EXPLORING THE ECONOMIC AND ENVIRONMENTAL INFLUENCE OF STREET TRADING IN BENIN METROPOLIS: A RELATIONAL ANALYSIS

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Abstract

This study explores the economic and environmental implications of street trading in Benin Metropolis, focusing on its impact on the livelihoods of street traders and the surrounding urban environment. Using a relational analysis method and the Relative Importance Index (RII) statistical technique, the research investigates the sufficiency of income generated through street trading in meeting the various needs of traders, including food, housing, healthcare, and education. The study also examines the environmental consequences of street trading, including noise pollution, waste disposal, pest-related issues, traffic congestion, and environmental defacement. The findings reveal that street trading plays a significant role in supporting the economic survival of traders, although income sufficiency is often inadequate to fully meet their needs. Environmental concerns are prevalent, with street trading contributing to various forms of urban degradation. The study emphasizes the importance of integrating street trading into formal urban planning to balance economic support for traders with sustainable environmental management. The results offer valuable insights for policymakers, urban planners, and stakeholders in developing more inclusive, sustainable, and resilient urban policies that foster both economic growth and environmental preservation.

Keywords: Informal Economy, Urban Livelihood, Environmental Influence, Benin Metropolis, Relational Analysis.

JEL Classification: H7, I1, I3, O2, R2, R5

1. INTRODUCTION

The rapid and uncontrolled pace of urbanization represents a significant global challenge confronting planners and development experts. This issue is particularly acute in developing nations, where there is a pronounced influx of rural populations into urban areas. The increasing growth of human populations in cities worldwide is viewed with considerable apprehension, particularly regarding its impact on quality of life and the environment. Rapid urbanization has led to

increased living costs in cities, a trend well-documented by Acheampong (2019). Consequently, many individuals turn to street trading as a means of meeting their needs, exploiting lax government regulation enforcement. This intersection of street trading and environmental management has emerged as a pressing global concern, drawing the attention of urban planners, landscape designers, and environmentally conscious citizens who are alarmed by the extent of the phenomenon.

Street trading plays a significant role in facilitating the distribution of goods and services across numerous cities and towns worldwide, with scholars offering various perspectives on its definition. According to Cross and Balkin, (2000), street traders are individuals who sell goods and services along primary streets or pavements. Bogoro et al. (2012) describe street trading as a form of squatting characterized by the continuous display of goods along roadsides, which may occur both within established marketplaces at intersections of major roads. Similarly, Ouwamanam et al. (2007) define street trading as the practice of conducting commercial activities in illegal structures or open spaces within the building line. Street trading refers to the activity of buying and selling goods and services in public spaces such as streets, sidewalks, or other outdoor areas. It often involves informal or unregulated transactions conducted by individuals or small businesses without permanent storefronts. Street trading can range from the sale of food and beverages to clothing, electronics, crafts, and various other items.

2. THEORETICAL FRAMEWORK

The theory of Informal Economy (IE) and Sustainability Theory (ST) was adopted to provide explanation, understanding, and meaningfulness to the study.

The Informal Economy Theory originated in the 1970s when anthropologist Keith Hart coined the term "informal sector" in his study of labor markets in Ghana (Breman, 2023). Hart described the distinction between formal employment (regulated, tax-paying jobs) and informal employment (unregulated, untaxed activities). The theory suggests that informal economies emerge in response to urbanization, poverty, unemployment, and exclusion from formal job markets (International Labour Organisation, 2018; Dell'Anno, 2022). As urban populations grow, especially in developing regions like Africa and Asia, many turns to informal activities, such as street trading, as a means of survival (Breman, 1996). The informal sector operates outside legal and regulatory frameworks, often without social protections or rights (Etim & Daramola, 2020), but it plays a vital role in supporting livelihoods and providing goods and services to local communities (Lewis et al., 2019).

Street trading in Nigeria is a key example of informal economic activity, driven by rapid urbanization, rural-urban migration, and unemployment. Many residents rely on street trading as a means of survival, providing essential goods and services to the local community while supporting their families (Taiwo & Akinyode, 2017). Informal Economy Theory explains how this sector acts as an economic buffer for the urban poor, contributing to the local economy by offering affordable goods and services to city dwellers.

However, the informal nature of street trading presents significant challenges. Street traders often lack legal permits, social protections, and access to benefits such as health insurance or pensions, making them vulnerable to eviction, harassment, and fines. The absence of formal recognition limits their ability to grow their businesses or secure credit, further marginalizing them economically. These challenges highlight the precarious nature of their livelihoods and the need for more supportive policies.

Sustainability Theory emerged in the late 20th century, driven by concerns over the environmental impact of human activities. It gained prominence with the 1987 Brundtland Report, which defined sustainable development as meeting present needs without compromising the ability of future generations to do the same (Baum, 2021). The theory emphasizes balancing economic growth, environmental protection, and social equity, arguing that environmental degradation, unsustainable resource use, and social inequality are interconnected issues that must be addressed together.

Since its introduction, Sustainability Theory has become a foundational principle for policies promoting long-term environmental, social, and economic well-being. It has influenced various sectors, including urban planning, corporate strategies, and government regulations, guiding efforts to create more sustainable and equitable societies.

From a Sustainability Theory perspective, street trading in Nigeria presents both environmental challenges and opportunities. The unregulated nature of street trading contributes to littering, clogged drains, and traffic congestion, which threaten the city's infrastructure and quality of life. However, with proper management, street trading could be integrated into sustainable urban development plans.

By designating areas for street traders and providing proper waste management and infrastructure, cities like Benin could reduce environmental damage while supporting livelihoods. This approach would promote a more resilient and inclusive economy, balancing environmental sustainability with economic growth.

In conclusion, Informal Economy Theory helps explain the economic role of street trading in Benin Metropolis, particularly how it sustains livelihoods for the urban poor in the face of limited formal employment opportunities. Meanwhile, Sustainability Theory highlights the environmental challenges posed by street trading and offers a framework for creating policies that promote sustainable urban development. By applying both theories, policymakers can better understand the trade-offs between economic survival and environmental management, ultimately working toward a more inclusive and sustainable urban economy.

3. LITERATURE REVIEW

The current century is characterized by a notable surge in urbanization, a trend projected to persist in the foreseeable future (National Institute of Urban Affairs, 2023). Urbanization, particularly pronounced in many developing nations,

often coincides with elevated levels of poverty and unemployment or underemployment (UN-Habitat, 2022). In response, a prevalent strategy among urban populations grappling with these challenges involves seeking refuge in the informal sector, with street trading emerging as a prominent facet of this informal economy.

Street trading has been examined from various disciplinary perspectives, reflecting its multidimensional nature and societal significance. Scholars from fields such as urban studies, sociology, anthropology, economics, geography, and development studies have contributed to understanding street trading and its implications. Within urban studies, researchers explore the spatial dynamics, urban governance, and planning regulations shaping street trading practices. Sociologists analyses the socio-economic conditions and informal labor relations prevalent in street trading. Anthropologists delve into the cultural aspects and everyday experiences of street vendors within urban contexts. Economists examine the market dynamics, income generation, and poverty alleviation potential associated with informal street economies. Geographers investigate the spatial distribution and environmental impacts of street trading activities. Development studies scholars explore the role of street trading in the context of poverty reduction, informal sector development, and sustainable urbanization. This interdisciplinary approach underscores the multifaceted nature of street trading and its intersection with various aspects of society, economy and environment.

Academics have conducted comprehensive inquiries into street trading, offering a range of solutions to tackle the challenge and bolster capabilities across diverse areas. These include investigations into effects of street trading on urban areas (Bogoro, 2016, Adeniji et. al., 2022; John-Nsa et. al., 2023). Their studies examined street trading in cities and highlighted traffic congestion, road narrowing, and non-compliance with urban space regulations as major impacts. They also found that patronage influences traders' location choices. Also, researchers such as Uwitije (2016) and Isaac & Sanusi (2020) examined the influence of physical planning regulations on street traders' livelihood. They found out that compliances and enforcement affect the livelihood sustainability of street traders. Both studies underscore the delicate balance needed between urban planning regulations and the economic realities of street traders. While regulations are essential for maintaining urban order and ensuring safety, overly restrictive measures can have detrimental effects on the livelihoods of street traders. The findings suggest that more adaptive, inclusive, and participatory approaches to regulation could help harmonize the goals of urban planning with the economic needs of street traders.

Singh (2020) studied the role of street trading in urban livelihood. The study emphasized the vital role of street trading in sustaining urban livelihoods and it advocated for a more supportive and inclusive policy that acknowledges the contributions of street traders and addresses the challenges they face, thereby enhancing their ability to contribute to the urban economy and improving their quality of life. Liman (2021) researched on socio-economic impact of street trading and concluded that street trading plays a critical role in the socio-economic landscape

of urban areas. It provides essential economic benefits and social opportunities, despite the challenges and negative impacts associated with it. The study advocated for more supportive and inclusive policies to enhance the livelihoods of street traders and mitigate the adverse effects on their well-being and the urban environment. Soneye (2023) evaluated the contribution of street trading on performances of selected fast-moving consumer goods (FMCG). The study concluded that street trading plays a crucial role in the performance of fast-moving consumer goods by increasing sales, enhancing market reach, and providing convenient access to products for consumers. Despite the challenges faced by street traders, their contribution to the FMCG sector is significant. The study advocates for strategic collaboration between FMCG companies and street traders, along with regulatory and infrastructural support, to optimize the benefits of street trading for both the traders and the FMCG industry.

This study seeks to address the gaps in integrated economic-environmental analysis, provide localized insights specific to Benin Metropolis, and explore the impacts of regulatory inconsistencies and broader sector-specific contributions of street trading. It will also propose adaptive policy approaches to balance urban development with the informal economy.

3.1 RELATIONAL ANALYSIS BETWEEN STREET TRADING AND ITS IMPLICATION ON INDIVIDUAL ECONOMY AND ENVIRONMENT

Street trading plays a critical role in the urban economies of developing nations, particularly where high rates of unemployment and underemployment force many to rely on informal economic activities. It offers individuals, particularly those excluded from formal job markets, a means of generating income and supporting their families (Chen, 2012). Through street trading, vendors provide affordable goods and services to city residents, contributing to local economic activity (Cross, 2000). However, despite its importance to individual livelihoods, street trading often operates without formal regulation, leaving traders vulnerable to exploitation, eviction, and harassment.

The environmental impacts of street trading are significant. The lack of proper waste disposal systems leads to littering, clogged drainage systems, and unsanitary conditions, which in turn degrade urban infrastructure and affect public health (Bogoro et al., 2012). Moreover, the unregulated use of public spaces by street traders can result in traffic congestion and unsafe conditions for pedestrians and motorists (Ouwamanam et al., 2007). These environmental challenges highlight the need for more structured policies that can accommodate street trading without compromising the quality of urban environments.

Conducting a relational analysis between street trading, economic livelihoods, and environmental management is crucial for developing policies that promote both economic inclusion and environmental sustainability (UN-Habitat, 2022). This approach contributes to the broader goals of sustainable development by ensuring that economic growth does not come at the expense of environmental health

or social equity (Acheampong, 2019). By understanding the interconnectedness of these issues, urban planners can create inclusive policies that provide street traders with legal recognition, access to infrastructure, and waste management systems. This approach would enhance traders' economic stability while mitigating the environmental consequences of their activities, fostering more sustainable and resilient urban development.

4. THE STUDY AREA

The study area is Benin metropolis, the capital of Edo State, Nigeria, located at coordinates 5°35'E to 5°40'E longitude and 6°15'N to 6°25'N latitude. The city encompasses the urbanized parts of these local government areas Egor, Ikpoba Okha, Oredo, Ovia North-East, and Uhunmwonde (Egharevba & Otabor-Olubor, 2023). As a strategic nodal point, Benin City connects key regions of Nigeria: to the north via the Benin-Auchi-Okene Road, south through the Benin-Abraka Road, east by the Benin-Asaba Road, and west through the Benin- Lagos Road. The city is drained by two major river systems: the Ikpoba River, which flows through the eastern part, and Ogba River, which drains the western portion (Odemerho, 1988). Benin City serves as both a commercial and industrial hub.

The metropolis experiences a tropical climate within the equatorial climate zone (Köppen Aw classification), marked by year-round rainfall. While rainfall occurs throughout the year, the peak rainy season extends from April to October, while the dry season spans from November to March. The mean annual rainfall exceeds 2,000 mm, with relative humidity consistently above 70%. Temperatures remain high year-round, with an average annual temperature of 28°C (Ikhile & Ikhile., 2003).

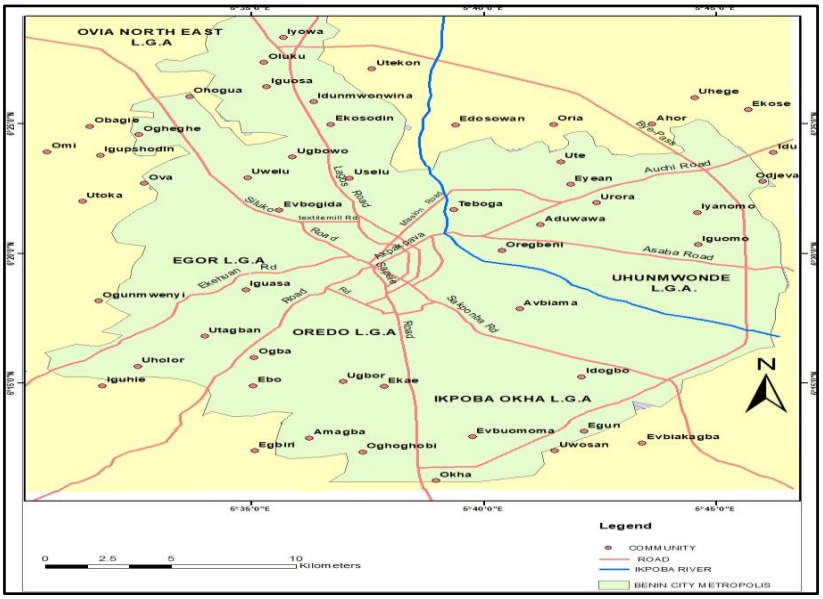

Figure 1. *Benin Metropolis*

Source: Open Source Map modified by the Authors, 2024.

5. RESEARCH METHODOLOGY

The research adopted a cross-sectional research design and data were sourced from both primary and secondary sources. Primary data was gathered through personal observations and questionnaires, which allowed for reaching many respondents efficiently while ensuring confidentiality. Secondary data was sourced from existing materials, journals, books, government publications, and internet sources relevant to the study. The research aimed to examine the significance of street trading on the economic livelihood of traders and the environment in Benin Metropolis. A sample size of 325 respondents and 25 street trading locations were chosen, with 65 traders (respondents) selected from each of the five local government areas in the metropolis (i.e. thirteen respondents per street trading point). See Table 1 for the distribution of the questionnaire.

Table 1. *Distribution of Questionnaire*

LGA	STREET TRADING POINT	STREET NAME	NUMBER OF QUESTIONNAIRE
EGOR	1 Lat 6.3815055 Long 5.6113394	ST. Patrick bus stop	13
	2. Lat 6.3868366 Long 5.6092803	Adolor College	13
	3. Lat 6.3885931 Long 5.6130693	Uwasota Junction	13
	4. Lat 6.3792807 Long 6.087455	Uwagboe Street	13
	5. Lat 6.3850493 Long 5.6127044	Ogbegie Street	13
Uhunwonde	1. Lat 6.3259747 Long 5.7675664	Jonah way of Benin Asaba Road,	13
	2. Lat 6.3303905 Long 5.7481328	1 25ister Street	13
	3. Lat. 6.323744 Long 5.7481326	Ikponwonsa Street, Saw mill old Agbor road	13
	4. Lat 6.3233282 Long 5.7482083	Gods Camp Street, Uyiedo Ikhanuro	13
	5. Lat 6.3370363 Long 5.7389483	Ikuoaba	13
Oredo	1. Lat 6.3359771 Long 5.6387404	Evbayoborust	13
	2. Lat 6.3535516 Long 5.6326711	Upper Lawani	13
	3. Lat. 6.3369549 Long 5.6247301	Efehi Street	13
	4. Lat 6.3368766 Long 5.6207478	Ibiwe street	13
	5. Lat 6.3341076 Long 5.6197982	Lagos Street	13
Ikpoba-Okha	1. Lat 6.3489099 Long 5.6553203	Jemila Street	13
	2. Lat 6.3498022 Long 5.64420267	Ikpoba Slope Aibiama	13
	3. Lat. 6.351109	First Gate Street	13

	Long 5.6575964		
	4. Lat 6.3488741 Long 5.6627882	Obaseki Street	13
	5. Lat 6.3490571 Long 5.6637038	D7 brewery Road	13
Ovia North East	1. Lat 6.4530807 Long 5.596571	Unity street Off Shagamu Benin Oluku	13
	2. Lat 6.4554272 Long 5.595297	Happy Street, off Shagamu Express.	13
	3. Lat. 6.3977515 Long 5.6088582	19th Street, Uselu	13
	4. Lat 6.4080714 Long 5.6235893	Edo Street, Ekosodin	13
	5. Lat 6.407274 Long 5.6179192	Ekhoratomwen Street Ekosodin	13

Sources: Students Fieldwork, 2024.

The Relative Importance Index (RII) as a statistical method was used to determine the relative importance of various factors or variables in a dataset of the perceived implication of street trading to the economy of the street traders and the environment. The formula for RII is given as:

$$RII = \frac{\sum W}{A*N} \qquad (1)$$

Where, W = weighting that is assigned to each variable by the respondent, A = highest weight and N = total number of respondents.

The Relative Importance Index (RII) ranges from just above 0 to 1, where higher values indicate greater importance of the sustainable criteria and lower values indicate lesser importance. The comparison of RII with the corresponding importance level is determined using the transformation matrix proposed by Chen et al. (2010). According to Chen, the derived importance levels from RII are as follows:

Importance Level from RII

High (H) 0.8 < RII < 1.0
High-Medium (H-M) 0.6 < RII < 0.8
Medium (M) 0.4 < RII < 0.6
Medium-Low (M-L) 0.2 < RII < 0.4
Low (L) 0.0 < RII < 0.2
High (H) 0.8 < RII < 1.0
Source: (Vishal & Gomatesh, 2019)

6. RESULTS AND DISCUSSION

Relational analysis is a research method used to explore the relationships between variables, making it a suitable approach for examining the implications of street trading on both economics and the environment in Egor LGA. By focusing on

the interplay between street trading activities and their economic and environmental impacts, this method allows for a comprehensive understanding of how these factors influence each other. To quantify and prioritize the data collected in this study, the Relative Importance Index (RII) statistical technique was be employed. Data from street traders were analyzed using the RII to identify the most significant economic and environmental issues associated with street trading. This method not only helps in understanding the degree of impact but also guides policymakers in developing targeted interventions that balance economic benefits with environmental sustainability. See Table 2 for the RII score of income sufficiency in meeting the needs of traders.

Table 2: *Assessment of Income Sufficiency for Meeting Various Needs Among Street Traders in Egor LGA*

Statements	**Very Sufficient**	**Sufficient**	**Moderately Sufficient**	**Insufficient**	**Very Insufficient**	**Total**	**Mean Rank Weight**	**RII (%)**
Sufficiency of Income to meet Monthly Need	34	80	66	24	121	325	**2.64**	**0.528**
	10.5%	24.6%	20.3%	7.4%	37.2%	100 %		
Sufficiency of Income to meet up with Remittance Demand	19	59	110	77	60	325	**2.69**	**0.538**
	5.8%	18.2%	33.8%	23.7%	18.5%	100 %		
Sufficiency of Income to meet up with Food Need	50	48	183	24	20	325	**3.26**	**0.652**
	15.4%	14.8%	56.3%	7.4%	6.2%	100 %		
Sufficiency of Income to meet up with Clothing Need	41	47	175	35	27	325	**3.12**	**0.624**
	12.6%	14.5%	53.8%	10.8%	8.3%	100 %		
Sufficiency of Income to meet up with Healthcare Need	30	42	143	69	41	325	**2.85**	**0.570**
	9.2%	12.9%	44.0%	21.2%	12.6%	100 %		
Sufficiency of Income to meet up with Housing Need	29	41	115	85	55	325	**2.70**	**0.540**
	8.9%	12.6%	35.4%	26.2%	16.9%	100 %		
Sufficiency of Income to meet up with Educational Need	25	43	100	96	61	325	**2.62**	**0.524**
	7.7%	13.2%	30.8%	29.5%	18.8%	100 %		
Sufficiency of Income to meet up with Power Need	34	18	112	61	100	325	**2.46**	**0.492**
	10.5%	5.5%	34.5%	18.8%	30.8%	100 %		
Sufficiency of Income to	40	71	80	72	62	325	**2.86**	**0.572**

meet up with Transportation Need	12.3%	21.8%	24.6%	22.2%	19.1%	100 %		
Mean Total							**2.80**	

Source: Authors' Computation, 2024.

From Table 2, it can be observed that the need with the highest RII, "Sufficiency of Income to meet up with Food Need" (High-Medium), suggesting that street traders prioritize food as the most critical aspect of their livelihood. This indicates that a majority of traders are relatively successful in securing enough income to cover basic sustenance, demonstrating the vital role street trading plays in their ability to afford essential daily expenses like food. However, while this is the highest-rated category, it also shows that a substantial portion still struggles to meet this fundamental need, implying that income from street trading, while helpful, is not always sufficient for all traders.

The second highest RII, "Sufficiency of Income to meet up with Clothing Need" (High-Medium), reflected those traders also value their ability to meet clothing expenses. This moderately high score suggests that while many street traders can afford clothing, there is still a gap in full sufficiency, emphasizing that street trading, although providing a source of income, may leave some traders vulnerable to financial instability, especially in terms of non-essential but important needs like clothing.

On the lower end of the RII spectrum, categories such as "Sufficiency of Income to meet up with Power Need" (Medium) and "Sufficiency of Income to meet up with Educational Need" (Medium) reveal significant inadequacies in street traders' income to support utilities and education. These lower scores underscore the economic challenges faced by street traders when it comes to covering more substantial long-term or investment-based needs. The inability to afford consistent power or educational expenses reflects a broader issue of income insufficiency, with street trading often offering only short-term economic relief rather than long-term financial security.

While street trading in Egor LGA provides a necessary income source that helps meet immediate needs like food, the RII analysis reveals that traders still struggle to sufficiently cover other critical needs like housing, healthcare, and education. This interplay between street trading and income sufficiency highlights both the economic importance of street trading and the limitations it poses for ensuring a stable, well-rounded livelihood for traders in the region.

The Relative Importance Index (RII) in Table 3, provides valuable insights into how street traders in Egor LGA perceive the environmental implications of their activities. Using the relational analysis method, we can examine the interplay between street trading and its contribution to various environmental concerns.

Table 3: *Assessment of the Perceived Environmental Implications of Street Trading in Egor LGA*

Statements	Strongly Agreed	Agreed	Moderately Agreed	Disagree	Strongly Disagree	Total	Mean Rank Weight	RII (%)
Street trading Contribute to Noise Pollution	103	102	30	34	56	325	**3.50**	**0.70**
	31.7%	31.4%	9.2%	10.5%	17.2%	100%		
Street trading Contribute to Indiscriminate Waste Disposal	109	104	27	32	53	325	**3.57**	**0.714**
	33.5%	32.0%	8.3%	9.8%	16.3%	100%		
Street trading Contribute to Pest and Diseases	169	55	21	49	31	325	**3.87**	**0.774**
	52.0%	16.9%	6.5%	15.1%	9.5%	100%		
Street trading Contribute to Traffic Congestion	196	33	11	49	36	325	**3.94**	**0.788**
	60.3%	10.2%	3.4%	15.1%	11.1%	100%		
Street trading Contribute to Defacement of the Environment	119	116	26	12	52	325	**3.73**	**0.746**
	36.6%	35.7%	8.0%	3.7%	16.0%	100%		
Mean Total							**2.80**	

Source: Authors' Computation, 2024.

From Table 3, street trading's contribution to traffic congestion has the highest RII score (High-Medium), indicating that larger proportion of the respondents strongly agreed that street trading significantly exacerbates traffic congestion. This highlights a critical environmental challenge, as street traders often occupy sidewalks, roadsides, and other public spaces, which impedes the flow of vehicles and pedestrians. The overwhelming agreement points to the severe impact street trading has on traffic in densely populated areas of Egor LGA, making it a significant concern for urban planning and infrastructure management.

Following closely is street trading's contribution to pest and disease proliferation, with an RII of more than half of the respondents strongly agreed that street trading leads to unsanitary conditions, attracting pests and promoting the spread of diseases (High-Medium). The close interaction between traders and consumers, coupled with improper waste disposal, creates breeding grounds for pests. This reflects the health risks associated with informal trading and highlights the need for better waste management practices in street trading zones.

Another significant concern is the defacement of the environment (High-Medium), where about one-third of respondents strongly agreed that street trading damages the aesthetic quality of urban spaces. This finding suggests that the cluttering of stalls, posters, and makeshift structures used by traders contributes to the degradation of the city's visual appeal. Such defacement not only diminishes the

attractiveness of the environment but also affects the quality of life in the community.

Street trading's contribution to indiscriminate waste disposal and noise pollution, are also substantial concerns (High-Medium). These results show that a significant portion of respondents believes street trading leads to unmanaged waste and heightened noise levels, which further strains the urban environment. Waste generated by traders often lacks proper disposal methods, leading to unsanitary conditions that can clog drains and pollute the surroundings, while the constant hustle and interaction with customers contribute to noise pollution.

The RII analysis revealed that street trading in Egor LGA plays a major role in creating environmental challenges, particularly traffic congestion, pest infestations, and environmental degradation. These insights emphasizes the need for more structured urban planning and waste management policies to mitigate the negative environmental impacts of street trading while preserving the livelihoods of traders.

7. CONCLUSION

This study is highly relevant as it provides valuable insights into the interaction between street trading, economic livelihoods, and environmental sustainability within the Benin Metropolis. By examining the economic contributions and environmental consequences of street trading, the study underscores the need for effective urban planning that balances these factors to create a more sustainable and inclusive urban environment. Understanding the challenges and opportunities within street trading is essential for policymakers, urban planners, and local government authorities to develop strategies that support informal traders while addressing the negative environmental impacts.

The findings of this study will benefit a range of stakeholders, including street traders, who will gain insights into how they can improve their livelihoods through better support and integration into formal planning. Urban planners and policymakers will benefit by gaining a deeper understanding of the dynamics of street trading, enabling them to craft more effective regulations and policies. Additionally, the broader community stands to benefit from the improved urban environment that may result from well-managed street trading practices, which could reduce pollution and congestion while promoting economic growth.

This study recommends integrating street trading into formal urban planning with proper infrastructure, providing financial and social support for street traders, and launching public awareness campaigns to promote sustainable practices and mitigate environmental impacts.

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