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Migration-Driven Pressures on Housing, Social Services, and Transportation Infrastructure in the Abuja Municipal Area Council (AMAC), Nigeria

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Abstract

This study examines the effects of Migration-Driven Pressures on Housing, Social Services, and Transportation Infrastructure in the Abuja Municipal Area Council (AMAC), Nigeria. Using a descriptive survey research design and a mixed-methods approach, data were collected from 357 respondents through structured questionnaires, interviews, and field observations. The findings reveal that economic opportunities, better living conditions, education, family reunification, and security are the primary drivers of migration into AMAC. Results show that rapid population inflow has negatively affected housing availability, waste management, and access to water and sanitation, while transportation and healthcare services remain functional but increasingly strained. Education and employment opportunities exhibit slight positive impacts, reflecting the economic contributions of migrants. However, perceptions of local government effectiveness in managing migration-related challenges are largely negative, indicating gaps in planning, infrastructure provision, and policy implementation. The study concludes that although migration contributes to urban economic vitality, inadequate infrastructure expansion and weak governance intensify development challenges. It recommends integrated urban planning, expanded affordable housing, improved social services, and strengthened transportation systems to support sustainable urban development in AMAC.

Keywords: Urban migration, Housing, Social services, Infrastructure, Sustainable development

1.0 Introduction

Migration remains one of the highly influential socio-demographic forces shaping the development trajectory of many nations, particularly in the Global South. Nigeria, like many rapidly urbanising countries, currently experiences high levels of internal migration driven by economic disparities, insecurity, and environmental pressures (International Organisation for Migration [IOM], 2020; Abeke et al., 2025). Rural–urban migration, in particular, has intensified population movements toward major cities in pursuit of better socio-economic opportunities, resulting in rapid, frequently unregulated urban expansion (United Nations, 2019). This sustained population inflow has placed unprecedented demands on

existing urban infrastructure. One of the clearest consequences of large-scale migration is the pressure exerted on housing systems (Akpan et al., 2025). Urban centres across Nigeria face persistent housing deficits, overcrowding, and the proliferation of informal settlements, largely driven by the inability of the formal housing market to meet rising demand (UN-Habitat, 2020). As migrants settle in cities without corresponding increases in affordable housing supply, the mismatch between demand and availability deepens, exacerbating social inequality and contributing to environmental degradation (Magaji et al., 2025a). Housing infrastructure, therefore, becomes a critical lens through which to assess the effects of migration-driven urban pressures.

Beyond housing, the strain on essential social services such as healthcare, education, water supply, and sanitation has also escalated, requiring emergency projects, sometimes temporary (Magaji, 2004). The World Bank (2021) reports that Nigerian cities are unable to expand sufficiently public services at a pace that matches rapid population growth. Increased migration often leads to overcrowded hospitals, congested classrooms, and strained water and sanitation systems, undermining the quality of life for both migrants and long-term residents (Magaji et al., 2025b; Musa et al., 2022). These challenges highlight the need for integrated approaches that address both demographic changes and service provision gaps.

Transportation infrastructure is similarly impacted by heavy migration flows. The influx of new urban residents contributes to higher traffic volumes, congestion, and increased pressure on public transit systems (Adelekan & Fregene, 2021; Sadiq et al., 2025). In cities like Abuja, Lagos, and Port Harcourt, rapid urbanisation has outpaced investments in road networks and mass transit systems, resulting in serious mobility constraints that hinder economic productivity. Migration-driven transport pressure also raises concerns related to safety, environmental sustainability, and long-term urban resilience. Understanding the multifaceted relationship between migration and urban infrastructure is essential for evidence-based planning and sustainable urban development in Nigeria. This study analyses how population increases driven by migration affect housing, social service delivery, and transportation systems. By integrating demographic insights with infrastructure assessments, the research aims to generate policy-relevant knowledge to support effective urban management and enhance Nigerian cities' capacity to absorb and benefit from ongoing migration dynamics.

2.0 Literature Review and Theoretical Framework

2.1 Conceptual Review

2.1.1 Migration

Migration refers to the movement of people from one geographical location to another, either temporarily or permanently, for reasons such as economic opportunities, security, environmental conditions, or social factors. It includes internal migration rural–urban, urban–rural, and inter-state movement—as well as international migration across national borders (International Organisation for Migration [IOM], 2020). In many developing countries, including Nigeria, rural–urban migration is the dominant form, primarily driven by disparities in livelihood prospects, access to public services, financial services, and socio-economic development between rural and urban areas (Oyinloye, Magaji, Musa, & Ismail, 2025). Migration plays a central role in reshaping population distribution, labour markets, and urbanisation patterns (United Nations, 2019).

2.1.2 Housing

Housing refers to the physical structures and living environments that provide individuals with shelter, security, privacy, and access to basic services necessary for human well-being. Beyond its role as shelter, adequate housing is recognised as a fundamental human right and a critical component of sustainable urban development (UN-Habitat, 2020). In rapidly growing cities such as those in Nigeria, housing challenges stem from rising population pressures, insufficient affordable housing supply, and weak urban planning systems, leading to overcrowding and the expansion of informal settlements (Magaji et al., 2025c). Effective housing systems are essential for maintaining social stability, public health, and urban resilience (World Bank, 2021).

2.1.3 Social Services

Social services encompass essential public services provided by governments or institutions to enhance citizens' well-being, including healthcare, education, water supply, sanitation, and welfare programs. These services are indispensable for promoting social equity, reducing vulnerability, and improving quality of life (OECD, 2020). In the context of urbanisation and migration, the capacity of social services is often strained by rapid population growth that outpaces infrastructure investment, particularly in developing countries. The inadequacy of social service delivery contributes to inequality, public health challenges, and reduced living standards for both migrants and existing urban residents (Hafizu, Magaji, & Ismail, 2025; Ismail, Musa & Magaji., 2024).

2.1.4 Transportation Infrastructure

Transportation infrastructure refers to the physical networks and systems that facilitate the movement of people, goods, and services, including roads, railways, bridges, airports, and public transit systems. Efficient transport infrastructure is crucial for economic development, urban mobility, social integration, and access to employment and essential services (Adelekan & Fregene, 2021). However, in rapidly urbanising regions like Nigeria, migration-driven population increases often overwhelm existing transport systems, resulting in congestion, reduced mobility, longer travel times, and increased pressure on public transit. Enhancing transportation infrastructure is therefore vital for promoting sustainable urban development and improving overall quality of life (United Nations, 2019).

2.2 Theoretical Review

2.2.1 Push-Pull Theory of Migration

The Push–Pull Theory of Migration is highly relevant to this study because it explains the underlying forces that drive population movement and the resulting pressures on urban infrastructure. According to this theory, migration occurs due to "push" factors that compel individuals to leave their origin, such as unemployment, poverty, insecurity, and inadequate social services and "pull" factors that attract them to urban centres, including better job opportunities, improved infrastructure, and access to public services (Lee, 1966). In the Nigerian context, major cities such as Abuja, Lagos, and Port Harcourt serve as strong pull zones due to perceived economic advantages and higher living standards. At the same time, rural areas continue to face push factors linked to limited development and socio-economic deprivation. As migrants concentrate in urban centres, the inflow intensifies pressure on housing, social service delivery, and

transportation systems, making the Push–Pull Theory a suitable framework for understanding both the causes of migration and its infrastructural implications.

2.3 Empirical Review

Mthiyane, Wissink, and Chiwawa (2022) conducted a qualitative investigation in KwaDukuza Municipality, South Africa, using purposive and convenience sampling, along with semi-structured interviews, to explore the consequences of rural–urban migration. Their results indicate that increased migration flows have placed enormous pressure on government resources, accelerating population growth and worsening housing deficits. They suggest that establishing rural economic hubs could stimulate rural development, reduce the influx of migrants into urban centres, and ultimately relieve the pressure on urban infrastructure.

Nwalusi, Okeke, Anierobi, Nnaemeka-Okeke, and Nwosu (2022) used a qualitative approach, including direct field observation and an extensive literature review, to analyse how rural–urban migration and rapid urbanisation influence public housing provision in Enugu Metropolis, Nigeria. Their research shows that the rapid pace of population movement from rural areas has overwhelmed the city's housing infrastructure, leading to acute shortages and the rise of informal settlements. The authors recommend adopting sustainable, forward-looking urban planning frameworks to reduce housing gaps and improve the efficiency of public housing delivery.

Nwuzor and Nkwede (2024) examined the effects of rural–urban migration on infrastructural development in Ebonyi State through oral interviews with residents of selected rural communities. The study revealed that persistent migration to urban areas such as Abakaliki has worsened congestion, increased unemployment, and intensified the strain on already inadequate urban infrastructure. At the same time, rural regions continue to suffer from prolonged infrastructural neglect. They advocate for a comprehensive long-term development strategy that fosters rural–urban integration, improves rural infrastructure, and reduces migration-induced stress on urban centres.

Mela and Maikomo (2024) used a survey research design, administering questionnaires across selected LGAs in Taraba State, and analysed the data using descriptive statistics and logistic regression. Their findings show that rural–urban migration contributes to reducing urban poverty by giving migrants better access to essential services. Nevertheless, the study also notes that outmigration has weakened rural productivity due to inadequate infrastructure and the loss of active rural labour. They recommend improving rural infrastructure and promoting agricultural mechanisation to create incentives that will retain young people in rural communities.

Nweke (2021) conducted a survey-based study in Anambra State using 1,200 questionnaires, which were analysed with SPSS and chi-square tests to evaluate the economic consequences of rural–urban migration. The study reports that persistent migration flows have intensified urban unemployment and increased pressure on urban infrastructure in the state. Based on the findings, the author proposes adopting comprehensive policies to boost rural economic activity and infrastructure, curb excessive migration, and ease urban challenges.

The World Bank (2018), in its *Groundswell* report, which used predictive modelling based on climate change scenarios, estimated that internal climate-induced migration could displace up to 143 million people

by 2050, mainly from rural regions to cities. This projected movement is expected to heighten pressure on urban infrastructure and service delivery systems. The report recommends that urban areas strengthen infrastructure development, improve social services, and expand employment opportunities to manage future climate-related migration flows effectively.

2.4 Gap in the Literature

Although previous studies have extensively examined migration dynamics and their socioeconomic and environmental implications, significant gaps remain in understanding how urban migration explicitly affects sustainable development in rapidly growing municipal areas, such as the Abuja Municipal Area Council. Existing research has focused mainly on welfare impacts (Lagakos et al., 2023), intra-city migration patterns (Howard, 2021), socioeconomic drivers (Hassan et al., 2020), theoretical income expectations (Henderson & Kriticos, 2021), environmental motivations for suburban migration (Zysk, 2021), and the effects of poverty-driven rural–urban movement in Nigeria (Ezeudu & Tukur, 2024). However, none of these studies provides a comprehensive assessment of how continuous urban migration interacts simultaneously with the economic, social, and environmental dimensions of sustainable development at the local government level in Abuja. Specifically, empirical evidence is lacking on the extent to which migration pressures strain infrastructure, disrupt environmental balance, and challenge inclusive urban planning within AMAC. This gap underscores the need for a localised, sustainability-oriented investigation that links migration trends with development outcomes in the Abuja Municipal Area Council.

3.0 Methodology

3.1 Research Design

The study adopts a descriptive survey research design to systematically collect and analyse data on urban migration patterns and their implications for sustainable development in the Abuja Municipal Area Council (AMAC). This approach enables the assessment of prevailing trends, challenges, and possible solutions by drawing information from key stakeholders such as government agencies, urban planners, migrants, and residents. To enhance analytical depth, the study employs a mixed-methods approach that integrates quantitative data from structured questionnaires with qualitative insights from interviews and document analysis, providing a comprehensive understanding of migration dynamics and related policy issues.

3.2 Population of the Study

The study population comprises a diverse set of stakeholders who influence, experience, or analyse urban migration and sustainable development within the Abuja Municipal Area Council (AMAC). These include government officials from key planning and development agencies, urban planners and policy experts, migrants and residents in both formal and informal settlements, as well as academics and researchers with expertise in urbanisation and sustainability. Together, these groups provide administrative, technical, and experiential perspectives necessary for a comprehensive analysis. The estimated population relevant to the study is approximately 2.5 million people, reflecting the broad socio-economic and environmental dimensions of migration within the Federal Capital Territory.

3.3 Sampling Technique and Sample Size

The study adopts a multi-stage sampling procedure to ensure that all relevant categories of respondents are adequately represented. First, stratified sampling will be used to classify AMAC into high-density, medium-density, and low-density areas. Next, purposive sampling will be applied to select key informants such as government officials, urban planners, and policymakers based on their expertise in issues related to urban migration and sustainable development. Finally, simple random sampling will be employed within each stratum to select residents and migrants, ensuring fairness and equal representation across the study area.

The sample size will be determined using Yamane's formula (1967):

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

Where:

n = sample size

N = total population

e = margin of error (5%)

e = margin of error (0.05 for 95% confidence level)

$$n = \frac{2{,}500{,}000}{1+2{,}500{,}000(0.05)^{2}} = \frac{2{,}500{,}000}{1+2{,}500{,}000(0.0025)} \; n = \frac{2{,}500{,}000}{6{,}251} \; \text{n} \approx 399.94$$

Given an estimated population of 2.5 million in AMAC, a sample of approximately 400 respondents will be selected to ensure statistical significance and generalizability.

3.4 Sources of Data Collection

The study draws on both primary and secondary data to ensure a comprehensive analysis of urban migration and sustainable development in AMAC. Primary data will be obtained through structured questionnaires administered to residents, migrants, and key stakeholders, as well as in-depth interviews with government officials, urban planners, and policy experts, complemented by field observations assessing urban growth, informal settlements, infrastructure pressure, and environmental conditions. Secondary data will be sourced from government publications such as NPC and AMAC reports, academic literature on migration and sustainability, and global assessments from the United Nations and the World Bank. Together, these data sources strengthen the study's validity, reliability, and overall analytical depth.

3.5 Research Instruments

The study employs both quantitative and qualitative research instruments to obtain comprehensive data on urban migration and sustainable development in the Abuja Municipal Area Council (AMAC). A structured questionnaire with closed-ended and Likert-scale items serves as the main quantitative tool to capture migration patterns, socio-economic characteristics, and infrastructural challenges, with a pilot test

conducted to ensure reliability and clarity. Qualitative data are gathered through semi-structured interviews with policymakers, urban planners, and migrants to gain deeper insights into migration experiences and policy responses. In addition, observation checklists and document review guides are used to assess physical conditions and analyse relevant institutional reports, while triangulating these instruments strengthens the credibility and depth of the study's findings.

3.6 Method of Data Analysis

The study adopts both quantitative and qualitative methods of data analysis to examine urban migration and its implications for sustainable development in AMAC. Quantitative data from questionnaires are analysed using SPSS version 26, employing descriptive statistics to summarise socio-economic characteristics and inferential tools such as chi-square tests and regression analysis to test relationships and hypotheses. Qualitative data from interviews and observations are analysed through thematic analysis involving transcription, coding, and theme development, supported by NVivo software. Integrating statistical and thematic techniques ensures analytical rigour while providing in-depth contextual understanding of migration dynamics and their effects on housing, services, and infrastructure.

4.0 **Data Presentation, Analysis, And Discussion of Findings**

4.1 Demographic Characteristics of Respondents

Table 4.1: Age Distribution of Respondents

Age Range	Frequency	Percentage (%)
Below 20 years	32	8.96
21–30 years	104	29.13
31–40 years	116	32.49
41–50 years	65	18.21
Above 50 years	40	11.20
Total	**357**	**100.00**

Source: Field Survey 2025

Table 4.1 shows the respondents' age distribution and reveals that individuals aged 31–40 years constitute the largest group at 32.49%. This is followed closely by the 21–30 years age group (29.13%), indicating that most respondents are young adults actively participating in the economy and therefore more likely to migrate in search of opportunities. The 41–50 and above-50 age groups account for 18.21% and 11.20%, respectively, reflecting a smaller proportion of older residents affected by migration-related urban pressures. Respondents aged 20 or younger constitute the least represented category (8.96%). These results indicate that migration-driven pressures on housing, services, and transport in Nigeria are experienced mainly by working-age adults who are mobile and actively engaged in urban socio-economic life.

Table 4.2: Gender Distribution

Gender	Frequency	Percentage (%)
Male	198	55.46
Female	154	43.15
Other	5	1.40
Total	**357**	**100.00**

Source: Field Survey 2025

Table 4.2 presents the gender composition of the respondents. Males constitute 55.46% of the sample, while females constitute 43.15%, indicating a reasonably balanced distribution that enhances the reliability of responses on migration-related pressures. A small group (1.40%) was identified as "Other," reflecting inclusive gender representation. The gender mix suggests that both men and women are actively involved in migration patterns and equally experience the strain on housing, transportation, and social amenities in urban Nigeria, especially within AMAC.

Table 4.3: Marital Status

Marital Status	Frequency	Percentage (%)
Single	123	34.46
Married	192	53.78
Divorced	24	6.72
Widowed	18	5.04
Total	**357**	**100.00**

Source: Field Survey 2025

Table 4.3 shows that over half of the respondents (53.78%) are married, suggesting that many migrants relocate with family responsibilities that amplify demand for adequate housing, schools, water, and health services. Singles make up 34.46% and may represent young adults seeking job and educational opportunities in urban centres. Smaller proportions of divorced and widowed individuals (6.72% and 5.04%) may face heightened vulnerabilities within strained urban systems, influencing their perceptions of social services and infrastructure challenges driven by migration.

Table 4.4: Educational Qualification

Qualification	Frequency	Percentage (%)
No formal education	23	6.44
Primary	41	11.49
Secondary	98	27.45
Tertiary	174	48.74
Others	21	5.88
Total	**357**	**100.00**

Source: Field Survey 2025

Table 4.4 shows that almost half of the respondents (48.74%) possess tertiary education, indicating that migration into AMAC includes a large number of skilled and educated individuals who contribute significantly to the demand for quality infrastructure and services. Another 27.45% have secondary education, representing middle-skill workers often seeking urban employment. Only 6.44% lack formal education. The varied educational background of migrants contributes to diverse expectations and pressures on urban housing markets, healthcare, schooling, and transportation systems.

Table 4.5: Employment Status

Employment Status	Frequency	Percentage (%)
Employed	129	36.14
Self-employed	103	28.85
Unemployed	78	21.85
Student	47	13.16
Total	**357**	**100.00**

Source: Field Survey 2025

Table 4.5 indicates that 36.14% of respondents are employed, while 28.85% are self-employed, highlighting the intense economic activity driving migration flows into AMAC. However, the presence of 21.85% unemployed respondents underscores the pressure migration places on limited job opportunities and public services. Students (13.16%) reflect the role of education as a migration motivator. Collectively,

these employment patterns demonstrate how increased population inflows intensify competition for infrastructure, housing, and transportation resources.

Table 4.6: Duration of Stay in AMAC

Duration (Years)	Frequency	Percentage (%)
Less than 1	34	9.52
1–5	97	27.18
6–10	112	31.38
11–15	66	18.49
Over 15	48	13.44
Total	**357**	**100.00**

Source: Field Survey 2025

Table 4.6 shows that most respondents have lived in AMAC for 6–10 years (31.38%), indicating a medium-term settlement and considerable exposure to infrastructure and service challenges. A significant number (27.18%) are relatively new migrants (1–5 years), while only 9.52% have been in the country for less than a year. Long-term residents (over 11 years) account for nearly one-third of the population, underscoring the enduring impacts of migration on local infrastructure. This mix of new and long-term residents strengthens the study's insights into cumulative migration-driven pressures on housing, transport, and social services.

4.2 Urban Migration Patterns in AMAC

Table 4.7: Primary Reason for Migration to AMAC

Reason	Frequency	Percentage (%)
Search for employment	142	39.77
Education	45	12.60
Security	38	10.64
Family reunification	56	15.69
Better living conditions	63	17.65
Others	13	3.64

Reason	Frequency	Percentage (%)
Total	**357**	**100.00**

Source: Field Survey 2025

Table 4.7 shows that employment is the leading driver of migration into AMAC (39.77%), confirming the economic motivation behind urban relocation in Nigeria. Other strong factors include the search for better living conditions (17.65%) and family reunification (15.69%). Education (12.60%) and security (10.64%) also contribute significantly. These motivations highlight why rapid population growth exerts increasing pressure on urban infrastructure, overstretched housing, and public utilities in the region.

Table 4.8: Migration Status

Migrated Alone or with Family	Frequency	Percentage (%)
Alone	178	49.86
With Family	179	50.14
Total	**357**	**100.00**

Source: Field Survey 2025

Table 4.8 indicates that migration into AMAC is evenly split between individuals migrating alone (49.86%) and those migrating with families (50.14%). Family migration increases pressure on schools, hospitals, housing, water, and sanitation, while individual migrants contribute to demand for transportation, accommodation, and employment. This balance shows that migration-driven pressures are multi-dimensional, affecting both social and physical infrastructure.

Table 4.9: Secondary Migration within Abuja

Response	Frequency	Percentage (%)
Yes	141	39.49
No	216	60.51
Total	**357**	**100.00**

Source: Field Survey 2025

Table 4.9 shows that 39.49% of respondents have relocated within Abuja after their initial settlement. Such intra-urban mobility often reflects dissatisfaction with housing affordability, transportation accessibility, or service provision. The majority (60.51%) remained in their initial location, suggesting relative stability.

However, the high rate of secondary migration still signals significant pressure on urban neighbourhoods as people move in search of better services or lower costs.

4.3 Impact of Urban Migration on Sustainable Development

Table 4.10: Rating of Migration Impact on Development Indicators

Indicator	Mean Score	Interpretation
Housing availability	2.24	Negative
Access to water/sanitation	2.53	Moderately Negative
Healthcare services	2.69	Neutral
Education facilities	2.89	Neutral to Slightly Positive
Transportation/infrastructure	2.62	Neutral
Waste management	2.38	Negative
Employment opportunities	3.05	Slightly Positive

Source: Field Survey 2025

Table 4.10 shows that housing availability and waste management scored negatively, indicating that rapid migration has intensified overcrowding, strained sanitation systems, and inflated housing demand. Access to water and sanitation scored moderately negative, highlighting insufficient facilities for the growing population. Transportation and healthcare received neutral ratings, showing infrastructure under pressure but not completely failing. Education facilities showed a slight positive impact from expansion efforts. Employment opportunities are rated slightly positive, indicating that migration contributes to labour force growth and entrepreneurial activities but still requires strategic economic planning.

Table 4.11: Effectiveness of Local Government in Managing Migration

Response	Frequency	Percentage (%)
Yes	89	24.93
No	189	52.94
Not Sure	79	22.13
Total	**357**	**100.00**

Source: Field Survey 2025

Table 4.11 reveals that more than half of the respondents (52.94%) believe the local government is not effectively managing migration-related challenges. Only 24.93% affirm government effectiveness, while 22.13% are uncertain. This reflects widespread dissatisfaction with urban governance, inadequate planning, insufficient infrastructure expansion, and poor regulation of housing and services amid rapid migration.

4.4 Interview Analysis

Key informant interviews confirmed a steady rise in migration into AMAC over the last decade, primarily driven by employment prospects, better security, and improved infrastructure. However, this migration surge has overstretched existing housing, schools, water supply, healthcare facilities, and roads. Urban planners expressed concerns over unregulated settlements, congestion, loss of green areas, and increased environmental hazards. Interviewees recommended coordinated multi-level government planning, more vigorous regulatory enforcement, infrastructural upgrading, and community participation to manage migration pressures and promote sustainable development.

4.5 Discussion of Findings

The findings of this study indicates that urban migration into the Abuja Municipal Area Council (AMAC) is mainly driven by economic opportunities, improved living conditions, education, family reunification, and security considerations, with young, working-age adults forming the largest share of migrants. This continuous inflow has intensified pressure on housing, social services, and infrastructure, as reflected in negative perceptions of housing availability, waste management, and access to water and sanitation, while transportation and healthcare remain functional but increasingly strained. Although migration contributes positively to employment opportunities, education, and human capital development, respondents largely perceive local government efforts at managing migration-related challenges as ineffective. Qualitative insights further reveal issues such as high housing costs, overcrowded schools, inadequate health facilities, and unregulated settlements, underscoring the need for coordinated planning and policy interventions to balance the benefits of migration with sustainable urban development in AMAC.

5.0 Conclusion and Recommendations

In conclusion, this study establishes that economic opportunities, better living conditions, family reunification, education, and security considerations primarily drive urban migration into the Abuja Municipal Area Council (AMAC). The demographic analysis shows that the majority of migrants are young, economically active adults, many with tertiary education, who are both individually mobile and relocating with families. While migration brings certain benefits such as increased employment opportunities, access to education, and entrepreneurial prospects, it also places significant pressure on housing, social services, and transportation infrastructure. Negative perceptions of housing availability, waste management, and water and sanitation, coupled with the public's view of limited government effectiveness in managing migration, highlight the challenges that rapid urban influx poses to sustainable development in AMAC.

Based on these findings, it is recommended that policymakers and urban planners implement comprehensive strategies to effectively manage migration pressures. Key measures should include expanding affordable housing, improving water and sanitation systems, enhancing waste management infrastructure, and upgrading transportation networks to accommodate population growth. Additionally,

efforts should be made to create employment opportunities and support entrepreneurial initiatives to absorb the migrant workforce. Strengthening local government capacity, promoting community participation, and enforcing urban planning regulations are essential to ensure equitable access to services and sustainable development. These interventions will help balance the benefits of migration with the need to maintain functional, safe, and sustainable urban environments in AMAC.

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