

The Impact of Urbanisation on Social and Economic Life of Nigeria Federal Capital Territory and Environs

¹A.D. Shofoyeke

¹National Institute for Educational Planning and Administration, Ondo, Nigeria
e-mail: shofoyeke@gmail.com

Abstract

The search for employment and business opportunities has given rise to population of heterogenic urban towns in Nigeria. This study examined the perceptions of the residents of Federal Capital Territory and its environs on impact of urbanisation on the social and economic life of people. A questionnaire was developed by the researcher and administered to 120 residents randomly selected from FCT metropolis and the sub-urban. 95 residents made up of 52 from metropolis and 43 from sub-urban fully completed and returned the questionnaires. Data generated from the questionnaire were analysed using t-test statistics and hypotheses drawn were tested at 0.05 level of significance. The study found no significant statistical difference between FCT metropolis and its sub-urban in food supply, employment opportunities, social life, and transportation, availability of accommodation, environmental life and provision of educational services. However, marginal mean differences were observed in each of the social and economic variables. The metropolis had relatively higher supply of water, better means of transportation, and provision of educational services than the sub-urban. On the other hand, the sub-urbans are negligibly better in provision of employment, social life, availability of accommodation for people and environmental life than the metropolis. The paper recommended that the urban planning should be extended to the sub-urbans to decongest the metropolis as well as provide basic amenities to control growth of slums.

Key words: Investigation, Impact, Urbanisation, Social and Economic Life, Federal Capital Territory, Environs

Introduction

Nigeria has been described as the most populous country in [Africa](#) which accounts for approximately one sixth of [African population](#) (or one fifth of [Sub-Saharan African](#) population). The population rose from 45,926,250 in 1960 to an estimated figure of 162,470,700 in 2011 (United Nations Population Division's. World Population Prospects cited by Index Mundi, 2014). This represents growth rate of 253.8 per cent within 51 years. Approximately 50% of Nigerians are urban dwellers and at least 24 cities have populations of more than 100,000. According to Wikipedia (2013), Nigeria suffers from a [population explosion](#), with a current population in excess of 170 million (2012) and a growth rate of more than 2% per annum (or a [doubling time](#) of about 30 years), with all the associated problems such as [youth bulge](#), [crime](#), [ethnic tension](#) and high [emigration](#). Nigeria population is characterized with high fertility over a long period of time which resulted in a population with a large proportion of young persons that constitute an irresistible momentum for growth built in the population age structure because they are future parents. According to National Population Commission (2004), the implications of the in built momentum

is that even if the prevailing high level of fertility should decline in the immediate future to the point that each couple has only two children to replace itself, the population of the country would still continue to grow for the next 40-50 years until the disproportionately large number of young people moves beyond the reproductive span.

Increase in human population has led to increase and engagement in different economic activities. The need for safety, economic improvement and desire to acquire new knowledge contribute significantly to human migration. Otto (2008) posited that urbanization in Nigeria has arisen from the concentration of people due to resource endowment, creation of new administrative towns, migration to cities in search of amenities and opportunities and natural population increases by the city dwellers. Studies have shown that there is a strong correlation between the evolution of many urban centres and the extraordinary process of state creation and that between 1960 and 1996 the number of Nigerian states increased drastically from three to 36 states plus the FCT Abuja (Ellah, 1983; Mabogunje, 1986; and Balzerek, 2001).

In 1962, about one out of every five Nigerians lived in one of the 182 urban centres with more than 20,000 persons. Until 1991, the ratio had increased so much that about one out of every three Nigerians lived in one of 359 existing towns. In Nigeria the rate of urban growth is therefore one of the highest in the world.

Institute for Security Studies (2012) stated that A UN-HABITAT country programme document on Nigeria highlights that while Nigeria continues to experience rapid urban population growth, this is not being matched by adequate human settlement planning and management. The report further states that Nigeria's urban population rose from a mere 3.2 million (10.6%) in 1953 to a staggering 70 million in 2007 (50%). The country's rapid urbanization has led to the challenge of rising poverty, with the situation being further exacerbated by the lack of provision in critical infrastructure, such as water and sanitation, electricity, roads and adequate transport system. 70% of urban dwellers in Nigeria live in slums. The report also asserted that the housing shortage in Nigeria is estimated to affect between 14 and 16 million people. About 46% of the population has no access to safe drinking water, while an estimated 47% lack adequate sanitation services.

The Federal Capital Territory which became the seat of Nigeria government in 1993 has since been witnessing influx of government agencies, functionaries and other establishments. The rapid rate of expansion of the capital city has given rise to increase in its population and neighbouring sub-urban towns and rural areas. No doubt, large concentrations of people occasioned by migration mean that there is a higher demand for public expenditure on physical infrastructure, safe water and sanitation, and social services. It also tends to create additional stress on the natural environment. As people move to the city, the demand for basic services, housing, water, health, roads, employment and others increases. As a result of this, many migrants find solace in the sub-urbans of the FCT metropolis. The extent to which the population increase influences social and economic life in the Federal Capital Territory and its environs worth examining in view of the increasing traffic congestions and cost of living.

Literature Review

Urban theory has often polarized between economic determinism (Marx 1976) and cultural determinism (1905) with scientific or technological determinism adding another contentious issue of studies across Eastern and Western nations have shown that certain cultural values promote economic development and that the economy in turn changes cultural values (Allen, Ng, Ikeela, Jawan, Sufi, Wilson, Yang, 1984). Graham and Marvin (1996) observed that the networked

character perpetuated by information technology of a city is one of the dominant characteristics of urbanization.

Orum (2011) identified the German perspective and Chicago School view of urban theories. George Simmel and Ferdinand Tonnies the leading German theorists wrote on the difference between the metropolitan form and prior social forms in the late nineteenth and early twentieth centuries. According to Simmel there were certain features of the modern metropolis that rendered it different from all prior forms of social organization. He argued that life in the metropolis requires that people engage in social interactions with large numbers of different people. It also requires that they carry on their social life with a good deal more rapidly than other forms of settlement. He opined that the impersonal and instrumental qualities of relationship are essential features of modern metropolis.

Tonnies on the other hand developed a theoretical polarity between what he termed *Gemeinschaft* and *Gesellschaft*. The former represents the close-knit community, whereas the later refers to society. *Gemeinschaft* suggested intimacy, warmth and human closeness, whereas *Gesellschaft* suggests impersonal exchanges based on forms as business exchanges.

The Chicago School of Sociology lead by Robert Park developed central Theoretical argument about the nature of urbanization, the metropolis which were found in the article “urbanism as a way of life” written by Louis Wirth (1938).

Wirth (1938) amplified themes that first appeared in the writing of Simmel and, to a lesser extent, Tonnies. Wirth insisted that urbanism, or urbanization, produced any of several important social consequences among people:

1. Impersonality and anonymity in everyday life
2. Loss of trust among people, and
3. Various forms of social disorganization, as in higher rates of crime than in rural areas.

Yet unlike Simmel and Tonnies, there was growing empirical evidence on which Wirth could draw. Like other members of the Chicago School, his attention was principally focused on the city of Chicago and the period of the; late nineteenth and early twentieth centuries during which it multiplied in size enormously. While Wirth’s work expanded on the broad social consequences of urbanization, other Chicago sociologists expanded on other parts. According to Orum (2011), Ernest Burgess, a long time collaborator of Robert Park produced a famous model of the growth of urban area which consisted of a series of concentric zones. Each zone consisted of a different set of business and residential characteristics. Other theories suggested that apart from concentric pattern of growth, cities could develop in the form of a variety of different social and economic nuclei.

Apart from the theory of urbanism and concentric pattern of metropolitan growth, the Chicago School also gave rise to a general theoretical perspective on the nature of the metropolis, which views the city in terms of its population and broad social environment. This perspective referred to as “human ecology” paradigm developed by Robert Park focused on the way population of areas expanded or declined and which economic social actors were winners or losers in the outcomes include conflict, accommodation and in certain cases, assimilation by the newcomers of the cultural patterns of the natives.

Theoretical alternatives to the Chicago School were developed in early 1970s to create both reforms in the theories and to provide other theories grounded in different principles about the working of societies. The City as Neighbourhood and community theory was developed by Claude Fischer who posited that the city was not characterized by impersonality and anonymity but,

rather, a variety of social ties and subcultures that connected people to one another. Fischer found the characteristic form urban life in the neighbourhood, not as Wirth and Simmel had, in business or economic exchanges.

The Political Economy Perspective was developed by the Marxist theorists Henri Lefebvre, Manuel Castells and David Harvey. Unlike Robert Park, Henri Lefebvre contended that the urbanization process is not one driven by population expansion and mobility per se, but rather by the actions of key social actors. In his view, social agents produce and reproduce the spaces dominant forms of social and economic inequalities, those inequalities will be re-created in the nature of metropolitan space. In line with Lefebvre, Manuel Castells argued that it was not simply population growth that created the various forms of social disorganization, such as higher crime rates in the city, but instead it was the forces of capitalism. David Harvey perceived urbanization in terms of the use and value of land. According to him social actors such as real estate developers and bankers actually exploit the value of urban space through their investment and selling strategies.

Harvey contended that the inequalities characteristics of urban areas such as the wide differential in values between sub urban and inner-city areas are also the product of how capitalism manipulates the value of land. The theories examined apply to the modern forms of urban growth: the megalopolis, sub urban, edge cities and global cities but more pronounced in megalopolis and global cities than others.

Statement of the problem

Historically, urbanisation in developed countries indicates a strong correlation between economic development and improved quality of life. However, while urbanisation is often associated with growth and dynamism, it also comes with challenges. In developing economies, unplanned cities and urbanisation have led to the development of slums in cities and towns. For proper planning and development, the Federal Capital Territory comprises five area council while increase in road construction and physical development are continuous, traffic congestions, difficulty in securing accommodation among others remain a challenge. This study therefore sought to find out the extent the increasing population impact on the social and economic life of the capital city and its fast expanding sub-urban towns.

Hypotheses

The following hypotheses were addressed in the study and tested at 0.05 level of significance.

H₀₁: There is no significant difference between food supply in FCT metropolis and sub-urban towns.

H₀₂: There is no significant difference between employment opportunities for residents of FCT metropolis and sub-urban towns.

H₀₃: There is no significant difference between the social life of residents of FCT metropolis and sub-urban towns.

H₀₄: There is no significant difference between transportation in FCT metropolis and sub-urban towns.

H₀₅: There is no significant difference between availability of accommodation for residents of FCT metropolis and sub-urban towns.

H₀₆: There is no significant difference between environmental life of FCT metropolis and sub-urban towns.

H₀₇: There is no significant difference between provision of education services in FCT metropolis and sub-urban towns.

Methodology

Research Design

The study employed survey research design. The choice of this design is borne out of the fact that all residents of the Federal Capital Territory (FCT) metropolis and environs cannot be studied at once.

Population and Sample

The population of the study are residents of Abuja metropolis and the constituent sub urban areas. Index Mundi (2013) puts the population of FCT as 1.857 million people based on 2009 estimate, out of which one hundred and twenty (120) of them were selected through a stratified random sample which represents 0.0065%. The selection covered equal number from semi-urban (60) and urban (60) areas, literate people from different work experience comprising 50 female and 70 male. Breakdown of the selection of the selection of the respondents are shown in table 1.

Table 1: Selection of Respondents

Category of respondents	Semi-Urban	Urban
School heads	25	25
Education officers	10	10
Bankers	5	5
Ministry officials	15	15
Others	5	5
Total	60	60

Instruments

A questionnaire on migratory impact of population on food security, social security, employment and cost of living was developed to elicit responses from inhabitants of Abuja metropolis and adjoining semi-urban settlements. The questionnaire contained three sections A, B and C. Section A dealt with background information of respondents such as name of organization, position in organization, residence, (Abuja metropolis or semi-urban), and gender. Section B dealt with migratory impact of population on food, employment, social life, transportation, accommodation, environmental life and education. Section C concerned with suggestions on how to ameliorate the migratory impact of population.

Validity and Reliability

Draft of the instrument was given to experts in population education and sociology to establish face and content validity of the items. The corrected version of the instrument was administered to twenty residents of Akure metropolis and its adjoining semi-urban towns as pilot

test. Completed questionnaires were collected back and analysed to determine the reliability coefficient. The data were analysed using Kuder Richardson (Kr21) to obtain reliability coefficient of 0.71 which indicates that the items of the instrument are reliable and suitable for the study.

Administration of the Instrument

The final questionnaire was administered to the respondents in their offices by the researcher with the assistance of three research assistants. Respondents were given the questionnaires to fill and collected back two days later. 120 questionnaires were administered out of which 95 fully completed and returned which represents 79.2% return rate. The retrieved questionnaires were collected and analysed using t-test statistics to determine the mean differences of the impact of the migratory factors between the FCT metropolis and its semi-urban areas. The results are presented in tables 2 to 8.

Data Analysis and Interpretation

Ho₁: There is no significant difference between the Food supplies in FCT metropolis and Sub-urbans.

Table 2: Food Supply in Sub-urban and FCT Metropolis

Location	N	Mean	Std. Dev.	Crit-t	Cal-t.	df	P
Sub-urbans	43	6.6279	0.9518	2.00	1.281	93	.203
FCT metropolis	52	6.3462	1.1527				

Table 2 shows that there is no significant difference in the Food supply between the Sub-urbans and FCT metropolis (Crit-t = 2.00, Cal.t = 1.281, df = 93, P > .05 level of significance). Ho₁ is therefore not rejected. However, food supply is negligibly higher in FCT metropolis than the sub-urbans.

Ho₂: There is no significant difference between the Employment Opportunities for residents of the Sub-urbans and FCT metropolis.

Table 3: Employment opportunities in Sub-urbans and FCT metropolis.

Location	N	Mean	Std. Dev.	Crit-t	Cal-t.	df	P
Sub-urbans	43	1.25587	0.5387	2.00	1.417	93	.160
FCT metropolis	52	1.1154	0.4272				

Table 3 shows that there is no significant difference between the Employment Opportunities for residents of the Sub-urbans and FCT metropolis (Crit-t = 2.00, Cal.t = 1.404, df = 93, $P > .05$ level of significance). H_{02} is therefore not rejected. In spite of this, employment opportunities are marginally higher in sub-urbans than FCT metropolis

H_{03} : There is no significant difference between the Social Life of residents of the Sub-urbans and FCT metropolis

Table 4: Social Life in Sub-urbans and FCT metropolis

Location	N	Mean	Std. Dev.	Crit-t	Cal-t.	df	P
Sub-urbans	43	0.8837	.8786	2.00	1.472	93	.144
FCT metropolis	52	0.6154	.8890				

Table 4 shows that there is no significant difference between the Social Life of the Sub-urban residents and FCT metropolis (Crit-t = 2.00, Cal.t = 1.472, df = 93, $P > .05$ level of significance). H_{03} is therefore not rejected. There is indication of marginally better social life in Sub-urbans than FCT metropolis

H_{04} : There is no significant difference between the availability of means of transportation in the Sub-urbans and FCT metropolis.

Table 5: Availability of means Transportation in Sub-urban and FCT Metropolis

Location	N	Mean	Std. Dev.	Crit-t	Cal-t.	df	P
Sub-urbans	43	0.3721	0.5783	2.00	.383	93	.702
FCT metropolis	52	0.4231	0.6958				

Table 5 shows that there is no significant difference between availability of means transportation in the Sub-urbans and FCT metropolis (Crit-t = 2.00, Cal.t = .383, df = 93, $P > .05$ level of significance). H_{04} is therefore not rejected. However, access to means of transportation is comparatively higher in FCT metropolis than Sub-urbans.

H_{05} : There will be no significant difference between availability of residential accommodation for residents of the Sub-urbans and FCT metropolis

Table 6: Availability of residential accommodation in Sub-urbans and FCT Metropolis

Locations	N	Mean	Std. Dev.	Crit-t	Cal-t.	df	P
Sub-urban	43	0.9070	3.1983	2.00	.872	93	.385
FCT metropolis	52	9.4231	2.5694				

Table 6 shows that there is no significant difference between availability of residential accommodation for residents of the Sub-urbans and FCT metropolis (Crit-t = 2.00, Cal.t = .872,

df = 93, $P > .05$ level of significance). H_{05} is therefore not rejected. In spite of this, getting residential accommodation for rentage is comparatively easier in sub-urbans than FCT metropolis.

H_{06} : There is no significant difference between the Environmental Life of the Sub-urbans and FCT metropolis

Table 7: Environmental Life in Sub-urbans and FCT Metropolis

Location	N	Mean	Std. Dev.	Crit-t	Cal-t.	df	P
Sub-urban	43	1.1163	1.0513	2.00	1.008	93	.316
FCT metropolis	52	0.8846	1.1658				

Table 7 shows that there is no significant difference between the Environmental Life of Sub-urbans and FCT metropolis (Crit-t = 2.00, Cal.t = .16, df = 93, $P > .05$ level of significance). H_{06} is therefore not rejected. Sub-urban dwellers have relatively better environmental life than FCT metropolis.

H_{07} : There is no significant difference between provision of educational services in the Sub-urbans and FCT metropolis

Table 8: Provision of Education Services in Sub-urban and FCT Metropolis

Location	N	Mean	Std. Dev.	Crit-t	Cal-t.	df	P
Sub-urbans	43	0.4651	1.2974	93	.817	93	.416
FCT metropolis	52	.7500	1.9591				

Table 8 shows that there is no significant difference between provision of Education for residents of the Sub-urban and FCT metropolis (Crit-t = 2.00, Cal.t = .872, df = 93, $P > .05$ level of significance). H_{07} is therefore not rejected. However, residents of FCT metropolis relatively have more access to educational services than Sub-urban counterparts.

Discussion of Results

The study found that food is available in both FCT metropolis and its Sub-urban areas. There was evidence of relatively higher food supply in the FCT metropolis than the Sub-urbans because most traders transport food to the metropolis due to higher patronage and better profit margin. Although food is more expensive in the city and cheaper in Sub-Urban areas because the later is closer to rural which engages in farming. Besides some natives of FCT sub-urbans are industrious farmers and this could be seen in cultivation of vacant lands around the city. However, food security might be a challenge in future due to over cultivation of land (vegetal degradation) and effects of climate change resulting in low yields. In addition, the rapid expansion in FCT metropolis and the sub-urbans increases demand for more land for housing which is a limiting factor for food production. Demand for food by the expanding city will continue to put pressure on rural farmers to produce more food in limited land. While food supply may continue to come from the neighbouring states like Niger, Kaduna, Kogi, Nasarawa and Benue, increasing cost of transportation will make food more expensive especially in the metropolis.

One of the major reasons for migrating to FCT is for seeking employment due to the presence of federal ministries, agencies, departments, commissions, public and private establishments, among others. However, the recent global economic recession has had its toll on Nigeria economy resulting in unemployment at all levels. The study found that employment opportunities are slightly higher in sub-urban areas than FCT metropolis, which is an indication that the federal presence is not enough justification for ensuring employment. This situation has implications for increasing poverty, crime, and social strife rates. This trend will continue because of city attractions, high fertility rate and youthful population as more young people will be entering the labour force market, which also have tendency to migrate to FCT Metropolis and to sub-urbans in search of white collar jobs. This is more so as many school leavers and graduates lack competence for self-employment in their localities which is occasioned by failure of education delivery in the country. In the sub-urbans, engagement in menial jobs like riding of motorcycles 'okada', commercial vehicles, petty trading, engagement in private sector, etc are easier than in the FCT metropolis.

No statistical difference was found in the Social Life in FCT metropolis and the sub-urban areas partly due to closeness of the locations. On the other hand, the study indicated that sub-urban dwellers relatively have better social life than FCT metropolis partly because traditional social settings and more homogenous culture are still more effective and useful. For instance, people congregate more to celebrate naming, burial, wedding, chieftaincy and so on in the sub-urbans than the metropolis. More divergent culture, presence of social event centres, parks, recreation centres characterise the metropolis which have impact on social life. Incidence of prostitutions and other social vices are features of the recreation parks in the metropolis than sub-urbans. Other social effects more prevalent in the metropolis than sub-urbans include crime, alcoholism, drugs psychological problems and lack of opportunities. This finding indicates a direct relationship with the level of development and agrees with previous studies. Government in recent time had to ban harlotry in the metropolis due to the astronomical increase in harlotry activities. The presence of security men in strategic places and mounting of road blocks in the metropolis and the immediate environs are indicators of combating increasing crime rates such as bombing and robbery.

Non-regulatory migration policy (from different states) and ECOWAS countries to FCT and Nigeria in general increases influx of criminals which calls for check.

Accommodation is a challenge in both FCT Metropolis and environs but more difficult to source and expensive in the metropolis. This agrees with Aluko (2010) finding on sharp insufficient housing in cities due to population upsurge. People who cannot afford living in the expensive area of the city opt for living in the sub-urbans, neighbouring towns, and villages. This gives rise to slums, traffic congestion particularly during period of going and coming back from work. Unprecedented population upsurge in these areas lead to increase cost of living. Basic infrastructures present in these adjoining towns are overstretched due to overcrowdness occasioned by lack of planning.

Although, no statistical significant difference was observed in the environmental life between FCT Metropolis and its sub-urbans perhaps due to provision of litter cans in designated refuse dump locations. However, these waste cans are more frequently disposed in the Metropolis than sub-urbans. Thus, the sub-urbans are more prone to environmental pollution occasioned by decaying refuse, overflowing drainages and improper dumping of refuse. Control of sanitation by FCT authority is partly difficult because the authority concentrate more in the metropolis than sub-urban areas. Besides some of the congested sub-urbans around Suleja and Nyanyan belong to Niger and Nasarawa states respectively in which FCT has no jurisdiction. On the other hand, air pollution

occasioned by exhaust fumes from large presence of vehicles and perhaps industrial smoke in the metropolis constitute a challenge to the environment. In the sub-urbans, noise pollution from motorcycles, unregulated playing of music by record shops and noise from shouts for calling passengers by touts from motor garages are common sources of environmental challenge.

There is no statistical difference between provision of educational services in sub-urban and FCT metropolis but educational provision is relatively higher in the metropolis than the sub-urbans. This might be attributed to provision of free universal basic education that spreads to all the area councils which is supplemented by the private sector. Post-basic, tertiary institutions and other educational opportunities are available in both sub-urbans and the metropolis. The existence of educational institutions enhances attendance and participation in school activities. This finding is supported by Nigeria Education Sector Diagnosis report by Federal Ministry of Education conducted in 2007 which showed that efficiency capacity utilization of educational infrastructure in Federal Capital Territory was highest (0.91) in the country. This indicates that educational infrastructures are best used in both sub-urbans and the metropolis areas. This however does not rule out existence of sub-standard private schools and shortage of educational infrastructure particularly in the sub-urbans.

Conclusion

Urbanisation has both positive and negative effects on people and socio-economic development. FCT being one of the heterogeneous cities in Nigeria has high concentration of people and generally more stimulant to growth and development. In this study, the extent to which the growing population of the city influences infrastructures and socio-economic services was examined by means of comparison with its sub-urbans. The study found that food supply is relatively more available in the metropolis than the sub-urbans but cheaper in the later than former. In the same vein, unemployment persists relatively more in the metropolis than the sub-urbans perhaps due to easier adaptation to the environment in the later where artisanship, agriculture and menial jobs can be down. Crime rates, prostitutions, prohibitive cost of living, congestion of traffics are relatively more of the bane of the metropolis than the sub-urbans.

Recommendations

In the light of the findings, the following recommendations are suggested.

1. The urban planning department needs to increase efforts in planning for more expansion.
2. More social amenities should be provided by FCT to the sub-urbans to aid movement to reduce concentration of people in some areas.
3. Provision of basic amenities such as roads, electricity, and water in the sub-urbans will facilitate movement to the sub-urbans and decongest the metropolis. This approach might further decongest sub-urbans turning into slums with poor sanitation.
4. The FCT authority might need to obtain permission from the Federal Government to restrict movement to FCT. Resident permit for short and long term which are renewable is important to regulate influx of people into the city.
5. Improved sanitation is required in the sub-urbans and motor parks by provision of refuse dumps which should be cleared regularly, regular cleaning of environment, provision and monitoring of public toilets in strategic locations.
6. Regulations and enforcement of trading activities in the metropolis and sub-urbans are critical in making the FCT a modern capital city.

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