Engineeringship as 1st Tier Government Industry

Intrinsic Partner

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ABSTRACT- This paper presents a concept for a primary government industry character (intrinsic partner) on transportation layout management as engineering rules guided. The intrinsic is conceived as an aristocratic function in government industry, required to balance an exploratory partner. The intrinsic and explorer form a mutual government industry though exclusive in co-existence. These offer their unique governmental services on defined basis typical of their exclusive provisions and projects. In layouts as suggested, suburbanization is introduced as pivoting to rural and urban concepts of land use. Its aim being to introduce an engineering platform for connecting rural and urban land use challenges. Arguably, the suburban in concept is actually the locus of effective management of commuter transport flow. If viewed as such, a first tier government industry portfolio could act effectively as an engineering for a meaningful state-works promoting. By such it discourages pressure on arbitrary migration and leaves a lot of room for issues on functional coordinating of specific industries. This it does allowing specific facilitator of goals for this partner in government industry's transport-kind management portfolio (suburbanization roles) at the locals' basis, while incorporating first principles of life and motivations as engineering for living and active designing.

KEYWORDS: Commuter, Locus, Portfolio, Locals and Engineering

1.0 INTRODUCTION

The state of opinions that are decisive in the course of events is a gain through understanding troubled period of history. Perhaps by studying the achievements of leaders, we may be able to entrust the destiny of our nations to the hands of the right type of leaders in the future and not on failures of leaders. For a study of such sort to be meaningful it has to be situated within the context of events that happened at the time. Such context of events (**Osuntokun, 1987**) cover the life of the area (such as cloth weaving and dyeing), longevity (even at the age of seventy, Ibrahim was kept busy at the Shehu's palace as an adviser; his father never went anywhere without him particularly in the evening), leaving home (Kashim at six years old left the cosy comfort of his father's home for a better school), concept of school as new (Kashim had a happy life in school and always wanted to learn new things), new observation (pupils came from all over the North to attend this school and the subjects taught are listed), recreation observation (... the journey to Katsina, though long and time-consuming, was an enjoyable experience for the boys), tracing the roots and epitome of legacy (his success and attainment paved the way for a warm embrace of western education).

Osuntokun's book perceptions on Kashim Ibrahim and comments on his concepts, is a platform for a political titled intrinsic: Kashim's concept of political leadership is simple and straightforward ... and [he] believes that forms of government are for fools to debate 'the government that governs effectively in the long term interest of the people [such as] to appreciate the array of external forces that many African countries are faced with'. His concept is a subject for 'political design trend'. The nature of political design trend is characteristic of the issue to combat by the intrinsic government partner. This is as the case highlighted by Garba, who nevertheless dedicated his book to ... Hako, that vowed he would never attend the whiteman's school while Hako himself lived (**Garba, 1989**). As so, Kashim Ibrahim's life epitomises hybridisation of Western, Islamic culture and education. His success and attainment paved the way for a warm embrace of Western education by the aristocracy and the ulema of Borno of whom he was a representative (**Osuntokun, 1987**). Though there is fancy of 'new' in doctrinal challenge to combat, its benefit is aristocratic to define.

The challenges and conflict of heritage is the intrinsic partner's battle; which has a double weight unlike of the single weight of the explorer, who is much as a visitor-sightseeing. Explorers as new arrivals balance the intrinsic government character. The assumable state of the explorer is as the account of John Edward's political pursuit detailed by Andrew Young. He wrote a sermon by his father (**Young, 2010**) saying: 'the person who can give us hope is the one who knows the human condition and can encourage us to face the

realities of life'. Life inevitably brings change, loss and trauma to every-one. Growing up requires us to accept that people are deeply flawed sometimes and one just recovers his equilibrium in persevering time.

2.0 BACKGROUND

Sir Kashim as a typical intrinsic role player continues work duties at retirement who began life as a Borno patriot and Northern Nigerian defender to Nigerian nationalist – this is the way it should be and this is the way it had better be... (**Osuntokun, 1987**). Garba J M also is such a case as described. He recounted his growing up clichés (**Garba, 1989**), 'those were my grandfather's words of caution one evening being chased by some Kanuri boys of our village' exclaiming afuno.

The history of urbanism is largely the narration of the eras of town founders from the origins of the city down to contemporary new towns (**Carter, 1995**). The growth of urban expressways and 'circumferential limited-access highways' lead to the composing elements as 'float in space' rather than a structured relationship with the historic city. When planning a new or improved road or road system, it is necessary to know the distribution and performance of the traffic on existing roads. This is useful in predicting future traffic behaviour, determining justification for alterations and priorities for road improvement. In almost all planning studies, measurement of traffic flows and speeds are needed. In addition, measurement of stop times and their frequency are necessary. Traffic characteristics vary in cycles of hourly, daily, monthly/yearly patterns. Other characteristics are weather, directional distribution and traffic composition.

Garba description typifies suburban habitation platform as idealization, growth and living that is such is a worthy preference to be engineered. As he wrote 'our adventure left no part of our environment unexplored'. To us the children and to the adults as well, the village square served the combined functions of a club, school, dance-hall and a place of general congregation. On the sideline, the presence of so many horses in town was our opportunity. We knew where the best green grass was to be found and our reward was ample. At date Yerwa market had changed completely – a far cry from the days of the twenties. It is so completely different that it is like visiting a new place in a different country.

Further, he wrote, his grandfather did not hide disappointment and fears at seeing any apparent disintegration of the family. Why did he want to go to his father at Kano rather than remaining with his grandfather at Maisandari? 'It was simply because I wanted to escape from his severities'. Thus he with his company set out for Kano, the longest journey he undertook then. As soon as he got settled down in Kano, One Fatu wasted no time in utilising his idle hours and turning them to profitable ends. Working hard with good market, he sold more in a day. Life went on like this until a very close friend of his father, who was to completely change the direction of his whole life, appeared on the scene.

Garba's coming to age included lessons on cooking, superior mind state development from ability to associate with verities of persons (male, female, etc.), result-oriented intensive school and language(s) instructions, personal undivided attention to studies, interactions with senior heritage (layout-habiting) intrinsic workers and staff. As time went on he was considered experienced enough to give lectures on his own. The idea of deploying market-based original entrepreneurship efforts was to write about the plight of international issues from first-hand experience. Such becomes useful to developing first land owners to proffer solutions to the plight of international relations and the general being of greater importance. Such is the characteristic backing postings to improve education such as on agriculture, plantation businesses, and extra syllabic work-domain information. Such information includes general conservation needs, tours and personal plans making or development abilities. Such are necessary to establish a reputation of sound and effective agricultural-concept education. In addition to as describe, technological-kind educations require early report or letter writing experiences and leadership training abilities covering supervision, superintendent-ship, deputy-ship, industrial and manufacturing development, development of interviews, secretarial-ships and external affairs headship, correspondence-ship, concepts of regional and suburban designs, considerable experience places, quadrangle designs, occupational development, periodic alternative duties and placements, franchise and amorphous cases, artefacts designing (material and cultural), news and saddles, self grooming, religion and languages centres, and decisive role development. All these come as place focus for heritage approach to layout patterning.

The concepts of central, regional, neighbourhood and local market business value districts are 'commuter' laid-out. That is the concept of principal locus districts (central locus theory) with the idea of attached developments to central place theory ignored. Solving the interactions under a suburban concept will require a synergistic commuter zone development covering systematic business and

residential layout, all as business value of their kind. Associated with typical urban scenario traffic management are two basic concepts:

1. Provision of mass transit so that, as much as possible, private cars are removed,
2. Forbidding use of cars in the congested central areas.

There are two closely associated paradoxes which are immediately generated by an approach to transport in towns. The first is that the movement of people and goods is a consequence of the extension of land-uses but at the same time, it is the ease of movement which reinforces extension. Aside layout extension, transport as a (major) consumer of static space is a numeral issue with the argument that the ‘extent to which movement in the city should be a matter of private choice or public provision, hence the degree to which it is “class-based”’. The transport decision-planning scope covers consideration of trip generation, modal split, trip destination and route. In addition to the transport, it is necessary to consider the components of city development, solving the interactions of both market forces and planning. A strategy for reducing economic competition for land based on developing commuter zone areas (suburban areas) and converting existing cities to satellite cities will require the concept of radial expansion conceived as commuter movement, not as habitation limiting.

There are three principal types of major road patterns in the urban areas concept (**O'Flaherty, 1974**): gridiron, linear and radial. Gridiron is a pattern of rectangular layout system based on the ease of survey set out using straight lines and rectangular coordinates. Such produces monotonously long streets flanked by dull blocks of building. It may need tall buildings to break the effect of this monotony on the occupants. Nevertheless, it has considerable traffic-moving advantages, encouraging even spread of traffic over the grid and the consequence of the impact of a particular congested point is minimized. It facilitates the imposition of one-way street system. Introducing diagonal connect to this rectangular system to reduce the length of travel help to reduce the overall time increased by this system. However, this may affect the architectural development. Linear is a traffic flow pattern canalized into one major roadway. This type historically was developed as a result of topographic difficulties. Radial is a road system spreading out from a centre, idealized as connecting near towns. The radial system captures the required engineering for a central place theory in the form of ring road radius covering the CBD scope. In the simplest form there are five basic engineering options in a ring road plan thus (figure 2.1):

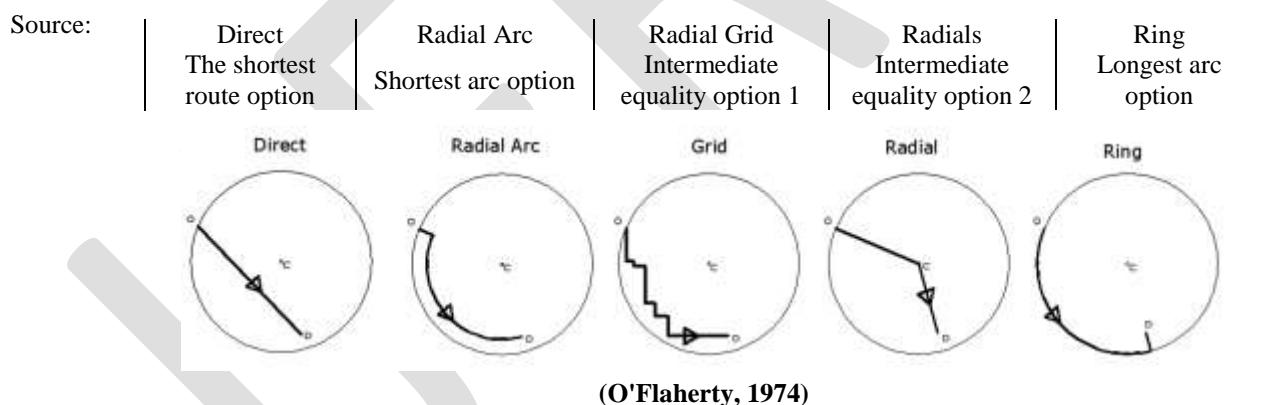


FIGURE 2.1: BASIC RING ROAD CONCEPTS

3.0 METHODOLOGY

Table 3.1 shows the mapping basis. It guides the layout designs to cover the planning stretch of A – E as shown.

TABLE 3.1 MAPPING BASIS OF COMMUTER LOCUS SUBURBANIZATION

Tag	(A) Objective Character	(B) Tech Character	(C) Route Implication	(D) Engineering Choice	(E) Balance
1	Ease of Movement	Line Direct	Shortest	Journey Extraction	Neighbourhood District
2	Private Cars Rerouting	Curve Connect	Average	Route Choice	Regional District

3	Land Use Extension	Network Grid	Longest	Modal Choice	Central District
4	Forbidding Cars in Congested Central Area	Time Jam	Divergence	Destination	Local Market District

The mapping basis is used as a projects' local suburban design, starting with tagging the preferred character features on the decisions slate (Appendix Table A.1).

Following the layout slate decisions, the strategic management operations are shared between the intrinsic and exploratory partners as co-role players in the activity of the government industry. The intrinsic player takes the lead on competence while the exploratory partner lags at daft issues (Table 3.2).

TABLE 3.2 THE MUTUAL INDUSTRY OPERATIONAL MODULE

Basis	Objective on Intrinsic Player	Objective on Exploratory Player	Inequality (Slack/Surplus)	Industry Size Limits
Establishments Slots	2 units of Time Size	1 unit of Time Size		Establishment Slots Value
Zeroed Incompetence \geq Zeroed Daft Competence				Objective Function

4.0 DISCUSSION AND CONCLUSION

Engineering is as much a science concept as science itself. However, engineering is not science (it has its own characteristic science). It leads to what is simply called 'problem solving'. Engineering in its simplest definition is designing, the designs are expected to be problem solutions (if not, science as standards or mathematics may just be sufficient for works). Much of the classroom study on engineering courses is the study of the sciences. However, in everyday science-applications, engineering as a concept or practice replaces science as an idea of natural laws of phenomenal characteristic responses. Engineering is the use of science. The nature of engineering decision steps are:

1. Area survey and case analysis
2. Basic solution option or process identification
3. Case competitions, specific to basic solution option or process
4. Definition of intrinsic basic solution and integrated competitions matrices on processes scope alternatives
5. Matrices mathematics, composite solutions and outcomes review
6. Solution parameters' Trajectory and Technical plans patterns
7. Standard-results communication extracting

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APPENDIX

The following table A.1 is the decisions slate:

TABLE A.1 SUBURBANIZATION LAYOUT DECISIONS SLATE

S/N	Layout Projects	Description	Decisions Slate											
			Land Use: A, B, C				Travel: D				Route: E			
			1	2	3	4	1	2	3	4	1	2	3	4
1	Heritage Staff	Futures' view and professional analysis projects	√								√	√		
2	Conflict Mitigation	Early education and vernacular studies projects	√	√					√				√	
3	Growth's Build	Lectures, presentation and scouts projects												
4	Farms	First hand locus-agro districts. Agricultural projects												
5	Improvement & Reserves	Education and Improved focus relief projects												
6	Conservation & Reserves	Status quo and eco-balance projects												
7	Structures & Distinction	Instructive remarks and quality projects												
8	Naivety Bases	Guests and welcome back reputation and thesis projects												
9	Visits	Places upgrade and intermediate projects												
10	Pure Business	Supervisory projects of basic business plans and recommendations												
11	Superintendent-ship	Oversight and new business development projects												
12	Inspector-ship	New boss and market projects												
13	Industrial Development	Factory network and priority projects. Industry weather mitigation technique projects												
14	Interviews	Assessment duties and consulting set ups projects												
15	Headship/Positional	Liaison and local correspondence offices projects												
16	Correspondence Offices	Ambassadorial and international correspondence projects												
17	Reserves Design Districts	Vacation and casual leave projects												
18	Considerable Experience	Expatriate and emergency quarters projects												
19	City Designs	Quadrants design and mini-neighbourhood suburbs projects												
20	Occupational Development	Development plans framing and adapting projects												
21	Alternative/Similar Job Re-placements	New jobs and job expansion projects												
22	Franchise & Purposes	Affiliated institutions development projects												
23	Art, Languages & Anxiety	Economic gains stabilizations, art and symbolic structures projects												
24	News & Saddle	Local reports and development projects. Return to heritage												

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			Land Use: A, B, C				Travel: D				Route: E			
			1	2	3	4	1	2	3	4	1	2	3	4
		projects												
25	Self Grooming	Intensive study and project-teaming projects												
26	Belief	Extractions of religio-works tenets, technology and development studies projects												
27	Decisive Development Role	Advanced quadrant designs on mini society and civil engineering cases or challenges												

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