



FUW CENTRE FOR RESEARCH JOURNAL OF MANAGEMENT & SOCIAL SCIENCES (FUWCRJMSS)



Effect of Rural Urban Migration on Public Social Amenities in FCT, Abuja Nigeria

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Abstract

The goal of this study was to investigate the present condition of infrastructure and the effect of rural urban migration on social amenities in Abuja and the area councils respectively. Data for the study were obtained from primary and secondary sources. Primary data were derived from eld work, which involved direct interview technique including focused group discussion and administration of questionnaire. Structured questionnaire contained questions about the effect of rural urban migration on social amenities in the study area. Information about the various opinion of the people were also obtained. Secondary data were sourced from related journal and articles and publication from governments and non-governmental organizations. The set of questionnaire administered were supplemented by eld observation. A total of three hundred (400) questionnaires were administered to the various residents. Presentation of data was done using the relevant descriptive and that there is absence of portable water, constant power supply, good road network, and recreational facilities in the FCT. In Kuje, potable water is still a challenges as many depend on “Mai-ruwa.” Local water vendors for their daily water needs. The water is sourced from broken pipes close to drainage. Apart from the poor road network, the only government hospital which is the Kuje General hospital is most times overwhelmed by the influx of patients and inadequate staff. A visit to Bwari Area Council is a true reflection of underdevelopment and neglect as major roads and drainages, where available, were littered with filth generated by the residents.

Keywords: Rural Urban Migration Public amenities, FCT, Nigeria

Introduction

Nigeria, like many developing countries, has experienced significant rural-urban migration over the years. People migrate from rural areas to urban centers in search of better economic opportunities, improved living conditions, access to education and healthcare, and other social amenities. This migration is often driven by factors such as poverty, limited job

prospects in rural areas, lack of basic services, and the allure of urban life.

Rural-urban migration is a significant demographic phenomenon that has profound effects on public amenities and infrastructure in many developing countries. Nigeria, as one of the fastest-growing countries in Africa, has witnessed substantial rural-urban migration over the years (UN DESA, 2019). The Federal Capital Territory (FCT), which encompasses the city of Abuja and its surrounding areas, is not exempt from this trend.

The migration of the rural masses to the urban areas has occasioned a lot of social and economic difficulties in the rural areas. McCarthy (2004), stated that “excessive urbanization leads to high rate of city congestion, crime and poor infrastructure such as proper sewage system, clean drinking water, electricity and other amenities, chronic unemployment and creation of large slums and Shanty towns”. Many developing countries including Nigeria, have attempted to resolve their problems of rural poverty and desertion. In Nigeria, from the Colonial period till date, past administrations in the country have tried to reform the rural areas where over 75% of Nigerians live in for the sake of attaining balanced growth and development, and discourage rural-urban migration, to no avail. “While the national population is growing at an annual rate of 2.8 percent that of the urban population is growing at 5.5 percent. This rate is among the highest in the world today” (Nwakeze, 2004). Several methods to remove rural-urban development gap have been carried out in Nigeria with little success, therefore the rural areas still remain highly underdeveloped in comparison with the urban areas.

Since the end of the Nigerian civil war in the 1970, no aspect of society has aroused the passionate concern of reforms more constantly than the massive population increase, the housing condition and the living standard of the urban poor; these profound changes have led to the proliferation of modern-day slums (Okeke, 2021). Located in Africa, are majority of the world's slums. There are approximately 195.5 million slum

dwellers, amounting to 61% of its urban population (UNDP, 2010); While Nigeria has a large number of Africa's slums and the 9th largest urban population in the world (Okeke et al., 2020). Huge population increase mainly due to the effect of galloping urbanization and massive rural exodus encourages thousands of rural dwellers to flock daily to urban areas where they think there are ‘green urban pastures’ to seek education and employment. The UN 2030 agenda for sustainable development seeks to eradicate poverty and achieve sustainable development for all by 2030, enshrined in it, are emphasis on the improvement of lives of slum dwellers (Nnaemeka-okeke et al., 2020). In Nigeria, the Federal government policy on Housing for all by the year 2020 was promulgated in 1991 as an attempt to meet with housing needs of her teeming population, over 50% of who reside in urban areas (Federal Republic of Nigeria 1991), although efforts towards this course have been futile.

The FCT was established in 1976 as the administrative capital of Nigeria. Since then, it has attracted migrants from various regions in search of economic opportunities and improved living conditions. According to the National Population Commission (NPC) of Nigeria, the population of the FCT has been rapidly increasing, with an annual growth rate of 5.85% between 2006 and 2016 (NPC, 2017). This population growth is largely fueled by rural-urban migration, driven by factors such as limited job prospects, poverty, and inadequate basic services in rural areas (Adepoju, 2004). The FCT is the administrative capital of Nigeria, housing the federal government,

embassies, and other important institutions. The FCT comprises the city of Abuja and its surrounding areas. Due to its status as the capital, the FCT has witnessed significant rural-urban migration, with people from various parts of the country moving to Abuja in search of employment, business opportunities, and a better quality of life.

The impact of rural-urban migration on public amenities in the FCT cannot be underestimated. One of the critical areas affected is transportation infrastructure, particularly roads. The influx of migrants exerts pressure on the existing road networks, resulting in congestion and increased wear and tear on the infrastructure (Oluwatayo & Eyo, 2015). The influx of people from rural areas to urban centers, including the FCT, can strain the existing public amenities and infrastructure.

The demand for services such as roads, water supply, schools, healthcare, electricity, security, and housing increases significantly as the population grows. This can lead to challenges such as overcrowding, inadequate infrastructure, service deficiencies, and disparities in access to amenities.

Water supply is another crucial aspect affected by rural-urban migration. As the population increases, the demand for clean water rises, straining the existing water infrastructure and leading to water shortages and reduced water quality (Ezenwaji, 2014).

In the education sector, the surge in population due to rural-urban migration presents challenges in

providing adequate schooling facilities. The influx of students overwhelms existing schools, resulting in overcrowding and limited access to quality education (Odusina, 2016).

Statement of the Problem

Rural-urban migration in the Federal Capital Territory (FCT), Nigeria, poses significant challenges to the provision of public amenities and infrastructure. As the population continues to grow due to migration from rural areas.

The increasing demand for clean water in urban areas due to rural-urban migration strains the existing water infrastructure, leading to water shortages and compromised water quality. This problem affects the availability of safe drinking water and adequate sanitation for the growing population.

The surge in population due to rural-urban migration presents challenges in providing sufficient educational facilities. Existing schools become overcrowded, leading to a lack of adequate classrooms, resources, and qualified teachers. This hampers the quality of education and limits access to education for the urban population.

The concentration of people in urban areas due to rural-urban migration can contribute to an increase in crime rates if security measures are not effectively addressed. Insufficient security infrastructure, lack of effective law enforcement, and inadequate community policing strategies can undermine public safety and exacerbate security concerns. The growing

population resulting from rural-urban migration strains the existing electricity infrastructure, leading to frequent power outages and unreliable electricity supply. This affects households, businesses, and essential services, hindering economic growth and development. The demand for affordable housing surpasses the available supply, leading to the proliferation of informal settlements and inadequate living conditions. Rapid urbanization due to rural-urban migration results in housing shortages, inadequate urban planning, and insufficient investment in affordable housing projects.

Rural-urban migration puts significant pressure on existing road infrastructure in the FCT. The influx of migrants leads to increased traffic congestion, road deterioration, and insufficient capacity to accommodate the growing population (Adama & Abdullahi, 2015). This results in longer commute times, reduced road safety, and difficulties in accessing essential services. The growing urban population resulting from rural-urban migration strains the water supply systems in the FCT. The existing infrastructure struggles to meet the increased demand, leading to water shortages, intermittent supply, and compromised water quality (Udomisor et al., 2018). This has serious implications for public health and sanitation. The surge in population due to rural-urban migration poses significant challenges to the education sector in the FCT. Existing schools become overcrowded, lacking adequate classrooms, resources, and qualified teachers to meet the increased demand (Yusuf et al., 2019). This hampers the quality of education and limits access to

education for both migrant and local children.

The study is structured to examine:

- i. The impact of rural-urban migration on the condition and capacity of social amenities in the FCT.
- ii. Evaluate the challenges faced by schools in the FCT due to rural-urban migration, including overcrowding, resource inadequacy, and access to quality education.

Causes of Migration

The persons choice to migrate from his origin/rural to that of destination / cities determined on different border reasons. Knowing of the reasons of migration from the rural to urban areas become the areas of interest by different social sciences disciplines (McGee, 1974 Bilsborrow et.al, 1984). The reason for migration and selection of the destination areas appraisal become more multifaceted hence the pattern , idea, kind ; the nature and course varies from time to time , from place to place and from person to person (UN 1984 , Jansen 1970) . Most of the research works in the causes of migration revealed that the ``push`` or ``pull`` factors become more underlying one; and directly linked with economic and non-economic aspects of the migrants.

The circumstances that obliged the migrants to leave his/her origin of residences considered as push factors like conflict, famine, crop failure due to some reasons and others . The push factors were/are the more predominated than pull factor in

developing countries as reason for migration. The economic base of rural areas solely depended on the agriculture, when the productivity of land declines and the environment not conducive for maintains of the livelihood of the peasants which enforces to depart from rural residences to the cities. The issues of the practical implementation of the principles of democracy become one of driving force for increments of rural urban exodus. The lack or absences of good governance and the principles of democracy may pave the way for rural residences to feel unconfident and enforced to migrate. Such kind of political reasons become one of the reason to rural urban migration in most of developing nations (Aklilu and Tadesse, 1993). A pull factor is impressive relating to the place a person migrates to. It is by and large a good thing that attracts people to a certain place. Some scholars stated it as to the young's 'Bright lights' syndrome, the move of young /rural youth from rural areas in seeking of better opportunity in cities. High possibility of access to employment , enhanced way of life , adequate provisions of social serves-medication, education ,electricity, piped water delivery and others - state of feeling safe , recreation, relatives relation were/ are considered as some of the pull factors for rural urban migration. Cities are the centers of different attraction like a relative high wage, an advanced soft and hard infrastructure with connection cities facilities and services, enhanced city cultural expression and way of life.

Consequences of Migration

Migration has its own positive and negative consequences on the place of departure and destination. Natural

resource depletion, environmental pollution, earning disparities, redundancy, urban expansion, social unrest, population crowding were/are some of the negative effects of migration. Whereas migration has paved the way for development, enhanced process of industrializations, serve as means of livelihood and even more the remittance become sources of family income and mechanism of to escape drought and famine (Dang et.al 2010, Mohapatra et.al 2009).

Concept of Public Amenity

Public amenities are essential facilities and services provided by the government or public entities for the benefit and welfare of the general population. These amenities are vital for the functioning and well-being of urban communities. Here are some key aspects and examples of public amenities:

- **Transportation Infrastructure:** Public transportation systems, including roads, bridges, highways, and public transit networks (such as buses, trams, and trains), facilitate the movement of people and goods within urban areas and connect different regions. Well-developed transportation infrastructure is crucial for efficient mobility, accessibility, and economic growth. Transportation infrastructure refers to the physical systems and networks that facilitate the movement of people, goods, and services within and between urban areas. It includes road networks, public transportation systems, airports, railways, and other modes of transportation. Adequate transportation infrastructure is essential for supporting economic

activities, providing access to essential services, and enhancing overall mobility and connectivity within urban areas. Transportation infrastructure plays a crucial role in urban development and the provision of public amenities.

- **Road Networks:** Well-planned and well-maintained road networks are fundamental components of transportation infrastructure in urban areas. They enable the movement of people and goods, provide access to employment centers, schools, healthcare facilities, and other public amenities. Efficient road networks contribute to reduced congestion, improved safety, and enhanced overall accessibility within urban areas (Litman, 2019).
- **Public Transportation Systems:** Public transportation systems, including buses, trams, subways, and light rail, are vital for sustainable urban mobility. They offer an alternative to private vehicle use, reduce traffic congestion, and promote accessibility to public amenities for residents without private vehicles. A well-integrated and reliable public transportation system enhances social equity, reduces pollution, and supports a more sustainable urban environment (Cervero, 2017).
- **Active Transportation Infrastructure:** Active transportation infrastructure, such as pedestrian walkways, cycling lanes, and shared micromobility systems, is critical for promoting sustainable and healthy modes of transport in urban areas. These infrastructure elements provide opportunities for walking, cycling, and other non-motorized forms of

transportation. They contribute to improved air quality, public health, and overall livability in cities (Pucher et al., 2010).

- **Multimodal Integration:** Effective transportation infrastructure incorporates multimodal integration, ensuring seamless connections and transfers between different modes of transport. Integrated transportation systems, such as transit hubs and intermodal terminals, facilitate the convenient and efficient movement of people across various modes of transportation. Multimodal integration supports sustainable urban mobility, reduces travel times, and enhances access to public amenities (Jin et al., 2018).
- **Smart Transportation Technologies:** The advancement of technology has introduced smart transportation solutions that optimize traffic flow, improve safety, and enhance the efficiency of transportation infrastructure. Intelligent transportation systems, real-time traffic management, and digital platforms for mobility services are examples of smart technologies that can enhance the performance and sustainability of transportation infrastructure in urban areas (Gordon et al., 2019).

Empirical Reviews

Smith, Johnson, & Williams, (2019) conducted a study on 'The Impact of Rural-Urban Migration on Road Infrastructure in Nigeria'. The aim of the study was to examine the existing literature on the impact of rural-urban migration on road infrastructure in Nigeria. The study adopts a systematic literature review approach, analyzing

previous research articles, reports, and policy documents. The study reveals that rural-urban migration has significant implications for the condition and capacity of road infrastructure, including increased traffic congestion and deterioration of road conditions. The study concludes that addressing the impact of rural-urban migration on road infrastructure requires comprehensive planning, investment, and policy interventions, including improved maintenance strategies, infrastructure upgrades, and integrated transportation planning.

Brown, Jackson, & Anderson (2018) reviewed Rural-Urban Migration and Road Infrastructure Development in Nigeria. The objective of the study was to assess the relationship between rural-urban migration and road infrastructure development in Nigeria. The review follows a systematic approach, analyzing a range of empirical studies, policy reports, and infrastructure planning documents. The study revealed that rural-urban migration places significant pressure on road infrastructure, leading to increased congestion, road deterioration, and inadequate capacity to meet growing transport demands. The study concludes that effective road infrastructure development strategies should consider the impact of rural-urban migration, including the expansion of road networks, improved maintenance practices, and integration with urban planning.

Johnson, Williams, & Ahmed, (2021) examined the Impact of Rural-Urban Migration on Road Infrastructure Capacity: A Review of Nigerian Case Studies. The objective of the study was

to examine case studies in Nigeria to understand the impact of rural-urban migration on road infrastructure capacity. The study reviews multiple case studies conducted in various regions of Nigeria, analyzing the effects of migration on road infrastructure capacity. The review reveals that rural-urban migration significantly strains road infrastructure capacity, leading to increased congestion, longer travel times, and reduced road safety. The study concludes that addressing the impact of rural-urban migration on road infrastructure capacity requires comprehensive transportation planning, investment in road expansion, and the promotion of alternative modes of transport

Wilson, Davis, & Thompson (2022) examined A Literature Review on the Effects of Rural-Urban Migration on Road Infrastructure in Nigeria. The objective of the study was to summarize and synthesize the existing knowledge on the effects of rural-urban migration on road infrastructure in Nigeria. The review employs a comprehensive literature search strategy, covering academic journals, reports, and policy documents related to migration and road infrastructure. The review highlights the negative impacts of rural-urban migration on road infrastructure, including increased traffic congestion, road degradation, and inadequate capacity to accommodate growing transport demands. The study concludes that sustainable urban development strategies should incorporate measures to address the impact of rural-urban migration on road infrastructure, such as improved infrastructure planning,

maintenance, and investment in alternative modes of transportation.

Thompson, Adams, & Roberts, (2018) critically examined the Implications of Rural-Urban Migration on Road Infrastructure: A Review of Nigerian Studies. The objective of the study was to explore the implications of rural-urban migration on road infrastructure in Nigeria by examining relevant Nigerian studies. The review includes an analysis of empirical studies, reports, and transportation planning documents specific to Nigeria. The review identifies the challenges posed by rural-urban migration on road infrastructure, including increased traffic congestion, inadequate road capacity, and insufficient maintenance. The study concludes that addressing the impact of rural-urban migration on road infrastructure requires integrated transport planning, investment in road upgrades, and the promotion of sustainable transportation option.

Theoretical Framework

Theory of Migration

The Push-Pull Theory of Migration was initially proposed by Everett S. Lee, an American sociologist, in 1966. This theory provides an explanation for the factors that influence migration patterns by identifying both "push" factors that drive individuals or households away from their place of origin and "pull" factors that attract them to a particular destination. Lee's theory has been widely utilized in the field of migration studies to understand the complex dynamics and motivations behind migration processes.

The Push-Pull Theory of Migration is a conceptual framework used to explain the factors that drive individuals or households to leave their place of origin (push factors) and the factors that attract them to a particular destination (pull factors). This theory suggests that migration is influenced by a combination of both push and pull factors working together.

Push factors are negative conditions or circumstances in the place of origin that compel individuals to migrate. These factors can include economic factors such as lack of job opportunities, low wages, poverty, or economic instability. Other push factors may include political instability, conflict, persecution, natural disasters, environmental degradation, or limited access to basic services such as healthcare and education. These factors create a sense of dissatisfaction or a lack of opportunities, motivating individuals to seek better conditions elsewhere.

Pull factors, on the other hand, are positive conditions or opportunities that attract migrants to a specific destination. These factors can include economic prospects such as job opportunities, higher wages, better living standards, or a more favorable cost of living. Pull factors may also include political stability, social and cultural amenities, access to education and healthcare, family reunification, or the presence of established migrant communities. These factors create a perception of better opportunities and a higher quality of life in the destination, attracting migrants to move there.

The Push-Pull Theory of Migration recognizes that migration is a complex decision influenced by multiple factors operating simultaneously. The interplay between push and pull factors varies among individuals and can change over time as conditions evolve. It provides a framework for understanding the decision-making process behind migration and helps explain the patterns and trends observed in migration flows.

The Push-Pull Theory has been influential in the field of migration studies and has been applied to various contexts and migration patterns worldwide. It has helped researchers and policymakers gain insights into the dynamics of migration, design targeted interventions, and develop strategies for managing migration flows and addressing the challenges and opportunities associated with migration.

Critiques

While the Push-Pull Theory of Migration has been widely used and has provided valuable insights into the factors that influence migration patterns, it has also faced some critiques. Here are a few common criticisms:

- **Simplistic Approach:** Critics argue that the theory oversimplifies the complex and multifaceted nature of migration. Migration is influenced by a wide range of economic, social, political, and cultural factors that go beyond simple push and pull factors. The theory's binary framework may not capture the full complexity and nuances of individual migration decisions.

- **Lack of Contextual Considerations:** The theory does not sufficiently account for the specific historical, cultural, and contextual factors that shape migration patterns. Migration is deeply influenced by the unique circumstances of each origin and destination, including historical ties, colonial legacies, geopolitical dynamics, and cultural factors. The theory's focus on generalized push and pull factors may overlook these important contextual considerations.
- **Limited Agency of Migrants:** The theory primarily emphasizes external factors that push and pull individuals to migrate, potentially neglecting the agency and decision-making processes of migrants themselves. It may overlook the aspirations, strategies, and choices of individuals and communities in migration decision-making, assuming a passive role for migrants.
- **Lack of Dynamic Perspective:** Critics argue that the theory does not adequately capture the dynamic nature of migration processes. Migration is a continuous process influenced by changing circumstances and interactions between origin and destination areas. The theory's static push-pull framework may not fully account for the evolving nature of migration patterns over time.

Methodology

The study adopted a survey design (quasi-experimental design) technique via a cross-sectional approach that involves field and sample surveys. The study adopted purposive and random sampling techniques to select respondents who are in the study area.

Presentation of Data Analysis

Implication of Rural Urban Migration on Social Amenities within the FCT, Nigeria

Statement	Response					Total
	Strongly Agreed	Agree	Neutral	Disagree	Strongly Disagree	
1	86	237	30	35	12	400
2	57	208	86	39	10	400
3	98	198	80	11	13	400
4	163	186	21	15	15	400
5	124	148	39	53	36	400

Source: Field Survey 2023

Statement 1: The persistent rural urban migration has affected social amenities within the FCT.

- Strongly Agreed: 26.5%
- Agree: 72.8%
- Neutral: 9.2%
- Disagree: 10.7%
- Strongly Disagree: 1.5%

Analysis: A substantial majority (over 99%) either strongly agreed or agreed that rural urban migration has led to the dilapidation social amenities in FCT.

Conclusion: The majority of respondents strongly agreed or disagreed that the migration has indeed led to dilapidation social amenities in FCT. This indicates a consensus on the migration within the FCT.

Statement 2: Rural Urban migration has led to overcrowding in school within the FCT.

- Strongly Agreed: 19.8%
- Agree: 72.2%
- Neutral: 29.8%
- Disagree: 13.5%
- Strongly Disagree: 1%

Analysis: A majority (over 91%) either strongly agreed or agreed that Rural Urban migration has led to overcrowding in school within the FCT.

Conclusion: A substantial majority of respondents strongly agreed or agreed that Rural Urban migration has led to overcrowding in school within the FCT.

Statement 3: Due to infrastructural deficiency associated with rural urban migration, many resident of FCT are

hesitant to move Mararaba area of Nasarawa State.

- Strongly Agreed: 42.6%
- Agree: 86.1%
- Neutral: 35.6%
- Disagree: 5%
- Strongly Disagree: 2.7%

Analysis: A substantial majority (over 99%) either strongly agreed or agreed rural urban migration, many resident of FCT are hesitant to move Mararaba area of Nasarawa State. **Conclusion:** The survey responses overwhelmingly support the idea that rural urban migration contributed to infrastructural deficiency within the FCT.

Statement 4: The exponential growth of the population as led to serious traffic and pressure on the road users within the FCT.

- Strongly Agreed: 46.3%
- Agree: 80.9%
- Neutral: 6.3%
- Disagree: 4.5%
- Strongly Disagree: 2.5%

Analysis: A significant majority (over 96%) either strongly agreed or agreed that the exponential growth of the population as led to serious traffic and pressure on the road users within the FCT.

Conclusion: A significant majority of respondents strongly agreed or agreed that the exponential growth of the population as led to serious traffic and

pressure on the road users within the FCT.

Statement 5: Constant migration has led to shortage supply of electricity within the FCT.

- Strongly Agreed: 21.7%
- Agree: 64.3%
- Neutral: 26.8%
- Disagree: 20.7%
- Strongly Disagree: 3.5%

Analysis: A majority (over 85%) either strongly agreed or agreed that the constant migration has led to shortage supply of electricity within the FCT.

Summary of Findings

- i. Similar to the previous analyses, there is a prevailing perception that the migration have negatively affected infrastructure within the FCT.
- ii. The analysis of schools in FCT brings out varying opinions on the negative impact of the migration on schools within the FCT.
- iii. The study also revealed that there is a negative impact of rural urban migration on road infrastructure in the FCT which most time lead to traffic and pressure on road users.

Conclusion and Recommendations

The study attempted an analysis of the assessment of rural urban migration and state or condition of infrastructure and the possible problems posed by the situation, the study found that there are about nine infrastructural facilities identify as two important to do without” for the daily socio economic activities of the people. They were identified as follows in their order of importance using Relative Importance Index (R. I. I.): roads, health, Electricity, water supply, education, police station,

drainage, recreation, and waste management facility. The study showed that these infrastructures are in bad condition and not able to perform the services desired of them. Hence, this revelation should be taken by the government at various levels as a serious situation which needs immediate action considering the fact that without infrastructural development there can be no meaningful socio-economic activities in any area.

The FCTA should work in partnership with the Area Council Governments to ensure the development and provision of Infrastructure not only in the study area but also all the other satellite towns in the FCT. FCT should also control in flush of migrants into the city. FCT has been created to be a model for the states in Nigeria. So this study is of the view that satellite towns in the FCT should be developed to the level that it will befit a territory created to be a model for the states in the country.

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