

## INTRA-URBAN MIGRATION IN Port Harcourt CITY LOCAL GOVERNMENT AREA OF RIVERS STATE, NIGERIA: CAUSES AND EFFECTS

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### ABSTRACT

*The study access the causes and effects of Intra-Urban Migration in Port Harcourt City Local Government Area of Rivers State, Nigeria. A well-structured questionnaires were used to elucidate responses from authenticated sample population of two-hundred and eighty-six (286) respondents randomly selected from the ten chosen neighbourhoods. Demographic characteristics of the respondents were analyzed using descriptive statistics of frequency, tables and percentages while the tests of hypotheses were pursued through the use of Z-statistics. Results revealed that insecurity is not a major cause of intra-urban migration within neighbourhoods in Port Harcourt City. Clean environment and quality of infrastructure attracts increase in cost of rent in Port Harcourt. Hypotheses test results show that there is significant relationship between expanded family and intra-urban migration within Port Harcourt City neighbourhood. The study recommended for government intervention through the provision of accommodation to her citizens and opening of more satellite towns. There should be workable legislation to regulate cost of rent and massive infrastructural development within Port Harcourt metropolis.*

*Keywords: Intra-urban, Migration, Port Harcourt, Metropolis, Rivers State.*

### Introduction

Intra-urban migration in Nigerian cities has remained on the increase. As a result, it is the responsibility of authorities to find a lasting solution to it. Has a behavioral tendency in

people to decide where to reside within a city, beside opportunities, this movement attitude could be attributed to various issues arising from several issues such as acquisition of personal house, increase in Rent, quarrels and Fighting, dilapidation of Structure, renovation works, loss of job/inability to pay rent, job transfer, death of landlord/landlady, death of family bread winner and fire disaster. Insecurity, lack of access road and electricity, lack of internal facilities (toilet and water), court judgment from litigation between landlords and change of job/transportation cost. Others include distance from work place, proximity to children's school, family expansion, burying of demised land lord (family may decide to bury him or her in a room occupied by tenant thereby asking the tenant to vacate the accommodation) and out right eviction. However, intra-urban migration depends largely on the nature of the area. Intra-urban migration could be as a result of political, demographic, transportation or socio-cultural factors. Scarcity of houses in large urban areas can influence the choice of families to move to less developed or developing areas of the metropolis (Maksound, 2011).

An urban city comprised mainly of artisans do not dwell mostly on expansion but may be as a result of developmental activities which consequently attract artisans such as bricklayers, welders, mason and others to locations where building projects are ongoing. On the other hand, urban cities accommodating industries may result to change of job and transfers migration characteristics etc. predominantly suburbs in a city may experience migrations characteristics arising from lack/facilities decay, inaccessibility of residences and poor sanitary conditions. It therefore explains that intra-urban migration is as a result of several factors. Against this backdrop, it is believed that a combination of developmental opportunities attract intra-urban migration factors. Movement from location to location within an urban city has been observed to be on the increase. This has orchestrated untold hardship to residents mostly tenants. More also, valuable properties such as certificates, jewelries, have been lost in transit while other household electronics, furniture were damaged due to rain, bad roads and auto-crash. In the cause of such movements of households, children education have been affected by loss of concentration as many had to face the challenges of adjusting to new academic environment while many lost lectures in the academic terms/semesters.

In studying intra-urban migration, information is essentially extracted from households and related to residential and structural growth of urban metropolis (Shipeng, 2009). Generally, this study investigated causes and effects of intra-urban migration in Port Harcourt City Local Government Area of Rivers State, Nigeria. However, explicit objectives of the study are: (i) ascertain the causes of insecurity in the neighborhoods within Port Harcourt City Local Government Area of Rivers State, (ii) examine the causes of increase in rent in the neighborhoods within Port Harcourt City Local Government Area of Rivers State, (iii) assess the effects of family expansion on intra-urban migration within neighbourhoods in Port Harcourt City Local Government Area of Rivers State, (iv) identify the causes of infrastructural decay in the neighborhoods within Port Harcourt City Local Government Area of Rivers State.

### **Literature Review**

This study took its stand on the Push-Pull Model of Migration controlled by behavioral and economic factors. These factors represent different arguments of "exit" which is a personal

decision relocate to a new abode and “entry” which is the aftermath of the decision to move out of a neighbourhood (Shipeng, 2009). This theory explains the outcome of dissatisfaction and long habitation of a place and by occupants and the desire to relocate to a new area. Desirably, individuals and families move from one accommodation to another in order to change lifestyle and improve their living standard. While several factors can be attributed to the cause of relocation, whatever form it takes; relocation is a personal decision. Clustered habitation of families engaged in one economic activity or another is aggregated as a neighbourhood. Explicitly, while rural-urban migration entails the movement of individuals or group of persons to cities, intra-urban migrations occur within a city or metropolis. In this context, urban area is found within a city while a city is a specific entity within a geographical area. A larger settlement of people in a neighbourhood forms a city within a political region. This explains that urban is found in a city while a metropolis is comprised of larger cities within the same geographical area. In other words, urban is part of a city while city is part of a metropolis.

The characteristics of a city vary and borders on pattern of life existing in the area. Though voluntary or involuntary, it involves movement from one residence to another (Ibrahim, 2013). Long stay in a particular area could induce movement of families. However, it is observed that most movements may result to a drift towards retirement back home. Most people tend to shift towards densely populated area of the city while others prefer movement to a low populated part of the city. Whichever, where a change in accommodation is within the same geographical area, it is intra-urban migration. The population hazards in cities have degenerated to create displeasures within neighbourhoods. Besides noise pollution, long habitation may cause dissatisfaction and passion for a particular accommodation. Class preference plays a vital role in determining the movement of city dwellers from one neighbourhood to another (Zubrinisky and Bobo, 1996). The style of life one lives may control the desire to change environment within a city thereby causing intra-urban movement. Paramount among the causes of intra-urban migration is that there must be greater consideration of satisfactions realizable from a new accommodation which must outweigh present place of abode for a family to finally take a decision of relocating to new urban area within the same metropolis.

### **Causes of Intra-Urban Migrations**

Intra-urban migration cities could be attributed to several factors (John and Gunther, 1984). These factors were fundamental for the downwards and upwards intra-urban migrations of inhabitants in metropolitan areas. For example, where a tenant residing in a two-bedroom apartment at Government Reservation Area (GRA) decides to relocate to a rowdy and densely populated neighbourhood to occupy a self-contained apartment due to inability to pay or renew his rent at a prevailing price. Essentially, intra-urban migrations can be attributed to acquisition of personal house and eventual relocation to a new urban area within a city (Brian, Sarah and Hamish, 1998). A tenant in Diobu area of Port Harcourt can acquire plots of land in D-Line and build his personal house. This automatically results to change in residence and migration to D-Line.

Tenants are provoked to relocate to a new accommodation within the same city due to increased rent. At the expiration of tenancy (usually one year as the case may be), most land lords increase their house rent. The rent may be increased beyond the ability of the tenant to pay. Being unable to pay the prevailing rate, tenant would have no option than to vacate the accommodation to where he or she can afford the rent. Disunity from quarrels at a given point is exposed by open confrontation. Houses in compounds are occupied by people with diverse culture. This has made co-existence of people to be difficult especially in the slums (face me I face you houses). Quarrels could arise as a result of payment of electricity bills, ropes to spread cloths, cleaning of the general toilet and sweeping of the compound. Disobedience to honor the schedules or roaster can trigger quarrels and fights. Lovers of peace are to relocate from such places and the land lord may ask disobedient tenant to move out of the compound. Dilapidation of Structure is clear that most landlords are so irresponsible to the extent of collecting rents without recourse to maintaining the infrastructure (Sajadi and Ahmadi, 2009). No tenant would love to live under a leaking roof or accommodation that has toilet facilities collapsed and the drainages blocked. Such portends danger to health and may force tenants to relocate to a better place.

Another intra-urban migration cause results from renovations of houses take many forms. While some are repainted, tiles, screens changed etc., others may require reroofing. In such a situation, land lord would require all tenants to vacate. This situation causes massive relocation to other neighbourhoods within the same metropolis while those who may not be able to afford emergency payment for new accommodation are found relocating to their villages. Apart from adding to the beauty of houses, lack of clean environment/poor sanitary conditions is another problem to the comfort of occupants of a house. In this direction, landscaping is a major finishing touch to every accommodation. It includes the lawns, flowers, drainages; pathways etc. over-growing of flowers and decay of these beautifying elements make houses loose beauty. More especially where the taps are no longer running and rodents overrun the entire surrounding drainages. By these decays, occupants are exposed to health hazards. Company jobs at some levels attract remunerations that include official accommodation. One may secure new jobs in a company, state or federal government with official residence attached as part of benefits. Such situations attract relocation of people from one urban to another urban. Where such situation occurs within a metropolis, it is intra-urban migration.

Different ethnic groups sojourn in different parts of the world. In this context, cases abound where people from the same ethnic group find themselves in the same metropolis or neighbourhood. In such situation, others from some part of the metropolis may decide to go closer to where larger townsmen or people from the same ethnic group are living for safety or mutual attachment. Clark, (1991) in discussing the salient basis of relocation, pointed out segregation in race as one of the behavioural processes of intra-urban migration in metropolitan cities. Noise pollution desterilizes the comfort of people. Pollution could be air, noise etc. In metropolis where oil exploration and exploitation activities are not found, the most scaring pollution found is noise pollution. This type of pollution does not encourage academic activities. More also, some class of persons do not tolerate noise. Noise does not

allow for quite times. In densely populated areas such as ghettos/slums, music is blared at such a strident noise above recommended decibel (ratio of the sound intensity). It could make most residents change accommodation to less noisy area. Unfortunate incident like fire disaster may raze down residences thereby rendering occupants homeless. This automatically demands relocation to where house(s) may be available.

Where two or more families are affected, here is the possibility that relocation may no longer be to one urban area but different urban areas within the metropolitan city or individual villages (Newton, Peter, 1976). Household size can inform family relocation to a bigger accommodation which may lead to moving to entirely different urban area within the same metropolis. A family of three persons four years ago can increase due to additional children and relatives. Where such family was occupying a one-bedroom accommodation, they may decide to move into a three-bedroom house in order to have some comfort. In view of the forgoing, several other factors are considered as reasons for intra-urban migrations. These other factors are; death of landlord/landlady, long stay in a particular residence., death of bread winner, proximity to children's school, insecurity, lack of access road, lack of facilities (electricity, toilet and water) and court judgment from litigation between landlords. Others include, distance from work place/ transportation cost and out right eviction.

### **Effects of Intra-Urban Migrations**

It is pertinent to consider the fact that migration exacts much pressure on both environment and available facilities. In the same vain, intra-urban migration is social infrastructure strangulating. The more pressure social amenities are subjected to in a particular area the more the collapse in infrastructure. For instance, an urban are where a 300KVA transformer struggles to carry the consumption loads, it becomes worse if there is continues influx of migrants to that area of the metropolis if the transformer is not upgraded to 500KVA or more. There is the risk of easily contacting diseases when there is outbreak of contaminable health hazards. This in turn poses control problems for the health officials as people will keep having body contact with one another there by putting unsuspecting neighbours at risk. For example, communicable diseases such as Ebola, cholera and LASSA fever may be difficult to control since they can be easily transmitted through shaking of unwashed hands and other body contacts. Obviously population growth in urban areas has brought pressure on medical facilities. (Salwa Abdel Maksoud Absulla Eissa, 2011). There is certainly increasing air and noise pollutions. Overcrowded urban areas generate more solid wastes from unmaintained drainages. This increases air pollution and endangers the health of residents. Also the ear drums are exposed to risk due to noise pollution through illegal street trading and uncontrolled noise from music systems of video and audio music vendors.

Overcrowding in a particular urban region arising from intra-urban migration, can limit business and economic opportunities. Majority of people engaged in the same line of business or trade can be brought together without prior knowledge of existing businesses. A tenant exploring a flourishing business can relocate to another locality as a result of cost of rent or any other factor and get confronted with dwindling business due to concentration of similar business in the new place of aboard (Jones, Leishman and Watkins, 2004).In other words, intra-

urban migrant engaged in business needs to also consider if there are existing opportunities that can keep his or her line of business afloat in the new neighbourhood. In the metropolitan cities, most road network were designed based on population in the past decades. These roads have remained un-redesigned while population continued to increase. So is the supply of electricity. Provision of water has become a case of who can afford borehole. From these expressions, it is observed that there are traffic lock jam and road accidents virtually every day in Nigerian cities due to increased population and vehicles. This fact tresses that over-population is synonymous with traffic congestion of most cities leading to lateness to work, school, markets etc.

The crime rate is increasing every day in metropolitan cities due to population explosion and unemployment. Stealing and gun running has become the order of the day by the youths without recourse to rule of law. Majority of these crimes are perpetrated by youths mostly found in the slums and ghettos which serve as breeding ground and safe haven for criminals. Furthermore, increased growth in urban population endangers the lives of urban dwellers due to high rate of prostitutions, rape, smoking of cigarettes and other harmful substances thereby increasing prevalence of HIV/AIDS, mental decoders, unwanted pregnancies, abortions and increased school drop-outs (Nyovani, Abdhahah, Joseph, Samuel, Alex, Eliya, John, Vincent and Matilu, 2012). Social vices have transcended to belonging to clandestine organizations, cultism, and irresponsible social media pinging such as internet hacking and watching of pornographic videos. Other effects of intra-urban migration include global warming and deforestation of natural vegetation due to demand for housing.

### **Empirical Studies**

Existing studies admitted impacts of intra-urban migration in cities (Austin, 2007; Ibrahim, 2013 and Obafemi, 2014). These studies were prominent in the question of intra-urban movements within cities. Imperatively, Obafemi, (2014) utilized Chi-Square to determine the residential preference of ethnic segregation of immigrants living in Yenagoa, Bayelsa State, Nigeria. The study looked at the socio-economic positions of residents in the selected urban areas within Yenagoa using multiple regression method. The result pointed out that significant relationship exists between migrant residents and differences in the socio-economic profiles inherent in the ethnic groups.

Investigating rural-urban migration in Ogun State waterside Local Government, Ominigho (2013) through descriptive application, with a view to finding the causes and consequences, showed that the quest for further education was the major cause of migration by residents. It was averse to previous studies that found out that search for employment is one of the reasons for rural-urban migration. The study further revealed rural-migration effects to include out movement of available farming labour force and abandonment of elderly and children in the rural communities. It recommended for an institutional framework to close wage gap between those working in cities and those in the rural areas through the establishment of enterprises and encouraging participation in agriculture. A study focused on intra-urban residential migrations of residents of Olugbuwa estate socio-economic attributes in Igbogbo Ikorodu, Lagos State, Nigeria by Ibrahim (2013), applied descriptive and inferential

analysis to establish that more of the migrants were people within the labour force age with meager income as major socio-economic attributes. This established that there is a positive relationship between the attributes and intra-urban migration in Lagos State. Subsidization of house rent by the government was suggested.

Ibrahim, (2011) further subjected his study to an inspection of facilities and their effects on rental values of houses in Ilorin using simple percentages. Analysis of the data in the investigation disclosed stronger quest for accommodations with modern and functional facilities while houses with poor and inadequate facilities attracted low rental values and also were more requested by people of low income class and varied from location to location within the metropolis. Recommendations for general improvement of infrastructural facilities in metropolitan cities were made. Ibrahim, Adetona and Olawoyin (2014) in their study used multiple regression analysis to examine the relationship between urbanization in Ilorin and house rent. Result showed increased urbanization in the post-colonial period against pre-colonial era due to increased population growth. Further probe result revealed existing fairly large relation between urbanization and cost of rent. Controlling urbanization to reduce cost of rent through investment in rural industries was suggested.

### **Study Area**

Port Harcourt is one of the cities in Southern part of Nigeria. It is popularly known as Garden city or PH. It is also one of the oil rich regions of Niger Delta. The Metropolis was founded in 1962 by Governor General Lord Lugard. However, the state called Rivers State of which Port Harcourt is the capital was created on the May 27<sup>th</sup>, 1967. The metropolis covers 11,077 km<sup>2</sup>. There is no available exact figure of the population as there is always influx of people into the metropolis by entrepreneurs and those seeking for white-collar jobs. Port Harcourt is a hub, housing major multi-national oil and gas companies, industries, international airport, jetties and sea ports for vessels exporting and bringing imported goods to Southern and Eastern part of Nigeria. Port Harcourt metropolis was made up of what is today part of Obio/Akpor local government area (Wizor, 2014). The metropolis is bounded by Eleme, Ikwerre, Obio/Akpor, Oyigbo, Okirika, Ogo/Bolo and Tai local government areas.

### **Methodology**

This study has a total sample population of three hundred and eight (308) respondents randomly selected from the fourteen (14) neighbourhoods selected for the study. The local government area (Port Harcourt city metropolis was divided into ten (10) neighbourhoods namely; Amadi-Ama, Abuloma, Amadi-Flats, Bundu, Borokiri (Port Harcourt Township) and Diobu. Others are; D-Line, Elikahia, GRA phase 1 & 2, New GRA, Ogbunabali, Odili road, Trans-Amadi and Woji. From each of these neighbourhoods, thirty (22) samples mostly permanent residents who either sojourn as tenants or land lords were carefully selected from each neighbourhood and questionnaires administered to them while in-depth interviewed aided clarification of facts. The study derived its literature from critically reviewed materials from libraries, published articles and text books. Questionnaires were well structured and used to elucidate responses from a total samples size of 300 respondents. The three hundred returned questionnaires were collated, sorted and transcribed. Seventeen (17) were not properly filled

while five (5) were illegible. The rest two-hundred and eighty-six (286) were used for analysis. This study did not include indigenes of Port Harcourt as it was assumed that they were not involved in the intra-urban migration been investigated. Demographic characteristics of the respondents were analyzed using descriptive statistics of frequency, tables and percentages while the tests of hypotheses were pursued through the use of Z-statistics.

## Empirical Results and Discussions

### Socio-Demographic Characteristics of Respondents

**Table 1:** Marital Status of Respondents

Status	Frequency (n =286)	Percentage (%)
<b>Married</b>	207	72.3
<b>Single</b>	53	18.5
<b>Divorced</b>	15	5.2
<b>Widower</b>	4	1.3
<b>Widow</b>	7	2.4

Source: Fieldwork, 2016.

**Table 2:** Gender of Respondents

Sex	Frequency (n =286)	Percentage (%)
<b>Male</b>	184	64.3
<b>Female</b>	102	35.6

Source: Fieldwork, 2016

Mobility or movement of people from one neighbourhood to another in Port Harcourt is seen as a result of accommodation dissatisfactions and other several factors. The study captured both the socio-economic characteristics of respondents based on gender, marital status, occupations, and reasons for relocation, household size, and level of income level per annum. Table 1 showed that out of a total number of 286 respondents, 207 were married representing 72.3%. It was followed by singles (unmarried intra-urban migrants) with 53(18.5%). Divorced respondents accounted for 15 which were 5.2%. The remaining respondents were widowers and widows with 4(1.3%) and 7(2.4%) respectively. The married people are more exposed to intra-urban migration due to family expansion arising from births as they are being blessed with children, therefore, needs to relocate into spacious accommodation.

Findings further revealed in table 2 that 184 respondents representing 64.3% were male while 102(35.6%) were female. Randomization of the samples did not segregate the gender rather the result exposed the fact that men had the responsibility to fend for the family therefore; the issue of accommodation relocation rests squarely on them.

**Table 3:** Respondents' Occupation

Occupation	Frequency (n =286)	Percentage (%)
<b>Civil Servant</b>	104	36.3
<b>Private sector employees</b>	89	31.1
<b>Trader/Self-employed</b>	68	23.7
<b>Artisan</b>	25	8.7

Source: Fieldwork, 2016



**Table 4:** Respondents' Household Size

Household Size	Frequency (n =286)	Percentage (%)
1 – 2	84	29.3
3 – 4	65	22.7
5 and above	137	47.9

**Source:** Fieldwork, 2016

Occupational status of respondents was paramount as source of empowerment to move into new accommodation in another location with the same metropolitan city as analysis result indicated in table 3. Reason being that with adequate financial resources, individuals can move into accommodation of their choice. Analysis in table 4 found that a total number of 104 were civil servants. These working class groups are susceptible to relocating to affordable choice houses while building their personal houses. This number represented 36.3% on the total sample. Those in private sector such as oil and construction firms etc, were 89 in number, representing about 31.1 % of the entire sample. The respondents were further made up of Traders or those that are self-employed. These groups were 68 and had 23.7%. Artisans comprising people that learnt menial jobs such as bricklaying, carpentry, painting, vulcanizing, mechanic, welding works etc, and represented 27(8.7%). This proportion usually goes for low class accommodation such as self-contained, one room apartment and form major populations found within the slum areas. Table 4 showed that 29.3% of sampled respondents fell within 1 – 2 household size which was 84. And those within 3 - 4 numbers of family sizes were 65 representing 22.7% while 47.9% were below 5 and above persons.

**Table 5:** Cause/Reasons for Relocation of Accommodation

Reasons for Relocation	Frequency (n =286)	Percentage (%)
Insecurity	14	4.8
Increase in Rent	78	27.2
Expanded Family	54	18.8
Lack of social infrastructure	24	8.3
Acquisition of personal house	12	4.1
Quarrels and fighting	8	2.7
Renovation of house	22	7.6
Company official quarters	9	3.1
Lack of clean environment	19	6.6
Dilapidation of structure	15	5.2
Fire disaster	13	4.5
Ethnic affiliation (living close to townsmen)	6	2.0
Noise pollution	7	2.4
Struggle for inherited properties (among siblings)	5	1.7

**Source:** Fieldwork, 2016

Analysis of reasons for change of accommodation in table 5 showed that increase in rent and expanded family were the major cause of intra-urban movement in Port Harcourt

metropolis with 78(27.2%) and 54(18.8%) respectively. These were followed by issues of lack of infrastructure 24(8.3%) and renovation of accommodation 22(7.6%). Rent increments by landlords are most done unjustly without recourse to laws on rent and rates. Increase in rents is subject to time period and not annually. It is justifiable to increase rents at intervals of three years and not annually. The presence of quality infrastructure guarantees good health and generally improves living standard. Infrastructure such as roads, portable water, electricity etc. are lacking in several layouts in Port Harcourt Metropolis. This results to frequent intra-urban migration to areas with better facilities. While most landlords are adamant about renovating their estates, few who try to add value to their estates are duty bound to ask their tenants to move out to enable renovation works on their houses. Again, in most cases, tenants are asked for upfront (before expiration) renew of their rents as a way of accumulating funds by landlords to carry out renovation works on their buildings. Such unbudgeted financial pressure creates dissatisfaction in the minds of tenants and causes the push to change accommodation. Another reason is that most families are saddled with the responsibility of catering for more dependents (intended relations) in addition to their immediate family especially in Africa. This mostly mandates the need to relocate to bigger accommodations.

Other factors; lack of clean environment and dilapidation of structure were 19(6.6%) and 15(5.2%) respectively. These were followed by change of accommodation arising from fire disaster and ethnic affiliation (living close to townsmen). It captures the fact that 4.5% of the respondents changed to new accommodation due to fire incidents on their apartments while a number of 6(2%) move to new accommodations because they want to live close to their townsmen. This fact is being considered as security strategies where people from a particular ethnic group cluster or live within a suburb to care for one another and feel protected. Noise pollution accounted for 2.4% of the reason for intra-urban movement of people. Most urban areas are like slums where residents do not consider noise pollution as a distraction and hazard to the environment. Noisy places have forced most people to move out of certain areas mostly students to enable concentration on individual activities. The struggle to inherit ones' late parent's properties have resulted to legal tussle and made most tenants become casualties and quit from their residences. This factor reflected about 1.7% of the total respondents sampled.

**Table 6:** Respondents' Income Level per Annum ('₦)

Annual Income ('₦)	Frequency (n =286)	Percentage (%)
20,000 – 30,000	12	4.1
40,000 – 50,000	45	15.7
60,000 – 80,000	73	25.5
90,000 – 100,000	92	32.1
110,000 and above	64	22.3

**Source:** Fieldwork, 2016

Table 6 results showed annual income generations of respective respondents. Those whose annual income fell within 20,000 - 30,000 were 12(4.1%). This explains that people found within this category can only renew or pay for accommodations for low income people such as shanties, cabins, batcher or one room apartments within Diobu and Ogbunabali urban

areas. For these categories of intra-urban migrants to be able to pay for one room apartment, they must subject themselves to serious fund savings. Respondents with annual income of between 40,000 to 50, 000 and 60,000 to 80,000 were 45(15.7%) and 73(25.5%) respectively. This category of residents can afford to rent self-contained and one bedroom flat if they embark on prudent financial management. Respondents 92(32.1%) and 64(22.3%) were those that fell within annual income of 90,000 to 100,000 and 110,000 and above. They can be disposed enough to rent a bigger accommodation in different urban areas of the metropolis.

**Table 7:** Comparative Costs of Rent (Per Annum) in Selected Neighbourhoods in Port Harcourt Metropolis

Neighbourhoods	Cost of Annual Rent (in Naira ₦) in Individual Neighbourhoods					
	1 Room (₦)	Self- contain (₦)	1 Bedroom flat	2 Bedroom flat	3 Bedroom flat	2 Bedroom Duplex
Amadi - Ama	NA	150,000	350,000	350,000	500,000	1,750,000
Abuloma	80,000	160,000	350,000	350,000	480,000	NA
Amadi flats	96,000	250,000	480,000	620,000	800,000	NA
Bundu	60,000	100,000	250,000	320,000	450,000	NA
Borokiri (Port Harcourt Township)	84,000	120,000	250,000	350,000	600,000	NA
Diobu	48,000	120,000	170,000	220,000	280,000	NA
D – Line	96,000	NA	480,000	NA	NA	NA
Elikahia	84,000	160,000	280,000	600,000	NA	1,500,000
GRA (Phase 1 & 2)	NA	170,000	450,000	1,420,000	1,500,000	2,600,000
New GRA	NA	180,000	420,000	1,450,000	1,650,000	2,500,000
Ogbunabali	96,000	200,000	300,000	350,000	NA	NA
Odili Road	84,000	170,000	430,000	700,000	1,200,000	1,500,000
Trans – Amadi	120,000	220,000	400,000	800,000	1,200,000	2,000,000
Woji	90,000	250,000	400,000	550,000	NA	NA

**Source:** Fieldwork, 2016

Comparative analysis of costs of rents within selected Port Harcourt neighbourhood as shown in table 7 revealed a sharp contrast in the cost of accommodations. Available data showed that the cost of renting one room is one-hundred thousand naira (₦120, 000) per annum in Trans-Amadi when compared to other neighbourhoods within Port Harcourt metropolis. This is followed by Amadi-flats, D-Line and Ogbunabali found to cost ₦96, 000 respectively. One room accommodation costs ₦84, 000 at Borokiri (Port Harcourt Township), Elikahia, and Odili respectively. Cost of one room Rent in Woji neighbourhood is ₦90, 000 while the least rent for one room was found obtainable for ₦48, 000 in Diobu area. Diobu is a densely populated neighbourhood in Port Harcourt metropolis. Though it is one of the harts of the metropolis with less developed social infrastructure, it is recently been vacated by inhabitants in search of better accommodation in neighboring Obio/Akpor and Ikwerre Local Government Areas.

For self-contained accommodation, Woji neighbourhood is most expensive in terms of rent (₦250, 000). These are densely populated neighbourhoods that grant access to major areas and to Oil and Gas Free Zone Area (OGFZA) of Rivers State. There are varying amounts as rent for self-contained accommodation in these neighbourhoods. High amount of ₦220, 000 is also the cost of a self-contained accommodation within Amadi- flats and Trans-Amadi neighbourhood. This could be attributed to the fact that there is a highbrow area and an industrial layout, accommodating several multi-national companies. Amadi flat is a layout comprised of luxurious accommodations mostly occupied by government officials. Rents for a self-contained accommodation in other neighbourhoods; Government Reserve areas (GRA) phases 1 & 2, New GRA and Odili road were found to cost ₦180,000 and ₦170,000 per annum respectively. Least rent for a self-contained is ₦120, 000, ₦160, 000 and ₦100, 000 for Abuloma, Amadi-Ama, Bundu and Elikahia neighbourhoods.

A one-bedroom apartment is expensive in Amadi-flats, D-line and GRA phases one and two with a woofing sum of ₦480, 000 and ₦420, 000 respectively. These are followed by Trans-Amadi and Woji with rent of ₦400, 000 while Amadi-Ama and Abuloma rent the same size of apartment for ₦350, 000 per annum. The cost of ₦250, 000 and ₦300, 000 were found to be for one-bedroom accommodation within Ogbunabali, Diobu and Bundu areas. However, the least rent for one-bedroom apartment is obtainable at the cost of ₦170, 000 within Diobu neighbourhood.

It costs a fortune to rent a two-bedroom apartment within GRA phase 1 & 2 and New GRA. In these areas, annual rent for two-bedroom flat is ₦1, 450,000 and ₦1, 420,000 respectively. Odili road and Trans-Amadi ranked second in the cost of rent for two-bedroom flat with ₦800, 000 and ₦700, 000. Property owners within Elikahia and Woji accept ₦550, 000 and ₦600, 000 as annual rent for two bed room apartment. For three bed room flat, GRA is more expensive than any other neighbourhood in Port Harcourt metropolis. In this neighbourhood, it is obtainable at the sum of ₦1, 650,000. This is 10% higher compared to GRA phase 1 & 2 which costs ₦1, 500,000 as annual rent for the same size of apartment. Odili road and Trans-Amadi are ₦1, 200,000 while Amadi flats and Borokiri (Port Harcourt Township) are ₦800, 000 and ₦600, 000 respectively. A three bed room flat is rented for ₦500, 000 at Amadi-Ama while the same size of apartment is rented at the cost of ₦480, 000 and ₦450, 000 at Abuloma and Bundu neighbourhoods respectively. The least is ₦280, 000 within Diobu area.

A three bedroom duplex in Amadi –Ama costs ₦1750, 000. Though an exorbitant amount, it has been observed that three bedroom duplex is a rare residential apartment due to the fact that property owners and speculators (housing) prefer investing on structures that can be easily rented. In Elakahia and Odili road, cost of renting of three bedroom duplex is ₦1, 500, 000. Within GRA phase 1 & 2 neighbourhoods, ₦2, 600,000 can rent a three bed room duplex while it costs ₦2, 500,000 and ₦200, 000,000 within new GRA and Trans-Amadi respectively. Trans- Amadi accommodates several multinational companies and these companies can afford to pay higher as more of these structures are used as office accommodations.

### Test of Hypotheses

Hypotheses of the study were pursued between the selected characteristics and intra-urban migration in Port Harcourt City local government area of Rivers State, Nigeria.

Ho<sub>1</sub> - Ho<sub>4</sub>: There is no significant relationship between insecurity, increase in house rent, family size, lack of social infrastructure and intra-urban migration in the neighborhoods within Port Harcourt City Local Government Area of Rivers State.

**Table 9: Summary of Z-test of Mean Rating on causes of Intra-urban Migration**

Hypotheses	N	$\bar{x}$	SD	df	t-Cal.	t-Crit.	Decision Rule
Ho <sub>1</sub> : Insecurity	92	13.08	1.62	90	-1.037	1.960	p=0.303 NS, p>.05
Ho <sub>2</sub> : Increase in house Rent	76	4.02	1.09	74	-4.395	1.960	p=0.00 S, p<.05
Ho <sub>3</sub> : Family size	52	4.75	1.16	50	-4.685	1.960	p=0.00 S, p<.05
Ho <sub>4</sub> : Lack of social infrastructure	66	5.11	1.67	64	-4.412	1.960	p=0.00 S, p<.05

**Decision:** S= Significant if p<.05, NS= Not Significant if p>.05

**Source:** Computed Field Data, 2016 (SPSS, Version 17.0).

Table 9 shows summary of hypotheses tests. Test result for insecurity reveals that there is no significant relationship between insecurity and intra-urban migration in the neighborhoods within Port Harcourt City Local Government Area of Rivers State. Insecurity is more in the rural hinterland and remote country-side due to lack of presence of security personnel and existing cult clashes while Port Harcourt metropolis is more peaceful. Therefore this study did not found insecurity as responsible for intra-urban migration within Port Harcourt city metropolis. For hypothesis two, it was discovered that there is significant relationship between increase in house rent and intra-urban migration within the neighbourhoods in Port Harcourt City Local Government Area. This conforms to the work of Ibrahim-Adedeji, 2013 conducted in Ikorodu, Lagos which found that more of the residents were those with monthly income below twenty naira and whose annual income fell within two-hundred and forty thousand naira. This is also in agreement with the study done by Babatunde, Adetona, and Olawoyin, 2014 also in Ilorin. The study found a significant relationship between urbanization and increase in house rent. Change of accommodation in this regard is attributed to either increase in income or low income. The fact remains that while increase in income may take intra-urban emigrant to bigger and more decent accommodation, low income results to relocation to less developed neighbourhood where rent is low and affordable.

Further test discovered that significant relationship exists between family size and intra-urban migration within Port Harcourt City neighbourhood. Large families tend to change to bigger accommodations for comfort. Analysis also revealed existing relationship between lack of social infrastructure and intra-urban migration in the neighborhoods within Port Harcourt

City Local Government Area of Rivers State. This result agrees with the findings of Ibrahim, 2011 carried out in Ilorin metropolis which found that presence of infrastructural facilities attracted influx of people to rent accommodation and buy properties within the metropolis while areas within the same metropolis attracted little patronage.

### **Conclusion and recommendations**

Cost of rent in Port Harcourt metropolis is expensive. The cost is traceable to the presence of oil and gas firms within the state capital. Though accommodation is essential since every citizen needs to have a roof over his head, it was also imperative to consider the fact that the economy is not monetarily strong. This study found that the cost of renting one room apartment is higher in trans-Amadi while it costs less for the same size of accommodation within Diobu neighbourhood. Self-contained rent is found highest within Woji. One bedroom costs more within Amadi-Flats and Woji axis while the rent for two bedroom apartment is costly within new GRA. Three bedrooms are expensive to rent in new GRA area. Very costly is the rent for a three bedroom duplex within Amadi-Ama. The study made the following recommendations;

- (i) Government should channel more efforts in providing accommodation to her citizens especially the civil servants who are found more in the intra-urban migration.
- (ii) There is the need to open more satellite towns to decongest the urban neighbourhoods within Port Harcourt metropolis. This will reduce the development differentials that attract more intra-urban migration fast developing neighbourhoods.
- (iii) Government should enforce workable legislation to regulate cost of rent in Port Harcourt metropolis.
- (iv) Infrastructural facilities have either collapsed or do not exist in most of the neighbourhoods. It is pertinent for the government to withdraw from selective infrastructure development and embark on massive provision of roads, water, electricity which are the major issues that attract residents to developed neighbourhoods.

### **Contributions to knowledge**

- i. The study revealed that family size and cost of rent are major causes of intra-urban migration in Port Harcourt metropolis.
- ii. Lack of infrastructure and environmental factors influence intra-urban migration.

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