



## **Street Trading and Condition of Sidewalk Space in the Core Area of Ado Ekiti, Nigeria**

**J. T. Owolabi<sup>1</sup>, O. A. Bamisaiye<sup>2</sup>, O. O. Ojo<sup>1</sup>, A. A. Shittu<sup>1\*</sup>**

<sup>1</sup>*Department of Geography and Planning Science, Faculty of the Social Sciences, Ekiti State University, Ado Ekiti, Nigeria.*

<sup>2</sup>*Ekiti State Ministry of Housing and Urban Development, Ekiti State, Nigeria.*

### **Authors' contributions**

*This work was carried out in collaboration among all authors. 'All authors read and approved the final manuscript.*

### **Article Information**

DOI: 10.9734/AJARR/2021/v15i530398

#### Editor(s):

(1) Dr. Him Lal Shrestha, Kathmandu Forestry College, Nepal.

#### Reviewers:

(1) Mohammad Arif Kamal, Aligarh Muslim University, India.

(2) Nouredin Mahmoud Hussein Mohamed, Alexandria university, Egypt.

Complete Peer review History: <https://www.sdiarticle4.com/review-history/72562>

**Original Research Article**

**Received 10 June 2021**

**Accepted 17 August 2021**

**Published 27 August 2021**

### **ABSTRACT**

The paper assessed street trading and condition of sidewalk space in the core area of Ado Ekiti. A total of 200 copies of questionnaire were administered altogether. The copies of questionnaire were administered to the people in the core area of the city as well as street traders. Data analysis was done with descriptive analysis method with the use of frequency table and percentage table. Findings revealed that sidewalk space in the core area of Ado Ekiti is not adequate. The study further revealed that majority of the sidewalk spaces in the core area of Ado Ekiti can be considered narrow; which is a result of the low level of concentration of the engineering designs of the road during the construction phase. Most especially in areas such as Matthew Street, old garage among others, the width of the space allocated for sidewalks are often very narrow among others. It is recommended that there should be development of the rural areas as there is high rate of inequality of in the distribution of resources and facilities that facilities development. If the rural areas are developed, there will be lesser population concentration in the core areas. It is also recommended that government at all levels should ensure the creation of neighborhood market in several towns and villages as well as different neighborhood in the urban centres as this will foster the decongestion of core areas of urban centres among others.

\*Corresponding author: Email: Adewalerichard37@gmail.com;

*Keywords: Sidewalk space; street trading; pedestrian; congestion.*

## 1. INTRODUCTION

Several scholars have indicated the problems associated with street trading, it was started to include congestion as a result on the high rate of increase in the number of street traders who operates along sidewalks as well as on streets, which are seen competing for space between the pedestrians and vendors resulting to vehicular conflict and pedestrian traffic. In the social aspect, it has increased the problem of drug abuse, street begging, pick-pocketing, and increase in the rate of school drop outs among others.

According to the study of Nduka and Duru [1], large number of children, married women and men involve in street trading in the south western part of Nigeria, which to them is a major means of livelihood, however, the study revealed that about 72% of the street traders were willing to quit if there are other alternative means of livelihood. The study further indicated that street trading hinders the development of child's education, social risks, numerous health challenge, it was further indicated that poverty and unemployment are contributing factors to street trading. In the study of Njaya ([2], it was indicated that street trading is a very risky job that enhances the vulnerability of women to workplace hazards which could negatively affect maternal health as a result of perennial physical exhaustion, physical stress as well as physical abuse associated with the business. Street trading is challenging to the city authorities who are in charge of the management of public space. In places like Oja Oba, Atikankan, Fajuyi and several other places in Ado Ekiti, town planning agencies have been preoccupied with the problem of street trading for many years.

## 2. STATEMENT OF THE RESEARCH PROBLEM

Informal sector of the economy normally operates in public spaces and it operate in illegal structures, temporary sheds such as kiosks and others, it manifest in a form of unauthorized street trading, which involving the occupying of public spaces illegally which are not in accordance with the formal town planning use of land arrangement and procedures, which often destabilizes intrinsic beauty, creates land use conflicts, zoning problems, motorized traffic,

creates impediment for pedestrians free movement as well as causing traffic congestion.

Street trading is in an alarming rate in Nigeria as it has now become an important subject of concern to city managers and physical planners, street trading results to the creation of several problems such as the encroachment of traders right of way, traffic congestion impeding free, impeding movement of people and vehicles, creates unaesthetic environment in the appearance of several goods on the streets in an unhealthy and unorganized manner. Nduka and Duru [1] indicated that street traders litter the street by dumping waste on roadsides which causes serious pollution of the surrounding environment creating health problems, reducing the width of road as well as blocking drainage systems, which often leads to flooding in case of heavy rainfall, this also leads to the loss of lives as well as properties among others.

Ado Ekiti just like any other typical city in Nigeria is confronted with the problem of street trading most especially in the core areas, where they are always seen trading along sidewalks and spreading the goods to block pedestrians ways in a bid to facilitate social exchange. The traffic arteries as well as nodes in the city ought to enhance the urban mobility, enhance the provision of urban beauty in terms of landscaping of streets; however, these areas are often encroached by street traders who are accompanied with temporary or illegal structures.

These structures are indiscriminately located or placed on the street or sidewalks directly with goods being displayed in them, while some are spread directly on the road and business transactions are carried out right there not minding the havoc and vulnerability if them to possible danger. This often leads to high competition of the use of sidewalks for pedestrians and vehicular circulation, motorcycle, cyclists as well as commercial activities. All possible inch of open space along the core areas of the major streets in Ado Ekiti and transport nodes are preoccupied with informal activities leading to street confusion and traffic routes that are highly congested.

There is therefore dire need to provide an analytical analysis of the situation in the centre of the city with recommendations on how to effectively provide a solution that is workable to

enhance the urban aesthetic of the core areas as well as enhance the safety of lives of people, hence, the need for this study.

### 3. THE STUDY AREA

Ado-Ekiti is located between latitude 7°25'N and 7°45'N of the equator and between longitude 5°05'E and 5°30'E of the Greenwich Meridian as shown in Image 1. Ado-Ekiti has length has breadth of 32 and 28km respectively. It is about 199km to the Northern Ekiti and Erio to the north (43.5km), Ijero to the North East (7.5km), Southern and South Eastern to the South (59km) and Western Ekiti of the West (9km). Politically, Ado Ekiti is the capital city of Ekiti-State and has since 1996 enjoyed this status. Ado Ekiti has evolved and continued to enjoy urban status and adequately qualify to be called a city as it reflects in political, economic, social and cultural identity than many modern urban areas lack. Ado Ekiti last known population was put at is 424, 300 (NPC, 2006) with a growth rate of 3.2% per year, the projected population of Ado Ekiti will be 597,487 in 2020.

#### 3.1 Climate and Vegetation

Ado Ekiti has tropical wet and dry climate which supports all grasses and other vegetation which

is interspersed with short scattered trees (derived savanna). The climate is divided into two parts Northern derived savanna and Southern climatic belt. The city has a mean annual rainfall of about 1.318mm, there are double maximal rainfalls with the peak in June and September the rainfall is mainly concentrated between April and October, it rains for an average of 9-11 days per month during this period except in September when it rains at least once in two days. The mean monthly temperature is very high ranging between 25°C and 28°C and in March reaching about 29°C the days are very hot during the dry season from November to January with temperature typically between 33°C TO 34°C while from February to April values are frequently between 34.6°C and 37°C.

Under the latter condition, air is generated by mechanical devices like fans, cannot have cooling effect on human body which maintained at a constant temperature of 367° C. the diurnal range of temperature of characteristically high for the city, the most suitable period is from June to October. Daytimes are very sunny with bright sunshine of about 6.5 to 7.7 hours daily from November to May while from June, August and September, the heavy cloud cover of the period reduces the time to between 3.3 to 4.4 hours.

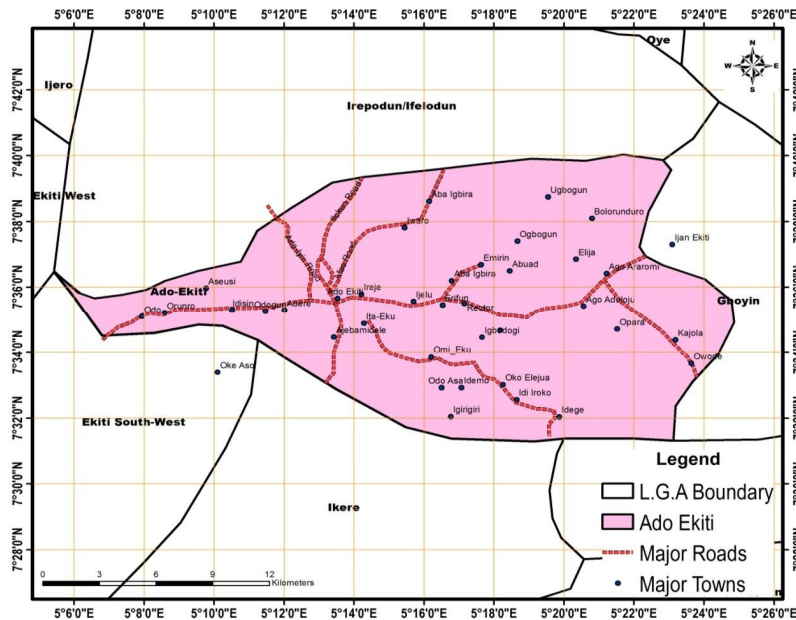


Image 1. Map of Ado Ekiti  
Source: Ekiti State University Cartographic Unit, 2020

#### 4. LITERATURE REVIEW

Among the many urban people with low levels of education, street trading is a key component of the informal economy across Africa [3]. According to Mitullah [4], a number of research imply that the Structural Adjustment Policies have contributed to an increase in street merchants (SAPs). Individuals who have limited opportunities to obtain formal employment and/or prestigious business ventures are attracted to vending. This helps to reduce the likelihood of social exclusion and marginalisation.

Many citizens are opting to sell goods on the street. Urban authorities regularly evict people from their homes. It is no longer a problem that only affects the poorest social groups. Mitullah [4] did a case study in Kampala, Uganda, and found that the local government is a key hurdle to street vending management. Bylaws and rules are outdated [4]. Vendors are viewed as a public nuisance because of the restrictions, which render peddling unlawful in most cases. For example, in Kampala, there is little consultation with street vendors when it comes to developing bylaws and determining where vending locations should be located within urban areas. The study found that many street sellers were unaware of and unable to access the bylaws that applied to their business. The few vendors who knew about the by-laws, according to Mitullah [4], complained about high daily fees, unsafe working conditions, unsuitable hours of operation, unsuitable locations, harassment, confiscation of goods, and a lack of enforcement.

A city's non-private realms of space are defined by their physical space and social relations. Town character is determined by the way people interact with their environment. However, its role in city development programs is largely overlooked [5]. As livelihood assets in Ghana, urban public areas like open spaces, nature reserves, and right of ways are proving to be quite valuable. A physical asset utilized to support the livelihoods of the urban poor, public space is viewed as such by many. A conspicuous and problematic part of the urban economy, street vendors operate their operations in areas that can be considered as public spaces and were not originally meant for selling. There are particular localities that are more advantageous for street vendors than others [6,7].

As fixed retail operations, departmental stores, and malls emerged, many expected street

vending to disappear, yet it continues to thrive in most nations, despite municipal restrictions that seek to prevent or restrict it [8]. A large part of the street economy is found in low-income communities, and it relies on imaginative space utilization to thrive. For metropolitan authorities responsible for managing space across the country, street commerce has created new issues. Urban public space for trading is plentiful, but the most profitable sites to trade are those that are the busiest and where competition for space is the most fierce [5]. Long ago, the Kumasi Metropolitan Assembly (KMA) became concerned about street trade. As a result, pedestrian and vehicular traffic is impeded, generating congestion, especially in the city center. Vendors with market stalls, especially in the central business district, have either partially or completely transferred their activities to the sidewalk and streets. While many can't afford to rent booths, the majority can't either. They relocate from one location to another whenever they are chased away by the city officials [7].

#### 5. RESEARCH METHODS

This is a survey research; data was collected with the use of structured closed ended questionnaire. Yamane's [9] sampling concept was used to calculate the number of samples needed for the research. A total of 200 copies of questionnaire were administered to the residents of Ado Ekiti. Using quota sampling and purposive technique, the core area of Ado Ekiti will be divided into zones, which are Atikankan, Old Garage, New Garage, Matthew Street, Fajuyi Area, Bisi Market, Oja Oba, Adunni Olayinka way, Ijigbo and Adebayo. Using the sampling concept of Yamane [9], each of the areas mentioned above will get a total of 20 copies of questionnaire each. This means that a total of 200 copies of questionnaire were administered along these areas. Purposive sampling technique was used to select the respondents on the indicated streets. Descriptive analysis was done with the use of frequency tables, percentage tables as well as charts.

#### 6. FINDINGS AND DISCUSSION

In the data presented in Table 1 and Fig. 1., it can be seen that 81% of the respondents revealed that sidewalk space in the core area of Ado Ekiti is not adequate, on the other hand, 10.5% and 8% of the respondents had a different view. From this, it can be deduced that the sidewalk space in the core area of Ado Ekiti is

not adequate. This corresponds with the argument of Adedeji [10] who examined the spatial implication of street trading in Osogbo, his study revealed that most cities in the south western Nigeria have no adequate sidewalk, further indicating that the spaces for sidewalks are mostly occupied by illegal structures, traffic congestions, solid wastes, which enhances the defacement of the aesthetic of urban core areas.

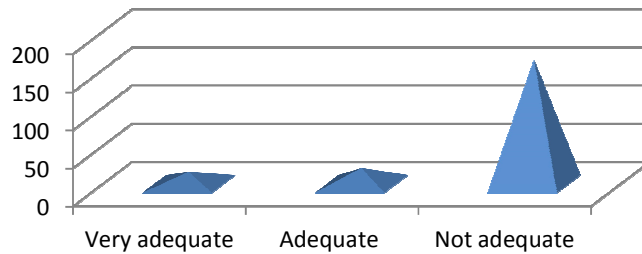
In the data presented in Table 2 and Fig. 2, it was indicated that 75.5% and 13% of the respondents were of the opinion that sidewalk

space in the core area of Ado Ekiti is often highly congested with pedestrians. While on the other hand, just 11.5% of the respondents had a different view. It can therefore be deduced that there are high rate of cases of pedestrian congestion of sidewalk space in the core area of Ado Ekiti. This is in alignment with the contention of Houstoun [11] who argued that generally most pedestrian paths in the third world countries are seen to be occupied by people who are particularly street traders moving up and down as pedestrians resulting to several challenges.

**Table 1. Level of adequacy of sidewalk space**

Responses	Frequency	Percentage %
Very adequate	16	8.0
Adequate	21	10.5
Not adequate	163	81.5
Total	200	100

Source: Field work, 2021



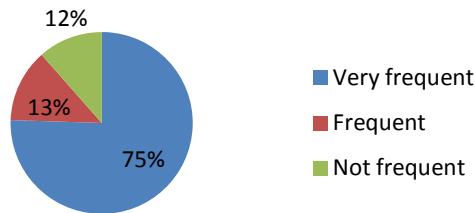
**Fig. 1. Level of adequacy of sidewalk space**

Source: Field work, 2021

**Table 2. Frequency of pedestrian congestion**

Responses	Frequency	Percentage %
Very frequent	151	75.5
Frequent	26	13.0
Not frequent	23	11.5
Total	200	100

Source: Field work, 2021



**Fig. 2. Frequency of pedestrian congestion**

Source: Field work, 2021

In the study presented in Table 3 and Fig. 3, it can be seen that 63% of the respondents indicated that the sidewalk spaces in the core area of Ado Ekiti are tarred, while on the other way round, 37% of the respondents indicated that they are not tarred, from this study and from observation, it was observed that majority of the sidewalk spaces in the core area of Ado Ekiti are tarred although majorly occupied with street vendors and pedestrian moving up and down from one place to another.

In the data presented in Table 4 and Fig. 4, it could be seen that 79% of the respondents indicated that sidewalk space in the core are of Ado Ekiti is often between 2-3feets, while 13% of the respondents indicated that the sidewalk spaces are between 4-5feets, while, 8% of them were of the opinion that sidewalk spaces in the core are of Ado Ekiti are between 6feet and above. From observation, it can be deduced that majority of the sidewalk spaces in the core are of Ado Ekiti can be considered narrow; this could be as a result of the low level of concentration of the engineering designs of the road during the construction phase. Most especially in areas such as Matthew Street, old garage among others, the width of the space allocated for sidewalks are often very narrow. This

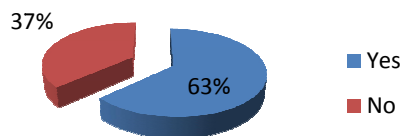
corroborates with Morales [12], who argued that there are numerous challenges accompanying the development of sidewalks in core areas, however, most of the sidewalks are seen not to be up to standard and narrow in terms of width, which is associated with poor futuristic plans and the activities of encroachers.

It can be seen from the data presented in Table 5 and Fig. 5 that 76% of the respondents were of the opinion that majority of the sidewalks in the core are of Ado Ekiti are not conducive for pedestrians, while on the other hand, 15.5% and 8.5% of the indicated that the available sidewalk spaces in the core are of Ado Ekiti are conducive. It can be deduced based on the response gotten from the respondents that the available sidewalks in the core are of Ado Ekiti are not conducive, this further justifies the fact as indicated above that majority of the sidewalks are narrow in terms of width therefore, making it not to be conducive for pedestrians. This corresponds with the study of Mitullah [4] who argued that majority of the pedestrians indicated that they are most times inconvenient while walking through the sidewalk spaces in the core area of Kampala. This further strengthens the finding, owing to the fact that the area under study is also a Central Business District.

**Table 3. Sidewalks are tarred**

Responses	Frequency	Percentage %
Yes	126	63.0
No	73	37.0
Total	200	100

Source: Field work, 2021



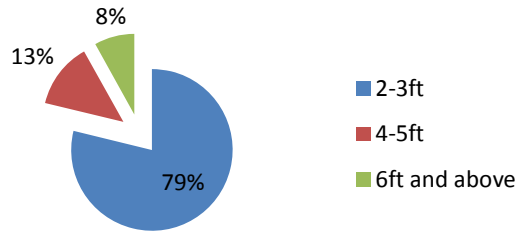
**Fig. 3. Sidewalks are tarred**

Source: Field work, 2021

**Table 4. Width of sidewalks**

Responses	Frequency	Percentage %
2-3ft	156	79.0
4-5ft	26	13.0
6ft and above	16	8.0
Total	200	100

Source: Field work, 2021



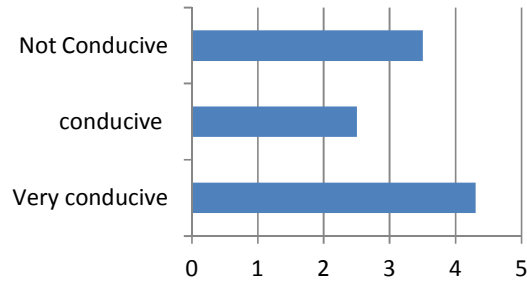
**Fig. 4. Width of sidewalks**

Source: Field work, 2021

**Table 5. Level of conduciveness of sidewalks for pedestrians**

Responses	Frequency	Percentage %
Very conducive	31	15.5
conductive	17	8.5
Not Conducive	152	76.0
Total	200	100

Source: Field work, 2021



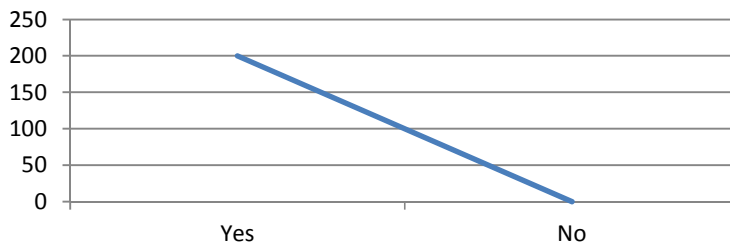
**Fig. 5. Level of conduciveness of sidewalks for pedestrians**

Source: Field work, 2021

**Table 6. Street trading occurs in the area**

Responses	Frequency	Percentage %
Yes	200	100.0
No	-	-
Total	200	100

Source: Field work, 2021



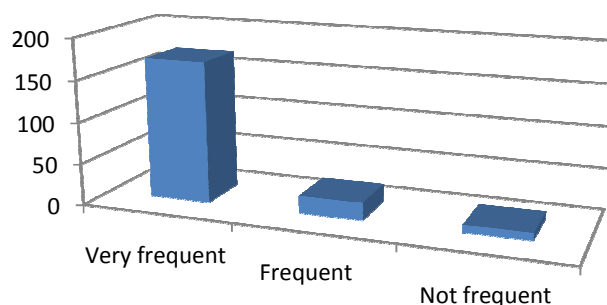
**Fig. 6. Street trading occurs in the area**

Source: Field work, 2021

**Table 7. Frequency of street trading in the area**

Responses	Frequency	Percentage %
Very frequent	170	85.0
Frequent	21	10.5
Not frequent	9	4.5
Total	200	100

Source: Field work, 2021



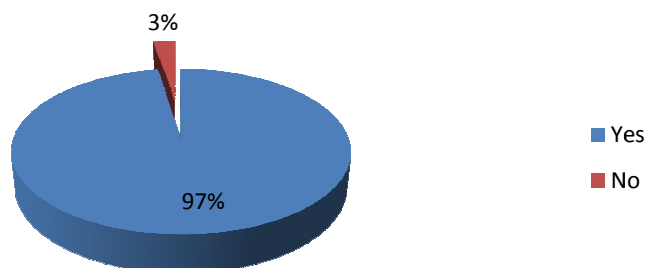
**Fig. 7. Frequency of street trading in the area**

Source: Field work, 2021

**Table 8. There is need for the expansion of the sidewalks in the area**

Responses	Frequency	Percentage %
Yes	195	97.5
No	5	2.5
Total	200	100

Source: Field work, 2021



**Fig. 8. There is need for the expansion of the sidewalks in the area**

Source: Field work, 2021

In the data presented in Table 6 and Fig. 6, it can be seen that all the respondents opined that there are cases of street trading in along the sidewalks in the core area of Ado Ekiti. This further strengthens the validity of the responses gotten in the previous answers, which indicated that there were cases of inconvenience of

pedestrians while making use of the sidewalks. Hence, it can be deduced from this response that there is high level of street trading in the core areas of Ado Ekiti as stipulated by all the respondents. This aligns with the argument of Akharuzzaman and Deguchi [13] in a study carried out Dhaka city, findings revealed that



there were increase in the cases of street trading majorly in the core areas of the city, the study further revealed that there is no proper management and rehabilitation policy for most sidewalks nor there are policies by the authorities of urban centre to enhance the improvement of vending system in a bid to maintain the urban environment.

In the data presented in Table 7 and Fig. 7, it can be seen that 85% and 10.5% of the respondents indicated that street trading is a very frequent activity in the core area of Ado Ekiti, while on the other hand, 4.5% of the respondents had a different view. From observation and from the responses gotten from the respondents, it can be deduced that there were high level of street in the core area of Ado Ekiti as there are cases of the street traders packing and laying the goods along sidewalks, this also strengthens the fact that pedestrians are often faced with difficulties in making use of the sidewalks, this is as a of increased level of street trading leading to the blockage of sidewalks which are meant for pedestrians. This is further supported by Castells [3] who stipulated in the case of Africa, street trading is regarded as one of the important components of the economy of the continent majorly for the urban dwellers with low level of education. The study further indicated that, there is an increase in the cases of street trading in the core areas of the major cities in the continent.

From the data presented in Table 8 and Fig. 8, it can be seen that 97.5% of the respondents indicated that there is need for the expansion of the sidewalks in the area, while just 2.5% of the respondents had a different view. However, from all indication, it can be deduced that there is dire need to expand the sidewalks in the core areas of Ado Ekiti, as this supports the fact that the sidewalks are narrow in width and inconvenient pedestrians walking along these areas.

## 7. SUMMARY OF FINDINGS

Findings from the study revealed that sidewalk space in the core area of Ado Ekiti is not adequate. This corresponds with the argument of Adedeji [10] who examined the spatial implication of street trading in Osogbo, his study revealed that most cities in the south western Nigeria have no adequate sidewalk, further indicating that the spaces for sidewalks are mostly occupied by illegal structures, traffic congestions, solid

wastes, which enhances the defacement of the aesthetic of urban core areas, the study further indicated that there are high rate of cases of pedestrian congestion of sidewalk space in the core area of Ado Ekiti as majority of the sidewalk spaces in the core area of Ado Ekiti are tarred although majorly occupied with street vendors and pedestrian moving up and down from one place to another.

The study further revealed that majority of the sidewalk spaces in the core are of Ado Ekiti can be considered narrow; which is a result of the low level of concentration of the engineering designs of the road during the construction phase. Most especially in areas such as Matthew Street, old garage among others, the width of the space allocated for sidewalks are often very narrow. This corroborates with Morales [12], who argued that the management of sidewalk in core areas of developing countries has been challenging, the available sidewalks in the core are of Ado Ekiti are not conducive, this further justifies the fact as indicated above that majority of the sidewalks are narrow in terms of width therefore, making it not to be conducive for pedestrians.

## 8. CONCLUSION

It is however concluded that there is high level of street trading in the core areas of Ado Ekiti as as pedestrians are often faced with difficulties in making use of the sidewalks, this is as a of increased level of street trading leading to the blockage of sidewalks which are meant for pedestrians. This is supported by Castells [3] who stipulated in the case of Africa, street trading is regarded as one of the important components of the economy of the continent majorly for the urban dwellers with low level of education. There is increase in the level of street trading along sidewalks because most of the street vendors are not employed; hence, they have to result to street trading as the street vendors often use the opportunity to sell their goods along that path. There is therefore a dire need to expand the sidewalks in the core areas of Ado Ekiti, as this supports the fact that the sidewalks are narrow in width and inconvenient pedestrians walking along these areas.

## CONSENT

As per international standard or university standard, respondents' written consent has been collected and preserved by the authors.

## RECOMMENDATIONS

Based on the findings of the study, it is therefore recommended that there should be development of the rural areas as there is high rate of inequality of in the distribution of resources and facilities that facilities development. If the rural areas are developed, there will be lesser population concentration in the core areas.

It is also recommended that government at all levels should ensure the creation of neighborhood market in several towns and villages as well as different neighborhood in the urban centres as this will foster the decongestion of core areas of urban centres.

In the same manner, there should also be relocation of any encroachers from public spaces most especially along the major roads in the core areas, as this will help to reduce traffic congestion and free movement of pedestrians along pedestrian routes. In the same way, defaulters should also be appropriately penalized.

Furthermore, in the core area of Ado Ekiti, there should be an enforcement of orderliness in the arrangement of goods and commodities by the traders.

## COMPETING INTERESTS

Authors have declared that no competing interests exist.

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The peer review history for this paper can be accessed here:  
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