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The Problems of Rapid Urbanisation in Port Harcourt

By Past. Dr. Abomaye-Nimenibo, Williams Aminadokiari Samuel
& Abomaye-Nimenibo, Silverline Kaine
Obong University

Abstract- This work examines the problems of Rapid Urbanisation in Port Harcourt as a cosmopolitan city which has attracted migrants from all parts of the world, and these problems have attracted the attention of both the State and Federal Governments because of the realization that if the present pace of urbanization is not checked, the benefits of urbanization will be counterproductive. Therefore, this study looked at the extent to which the housing stock is replenished, the pace of urbanization and how it matches the rate of employment generation, how well was the provision of infrastructures such as roads, social services, etc. whether they were adequate to meet the needs of the bourgeoning populace, and whether the mono-city status of Port Harcourt accounts for the congestion and criminal activities experienced in Port Harcourt. Primary and secondary data were collected and analysed. Our findings revealed that the mono-city status of Port Harcourt contributed greatly to the congestion of the city and accounts for the criminal activities experienced to a large extent.

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The Problems of Rapid Urbanisation in Port Harcourt

Past. Dr. Abomaye-Nimenibo, Williams Aminadokiari Samuel [α]
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Abstract- This work examines the problems of Rapid Urbanisation in Port Harcourt as a cosmopolitan city which has attracted migrants from all parts of the world, and these problems have attracted the attention of both the State and Federal Governments because of the realization that if the present pace of urbanization is not checked, the benefits of urbanization will be counterproductive. Therefore, this study looked at the extent to which the housing stock is replenished, the pace of urbanization and how it matches the rate of employment generation, how well was the provision of infrastructures such as roads, social services, etc. whether they were adequate to meet the needs of the bourgeoning populace, and whether the mono-city status of Port Harcourt accounts for the congestion and criminal activities experienced in Port Harcourt. Primary and secondary data were collected and analysed. Our findings revealed that the mono-city status of Port Harcourt contributed greatly to the congestion of the city and accounts for the criminal activities experienced to a large extent. We also observed and found that the pace of urbanization of Port Harcourt does not match the employment generation expected of it; and that the provisions of infrastructure such as roads, social services etc. were inadequate to meet the needs of the burgeoning population of Port Harcourt. The Government is advised to put in place certain developmental policies in a well-articulated manner to improve the living standards of the populace.

I. Introduction

a) Background to the Study

Rivers state in which Port Harcourt being the Capital was situating was named after the many rivers that border its territory, and it was part of the Oil Rivers Protectorate from 1885 till 1893 when it became part of the then Niger Coast Protectorate. In 1900, the area of Rivers State region was merged with the chartered territories of the Royal Niger Company to form the colony of Southern Nigeria. When the country gained independence in October 1960, the country was divided into three regions and in 1964, the Western Region was split to make it four regions. Rivers State formed part of the Eastern Region under the first Igbo man Michael Okpara and late under the so-called rebel leader Odumegu Ojuku. The state was formed or created out of the former Eastern Region of Nigeria on the 27th May 1967 with the split of the Eastern Region of Nigeria due to the agitations of the Rivers People who took up arms in 1966 under the leadership of the Ijaw man Major Isaac Jasper Adaka Borowho declared the Niger Republic which was seen as a rebellion and crushed within twelve days of the declaration but immediately created after the Nigerian/Biafran Civil War due to the agitations for liberation from the Igbo oppression in all its ramifications where the Niger Deltans in the Eastern Region were dehumanized. The first author of this paper is an eye witness (though a young boy as at then) of the human degradation especially the Ijaws or Riverine people of Rivers State. The Ogu people were so marginalized that the elites and forefront agitators petition the Queen and the Nigerian governors titled "The groans of the Ogu Tax Payers" Some of the elites who joined the wagon of state creation to be free from the Igbo marginalization's include but not limited to Chiefs Asowari, Apengesi, Iruenabere, William Nimenibo etc. No wonders ninety people of the youths sneaked out and join the Nigerian Military while the rests of the youths join the Biafra Army under forced conscription, hence Ogu citizens became the worst sufferers in the hands of the Igbo. The lead author as a young boy was compelled to carry bullets for the allied forces at Okrika during the civil war (The Nigerian Civil War and Genocides by Chief Joseph N.B. Oloye/ Williams A.S. Abomaye-Nimenibo account of the Ogu Chiefs genocide).

The creation of Rivers State with Port Harcourt as its capital was strengthened by the Willink Commission Report of July 1958 which report highlighted the fears of the minority groups of the former Eastern Region and identified them as very distinct groups with a different culture from the dominant group of the Igbos of Eastern Nigeria. As such the report recommended this "Area for a Rivers State to be comprised of the whole of the Rivers Province which will include the Divisions of Brass, Degema, Ogoni, Port Harcourt and Ahoada together with the Western Ijaw Division from the Western Region and two small sections in Eastern Region from outside the Rivers Province, Opobo and Andoni being one, Ndoki the other" confirming the claim of the Riverine people as a distinct group in Nigeria who should not be tied to the Igbo geographical expanse. The Rivers people's anxiety

Author α: Phd, M.Sc., B.Sc. Economics, Mba Management and Ud, Personnel Management and Industrial Relations, Director of Postgraduate Studies, School of Postgraduate Studies, Obong University, Obong Ntak, Etim Ekpo Lga, Akwa Ibom State. Nigeria.
e-mail: wasanim2006@Yahoo.com
Author σ: (Chief Technical Officer, Rtd), Department of Physical Planning, Ministry of Urban Development and Physical Planning, Moscow Road, Port Harcourt River State.

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about possible neglect of their area and the fear of marginalization compelled the chiefs and people of Rivers Area to form various political and pressure groups like The Ijaw Rivers Peoples League established on 18/11/43, Ijaw Union, the clamour for "Calabar, Ogoja, Rivers State (C.O.R)" supported by the Action Group Party having Chief DappaBiriye (Ibani) as the Secretary, and Chief Thom Manuel (Kalabari) as Chairman, Rivers State Congress (RSC.)/ Niger Delta Congress supported by the Northern People's Congress Party led by Chief MelfordOkilo (Izon), and finally, Rivers Chiefs and Peoples Conference (RCPC) initiated and led by Chief P.G. Warmate of NCNC, the ruling party in the then Eastern Region where the Rivers people were domiciled.

The RCPC eventually served as the umbrella party for all the Rivers people, irrespective of their political beliefs and differences, in the struggle for the creation of Rivers State continues, and Chief P.G. Warmate moved the motion, seconded by Chief D.S. Oribo which gave birth to the formation of the Rivers Chiefs and Peoples Conference on 4th July 1956 at the Rex Cinema Hall at Harbour Road, Port Harcourt. Chief P.G. Warmate made a further move of the motion which was still seconded by Chief D.S. Oribo for the nomination of His Royal Majesty Francis Alagoa Mingi X of Nembe as the Protem Chairman and Chief Harold Dappa Biriye as Protem Secretary.

Rivers State, also known simply as Rivers, is one of the 36 states of Nigeria. The present-day Bayelsa State was part of her until on 1st October 1996 when she was carved out of Rivers State by the Sanni Abacha Administration. According to census data released in 2006, the state has a population of 5,185,400, making it the sixth-most populous state in the country. Its capital was Port Harcourt being the largest city and is economically significant as the centre of Nigeria's oil industry. Rivers State is the second-largest economy in the country, next to Lagos State, and among all the LGAs, Port Harcourt more revenue than the rest. Rivers State is located in the Niger Delta Region of Nigeria and she lies within latitudes 4° 20 ° and 5° 50 ° North of the equator and longitudes 6° 20 ° and 7° 35 ° East. She is bounded on the South by the Atlantic Ocean, to the North by Imo, Abia and the Anambra States, to the East by Akwa Ibom State and to the West by Bayelsa and Delta states. It is home to many indigenous ethnic groups: Ikwerre, Ibani (Bonny), Opobo (Andoni/Nkoro i.e. the Obolos), Eleme, Wakirike (Okrika, and Ogu/Bolo LGAs), and Kalabari, Etche, Ogba, Ogoni, Engenni, Abua and others. The people from Rivers State are known as the "Riverine" and the Uplanders."

The capital, Port Harcourt, came into existence on 27th May 1967, having a landmark of 1,077 square km and a population of 6,689,087 (2005 est.), is the nerve centre of the famous Nigerian Oil industry and over ninety industrial concerns, which include the Shell Petroleum Development Company of (Nigeria) Limited, AGIP, Texaco, Elf, NPRC, Michelin, West African Glass Industry, Alcan Aluminium, Metaloplastica, Risonpalm, NAFCON, Pabod Breweries, to mention but a few. Due to its beautiful layout and peculiar topography, Port Harcourt was christened the "Garden City", and it is accessible by road, rail, air, and sea. Apart from being a railway terminus and having one of the busiest airports in Nigeria, Port Harcourt has the unique natural advantage of being the nation's second-largest seaport with another seaport called the Federal Ocean Terminal and the Federal lighter Ocean Terminal atIkpokiri (Ogu)/Onne (Eleme). The Present governor is Barr. Ezenwo Nyesom Wike (PDP).

The Port Harcourt Municipality is a fast-growing urban town in Nigeria, which pattern of growth has some environmental consequences such as overcrowding, the spread of infections, general filthy conditions and decaying environment. There seemed to be no comprehensive plan to accommodate the future population of the urbanization process, as is demanded of a metropolitan city. At the amalgamation of the Northern and Southern Protectorates of Nigeria by the British Colonial masters in 1914, made Port Harcourt City the administration Headquarters and a Township or Municipality prepared under an urban development plan. In the plan, three distinct areas were marked out as Government Reserved Area (GRA), the Port Harcourt Railway Terminus Areas and the Native Residential/Commercial Areas. The development plan did not take into consideration the fast-growing population. In an attempt to solve the problem of increasing population, the Rivers State Government in 1976 reclaimed lands at the waterfront areas and build Low-Cost Houses such as Marine Base Low-Cost Housing, Aggrey Estate, Ndoki Estate, and the Reclamation Road Area(though no low-cost housing estate was built) to improve the environmental conditions of Port Harcourt only.

This, however, did not solve the problem of the urban effect because a detailaction plan was not included in the plan to develop the reclaimed areas for the purpose. It is not uncommon to see rooms overcrowded and with a high occupancy ratio. This is as a result of population increase with its attendant problems.

In 1999 the state had 2,805 government Primary Schools and 243 Secondary Schools. The secondary schools are concentrated mainly in LGA headquarter towns and in Port Harcourt. Tertiary institutions include the University of Port Harcourt, Choba, Port Harcourt established by the federal government in 1975, the Rivers State University of Science and Technology (now Rivers University) Nkpolu Oroworukwo-Port Harcourt was founded in 1980 by the Rivers State Government, the School of Health Technology, Port Harcourt, the Federal College of Education (Technical), Omoku,

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Rivers State Polytechnic at Bori, the Port Harcourt Polytechnic, Rivers State Polytechnics, at Rumuola-Port Harcourt, the Rivers State University of Education (now Ignatius Ajuru University of Education) at Rumuolumeni-Port Harcourt, and the School of Nursing and Midwifery at Rumueme-Port Harcourt. All these institutions population of lecturers and students lived in Port Harcourt.

The staff of the NNPC Port Harcourt Refining Company Ltd, The Eleme Petrochemical now known as the Indorama Petrochemical Company Ltd, the Nigerian National Fertilizer Company of Nigeria (NAFCON), The Airport and Seaports, Farmers who produce the cash crops of Port Harcourt namely Palm produce, Raffia Palm, Cassava, Plantain, Oranges, Mango, Fruits, Pineapple are all residents of Port Harcourt municipality.

Manufacturing activities are presently very limited in Port Harcourt and their staff resides in Port Harcourt with commercial traders. There are also workers and traders who come into Port Harcourt to transact business and goes back the environs after the day's activities for lack of accommodation and congestions Nevertheless, the Trans Amadi Industrial Estate in Port Harcourt hosts some manufacturing companies.

The congestion of Port Harcourt was further exacerbated housing problem by the creation of the judiciary and the Civil Service having all the thirty-two (32) High Court Judges and three (3) Customary Court Judges, the Juveniles Courts, the Revenue Courts, the Sanitation Courts, the Mobile Courts, Electoral Tribunals and Ports Related Offences Courts Judges and Magistrates with subordinate staff living in Port Harcourt Municipality.

The Legislative Authority in Rivers State is held by the Rivers State House of Assembly; made up of Elected Representatives from all 32 Constituencies of The State and the 32 members those of Federal House of Representatives and Senator of the State and at least half of the Chairmen and Councillors twenty-three (23) Local Governments, with Liaison offices of some State Governors, have are residents of Port Harcourt including the families of the Members of the Armed forces in Port Harcourt.

b) Statement of the Problem

Port Harcourt is a cosmopolitan city which has attracted migrants from all parts of the world, and its problems have attracted the attention of both the State and Federal Governments because of the realization that if the present pace of urbanization is not tackled, the benefits of urbanization will be counterproductive.

In light of this, one would wish to ask:

i. Does the extent to which housing stock is replenished adequately?
ii. Does the pace of urbanization match the rate of employment generation?
iii. Does the provision of infrastructure such as roads, social services, etc. adequate to meet the needs of the bourgeoning populace?

Does the mono-city status of Port Harcourt account for the congestion and criminal activities experienced in Port Harc*ourt?*

c) Purpose of the Study

The purpose of this study is to find out the problems created by rapid urbanization and to find solutions to them. To do this, the following objectives were pursued.

(i) To find out the extent to which housing is being provided in Port Harcourt.
(ii) To ascertain the level to which employment is being provided for the residents of Port Harcourt.
(iii) To find out the social and physical infrastructural facilities being provided to improve the standard of living of the residents.
(iv) To find out if the problem of rapid urbanization stems from the mono-city status of Port Harcourt.

d) Significance of the Study

The significance of this study relates to its contributions to knowledge and as a guide for policy formulation of urban development and planning.

The curious public reader will find the work rewarding as it will provide a source of information to him in the study area to reduce the problems of rapid urbanization.

This study is believed to provide necessary dimensions to the future development of Port Harcourt so that the state of the infrastructural provision shall be greatly enhanced.

The study will afford us the opportunity of taking a unique interest in the associated problems of Port Harcourt such as overcrowding and population increase concerning available land and infrastructural constraints in factors of development.

Researchers will also find this work rewarding as it will aid them in further research.

e) Definition of Terms

Urbanization means how population changes from rural life pattern to those of city dwellers.

Slum means a substandard housing environment (waterfronts of Port Harcourt).

Congestion is excessive traffic or people, a state of overcrowding in a street, or other areas making movement slow or difficult.

Metropolis refers to a major city centre and its environments such as Port Harcourt metropolis and the metropolitan Lagos.

Cosmopolitan refers to a city containing people of different types, cultures, towns, languages or countries, and influenced by their cultures.

Suburb means the adjoining towns of Port Harcourt.

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Bourgeoning populace means the working class of society.

Migration means the movement of people from the rural areas to Port Harcourt and verse versa.

The village is a larger settlement than a hamlet that is a nucleated group of houses found in a rustic community.

Town means a lower order settlement within a larger system serving equivalent political, administrative and economical roles to the city but on a smaller regional scale and being itself dependent on the primary settlement of the city.

II. Literature Review

a) Conceptual Literature

The growth of urban concentrations in Nigeria and the world over is a relatively recent phenomenon, dating back to only about 150 years to the beginning of the industrial revolution (although the world's first cities were built more than 5,000 years ago). As the proportion of a population living in or around towns and cities increases, the agricultural population decreases. The Hutchinson encyclopaedia (2000), affirmed this assertion by saying that, in England, about 705 sq. Km (705,000 hectares) of formal agricultural land was lost to housing, industrial development, and road building from 1945 - 1992.

We also find in the literature that the fundamental characteristics of the urban lifestyle or pattern of life according to Tubobereni (2004); involves more specialization in the workforce, more class distinctions, more formal participation in cultural activities, and in general, a fast pace of living and tighter organizational structure such as traffic signal light that regulates vehicular traffic and the computerized time clock. Urban life demands more class discipline, firmer scheduling, and precise deadlines, unlike the flexibility and uncertainty that is often found in rural areas.

Urbanization according to Davies and Golden (1957), is the increasing ratio of urban-dwelling persons to the non-dwelling persons in a country.

Kolars and Nystuen (1974), refers to urbanization as how populations change from rural life patterns to those of city dwellers. It is the process by which humanity gathers into point locations or urban clusters rather than remaining thinly distributed across agricultural areas.

While speaking of urbanization, Kingsley Davis (1965), pointed out the distinction between urban and urbanization by saying that, in an urbanizing society, the proportion of city dwellers within the total population increases steadily, sometimes dramatically. Countries which have already gone through this process can no longer be said to be urbanizing. Such populations are urbanized. In this case, the proportion of the city to the rural population remains constant and the nation is predominantly urban. He went on to give an example of England and Wales as having 80% of the population living in urban agglomerations of 100,000 or more, a population which has remained almost constant for the last six decades. England is thus urban and no longer urbanizing. He went further to say that, the rate of urbanization varies greatly from nation to nation. It is slow in some highly urbanized nations, such as England and Wales, not most rapid in nations with rapidly growing economies such as Japan.

Arthur O'Sullivan (2000) defines an urban area as a geographical area as one containing a large number of people in a relatively small area. It is an area with a relatively high population density. For example, suppose that the average population density of a particular country is 20 peopleper acre. If part of the country contains 50,000 people in a 20 sq. Meters, it means the population density is 2,500 people per sq meter; which is considered an urban area because it has a relatively high population density.

Abomaye-Nimenibo (2016, 2019) as an Urban Economist defines an urban area as that geographical area that contains a moderately high population density. For example, suppose that the average population density of a particular county is 20 people per acre. This definition accommodates urban areas of vastly different sizes, ranging from a small town to a large metropolitan area. The economist's definition is stated concerning population density because the urban economy is based on frequent contact between different economic activities, and such contact is feasible only if firms and households are packed into a relatively small area. West African region is so characterized.

The Census Bureau defines some geographical areas as urban areas and accordingly, most empirical work in urban economics is based on census data, and so a clear understanding of these definitions is important.

Abomaye-Nimenibo (2019) went on to say that from 1971 immediately after the Nigerian civil war, about 75 percent of the Nigerian population migrated and lived in urban towns. This rapid urbanization resulted in large part from the search for greener pasture to cushion the effects of the civil war. The number of innovations in production and transportation increased as well as industrial output and trade. Most firms are located in cities and urban towns, growing output and trade increased the size and number of cities. Railway employment highly led to urbanization. Hence, the rural towns lost a considerable population as a result of migration with a shift away from the traditional agrarian economy. However, with the creation of the Oil River Protectorate in 1891 in which Rivers State was part, actually elevated the status of Port Harcourt to an urban city and later a Municipality.

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The population of Port Harcourt is as follows:

Table 2.1: Population of Port Harcourt Municipality

Year	Total Population	% Annual Average Growth Rate
1952-53	79,634	
1963	179,563	8.7 %
1966	270,000	20%
1970	213,000	Decrease due to the civil war.
1973	231,000	
1991	440,399	
2006	541,115	

Source: Port Harcourt Master Plan 1975 & National Population Commission Report and Federal Republic of Nigeria Official Gazette No.24, Vol.94 of 15/5/07.

b) Urbanization of Port Harcourt

According to E. J. Alagoa and A. A. Derefaka (2002), Port Harcourt was established in 1913, which symbolised the triumph of British imperialism. It signified their final penetration of the Delta and the establishment of direct contact with the hinterland producers of the raw materials which had sustained the Atlantic trade and the prosperity of the Delta states. Soon after its foundation, Port Harcourt was linked by railway and roads with centres of production in the interior as it already was by water routes with the Delta city-states. In this way, Port Harcourt replaced the Delta states as the centre of distribution of goods in the Niger Delta and the major point of contact with the Nigerian mainland communities.

When Rivers State was created by Yakubu Gowon on May 17, 1967, Port Harcourt Township was made the Capital city but its administration in 1970 after the cessation of hostilities. The spatial distribution of manufacturing establishments in Rivers State is disproportionate. Port Harcourt, the state capital, is responsible for over seventy percent of the total employment in the manufacturing industries.

It's being the main port implies that it has the greater advantage of attracting industries that depend upon imported raw materials.

The high population concentration and relatively higher income per head provide a strong attraction to market-oriented industries. Availability of infrastructure - power, water, communication channels, schools, banks, hospitals etc.

Rivers State Government's industrial policy is a reflection of the Federal Government. During the second plan period (1970 - 1974) government policy was aimed at encouraging and promoting economic growth which widens the effective range of alternatives open to the people of the state.

In the third plan period (1975-80), the major objectives were to: exploit the potential resources of the state by identifying viable projects, increase the productivity of the existing industries and new employment opportunities. The policy was concerned with the development of infrastructures to stimulate a fair industrial dispersion throughout the state, to develop and expand the private sector, and to integrate the oil sector into the state economy.

The programmes and projects that were considered included: industrial uses of mangrove, investment in a chemical complex and a liquefied natural gas project^ a small-scale industries credit scheme fund, a brewery, burnt bricks, pre-investment studies, palm oil and soap industries, industrial estates and the development and manufacture of pressure pipes.

In the fourth plan period (1981-85), the objectives of government were to minimise government ownership of small-scale and medium scale industries to make room for the private sector to participate, and to make increasing use of locally available raw materials.

c) Housing Stock and Housing Supply

The Ministry of Lands and Housing, Rivers State, in an agreement of March 29th, 1973, commissioned Specialists Konsult to produce a Master Plan for Port Harcourt of and an area of 15 miles around. The official start-off of the project was September, 1973.

World Health Organisation has defined housing as residential environmental which includes in addition to the physical structure that man uses for shelter, all necessary services, facilities, equipment and devices needed or desired for the physical and mental health and social wellbeing of the family and individual' (WHO cited in NEST, 1991, p.206). Technically, a house can be defined as a building or structural edifice comprising walls, foundation, floors, roots etc. in which people live and are sheltered from the weather, wild animals and the elements of nature. Housing is not only in terms of residential or dwelling, it is also a place where economic activities take place especially in the case of women. The Nigerian Urban and Regional Planning law (NURPD;

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Decree no. 88 of 1992) describes a dwelling house as a building erected or converted for use primarily to provide living accommodation for one or more persons. The one or more persons, according to (Federal Republic of Nigeria, Official Gazette No. 73, 1992, p. A 1046) include families or households. Housing depicts different socio-economic and socio-cultural patterns. These differences determine and are reflected in the differences in the design of the housing unit itself, the arrangement of houses within available physical space, construction methods and materials and use of space within and around the house.

Traditional residential development and patterns of house are found in Rivers State which is also found in Port Harcourt Municipality. The traditional house types are predominantly single storey structures with either a centrally located parlour with an access through the porch, and rooms surrounding it; while the other design is that with the parlour on one side and with access through the porch. The porch and kitchen serve as visual and sound buffer between the bedrooms and activities in the courtyard. This is the pattern of houses handed down to us by the colonial masters. The materials used are mainly burnt bricks out of clay with patched bitumen.

As at 1973, Port Harcourt City had approximately an existence of 12,000 (twelve thousand) housing units which are classified as sub-standard due to inadequate maintenance and low original technical standards. In most neighbourhoods, it is common to find a mixture of multi-family bungalows alongside two-three storey buildings, and traditional compound houses.

Table 2.2: Planned Housing

Years	Total Housing Units Proposed For Ph	Total Housing Units Built at Ph.	Shortage (Difference)	Cost of Building
1975-1980	8,000(FEDERAL. GOVT)	All housing units built but were vandalised	Nil	
1975-1980	1,200 (RIVERS STATE) i.e. 200 units per year	614 housing units built	586	
1981	50 units of low cost houses in all the LGAs	1,150 housing units yet to be completed	1,150 housing units yet to be completed	
1999	3block of 22 flats	3block of 22 flats		
2000	500 units of 1,2,& 3 bedrooms at Iriebe	(a) 100% substructure completed. (b) superstructure- 70% and (c) External work done - 50%	30% of housing units not completed.	Original contract sum N 1,163,615,000.00. Amount paid— N592,779,979.14
2001	3 blocks of 9 flats at Marine Base, PH	3 blocks of 9 flats at Marine Base, PH	Unoccupied as at September, 2007	
2002	Various block of flats at Uyo street	Various block of flats at Uyo street	All occupied	
2003	Various blocks of Doctors quarters at Oromenike layout	Various blocks of Doctors quarters at Oromenike layout	All occupied	
2004				
2005				
2006	2 storey court building	2 storey court building	Occupied	

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The 1991 population census estimates for the city show that Port Harcourt has joined the millionaire cities of the less developed world with population of over one million. Housing construction has lagged far beyond immigration. The poorest urban housing conditions are in the waterfront slums of Port Harcourt.

d) Urbanization and Employment

Four out of the sixteen projects contained in the 1975-80 and 1981-85 plans were fully implemented, namely, Pabod Brewery, Amalgamated Distilleries, reactivation and expansion of West African Glass Boatyard. Unfortunately, most of these Industries have gone out of production due to poor management.

The Port Harcourt seaport is lined to the other seaports and is currently receiving a boost and an improvement of the National economy. Port Harcourt houses the administrative and business headquarters of multinational companies involved in the oil and gas sector. The accessibility to good road network of the East-West expressways, and Port Harcourt International airport, telecommunication facilities and availability of urban facilities attract investors to make serious land development to house its workers. Major oil producing and servicing companies like Shell Petroleum Development Company (SPDC), ELF Nigeria Limited, Nigerian Agip Oil Company (AGIP), Halliburton Nigeria Limited, and Williburton Nig. Limited are also making significant demand on the infrastructural development on their sets of operation.

The manufacturing of Port Harcourt is considerably more diversified than that of most other industrial centres in Nigeria. Some 60% of small scale villagers in and around Port Harcourt according to 1975 Master Plan rely on basic agriculture for their existence. In the swamp region however, only about 5% of the population are active in agriculture, but at least 90% earn their living from fishing.

e) Infrastructure and Urbanization

Port Harcourt is the largest urban centre in the Niger Delta. The World Bank (1995) noted that Port Harcourt does not have the infrastructure necessary to cope with its rapid expansion.

However, the industrial sector of the economy is faced with the following problems: inadequate infrastructural facilities, inadequate credit facilities, insufficient raw materials and lack of trust among the few industrialists.

Basic amenities are inadequate in Port Harcourt Municipality. Schools and hospitals are inadequate. Existing hospitals had few beds with a no bed syndrome. Drugs not always available rather we have out of stock syndrome. Existing Schools lacked teachers, forms and classrooms.

f) Development of Cities

There is more than one route to city seems to have been as administrative centres. Cities like Southampton grew up as trading centres on the coast. Some cities like London or Tokyo are administrative and commercial centres and frequently also house very large populations. Others like Northampton developed as an administrative centre etc.

Patterns of rural-urban migration are often subject to considerable variations, thus, posing additional problems of prediction. Since, however, the flight of population from rural areas to the cities appears to be a well- established trend in Nigeria, it can be confidently predicted that Port Harcourt's population is likely to increase through migration, particularly from the surrounding areas, if the poor conditions in these rural areas continue to exist.

Until recently, mortality in many African countries was very high, and population growth was rather slow. With improving health facilities, the situation is now rapidly changing although death rates are still rather high when compared with European and North American standards.

A predominant proportion of the city's population consists of large, lower-income families. However, in all likelihood, incomes in Port Harcourt will rise in the future, following the general trend across the nation, although the gap between the higher- and lower-income groups is not likely to be narrowed significantly.

With the rural-urban migration into Port Harcourt and the population increase as well as making Port Harcourt an administrative headquarters of Rivers State, the town developed into an urban city.

III. Problems of Rapid Urbanization

Despite the state government's efforts to build variable agricultural, commercial and industrial sectors, certain constraints remain. The most urgent requirements are improved roads, communication networks, storage facilities, market facilities, processing facilities and credit institutions.

Abomaye-Nimenibo (2019), stated that the conventional list of urban problems includes poverty, segregation, inadequate housing, congestion, pollution, inferior education, and crime. Most of these urban problems are related having common roots, and some of them are exacerbated when looked carefully by the other problems. We know that poverty contributes to the problems of inadequate housing and crime, and crime such as incessant killings and lack of decent jobs contributes to neighbourhood deterioration and thus worsens the problem of inadequate housing. The second insight about urban problems is that the economic approach to solving these problems often differs from the approaches adopted by policymakers. No proper laws enacted and when eventually the proper laws are enacted, they were not enforced. The third aspect of urban problems is that most of the problems are affected by land-use patterns, and an understanding

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of the spatial dimension of a particular urban problem is necessary to (a) fully understand the reasons for the problem and (b) predict the spatial responses to a particular public policy.

Abandonment of projects especially those of housing by successive governments without imbibing the spirit of continuity, is inimical to rapid urbanization.

Most waterfront areas of Port Harcourt are shallow and sloppy. Houses are built haphazardly with non-quality materials most of the time. Houses are not built according to lay down plans. The ecological characteristics found around Port Harcourt metropolis waterfronts areas numbering forty-nine (49).

The continual unimproved medical services and non-challant attitude of Doctors and Nurses in Government owned hospitals are a source of continues worry.

Geographical isolation (which affects some of the rural poor in general and the urban poor due to marginalization of persons living in high- crime neighbourhood) and in some countries, discrimination based on race or other attributes are seen.

Health/Diseases: Good health is basic to human welfare and a fundamental objective of social and economic development. Poor health shackles human capital, reduces returns to learning, impedes entrepreneurial activities and holds back growth and economic development. Diseases cause poverty and vice versa. In most countries of the World major diseases causing poverty are Malaria, HIV/AIDS and other infections/diseases. In Nigeria for instance, AIDS prevalence is about 5.4% with an infected adult population of 2.6 million. This will constrain availability and participation of this segment of the population in the labour market to earn income.

Debt burden: In several developing countries of the world, debt burden is assuming increasing importance as a cause of poverty. In such countries servicing of the debt has encroached on the volume of resources needed for socio-economic development. The productive sector such as agriculture, manufacturing etc. are equally constrained leading to low productivity, low capacity utilization, under employment and low purchasing power thereby subjecting the masses of the people to abject poverty. In Nigeria, at the end of December 2000 external debt stood at US$28.5 (about 80% of GDP). Amount required to service this debt annually is enough to hamper government expenditure for the provision of social and physical infrastructure for the poor.

Crime and Violence: A steady increase in crime and violence has degraded the quality of life to a varying extent in many counties of the world. Although individuals of all socioeconomic groups are affected, the urban poor are particularly vulnerable to these social problems. There are instances of shootings, gang killings, etc.

a) Solutions to the Problems of Rapid Urbanization

The existing metropolis and the extending areas of a radius of 15 miles, covers approximately 180,000 hectares or 700 square miles (Port Harcourt Master Plan: 1975). The existing built up areas of Port Harcourt Metropolis constitute to a large extent the physical configuration of the land mass. A detail examination indicates that future land development is still possible with an expansion scheme towards the waterfront areas. This presents the opportunities for more physical development within the metropolis. Reclamation of certain swamp areas, having different mangroves. A massive land can be gotten to increase land mass in Port Harcourt.

Rural-Urban migration into Port Harcourt needs to be checked or controlled to make the existing infrastructures adequate to serve the existing population.

There is great need for the laudable plans for medical services to be given further impetus, particularly while the scale of providing sufficient bed spaces is within reasonably easy reach. The future organization of medical services could take account of the expected population increases, and new medical institutions. Doctors and Nurses be given both orientation and corporate training adequate to face the challenges of the millennium.

Abandonment of projects especially those of housing by successive governments be discouraged; but rather imbibe the spirit of continuity.

It is also suggested that a minimum of three new cities be founded with specific functions attached to each. For example, Isaka city for games and sports related activities, Ahoada city for industrialization, Oyigbo city for commercial activities, Bori for agrarian city etc.

IV. Methodof Study

A review of the method of study to be adopted for carrying out the research is under taken. The review will cover the population of the study; sampling techniques; instruments for data collection, administration of the Instrument; mode of data collection and problems associated with data collection.

a) Population of the Study

The population of this study shall be drawn from the streets and water fronts of Port Harcourt, the Rivers State Civil Service (parastatals inclusive) and Traders, Business men/women. The target population shall be about one thousand (1,000) households. Accountants, Engineers, Production workers, Farmers, Fishermen and Artisans who reside in Port Harcourt will be interviewed.

b) Sampling Techniques

One thousand respondents which are household heads are expected. Written and oral

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interview was carried out. The written interview took the form of questionnaires which are simple Yes/No questions with few dotted lines for some explanations. Oral interviews were also carried out and notes were taken for explanations. The sample population was assured that whatever information given to me shall be treated in confidence and for academic work only.

A simple random sample is used in the distribution of questionnaires. The distribution is as follows.

Table 3.1: Target population

S/no.	Target Population	Distribution List	Percentage
1.	Rivers State Civil Servants	200	20%
2.	Multi-National company workers	200	20%
3.	Traders/Artisans	200	20%
4.	Waterfronts (10 waterfronts)	200	20%
5.	Street dwellers	200	20%
	TOTAL	1,000	100%

Source: Author's Field Survey 2007

c) Instruments for Data Collection

Instrumentation according to Cookey (1998) is the instrument for data collection. It can be questionnaires, oral interviews for primary and secondary data.

Table 3.2: Questionnaire Distribution Table Many instruments are frequently used in obtaining primary data in research studies.

d) Administration of the Instrument

Osuala (1982, Pp. 119 and 191) mentioned them as personal interview, questionnaire, panel technique, telephone and observations etc.

Anikpo (1986, P.67), stated that there are three major tools and techniques for collecting research data. They comprise the questionnaire, interview and observation. However, in this study, the questionnaire, personal interview techniques were applied. Library research is reliant.

Table 3.3: The Questionnaire Distribution Table

S/No.	Unit of service	No. of copies distributed	Responses
2.	Multi-National company workers	200	155
3.	Traders/Artisans	200	120
4.	Waterfronts(10 waterfronts)	200	184
5.	Street dwellers	200	198
	TOTAL	1,000	847

Source: Author's Field Survey 2007

e) Mode of Data Collection

Questionnaires distributed were collected by self and four other persons who distributed them. It was discovered that out of a total number of one thousand (1,000) printed and distributed questionnaires, only a total number of eight hundred and Forty seven (847) responses which represents about eighty five percent were collected, while the remaining one hundred and fifty three (153) representing about fifteen percent were not received.

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Table 3.4: Questionnaire Collection Table

S/No.	Unit of service	No. of copies distributed	Responses	Percentages Receipts Loss	
1.	Rivers State Civil Servants	200	190	19.0%	1.0%
2.	Multi-National company workers	200	155	15.5%	4.5%
3.	Traders/Artisans	200	120	12.0%	8.0%
4.	Waterfronts(10 waterfronts)	200	184	18.4%	1.6%
5.	Street dwellers	200	198	19.8%	0.2%
	TOTAL	1,000	847	84.7%	15.3%
				100%	

Source: Author's Field Survey 2007

f) Problems Associated with Data Collection

The time frame for the study is too short. We have just three weeks to undertake the study. A lot of movements were required which involves financial costs. One therefore had no alternative than to borrow. After administering the questionnaires to the interviewees, it became a tug of war to retrieve them as the respondents are not readily found at their seats as well as in the stalls and houses.

Furthermore, a lot of people are reluctant to accept questionnaires and some refusing to comment or respond to our questions for fear of being Victimized by their employers as they felt that it was their employees who have paid us to carry out such investigations.

Non availability of Housing and employment statistical data in the Rivers State Ministries pose a lot of constraint. Even the custodians are not only unwilling but do not know where to lay their hands on in retrieving this information.

Some of the questionnaires were not returned as a result of either being lost or misplaced by the interviewees or were yet to be filled and submitted at the time of collection.

V. Data Presentation and Analysis

Urban policies are indeed directed at bettering the Living conditions and provision of complimentary services and infrastructure to improve the living standards of the people. Such services include the provision of electricity, water supply, functional schools, health facilities, roads, housing, banks, securities and the likes.

To justify the improvement of such areas a research into the existing condition is necessary.

Port Harcourt Municipality is a fast growing urban town in Nigeria. This pattern of growth has some environmental consequences such as overcrowding, spread of infections, general filthy conditions and decaying environment.

The urbanization, industrialization and environmental transformation along the world's sea coast is one issue which have attracted the attention of research globally.

In the light of this, one would wish to test the following questions, having received responses from the questionnaires. An analysis of the observation based on the distribution of the observations based on Tables 3.1-3.4. We apply percentage to ascertain the results.

Table 4.1: Observed responses to Question 2 (Is the extent to which the housing stock replenished adequate? Yes/No).

S/No.	Unit of service	No. of copies distributed	Responses	Percentages Receipts	
				YES	NO
1.	Rivers State Civil Servants	200	190	12(1.42%)	178 (21.02 %)
2.	Multi-National company workers	200	155	5(0.59%)	150(17.71%)
3.	Traders/Artisans	200	120	15(1.77%)	105(12.40%)
4.	10 waterfronts	200	184	14(1.65%)	170(20.08%)
5.	Street dwellers	200	198	12(1.42%)	186(21.96%)
	TOTAL	1,000	847	58(6.85%)	789(93.42%)
				100%	

Source: Author's Field Survey 2007

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The above responses showed that Housing Stock replenishment is not adequate. 93.42 % indicated that the Housing Stock replenishment is inadequate and something needs to be done by Government.

Table 4.2: Observed responses to Question 3: Does the pace of urbanization match the rate of employment generation?

S/No.	Unit of service	No. of copies distributed	Responses	Percentages Receipts	
				YES	NO
1.	Rivers State Civil Servants	200	190	32(3.78%)	158 (18.65%)
2.	Multi-National company workers	200	155	46(5.43%)	109(12.87%)
3.	Traders/Artisans	200	120	43(5.08%)	77(9.09%)
4.	Waterfronts(10 waterfronts)	200	184	31(3.66%)	153(18.06%)
5.	Street dwellers	200	198	12(1.42%)	186(21.96%)
	TOTAL	1,000	847	164(19.36%)	711(83.94%)
				100	0%

Source: Author's Field Survey 2007

Table 4.3: Observed responses to Question 8: The mono-city status of Port Harcourt accounts for the congestion and criminal activities experienced in Port Harcourt?

S/No.	Unit of service	No. Of copies distributed	Responses	Percentages Receipts	
				Yes	NO
1.	Rivers State Civil Servants	200	190	174	16
2.	Multi-National company workers	200	155	148	7
3.	Traders/Artisans	200	120	111	9
4.	Waterfronts (10 waterfronts)	200	184	166	18
5.	Street dwellers	200	198	189	9
	TOTAL	1,000	847	788(93.03%)	59(6.97%)
				100%	

Source: Author's Field Survey 2007

Ninety-Three percent (93.03%) of the responses to the question "Does the mono-city status of Port Harcourt accounts for the congestion and criminal activities experienced in Port Harcourt?" revealed that it is a fact that the mono-city syndrome accounted for the congestion and criminal activities of Port Harcourt urban township.

VI. Summary and Conclusions

a) Summary

In summary, development is a desirable socio-economic and political progression aimed at improving the wellbeing of man, and taking a critical look through our study, we observed that there are a lot of problems associated with urbanization. We find that the problem of rapid urbanization stems from the mono-city status of Port Harcourt. Since Port Harcourt is the only urbanized city in Oil Rich Rivers State, has the privilege to accommodate the up surging and ever teeming population both from within and without.

We also observed that the social and physical infrastructural facilities being provided are inadequate to improve the standard of living of the residents.

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The provision of which housing is being provided in Port Harcourt is inadequate to serve the teeming population of the state.

We observe that the level to which employment is being provided for the residents of Port Harcourt is inadequate.

VII. Conclusion

There is great need for the provision of Housing, employment opportunities and infrastructural facilities. Laudable plans for medical services be given further impetus, particularly while the scale of providing sufficient bed spaces is within reasonably easy reach.

The substantial expansion of Port Harcourt has naturally involved a considerable increase in the general building programmes; and the growth of population, together with an increased standard of living, has significantly affected the required pace of house building.

VIII. Recommendation

A. The future organization of medical services to improve medical facilities in the grater Port Harcourt municipality be pursued vigorously by:

i. increased concentration on health care,
ii. Increased resources for public preventative health care,
iii. An improvement in the hospital facilities mainly in area with low numbers of beds.
iv. Increased budgetary resources for health care.
v. Increased and continual training of staff at all levels.
vi. The demand for adequate housing in Port Harcourt will involves several complex factors. It is therefore recommended that the following factors be put into consideration by government:
vii. to first determine the number of housing units, their standard and type, their cost, and their locations before embarking on housing projects.
viii. to consider completing all housing projects as planned.
ix. to avoid wasteful spending on construction of house that cannot be habited or being vandalised due to delay in completing or occupation.
x. Creek belt reservation areas be dredged to create more land for occupation. There are massive lands that can be reclaimed for use in providing housing accommodation.
xi. There should be proper design of houses with adequate building plans that must be duly approved. All buildings without necessary approved building plans be penalized.
xii. Rural-Urban migration into Port Harcourt needs to be checked or controlled to make the existing infrastructures adequate to serve the existing population.
xiii. It is also suggested that a minimum of four new cities be founded with specific functions attached to each. For example, Isaka city for games and sports related activities, Ahoada city for industrialization, Oyigbo city for commercial activities, Bori for agrarian city etc.
xiv. The eight urban towns granted urban cities by MelfordOkilo administration of which Amakalakala was one which has been shared to Bayelsa State, Ogu urban Town in Ogu/Bolo LGA, Bori in Bori LGA and others be developed as urban cities to decongest Port Harcourt City.

a) Recommendation for Further Studies

This study does not in a way pretend to have exhausted issues related to urbanization and its attendant problems in Nigeria. Therefore, the following areas are suggested for further research.

i. Government policies on transformation of rural areas to urban cities.
ii. Solutions to solving mono-city syndrome in Nigeria, etc.

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Appendix one

Population Census of Rivers State by Lga

The population development in Rivers as well as related information and services (Wikipedia, Google, images).

Name	Status	Population Census 1991-11-26	Population Census 2006-03-21	Population Projection 2016-03-21
Rivers	State	3,187,844	5,198,716	7,303,900
Abua - Odual	Local Government Area	134,420	282,410	396,800
Ahoada East	Local Government Area	...	166,324	233,700
Ahoada West	Local Government Area	...	249,232	350,200
Akuku Toru	Local Government Area	102,169	161,103	226,300
Andoni	Local Government Area	...	217,924	306,200
Asari-Toru	Local Government Area	166,788	219,787	308,800
Bonny	Local Government Area	76,124	214,983	302,000
Degema	Local Government Area	95,889	249,467	350,500
Eleme	Local Government Area	...	190,194	267,200
Emuoha	Local Government Area	154,923	201,057	282,500
Etche	Local Government Area	...	249,939	351,200
Gokana	Local Government Area	159,461	233,813	328,500
Ikwerre	Local Government Area	125,385	188,930	265,400
Khana	Local Government Area	207,095	292,924	411,500
Obio/Akpor	Local Government Area	263,017	462,350	649,600
Ogba - Egbema - Ndoni	Local Government Area	190,751	283,294	398,000
Ogu - Bolo	Local Government Area	...	75,282	105,800
Okrika	Local Government Area	...	222,285	312,300
Omumma	Local Government Area	...	100,388	141,000
Opobo - Nkoro	Local Government Area	...	152,833	214,700
Oyigbo	Local Government Area	85,334	125,331	176,100
Port-Harcourt	Local Government Area	440,399	538,558	756,600
Tai	Local Government Area	...	120,308	169,000
Nigeria	Federal Republic	88,992,220	140,431,790	193,392,500

Source: National Population Commission of Nigeria (web), National Bureau of Statistics (web).

The population projection assumes the same rate of growth for all LGAs within a state. The undercount of the 1991 census is estimated to be about 25 million. All population figures for Nigeria show high error rates; census results are being disputed.

Further Population Figures:
Gender (C 2006)
Males 2,673,026
Females 2,525,690
Age Groups (C 2006)
0-14 years 1,871,982

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Age Groups (C 2006)
15-64 years 3,160,996
65+ years 165,738
Age Distribution (C 2006)
0-9 years 1,262,446
10-19 years 1,214,221
20-29 years 1,036,110
30-39 years 681,847
40-49 years 472,846
50-59 years 265,117
60-69 years 149,058
70-79 years 67,059
80+ years 50,012

Questionaires

Section A (General)

1.0 Where is your place of origin? ……
……
1.1 (a) Are you employed? (Yes/No)
(b) If 2(a) is yes, how much is your monthly income?.....
……
……
……..
1.2 Why did you migrate to Port Harcourt? ……
……
……
……
1.3 If socio-economic facilities are provided in your Community or outside Port Harcourt, would you like to relocate? (Yes/No)
1.4 (a) Do you own the house you currently occupy? (Yes/No).
(b) If No, how much do you pay on rent? ……..
……
1.5 (a) Would you like to own your house? (i) Yes / No.
(b) What constraints do you have owning your house? ……..
……
……
……
……
1.6 Does the pace of urbanization match the rate of employment generation? (Yes/No).
1.7 Is the? provision of infrastructure such as roads, social services, adequate to meet the needs of the teeming populace? Yes/No.
1.8 What are the problems of rapid urbanization of Port Harcourt as a mono city?
……
1.9 What social and physical infrastructural facilities such as roads, social services etc. are provided by Government to improve the livingstandards of residents of Port Harcourt?
……
……
……
Is the mono-city status of Port Harcourt responsible for the congestion and criminal activities experienced in Port Harcourt? (Yes/No).
1.10 How many Households are in your house?.....
1.13) What is your household size?.....
(1) How many of you occupy your house? .....

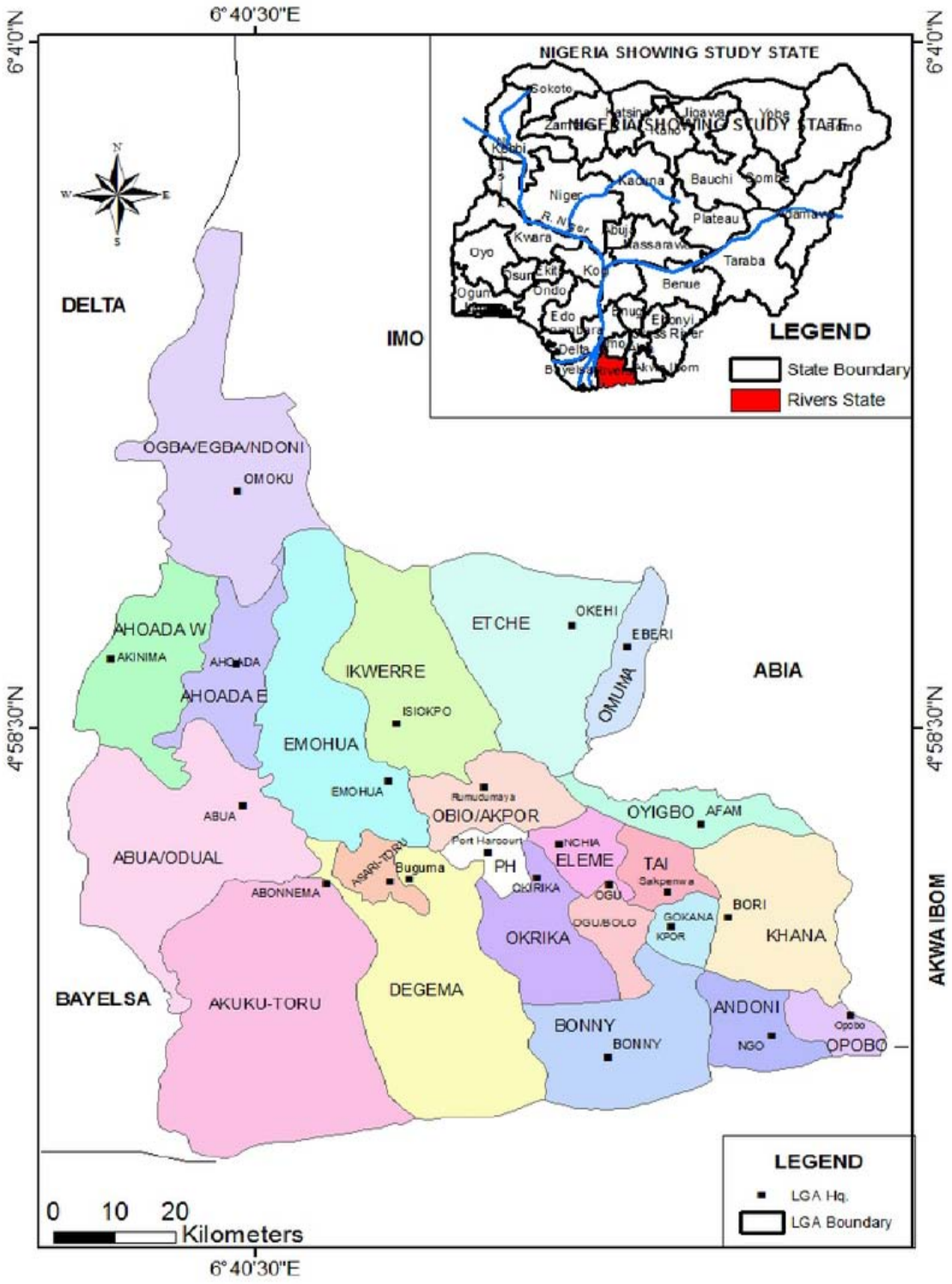
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(2) Are the facilities provided in your house adequate? Yes/No
(3) What are your suggestion(s) in improving the rapid urbanization problem of Port Harcourt?
.....

1.11 What are the various housing development plans for Port Harcourt Municipality?
……
……
……
……
1.12 Is the extent to which the housing stock replenished adequate? Yes/No).
1.13 Does the pace of urbanization match the rate of employment generation? (Yes/No)
1.14 What are the various plans of employing residents of Port Harcourt?.....
……
……
……
……
1.15 What social and physical infrastructural facilities such as roads, social services etc. provided by Government to improve the living standards of residents of Port Harcourt?
…….. ……
……
……
……
1.16 Provision of infrastructure such as roads, social services, adequate to meet the needs of the bourgeoning populace? Yes/No.
1.17 What are the problems of rapid urbanization of Port Harcourt as a mono city?
……..
……
……
1.18 Does the mono-city status of Port Harcourt responsible for the congestion and criminal activities experienced in Port Harcourt? (Yes/No).
Give reasons…….....
……
……
……..
1.19 Why did you leave your village to Port Harcourt?.....
……
……
……
……
1.20 Are you gainfully employed? Yes/No
1.21 How many rooms did you occupy? ……..
1.22 How many of you occupy your accommodation?.....
1.23 The facilities provided are they adequate? Yes/No
1.24 Is your accommodation situate at the street or waterfront?.....

1.25 If development extends to the rural areas, will you like to relocate? Yes/No.
1.26 What are your suggestion(s) in improving the rapid urbanization problem of Port Harcourt? ……...
……
……
……
1.27 What advice do you have for the Government?.....
……
……
……

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