

# Assessment of Street Trading Activities in Public Spaces (Ikorodu Motor Garage), Ikorodu, Lagos

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**Abstract:** *The present study examined socio-economic characteristics of commuters patronizing street traders, assessed factors responsible for patronizing street trader, investigated the perceived environmental hazard and assessed perceived spatial implications of street trading in Ikorodu motor park, Lagos State, Nigeria. The experimental survey research design was employed to first determine the average daily carrying capacity of the motor park (15,830 persons per day), while the sample size was 100, based on the Taro Yemane sample size formula. The 100 sets of questionnaires were used as the data collection instrument and it was administered to the patronizers of street traders. The purposive non-probability sampling technique was used. Data analysis adopted both descriptive (tables, Likert Scale) and Inferential (Factor analysis). The study established a preponderance of males over females and the majority of respondents had attained secondary education and were single (unmarried). Affordability, availability and location were revealed by the 5-point Likert scale output as factors most responsible for street trading patronage. Results of factor analysis for factors responsible for patronage of street revealed a K.M.O. value of 0.735, at Bartlett's test significance level of 0.000. The communality of values revealed attractiveness (47.1%) as the least and availability (77.7%) as the highest. There was a cumulative total of 64.74% with a variance of 5.35% and 8.51 "at" and "after" extraction. It was also revealed that noise pollution, air pollution, and violence were the major perceived environmental hazards, while congestion, waste disposal, and obstruction of drainage systems were the perceived spatial implication of street trading activities in Ikorodu garage. The study concluded that street trading is properly included in the formal urban setting to enhance effectiveness, functionality and aesthetics.*

**Keywords:** *Street hawking, street trading, street vendors, street commerce, Ikorodu, factor analysis, statistics, Nigeria.*

## I. INTRODUCTION

Street trading is a growing activity at an alarming rate and can be viewed as a key element of the urban informal economy, particularly in developing countries, in a conscious

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attempt to tackle poverty, which has stubbornly, remains a global issue [1]. According to [2], streets traders offer to transact their business streets or pavement and may be viewed as a form of squatting [3]. The traders display and market their wares or goods usually along roadsides of major roads, near government or big public establishments, within market places or during traffic congestion on busy roads. In some instances, the activities can be seen in illegal structures and abandoned buildings [4].

Urban public spaces are designated social spaces that are open and accessible to all [5]. Roads (including the pavement), public squares, parks, and beaches are typically considered urban public space. Urban public places are usually located in designated areas or within the private context [6]. They represent a vital contributor to the source of income for the urban poor, however, its contributions to economic development strategies for cities are largely ignored [5]. **Acheampong** [7] clearly states that street vendors are at the heart of the informal economic sector.

Several contributing factors have been identified for the prevalence of street trading in Nigeria such; as unemployment due to public sector corruption, high inflation, low wages, unfavourable government policies, deplorable working conditions, widening gap between the rich and the poor, social exclusion and endemic poverty, which have made individuals, struggle to maintain their families [8].

**Olanipekun et al.** [9] further asserted that unemployment is a major contributing factor due to scarcity of pay jobs. The high rate of poverty and high rent charged by shop owners is another key predictor of street trading as the majority of the populace is not financially secure to rent and maintain shops and pay utilities associated with it [10].

In Nigeria, the persistence of street trading has obstructed and distorted city and urban planning and a major concern to government and private investors. Unfortunately, street trading has been described to be the commonest form of child labor in Nigeria and solace for out-of-school children [11]. Street trading has been implicated in different societal problems such as encroachment on the right of free movement by the traders, traffic congestion [12], defacement of the aesthetic appearance of the street and pedestrians injuries [13]. Environmental wastes generated by street traders lead to obstruction of drainage systems leading to flooding during rainfall, road dilapidation and health issues [14-15]. The quality of items hawked deteriorates over time due to weather and other environmental variables and subsequent consumption poses public health concerns [16].

Fecal contamination on food items hawked or traded on the streets has also been reported [17]. In most developing countries, street traders and hawkers are often victims of physical assaults and ritual killings [18], verbal and sexual abuse [19-20], sexual exploitation [21], air pollution [22] and noise pollution [23]. Other consequences are road accidents due to poor roads, reckless driving, the poor state of automobiles plying the roads and noncompliance with traffic regulations [24]. Crackdown on Illegal Street traders often results in temporary relief, afterward, the activities continue even on a greater scale [25]. Their activities if left unchecked quietly encroaches on the urban spaces and multiplies to defend their compared territory [26].

However, the focus of this study is to document the effects of street trading on urban public spaces with a view of using the information gathered to suggest recommendations that will improve the functionality of Ikorodu Motor Parks as an urban public space. The objectives of the study are;

- To assess the socio-economic characteristics of street traders in the study area.
- To investigate the factors responsible for street trading in the study area.
- To investigate the perceived environmental hazard of the study area.
- To assess the perceived spatial implications of street trading on urban public spaces.

## II. LITERATURE REVIEW

### A. The Characteristics of Street Vendors

Acheampong [7] clarified that street vendors are a major player in the informal economic sector. Thus, it is worthy of notice street trading share the same characteristics with other performing informal economic tasks. The major difference street trading has from other informal economic sectors is its propensity of being in every corner of the streets in the city and this makes it worthwhile to investigate and define those characteristics of street trading. Moreover, street hawking remains an integral part of every developing economy and targeted investment in it is expected to contribute to economic development especially when infused with innovation [27].

Pillay [28] argues street trading is the cheapest way of self-employment. However, this is not always the case because in some places street vendors are intermediaries and recruited by shop owners to market, sell and direct the prospective buyers to them. In all, it is not labor-intensive but depends heavily on the flexibility and marketing skills of the traders [28]. The easy entrance nature of street trading makes it attractive to women and children who need little formal education to ply the trade [29]. Teenage girls in rural sub-Saharan Africa are often the most affected in terms of exclusion in education because of street vending activities [30]. Street traders use different structures, including mats, gunnysack, tables, tricycles, racks, wheelbarrows, containers, handcarts, and bicycle seats to display their goods. Those that cannot afford the different structures simply carry their wares on their hands, heads and shoulders, while others hang their commodities on walls, trees and fences. Some may opt to construction of temporary

shades with suspended stands to display their goods on the streets [31].

Although street vending can be ascribed to particular age group, it is a common knowledge that it is predominantly done by youths as a source of livelihood [32]. In identifying the age group, there is a further analysis which posits that vending 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. To buttress the point, **Muhammed and Alkali** [33] stressed further to reveal the socio-demographic characteristics of the trader and the extent of encroachment by street traders into roads. The study revealed that the majority of traders were within the age of 21-30, predominantly male, most of whom are Kanuri by tribe, and Muslims by religion and the majority have not gone beyond secondary education. The study established three categories of street trading. These were hawking, fixed spot trading and extended shops. It was observed that fix spot traders and extended shops traders displayed wares on road edges thereby creating traffic problems, noise pollution and sanitary problems.

According to [34], the peak period of street vendors is usually in the morning and the evenings when commuters are going and returning from work respectively. Tiredness resulting from long hours of traffic, proximity of trading streets to residential homes and insecurity at nights are some of the reasons why street vendors in developing countries are patronized.

### B. The Roles of Street Trading

Uwitije [35] asserts that many urban dwellers in developing countries regard street trading as their main source of income. **Alcantara, et al.** [36] noted that street commerce serves an important social role in the generation of income especially for those at the bottom ladder of social status. At least, it is more dignifying than begging, touting and petty crimes. Despite its contributions to alleviating global poverty, street trading is yet to be fully recognized [34], largely because it is still classified as underground activity and is not controlled and supervised by established regulatory bodies [37]. **Skinner** [34] articulates that the role of street trading often conflicts with the authorities responsible for city planning, levies and tax collections. Corrupt officials, which are relied upon by authorities' play the role of enriching themselves because the actual transactions carried out cannot be accurately quantified and taxed accordingly. In some cases, street urchins and criminals extort money from street traders without the knowledge of those in authorities.

Street trading has shown to be a vital platform that bred entrepreneurs. Here, the unemployed used their untapped potentials to make ends meet by marketing and trading of goods through innovation and creativity [38]. The prices offered by street vendors are affordable compared with markets and shopping malls and this greatly benefits the urban poor [39-40]. Tourists can also benefit from lower prices obtainable from street vending compared with shopping malls and supermarkets [41].

Generally, the role of street vendors can be viewed from a political, socialist, economic and spatial point of view [42]. Irrespective of the perspectives, street traders require support to fully rely on its potentials. Intervention such as capacity building, credit facilities, provision of facilities and protection from criminal elements of the society will greatly affirm the trade as a major promoter of economic growth of the informal sector [43]. For example, the allocation of space for street vending areas, and the development of the spaces provided to be of impact in vending should be considered. Although it is widely held belief that street trading has always had negative connotations, **Skinner** [44] stressed if the negative notion of street trading cannot be compared with the enormous contributions to the informal sector when adequate measures are put in place.

**Bromley** [45] shows much support for street vending for its vast contribution to the general development of the economy. This means that street vending should be given space in the city because every urban dweller has the right access to the city. The flexibility of the trade means that the traders have no fixed working hours unlike the normal working standards in pay jobs [46]. The flexibility also entails their constant movement to areas where potential customers are concentrated [47]. For example, the traders use commercial vehicles to market and make sales when workers are returning from work in the evening. Technically, their role makes buying comfortable and reduces the stress associated with going to markets.

**Harvey** [48] posits that we now live in a new world that is governed by ethical and political principles which very much driven by human rights priorities. This means that every human including street vendors has the right to be considered and their roles cannot be overemphasized.

**Mayrhofer & Hendriks** [14] argued that environmentalists" have major concerns about the environment because street vendors bring pollution problems, congestion and garbage. Proponents of informal street vending argue that it is a form of entrepreneurship and rational economic choice [49-51], while opponents generally feel that it introduces unfair competition and ruins a city's image, thereby compromising its economic competitiveness and reducing the chances of attracting investors. Nevertheless, right comes with responsibilities, and if street vendors are responsible, the pollution problems that the environmentalists are concerned with will be reduced. Therefore, it must be assured by the city officials that all street vendors are obeying this bylaw; fines must be included in failure to obey this bylaw [52]. However, moving them out of the city is not the solution because they have the right to be in the city. The act of removing street hawkers for the perceived security of the privileged was termed as "criminalizing the poor" by [53]. **Brown** [54] argues that all urban users should share urban public spaces equally, which clarifies the rights of street vendors to be in the city to continue their role in economic advancement.

### C. Urban Public Spaces

Urban public spaces are defined as social spaces that are open and accessible to all [5]. Roads (including the pavement), public squares, playground, mosques, churches,

boulevards, parks, shopping malls and plazas, beaches and markets are typically considered urban public spaces [55-56]. The location of these spaces is very significant socially as being very recognizable features of every city where there is always a daily movement of people [56]. The urban public spaces owned by the government are to be utilized regardless of social, racial, political and cultural affiliations of the users [55] [57].

In most instances, urban public spaces might not be easily recognizable in terms of whether they are private or public. In such circumstances, legal advice is sought to avoid wrong classification and trespassing [54].

**Okesoto** [58] conceptualized public land use as all lands devoted to public purpose and meant to satisfy the social needs of the neighborhood residents. **Yankson** [38] lamented that the literature on urban public places is skewed towards the Western world and the definitions, theories are inferred to the developing countries where urban space constitutes between a quarter and a third of all space [54]. **Brown** [5] also defines urban public space as the physical and social relations that determine the use of space within the public realms of cities. Urban public spaces were planned for humans to be able to access and interact with; even towns are determined by physical structures/urban public spaces. While "urban public spaces are key elements in the livelihoods of the urban poor, their significance is largely overlooked in development policies [5].

### D. Street Trading and Urban Public Spaces

Street vending is a controversial component of the urban economy [5]. Street vendors render their services in pavements/sidewalks in urban centers were not initially intended for such activities. **Stoller** [59] noted that this impedes both pedestrian and vehicular traffic, causes congestion, brings crime to the area and negatively affects the built environment. It is on this basis that [59] argues that street vendors should be relocated.

In Ghana, research was carried out on "street vending and the use of urban public space in Kumasi", which was conducted by [6]. The research paper used both primary and secondary data gathered through observation, focus group discussions, key informant interviews and a field survey. The study concluded that the trading location has hazardous environmental implications in urban planning as the vendors were located along the road on pavements and other pedestrian walkways [60]. Some traders were trading amidst moving vehicles and others in front of shops. However, this paper neither considered the patronizers of street trading nor did the socioeconomic status of the people involved in street trading and also it is not clearly stated in the study the factors responsible for street trading in the study area.

In **Muhammed and Alkali** [33], the variables measured were the socio-demographic characteristics of the trader and the extent of encroachment by street traders into roads. Research data were collected through physical survey, measurement and structural interview among traders along eleven sample streets.

Simple random sampling was used to select 220 traders along the streets. The study observed that the majority of traders were within the age of 21-30, predominantly male, most of whom are Kanuri by tribe, and Muslims by religion and the majority have not gone beyond secondary education. The study established three categories of street trading. These were hawking, fixed spot trading and extended shops. It was observed that fix spot traders and extended shops traders displayed wares on road edges thereby creating traffic problems, noise pollution and sanitary problems. Based on the findings, the study recommends organizing street trading and checking trade-related problems and encroachments into roads.

Although the study tried to relate street trading to the socio-demographic characteristics of Maiduguri and was able to establish that male is the dominant gender in street trading in that region but the assumption of this study is limited to the sellers alone. The study failed to recognize the buyers as major actors in the street trading activities and also failed to address the factors responsible for street trading in the study area.

**Bogoro [15]** researched on the “effects of street trading on urban areas in Nigeria”. The researcher administered 100 questionnaires to each of the three urban centers selected from each geo-political region using random sampling giving a total of 300 questionnaires. Factors considered in selecting the study areas were the spatial distribution of the cities, the economic and physical status of the cities and political disposition of the cities. The researcher investigated the factors responsible for street trading and got to understand that street traders could not occupy a shop as a result of the unaffordability of shops due to lack of funds. This study tried to note the factors responsible for street trading and also the negative impacts of street trading but did not consider street trading as a coin as it only focused on the sellers only. Also, the factors of selecting the study area show disparity in the allocation of sampling size to the selected cities in different regions because the three selected regions show great sign of variation in terms of the spatial distribution of the cities, the economic and physical status of the cities and political disposition of the cities. This study tends not to realize that street traders have equal rights to urban land as anyone else does and it shows in the implications that the study is subjective rather than being objective.

In conclusion, several works of literature succeeded in explaining street trading especially with regards to developing countries. The studies carried out on a continental basis succeeded in explaining the economic, social, economic and political implications of street trading. Whereas the majority of studies carried out in Nigeria seems to be subjective, they painted street trading bad and did not consider the trend of urbanization. In general, most of the reviewed literature is biased because trading exists between a buyer and a seller and most literature only emphasizes the activities of the sellers alone, leaving the buyers out of discussions.

### III. MATERIAL AND METHODS

The study utilized a quantitative technique in measuring the effects of street trading on urban public places. The study employed a cross-sectional survey research design approach for choosing the research instrument and estimating the required sample size. The survey research design approach helped determine the unique characteristics of the large population which is focused on those that patronized street traders. These set of people were selected due to their ability to complete the data instrument. The street traders would have sufficed as the research participants but due to their low educational status, their contribution to the data instrument is limited. The population of those that patronize street traders in the study location was calculated through a field investigation and observation. The average daily carrying capacity of the garage was calculated at 15,830 persons per day. Using a purposive sampling technique, the Taro Yemane formula was utilized to arrive at a sample size of 100 persons as the research participants.

The 100 research participants are representatives and a reflection of the entire population within the study area. The study location focused on Ikorodu local government in Lagos state. It is situated in the North-East of Lagos State; the commercial hub of Nigeria. Ikorodu local environment has a population of over 500, 000 based on the 2006 National census. It is one of the fastest-growing parts of Lagos State due to the high influx of people from the surrounding towns and villages. The data instrument used was a well-structured questionnaire instrument. The questionnaire instrument had four (4) sections that analyzed the socio-economic characteristics of street traders, the factors responsible for street trading, the perceived environmental hazard and the perceived spatial implications of street trading on urban public spaces. For the data analysis, the study utilized descriptive and inferential statistics, which are presented in the result. Factor analysis played a vital role just as was used in similar studies [61-63].

### IV. RESULTS AND DISCUSSION

Succinctly put, this section is categorized into four segments as outlined in the stated objectives; the first segment presents data relating to the socio-economic characteristics of commuters patronizing street traders in the study area; the second reveals the factors responsible for the patronage of street trading. The third reveals the perceived environmental hazard attributed to street trading, and the fourth reveals the perceived spatial implication of street trading.

#### A. Socioeconomic Characteristics of Commuters Patronizing Street Traders

The socioeconomic characteristics of the commuters or passers-by patronizing street traders at the studied location are presented in Table 1 (gender distribution), Table 2 (age range) and Table 3 (educational background) and Table 4 (marital status).

The data reveals that majority of commuters who patronize street traders are youths, male, and secondary school leavers which may be related to the prevalence of insecurity and violence in the study area.

### **B. Investigation of factors responsible for street trading in the study area**

The In assessing the factors responsible for the patronage of street trading at Ikorodu Motor Parks as shown in **Table 5**. Majority of the respondents strongly agreed that availability, affordability of product, and location are the major factor responsible for street trading activities with the mean value of 4.58, 4.33 and 4.27 respectively and products being reliable (2.73) is the least. The result corroborates older literature especially from the perspectives of the street traders.

As expected, customer care is almost nonexistent and the patronizers knew that the goods are not reliability but are motivated to purchase because of availability and affordability.

### **K.M.O and Bartlett's Test**

**Table 6** shows the results Kaiser-Meyer-Olkin measure of sampling adequacy and Bartlett's test of sphericity for factors responsible for patronage of street trading. It indicates K.M.O value of 0.735 with Bartlett's test significance level of 0.000 as presented in the **Table 6**. This implies that the data is suitable for structure detection in factor analysis.

### **Communalities of variables using principal component analysis as extraction method**

Communality values reveals attractiveness (47.1%) as the least while availability (77.7%) has the highest value. Factor analysis finally reveals availability, handiness, time, value, and convenience as factors responsible for street trading patronage, as perceived by the street traders. This can be seen in the **Table 7** and the factors are arranged in descending order. The result was obtained using the principal component analysis as the extraction method.

### **Total variance explained of the factors responsible for the patronage of street trading at Ikorodu motor parks**

The total variance explained is presented in **Table 8**. As shown therein, all factors that are with Eigenvalue that are above 1 were extracted and represented under the column extraction sums of square loadings. The finding reveals six (6) unconfirmed factors and suggested that there was a cumulative total of 64.74% with the variance of 5.35% and 8.51% at and after extraction which was confirmed after rotational extraction.

### **Rotated component matrix of the factors responsible for the patronage of street trading at Ikorodu motor parks**

**Table 9** reveals that there are various factors responsible for the patronage of the traders in motor parks. The result shows that availability, affordability, poverty, and value loaded strongly on component 1 with matrix value of 0.863, 0.508, -0.672, and 0.542 respectively. Hence, people patronize street trading majorly because of their availability, affordability, and negative effect of poverty according to the result given by the rotated component matrix.

### **C. Perceived Environmental Hazards in Ikorodu Motor Parks**

This section has to do with analysis of data pertaining to the perceived environmental hazard associated with street trading in the study area. In order to achieve this objective, Likert scale of preference was used to analyze the data.

In assessing the perceived environmental hazard associated with street trading as presented in **Table 10** which indicates that majority of the street traders strongly agree that noise pollution, air pollution, and theft are the prevalent environmental hazard associated with street trading with the mean value of 4.49, 4.08 and 3.87 respectively. However, soil pollution is the least hazard associated with street trading with the mean value of 2.46.

The area has grown to be used to street trading, as the residents no longer see street hawkers as infringing or trespassing on their private properties. The study area is a busy one and that may not encourage the act of rape or sexual violence against sellers or buyers.

### **D. The Study's Perception of Spatial Implications of Street Trading on Urban Public Spaces**

**Table 11** shows the study's perception of spatial implications of street trading in the study area. It indicates that congestion, waste disposal, and obstruction of drainage system are major spatial implication of street trading activities with mean value of 4.59, 4.40, and 4.31 respectively. This implies that street trading activities are the major cause of congestion around the study area.

**Table 5: Factors responsible for the patronage of street trading at Ikorodu motor park**

| Variable           | SD | D  | N  | A   | SA  | Total | Mean score |
|--------------------|----|----|----|-----|-----|-------|------------|
| Availability       | 0  | 4  | 9  | 120 | 325 | 458   | 4.58       |
| Affordability      | 0  | 10 | 15 | 156 | 230 | 411   | 4.33       |
| Location           | 0  | 6  | 33 | 164 | 220 | 423   | 4.27       |
| Cost               | 0  | 20 | 33 | 152 | 200 | 405   | 4.09       |
| Proximity          | 2  | 12 | 57 | 156 | 160 | 387   | 3.95       |
| Time               | 5  | 12 | 42 | 160 | 170 | 389   | 3.93       |
| New item           | 2  | 18 | 78 | 80  | 195 | 373   | 3.89       |
| Marketability      | 1  | 24 | 54 | 140 | 165 | 384   | 3.88       |
| Handiness          | 1  | 16 | 84 | 112 | 170 | 383   | 3.87       |
| Convenience        | 6  | 24 | 39 | 108 | 200 | 377   | 3.85       |
| Attractiveness     | 2  | 24 | 45 | 164 | 140 | 375   | 3.83       |
| Stress             | 6  | 18 | 42 | 152 | 150 | 368   | 3.79       |
| Comfort            | 6  | 38 | 42 | 136 | 135 | 357   | 3.57       |
| Value              | 9  | 28 | 48 | 140 | 130 | 355   | 3.55       |
| Effectiveness      | 2  | 28 | 93 | 112 | 105 | 340   | 3.54       |
| Durability         | 5  | 30 | 87 | 128 | 85  | 335   | 3.42       |
| Safety             | 8  | 38 | 87 | 76  | 125 | 334   | 3.34       |
| Conducive          | 11 | 42 | 42 | 116 | 115 | 326   | 3.33       |
| Quality of product | 11 | 20 | 96 | 108 | 90  | 325   | 3.32       |
| Poverty            | 20 | 44 | 33 | 92  | 105 | 294   | 3.03       |
| Branding           | 18 | 50 | 66 | 84  | 60  | 278   | 2.84       |
| Customer care      | 25 | 44 | 60 | 72  | 70  | 271   | 2.74       |
| Reliability        | 21 | 40 | 93 | 76  | 40  | 270   | 2.73       |

**Table 6: K.M.O and Bartlett's Test**

| KMO and Bartlett's Test                         |                    |        |
|---|--------------------|--------|
| Kaiser-Meyer-Olkin Measure of sampling adequacy |                    | 0.735  |
| Bartlett's test of sphericity                   | Approx. Chi-Square | 1381.8 |
|   | Degrees of Freedom | 253    |
|   | Significance       | 0.000  |

**V. CONCLUSION**

The study conclude that street trading activities affects the functionality of urban public space through the analysis of street trading activities and its implication. It is expected that the findings in this study would be of great assistance to actors across various interest groups in the formulation and implementation of policies and measures that will improve the functionality of Ikorodu Motor Parks as an urban public space.

Since majority of street traders are within age bracket 20-29 years and secondary school leavers, there is need for human development programs and creation of enabling environment for investors to create job across various sector of the economy.

To address the factors of availability, affordability of product, location, and convenience the developers (Public and Private) should come up with more realistic projects,

especially in terms of market construction. The remunerative period for shop ownership should be feasible, and there should be transparency in the allocation of shops and outlets.

Traders found on the road side should be considered as part of the economy and they should be relocated to an organized market as this will reduce noise and air pollution, and violence.

Government should establish an effective development control measures that will ensure that commercial activities only takes place at the designated places. Mobile waste collection points should be provided appropriately at convenient locations for the disposal of solid waste. This will reduce the amount of waste in the drain and will enable the drain to flow freely. It will also minimize the issue of traffic congestion in the study area.

**Table 7: Communalities of variables using principal component analysis as extraction method**

| Factors            | Initial | Extraction |
|--------------------|---------|------------|
| Availability       | 1       | 0.777      |
| Handiness          | 1       | 0.749      |
| Time               | 1       | 0.736      |
| Value              | 1       | 0.735      |
| Convenience        | 1       | 0.728      |
| Customer care      | 1       | 0.698      |
| Quality of Product | 1       | 0.689      |
| Affordability      | 1       | 0.685      |



|                                 |   |       |
|---------------------------------|---|-------|
| Branding                        | 1 | 0.684 |
| New Item                        | 1 | 0.66  |
| Cost                            | 1 | 0.659 |
| Reliability<br>(Refund-ability) | 1 | 0.643 |
| Location                        | 1 | 0.642 |
| Stress                          | 1 | 0.629 |
| Safety                          | 1 | 0.626 |
| Comfort                         | 1 | 0.626 |
| Durability                      | 1 | 0.613 |
| Proximity                       | 1 | 0.603 |
| Conducive                       | 1 | 0.594 |
| Poverty                         | 1 | 0.579 |
| Marketability                   | 1 | 0.564 |
| Effectiveness                   | 1 | 0.5   |
| Attractiveness                  | 1 | 0.471 |

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**Table 8: Total variance explained by the Model**

| Total Variance Explained |                     |               |              |                                     |               |              |                                   |               |              |
|--------------------------|---------------------|---------------|--------------|-------------------------------------|---------------|--------------|-----------------------------------|---------------|--------------|
| Component                | Initial Eigenvalues |               |              | Extraction Sums of Squared Loadings |               |              | Rotation Sums of Squared Loadings |               |              |
|                          | Total               | % of Variance | Cumulative % | Total                               | % of Variance | Cumulative % | Total                             | % of Variance | Cumulative % |
| 1                        | 5.687               | 24.728        | 24.728       | 5.687                               | 24.728        | 24.728       | 2.898                             | 12.601        | 12.601       |
| 2                        | 3.035               | 13.197        | 37.924       | 3.035                               | 13.197        | 37.924       | 2.602                             | 11.313        | 23.913       |
| 3                        | 2.151               | 9.353         | 47.277       | 2.151                               | 9.353         | 47.277       | 2.532                             | 11.007        | 34.92        |
| 4                        | 1.47                | 6.391         | 53.668       | 1.47                                | 6.391         | 53.668       | 2.504                             | 10.886        | 45.806       |
| 5                        | 1.317               | 5.727         | 59.395       | 1.317                               | 5.727         | 59.395       | 2.399                             | 10.43         | 56.236       |
| 6                        | 1.23                | 5.348         | 64.744       | 1.23                                | 5.348         | 64.744       | 1.957                             | 8.508         | 64.744       |
| 7                        | 0.951               | 4.133         | 68.877       |                                     |               |              |                                   |               |              |
| 8                        | 0.851               | 3.7           | 72.576       |                                     |               |              |                                   |               |              |
| 9                        | 0.795               | 3.457         | 76.034       |                                     |               |              |                                   |               |              |
| 10                       | 0.694               | 3.016         | 79.05        |                                     |               |              |                                   |               |              |
| 11                       | 0.645               | 2.806         | 81.855       |                                     |               |              |                                   |               |              |
| 12                       | 0.577               | 2.508         | 84.363       |                                     |               |              |                                   |               |              |
| 13                       | 0.519               | 2.258         | 86.622       |                                     |               |              |                                   |               |              |
| 14                       | 0.501               | 2.18          | 88.802       |                                     |               |              |                                   |               |              |
| 15                       | 0.432               | 1.88          | 90.682       |                                     |               |              |                                   |               |              |
| 16                       | 0.388               | 1.689         | 92.371       |                                     |               |              |                                   |               |              |
| 17                       | 0.368               | 1.601         | 93.971       |                                     |               |              |                                   |               |              |
| 18                       | 0.303               | 1.315         | 95.287       |                                     |               |              |                                   |               |              |
| 19                       | 0.283               | 1.231         | 96.517       |                                     |               |              |                                   |               |              |
| 20                       | 0.264               | 1.148         | 97.665       |                                     |               |              |                                   |               |              |
| 21                       | 0.206               | 0.895         | 98.56        |                                     |               |              |                                   |               |              |
| 22                       | 0.189               | 0.823         | 99.383       |                                     |               |              |                                   |               |              |
| 23                       | 0.142               | 0.617         | 100          |                                     |               |              |                                   |               |              |

**Table 9: Rotated component matrix of the factors responsible for the patronage of street trading at Ikorodu motor parks**

| Rotated Component Matrix |           |       |        |        |        |        |
|--------------------------|-----------|-------|--------|--------|--------|--------|
|                          | Component |       |        |        |        |        |
|                          | 1         | 2     | 3      | 4      | 5      | 6      |
| Availability             | 0.863     | 0.082 | -0.066 | 0.045  | 0.141  | -0.019 |
| Attractiveness           | 0.485     | 0.038 | 0.288  | -0.297 | 0.008  | 0.251  |
| Affordability            | 0.508     | 0.345 | -0.163 | 0.079  | 0.335  | 0.403  |
| Branding                 | 0.173     | 0.150 | 0.778  | 0.076  | 0.103  | 0.098  |
| Comfort                  | 0.130     | 0.228 | -0.013 | 0.343  | 0.661  | 0.054  |
| Conducive                | 0.021     | 0.054 | 0.215  | 0.152  | 0.676  | 0.253  |
| Convenience              | 0.020     | 0.157 | 0.098  | 0.095  | 0.827  | -0.002 |
| Cost                     | 0.123     | 0.649 | -0.216 | 0.122  | 0.326  | 0.234  |
| Customer care            | 0.122     | 0.044 | 0.797  | 0.126  | 0.098  | 0.144  |
| Durability               | 0.487     | 0.016 | 0.437  | 0.237  | -0.141 | 0.330  |

**Assessment of Street Trading Activities in Public Spaces (Ikorodu Motor Garage), Ikorodu, Lagos**

|                                 |        |        |        |        |        |        |
|---------------------------------|--------|--------|--------|--------|--------|--------|
| Effectiveness                   | 0.283  | 0.529  | 0.198  | 0.105  | -0.299 | 0.012  |
| Handiness                       | -0.068 | 0.800  | 0.252  | -0.010 | 0.150  | 0.135  |
| Location                        | 0.098  | 0.687  | 0.172  | -0.177 | 0.311  | -0.058 |
| Marketability                   | 0.044  | 0.298  | 0.470  | -0.409 | 0.215  | 0.194  |
| New Item                        | 0.534  | 0.437  | 0.387  | 0.043  | 0.081  | -0.161 |
| Poverty                         | -0.672 | 0.066  | -0.280 | 0.146  | 0.079  | -0.134 |
| Proximity                       | -0.313 | 0.488  | -0.247 | 0.337  | 0.015  | 0.303  |
| Quality of Product              | 0.249  | 0.066  | 0.256  | 0.102  | 0.133  | 0.727  |
| Reliability<br>(Refund-ability) | 0.024  | 0.117  | 0.109  | 0.017  | 0.083  | 0.781  |
| Safety                          | 0.170  | -0.054 | 0.306  | 0.673  | -0.023 | 0.219  |
| Stress                          | -0.172 | 0.077  | 0.008  | 0.721  | 0.269  | -0.021 |
| Time                            | -0.034 | 0.043  | -0.024 | 0.753  | 0.407  | 0.002  |
| Value                           | 0.542  | 0.075  | 0.264  | 0.518  | 0.103  | 0.296  |

**Table 10: Ranked mean score of Perceived environmental Hazards associated with street trading at Ikorodu Motor Parks**

| Variable                         | SD | D  | N  | A   | SA  | Total | Mean score |
|----------------------------------|----|----|----|-----|-----|-------|------------|
| Noise Pollution                  | 3  | 4  | 12 | 92  | 325 | 436   | 4.49       |
| Air Pollution                    | 6  | 26 | 6  | 96  | 270 | 404   | 4.08       |
| Theft                            | 10 | 18 | 24 | 96  | 220 | 368   | 3.87       |
| Violence                         | 10 | 26 | 24 | 100 | 200 | 360   | 3.75       |
| Insecurity                       | 13 | 28 | 33 | 112 | 160 | 346   | 3.53       |
| Food Poisoning                   | 10 | 36 | 60 | 76  | 150 | 332   | 3.42       |
| Toxic Waste                      | 15 | 30 | 30 | 96  | 150 | 321   | 3.41       |
| Safety                           | 8  | 40 | 66 | 64  | 135 | 313   | 3.37       |
| Child Labour                     | 14 | 30 | 51 | 112 | 115 | 322   | 3.32       |
| Thermal Discomfort               | 14 | 34 | 39 | 84  | 130 | 301   | 3.31       |
| Allergies                        | 14 | 34 | 39 | 144 | 90  | 321   | 3.28       |
| Drug Abuse                       | 12 | 36 | 60 | 104 | 105 | 317   | 3.27       |
| Disease Outbreak                 | 11 | 46 | 66 | 76  | 105 | 304   | 3.17       |
| Pest Infestation                 | 15 | 46 | 60 | 88  | 65  | 274   | 2.95       |
| Infringement on Private Property | 14 | 54 | 60 | 92  | 60  | 280   | 2.92       |
| Rape                             | 23 | 44 | 57 | 68  | 65  | 257   | 2.73       |
| Soil Pollution                   | 27 | 48 | 60 | 44  | 45  | 224   | 2.46       |

**Table 11: The Study's Perception of Spatial Implications of Street Trading on Urban Public Spaces**

| Variable                                 | SA  | A   | N  | D  | SD | Total | Mean score |
|--|-----|-----|----|----|----|-------|------------|
| Congestion                               | 340 | 96  | 9  | 4  | 1  | 450   | 4.59       |
| Improper Waste Disposal                  | 255 | 144 | 15 | 8  | 0  | 422   | 4.4        |
| Obstruction of Drainage System           | 245 | 132 | 24 | 6  | 2  | 409   | 4.31       |
| Poor Sanitary Condition                  | 230 | 144 | 30 | 8  | 0  | 412   | 4.29       |
| Reduction of Road Capacity               | 205 | 136 | 36 | 12 | 4  | 393   | 4.05       |
| Destruction and Misuse of Infrastructure | 175 | 156 | 27 | 22 | 3  | 383   | 3.95       |
| Haphazard Development                    | 165 | 156 | 36 | 18 | 4  | 379   | 3.91       |
| Reduction of Aesthetic Value             | 175 | 144 | 11 | 24 | 2  | 356   | 3.71       |
| Road Accidents                           | 120 | 140 | 57 | 22 | 7  | 346   | 3.6        |

\*Key: ranking of the scale will be Strongly Agree = 5, Agree = 4, Neither = 3, Disagree = 2, Strongly Disagree = 1