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Abstract- Street trading is a common activity in Nigerian cities, including Akure. This is prominent in cities because a lot of people migrate to cities to get a better life. When the desired jobs are not available, street trading is usually resulted to in an attempt to earn a living. This activity has lots of issues attached to it but this study examines the environmental impact of street trading activity in Akure, Ondo State. Federal University of Technology Akure (FUTA) North gate area and Olukayode axis around Oja-Oba were selected for the study. 85 respondents were randomly selected for the study. The relevant government agencies in Ondo State such as Ondo state Ministries of Environment, Education and Women affairs were also sampled for the study in order to get information on their efforts in relation to street trading activities, especially in Akure. Findings revealed that the street trading activities usually cause filthy environment, traffic congestion among others. Sensitization of the public on the dangers that come with street trading was strongly recommended.

Keywords: *akure, environment, price, street trading and traffic.*

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Environmental Impact of Street Trading in Akure, Ondo State Nigeria

Olusa Adekemi [α], Omole, Felix [σ] & Abereola Temitayo [ρ]

Abstract- Street trading is a common activity in Nigerian cities, including Akure. This is prominent in cities because a lot of people migrate to cities to get a better life. When the desired jobs are not available, street trading is usually resulted to in an attempt to earn a living. This activity has lots of issues attached to it but this study examines the environmental impact of street trading activity in Akure, Ondo State. Federal University of Technology Akure (FUTA) North gate area and Olukayode axis around Oja-Oba were selected for the study. 85 respondents were randomly selected for the study. The relevant government agencies in Ondo State such as Ondo state Ministries of Environment, Education and Women affairs were also sampled for the study in order to get information on their efforts in relation to street trading activities, especially in Akure. Findings revealed that the street trading activities usually cause filthy environment, traffic congestion among others. Sensitization of the public on the dangers that come with street trading was strongly recommended.

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I. Introduction

There is an advancement in modern retailing and despite this, millions of people throughout the world still make their living partly or wholly through selling goods on the streets. (Amoo, Fadayomi & Oluyomi (2012). This is particularly the case in our environment. A vibrant array of traders selling various goods which varies from fruits and vegetables, to clothes, traditional umedicine, audio and video compact disk and even furniture is what characterizes African cities (Dickson, Benneh, & Essah, 1970; Owusu, Abrokwah, & Frimpong (2013). A visible feature along major streets of most urban centers in Nigeria especially, at the Central Business District (CBD) or core areas is the bustling of commercial activities involving various categories of people displaying all kinds of articles for sale. This act of display of articles on the street could be regarded as "street trading". Street trading has been observed as a phenomenon causing city distortions, reducing the beauty and orderliness in our cities especially at the central business districts Owusu, Abrokwah & Frimpong. (2013). Street trading activities have become a permanent feature of most of urban and semi-urban centers in the country. Akure the capital of Ondo state is not left out of this phenomenon.

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A *street trader* is a person who offers goods or services for sale to the public without having a permanently built structure but with a temporary static structure or mobile stall (or head-load) Brown (2010): Kaushik & Rahman (2016). Street traders in Nigeria are forced to operate in high risk and unfriendly environment, in which they are constantly exposed to hazardous conditions that most often results in body harm, injures and even death. This is expected, in a country where the road environment is dominated largely by illiterate, inexperienced, often drunk, over confident drivers, who operate poorly maintained vehicles on a poorly designed and ill-maintained roads. They have succeeded in transforming the roads into arenas of tears, blood and death (Onakomaiya, 1988; Atubi, 2018). According to Nduka & Duru (2014), total of 69,248 road accidents were recorded within the period of 2000-2005 in Nigeria and similarly, estimated that an average of twenty-five people (excluding pedestrians) die every day as a result of road accidents in Nigeria, thus, making auto accident the second most important cause of death in the country, with street traders often at the receiving end. Apart from loss of lives of individuals that are involved in this sector, there are a lot of environmental damages done as a result of this practice. Yet, the numbers of people that involve in this practice continue to increase in number especially in the cities (Nduka et al, 2014).

Due to the emergence of oil boom in the late 1970s, the rapid urbanization where the hopes for better opportunities with the increase in population which also leads to rapid urbanization. The rural urban migrants came to the city for green pasture, better employment opportunity and when these things were not met it contributed to the street trading, which they used as means of survival (Nduka et al, 2014).

The task of this study therefore includes investigation on the nature of street trading in Akure, the Capital of Ondo State, Nigeria (Figures1-3); the reason for engaging in street trading and the danger posed by the activity into the environment with a view to explore strategies to ameliorate the menace of street trading in Akure.

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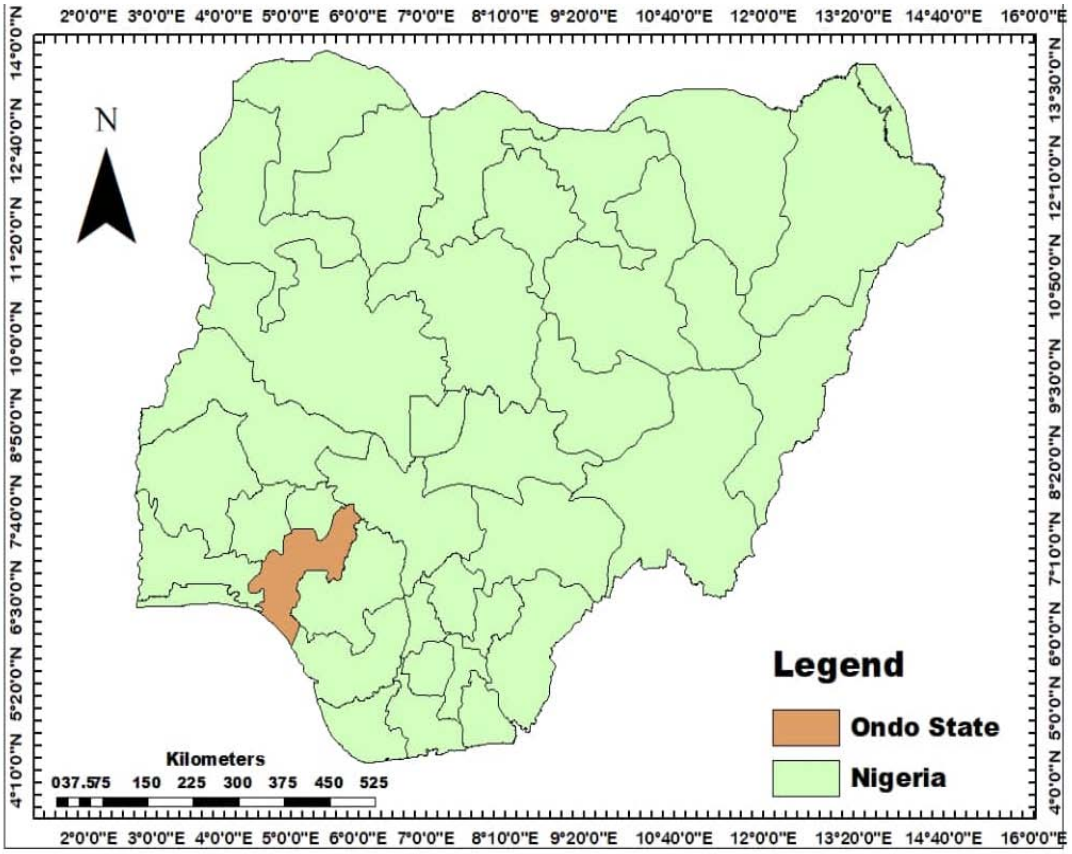
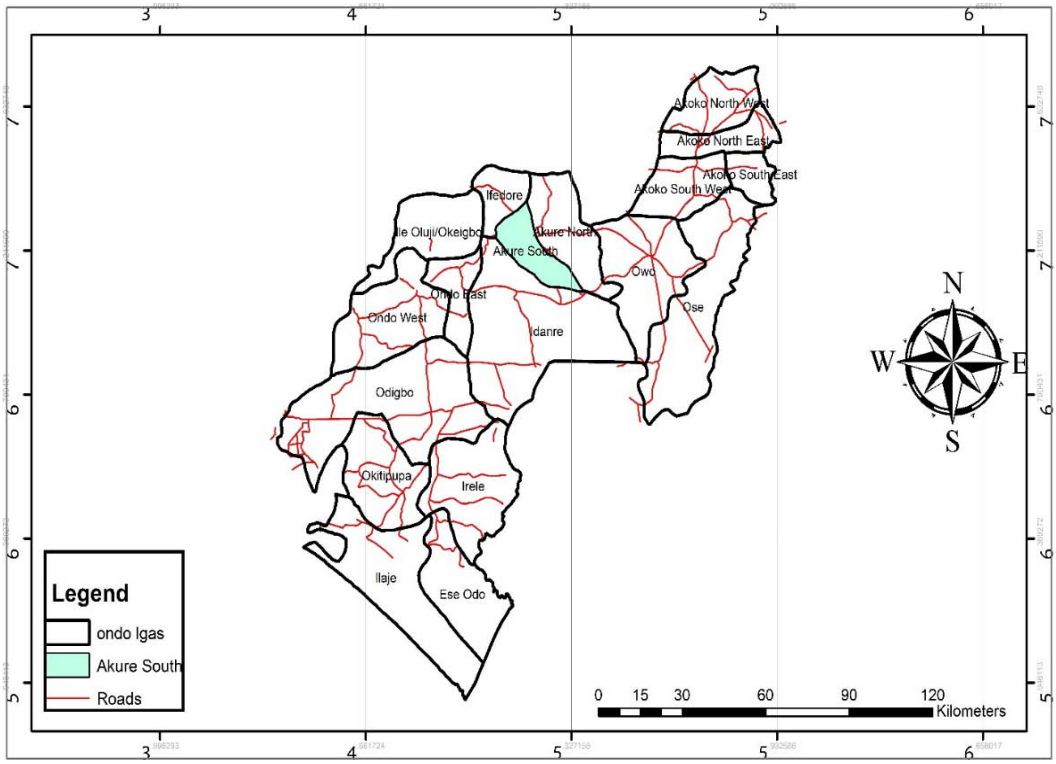


Source: Google Earth 7.1.7.2606; Authors' Digitization with ArcGIS 10.5.0, (2019).

Figure 1: Map of Nigeria Showing Ondo State



Source: Google Earth 7.1.7.2606; Authors' Digitization with ArcGIS 10.5.0, (2019)

Figure 2: Map of Ondo State Showing Study Area.

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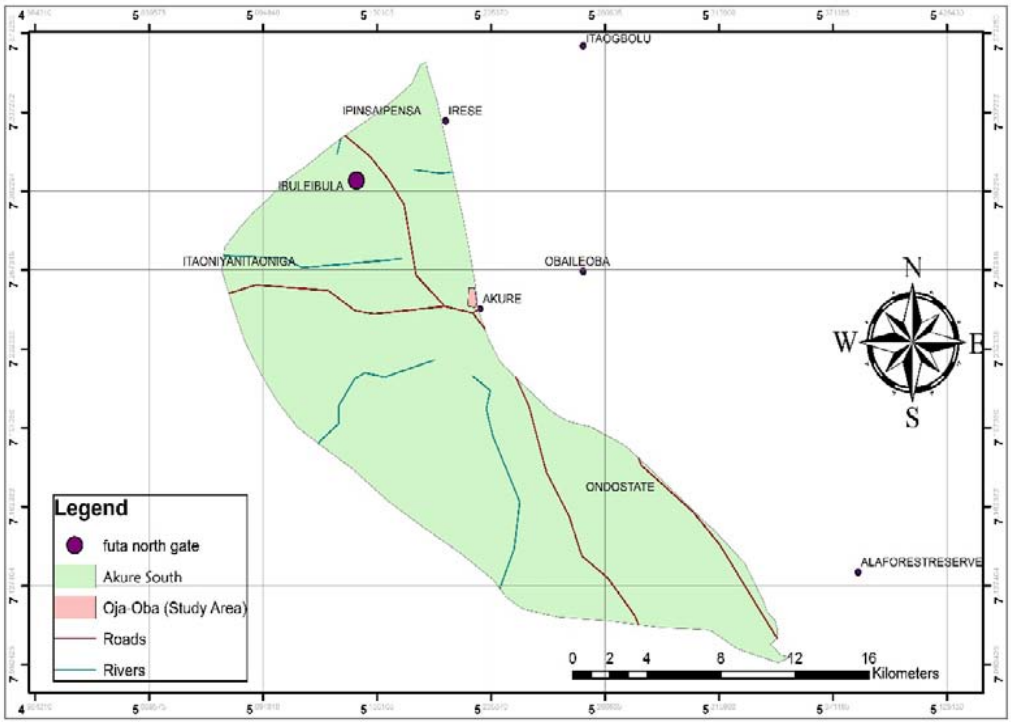

Source: Google Earth 7.1.7.2606; Authors' Digitization with ArcGIS 10.5.0, (2019).

Figure 3: Map of Akure South LGA Showing the Study Area

II. Literature Review

The World Employment and Social Outlook Trends reports that in the past, street trading has always been regarded and perceived as an underground activity which does not comply with public health regulations and therefore it is always denied recognition in national economic statistics (WESCO, 2015). Broomley (2000) regards street trading as a norm which is archaic in practice but a very dominant and important occupation found in every country and major city around the world. As a result, street traders have become the contentious participants on the informal sector. Mitullah, (2003) reveals that street trading occurs in different parts of streets and roads (movement routes). In giving much clarity Broomley (2000) argues that street traders are always strategically positioned in most populated ('heavy human traffic') areas (such shopping centers, streets and even in main roads where they can be easily seen and accessed by motorists) while others move around to places selling their products. Mitullah (2003) made an excellent observation that the largest number of street traders are women even though there a noticeable number of males and children is also active in the business. In addition, she further clarifies that street traders usually work 8 to 12 hours a day, however, gender and location are the most determinants of how time is managed as in what time to start and quit for the business day.

Mitullah (2004) study on street trading in Africa highlighted that the most active traders are at the average of 20-50 years old. In identifying the age group, there is a further analysis which posits that trading involves a diverse kind of people ranging from youths to pioneers in the informal trade both as a career for self-sustenance and a way of supporting family. Due to uncertain factors on the diverse needs of individuals in street trading it is a very difficult thing to formulate 23 policies which focuses on addressing their needs. According to Skinner (2008) street traders work very long hours every day because they are always bound to catch early morning commuters to work and also come back home late evening. Street traders often provides goods rather services in order to gain quick returns since goods are easily and quickly sold as they are always in demand (e.g. cigarettes and food stuffs) effect (Skinner, 2008).

a) Causes of Street Trading

The act of street trading has been viewed by many as a consequence of several co-morbid factors rooted in socio-economic, political and cultural aspects of the society in very complex dimensions. (Ekpenyong & Nkereuwuem, 2011) attributes the causes of street trading to poverty and low level of education or illiteracy. He also cited unemployment as another contributing factor to street trading. It is reasonable to expect that people engage themselves in informal activities since formal employment opportunities are no more abundantly available. Since they are unemployed and cannot raise enough capital, they tend to stay where operational cost in terms of rent and utility bills will be

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minimal, hence the street sides" According to "it is a reflection of the state of affairs in the country; Street trading is booming because of the grinding financial hardship in the country to the effect that most people interested in doing business cannot afford the cost of renting shops, which are very exorbitant. Also, the nation's large population is part of the problem because paid employment is becoming scarce by the day coupled with the strangulating policies of government.

As adopted by Nduka & Duru, (2014); Basorun, (2011); Ekpenyong & Nkereuwuem, (2011); causes of street trading could be summarized as unemployment, poverty, migration, illiteracy, lack of good government policy.

b) Effects of Street Trading on the Physical Environment

Street trading activities has a lot of effects on the physical as well as social live of any city where it's being practiced (Umahi, 2008). People view Street trading from different perspectives. While, some regard the act as detestable practice, others believe it has some positive attributes" (Adeagbo, 1997)). Basorun, (2003) "identified some problems associated with street trading as follows: it causes traffic congestion because traders congregate at points along the roads where pedestrian and vehicular traffic is heavy. The issue of traffic congestion can also be attributed to the narrowing of the width of traffic lanes. The practice of street trading also poses problems of hygiene and sanitation because, traders dealing in food items usually expose them to flies and displays them under unsanitary conditions thus, they transmit diseases like Cholera" (McGee, 1979, in Adeagbo, 1997). Similarly, they generate a lot of wastes which are not properly managed. Another problem is the unfair competition with legal sellers both in public markets and private stores because, street traders do not pay overhead cost such as rents and utility bills. Also, the city image is distorted and given a bad aesthetic value and serious problem of accidents. it is a known fact that traders generate a lot of wastes which are not properly handled in terms of its disposal. The menace of the traders includes: degrading the environment by littering the road with dirt, impeding movement on pedestrian bridges which they have taken over and slowing vehicular movements in an urbanized city across the globe. (Shweta, 2015).

Prior literatures show that the informal sector or informal economy is that part of an economy that is not registered, taxed, monitored by any form of government but categorized by social convention are considered as legal in themselves. The main factors determining the reasons to involve in street trading includes is poverty, migration, illiteracy, lack of good government policy among others.

Street trading is one of the informal sector and its researchable area, but in the area of study (Akure) little has been done. However, in order to ameliorate the menace of street trading in the study area, the aforementioned complementary concepts serve as an invaluable measure which aid reduction of participants in street trading activities. Street trading needs to be seen as poverty alleviation project that negates the abolitionist policies of the past through registration of trading activities and reducing poverty through creating decent work opportunities, increasing incomes and improving livelihoods for local people, especially vulnerable groups.

III. Methodology

Multi-stage sampling method was adopted for this research in order to select trading locations and trader. Trading locations were purposively selected owing to their high trading attractions (see Figures 4, 5 & 6). A sample is a smaller representation of the whole group that is being studied (Ogunbameru & Ogunbameru, 2010). From the successful counting of street traders in the selected trading points, there were 846 traders on the average at the selected trading points (See Table 3). A sample of 10%, amounting to 85 traders were selected for the study. This is as propounded by Neuman, (2011) that larger population permits smaller sampling ration for early good sample because as the population size grows, the return in accuracy for sample size shrinks. Simple random sampling method was adopted for questionnaire administration so that all the traders will have equal chance of being selected.

Street traders and non-street traders (Motorists, Cyclists and buyers) in areas of study were randomly sampled for information on the impact of street trading activities on the environment. However, getting genuine information on reasons for engaging in the activity from the street traders requires their audience and this was made possible by purchasing some of their items being offered for sale. Effort was made to explain to each respondent the contents of the questionnaire and purpose of the research.

Frequency tables and charts were used to present the analyzed data for presentation.

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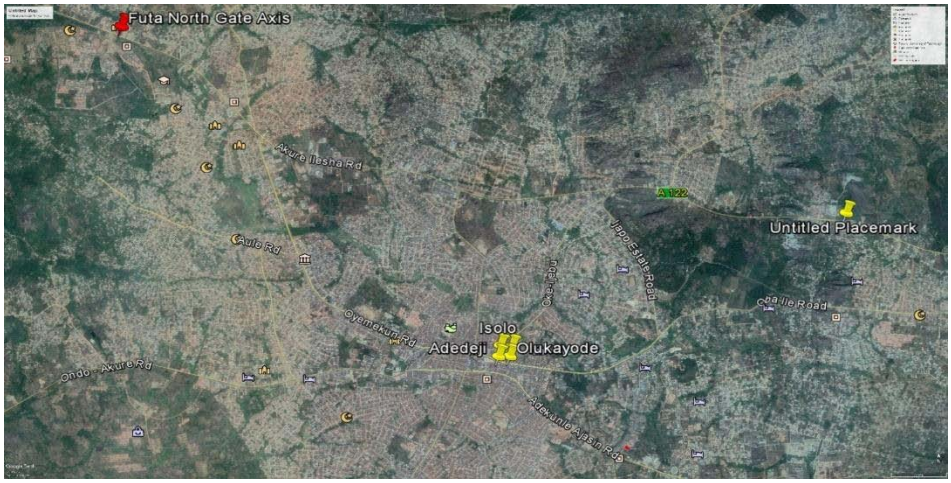

Source: Google Earth 7.1.7.2606; Authors' Digitization, (2019)

Figure 4: Google Imagery of the study area



Source: Google Earth 7.1.7.2606; Authors' Digitization, (2019)

Figure 5: Google imagery of FUTA North Gate Axis



Source: Google Earth 7.1.7.2606; Authors' Digitization, (2019)

Figure 6: Google imagery of the study areas in the C.B.D

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Table 1: Periodic counts of street traders at purposively selected trading points in the morning at 9.00 am to 10:00 am

Study Locations	Trade point Count at 9:00-10:00 AM	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Average Total
Oja Oba	1. Olukayode Complex axis	90	89	80	91	89	95	89
	2. Ijomu street	142	155	143	151	148	147	147
	3. Adedeji street	371	360	388	352	380	389	373
	4. Isolo street	134	142	127	132	125	168	138
FUTA North Gate	5. FUTA Northgate axis	27	31	28	30	31	35	30
Total								777

Source: Authors' Field Work, (2019)

Table 2: Periodic counts of street traders at purposively selected trading points in the evening at 4.00 pm to 5:00 pm

Study Locations	Trade point Count at 4:00-5:00 p.m	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	Average Total
Oja Oba	1. Olukayode complex axis	103	99	107	100	102	112	103
	2. Ijomu street	197	194	190	199	191	201	195
	3. Adedeji street	389	392	385	399	380	402	391
	4. Isolo street	187	167	175	190	188	196	183
FUTA North Gate	5. FUTA Northgate Axis	43	41	40	37	39	48	41
Total								913

Source: Authors' Field Work, (2019)

Table 3: Average numbers of street traders at the purposively selected sample areas which make the sample frame.

Study Locations	Trading Points	Total Average	Sample frame
Oja Oba	1. Olukayode complex Frontage	$\frac{89+103}{2}$	96
	2. Ijomu street	$\frac{147+195}{2}$	171
	3. Adedeji street	$\frac{373+391}{2}$	382
	4. Isolo street	$\frac{138+183}{2}$	161
FUTA North Gate	5. FUTA Northgate frontage	$\frac{30+41}{2}$	36
TOTAL			846

Source: Authors' Field Work, (2019)

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Table 4: Estimation of Sample Size and Administered Questionnaires.

Trade Locations	Terminal Count	Sample Size (10%)	No. of Questionnaires Administered
1.0 Oja Oba (C.B.D)	1. Olukayode complex Frontage		10
	2. Ijomu street		17
	3. Adedeji street		38
	4. Isolo street		16
2.0 FUTA North Gate	5. FUTA-Northgate frontage		4
Total		85	85

Source: Authors' Field Work, (2019)

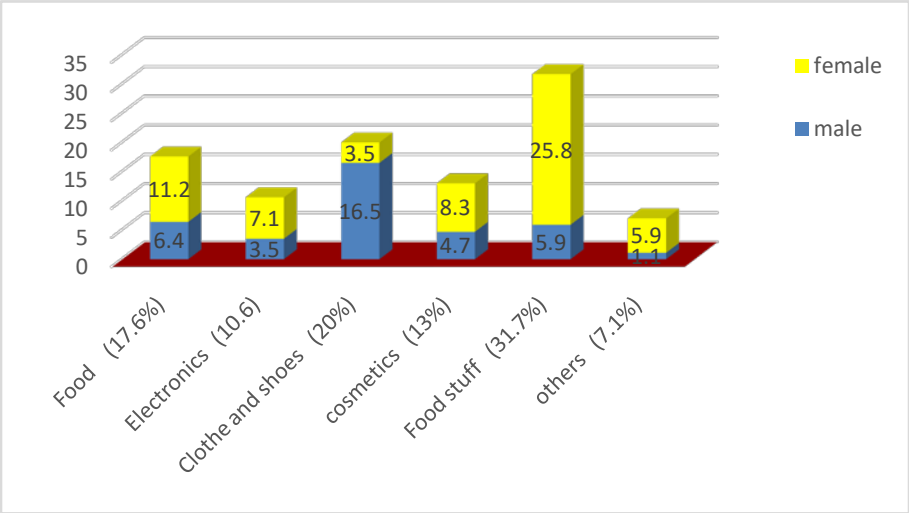
IV. Discussion of Findings

a) Assessment of the Nature of Street Trading

i. Distribution of Articles Sold by Street Traders

Market structure of street trading is perfectly competitive; homogenous product with competition on price. The price of street traders' items is cheaper compared to formal sectors. Street trading has high demand because of low economic status and the main consumers come from low income group. Figure 7 indicates that the highest percentage of the street traders (31.7%) were selling food stuff like raw rice and perishable goods to mention just a few. While 20% sell clothe and shoes, 17.6% sell cooked food, 13% trade in cosmetic items, 10.6% engaged in trading of electronics and the remaining 7.1% sell other items like wrist watches and mobile phone accessories.

It should be noted that some items are dominated by some tribes. For instance, the Yorubas are the majority among those selling raw foodstuff and perishable goods like tomatoes while the Igbos dominate sale of electronics and cosmetics.



Source: Authors' Field Work, 2019

Figure 7: Distribution of articles sold by street traders

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Source: Authors' Field Work, 2019

Plate 1: Clothing items being sold by street traders at Olukayode frontage axis



Source: Author's Field Work, 2019

Plate 2: Fruits being sold by street traders along FUTA North Gate axis

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Source: Authors' Field Work, 2019

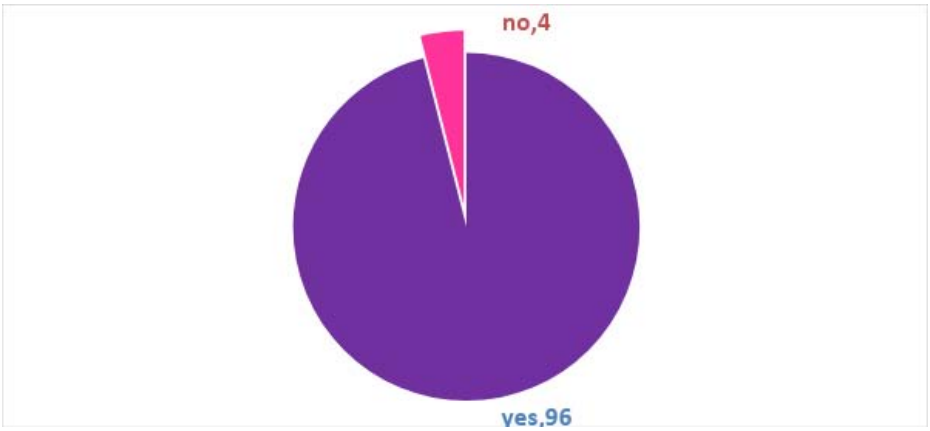
Plate 3: Perishable items sold by street traders at Adedeji street Akure

b) *Investigation on the Environmental Problem of Street Trading in the Study Area*

The menace of street trading in the environment cannot be over emphasized (Khayesi, Monheim, & Nebe, 2010). This informed the engagement of 25 non-street traders (motorist, cyclist and buyers) in the data collection process as information gotten from them in relation to the environmental impact of the street trading activity helped stem the achievement of the purpose of the study.

i. *Patronage of Non-Street Traders*

According to (Alimi, 2016; Ikioda, 2016) patronage serves as a contributory factor to engaging in street trading. Findings revealed that 96% of the non-street traders patronized street-traders and 4% does not (Figure 8). This depicts significance of the benefit of street trading.



Source: Authors' Field Work, 2019

Figure 8: Patronage of Non- Street Traders

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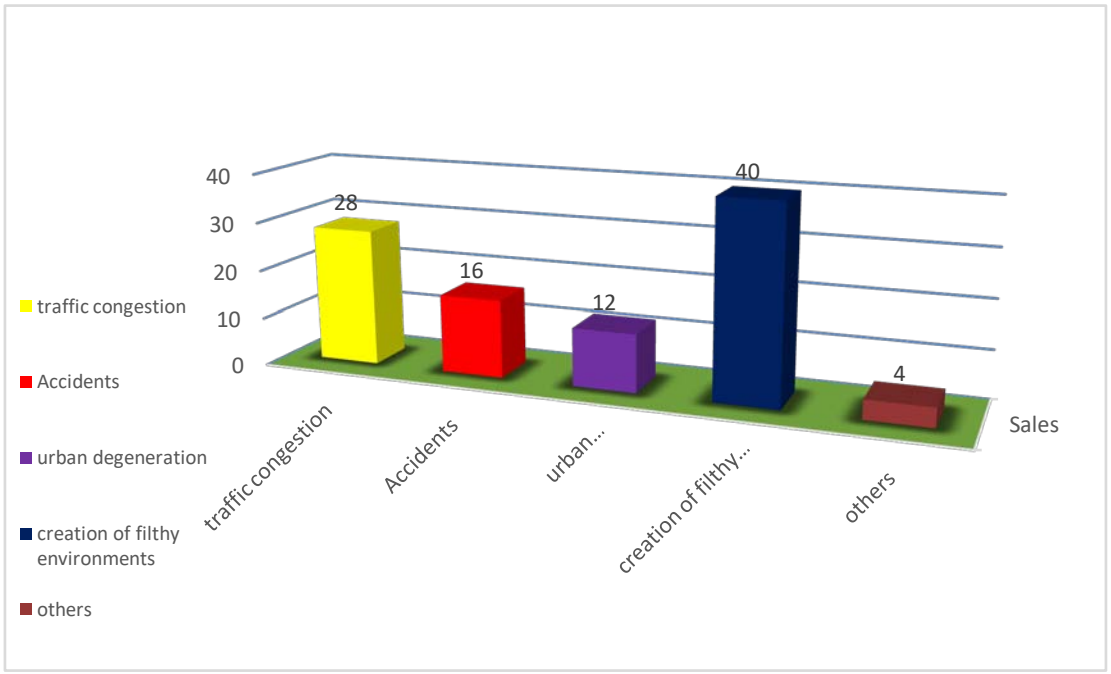
ii. *Perception of Non - Traders on the Problem Caused by Street Traders*

Although the place of street trading in distribution chain cannot be overemphasized but the dangers attached to it are too intense to be overlooked. Street trading impacts negatively on the environment. This claim is supported by dangers pointed out from the non-street traders' opinion. From the perception of the respondents on street trading activities presented in Figure 9, 40% of the respondents affirmed that creation of filthy environment cannot be separated from street trading activities as waste generated are been disposed indiscriminately which will result in pollution. 28% of the non-street traders claimed that street trading leads to traffic congestion (pedestrian and vehicular) as pedestrians are forced to walk on the streets because they have been pushed off pavement and vehicular traffic movement has been turned into a crawl as a result of street trading activities. 16% and 12% of the respondents gave accident and urban degeneration (gradual loss of city aesthetic) respectively as problems the activities pose in the environment due to street traders competition with motorist for space.



Source: Authors' Field Work, 2019

Figure 9: Problems caused by street traders



Source: Authors' Field Work, 2019

Plate 4: Filthy environment created by street traders through waste disposal

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Source: Authors' Field Work, 2019

Plate 5: Vehicular traffic congestion as a result of street trading activities



Source: Authors' Field Work, 2019

Plate 6: Predominance of street traders closing up the Oba-Adesida and Arakale bye pass

c) *Assessment of the Agencies Responsible for Discouraging Street Trading in Akure*

Ondo State Ministry of Environment, Ondo State Ministry of Education and Ondo State Ministry of Women Affairs and Social Development are the Ondo State agencies that are to curb street trading, especially among children in Ondo state. One official from each of these agencies were interviewed to get their view on the menace of street trading in Akure.

i. *Ondo State Ministry of Environment*

The task force Department of the Ondo state ministry of environment was created in the year 2010 with the purpose of relocation of street traders in the markets into the constructed neighbourhood markets.

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The official mentioned that the purpose for the establishment of the department has only been fairly achieved. The department has engaged the tools of advocacy and routine monitoring of the traders to enforce compliant with non-street trading policy in the state. There are some factors inhabiting the achievement of this which include; inadequate man power, inadequate funding, lack of political will. It was also revealed that the street traders always go back to the streets after they have been driven away. They are usually found back on the streets, especially after 5pm when the task force officials would have closed.

ii. *Ondo State Ministry of Education*

The Ministry was created in the year 1976 with the purpose of enhancing the quality of learning through massive investment in the restoration and expansion. The official in the Ministry adjudged that the ministry has fairly achieved its purpose. As a way of minimizing street trading in Akure and Ondo State in general, some programmes were put in place. This includes; school feeding program at primary school level, establishment of Special Education Department in the Ministry to cater for education of the persons with special needs and the gifted children at secondary and tertiary levels. The ministry identified inadequate funding and manpower to conduct comprehensive survey on educational needs of the children as the major constraints to their achievement.

iii. *Ondo State Ministry of Women Affairs and Social Development*

The ministry was created on 28th June,1991 with the aim of empowering and educating women folk generally in an attempt to provide an enabling environment where the rights to survival, protection and development of the people, especially the vulnerable groups, as well as their empowerment to participate in socio-economic benefits.

As a way of curbing street trading, the social welfare unit of the Ministry embarked on empowerment program for skill acquisition for women and children and loan to establish the learnt trade through the programme. Poor funding, instability of fund and shortage of staff are the mitigating factors against the success of the programmes by the ministry.

V. Conclusion and Recommendation

a) Conclusion

Some of the dangers attached to street trading has been identified in this study. It was revealed that accident, urban degeneration, filthy environment and the creation of congestion are critical dangers street trading pose to the environment. Though it can be said to bring wares close to the buyers and a source of income to thousands of Nigerians that are involved in the activity, but its dangers outweigh its benefits. There is therefore the need to urgently curb street trading activities, especially in urban centres in Akure and Nigeria at large else, the environment will at the long run be imperiled.

b) Recommendation

i. *Public Awareness on the Menace of Street Trading in the Environment*

It is imperative for the government through the Ministries of Women Affairs and Environment to sensitize the public regularly through all social media on the social, health on environmental implications of street trading.

ii. *Resettlement Programme through Good Urban Governance*

Lack of space and high cost of renting a shop are some of the reasons for engaging in street trading. Therefore, in order to ameliorate the menace of street trading, government in conjunction with the Ministry of physical planning and urban development through good urban governance should involve the stakeholders in decisions on how to plan, finance provide and manage affordable locked up shops at an appropriate location close to the city center in order to reduce number of street traders.

iii. *Regular Waste Collection*

Markets usually generate waste. As such, plan should be put in place for regular collection of the wastes in order not to create a filthy environment.

iv. *Enforcement Agents*

The enforcement agents like the War Against Indiscipline (WAI) brigades should be made to patrol the locations prone to street trading in Akure to regularly ensure that people are compelled to use shops for trading activities so that the roads and walkways can be free for easy movement of vehicles and humans.

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