



## Urban Liveability: A Comparative Study of Key Performance Indicators in Selected Neighbourhoods in Port Harcourt Municipality, Rivers State, Nigeria.

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### ABSTRACT

As the world journeys towards socio-economic growth, an essential aspect of this growth borders on how liveable human settlements have proceeded against economic growth. This study is a comparative assessment of liveability and quality of life in three (3) selected neighbourhoods in Port Harcourt. The study adopted the cross-sectional survey research design. Both primary and secondary data were used while descriptive statistics in the form of Standard deviation, mean and Percentage were employed for data analysis. Findings show that there is spatial variation in the quality of life indices among the various neighbourhoods in Port Harcourt. While some neighbourhoods appear to have performed fine in some indicators, others did poorly. On the nature of land use distribution, there were more mixed uses in the Main Town ( $\bar{x}=2.4$ ) and Borikiri ( $\bar{x}=2.4$ ) compared to Reclamation Area ( $\bar{x}=1.9$ ). Plot sizes also varied among neighbourhoods in Port Harcourt as plots in Main Town appear to be more adequate ( $\bar{x}=3.0$ ) followed by Borikiri neighbourhood ( $\bar{x}=2.0$ ) and Reclamation layout ( $\bar{x}=1.9$ ). There was poor and moderate access to higher education in the neighbourhoods, with a mean score of 2.4 for Borikiri, and 3.0 for Reclamation Layout (Dockyard) while Main Town has a mean score of 3.2. Most residents in Reclamation Area, Borikiri and Main Town rated their neighbourhood low with mean scores ( $\bar{x}$ ) of 1.4, 1.6 and 2.2, respectively. Findings also show poor and moderate access to higher education in the neighbourhoods, with a mean score of 2.4 for Borikiri, and 3.0 for Reclamation Layout (Dockyard) while Main Town has a mean score of 3.2. In terms of public open spaces where children and youth can play informal sports safely without complaint, Main Town appeared better ( $\bar{x}=3.2$ ) followed by Borikiri ( $\bar{x}=1.6$ ) and Reclamation Layout ( $\bar{x}=1.5$ ). Parks that cater for youth in the neighbourhood are found more in Reclamation Layout ( $\bar{x}=1.8$ ) than in Main Town ( $\bar{x}=1.6$ ) and Borikiri neighbourhoods ( $\bar{x}=1.6$ ) while Provision of easy access to the neighbourhood outside play areas is found more in Main-Town ( $\bar{x}=2.6$ ), followed by Borikiri ( $\bar{x}=1.6$ ) and Main Town ( $\bar{x}=2.0$ ) neighbourhoods. There is a need for the adoption of an integrated approach to urban growth management through a well-thought out land use planning as a way to improve the quality of life in neighbourhoods in Port Harcourt.

**Keywords:** liveability, quality of Life; urban growth; neighbourhood; socio-economic growth

### 1.0 Introduction

Liveability assessment is one of the best ways of measuring city and neighbourhood standards of living globally. Liveability entails those expectations that a suitable living environment offers humans and non-humans. Cities around the world, mainly in most developing countries are adjudged to be deficient in some liveability indicators according to the World Cities Liveability Ranking Index. According to a report from the Economist Intelligence Unit (2017), of the 140 cities covered in a survey, Lagos made the list of the ten least liveable cities in the world with a rank of 138th (36%) out of 140 cities. Focusing on liveability is important because cities have to cope with issues like neighbourhood degradation even as more people move from rural areas to the cities. The speed and size of urbanization have created severe problems in most cities such as shortage of clean drinking water, insufficient infrastructure, poverty and substandard housing (Angotti, 2013).

Port Harcourt, the capital of Rivers State is home to oil and gas activities and houses most of the social infrastructure in the state. The presence of job opportunities, social amenities and a haven for commerce may account for the rapid rural-urban migration experienced in the city. The burgeoning population of the city also tasks the capacity of the existing facility to cope leading to their breakdown with attendant effects on the resident's quality of life. This study therefore a comparative assessment of the quality of life in selected neighbourhoods in Port Harcourt using the selected indicators and dimensions.

## 2.0 Study Area

Port Harcourt city lies between longitude 7°0'00'' and 7°20'00''E and latitude 5°0'00'' and 4°40'00'' (see figure 1) The city is the economic hub of Nigeria's oil and gas industry. It is located in the Niger Delta and bounded to the north by Obio/Akpor Local Government Area, east by Eleme Local Government Area, west by Degema Local Government Area and south by Okirika Local Government Areas.

The city is found along the Bonny River which is located in the Niger Delta. The city was founded in 1912 during the British colonial rule. With the discovery of crude oil in the fifties, the city became the focal point of Nigeria's oil and gas economy. The location advantage of the city such as its closeness to the Atlantic Ocean is a factor in its preference and growth as a major industrial hub among the states in the Niger Delta. This phenomenal growth accounts for the very rapid rural-urban drift into the city that in turn affects the quality of life of residents.

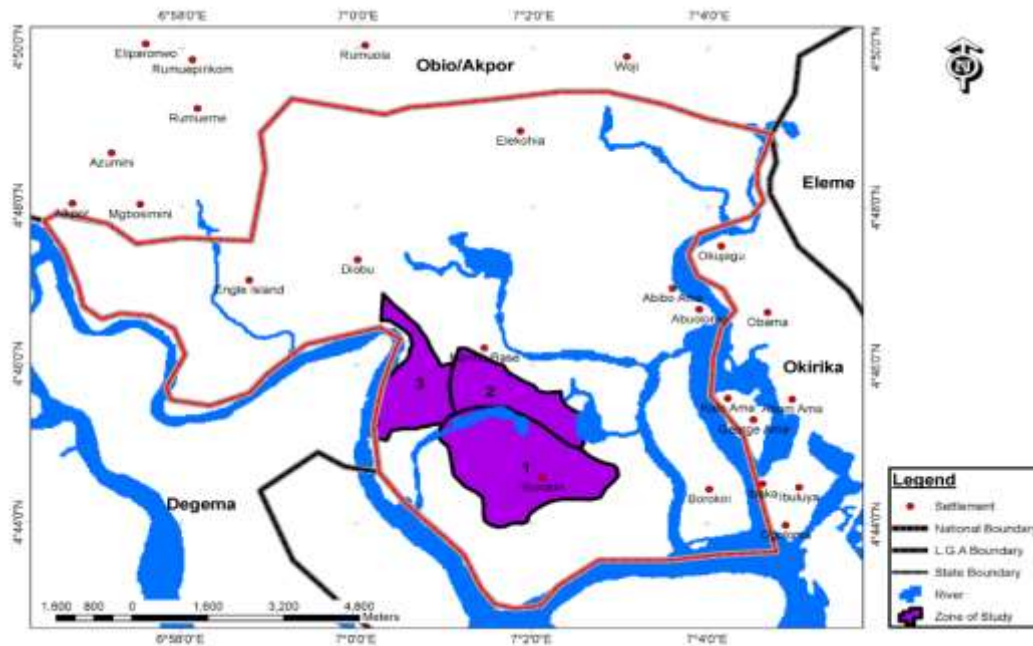


Figure 1: Study Neighbourhoods

Source: Port Harcourt Master Plan (1975) and Researchers Modification (2023)

## 3.0 Conceptual Orientation and Literature Review

Although liveability as a concept has become somewhat like a 'buzz' word appeared in literature in the 1950s as a powerful linguistic tool in Vancouver with The Electors Action Movement (TEAM) (Ley, 1990 & Kaal, 2011). According to Herrman and Lewis, (nd), further development of the concept of liveability as a planning-related term was seen in 1999 with the Gore/Clinton Liveability Agenda, a framework for coordinating and adding billions of dollars of funding for "new tools and resources to preserve green space, ease traffic congestion, and pursue regional "smart growth" strategies.

In the United States, the concept of liveability gained significant traction in 2009 as a set of guiding principles from the new Partnership for Sustainable Communities (PSC), a collaboration between the U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA) (Gough, 2015).

The concept of 'liveability' is pertinent since liveability affects the decisions people make about where they choose to live, determines the degree to which they participate in decision-making on matters meeting their well-being and reinforces the need for planning to produce better places for living, working and recreation. The importance of liveability to man's general well-being may inform the attention it has attracted from diverse authors in literature. For AARP, (2005), an ideal liveable community has affordable and appropriate housing, supportive community features and services, and adequate mobility options, which together facilitate personal independence and the engagement of residents in civic and social life.

Clark (2013) sees livability as an arrangement of physical conditions that coordinate the nature and built environment to create safety and comfort, including great exteriors, and offer simple access to services and transit. A livable city addresses the issues of its residents for clean air and water, adequate housing, Safe Street, secure open spaces, employment and economic opportunities, and essential amenities like education, health care and sanitation (Weje and Worahu, 2018). Livability is defined as the quality of life experienced by residents within a neighbourhood, city or region (Krishna, 2019). From the professional point of view, it is expected to exhibit the following: have a secure or safe public space; ensure a healthy environment; guarantee good job opportunities; ensure an integrated public transport system; foster accessible facilities for all; ensure greater transparency and good

governance (devoid of political interference corruption). Weje and Worahu (2018) examined the relationship between neighbourhoods' liveability for open space and residents' socioeconomic characteristics using the Multiple Classification Analysis (MCA). Their result showed that monthly income ( $\eta_1 = 1.334$ ) and residents' occupation ( $\eta_2 = 0.849$ ) are the most important factors that correlate with open space in the neighbourhood.

Wokekoro and Owei (2014) assessed the Residential Quality of Life in Informal Settlements in Port Harcourt Municipality. They observed that the residential quality of life in the informal settlement of Port Harcourt Municipality was low with garbage in the neighbourhoods. The study further revealed that 28.8% of the residents in these neighbourhoods were unhappy with their residential quality of life and 52.9% of the residents perceived their neighbourhoods to be of medium quality. The study advocates for the provision of public infrastructure and services, while the perceptions and preferences of the beneficiaries and target population must be taken into account to achieve user satisfaction.

Although some studies (Weje and Worahu (2018); Wokekoro and Owei (2014) for instance on quality of life have been done in the study area, none attempted a comparative assessment of quality of life in the study area. The present study, therefore, is a comparative assessment of the level of liveability among selected neighbourhoods in Port Harcourt using selected indices all of which will aid residents to make informed decisions in choosing areas of residence.

#### 4.0 Methodology

This work adopted the cross-sectional survey research design since it does not intend to manipulate any variable under investigation. Port Harcourt has 22 existing neighbourhoods, fifteen per cent (15%) of these neighbourhoods were selected for the study using the simple random technique. The selected neighbourhoods are the Borikiri neighbourhood, Main Town neighbourhood and Reclamation Layout.

Secondary and primary sources of data were used for the study. The secondary data was obtained online and hard copies from books, journals, magazines, conference papers, newspapers. The principal instrument for the collection of primary data was the use of household questionnaire. The questionnaire items were formulated such that they were simple and with minimized measurement error. Questionnaire information was collected from a probability sample of adult household members. The population of the three neighbourhoods were projected to the year 2023 and household size determined. To determine the sample size, the Taro Yamane formula was applied at a 5% level of confidence.

The sample size for the study was ascertained to be 399 respondents using the Taro Yamane formula. To determine the number of questionnaires to be distributed in each of the sampled neighbourhoods, the proportional allocation method was used. (See Table 1).

**Table 1: Population, Population Projection, and Sample Size.**

S/N	Selected Neighbourhoods	Base Population (1991)	Projected Population (2023)	Total Number of Household	Number of Questionnaires to administer
1	Main Town	12,369	92,795	15,466	40
2	Reclamation Layout (Dockyard)	71,388	535,566	89,261	232
3	Borikiri Layout	39,214	294,190	49,032	127
<b>Grand Total</b>		<b>122,971</b>	<b>922,551</b>	<b>153,759</b>	<b>399</b>

Source: National Population Commission (NPC), 1991 and Researchers' Modification

The questionnaire consists of an open-ended question, check-list and tabulated questions and five (5) a point Likert scale and was divided into 4 parts

In measuring liveability, four (4) policy areas that served as indicators were used. These indicators are crime and safety, housing, Education and public open space. Data were analysed using descriptive statistics in the form of Standard deviation, mean and Percentage. Information on the different socioeconomic backgrounds and perceptions of neighbourhood liveability was analysed and presented using compare means statistics in the forms of Cronbach coefficient/index. The rating used is:

1.00 – 1.80	=	1 – 20%	means Very Poor
1.81 – 2.60	=	21 – 40%	means Poor
2.61 – 3.40	=	41 – 60%	means moderate
3.41 – 4.20	=	61 – 80%	means Satisfied
4.21 – 5.00	=	81 – 100%	means Very Satisfied

## 5.0 Results and Discussion

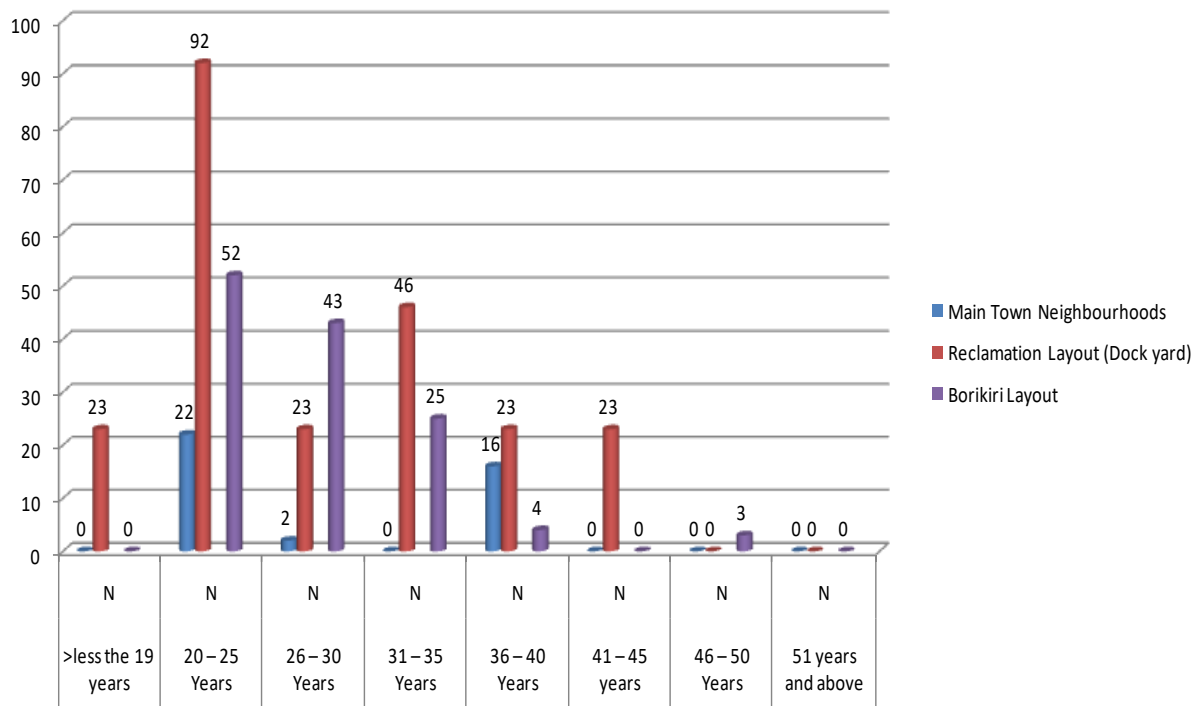
### 5.1. Socio-economic Characteristics of Respondents

The sex distribution shows that 68.17% of the respondents are males while the remaining 31.83 are females. In essence, there are more males than females in the sampled population of the three neighbourhoods in the study area, as shown in Table 2. Figure 2 shows the age distribution of the respondents. The result shows that respondents between 20 – 25 years are in the majority (41.81%), followed by those in the age bracket of 31-35 years (17.88%). Those in the age category 46 – 50 years and above, constitute 0.76%) of the respondents.

**Table 2: Sex of Respondents**

Neighbourhood Area	Males		Females		Total
	Freq.	%	Freq.	%	
Main Town	32	8.02	8	2.01	40 (10.03%)
Reclamation Layout (Dockyard)	163	40.85	69	17.29	232 (58.15%)
Borikiri Layout	77	19.30	50	12.53	127 (31.82%)
<b>Total</b>	<b>272</b>	<b>68.17</b>	<b>127</b>	<b>31.83</b>	<b>399 (100%)</b>

Source: Researcher’s Field Survey, 2023



**Figure 2: Age of the Respondents**

Source: Researchers Field Survey, 2023

Table 3 shows the occupations of the respondents. The table reveals that the majority of the respondents are businessmen/Traders (28.07%) and Civil servants (24.81%). The lowest proportion of the occupational structure was observed to be unemployed, student, and public servant accounting for 22.81%, 17.54%, and 6.77%, respectively.

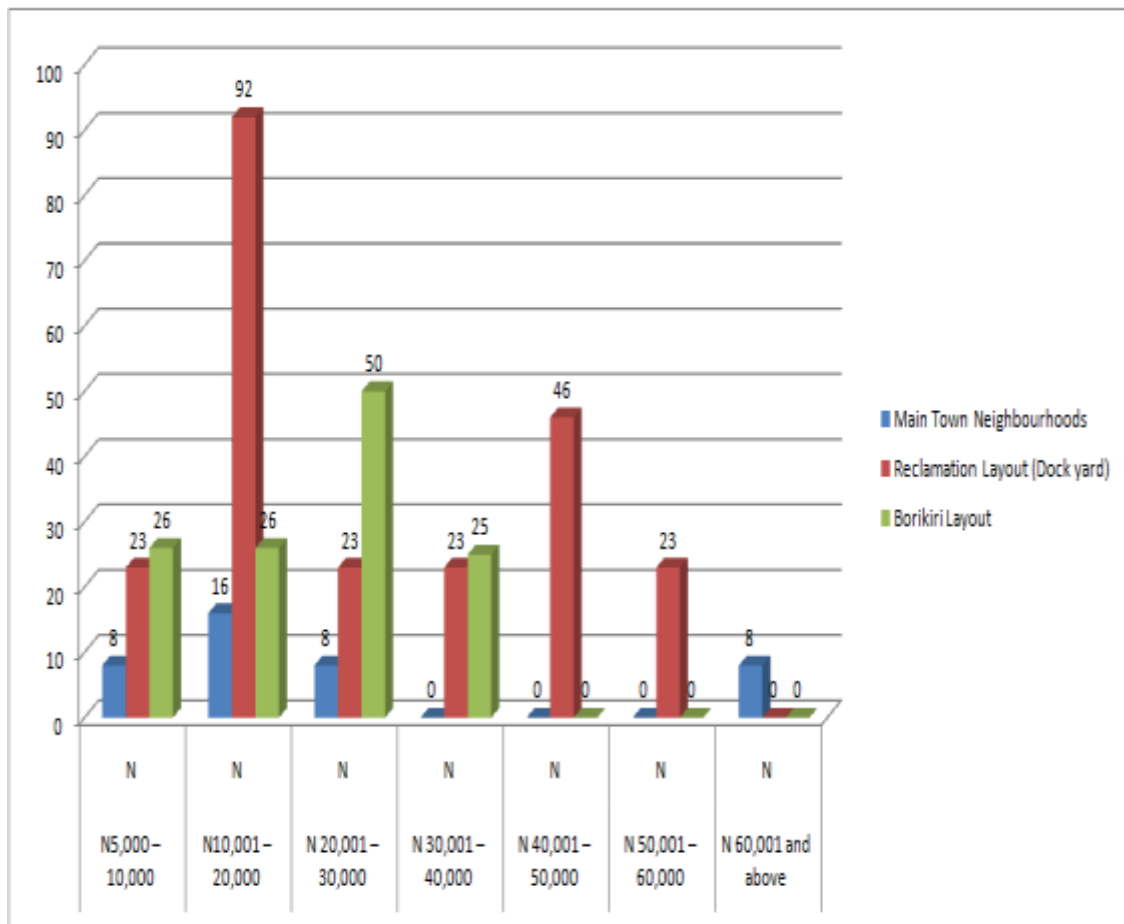
Figure 3 shows that the majority of the respondents earn a salary between N10,000- N 20,000 (33.8%). Those in the salary category of N20,001–N30,000 constitute 18.4%, while those who receive N60,000 and above constitute 8% of the respondents. The distribution of educational status shown in Table 4 reveals that the majority (39.0%) of the respondents acquired secondary education. These categories accounted for the highest proportion of the sampled

respondents. This was followed by Territory Education, Primary Education, Acquired Skill, and Uneducated accounting for 22.2%, 13.6%, 12.8%, and 12.3% respectively. One can deduce that the majority of the sampled residents are educated.

**Table 3: Occupation of Respondents**

Neighbourhood Area	Attributes										Total	
	Public Servant		Businessmen/ Trader		Civil Servant		Unemployed		Student		Total	%
	Freq.	%	Freq.	%	Freq.	%	Freq.	%	Freq.	%		
Main Town Neighbourhoods	8	20.0	15	37.5	8	20.0	7	17.5	2	5.0	<b>40</b>	
Reclamation Layout (Dockyard)	46	20.0	92	40.0	25	10.0	23	10.0	23	10.0	<b>232</b>	
Borikiri Layout	-	-	38	29.9	25	19.7	52	40.9	12	9.4	<b>127</b>	
<b>Total</b>	<b>27</b>		<b>112</b>		<b>101</b>		<b>91</b>		<b>70</b>		<b>399</b>	
<b>% Total</b>	<b>6.77</b>		<b>28.07</b>		<b>24.81</b>		<b>22.81</b>		<b>17.54</b>		<b>100</b>	

Source: Researcher’s Field Survey, 2023



**Figure 3: Respondent's Monthly Income**

Source: Researcher’s Field Survey, 2023

**Table 4: Respondent Level of Education**

Neighbourhood	Attributes										Total
	Uneducated		Primary Education		Secondary Education		Acquired Skill		Territory Education		
	Freq.	%	Freq.	%	Freq.	%	Freq.	%	Freq.	%	
Main Town Neighbourhoods			3	7.5	8	20.0	3	7.5	26	65.0	<b>40</b>
Reclamation Layout (Dockyard)	46	20.0	23	10.0	117	50.0	23	10.0	23	10.0	<b>232</b>
Borikiri Layout	3	2.4	28	22.0	32	25.2	25	19.7	39	30.7	<b>127</b>
<b>Total</b>	<b>49</b>		<b>54</b>		<b>155</b>		<b>51</b>		<b>88</b>		<b>399</b>
<b>% Total</b>	<b>12.3</b>		<b>13.6</b>		<b>39.0</b>		<b>12.8</b>		<b>22.2</b>		<b>100</b>

Source: Researcher's Field Survey, 2023

### 5.2 Perception of Crime and Safety among Neighbourhoods in Port Harcourt

The result of residents' perception of crime and safety (Table 5) shows that there is significant variation in the perception of residents on the crime and safety dimension of quality of life. In terms of places to live in the neighbourhood, most respondents preferred the Reclamation layout ( $\bar{x}=3.6$ ) and Main Town ( $\bar{x}=3.4$ ) as places to live compared to the Borikiri neighbourhood ( $\bar{x}=3.2$ ). On the safety of residents walking alone in the neighbourhood at night, it was observed that the mean score for Reclamation layout was 2.2 followed by Main Town with a mean of 2.6 and the highest in Borikiri with a mean of 3.0 implying that Borikiri neighbourhood is safest to walk in the night.

Most of the respondents see their neighbourhoods in a positive light concerning the safety of residents walking alone during the day. Most residents in Main Town, Borikiri and Reclamation Layout see their neighbourhoods in a positive light with mean scores of 3.8, 4.0, and 4.0 respectively. The modal mean score shows that residents in the three (3) neighbourhoods see their neighbourhood in a negative light concerning the level of crime in the neighbourhood in the past three years with mean scores of 1.4, 1.7 and 2.0 for Reclamation Layout, Main Town and Borikiri, respectively.

On vulnerability to crime, residents of Reclamation Layout are more vulnerable ( $\bar{x}=3.8$ ) followed by Borikiri ( $\bar{x}=2.8$ ) and Main Town ( $\bar{x}=2.6$ ) respectively. For crime rate, there appear to be more crime incidences in Main Town ( $\bar{x}=2.8$ ) compared to Borikiri ( $\bar{x}=1.6$ ) and Reclamation ( $\bar{x}=1.4$ ) neighbourhoods. In terms of access to public spaces by young people and safety without harassment, Reclamation Layout ( $\bar{x}=1.8$ ) performed poorly with public open spaces that are less safe for young people followed by Borikiri ( $\bar{x}=2.4$ ) neighbourhood while open spaces in Main-town are safest for the young ( $\bar{x}=3.4$ ).

**Table 5: Perception of Crime and Safety among Neighbourhoods**

Attributes	Main Town		Reclamation Layout		Borikiri	
	N	%	N	%	N	%
<i>Rating neighbourhood as a place to live</i>						
Very dissatisfied	0	0	0	0	0	0
Dissatisfied	12	30.0	46	20.0	0	0
Neither dissatisfied nor satisfied	8	20.0	92	40.0	26	20.5
Satisfied	12	30.0	92	40.0	51	40.2
Very satisfied	8	20.0	0	0	50	39.4
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.4</b>		<b>3.6</b>		<b>3.2</b>	
<b>SD</b>	<b>1.13</b>		<b>1.20</b>		<b>0.75</b>	
<i>Neighbourhood safety at night</i>						
Very unsafe	0	0	0	0	0	0
A bit unsafe	24	60.0	69	30.0	0	0

<i>Unsafe</i>	8	20.0	46	20.0	0	0
<i>Safe</i>	8	20.0	115	50.0	127	100.0
<i>Very safe</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>2.6</b>		<b>3.0</b>		<b>2.2</b>	
<b>SD</b>	<b>0.81</b>		<b>0.00</b>		<b>0.87</b>	
<i>Neighbourhood Safety in the Day</i>						
<i>Very unsafe</i>	0	0	0	0	0	0
<i>A bit unsafe</i>	0	0	0	0	0	0
<i>Unsafe</i>	7	17.5	0	0	0	0
<i>Safe</i>	33	82.5	230	100.0	127	100.0
<i>Very safe</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.8</b>		<b>4.0</b>		<b>4.0</b>	
<b>SD</b>	<b>0.38</b>		<b>0.00</b>		<b>0.00</b>	

Table 5: Perception of Crime and Safety among Neighbourhoods (contd)

Attributes	Main Town		Reclamation Layout		Borikiri	
	N	%	N	%	N	%
<i>Level of crime in the neighbourhood in the past three years</i>						
<i>Increased a lot</i>	16	40.0	138	60.0	0	0
<i>Increased a little</i>	20	50.0	92	40.0	127	100.0
<i>Stayed above the same</i>	4	10.0	0	0	0	0
<i>Decreased a little</i>	0	0	0	0	0	0
<i>Decreased a lot</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>1.7</b>		<b>1.4</b>		<b>2.0</b>	
<b>SD</b>	<b>0.65</b>		<b>0.49</b>		<b>0.00</b>	
<i>Personal Assessment of crime rate in Neighbourhood</i>						
<i>High</i>	8	20.0	138	60.0	50	39.4
<i>High than average</i>	8	20.0	92	40.0	77	60.6
<i>Above the same</i>	8	20.0	0	0	0	0
<i>Low than average</i>	16	40.0	0	0	0	0
<i>Low</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>2.8</b>		<b>1.4</b>		<b>1.6</b>	
<b>SD</b>	<b>1.18</b>		<b>0.49</b>		<b>0.49</b>	

Measures of neighbourhood safety

<i>Neighbourhood watch</i>	0	0	0	0	50	39.4
<i>Banning drinking in public places</i>	32	80.0	46	20.0	0	0
<i>Knowing your neighbour</i>	0	0	0	0	0	0
<i>Visible police patrol</i>	0	0	138	60.0	77	60.6
<i>Already feel safe</i>	8	20.0	46	20.0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>

*Assessment of crime victim*

<i>Very worried</i>	8	20.0	92	40.0	127	100.0
<i>Worried</i>	24	60.0	115	50.0	0	0
<i>Not at all worried</i>	8	20.0	23	10.0	0	0
<i>Fairly worried</i>	0	0	0	0	0	0
<i>Not very worried</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>2.6</b>		<b>3.8</b>		<b>2.8</b>	
<b>SD</b>	<b>1.21</b>		<b>0.98</b>		<b>1.47</b>	

*Personal rating of the causes of crime*

<i>Not enough police on the streets</i>	0	0	23	10.0	0	0
<i>Drug and alcohol use</i>	0	0	69	30.0	26	20.5
<i>Unemployment</i>	16	40.0	69	30.0	76	59.8
<i>Gang culture</i>	24	60.0	69	30.0	25	19.7
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>

*Information about neighbourhood crime and safety*

<i>I don't know</i>	8	20.0	0	0	0	0
<i>Community notice/poster</i>	16	40.0	46	20.0	0	0
<i>Friends/neighbours/family</i>	16	40.0	115	50.0	52	40.9
<i>Television and newspaper</i>	0	0	69	30.0	75	59.1
<i>The police</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>

*Personal views about anti-social behaviour and crime issues in the neighbourhood*

<i>Strongly disagree</i>	8	20.0	0	0	0	0
<i>Disagree</i>	8	20.0	23	10.0	26	20.5
<i>Neither agree nor disagree</i>	8	20.0	46	20.0	51	40.2
<i>Agree</i>	16	40.0	69	30.0	50	39.4
<i>Strongly Agree</i>	0	0	92	40.0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.2</b>		<b>4.0</b>		<b>4.2</b>	
<b>SD</b>	<b>1.62</b>		<b>1.0</b>		<b>0.75</b>	

*A personal view on dealing with anti-social behaviour and crime issues in the neighbourhood*

<i>Strongly disagree</i>	8	20.0	0	0	0	0
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<i>Disagree</i>	0	0	46	20.0	0	0
<i>Neither agree nor disagree</i>	16	40.0	92	40.0	26	20.5
<i>Agree</i>	8	20.0	92	40.0	101	79.5
<i>Strongly Agree</i>	8	20.0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.2</b>		<b>4.2</b>		<b>3.8</b>	
<b>SD</b>	<b>1.34</b>		<b>0.75</b>		<b>1.41</b>	

*Keep people informed about how they are dealing with anti-social behaviour and crime issues in your neighbourhood*

<i>Strongly disagree</i>	8	20.0	0	0	0	0
<i>Disagree</i>	0	0	0	0	0	0
<i>Neither agree nor disagree</i>	16	40.0	46	20.0	26	20.5
<i>Agree</i>	8	20.0	69	30.0	51	40.2
<i>Strongly Agree</i>	8	20.0	115	50.0	50	39.4
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.2</b>		<b>4.3</b>		<b>4.2</b>	
<b>SD</b>	<b>1.34</b>		<b>0.78</b>		<b>0.75</b>	

*Assessment of public spaces by young people and their safety and without harassment?*

<i>Very unsafe</i>	0	0	138	60.0	26	20.5
<i>A bit unsafe</i>	8	20.0	23	10.0	26	20.5
<i>Unsafe</i>	8	20.0	46	20.0	75	59.1
<i>Safe</i>	24	60.0	23	10.0	0	0
<i>Very safe</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.4</b>		<b>1.8</b>		<b>2.4</b>	
<b>SD</b>	<b>0.81</b>		<b>1.08</b>		<b>0.81</b>	

Source: Researcher's Field Survey, 2023

### 5.3 Perception of Respondents on Housing among Neighbourhoods in Port Harcourt

Respondents were asked to state their perceptions regarding the aspects of affordable housing units/flats in their neighbourhoods. On affordability of housing units, houses in the Reclamation layout appears more affordable with a mean of 3.9, followed by Main Town ( $\bar{x}$  =3.6) and Borikiri ( $\bar{x}$  =3.4) respectively. (Table 6)

On the adequacy of plot size, Main Town appears to be better with a mean of 3.0, closely followed by Borikiri with a mean of 2.0 and Reclamation Layout (Dockyard) with a mean value of 1.9. On the nature of land use distribution, there were more mixed-use in Main town ( $\bar{x}$  =2.4) and Borikiri ( $\bar{x}$  =2.4) compared to Reclamation Area ( $\bar{x}$  =1.9). Plot sizes also varied among neighbourhoods in Port Harcourt as plots in Main Town appear to be more adequate ( $\bar{x}$  =3.0) followed by Borikiri neighbourhood ( $\bar{x}$  =2.0) and Reclamation Layout ( $\bar{x}$  =1.9).

**Table 6: Residents' Perception of Housing Liveability in the Neighbourhood**

Attributes	Main Town		Reclamation Layout		Borikiri	
	N	%	N	%	N	%
<i>Housing Price per flat/unit in the neighbourhood</i>						
<i>Severely Unaffordable</i>	0	0	0	0	0	0

<i>Seriously Unaffordable</i>	0	0	0	0	0	0
<i>Moderately Unaffordable</i>	24	60.0	77	60.6	69	30.0
<i>Affordable</i>	8	20.0	50	39.4	115	50.0
<i>Very affordable</i>	8	20.0	127	0	46	20.0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.6</b>		<b>3.9</b>		<b>3.4</b>	
<b>SD</b>	<b>0.81</b>		<b>0.70</b>		<b>0.49</b>	
<b><i>Plot sizes in the neighbourhood</i></b>						
<i>Very inadequate</i>	0	0	0	0	0	0
<i>Inadequate</i>	16	40.0	92	40.0	127	100.0
<i>Moderate</i>	16	40.0	92	40.0	0	0
<i>Adequate</i>	8	20.0	23	10.0	0	0
<i>Very Adequate</i>	0	0	23	10.0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.0</b>		<b>1.9</b>		<b>2.0</b>	
<b>SD</b>	<b>1.11</b>		<b>0.95</b>		<b>0.00</b>	
<b><i>Housing types in the neighbourhood</i></b>						
<i>One room</i>	16	40.0	184	80.0	77	60.6
<i>One bedroom flat</i>	16	40.0	23	10.0	25	19.7
<i>Two bedroom flat</i>	8	20.0	23	10.0	25	19.7
<i>Three bedroom flat</i>	0	0	0	0	0	0
<i>Single Storey</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
<b><i>Affordability of accommodation in the neighbourhood</i></b>						
<i>Very High</i>	0	0	0	0	0	0
<i>High</i>	0	0	23	10.0	0	0
<i>Moderately</i>	8	20.0	115	50.0	52	40.9
<i>Low</i>	24	60.0	69	30.0	75	59.1
<i>Very Low</i>	8	20.0	23	10.0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.2</b>		<b>3.4</b>		<b>3.6</b>	
<b>SD</b>	<b>0.99</b>		<b>0.80</b>		<b>0.49</b>	
<b><i>The population density in the neighbourhood (Mix use)</i></b>						
<i>Very High</i>	8	20.0	46	20.0	0	0
<i>High</i>	8	20.0	161	70.0	77	60.6
<i>Average</i>	24	60.0	23	10.0	50	39.4
<i>Low</i>	0	0	0	0	0	0
<i>Very Low</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>2.4</b>		<b>1.9</b>		<b>2.4</b>	
<b>SD</b>	<b>0.81</b>		<b>0.54</b>		<b>0.49</b>	
<b><i>Nature of land-use distribution in the neighbourhood</i></b>						
<i>Very unevenly distributed</i>	24	60.0	23	10.0	52	40.9
<i>Unevenly distributed</i>	16	40.0	184	80.0	75	59.1
<i>Average distributed</i>	0	0	23	10.0	0	0
<i>Evenly distributed</i>	0	0	0	0	0	0
<i>Very Evenly distributed</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>2.4</b>		<b>2.0</b>		<b>1.6</b>	
<b>SD</b>	<b>0.50</b>		<b>0.45</b>		<b>0.49</b>	

#### 5.4 Perception of Respondents on Public School among Neighbourhoods in Port Harcourt

The result on residents' perception of public schools (table 7) indicates that there is poor and moderate access to higher education in the neighbourhoods, with a mean score of 2.4 for Borikiri, 3.0 for Reclamation Layout (Dockyard) while Main Town has a mean score of 3.2. The model mean score shows that residents in the three (3) neighbourhoods see their neighbourhood in poor light with regards to assessing job training facilities in the neighbourhoods.

Further analysis indicates poor and moderate access to higher education in the neighbourhoods, with a mean score of 2.4 for Borikiri, and 3.0 for Reclamation Layout (Dockyard) while Main Town has a mean score of 3.2. The results reveal that most residents in the neighbourhood have poor and moderate access to walkable distance to public school the neighbourhood with a mean score of 1.9 for Reclamation Layout while Main Town and Borikiri have a mean score of 2.4 and 3.4 respectively. Most of the respondents see their neighbourhoods in a moderate light with regards to the statement of friendliness and walkability distance to public school in the neighbourhood with a mean score of 3.1 for Reclamation Layout and 3.2 for Main Town.

**Table 7: Perception Indices for Neighbourhood Liveability in Public School**

Attributes	Main Town		Dockyard		Borikiri	
	N	%	N	%	N	%
<b>Neighbourhood access to higher education</b>						
Very Low	0	0	23	10.0	0	0
Low	8	20.0	69	30.0	76	59.8
Average	32	80.0	46	20.0	51	40.2
High	0	0	69	30.0	0	0
Very High	0	0	23	10.0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.2</b>		<b>3.0</b>		<b>2.4</b>	
<b>SD</b>	<b>0.41</b>		<b>1.19</b>		<b>0.49</b>	
<b>Job training facilities in the neighbourhood</b>						
Very inadequate	8	20.0	138	60.0	52	40.9
Inadequate	16	40.0	92	40.0	75	59.1
Moderate	16	40.0	0	0	0	0
Adequate	0	0	0	0	0	0
Very adequate	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>2.2</b>		<b>1.4</b>		<b>1.6</b>	
<b>SD</b>	<b>0.76</b>		<b>0.49</b>		<b>0.49</b>	
<b>Opportunities in the neighbourhood in which older adults can continue learning</b>						
Very inadequate	16	40.0	138	60.0	127	100.0
Inadequate	16	40.0	92	40.0	0	0
Moderate	8	20.0	0	0	0	0
Adequate	0	0	0	0	0	0
Very adequate	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.0</b>		<b>1.4</b>		<b>2.0</b>	
<b>SD</b>	<b>1.11</b>		<b>0.49</b>		<b>0.00</b>	
<b>Pedestrian access to public schools within the neighbourhood</b>						
Very inadequate	8	20.0	92	40.0	0	0
Inadequate	8	20.0	92	40.0	0	0
Moderate	24	60.0	23	10.0	77	60.6
Adequate	0	0	23	10.0	50	39.4
Very adequate	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>2.4</b>		<b>1.9</b>		<b>3.4</b>	
<b>SD</b>	<b>0.81</b>		<b>0.95</b>		<b>0.49</b>	

**Table 7: Perception Indices for Neighbourhood Liveability in Public Schools Contd)**

Attributes	Main Town		Dockyard		Borikiri	
	N	%	N	%	N	%
<i>Pedestrian friendliness to public schools within the neighbourhood</i>						
<i>Very unsafe</i>	0	0	0	0	77	60.6
<i>Unsafe</i>	8	20.0	69	30.0	50	39.4
<i>Average</i>	32	80.0	0	0	0	0
<i>Safe</i>	0	0	69	30.0	0	0
<i>Very Safe</i>	0	0	92	40.0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.2</b>		<b>3.1</b>		<b>1.4</b>	
<b>SD</b>	<b>0.41</b>		<b>0.83</b>		<b>0.49</b>	
<i>Safety and quiet environments in remodelled public schools in the neighbourhood</i>						
<i>Very Low</i>	0	0	0	0	0	0
<i>Low</i>	8	20.0	23	10.0	0	0
<i>Average</i>	32	80.0	184	80.0	0	0
<i>High</i>	0	0	23	10.0	127	100.0
<i>Very High</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.2</b>		<b>3.0</b>		<b>3.0</b>	
<b>SD</b>	<b>0.41</b>		<b>0.45</b>		<b>0.00</b>	
<i>Public school facilities in the neighbourhood</i>						
<i>Very Low</i>	0	0	92	40.0	0	0
<i>Low</i>	8	20.0	23	10.0	26	20.5
<i>Average</i>	32	80.0	0	0	0	0
<i>High</i>	0	0	115	50.0	76	59.8
<i>Very High</i>	0	0	0	0	25	19.7
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.2</b>		<b>2.1</b>		<b>3.0</b>	
<b>SD</b>	<b>0.41</b>		<b>0.95</b>		<b>0.64</b>	
<i>Public School and student achievement in the Neighbourhood</i>						
<i>Very Low</i>	0	0	0	0	0	0
<i>Low</i>	8	20.0	184	80.0	0	0
<i>Average</i>	32	80.0	0	0	0	0
<i>High</i>	0	0	46	20.0	102	80.3
<i>Very High</i>	0	0	0	0	25	19.7
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.2</b>		<b>2.2</b>		<b>3.2</b>	
<b>SD</b>	<b>0.41</b>		<b>0.40</b>		<b>0.40</b>	

Source: Researcher's Field Survey, 2023

### 5.5 Perception of Respondents on open space in the Neighbourhood in Port Harcourt

There appears to be significant variation in terms of conditions of open spaces among neighbourhoods in Port-Harcourt (table 8). Most respondents rated the condition of open spaces as low in the three neighbourhoods studied. Main Town had a mean value of 2.6, followed by Borikiri at 1.4, and Reclamation Layout with a mean value of 1.3. Concerning the level of youth friendliness in open spaces, open spaces in Main Town are more youth-friendly with a mean of 3.0 compared to those of Reclamation Layout ( $\bar{x}$  =2.9) and Borikiri ( $\bar{x}$  =2.9)

For public open spaces where children and youth can play informal sports safely without complaint, Main Town did better ( $\bar{x}$  =3.2), followed by Borikiri ( $\bar{x}$  =1.6) and Reclamation Layout (1.5). Parks that cater for youth in the neighbourhood are found more in Reclamation Layout ( $\bar{x}$  =1.8) than in Main Town ( $\bar{x}$  =1.6) and Borikiri Neighbourhoods ( $\bar{x}$  =1.6) while Provision of easy access to the neighbourhood outside play areas are found more in Main-Town ( $\bar{x}$  =2.6), followed by Borikiri and Main Town Neighbourhoods ( $\bar{x}$  =2.0) (table 8).

**Table 8: Perception Indices for Neighbourhood Liveability in Open Space**

Attributes	Main Town		Reclamation Layout		Borikiri	
	N	%	N	%	N	%
<b>Rating the condition of the open space in the neighbourhood</b>						
<i>Very inadequate</i>	0	0	161	70.0	77	60.6
<i>Inadequate</i>	16	40.0	69	30.0	50	39.4
<i>Moderate</i>	24	60.0	0	0	0	0
<i>Adequate</i>	0	0	0	0	0	0
<i>Very adequate</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>2.6</b>		<b>1.3</b>		<b>1.4</b>	
<b>SD</b>	<b>0.50</b>		<b>0.46</b>		<b>0.40</b>	
<b>Level of youth friendliness in the neighbourhood</b>						
<i>Very Unfriendly</i>	0	0	0	0	26	20.5
<i>Unfriendly</i>	8	20.0	69	30.0	0	0
<i>Averagely</i>	24	60.0	115	50.0	76	59.8
<i>Friendly</i>	8	20.0	46	20.0	25	19.7
<i>Very friendly</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.0</b>		<b>2.9</b>		<b>2.9</b>	
<b>SD</b>	<b>0.64</b>		<b>0.70</b>		<b>0.98</b>	
<b>Access to formal and informal and structured and unstructured public space</b>						
<b>Formal/Structured Public Space</b>						
<i>Strongly disagree</i>	0	0	138	60.0	102	80.3
<i>Tend to disagree</i>	32	80.0	92	40.0	25	19.7
<i>Neutral</i>	8	20.0	0	0	0	0
<i>Tend to agree</i>	0	0	0	0	0	0
<i>Strongly agree</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>2.2</b>		<b>1.4</b>		<b>1.2</b>	
<b>SD</b>	<b>0.40</b>		<b>0.49</b>		<b>0.40</b>	
<b>Informal/Unstructured Public Space</b>						
<i>Strongly disagree</i>	8	20.0	69	30.0	52	40.9
<i>Tend to disagree</i>	24	60.0	92	40.0	75	59.1
<i>Neutral</i>	8	20.0	69	30.0	0	0
<i>Tend to agree</i>	0	0	0	0	0	0
<i>Strongly agree</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>2.0</b>		<b>2.0</b>		<b>1.6</b>	
<b>SD</b>	<b>0.64</b>		<b>0.78</b>		<b>0.49</b>	

Table 8: Perception Indices for Neighbourhood Liveability in open space (Contd)

Attributes	Main Town		Dockyard		Borikiri	
	N	%	N	%	N	%
<b>Assessing spaces where children and youth can play informal sports safely without complaint</b>						
<i>Strongly disagree</i>	0	0	115	50.0	52	40.9
<i>Disagree</i>	24	60.0	115	50.0	75	59.1
<i>Neutral</i>	0	0	0	0	0	0
<i>Agree</i>	0	0	0	0	0	0
<i>Strongly agree</i>	16	40.0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.2</b>		<b>1.5</b>		<b>1.6</b>	

<b>SD</b>	<b>1.49</b>		<b>0.50</b>		<b>0.49</b>	
<b><i>Parks that cater for youth in the neighbourhood</i></b>						
<i>Strongly disagree</i>	16	40.0	46	20.0	52	40.9
<i>Disagree</i>	24	60.0	184	80.0	75	59.1
<i>Neutral</i>	0	0	0	0	0	0
<i>Agree</i>	0	0	0	0	0	0
<i>Strongly agree</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>1.6</b>		<b>1.8</b>		<b>1.6</b>	
<b>SD</b>	<b>0.50</b>		<b>0.40</b>		<b>0.49</b>	
<b><i>Provision of easy access to the neighbourhood's outside play areas</i></b>						
<i>Strongly disagree</i>	8	20.0	92	40.0	0	0
<i>Disagree</i>	16	40.0	138	60.0	127	100.0
<i>Neutral</i>	0	0	0	0	0	0
<i>Agree</i>	16	40.0	0	0	0	0
<i>Strongly agree</i>	0	0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>2.6</b>		<b>1.6</b>		<b>2.0</b>	
<b>SD</b>	<b>1.21</b>		<b>.49</b>		<b>0.00</b>	
<b><i>Opportunities for families to play in the neighbourhood</i></b>						
<i>Strongly disagree</i>	0	0	92	40.0	52	40.9
<i>Disagree</i>	24	60.0	138	60.0	75	59.1
<i>Neutral</i>	0	0	0	0	0	0
<i>Agree</i>	0	0	0	0	0	0
<i>Strongly agree</i>	16	40.0	0	0	0	0
<b>Total</b>	<b>40</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>127</b>	<b>100</b>
$\bar{x}$	<b>3.2</b>		<b>1.6</b>		<b>1.59</b>	
<b>SD</b>	<b>1.49</b>		<b>0.49</b>		<b>0.49</b>	

Source: Researcher's Field Survey, 2023

## 6.0 Conclusion and Recommendation

As the world journeys towards socio-economic growth, an essential aspect of this growth borders on how liveable human settlements have proceeded vis-a-vis economic growth. The concern about liveability is quite important as it influences the human quality of life and the decisions people make in choosing places of abode. The strategic location coupled with the changes that have taken place in the socio-economic and political life of Port Harcourt has resulted in the rapid growth of the city with attendant implications on the quality of life of residents. As the findings of this study have shown, there is certainly spatial variation in the quality of life indices among the various neighbourhoods in Port Harcourt. While some neighbourhoods appear to have performed fine in some indicators, others did severely on other indicators- a scenario that calls for pragmatic attention to address the failing quality of life in the city. There is a need for the adoption of an integrated approach to urban growth management through a well-thought-out land use planning as a way to improve the quality of life in neighbourhoods in Port Harcourt.

## References

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