

Residents' Socio-economic Characteristics and the Residential Mobility Process in an Urban Space: The Example of the Warri Metropolis, Delta State, Nigeria

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KEYWORDS Intra-urban. Socio-Economic. Preferences. Housing. Neighbourhoods. Logistic Regression

ABSTRACT Residential mobility may be defined as the movement of residents from one house to another, or from one neighbourhood/part of a town/city to another. We reiterate, however, that the residential character of a city or neighbourhood is generally created and shaped through the locational behaviour and decisions of individuals and families. Consequently, our examination of how residents' socio-economic characteristics impact on the intra-urban residential mobility process in the Warri metropolis requires that we consider the defining criteria within the concept of residential areas. The bases used in identifying residential areas/neighbourhoods have been grouped into two major classes, namely: the environmental features/characteristics of residential neighbourhoods and the socio-economic structure of residential areas. This paper, however, concentrates on the second class of criteria. The data used in our analysis are derived from a survey into urban housing in the Warri Metropolis, Nigeria, in the summer of 2005. Seven hundred and sixty-two (762) respondents participated in the data gathering process. The socio-economic characteristics of respondents in all the study neighbourhoods are closely examined, after which the Logistic Regression technique was used to evaluate the relationship that exists between these variables and intra-urban residential mobility. The results of the regression analysis confirm a strong relationship between residents' socio-economic characteristics and intra-urban mobility in the Warri metropolis.

INTRODUCTION

Residential land use is the largest sector of the urban spatial structure. Housing constitutes one of the most basic human needs and ranks second behind feeding (Omuta 1986). Housing and the housing environment have been defined variously by different scholars as encompassing the entire residential environment including the structural characteristics of the house occupied as well as the internal and external facilities that contribute towards a conducive condition of living (Sada 1984; Abiodun 1985; Omuta 1988; Akinbode 2000).

Residential mobility has been defined as the movement of residents from one house to another or from one neighbourhood or part of a town or city to another (Gbakeji 2006). It must be noted, however, that the residential character of a city or neighbourhood is a function of the locational behaviour and decisions of individuals and

families. Consequently, our examination of how residents' socio-economic characteristics impact on intra-urban residential mobility in the Warri metropolis would require, in view of the haphazard way in which references to different areas of the city are couched, that we consider what is being employed in this paper as the defining criteria within the concept of residential areas.

According to Carter (1972), the bases used in identifying residential areas/neighbourhoods have been grouped into two major classes, namely:

1. Environmental features/characteristics of residential areas, and
2. Socio-economic structure of residential areas.

This paper, however, concentrates on the second class of criteria. The data used in our analysis in this paper were collected in the summer of 2005, from 25 residential neighbourhoods, during a study of the structure of intra-urban residential mobility and neighbourhood preferences in the Warri metropolitan area of Delta State, Nigeria. Seven hundred and sixty-two (762) respondents participated in the data gathering exercise.

Conceptual Framework

The concepts of perception, environmental

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cognition and preferences are very important in the discussion of arrangement of phenomena in space. It would be worthwhile, therefore, to briefly examine the theoretical concepts of housing, perception and spatial preference.

Today, housing is considered to be more than merely the dwelling unit. It is a complex product made up of a combination of services, indoor living spaces, land utilities, locational situations, outdoor living spaces, and relationships to neighbours, family members and friends (Onokerhoraye 1984). It is now universally accepted that housing is a bundle of services, which means more than mere shelter to include certain elements of the community or neighbourhood as a liveable environment. For most people, the most important component of the bundle of services is the shell of the shelter. This is so because that shell protects them from the elements of rain, sun and cold, and also provides them privacy and security (Omuta 1988). However, at some level of affluence, housing is defined to include several internal and external facilities and services that make living more meaningful and fulfilling to the majority of people.

Notwithstanding that they are not unified in any single theory of perception, urban perception and awareness are recognised as special instances of general perceptual and cognitive processes (Allport 1955; Appleyard 1976). Appleyard synthesised three major types of urban perception as operational, responsive and inferential urban perception. Each kind of perception is based on certain attributes in the environment. For instance, personal movement and visibility are attributes of operational perception; imageability, of responsive perception; and socio-functional significance, of inferential perception.

The concept of spatial preference provides one of the ways geographers are able to test and use concepts relating to perception. Preference for where to live is obviously important to an analysis of residential mobility. The preferences for certain neighbourhoods over others in a city depend on the location of the area in relationship to where office or business and friends are found (Michelson 1966). Other factors that influence residential preferences include assessment of housing costs, family sizes, qualitative housing units and environment. Furthermore, preferences could also be influenced by the crime rate in an area and economic, social, professional or educational background of respondents.

Socio-Economic Characteristics of the Study Neighbourhoods

In order for us to properly understand the components or indicators of the socio-economic structure of the study neighbourhoods, we need to, first of all, examine the socio-economic characteristics of the households covered by this study. Socio-economic class may be defined as relatively permanent and homogenous divisions in a society into which individuals or families sharing similar values, life styles, interests and behaviours can be categorised (Engel 1978; Moughalu 1982). The general concept of social status is ancient. Social scientists have not found it easy identifying one particular variable of social status, hence use is often made of proxy variables such as income, occupation, education, workplace, marital status, and so on, to measure socio-economic status. This study has also adopted this method in the assessment of the socio-economic characteristics of residential neighbourhoods in the Warri metropolis.

1. Household Income: Usually, a household utilises its income to take care of the housing, feeding, clothing, educational, transportation and medical expenses, among many other competing needs. Thereafter, it may consider savings. Household income plays a very crucial role in the housing and neighbourhood preferences of residents. If the income is low, the household may rent an apartment, but as the income increases, it may then decide to own one, either by building or buying from the housing market.

In our study, household incomes were classified into three socio-economic groups, namely, low, medium and high-income group. Those in the low-income category have annual incomes not exceeding #150,000, while those earning between #150,000 and #400,000 are in the medium income group. The high-income group comprises those whose annual incomes are in excess of #400,000. Table 1 shows the distribution of household incomes by neighbourhood in the Warri metropolis.

The low-income group constituting about 8 per cent of our sample population is highest in Igbudu-Hausa quarters and Agbasa with total percentages of 24.1 and 21.4 respectively. On the other hand, medium income group makes up 48 per cent of the sample population. Neighbourhoods with high concentrations of medium income earners include Essi layout, Effurun West, Ekan,

Table 1: Distribution of household income by neighbourhood

	<i>N50,001- N300,000</i>		<i>N300, 001- N450, 000</i>		<i>N459, 001- 600,000</i>		<i>Above N600, 000</i>		<i>Total</i>	
	<i>Freq.</i>	<i>%</i>	<i>Freq.</i>	<i>%</i>	<i>Freq.</i>	<i>%</i>	<i>Freq.</i>	<i>%</i>	<i>Freq.</i>	<i>%</i>
Agaga Layout			1	3.3	12	40.0	17	56.7	30	100
Agbassa			3	10.3	18	62.1	8	27.6	29	100
Ajamogha			4	12.9	15	48.4	12	38.7	31	100
Aladja			6	21.4	9	32.1	13	46.4	28	100
Alderstown	1	3.3	2	6.7	17	56.7	10	33.3	30	100
Bendel Estate					13	39.4	20	60.6	33	100
Effurun East	4	13.8	2	6.9	13	44.8	10	34.5	29	100
Effurun West	2	6.7			17	56.7	11	36.7	30	100
Ejeba	2	7.1			12	42.9	14	50.0	28	100
Ekpan			2	6.5	17	54.8	12	38.7	31	100
Enerhen Rd-Udu Bridge area					12	41.4	17	58.6	29	100
Enerhen Village-Leventis Area					15	46.9	17	53.1	32	100
Essi Layout					20	66.7	10	33.3	30	100
Igbudu-Hausa Quarters			3	9.7	19	61.3	9	29.0	31	100
Market Road Area			4	12.5	16	50.0	12	37.5	32	100
Midwest College Area			7	24.1	9	31.0	13	44.8	29	100
Obahor-Nelson Williams					14	46.7	16	53.3	30	100
Odion-Obire-Iyara	1	13.1	2	6.3	19	59.4	10	31.3	32	100
Ogberikoko					14	45.2	17	54.8	31	100
Ogunnu			1	3.0	12	36.4	20	60.6	33	100
Okere	2	6.1			18	54.5	13	39.4	33	100
Okumagba Layout					13	39.4	20	60.6	33	100
Ovwian	4	13.3	2	6.7	14	46.7	10	33.3	30	100
P. T. I. Road Area	2	6.9			12	41.4	15	51.7	29	100
Pessu			2	6.3	17	53.1	13	40.6	32	100
Total	18	2.4	41	5.4	366	48.0	337	44.2	762	100

Ovwian and Enerhen village-Leventis area. Those respondents in the high-income category constitute 44 per cent of the sample population and are concentrated mainly in the high-grade residential districts of Bendel Estate, Ejeba, Okumagba and Agaga Layouts.

2. Occupational Structure: The occupational distribution of the respondents reflects the economic base of the study neighbourhoods. It is evident from Table 2 that a sizeable proportion of the residents are made up of traders, self-employed persons, civil servants, professionals, administrators, technical and managerial experts and skilled production personnel in both the private and public establishments, majority of which have their employment in the downtown and suburban areas of the Warri metropolis.

The recent concerted efforts of the government to construct new road networks and rehabilitate the dilapidated ones in the Warri Metropolis have continued to facilitate movement of residents from their homes to their workplaces and vice-versa. This apparently explains the continuous influx of people into the metropolis, the astronomical increases in house and property rents in recent years, notwithstanding. The

pattern of the occupational distribution of residents in the metropolis equally explains their income levels per annum.

3. Age and Sex Structure: The age structure of the study neighbourhoods indicates a very active population, with high tendencies for mobility and a correspondingly high propensity for urban life. Table 3 that shows the age distribution of respondents by neighbourhood in the Warri metropolis indicates that 17.5, 37.7 and 44.9 per cent of the respondents, respectively, are in the age brackets of 21-30, 31-40 and 41 years and above. On the other hand, 82.8 and 17.2 per cent of the sample population are made up of males and females respectively (Table 4).

4. Marital Status and Household Size: Analysis of the marital status of our sample population shows that 536 (70.3%) are married, while 148 (19.4%) are single. Forty-eight, (6.3%) and 30 (3.9%) were either separated or divorced and widowed respectively. The household sizes of the respondents across the metropolis also show a remarkable pattern. Four hundred and fifty four (454) households, representing 59.6 per cent of our sample population, have household sizes of 1-3 persons. The corresponding figures for the

Table 2: Occupational distribution of respondents by neighbourhood

	<i>Farmer</i>		<i>Trader</i>		<i>Civil servant</i>		<i>Self employed</i>		<i>Others</i>		<i>Total</i>	
	<i>No.</i>	<i>%</i>	<i>No.</i>	<i>%</i>	<i>No.</i>	<i>%</i>	<i>No.</i>	<i>%</i>	<i>No.</i>	<i>%</i>	<i>No.</i>	<i>%</i>
Agaga Layout			7	23.3	8	26.7	11	36.7	4	13.3	30	100
Agbassa			10	34.5	8	27.6	8	27.6	3	10.3	29	100
Ajamogha			10	32.3	3	9.7	8	25.8	10	32.3	31	100
Aladja	1	3.6	8	28.6	3	10.7	7	25.0	9	32.1	28	100
Alderstown	3	10.0	7	23.3	4	13.3	9	30.0	7	23.3	30	100
Bendel Estate			5	15.2	12	36.4	7	21.2	9	27.3	33	100
Effurun East	4	13.8	4	13.8	2	6.9	9	31.0	10	34.5	29	100
Effurun West	3	10.0	6	20.0	4	13.3	8	26.7	9	30.0	30	100
Ejeba			2	7.1	2	7.1	11	39.3	13	46.4	28	100
Ekpan	4	12.9	7	22.6	5	16.1	8	25.8	7	22.6	31	100
Enerhen Rd-Udu Bridge Area	3	10.3	7	24.1	1	3.4	6	20.7	12	41.4	29	100
Enerhen Village-Leventis Area	2	6.3	10	31.3	2	6.3	6	18.8	12	37.5	32	100
Essi Layout	2	6.7	11	36.7	1	3.3	6	20.0	10	33.3	30	100
Igbudu-Hausa Quarters			11	35.5	9	29.0	8	25.8	3	9.7	31	100
Market Road Area			10	31.3	3	9.4	9	28.1	10	31.3	32	100
Midwest College Area	1	3.4	8	27.6	3	10.3	7	23.1	10	34.5	29	100
Odion-Obire-Iyara	3	9.4	7	21.9	5	15.6	10	31.3	7	21.9	32	100
Obahor-Nelson Williams	2	6.7	9	30.0	2	6.7	6	20.0	11	36.7	30	100
Ogberikoko	3	9.7	8	25.8	1	3.2	6	19.4	13	41.9	31	100
Ogunnu			8	24.2	10	27.3	12	36.4	4	12.1	33	100
Okere	3	9.1	7	21.2	5	15.2	8	24.2	10	30.3	33	100
Okumagba Layout			5	16.7	1	3.6	10	33.3	10	33.3	30	100
Ovwian	4	13.3	4	13.3	2	6.7	10	33.3	10	33.3	30	100
P. T. I. Road Area			2	6.9	2	6.9	11	37.9	14	48.3	29	100
Pessu	4	12.5	8	25.0	5	15.6	8	25.0	7	21.9	32	100
Total	42	5.5	181	23.8	112	14.7	205	26.9	222	29.1	762	100

Table 3: Age of respondents by neighbourhood

	<i>21-30 yrs</i>		<i>31-40 yrs</i>		<i>41 yrs and above</i>		<i>Mean</i>	<i>Rank</i>
	<i>Freq</i>	<i>%</i>	<i>Freq</i>	<i>%</i>	<i>Freq</i>	<i>%</i>		
Agaga Layout	6	20.0	11	36.7	13	43.3	37.3	6
Agbassa	7	24.1	12	41.4	10	34.5	36.0	2
Ajamogha	7	22.6	13	41.9	11	35.5	36.3	4
Aladja	9	32.1	7	25.0	12	42.9	36.1	3
Alderstown	4	13.3	10	33.3	16	53.3	39.0	14
Bendel Estate	4	12.1	16	48.5	13	39.4	37.7	8
Effurun East	4	13.8	10	34.5	15	51.7	38.8	13
Effurun West	6	20.0	10	33.3	14	46.7	37.7	8
Ejeba	4	14.3	11	39.3	13	46.4	38.2	10
Ekpan	4	12.9	6	29.0	18	58.1	39.5	17
Enerhen Rd-Udu Bridge Area	4	13.8	14	48.3	11	37.9	37.4	7
Enerhen Village-Leventis Area	5	15.6	10	31.3	17	53.1	38.8	13
Essi Layout	1	3.3	18	60.0	11	36.7	38.3	11
Igbudu-Hausa Quarters	7	22.6	13	41.9	11	35.5	36.3	4
Market Road Area	7	21.9	14	43.8	11	34.4	35.7	4
Midwest College Area	10	34.5	7	24.1	12	41.4	39.1	1
Odion-Obire-Iyara	5	16.7	9	30.0	16	53.3	36.4	12
Obahor-Nelson Williams	4	12.5	11	34.4	17	53.1	39.1	16
Ogberikoko	5	16.1	15	48.4	11	35.5	36.9	5
Ogunnu	7	21.2	11	33.3	15	45.5	37.4	7
Okere	6	18.2	12	36.4	15	45.5	37.7	8
Okumagba Layout	4	13.3	14	46.7	12	40.0	37.7	8
Ovwian	4	13.3	10	33.3	16	53.3	39.0	15
P. T. I. Road Area	5	17.2	11	37.9	13	44.8	37.8	9
Pessu	4	12.5	9	28.1	19	59.4	39.7	18
Total	155	17.5	287	37.7	342	44.9	37.7	100

Table 4: Sex of respondents by neighbourhood

	<i>Female</i>		<i>Male</i>		<i>Total</i>	
	<i>Freq</i>	<i>%</i>	<i>Freq.</i>	<i>%</i>	<i>Freq.</i>	<i>%</i>
Agaga Layout	2	6.7	28	93.3	30	100
Agbassa	4	13.8	25	86.2	29	100
Ajamogha	8	25.8	23	74.2	31	100
Aladja	7	25.0	21	75.0	28	100
Alderstown	6	20.0	24	80.0	30	100
Bendel Estate	5	15.2	28	84.8	33	100
Effurun East	5	17.2	24	82.8	29	100
Effurun West	7	23.3	23	76.7	30	100
Ejeba	4	14.3	24	85.7	28	100
Ekpan	6	19.4	25	80.6	31	100
Enerhen Rd-Udu Bridge Area	4	13.8	25	86.2	29	100
Enerhen Village-Leventis Area	5	15.6	27	84.4	32	100
Essi Layout	4	13.3	26	86.7	30	100
Igbudu-Hausa Quarters	5	16.1	26	83.9	31	100
Market Road Area	7	25.0	24	75.0	32	100
Midwest College Area	7	24.1	22	75.9	29	100
Odion-Obire-Iyara	6	18.8	26	81.3	32	100
Obahor-Nelson Williams	5	16.7	25	83.3	30	100
Ogberikoko	4	12.9	27	87.1	31	100
Ogunnu	2	6.1	31	93.9	33	100
Okere	8	24.2	25	75.8	33	100
Okumagba Layout	4	13.3	26	86.7	30	100
Ovwian	5	16.7	25	83.3	30	100
P. T. I. Road Area	4	13.8	25	86.2	29	100
Pessu	6	18.8	26	81.3	32	100
Total	131	17.2	631	82.8	762	100

4-6 and 9-7 categories are 297 (39.0%) and 11 (1.4%) respectively. Apart from the singles, and in some cases the widowed, which mainly report one person per household, the married in most of the study neighbourhoods have a modal family size of between 3 and 5 persons.

5. Ethnic Composition: A critical examination of the distribution of ethnic grouping and respondents' state of origin by neighbourhood reveals that the ethnic structure of the Warri metropolis is very heterogeneous. The *Urhobos* are the major ethnic group, totalling 366 (48.0%) of our sample population. They are followed by the *Itsekiris* with 144 (15.0%), while the *Ijaws* are 97 (12.7%). The rest of the sample population is made up of respondents from other States of the Federation. We discovered, in the course of field survey, that there is a very good mix of the various indigenous and non-indigenous groups in the neighbourhoods across the metropolis. This apparently explains very clearly and accounts for the cosmopolitan nature and structure of the Warri metropolis. It also clearly distinguishes the city from some traditional cities in Nigeria, like Zaria or Kano where the natives live in separate parts of the city.

6. Educational Background of Respondents:

Table 5 showing the educational background of respondents by neighbourhoods reveals a very high level of literacy among the sample population. For example, 651 respondents (85.4%) have been educated above the primary school level. Specifically, 262 (34.4%) have secondary education, while 154 (20.2%) and 235 (30.8%) are educated to the polytechnic and university levels, respectively. People of high educational attainment are highly status conscious. Besides, these people often seek for residential locations that satisfy their desires for prestigious dwellings and neighbourhoods comparable to their jobs, their incomes as well as their personality.

Residents' Socio-Economic Characteristics and Intra-Urban Residential Relocation

The socio-economic characteristics of residents, as spatial variables in the residential location and intra-urban mobility equations, have been studied more closely by social geographers and are linked to the structural theories of city patterns. It would, therefore, be necessary to investigate the role that socio-economic

Table 5: Educational background of respondents by neighbourhood

	Primary education		Secondary education		Polytechnic equivalent		University education		Total	
	Freq	%	Freq.	%	Freq.	%	Freq.	%	Freq.	%
Agaga Layout	5	16.7	12	40.0	5	16.7	8	26.7	30	100
Agbassa	2	6.9	13	44.8	6	20.7	8	27.6	29	100
Ajamogha	1	3.2	13	41.9	9	29.0	8	25.8	31	100
Aladja	2	7.1	11	39.3	8	28.6	7	25.0	28	100
Alderstown	6	20.0	10	33.3	6	20.0	8	26.7	30	100
Bendel Estate	-	-	10	30.3	9	27.3	14	42.4	33	100
Effurun East	7	24.1	10	34.5	4	13.8	8	27.6	29	100
Effurun West	7	23.3	6	20.0	8	26.7	9	30.0	30	100
Ejeba	3	10.7	9	32.1	5	17.9	11	39.3	28	100
Ekpan	9	29.0	8	25.8	4	12.9	10	32.3	31	100
Enerhen Rd-Udu Bridge Area	5	17.2	10	34.5	5	17.2	9	31.0	29	100
Enerhen Village-Leventis Area	5	15.6	11	34.4	3	9.4	13	40.6	32	100
Essi Layout	5	16.7	12	40.0	6	20.0	7	23.3	30	100
Igbudu-Hausa Quarters	2	6.5	14	45.2	6	19.4	9	29.0	31	100
Market Road Area	1	3.1	14	43.8	9	28.1	8	25.0	32	100
Midwest College Area	2	6.9	11	37.9	9	31.0	7	24.1	29	100
Odion-Obire-Iyara	7	21.9	10	31.3	6	18.8	9	28.1	32	100
Obahor-Nelson Williams	5	16.7	10	33.3	3	10.0	12	40.0	30	100
Ogberikoko	6	19.4	10	32.3	5	16.1	10	32.3	31	100
Ogunnu	5	15.2	13	39.4	7	21.2	8	24.2	33	100
Okere	7	21.2	7	21.2	9	27.3	10	30.3	33	100
Okumagba Layout	-	-	9	30.0	9	30.0	12	40.0	30	100
Ovwian	7	23.3	11	36.7	4	13.3	8	26.7	30	100
P. T. I. Road Area	3	10.3	9	31.0	5	17.2	12	41.4	29	100
Pessu	9	28.1	9	28.1	4	12.5	10	31.3	32	100
Total	111	14.6	262	34.4	15.4	20.2	23.5	30.8	762	100

characteristics of residents play in their decisions to relocate in the urban space. To enable us do this, we hypothesise that no significant association is discernable between residents' socio-economic characteristics and intra-urban mobility in the Warri Metropolis.

The significance of the relationship between residents' socio-economic characteristics and intra-urban mobility was tested using *Logistic Regression*. The results of our analysis are presented in Table 6 and subsequently discussed.

The Model χ^2 of 95.172 indicates that the model is significant at the 1% level of probability (critical $\chi^2 = 22.46$), while the *Nagelkerke R²* implies that the explanatory variables predict 76 per cent of the variation in intra-urban mobility. The percentage correct prediction of 83.2% is quite high. Six of the seven dependent variables (sex, age, marital status, education, income and length of residence) were found to have a significant influence on the respondents' decision to relocate in the urban space. These are now discussed in turn.

Sex ($b = 0.730$) was positively and significantly related to intra-urban mobility. The odds ratio of 2.07 implies that males are twice more likely to

move or relocate than females. The result for age ($b = -0.502$) shows that it is negatively related to intra-urban mobility. Its odds ratio (0.605) means that older persons are 41 per cent less likely to move than younger persons. This can also be interpreted to mean that younger persons are 1.7 times more likely to move than older people. The older persons are less likely to relocate probably because such movements may affect their children's schooling or because such persons already had their personal homes in the neighbourhood.

The result for marital status is negative ($b = -0.975$) and its odds ratio (0.377) suggests that those who are single are almost 2.7 times ($1/0.377$) more likely to move than married persons. Household size is negatively related to intra-urban mobility ($b = -0.488$) and is not significant ($t = 2.291$; $p < 0.05$). This negative relationship means that respondents with larger households are about 40 per cent less likely to relocate than those with small households.

On the other hand, education ($b = 0.332$) is positively and significantly related to intra-urban mobility ($t = 2.515$; $p < 0.05$). Its odds ratio of 1.394 implies that respondents with higher levels of education are 1.4 times (40 %) more likely to

Table 6: Relationship between residents' socio-economic characteristics and intra-urban mobility (Logistic Regression)

Code	Independent variables	Standardized coefficient	S. E.	t-value	Exp (B)
ZX2 (1)	Sex	0.73	0.285	2.561*	2.075
ZX3	Age	-0.502	0.175	-2.869*	0.605
ZX4B (1)	Marital status	-0.975	0.287	-3.397*	0.377
ZX5	Household size	-0.488	0.213	2.291	0.614
ZX6	Education	0.332	0.132	2.515*	1.394
ZX8	Income	-0.292	0.12	-2.433*	0.747
ZX22	Length of residence	0.397	0.112	3.545*	1.487
Constant		-1.563	0.131	-11.931	1.487
Model Statistics					
Model Chi-Square		95.172			
Nagelkerke R ²		0.763			
Correct Prediction (%)		83.2			

move than those with lower educational backgrounds. It is possible that those with higher educational backgrounds have more opportunities at getting lucrative jobs offered to them and this may require their relocation from their previous residences and/or neighbourhoods.

Income is negatively related to intra-urban mobility ($b = -0.292$). It is, however, significant ($t = 2.433$; $p < 0.05$). Its odds ratio of 0.747 indicates that respondents with higher incomes are about 25 per cent ($1 - 0.747$) less likely to move than those with lower incomes. It is possible that respondents with higher incomes are already living in dwellings and/or residential neighbourhoods they are satisfied with or they already own houses of their own and are, therefore, unwilling to move to other areas. Length of time a person has lived in a particular location is as well positively related to intra-urban mobility ($b = 0.397$). The interpretation of its odd ratio of 1.467 is that respondents who have lived longer at a given location are about 1.5 times (50 %) more likely to relocate than those who have lived for shorter periods.

The Model χ^2 value of 95.172 is considerably higher than the tabulated χ^2 value of 22.46 at 1 per cent level of probability. Therefore, in the light of our discussions above, we should be on strong ground in asserting that there is a significant association between residents' socio-economic characteristics and intra-urban mobility in the Warri metropolis. Our earlier stated hypothesis, therefore, stands rejected on the ground that the computed χ^2 value of 95.175 has received quantitative confirmation.

CONCLUSION

It is an incontrovertible fact that the residential character of a city or neighbourhood is functionally related to the locational behaviour and decisions of individuals and families. In the preceding sections of this paper, we examined in some detail the socio-economic characteristics of residents in all the study neighbourhoods and went further to use Logistic Regression technique to evaluate the relationship between these variables and the intra-urban residential mobility process in the Warri metropolis. The discussions of the results of our analysis have amply demonstrated the significant relationship that exists between socio-economic characteristics of residents and intra-urban mobility in the urban space.

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