

**DETERMINANTS OF URBAN ROADSIDE TRADING IN ENUGU METROPOLIS****Juliet Ibekwe<sup>1</sup> and Christopher M. Anierobi<sup>2</sup>***1Center for Environmental Management and Control (CEMAC) University of Nigeria, Nsukka**juliet.ibekwe.pg01600@unn.edu.ng**2Department of Urban and Regional Planning, University of Nigeria, Nsukka, Enugu Campus**christopher.anierobi@unn.edu.ng***ABSTRACT**

*Roadside trading is still a current issue in the city of Enugu despite location of markets and government regulations. Presently, the city is witnessing an unprecedented increase in the influx of commercial activities particularly at the major roads. The ensuing competition for space at strategic and easily accessible location for display of goods for customers often results to the prevalent incessant traffic obstructions in the city. This indiscriminate display of goods has resulted in road obstructions, disorderliness of land uses and land use conversions, traffic congestion, littering and blockage of drainage channels, abuse and misuse of facilities, increased noise pollution, encroachment and reduction in the width of access roads, poor and inadequate parking, increased visual intrusion and social vices among many others. There is therefore the need to look into the activities of road side trading in the city for insight into its persistence. This study therefore aims at empirically determining the factors influencing the proliferation of roadside trading in Enugu urban centre with a view to proffering suitable policy measures to curb it. The survey research design was adopted in this study. Both primary and secondary data were utilized. A sample size of 950 was determined and this informed the distributed research questionnaire across selected urban neighbourhoods that have high volume of roadside trading activities as identified by the study in each of the three residential densities of Enugu city. The Principal Component Analysis (PCA) was used to analyse and test the research hypothesis. Findings indicated that four influential factors including location, economic, accommodation, and social factors were the determinants of roadside trading in Enugu metropolis. Major recommendations include proper enforcement of policy measures on land use regulations and road decongestion among others.*

**Key word:** *Roadside-Trading, Determinant Factors, Enugu Metropolis.*

## 1.0. Introduction

The proliferation of roadside trading is currently an issue especially in most cities of developing countries like Enugu. Roadside trading has persisted despite the policies of government such as on location of markets, traffic regulations, town planning regulations among others. This is associated with some causes and consequences which need to be investigated and addressed.

## 2.0. The Concept of Roadside Trading

The concept of roadside trading is varied according to various authors. This agrees with Bromley, (2000) who stated that the term ‘roadside trading’ has a variety of meanings. According to him, a typical definition of roadside trading is “the selling or exposing or offering for sale any article or the supplying or offering to supply any service in a street for gain or reward”. It is also the retail or wholesale trading of goods and services in streets and other related public areas such as alleyways, avenues and boulevards. In the same vein, Gaber, (1994) in his study within New York City’s economy analyzed the roadside traders as providing forward linkages (retailing affordable products to low- income consumers) and backward linkages (flexible outlets for manufacturers supplying merchandise to low income consumers). Furthermore, Bhowmik, (2005) saw roadside trading as activities where a person offers goods for sale to the public without having a permanent built-up structure from which to sell. At such, Street vendors may be stationary in the sense that they occupy space on the pavements or other public/ private spaces or they may be mobile in the sense that they move from place to place by carrying their wares on push carts or in baskets on their heads. It was therefore pointed out that the term ‘roadside or street traders ‘ includes stationary as well as mobile vendors including all other local/ region specific terms used to describe them such as ‘street traders’ and ‘roadside traders’ which are often interchanged.

In this regards, Mitullah, (2003) emphasized that roadside trading is an important economic activity that sustains a significant percentage of rural and urban dwellers, especially within the developing countries. The roadside trading activities falls within the small and micro enterprises (SME), they form the main thrust for the economic development in most developing countries particularly in African.

### **2.1. CAUSES OF ROADSIDE TRADING**

The act of roadside trading has been viewed by many as a consequence of several factors rooted in socio-economic, political and cultural aspects of the society in a very complex dimension. In this regard, Ayeni (1980), “attributed the causes of roadside trading to poverty and low level of education or illiteracy. The study cited unemployment as another contributing factor to roadside trading as formal employment opportunities are usually not readily available. In the same vein Atoyebi (1984) in his study on street trading in the city of Ilorin, identified the availability of customers amongst motorists, passengers, pedestrians at the road junctions and motor parks as well as inadequate market facilities” as the causal factor. However, the roadside trading situation in Enugu is not restricted to just road junctions and motor parks but extends to all areas along major roads. In his study of Lagos city, Moneke (1988) argued that the small size of the legal/official market as well as accessibility and high rent charges often necessitates extension of such markets towards the roadsides by the traders. This according to him has necessitated the emergence of markets along most roads in Idumota area of Lagos. These agree with Adeagbo, (1997) who was of the opinion that the inability of market sizes to accommodate traders indicates poor planning for future growth. These fundamental observations to a large extent depict the situation in Enugu leading to explosion of uncontrolled roadside trading activities within the city.

The views above have indicated several reasons that are behind roadside trading in urban centers especially across Africa. This ranges from lack of space in the markets, illiteracy,

poor economic and income opportunity, strategic nature of roadsides for profitable trading, lack of finance as capital base, rent and taxation among others. In view of the above reasons, there is the need to look into the peculiarity of causative factors in other cities and hence this work.

## **2.2. MAGNITUDE OF ROAD SIDE TRADING**

Observation and work done on roadside trade indicate that roadside traders are very many and form a significant percentage of Small Medium Entrepreneur (SME). Estimating the number of roadside traders is not easy due to the nature of their operation. According to ILO 2002, their numbers vary depending on time of day or the season of the year. Some traders only sell in the morning, afternoon, or evening, while some sell only on weekends; and others sell only during certain seasons. For instance in the city of Enugu, the mango sellers and fresh corn roasters are seen seasonally along the roads. This poses a challenge of estimating the number of traders that operate in any country and/or city. In Africa, the 2000 Labour Force Survey in South Africa included roadside traders. It estimated that there were 323,000 food traders and 122,000 non food traders in the country, while the 1995 household survey estimated only 2,038 trades nationwide while the North and South Central Councils' of South Africa Informal Economy Policy paper points out that in 1996, there were about 20,000 roadside traders in the Durban Metropolitan area (Budlender et al, 2001).

## **2.3. EFFECTS OF ROADSIDE TRADING ON THE PHYSICAL ENVIRONMENT**

Roadside trading activities have a lot of effects on the environment as well as social live of any city where it is being practiced. Looking at the environmental dimension of the effects of roadside trading the followings are observable:

**(i). indiscriminate disposal of generated wastes:** it is a known fact that roadside traders generate a lot of wastes which are not properly managed in terms of its disposal. For instance, a report of a survey carried out by a non-governmental organization in Lagos on the state of

refuse situation as reported in the Punch newspaper, Tuesday, April 17, 2007 revealed that roadside trading contributes 70 percent of the waste generated in the state. These wastes, which are largely organic, are generated from the sale of food items, water sachets, and so on, dumped along streets, gutters and drainages. Furthermore, it emphasized the need for Lagos State Government to look into roadside trading and the boom of illegal markets in Agege, Surulere, Ikeja and Mainland Local Government Areas given that they constitute nuisance to the road (The Punch, Tuesday, April 17, 2007, Pg 29).

**(ii). degrading the environment:** this is by littering the road with refuse. The heaps of generated refuse degrades the environment through leachates and seapages as well as impedes movement on pedestrian bridges which have been taken over by the roadside traders. The obstructions on roads further slow down vehicular movements thereby increasing the rate of environmental pollution through increased emission and distortion of the road structures and furniture.

**(ii). Overcrowding:** hawking and trading on the roads have become a big menace not just in Lagos but also in other major cities including the city of Enugu involving able-bodied youths and kids who should be in school. This unregulated trade constitutes an eyesore in the environment. It has the potentiality of undermining the beautification and landscaping of city like the case of Enugu urban center presently.

**(iv). Traffic congestion:** McGee,(1979) identified some problems associated with roadside trading to include traffic congestion because traders congregate at points along the roads where pedestrian and vehicular traffic is heavy thereby obstructing the road.

**(v). Unsanitary condition:** The practice of roadside trading also poses problems of hygiene and sanitation because, traders dealing with food items usually expose them to flies as they display them under unsanitary conditions at such, diseases like Cholera can be contracted

(McGee, (1979) . Similarly, they generate a lot of wastes which are not properly managed thereby distorting the image of the city and reducing its aesthetic value.

**(vi). Unhealthy business competition:** Another problem is the unhealthy competition with officially authorized traders both in public markets and private stores because roadside traders do not pay overhead cost such as rents and utility bills.

**(vii). Incidence of road accidents:** there is the serious risk of road accidents as the roadside traders and or their articles are often run over or destroyed by vehicles especially when there is a break failure (McGee, (1979) .

From the above review, it is obvious that most studies have dwelt on the various characteristics and concepts of roadside trading as well as the effects on the physical environment among others. However, there is need to further investigate the determinant factors influencing the proliferation of roadside trading particularly in the city of Enugu hence, this study.

### **3.0. Research Method and Procedure**

This research work adopted the survey design approach. Primary and secondary data were utilized. The secondary data were extracted from existing records in various ministries, authorities, agencies and boards. The primary data were collected through interviews, direct observations and the research Questionnaire. The stratified, purposive and simple random sampling techniques were adopted in the study. A sample size of 950 was determined using Yamene, (1967) formula. This informed the total number of research questionnaire that was distributed across the low, medium and high density residential neighbourhoods in the city. The Principal Component Analysis (PCA) was used for the research analysis.

### **4.0. Research Findings and Discussion**

#### **4.1. Factors that Contributes to the Emergence of Roadside Trading**

The study identified fourteen primary variable factors as the likely influence of road side trading in the study area. The 950 copies of the research questionnaire that was distributed to respondents across the urban neighborhood densities of Enugu metropolis was analyzed with the Principal Component Analysis (PCA) statistical tool which collapsed and cluster the identified primary variables into four major components. The PCA result has 89.54% of the variability of these components responsible for the emergence of road side trading in the study area. The table below indicates the collapsed variable component factors influencing roadside trading in the area.

Table 1. The identified variable component factors influencing roadside trading in Enugu city

S/n	VARIABLE COMPONENTS	DETERMINANT FACTORS
1.	Component I	Location factor
2.	Component II	Economic factor
3	Component III	Preference/accommodation factor
4	Component IV	Social factor

Source: Research survey, 2020.

**Component I:** This component is renamed **location factor** and it has an Eigen value of 6.913 and its percentage variance was 59.377%. This location factor ranks the highest among the variables. It has six sub-factors in it. These include accessibility (0.983), easy to purchase (0.983) and finally, availability (0.947). Five out of these variables had very high factor loadings and this shows the robustness of this component. This component (location factor) had much influence in the emergence of road side trading in Enugu urban in that most of the traders stay in areas where there are thorough fare and at points where road-sides are busy. Observably, most of the road side trading activities occur in routes that has much pedestrian and vehicular traffics, thus explaining the reason for the high rating.

**Component II:** This component is christened **economic factor**. It has an Eigen value of 1.584 and its percentage variability in the study is 11.316%. The following variables and their corresponding factor loadings are subsumed into this component. They are poverty (0.876) transport fare (0.837), cheap price of commodity (0.823), tax (0.809) and unemployment (0.792). This component which has the second highest factor loading has poverty as its defining variable. Most of the respondents reported that poverty has made them engage in road side trading. This assertion corresponds with the views of Onyebueke (2011) and other scholars in their studies. Inferably, low economic strength of the respondents, constrains them from affording a space in the conventional market places like in Ogbete market, Artisan market or New-market in Enugu as well as transportation costs. Non availability of transportation fare was a highly ranked variable in this component. Carrying of goods and commodities from homes or sources to the market for trading is not an easy venture. Most of the respondents stated that the provision of transport fare is a problem due to meager income. Another important variable in this component is tax. Respondents perceived as unaffordable the payment of the multiple personal/commodity taxes and levies imposed by the market management/authorities. Avoiding such charges was their reason for engaging on road side trading. 60% of the respondents who were formerly trading in the conventional market lamented on the incessant multiple levies that are imposed on them in those markets. Furthermore, unemployment which has a factor loading of 0.792 has been considered a key variable in the economic component. Due to lack of white collar job or employment, most of the traders resorted to road side trading. This is based on the fact that little capital is needed to start road side trading.

**Component III:** This third component is tagged as **accommodation factor**. It has an Eigen value of 1.1450 with 10.358% variability. The accommodation component factor consists of

availability/otherwise of stores which has a strong influence on the emergence of road side trading in Enugu urban. It is clear that most of these road side trading are done under some temporary covers or shades. It was observed from the study that wooden or metal containers are often constructed and situated along the roads by the traders.

**Component IV:** This component has an Eigen-value as 1.189 and a percentage variability of 5.744%. The component is named **social factor**. Only one variable is found in this group. The social status (widowhood or orphan) of the respondents in this component tends to lead them into road side trading as the easiest way of survival. Significant number of the road side traders claimed to be orphans and widows who had no other source of income.

#### 4.2. Major Findings from the Study

1. **Violation of Town Planning Regulations:** It was observed from the study that majority of the road-side traders do not conform to planning standards while doing their trading activities. Most of them do not stay at areas that were designated for commercial land use activities nor comply with required setbacks, right of way and drainages channels as well as indiscriminate dumping of refuse and obstruction of traffic flow. For them, encroachment is the order of the day.
2. **Determinant factors influence road side trading:** It was observed that there are cardinally four basic factors that spur people to road side trading in the study area. These include: **Location factors**, [ease of entry, accessibility and availability]; **Economic factors**, [poverty, unemployment, cheap price of commodity, tax and transport fare]; **Accommodation factor**, [Unaffordability of market stall], and the **Social factor** [widowhood or orphan]. These have negatively influenced the persistence of road side trading in Enugu metropolis.

3. **Factor differentials by neighbourhoods:** It was summarily observed from the study that the above-named factors that contribute to the emergence of roadside trading in the study area are not all present in the same magnitude in the different neighbourhoods in the study area. The study observed that the medium and low densities had the same factors as contributory factors to the emergency of road-side trading in the area. This was not the case in the high density areas.
4. **Perception of Professional Town Planners:** The study observed again that there were some varying views among the environmental professionals on regulating road-side trading activities. About 45% adduced that these informal activity is a relatively new emergence in the planning palace and needs to be look into towards a law to better address it.
5. **Public perceptions:** It was equally noticed that majority of the traders do not consider the environmental implication of their activities, hence most of them do not have plans as to how to dispose wastes that they generate from their activities

## **5.0. Recommendations and Conclusion**

### **5.1. Recommendations**

#### **1. Adequate Legislation on Informal Activities**

It was noticed from the study that environmental professionals in the Enugu State were not abreast with current legislation that addresses informal sector activities. There is need for proper and adequate laws to accommodate informal activities like street trading and other informal enterprise. The existing Town Planning standards and regulations should be enforced. The new Urban and Regional Planning Law, 1992 should be enacted for Enugu State to replace the colonial Town and Country Planning Law that is not capable of addressing current physical development issues in the state.

## **2. Policy on job creation and employment**

There should be enabling policies that can facilitate job creation and employment in Enugu as this would address unemployment in the area. Creation of industrial and commercial zones as well as barring trading by road sides in the city would help address the issue of the menace of the activities of street trading. Government collaborations with the private sectors and nongovernmental organizations is highly recommended.

## **3. Welfare scheme should be instituted**

There is need for welfare schemes to be instituted. This will go a long way to reduce the suffering of the people which is seen as part of the reasons people engage in road side trading. The Federal, State and Local Governments should come up with welfare schemes for their indigenes in order to better the lots of the people

## **4. Public Enlightenment and attitudinal change**

There is need for public enlightenment campaign on the right attitude so they will know and understand the magnitude of risks involved in road side trading as well as the environmental implication of indiscriminate waste disposal among others that are associated with road side trading. The populace should also know the traffic implications of road side trading and the dangers therein.

## **5. Provision of adequate corner shops/markets and delineated commercial spaces**

Proper land use planning with provision of adequate corner shops/markets and delineated commercial spaces at accessible locations. It is pertinent that efforts be made by the government to provide corner shops at different strategic areas in the neighbourhoods. Again, more spaces should be provided in the already existing

markets in the study area. These will go a long way to reducing the menace of road side trading and better organize trading in the city.

## 5.2. Conclusion

The study has obviously shown that major factors like economic, social, accommodation and accessibility do play a major role in the emergence of road side trading in Enugu urban. The policy implication includes that it should be noted that as long as unemployment, poverty and poor economy continues to exist, the incidence of road side trading will be on the increase. Effort should be made by policy makers to empower the masses so as to bring about reduction on road side trading activities. Again, due to lack of adequate accommodation in the existing conventional markets, some traders resorted to the use of wooden or metal containers as shades. It is recommended that corner shops should be built at strategic road ends close to the roads where those activities exists. This will help the environmentalist/town planners to control and monitor the environmental effect of roadside trading.

Furthermore, the study showed that the contributing factors to the emergence of road-side trading is not same in all the residential densities, it is recommended therefore that policies targeted on road side trading activities should be handled not collectively but differently according to the peculiarities of each of the residential neighborhood density characteristics.

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