

## **PRACTICES AND ATTITUDE OF STREET TRADERS TO SANITARY ENVIRONMENT IN IBADAN METROPOLIS**

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**ABSTRACT:** *Street trading provides economic venture and livelihood activity for coping daily in the urban areas among street trading operators in profit zones of motor parks with noticeable defacing structures, waste generation and poor waste management. Therefore, this study examined the practices and attitude of street traders to sanitary environment in Ibadan metropolis. Snow balling, purposive and random sampling techniques were used to select 120 respondents for the study; data were collected using structured interview schedule, frequency counts, percentages, chi-square and Person Product Moment Correlation. More than half (54.2%) of the respondents were females, mean age of 33 years, 42.5% married, 51.7% had no formal education and 40% had a monthly income of ₦19,001-₦29,000. Verbal announcement of goods to passengers and passerby (93.3%) was the most street trading practice, more than half (58.5%) of the respondents had poor attitude towards sanitary practices, with many (65.0%) of the respondents always dropping waste on the road side for street cleaners to collect. Untimely collection of wastes from the motor park (80.8%) was the most severe constraint to sanitary practice. Educational level ( $\chi^2=19.006$ ), years of street trading ( $\chi^2=17.001$ ), street trading practices ( $r=0.214$ ), attitude of respondents to street trading ( $r=0.601$ ) and constraints to sanitary practices ( $r=0.406$ ) were significantly related to sanitary practices undertaken by the respondents. Hence, more enlightenment programmes of the respondents on proper waste management is of essence and efficiency of waste management officers to quick collection of wastes as concerted efforts for sustainable good sanitary practices in the motor parks.*

**KEYWORDS:** Street Trading, Sanitary Practices, Motor parks, Waste Management, Urban, Street traders

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### **INTRODUCTION**

Street trading plays an important role in the livelihood and survival of many poor homes in towns and cities of Nigeria. It is observed to generate lucrative proceeds from the motor parks with high concentration of street traders. It is a phenomenon of informal trade in almost all motor parks in the urban centres of Nigeria. Tanimowo and Atolagbe (2006) reported that relationships exist between intra-urban travels and urban land uses as a reflection, as well as a determinant of the level of economy of an urban system. Street trading circulates money and goods into the domestic economy in diverse ways, through economic and social exchange among people. Informal trade tends to significantly contribute to Gross Domestic Product of developing countries, Nigeria with a huge population, is not exclusive (Onyenechere, 2009).

Street trading allows existing and intending traders, open market accessibility to trade in a free market, lessening traders' burden of renting shops, increasing willingness to sell any type of good at any time, however, with the possibility of evading taxes, which invariably,

increase their daily sales, each market day. It offers informal and non-agricultural employment to many farming youth population, who have lost interest in farming to tedious methods of operation, non guaranteed market prices for agricultural products and poor agricultural incentives among other farming problems. Street trading accommodates people of all ages, old and young to compete for sales and gains in the open-free market, premised on the fact that, it requires little capital to start-up with traditional marketing practices of display of goods by the road side and running after moving vehicles to sell goods to customers among others. Street trading is popular at the motor parks, as it offers refreshment to travelers waiting to takeoff, enroute, in transit or having stopover, depending on the travel time and travel space.

However, it allows people put up illegal structures like kiosks and sheds on the road, reducing the aesthetic value of the streets, causing noise pollution, creating traffic jam, attracting litters and wastes to public places. According to (Bhomick, 2010), street vendors contribute to environmental problems, erection of structures which do not by any means conform either to building codes, crowding of sidewalks and forcing crowds out into the street, creating serious traffic situations. Street trading is observed to essentially, generate solid wastes called refuse and garbage that constitute environmental pollution, brew odour over time and causes health hazards to people in the environment. It prones the environment to contamination of water bodies which many ignorant traders could see as a disposal means of their refuse.

Moreover, street trading seems reducing the enrollment rate of school age children and out-of-school of already enrolled students, promoting child abuse and denial of children's right to education among poor and illiterate homes. Street trading could promote coverage of criminally minded individuals as hawkers to rob members of the public their possessions, increase the dirtiness of streets in states and even overstretch the capacity of government sanitation agency to clean up the dirty streets with huge bills. Past and present government administrations of Oyo State have taken a lot of restrictive measures to stem street trading to its many defacing and social problems, but these measures seem ineffective with overwhelming dirtiness seen along the streets of Ibadan, particularly among the motor parks and markets where street trading is observed dominant and pronounced. It is against this backdrop that the study seeks to assess the practices and attitude of street traders to sanitary environment in Ibadan metropolis. The following objectives were looked into:

- a. identify the socioeconomic characteristics of the street traders in the study area.
- b. determine the practices of street traders in the study area.
- c. determine the attitude of the street traders to sanitary environment in the study area.
- d. investigate the sanitary measures adopted by the street traders in the study area.
- e. Investigate the constraints to sanitary practices among the street traders in the study area.

The hypotheses were stated in the null form (H<sub>0</sub>)

H<sub>01</sub>: There is no significant relationship between the socioeconomic characteristics of the street traders and their sanitary practices

H<sub>0</sub>2: There is no significant relationship between the attitude of the street traders and their sanitary practices

H<sub>0</sub>3: There is no significant relationship between constraints faced by street traders in observing sanitary practices and the sanitary practices undertaken by them.

## METHODOLOGY

This study was conducted in Ibadan metropolis, Oyo State, Nigeria. The State lies entirely within the tropics. It is the most populous city in Oyo State and third most populous city after Lagos and Kano cities in Nigeria. A probability sample of 120 street traders was selected from five major parks of Iwo road, Challenge, Ojo, Sango and Eleyele for this research, where there were lot of wastes are generated daily and poorly managed. Snowballing technique was used to collect a list of 300 street traders in the markets, out of which 24 street traders were randomly selected from each of the five (5) motor parks. Interview schedule containing open and close ended questions was used to collect the data for this study.

Respondents' practices of street trading were measured by asking them to respond to a list of street trading practices freely. Respondents who responded to yes were awarded score of 1 and no were scored 0. Frequency of practice was scored by assigning always (2), occasionally (1) and never (0). A total score was obtained for street trading practices based on the scale. Respondents who scored below the mean value had low level of street trading practices, while those whose practices score equals or greater than the mean had a high level of street trading practices. Respondents reacted to the listed attitudinal statements of sanitary practices on a five point scale of "strongly agree (SA)", "agree (A)", "undecided (U)", "disagree (SD)" and "strongly disagree (SD)" scores of 5, 4, 3, 2 and 1 were awarded to them respectively as positive statements and it is reversed for negative statements. The mean score for the attitudinal statements was calculated and this was used to rank it, as above mean showed motivational attitude to sanitary practices and below mean showed poor attitude towards sanitary practices. Sanitary practices was operationalized in terms of extent to which street traders ensure the safety of food items sold to customers and cleanliness of their marketing environment. Respondents reacted by indicating their safety measures and cleanliness of their marketing environment for a list of sanitary measures as: always (2), occasionally (1) and never (0). The mean score of each frequency of sanitation category was determined and respondents were categorized into high (for scores of mean and above) and low (for scores below mean) in terms of their sanitary frequency. Constraints to sanitary practices was measured with the severity of constraints experienced by the respondents as very serious (2), serious (1) and not a constraint (0). Frequency counts, percentages, mean, ranking and charts were used to summarize the data.

## RESULT AND DISCUSSION

Table 1 reveals that more than half (54.2%) of the respondents were females, barely half (42.5%) were married and had a mean age of 33 years. This implies that street trading is practiced more by females, married and youthful population, as a coping strategy for meeting the demanding family and social responsibilities, at the same time supporting family income. This result agrees with Yinusa (2000) that the youth population is innovative,

motivated and adaptable individuals. Also, half of respondents (51.7%) had no formal education. The implication is that half of the respondents were denied formal education to prevalent street trading in a bid to raise and support family income sustainably and the possibility of ignorantly placing no value on education. This result is in line with Ekpenyong and Nkereuwem (2011). that when children are involved, in addition to these other risks, they are deprived of education and sound health and these constitute child abuse. Less than half (45.0%) sourced financing of their street trading business through personal savings, possibly to no empowerment by the government or non-governmental organizations, as no technical skill is acquired in street trading to attract access to funding for profitable trade other than informal skill of learning by practice, transferred to younger generation among the street traders.

Barely half (49.2%) of the respondents had street trading as their primary occupation. It could be as a result of interest developed in it overtime to the tutelage of their parents as an economic survival mechanism, learnt through learning by observation from childhood age or financial inability to be educationally trained and ignorance of parents, not letting children born into street trading acquire educational or artisanship skills for better economic empowerment. This is in line with Esweren (2001) that posited, street trading distorts acquisition of vocational skills and relevant education thereby destroying the economic sector. Both Christians (50.8%) and Muslims (46.7%) engaged in street trading as a venture. This shows that the dominant religions of Christianity and Islam emphasize working and street traders who are religious faithful took street trading as a job for their lives sustenance and meeting their social responsibilities. Forty percent (40%) of the respondents earned between ₦19,001 and ₦29,000 monthly. This showed that many of the respondents were low income earners with the present economic state of the country. The result agrees with Onuzulike (2007a) that poverty has been given as a major factor for engaging in street hawking due to the need to compensate for the family income. Moreover, more than half (50.8%) of the respondents had street trading experience between 1 to 10 years. This implies that many of the street traders were young and supporting their families to ease economic hardship through street trading as a business.

**Table 1: Distribution of respondents' socioeconomic characteristics**

Personal Characteristics	Frequency	Percentage (%)
Sex		
Female	65	54.2
Male	55	45.8
Marital Status		
Single	46	38.3
Married	51	42.5
Widow	23	19.2
Age		
11-20	21	17.5
21-30	15	12.5
31-40	23	19.2
41-50	21	17.5
50-60	22	18.3
Above 61	18	15.0
Mean age = $\bar{x}$ = 33.14 ± 6.13		

Educational level		
No formal education	62	51.7
Primary education	25	20.8
Secondary education	18	15.0
Tertiary education	15	12.5
Source of Finance		
Traders Association	25	20.8
Cooperative society	41	34.2
Personal Saving	54	45.0
Primary Occupation		
Street trading	59	49.2
Farming	18	15.0
Artisan	23	19.2
Schooling	20	16.6
Religion		
Christianity	61	50.8
Islam	56	46.7
Traditional	3	2.5
Monthly Income		
Less than ₦10,000	15	12.5
₦10,001-₦19,000	34	28.3
₦19,001-₦29,000	48	40.0
Above ₦29,000	23	19.2
Years of Street Trading		
1-5 years	22	18.3
6-10 years	39	32.5
11-15 years	26	21.7
16-20 years	16	13.3
Above 20 years	17	14.2

Source: Field Survey, 2015

Table 2 reveals that (69.2%) of the respondents always engaged in trading in non-government designated places around the motor park, (75.8%) always trekked for long hours hawking around the motor park while, majority (87.5%) run after moving cars always to sell their commodities to customers. Less than half (47.5%) always displayed their goods on their heads, marketing and selling to customers, (40.8%) always sold in kiosks around the motor parks, which defaced the motor park in a bid to provide some comfort for themselves and their customers under shade. The afore-mentioned results are in line with Bogoro *et al* (2012) that street trading is a form of squatting, it involves perpetual displaying of goods along roadsides which may occur within established market places or outside the intersection of major roads. Few (35.8%) always sold their goods with wheel barrows to make them more mobile and have more goods to sell to customers, more than half (52.5) always evaded tax and defrauded the government, through devising means of beating the government designated tax collectors.

Large percentage (93.3%) always advertized their goods to customers by verbal announcements, constituting noise pollution around the motor park. Substantial percentage (81.7%) were always complacent and cared less about how customers disposed the waste generated as seal on consumable goods, fewer respondents (34.2%) always swindled

passengers their smaller units of money after payment for goods in the traffic while more than half (56.6%) always displayed their goods on the road to obstruct traffic flow of vehicles and pedestrians while very few (28.3%) respondents of school age were always absent from school. This could be that they were forced to sell goods during school hours by parents or guardians, or possibly have dropped out of school to the money they made regularly, arousing their interest in street trade over schooling. Large percentage (75.8%) of the respondents always avoided sanctions and eviction from the motor park by town council and environmental officers. This shows that the street traders had a way of noticing the presence of the town council and environmental officers in the motor parks and did run away from the motor park, sighting them while (87.5%) admitted that the motor park was always littered with wastes after each days sales to contribution of sellers and customers disposing the wastes on the motor park site. All the respondents (100) responded that customers always flung money to them in traffic after collecting the goods because both of them had no control over the movement of vehicles in traffic except the driver and (35%) said commuters did not always pay the actual amount for good bought while cars take off in traffic situations.

**Table 2 Distribution of respondents' practices of street trading**

Street Trading Practices	Yes Freq. (%)	No Freq. (%)	Frequency of practices		
			Always	Occasionally	Never
Trading in government non-designated places	105 (87.5)	15 (12.5)	83 (69.2)	22 (18.3%)	15 (12.5)
Long hours of hawking	103 (85.8)	17 (14.2)	91 (75.8%)	12 (10.0%)	17 (14.2)
Running after moving cars to sell commodities	109 (90.8)	11 (9.2)	105 (87.5%)	4 (3.3%)	11 (9.2)
Transportation of goods on head portage	79 (65.8)	41 (34.2)	57 (47.5%)	22 (18.3%)	41 (34.2)
Selling of commodities in kiosks	49 (40.8)	124 (59.2)	49 (40.8%)	0 (0%)	124 (59.2)
Selling of commodities with wheel barrow	43 (35.8)	77 (64.2)	43 (35.8%)	0 (0%)	77 (64.2)
Tax evasion	96 (80.0)	24 (20.0)	63 (52.5%)	33(27.5%)	24 (20.0)
Verbal announcement of goods to passengers and passer-by by sellers	112 (93.3)	8 (6.7)	112 (93.3%)	0 (0%)	8 (6.7)
Complacency of sellers on how customers dispose the seal of consumable goods	98 (81.7)	22 (18.3)	98 (81.7)	0 (0)	22 (18.3)
Swindling of passengers their smaller units of money after payment for goods in the traffic	41 (34.2)	79 (65.8)	0 (0)	41 (34.2)	79 (65.8)
Display of goods on the road to obstruct traffic flow of vehicles and pedestrians	103 (85.8)	17 (14.2)	68 (56.6)	35 (29.2)	17 (14.2)

Absenteeism from school among school age	48 (40.0)	72 (60.0)	34 (28.3)	14 (11.7)	72 (60.0)
Avoiding sanctions and eviction by council and environmental officers	120 (100)	0 (0)	91 (75.8)	29 (24.2)	0 (0)
Motor park litter after each day's trade	105 (87.5)	15 (12.5)	105 (87.5)	0 (0)	0 (0)
Flinging of money on the road by customer on board in a car taking off before completion of transaction	120 (100)	0 (0)	120 (100)	0 (0)	0 (0)
Commuters not paying the actual amount for good bought while cars take off in traffic situations	65 (54.2)	55 (45.8)	42 (35.0)	23 (19.2)	55 (45.8)

Source: Field Survey, 2016

Table 3 reveals that more than half (51.7%, 59.2% and 63.5%) of the respondents agreed and strongly agreed respectively to wrong sanitary practices through indiscriminately disposing wastes anywhere around them, dumped collected wastes in their wastes bins inside the drainage and defecated inside the bush and uncompleted building around the motor park to poor toilet system This implies that street traders maintained poor sanitation and unhygienic practices in carrying out their business in the motor parks. The result is in line with Nkwocha and Okeoma (2009) that the throw-away mentality is gaining ground and residents, pedestrians, hawkers, and all street-users litter with impunity. More than half (59.2% and 55.8%) agreed and strongly agreed respectively that that they dumped collected wastes in their waste bins inside the drainage and encouraged customers to drop wastes anywhere in the motor park. These mean that the street traders ignorantly carry out environmental pollution and urge their customers to join hands with them in polluting the motor parks, that could lead to health diseases and flooding as they engaged in poor sanitary practice. Many (42.5%) of the respondents strongly agreed that they urinate anywhere people were not much in the motor park. This showed that many of the street traders openly urinate indiscriminately and upheld wrong civility to urinate where they had few persons around. The results were in line with Nduka and Duru (2014) that the health of residents who live around these areas is jeopardized due to the increased prevalence of communicable diseases.

Many respondents (68.3%) indicated that they dodged sanitation days by coming late to the motor park on sanitation days. This indicates that many of the street traders were only interested in making money from their street trading and unconcerned about the environment they carried out their business. Less than half (39.2%) agreed that they were always committed to the sanitation days by engaging in drainage cleaning and cleaning of the corner they plied their trade in the motor park during environmental days. Some (32.5%) of the respondents strongly agreed that they occasionally used the public toilet for convenience. This shows that many of the respondents openly use the motor park environment as convenience through open defecation and urination, thereby polluting the environment and making it unsafe for everyone in the premises. Large percentage (63.3%) agreed to drop the wastes collected with their waste bins inside the evacuating tank, waiting for the waste management agency to dispose safely. This shows that substantial percentage of the

respondents depended on the waste management agency to dispose the collected waste put in the evacuating tank as a civil way to tidy the motor park environment.

**Table 3 Distribution of respondents' attitude toward sanitary practices**

Attitude towards Sanitary Practices at the Motor Park	SA (%)	A (%)	U (%)	D (%)	SD (%)
I Indiscriminately dispose wastes anywhere around me	58 (48.3)	62 (51.7)	0 (0)	0 (0)	0 (0)
Encouragement of customers to drop wastes anywhere	67 (55.8)	50 (41.7)	0 (0)	0 (0)	3 (2.5)
Dumping of collected wastes in my waste bin inside the drainage	71 (59.2)	34 (28.3)	0 (0)	15 (12.5)	0 (0)
I defecate in inside the bush and uncompleted building around the motor parks to bad toilet facilities	76 (63.3)	31 (25.8)	0 (0)	13 (10.8)	0 (0)
I urinate anywhere people are not much in the motor park	51 (42.5)	31 (25.8)	0 (0)	0 (0)	38 (31.7)
I come late to the motor park on sanitation days	33 (27.5)	29 (24.2)	0 (0)	37 (30.8)	21 (17.5)
I engage in drainage cleaning and cleaning of the corner I ply my trade in the motor park during environmental days	31 (25.8)	47 (39.2)	0 (0)	23 (19.2)	19 (15.8)
I collect my wastes and that of my customers in the my waste bin	64 (53.3)	23 (19.2)	0 (0)	33 (27.5)	0 (0)
I burn the wastes collected in my waste bin	41 (34.2)	33 (27.5)	0 (0)	25 (20.8)	21 (17.5)
I occasionally use the public toilet inside the motor park for convenience at all time	39 (32.5)	37 (30.8)	0 (0)	31 (25.8)	13 (10.8)
I drop the wastes collected with my waste bin inside the evacuating tank	23 (19.2)	76 (63.3)	0 (0)	21 (17.5)	0 (0)

#### Street Traders' attitudinal level to sanitary practices

From table 4, the mean score of the respondents on attitude towards street trading was obtained as 21.4 and categorized on the basis of good attitude towards sanitary practices (above 21.4) and poor attitude towards sanitary practices (below 21.4). The result shows that more than half (58.5%) had scores below the mean, hence were poorly disposed to sanitary practices while less than half (41.5%) had good attitude towards sanitary practices. This depicts that many street traders in the study area had poor attitude towards sanitary practices, constituting environmental pollution with displayed complacency about the environmental hazard they constituted to the motor park users through their unhealthy acts, attracting environmental pollution that causing health diseases.

**Table 4 Distribution of respondents on attitudinal level to street trading**

Attitudinal level to Street Trading	Scores	Frequency	Percentage (%)	Mean
High	Above 21.4	53	41.5	21.4
Low	1-21.4	67	58.5	

Source: Field survey, 2016.

Table 5 reveals that many (65.0%) of the respondents always dropped wastes on the road side for the street cleaners to sweep and dispose. This implies that many of the street traders believed the street cleaners are paid to clean the streets while they had no business with its cleaning, rather, mess the streets up in the course of doing their street trading business. More than half (57.5%) of the respondents dumped garbage in baskets, containers and nylons for the waste management agency to collect and properly dispose. This implies that the street traders were not mindful of environmental pollution they caused and possible disease



outbreak that could spring up in their business environment littered with poorly disposed waste. Large percent (61.7%) covered food items with tarpaulin or cloth to prevent insects' infestation and dust around the motor park. This could be as a result of observing that covering food items calls for more patronage of passersby and passengers in vehicles to them than food items being exposed by other street traders, or possibly they were sensitized of hygienic practice of covering food items for consumers to eat healthy through them. This negates the assertion of Onuzulike (2007b) that street trading allows contamination from indiscriminate exposure of food items to air, dust, flies and dirt. Few (23.3%) always burnt the garbage they collected. This implies that few people properly dispose their waste and reduce government expenditure on environmental management among other sanitary practices engaged by the street traders. Less than half (32.5%) of the respondents always dropped their wastes in the evacuation tank put in the motor park by the government. This implies that not too many of the respondents always dispose their wastes properly in approved waste disposal point by the government, in anticipation for the government environmental management officers to collect and dispose safely outside the motor park.

**Table 5: Distribution of respondents' on their sanitary practices**

Sanitary Practices	Yes Freq. (%)	No Freq. (%)	Frequency of practices		
			Always	Occasionall y	Never
Throwing solid wastes in drainages and water ways	79 (65.8)	41 (34.2)	53 (44.2)	26 (21.6%)	41 (34.2%)
Dumping of garbage in government waste bins at strategic points in the motor park	67 (55.8)	53 (44.2)	51 (42.5%)	16 (13.3%)	53 (44.2%)
Dumping of garbage in baskets, containers and nylons for waste management agency to collect	81 (67.5)	39 (32.5)	69 (57.5%)	12 (10.0%)	39 (32.5)
Burning of garbage collected with personal garbage bins	39 (32.5)	81 (67.5)	28 (23.3%)	11 (9.2%)	81 (67.5)
Covering of food items against flies and dust with tarpaulin or cloth	74 (61.7)	46 (38.3)	74 (61.7)	0 (0%)	46 (38.3)
Dropping waste on the road side for street cleaners to sweep and dispose	94 (78.3)	26 (21.7)	78 (65.0%)	16 (13.3%)	26 (21.7)
Dropping waste on lands yet to be developed by owners	57 (47.5)	63 (52.5)	43 (35.8%)	14 (11.7%)	63 (52.5)
Dropping of waste in evacuation tank put in the motor park by the government	61 (50.8)	59 (49.2)	39 (32.5%)	22 (18.3%)	59 (49.2)

Source: Field survey, 2016.

Table 6 reveals that all (100%) of the respondents identified no sanction for littering the road with waste as a very severe constraint militating against proper disposal of waste and maintenance of a clean environment among them. Majority (80.8% and 80.0%) respectively identified untimely collection of wastes from collection sites by waste and environmental agency, likewise insufficient government waste bins for motor park as very severe constraints to ensuring proper sanitary practices among them. Substantial respondents (72.5%) identified waste bins with offensive smell and too dirty to get close as very severe constraint to proper sanitary practices among them. These imply that non-sanctioning of erring street traders to littering of the motor parks and streets, untimely collection of wastes by environmental agency and the waste bins put at the motor parks being very dirty for the street traders to use, were not favourable to observing proper sanitary practices among the street traders. Less than half (46.7%) identified absence of waste collection bins in strategic points at the motor park as a very serious constraint to ensuring proper sanitary practices at the motor parks. This means that not having wastes bins in strategic points in the motor parks for wide coverage of the street traders use by environmental agency encouraged and led to poor sanitary practices among the street traders.

**Table 6: Constraints to Proper Sanitary Measures Among Street Traders**

Constraints' to Proper Sanitary Practices	Severity of Constraints		
	Very Serious	Serious	Not a Constraint
Untimely collection of wastes from the motor park by waste and environmental agency	97 (80.8)	12 (10.0%)	11 (9.2)
Insufficient government waste bins for motor park	96 (80.0)	0 (0%)	24 (20.0)
Small waste disposal truck for collection of waste causing street litter of wastes	67 (55.8)	0 (0%)	53 (44.2)
Absence of waste collection bins in strategic points at the motor park	56 (46.7)	9 (7.5%)	55 (45.8)
Waste bins are with offensive smell and too dirty to get close	87 (72.5)	0 (0%)	33 (27.5)
No sanction for littering the road with waste	120 (100%)	0 (0)	0 (0)

Source: Field Survey, 2016

Table 7 reveals that educational level and years of street trading are significant to sanitary practices demonstrated by the street traders in the motor parks, where they had their street trading business. This implies that the educated and people with substantial years of street trading upheld civility and healthiness in disposing their wastes and having clean environment as they engaged in their daily business.

**Table 7: Chi-square table of socioeconomic characteristics of respondents and their sanitary practices**

Variable	$\chi^2$	Df	P	Remark
Educational Level	19.006	3	0.002	Significant
Years of Street trading	17.001	1	0.000	Significant

Table 8 reveals that street trading practices is negatively significant to the sanitary practices upheld by the street traders in disposing their wastes. This implies that many of the street traders poorly disposed their wastes than properly disposing the wastes in the motor parks. Constraints to sanitary practices are significantly related to sanitary practices observed by the street traders. This implies that the constraints experienced by the street traders had a bearing on their poor sanitary practices, which culminated exhibition more of poor disposal methods than good methods, in taking care of the wastes they generated in their street trading business.

**Table 8: Person Product Moment Correlation (PPMC) relationship between street trading practices, constraints to sanitary practices and sanitary practices**

Variable	r- value	p- value
Street trading practices	-0.214	0.002*
Constraints to sanitary practices	0.406	0.003

\* Correlation is significant at 0.05

## CONCLUSION AND RECOMMENDATIONS

It is drawn from the study that youthful population are essentially more into street trading than adult population, with a poor attitude towards sanitary practices, throwing motor park users into imminent health hazards ignorantly. However, more than half of the street traders had no formal education, constituting lacking technological skill competence for vocational and formal sector operation, leading to their poor economic return monthly. Many of the street traders have been into the street trading as source of employment to them for 6 to 10 years. The study also established that educational level, years of street trading, street trading practices, attitude of street traders to sanitary practices and constraints to sanitary practices were significantly related to the sanitary practices of the street traders. It is imperative to draw many youths involved in street trading into vocational training, sensitize the street traders on good sanitary practices for healthy trading and ensure better sanitary environment in the motor parks by the government and non-governmental organizations for healthy commercial activities in the motor parks. Based on the findings of this research work, the following recommendations are made:

- Government and Non-governmental organizations should draw out many non-educated youths engaged in street trading in the motor parks into vocational institutions for more sustainable economic productivity of the youthful population.
- Government should increase awareness and enlightenment campaigns on sanitary practices at the motor parks for street traders, enact sanctions and implement sanitary laws afterwards for adequate punishment of offenders.
- Government should ensure the number of sanitation days is increased in the motor parks for street traders having kiosks and hawking to comply, failure to, should attract ejection of street traders out of the motor parks with the assistance of street traders who duely comply and observe sanitation days in the motor parks.

- Government should ensure children of school age are not seen trading in the motor parks during school hours and sanction parents who fail to allow their children be at school at the school hours for effective compliance.
- Government and Private waste management agencies should ensure pro-activeness of their waste collection officers adequately and be efficient in collection of wastes promptly at most in three days, in the motor parks to the high wastes generated daily, for good usage of the motor parks and cooperative action of the street traders with waste management authorities on good and proper waste management system.

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