

INHABITANTS' RATING OF NEIGHBOURHOOD QUALITY INDICATORS IN OLD PORT- HARCOURT TOWNSHIP

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ABSTRACT: *This study rated neighbourhood quality indicators by residents of old Port Harcourt Township in Port Harcourt municipality, Nigeria. Neighbourhood indicators were studied in situ without experimental manipulation and at one period in time, i.e. the study adopted a passive-observational research design. The study utilized both secondary and primary data sources. Primary data were collected using face-to-face administration of a largely pre-coded household questionnaire, to a probability sample of 193 respondents, drawn from the 2 communities. Data analysis was based on responses from 193 questionnaires retrieved and the univariate analytical method was adopted. The study found that large percentage of residents reported a negative rating of neighbourhood quality indicators such as waste collection and disposal, safety of lives and property, fire stations, cleanliness of the neighbourhood, residential planning, government provision of housing for the poor, hospitals/clinics, recreational areas, maintenance of streets, aesthetic condition, noise level and the neighbourhood condition. Residents rated markets adequate and fire hazards low. The study concluded that majority of the residents rated neighbourhood quality indicators inadequate. The study recommended that government should intervene in these areas to improve the neighbourhood quality to achieve sustainability.*

KEYWORDS: Neighbourhood, Quality, Rating, Residents, Indicators, Inhabitants, Port Harcourt.

INTRODUCTION

Mridha and Moore (2011) stated that planners, policy makers and urban residents are concerned with the quality of urban environment across the globe. Senecal (2002) stated that the concept of quality of life, as applied to the urban environment, is usually understood in two ways. The first concerns the living environment and involves the patterns of advantages, disadvantages and opportunities that affect each citizen through accessibility to services, facilities and amenities. Other elements of the living environment include economic vitality and social equity, which encapsulate an infinite number of specific issues, notably, the quality and affordability of housing. Senecal (2002) further stated that the second approach to quality of life relates to the natural environment in urban spaces such as air, water, soil quality and the amount of available green space affect the ways we live.

Senecal (2002) added that other aspects that may be used to identify quality of life include aesthetic value, satisfaction with one's home, and patterns of governance and there are also issues of perception that take into account people's experiences in the city, the routes they travel, and the sensory quality of their surroundings.

Pacione (2003) stated that in general urban quality of life refer to either the conditions of the environment in which people live such as air and water pollution, poor housing or to some attribute of people themselves such as health or educational achievement.

Lotfi and Solaimani (2009) stated that there are two sets of indicators for measuring quality of life with which most of the researchers have agreed. The first set comprises objective indicators which refer to the objective and visible aspects of urban life and are defined by different elements, for example the number of hospitals in a city, unemployment rate, the volume of crime and the area of urban green spaces. The second set comprises subjective indicators which try to measure and quantify the citizens' satisfaction with those objective attributes.

A number of domains of QOL (well-being) have been identified in the international quality of life literature. For example, University of Oklahoma School of Social Work (www.gdrc.org) identifies the following: family and friends; work; neighbourhood/shelter; community; health; education; and spiritual. Each domain contributes to one's overall assessment of the QOL as a whole. The focus here is on the residential environment or what is referred to above as Neighbourhood/Shelter. Various researchers have addressed this dimension.

Indeed, the process of urban planning and management is aimed at raising quality of life, especially with regard to improvement of facilities and services that fulfil socio-economic needs such as education, health, housing, entertainment, and safety (Discoli, *et. al.*, 2006).

Port Harcourt, one of Nigeria's major cities, has been experiencing rapid urbanization since its inception in 1913. The city has grown from 5,000 persons in 1915, two years after its inception to over one million recently. This level of population growth has meant considerable spatial expansion, which has engulfed once distant villages on the urban periphery, to the extent that they can no longer be distinguished but have become part of the urban fabric (Wokekoro and Owei, 2006).

Urban infrastructure and services have failed to keep pace with this growth. In addition to rising urban poverty, there is a worsening of urban environmental problems. Such challenges as poor solid waste management, uncontrolled housing and neighbourhood development, flooding, traffic congestion, poor state of the urban physical environment and rising crime rates have been documented (Ugwuorah, 2002; Mchi, 1997). Obinna, Owei and Mark (2010) have also noted the deplorable housing, inadequate space, and absence of basic services in the informal settlements of the city.

This state of affairs triggered the desire to examine how residents' rate neighbourhood quality indicators in two neighbourhoods in old Port Harcourt Township in Port Harcourt Municipality. Spatially, the study covered two (2) neighbourhoods in Port Harcourt Municipality; that is, Port Harcourt Local Government Area (PHALGA), namely: Port Harcourt main Town and Coronation Layout.

Goal and Objectives of the Study

The goal of this study is to ascertain how residents' rate neighbourhood quality indicators in old Port Harcourt Township.

The objectives of the study are to:

- (i) Ascertain how residents' rate neighbourhood quality indicators.

- (ii) Ascertain how residents' rate government provision of housing for the poor and residential planning.

Background Information about the Study Area

Port Harcourt, capital city of Rivers State, Nigeria, lies 40 km up the mouth of the Bonny River, in the Niger Delta. Originally known as "Igwu-Ocha" by the indigenous Ikwerre, was founded in 1913 by the British in an area traditionally inhabited by the Ikwerre and the Okrika Ijaw. It was named after Viscount Harcourt, then British Secretary of State for the Colonies. The initial purpose of the port was to export the coal, which geologist Albert Ernest Kitson had discovered in Enugu in 1912 (Ogionwo, 1979).

It is one of Nigeria's fastest growing cities. The average annual growth rate of Port Harcourt between 1963 and 2010 has been computed to be 5.2%. The growth of Port Harcourt is tied to the social and economic history of the country. Figure 1.1 is a map of Port Harcourt Municipality showing the study locations.

The city is a major educational, administrative, and industrial centre, and is regarded as the oil capital of Nigeria, since it hosts most of the nation's multi-national oil and gas exploration and production companies, two refineries, petroleum-related service companies, as well as a fast expanding commercial sub-sector (Wokekoro and Owei, 2006).

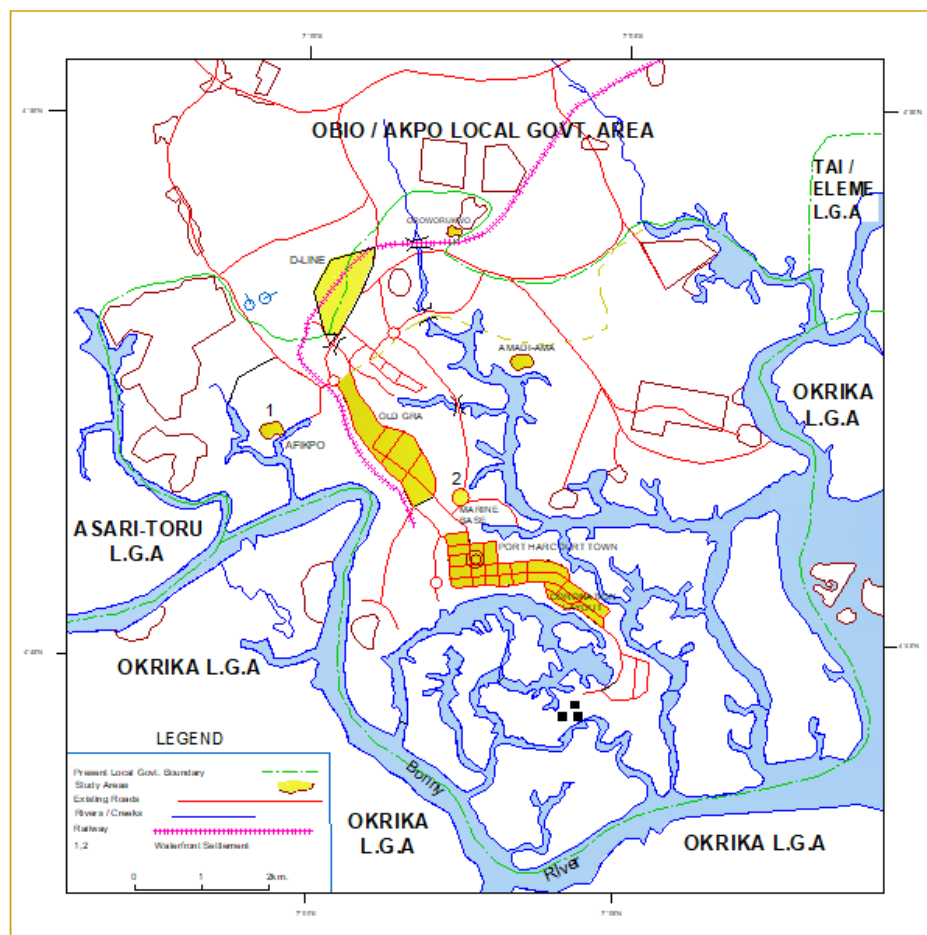


Figure 1.1: Port Harcourt Municipality Showing the Study Areas

Research on Residential Quality of Life

Salau (1986) examines the variations in the quality of life at the relatively neglected inter-urban scale in a developing nation. Based on a sample survey of 3,800 heads of households in Nigeria cities ranked into three categories: large, medium and small, the study found that level of living is related to city size, with the residents of large cities having a higher quality of life than those in the medium and small cities.

A highly influential but often underemphasized determinant of residential satisfaction is how residents perceive and feel about their neighborhoods. In this study, factors representing different aspects of residents' neighborhoods were identified and examined in relation to their overall assessment of their homes and neighbourhoods. Relationships among neighbourhood aspects and overall housing and neighbourhood assessments were examined separately for residents of conventional homes, mobile homes, and apartments. Results based on all residents indicated that evaluations of neighbourhood aspects were unrelated to housing satisfaction, but were moderately related to positive sentiments and satisfaction with the neighbourhood. Separate analyses by housing type revealed that neighbourhood perceptions of apartment residents were influential in affecting housing satisfaction. For all residents, the neighbourhood's attractiveness and pleasant- friendliness were the most important determinants of neighbourhood acceptance and satisfaction. The results also indicated that despite sharing similar determinant patterns of neighbourhood acceptance with the other two housing type groups, the basis for mobile home residents' evaluations was considerably less related to the factors identified as influential. The findings indicated that different neighborhood factors formed the basis for differences in overall housing and neighbourhood satisfaction among residents living in the three housing types. However, since the type of housing does not by itself define a neighbourhood, the differences that were found need to be considered in the larger context of other components of a neighbourhood like economic and community characteristics typically associated with a specific structure type.(Gruber and Shelton, 1987)

According to Omuta (1988) third world cities face many persistent planning problems. He further stated that the problems persist partly because planning has not been sufficiently responsive to local peculiarities. This lack of responsiveness is in turn because of the gross scale at which problems are conceived and attacked. One of the persistent problems in all Nigerian cities is their poor environmental quality. His study, investigated the environmental problems of Benin City, Nigeria. Six environmental dimensions were measured and analysed in his study. He derived a composite conceptual index of quality of life from the six dimensions, and compared it with an index of perceived quality for each area. The study adopts the neighbourhood as the unit in collecting and analysing data, and in proposing solutions. He recommended that planning administration in Benin City must be decentralized, if it is to be more responsive to intra-city environmental eccentricities, and improve the quality of life.

Giannais (1996) used a structural approach to hedonic equilibrium model to obtain a quality of life ranking of six cities in Southern Ontario, Canada namely: Guelph, Kitchener, London, Sarnia, St. Catharine, and Windsor and found that residential quality of life is a function of housing and neighbourhood characteristics (number of rooms, age of the house, crime rate, air quality, and mean annual temperature). The model was estimated using census tract data for the six cities. The study revealed that each of the six cities provides a different QOL distribution to its residents.

Jongudomkarn and Camfield (2005) studied residential quality of life of people in north-eastern and southern Thailand and presented findings from five rural and peri-urban sites. They used Person-Generated Index (PGI), Semi-Structured Interviews (SSIs) and Focus Group Discussions (FGDs) to obtain their data. The Person Generated Index (PGI) was obtained by asking people to indicate aspects of life that contributed to their well-being; rating them according to how important they were and how satisfied they were with them. The PGI emerged from a three-step measure. The individuals nominated up to five areas that they considered important to their lives (for example, family, house) and scored these from 0-6 to indicate their level of satisfaction (the higher the score the higher their satisfaction level). They then 'spend' ten points across the areas to illustrate their relative importance and a final score was calculated to represent the shortfall between people's desired and actual achievement in these areas.

Coker, *et al.* (2007) carried out a survey of housing quality and neighbourhood environments in Ibadan City, Nigeria. The study evaluated the housing infrastructure and identified those areas where there was a likelihood of future incidences of disease and epidemics. Based on existing demographic and land use characteristics, the city could be divided into high, medium and low-density zones. Penalty scoring, rather than positive scoring, was used to assess the conditions and quality of houses and the neighbourhood environment in each of the zones. Houses in the high-density area had the worst property and environmental characteristics followed by houses in the medium-density area. Based on housing condition alone, approximately half of all the dwellings surveyed (n = 172) in the three zones were categorised as either substandard or unfit for human habitation. Based on neighbourhood environment, none of the high and medium-density housing areas and only one of the low density areas attained the good-scoring grade. This is attributed in part to the many residents who are polygamists. The houses are overcrowded with perhaps up to eight persons per room and to tenant abuse by internal conversion to increase the occupancy rate. More than half of the houses surveyed have at least one or more major defect. Recommendations include government directed infrastructure improvements; a regeneration-drive by private investors with possible displacement of residents from the high-density zone to new towns; a vigorous programme of housing and health education; enhanced collaboration between stakeholders to develop enforceable standards for existing housing stock and future builds.

Hall, *et al.* (2008) considered valuation of amenities in urban neighbourhoods and satisfaction with both those neighbourhoods and life in general. First, rents were used to estimate neighbourhood amenities price in San Jose, which explained 39 percent of the standardized variation in rents. Some districts ranked very high in housing characteristics but poorly in neighborhood amenities, while others ranked poorly in housing characteristics but high in neighborhood amenities, suggesting that policy measures might reduce inequality in urban areas through improving neighborhood amenities.

Second, the paper explored differences in the valuation of amenities by calculating prices in different urban areas. In more sparsely populated urban areas, distance to national parks was less important, but distance to primary roads became more important. Finally, housing and safety satisfaction represented the key components of life satisfaction.

Mridha and Moore (2011) explored the quality of life (QOL) in six major residential areas in Dhaka, Bangladesh, as part of a citywide research program examining residential environments. Their study examined how people assess their lives and life experiences and, in particular, their satisfactions with housing and neighbourhoods. Findings indicate the importance of the holistic socio-physical neighbourhood as a major contributor to residential

satisfaction in medium- rise and high-rise housing in Dhaka. Other findings revealed that specific socio-physical features of the neighbourhood and community influence overall life satisfaction more than physical design features of dwellings.

Akpan, Obisung, and Asuquo (2012) carried out a study of aircraft noise and quality of life of residents living around Port-Harcourt international airport, South - South Nigeria. 1552 out of 1800 questionnaires representing 86 percent of the total which bordered on aircraft noise annoyance and disturbances were received, collated and analysed. There was a very high correlation between noise annoyance and the daily disturbances from the aircraft noise on people which included fatigue, lack of concentration, headache, night sleep, relaxation and communication disturbances. The number of highly annoyed people which cut across the youth, middle age and adults increased as the day- night sound levels of the aircraft noise increased. These findings show clearly that the quality of life of people living around Port Harcourt International airport has greatly been impaired by noise from aircraft. Housing is an essential tool by which most individual measure quality of life. This study assesses residents' satisfaction in public housing estates in Osogbo with a view to suggest strategies to improve residents' life quality having examined housing conditions and adequacies of existing infrastructure. Residents' socio-economic characteristics, satisfaction of housing conditions and neighbourhood qualities were obtained from six (6) public housing estates using structured questionnaires administered on 312 household heads. Residents' assessments of their housing conditions and satisfaction of their housing and neighbourhood qualities were collated using Likert scale ratings. Mean Weighted Values (M WV) were computed upon which comparisons were based. The study reveals that the entire study area were poorly equipped with infrastructure, only 56.6% of expected infrastructure were found in at least one of the housing estates. The study recommends improvement in infrastructure provision through Public-Private Partnership Initiatives (PPPI), resuscitation of Estate Management Board and the use of upgraded local building materials to enhance improved neighbourhood qualities, employment creation and forestall the volatility of movement within and outside the housing estates (kehinde et.al, 2015). Novianto et.al (2016) conducted a study on the method of evaluating the residential environment in terms of neighborhood facilities and urban planning. Subjective evaluations through questionnaire survey were performed in order to grasp the residents' behaviours and preferences. In 2013, questionnaires were distributed to more than 3,000 households of younger families located in Kitakyushu City, Northern Kyushu Island, Japan. In this study, the results from questionnaires were analysed with the statistical method .The results revealed that almost all the respondents were still dissatisfied with safety, even though the safety level score has increased during 10 years and more than 60% of households realized their comprehensive wish on living condition, which means the target of residential environment plan and design are nearly achieved.

Marans (1979) conducted a study for the U. S. Department of Housing and Urban Development (HUD) and examined the relationship between respondents' evaluations of neighbourhood conditions and services and their overall assessment of neighbourhood quality. Using Multiple Classification Analysis (MCA), predictor variables reflecting the perceived presence or absence of neighbourhood conditions were examined in relation to the neighbourhood rating scores. The study revealed that perceptions covering the 12 conditions such as trash/litter, crime, rundown houses, abandoned structures, streets impassable, street noise, heavy traffic, industrial activities, odors/smoke, streets that need repair, poor street lighting and airplane noise account for 16.7% of the variance in ratings. The study also revealed that perceptions of the existence or absence of trash/litter and neighbourhood crime are the most important

predictors of the overall neighbourhood rating with beta coefficient of .142 and .134 respectively while the presence or absence of streets in disrepair, poor street lighting, airplane noise has virtually no bearing on how people evaluate their neighbourhoods with beta coefficient of .036, .023 and .008 respectively. He also found that evaluations of neighbourhood conditions were stronger predictors than objective conditions, accounting for 23% of the variation in the neighbourhood rating.

RESEARCH METHOD

The target population is composed of household members residing in the two neighbourhoods in the old Port Harcourt Township. This study adopted the stratified multistage sampling technique (Kish, 1965). The sampling stages are given below:

Stage 1: Selection of two (2) neighbourhoods from all the neighbourhoods in Port Harcourt Municipality (see selected neighbourhoods in Table 1).

Stage 2: Listing of buildings and households from the selected neighbourhoods.

Stage 3: Selection of households to be studied from the chosen

Neighbourhoods; and

Stage 4: Selection of household respondents in the households to be studied, preferably heads of households, since they are usually the most knowledgeable about neighbourhood attributes

To achieve a representative sample of households in each neighbourhood, Yamane (1967) formula (given below) was applied.

$$n = \frac{N}{1 + N(e)^2} \dots\dots\dots (1)$$

Where **n** is the sample size, **N** is the population size, and **e** is the level of precision (here set at 10%).

Following determination of the sample size, the systematic sampling method (Kish, 1965) was used to select the households to be questioned from the ordered list of population elements).

Table 3.1: Sampling Details

Name of Stratum	Name of Neighbourhood/Community	Total No. of Buildings	Total of No. Households (N)	Sample Size *
Old Port	Coronation Layout	489	2,184	96
Harcourt Township	Port Harcourt Main Township	1,496	3,422	97
Total		1,985	5,606	193

***Using the Taro Yamane Formula @ 10% Level of Precision**

This study adopted a passive-observational research design. Passive-observational research designs pertain to studies where there has been no prior “treatment”, intervention, or manipulation of subjects. The data were collected through a household questionnaire and utilized univariate analysis.

RESULTS AND DISCUSSION

This section presents results of analyses carried out in the course of the study. One hundred and ninety three (193) household questionnaires were administered and 193 retrieved, i.e. a response rate of 100%. Analysis was therefore based on 193 households in the two neighbourhoods.

Residents’ Rating of Neighbourhood Quality Indicators

Residents were asked to rate selected neighbourhood attributes whether they were adequate or not. The results are presented below.

Table 2 showed that over half (55.9%) of the residents rated government provision of plots and layouts for individual home construction inadequate while a quarter of the residents rated it adequate. The table further showed that majority (87.1%) of the residents rated government provision of housing especially for the poorer people inadequate. The Provision of housing for the masses is a social responsibility of government so the government at all levels should intensify effort in the provision of decent housing for the poor in order to achieve goal eleven (11) of the Sustainable Development Goals (SDGs). Goal eleven of the SDGs aim to renew and plan cities and other human settlements in a way that fosters community cohesion and security while stimulating innovation and employment.

The study also showed that 76.7% of the residents in the two neighbourhoods rated government efforts to keep their neighbourhoods clean inadequate. This shows that the Rivers State Environmental Sanitation Authority and Ministry of Environment have performed poorly. These two government agencies should improve in their effort to keep these settlements clean. However, environmental sanitation should be the collective effort of both the government and the residents.

Almost three quarter (71.5%) of the residents in the two neighbourhoods rated the maintenance of streets in their neighbourhoods inadequate. The result indicated that the streets conditions are poor. However, the present administration in Rivers state is making frantic effort to tackle this problem.

The study further indicated that 51.3% of the residents in old Port Harcourt Township rated safety of lives and property inadequate. Table 2 also showed that 66.8% of residents in the two neighbourhoods rated crime levels low.

Table 2 also indicated that slightly above half (53.4%) of the residents rated government residential planning inadequate. These neighbourhoods were planned by the colonial administration. A quarter of the residents said that government residential planning is adequate. The study showed that slightly over a third (33.5%) of the residents rated public transportation inadequate while 71.6% rated transportation adequate. Transportation is provided mainly by

the private sector such as taxis and mini buses. Government contribution in the transport sector is minimal in Rivers state.

The study revealed that 46.6% of the residents rated public schools adequate while a quarter rated it inadequate. There are public schools in these neighbourhoods.

Table revealed that slightly over half (51.3%) of the residents rated recreational areas inadequate. The study revealed that there are two government owned recreational areas in the two neighbourhoods. There are also private outdoor recreational areas in form of local drinking bars. Table 2 showed that 63.3% of the residents rated traditional markets adequate while 19.2% of the residents rated markets inadequate. There are two traditional markets located in these neighbourhoods and several supermarkets. Over a third (37.3%) of the residents reported a negative rating of hospitals/clinics. It shows that hospitals/clinics are inadequate. There private hospitals and clinics located in these neighbourhoods. Public health facilities which are cheaper compared to private ones are located far from the people. Observation has shown that the available government owned health facilities in the city are often overcrowded.

Table 2 revealed that 63.8% of the residents rated fire stations in the two neighbourhoods inadequate. There is only one government owned fire station in Port Harcourt Municipality. This is a serious problem because some properties and facilities such as the Timber Shade, Mile 1 market and New Layout market have been gutted by fire in recent times in the city and this is an indication of huge loss of investment.

Table 2 indicated that 48.7% of residents in the two neighbourhoods rated police station adequate while 23.8% rated it inadequate. There are police stations located in these neighbourhoods.

The study showed that over half (54.9%) of the residents rated general neighbourhood conditions poor while only 18.6% of the residents rated aesthetic conditions poor (See Figure 1). The study showed that 48.2% of the residents rated solid waste collection and disposal poor. These results showed that conditions are poor.



Figure 1.1: View of Old Port Harcourt Township
(Source: Author's Field Survey)

Table 2 showed that 40.2% of the residents rated noise levels high in the two neighbourhoods. In general noise pollution has become a menace in most neighbourhoods as a result of noise from electric generators used by residents because of frequent power supply cuts. This is the reality in the municipality and requires concerted intervention by government to ameliorate the situation. The incessant power cuts have increased noise pollution in our neighbourhoods and this also poses health risks as a result of the noise and air pollution. This shows that electricity supply is a major problem in the city of Port Harcourt and the country in general. The problem had worsened under Port Harcourt Electricity Distribution (PHED) company. Akpan et al (2012) found that there was a very high correlation between noise annoyance and the daily disturbances from the aircraft noise on people which included fatigue, lack of concentration, headache, night sleep, relaxation and communication disturbances. They also found that the quality of life of people living around Port Harcourt International airport has greatly been impaired by noise from aircraft. Almost all the residents (93.8%) rated fire hazards low.

Table 2: Rating of Neighbourhood Quality Indicators in Indigenous Enclaves

Neighbourhood Attributes	PH Main Township	
	N	%
How do you rate government provision of plots and layouts for individual home construction? Would you say that it has been very inadequate, rather inadequate, neither adequate nor inadequate, fairly adequate, or very adequate?		
1. Very Inadequate	45	23.3
2. Rather Inadequate	63	32.6
3. Neither Adequate Nor Inadequate	7	3.6
4. Adequate	41	21.2
5. Very Adequate	9	4.7
6. Missing Data	28	24.5
Total	193	100
Next, how do you rate government provision of housing especially for the poorer people?		
1. Very Inadequate	119	61.7
2. Rather Inadequate	49	25.4
3. Neither Adequate Nor Inadequate	5	2.6
4. Adequate	8	4.1
5. Very Adequate	7	3.6
6. Missing Data	5	2.6
Total	193	100
How do you rate government efforts to keep your neighborhood clean?		
1. Very Inadequate	86	44.6
2. Rather Inadequate	62	32.1
3. Neither Adequate Nor Inadequate	14	7.3
4. Adequate	13	6.7
5. Very Adequate	13	6.7
6. Missing Data	5	2.6
Total	193	100
Also the maintenance of streets in this neighborhood. How do you rate government efforts in this regard?		

1. Very Inadequate	81	42.0
2. Rather Inadequate	57	29.5
3. Neither Adequate Nor Inadequate	30	15.5
4. Adequate	10	5.2
5. Very Adequate	15	7.8
6. Missing Data	0	0
Total	193	100

What about safety of lives and property in your neighborhood. How do you rate government efforts to achieve this?

1. Very Inadequate	55	28.5
2. Rather Inadequate	44	22.8
3. Neither Adequate Nor Inadequate	16	8.3
4. Adequate	47	24.4
5. Very Adequate	31	16.1
6. Missing Data	0	0
Total	193	100

Everything considered, how do you rate government residential planning?

1. Very Inadequate	72	37.3
2. Rather Inadequate	31	16.1
3. Neither Adequate Nor Inadequate	40	20.7
4. Adequate	38	19.7
5. Very Adequate	10	5.2
6. Missing Data	2	1.0
Total	193	100

Rating of public transportation

1. Very Inadequate	20	10.4
2. Rather Inadequate	6	3.1
3. Neither Adequate Nor Inadequate	24	12.4
4. Adequate	58	30.1
5. Very Adequate	80	41.5
6. Missing Data	5	2.6
Total	193	100

Rating of public schools

1. Very Inadequate	33	17.1
2. Rather Inadequate	17	8.8
3. Neither Adequate Nor Inadequate	47	24.4
4. Adequate	50	25.9
5. Very Adequate	40	20.7
6. Missing Data	6	3.1
Total	193	100

Rating of number of recreational areas

1. Very Inadequate	74	38.3
2. Rather Inadequate	25	13.0
3. Neither Adequate Nor Inadequate	30	15.5
4. Adequate	46	23.8
5. Very Adequate	9	4.7
6. Missing Data	9	4.7
Total	193	100
Rating of number of markets		
1. Very Inadequate	26	13.5
2. Rather Inadequate	11	5.7
3. Neither Adequate Nor Inadequate	20	10.4
4. Adequate	75	38.9
5. Very Adequate	47	24.4
6. Missing Data	14	7.3
Total	193	100
Rating of number of hospitals and clinics		
1. Very Inadequate	52	26.9
2. Rather Inadequate	24	12.4
3. Neither Adequate Nor Inadequate	53	27.5
4. Adequate	38	19.7
5. Very Adequate	19	9.8
6. Missing Data	7	3.6
Total	193	100
Rating of fire Station		
1. Very Inadequate	98	50.8
2. Rather Inadequate	25	13.0
3. Neither Adequate Nor Inadequate	22	11.4
4. Adequate	19	9.8
5. Very Adequate	2	1.0
6. Missing Data	27	14.0
Total	193	100
Rating of number of police stations		
1. Very Inadequate	68	35.2
2. Rather Inadequate	26	13.5
3. Neither Adequate Nor Inadequate	37	19.2
4. Adequate	27	14.0
5. Very Adequate	19	9.8
6. Missing Data	16	8.3
Total	193	100
Rate the neighbourhood Conditions		
1. Very poor	49	25.4
2. Poor	57	29.5
3. Average	38	19.7
4. Good	23	11.9

5. Very good	9	4.7
6. Missing Data	17	8.8
Total	193	100
Aesthetic conditions		
1. Very poor	12	6.2
2. Poor	24	12.4
3. Average	99	51.3
4. Good	55	28.5
5. Very good	0	0
6. Missing Data	3	1.6
Total	193	100
Solid waste collection and disposal		
1. Very poor	42	21.8
2. Poor	51	26.4
3. Average	68	35.2
4. Good	27	14.0
5. Very good	2	1.0
6. Missing Data	3	1.6
Total	193	100
Rating of noise level		
1. Very High	27	14.0
2. High	51	26.4
3. Average	42	21.8
4. Low	61	31.6
5. Very Low	12	6.2
6. Missing Data	0	0
Total	193	100
Rating of crime		
1. Very High	5	2.6
2. High	11	5.7
3. Average	48	24.9
4. Low	84	43.5
5. Very Low	45	23.3
6. Missing Data	0	0
Total	193	100
Rating of fire hazard		
1. Very High	0	0
2. High	0	0
3. Average	10	5.2
4. Low	36	18.7
5. Very Low	145	75.1
6. Missing Data	2	1.0
Total	193	100

(Source: Author's Field Survey)

CONCLUSION

In this study residents rated neighbourhood quality indicators in old Port Harcourt Township in Port Harcourt municipality. The study found that most residents in the two neighbourhoods rated neighbourhood quality indicators such as cleanliness of the neighbourhood, safety of lives and property, residential planning, provision of housing for the poor, hospitals/clinics, recreational areas, police station, public maintenance of streets and fire stations inadequate. Majority of the residents rated waste collection and disposal, aesthetic condition and the neighbourhood condition poor while noise level was rated high. However, a large percentage of residents rated public transportation, public schools and traditional markets adequate. The study also indicated that fire hazard is low.

The study concluded that most residents rated most neighbourhood quality indicators inadequate. The study recommended that the government should intervene these neighbourhoods by providing adequate infrastructure to improve their neighbourhood quality.

Note: This work is a small part of a Ph.D thesis by the Author.

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