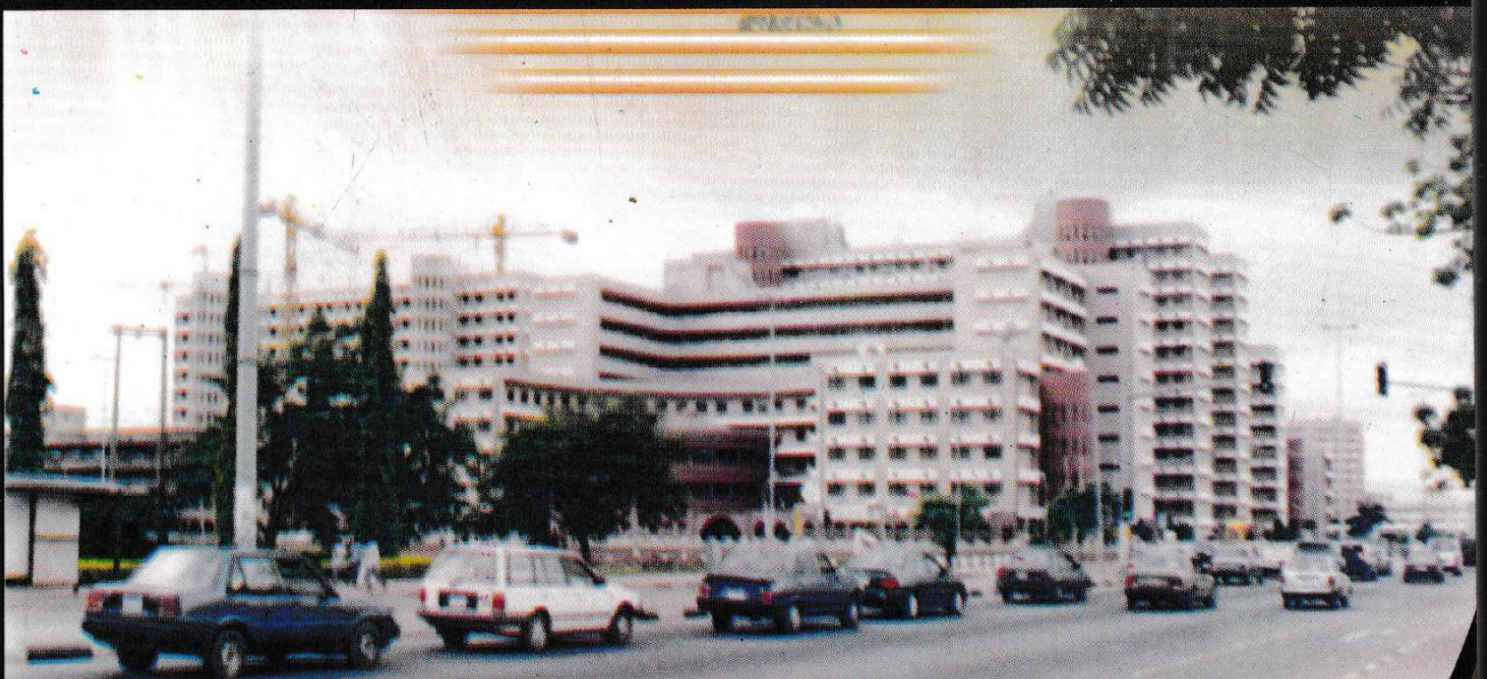


# Physical Development Urban *of* Nigeria

EMERGING TRENDS AND CHALLENGES



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## **Residential Mobility and Landuse Planning: A Case Study of Uyo Urban**

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### **INTRODUCTION**

**D**ifferent reasons impel people to move. Generally, people who decide to move or change location do so for better economic, political or cultural reasons or actually to enjoy certain amenities. While the provision of infrastructural facilities is known to enhance the comfortability of a place, thereby sustaining the desirability to stay, the insufficiency or complete absence of such facilities heightens the propensity to move. The situation usually induces a stress-strain effect on the individual or groups and acts as a push factor, catalyzing the decision to move or stay, depending on how the problem is perceived.

In literature, residential mobility appears to be a complex phenomenon. The decision to move has long been examined from several points of view. Simmons (1968) has given several of these views. The social psychologist, he said, sees the household that moves as acting under various kinds of stress. The economist views the move as maximizing satisfaction of the household requirements. The human ecologist treats it as an element in a larger pattern of movement or as part of the process of growth and succession.

From whatever point of view one sees it, the decision to move is complex. On one hand, it is concerned with the needs and values of the household, which change overtime, while on the other hand, it has to do with the characteristics of the

environment, which encompasses home, neighbourhoods and alternative locations. From whichever perspective one considers it, residential needs generated by life cycle changes are the cause of major moves and produce high rates of out-movements within a city.

Residential mobility has important implications for both individual and population. Neighbourhoods and metropolitan areas vary in terms of the quality of housing, type of social interactions, economic opportunities and services they offer to their residents. As a result, mobility between different geographical units has a potential significance on the life changes available to individual and families. Mobility also entails the description of established social ties and daily routine.

Withnow (1994) has commented on the unprecedented rate of geographical mobility in modern society and has opined that people no longer live in the same neighborhood all their lives and this trend has tended to uproot families from neighborhood and kins. This is in agreement with what Poponoe (1985) has cited as the high rate of residential mobility in explaining why neighborhoods are supposedly becoming anonymous. Fisher (2000) has observed that residential mobility poses a problem to neighbourhoods as well as to individuals. Neighbourhoods with high rates of residential turnover do experience more problems than stable neighbourhoods.

These problems vary from disorder, crimes, disruption of socialites among residents to break down of law and order. These occur because residents in unstable neighborhood know one another less well. Haveman et al (1991) have maintained that residential mobility at the individual level affects not only the individuals to lose touch with some kins and friends but also affects their children's emotional well being and performance in school.

Nevertheless, there are people to whom residential mobility poses a greater social and emotional risk. There are those who are forced to move. This category includes victims of natural or man-made disasters, the poor who cannot meet housing costs, dependent wives who must follow their husbands' job changes or residences preferences. Even in such cases, mobility still is benign but coerced movers do face higher risks than voluntary mover (Fischer et al, 1977).

Overall, the reasons to move or change home and neighbourhoods have been summarized into a limited number of categories that are not mutually exclusive. They include:

- (a) Changes in life course such as getting married, getting a divorce or needing less space when the children leave home.
- (b) Changing career such as getting a job, receiving a career transfer or retiring.
- (c) Forced movements associated with urbanization, construction, building deterioration, neighbourhood violence or similarly rejected alterations in activity space.
- (d) Changes in residences associated with individual personality (chronic mobility) (Getis et al, 2000).

In Uyo urban, which is the case study area for this chapter, the spatial distribution of demographic characteristics is a major factor relating to differentiating mobility rates throughout the city, while housing and access requirements of various life cycle groups dominate the patterns of mobility. As earlier noted, residential needs generated by life cycle changes can cause majority of moves and produce high rates of out-movements in all parts of the city. Although, economic reasons generally impel more movements between urban centers, the high rate of intra-urban residential

mobility is occasioned by the mobility of a few age groups (life cycle changes) since the differentials attributable to occupation, income etc are minor.

*The questions this chapter raises are:*

- (i) Why do urban residents move?
- (ii) What is the frequency of residential change?
- (iii) Is there any pattern or sequence of the rate of residential mobility?
- (iv) What are the implications of residential mobility for land use planning?

These questions are considered with the aim of appraising the rate of residential mobility and its implication for planning in Uyo urban over a ten-year period. The specific objective of this chapter is to analyse mobility pattern and relate it to land use structure of Uyo urban and to discuss its implication for planning in the context of Nigerian urban environment.

## **RESIDENTIAL MOBILITY AND URBAN PLANNING: THE CONCEPTUAL FRAMEWORK**

Intra-urban residential mobility has long been a major concern to urban planners (Moore, 1972; Simmons, 1968). Indeed, it is this mobility, largely responsible for the changing socio-economic patterns of neighbourhood, which is generally associated with the deterioration and decline of particular regions within cities (Cadwallader, 1978). To date, generally, there have been two traditions of research on residential mobility: the geometric and behavioral traditions. The geometric tradition is concerned with identifying regularities, which involve the frictional effect of distance (Morris, 1988) and directional biases associated with the structural characteristics of cities (Clark, 1972).

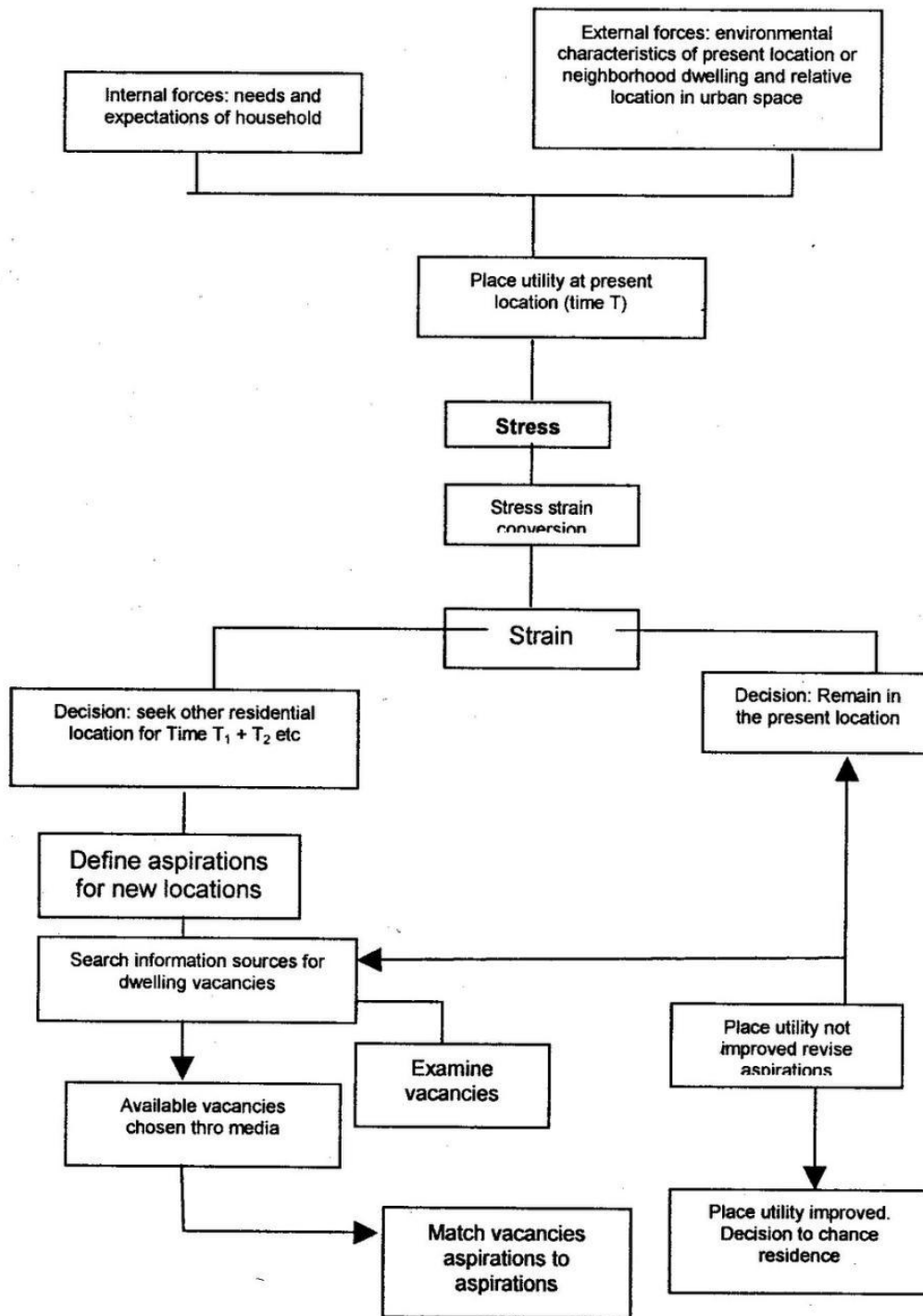
The behavioral tradition, which focuses on the individual decision makers is concerned with the reasons why people move and attempts to construct models that describe the individual decision making process (Cadwallader, 1978). Such model (Fig. 17.1) normally conceptualizes the decision making process as being composed of the decision, the search for available alternatives and the evaluation of those alternatives (Brown and Moore, 1971). The practice of land use planning is yet to adequately address the problem of incoherence and discomfort afflicting the urban dweller within the urban set-up.

The conceptual framework within which this study is based is posited on two theories:

### **Personal Construct Theory**

This is based on interpretation one places on events, places, objects or situations. The building pillars of such constructs are environmental perception and cognition, and stress-strain and coping. According to Enoh (1997), the environment, in which one finds himself is really a large-scale surface, the stimuli sensing capacities and mobility of man are very limited yet varied amongst individuals. This is further influenced by the way the individual perceives his environment. This perception is also conditioned by the way an individual filters in the stimuli he receives and uses it to arrive at far reaching decisions. This too differs amongst individuals. The difference may, infact, be attributed to the cultural, social, economic, educational or psychological differences between two persons.

Stress-strain and coping on the other hand, address how an individual identifies a stress and adopts strategies to cope with such intrusions. Stress can be defined as any influence, which arises from internal or external environment, interfering with the



**Fig. 17.1: Behaviour Tradition Model**  
**Source: Brown L. A. Moore (1971)**

satisfaction of basic needs or which disturbs or threatens to disturb the stable equilibrium. Several stresses come to man through job, media, innovations. Whenever the stressor index is high, a stress-strain conversion is attained and action is contemplated and taken. Thus, it is this action taken, which is referred to as coping. The coping construct envisages three types of actions:

- (i) The individual may decide to stay and remain in site
- (ii) He may resort to acquiescence
- (iii) He may decide to move to a new or better environment

### **The Push-pull Theory of Mobility**

The push-pull theory of mobility suggests that mobility takes place because of an individual assessment of three sets of factors:

- (a) Strains and conditions that push the person to consider leaving his place of origin.
- (b) Destruction of the characteristics of the place that initially attract the person.
- (c) Intervening factors that either lower or raise the cost of carrying out the move.

However, there are a number of individual level characteristics that might shape the relative benefits of the origin and destination characteristics and the perceived possibility of making a move is different for different individuals. For instance, a great job opportunity might be enough to spur one individual to move to countryside while for another person the same job opportunity might not be sufficient to outweigh the hassles and costs of making the move.

### **PRESENTATION OF DATA AND PRELIMINARY FINDINGS**

Uyo Urban is zoned into eight sectors. The sector under study



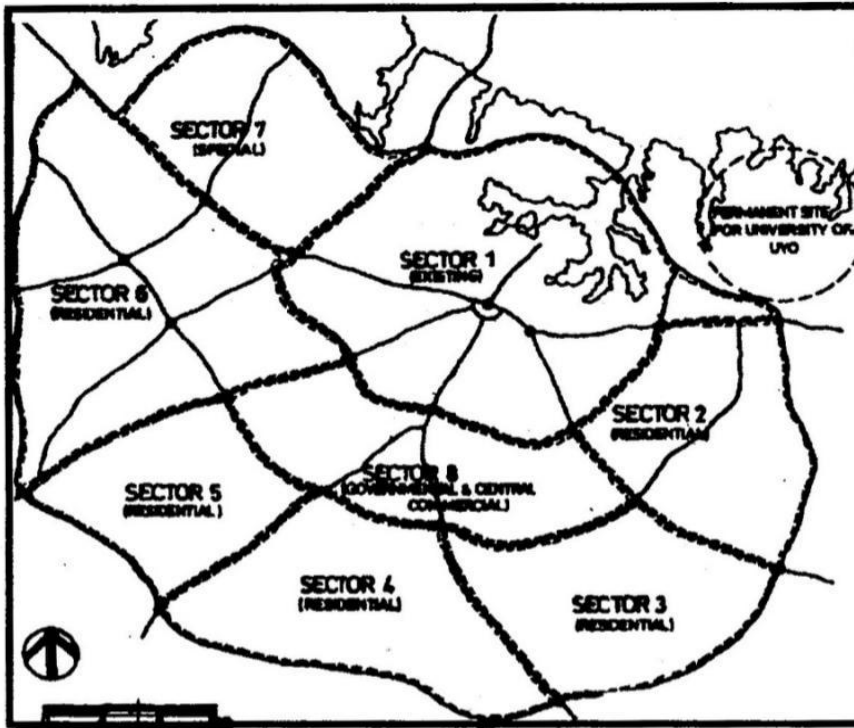
is sector 1 whose land use is predominantly residential/commercial and is commonly referred to as the central business district (CBD). For convenience and detailed coverage, the sector is further divided into six sub-sectors viz:

- Sub-sector 1:** Part of the city bounded by Oron Road, Nwaniba Road and Wellington Bassey Way.
- Sub-sector 2:** Part of the city bounded by Nwaniba Road and Oron Road, which also encloses Itiam- Eniong-Ewet Housing Estate.
- Sub-sector 3:** Part of the city bounded by Oron Road Aka Road and Nsikak Eduok Ring Road.
- Sub-sector 4:** Part of the city bounded by Aka Road and Abak Road, which also encloses Federal Housing Estate.
- Sub-sector 5:** Part of the city bounded by Abak Road and Ikot Ekpene Road.
- Sub-sector 6:** Part of the city bounded by Ikot Ekpene Road and Wellington Bassey Way and which, also encloses Uniuyo Main Campus as well as the Uniuyo Annex.

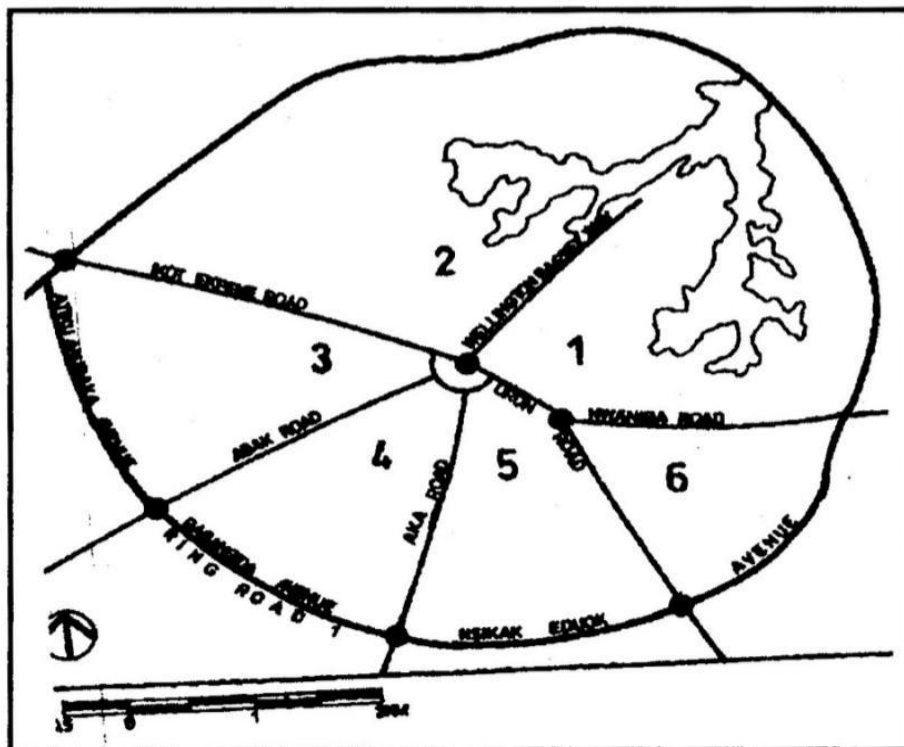
A total of 1,000 questionnaires were administered and 868 collected. However, 132 could not be accounted for. From the study conducted, the following preliminary results were obtained:

- Sub-sector 1** accounts for 149 respondents or 17.17 percent
- Sub-sector 2** accounts for 172 respondents or 19.82 percent
- Sub-sector 3** accounts for 138 respondents or 15.89 percent
- Sub-sector 4** accounts for 142 respondents or 16.36 percent
- Sub-sector 5** accounts for 141 respondent or 16.24 percent
- Sub-sector 6** accounts for 126 respondents or 14.52 percent

**Fig. 17.2: The 8 Sectors of Uyo Master Plan**



**Fig. 17.3: The 6 Sub-sectors in Section 1 of Uyo Master Plan**



The study reveals that the frequency of mobility among residents is quite high as most respondents are residentially mobile. Figures show that 95.4 percent of family heads moved into the city between 1991 and 2001 while 4.6 percent were living in the study area before 1991. 69.6 percent of the respondents live in one-two room accommodation while 30.4 percent live in 3-bedroom accommodation and duplexes as initial accommodation. The tenure pattern shows that 85.8 percent of the respondents live in rented accommodation while the remaining 17.2 percent live in owner-occupier accommodation.

**Table 17.1:** Reasons for Change of Residence Among Households

	Sub-sector 1	Sub-sector 2	Sub-sector 3	Sub-sector 4	Sub-sector 5	Sub-sector 6	Total sample population	% age of sample
Increased Rent	149	172	138	142	141	126	868	-
Better housing environment	12	14	11	12	11	10	70	8%
Desire to occupy personal house	22	26	21	21	21	19	130	15%
To change environment	18	21	17	17	17	15	105	12%
Better facilities (light/water)	7	9	7	7	7	6	43	5%
To be close to colleagues	12	14	11	11	11	10	69	7%
To be close to workplace	3	3	3	3	3	3	18	2%
To be close to church + children	13	16	12	13	13	11	78	9%
To avoid flooding due to storm water	4	3	3	3	3	3	19	2%
Desire for bigger accommodation	9	10	8	9	9	7	52	6%
No information	9	10	8	9	9	7	52	6%
	40	46	37	37	38	34	232	27%
<b>Total</b>	<b>149</b>	<b>172</b>	<b>138</b>	<b>142</b>	<b>141</b>	<b>126</b>	<b>868</b>	<b>100%</b>

**Source:** *Field Survey, 2004*

**Table 17.2:** Change of Residence due to Environmental Amenities

	Sub-sector 1	Sub-sector 2	Sub-sector 3	Sub-sector 4	Sub-sector 5	Sub-sector 6	Total Sample Population	% age of sample
	149	172	138	142	141	126	868	-
Change of residence due to environmental decay. Quest for residences with improved conditions of light and water supply	57	65	52	54	54	48	330	38%
Quest for improved road network	43	50	40	41	41	36	251	29%
Quest for improved drainage of storm water	45	52	42	43	42	38	262	30%
No information	4	5	4	4	4	4	25	3%
<b>Total</b>	<b>149</b>	<b>172</b>	<b>138</b>	<b>142</b>	<b>141</b>	<b>126</b>	<b>868</b>	

Source: Field Survey, 2004

### DETERMINATION OF RESIDENTIAL MOBILITY IN UYO URBAN

Out of 868 responses sampled, 47 percent respondents have changed their residences, while 43 percent respondents have not done so over the 10-year period. The remaining 10 percent were unco-operative.

**Table 17.3:** Change of Residence due to Incompatible Land Uses

	Sub-sector 1	Sub-sector 2	Sub-sector 3	Sub-sector 4	Sub-sector 5	Sub-sector 6	Total Sample Population	% age of sample
Noisy environment	73	84	68	70	69	62	426	49%
Overcrowded neighborhood	67	78	62	64	64	57	392	45%
No information	9	10	8	8	8	7	50	6%
<b>Total 149</b>	<b>172</b>	<b>138</b>	<b>142</b>	<b>141</b>	<b>126</b>	<b>868</b>	<b>100</b>	

Sources: Field Survey, 2004

$$\text{Mobility Rate (MR)} = \frac{\text{Movers}}{\text{Total samples}} \times \frac{1}{\text{No. of years}} \times \frac{100}{1} \times \text{Population}$$

**Where:**

Movers = Number of the sampled population who have changed residences over the 10 year period under study.

Hence, Movers = 868-372  
= 495 total sampled

Population = 868

No. of years = 10

Thus MR =  $\frac{495}{868} \times \frac{1}{10} \times \frac{100}{1} = 5.7\%$

Thus, the overall mobility rate for Uyo Urban is determined at 5.7per cent per annum. The mobility rates for the six sub-sectors under study were also obtained using the same formula. Thus, the mobility rates of the different sub-sector were obtained as in Table 17.4 below:

**Table 17.4:** Mobility Ratios between Sub-sectors in Uyo Urban.

<b>SECTORS</b>	<b>MOBILITY RATES</b>
Sub-sector 1	4.6%
Sub-sector 2	4.7%
Sub-sector 3	4.7%
Sub-sector 4	4.7%
Sub-sector 5	4.6%
Sub-sector 6	4.6%

**Source:** Authors Compression

The foregoing reveals that most part of the Uyo Urban are residentially mobile at an average residential rate of 4.7percent within the various sectors, which is quite high.

Out all the reasons given for change of residences by the respondents, the quest for better housing environment ranked uppermost with 15 percent, the desire to own and occupy personal houses came second with 12 percent, while closeness to workplace with 9 percent, high rent and better facilities (light/water) each with 8 percent respectively followed. The quest for bigger accommodation with 6 percent and closeness to church/children's school with 2 percent took the rear respectively.

At more detailed look at housing environment and facilities in Uyo, the quest for residences with improved conditions of light and water supply ranked highest with 38 percent, while the quest for, improved drainage and improved road network conditions were 30 percent and 29 percent respectively. Further investigation reveals that while 49 percent of the total respondents indicated a desire to move away from residences very close to the noisy commercial centers, 45 percent would not mind the noise given low rent, business opportunities as priority consideration.

### **IMPLICATION OF FINDINGS AND SUMMARY**

The study has shown that mobility rate of Uyo urban is about 5.7 percent, which is quite high. Furthermore, there is an insignificant difference in mobility rates between the sub-sectors as reflected in Table 17.4. This implies that all the six sub-sectors under study are residentially unstable. However, the study has revealed that movers do not just move non-directionally. Quite a number of the respondents who have changed residences moved from the center of the city to the periphery.

The reasons for these may not be unconnected with depleting stock of desirable housing within the city center, acute shortage of land for housing development and where land is

available, incompatibility of land uses. Hence, there are high hopes and aspirations on the part of the movers that the periphery would provide an ideal housing environment and sustainable housing development. However, the "periphery" is only a part of Uyo urban, which by virtue of the zoning ordinance may be the next phase of the master plan implementation. The implication of this trend of development for planning is that necessary steps must be taken to curtail haphazard and sub-standard development of residential housing as well as incompatible land uses in the emerging larger urban setting.

Secondly, the study also has revealed that voluntary mobility arising from changes in economic or family status, from all indications, will keep on increasing and the search for better housing condition will continue. Besides, involuntary movers, that is, forced movements associated with urbanization, building/construction) have been on the increase in the last four years when the predominantly residential/commercial land use of Uyo central business district (CBD) was changed to recreational area through government intervention. Residents in this part of the city were forcefully thrown into a search for housing accommodations in other parts of the city as well as in the periphery.

Thirdly, the frequency at which residents change their accommodation is quite high. This is so because housing provision is not necessarily the building of houses alone but includes all the attendant environmental/physical infrastructures and utilities that make the environment a livable one. Hence, desirability of a housing unit with adequate light and water supplies could be rejected in the face of excessively high rent and lack of access into such dwelling.

## **CONCLUISON**

The National Housing Policy has furnished participants in housing delivery on what an ideal housing environment should be like. There is therefore the need for private/organized private sector, government agencies and other non-governmental agencies involved in housing delivery to consider active housing production as a pertinent and urgent priority. In a bid to do so, they must provide all the necessary bulk of services/utilities that go with housing to enhance the housing environment and curtail out-movements in search of such qualities in other parts of the city. Housing delivery in any Nigerian urban environment should follow a detailed, planned and controlled process to achieve the desired result.

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