

## Comparing the Significance of Social-Economic Attractiveness of Human Activities along Bandar Hilir Street, Melaka City, Malaysia, And Maraba-Abuja Road, Nigeria.

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### Abstract

Roads are the most visible and significant land use aspect. Roads are significant for physical, economic, and social reasons. Various human activities influence the design of urban roads for pedestrians and vehicles moving through urban centres in both developing and developed countries. Human activity is not recognised as a legal or public enterprise in Nigeria, and transport planners may see the sale as a worsening of urban growth. The purpose of this research is to assess the impact and inefficiency of regulatory measures on human activity on major city streets. This study has two objectives. The first is to investigate the spatial distribution of human activity along city boulevards. The fusion's second purpose is to compare the relationships between human activities and land usage. The primary elements impacting roadways were estimated using a quantitative research technique in this study. The study chose three primary grouped streets from diverse strata based on the sort of business, as street vending activity is unpredictable. A total of 60 questionnaires were issued. Another 30 questionnaires were distributed for rapid construction interventions along right of ways (ROWs) identified as future road widening reservations. The present economic situation, according to the research, has led many city people to participate in small-scale enterprises like as selling, hawking, and begging. The government's politically motivated efforts to comply with present road restriction legislation have generated motivation for citizens to use more than 55% of the ROW.

**Keywords:** Human Activities, Impacts, Roadways, Socioeconomic Attractiveness.

### I. INTRODUCTION

Many researchers now discuss street vending on a daily basis because it has consistently dominated most urban centres for the past decade, with a large proportion of the population in developing countries relying on it for daily survival as the only alternative to addressing household challenges. Street vending, also known as street dealing, informal commerce, and street hawking, is one of the most serious issues with human activities that grow in a huge number of communities in developing nations, particularly Nigeria, where street selling is quite popular. The government, on the other hand, has grown concerned with either eradicating or integrating these activities into regulatory legislation.

Poverty is the most severe and dramatic form of human destitution, and it is most likely linked to human capital development, which is viewed as a worldwide economic pandemic. Street sellers play an important role in the economic growth of nations, particularly in the areas of self-employment and the improvement of living standards. Nigeria is Africa's most populous country, with abundant natural and human resources for national growth. However, access to formal employment is becoming increasingly difficult.

Because of the economic opportunity, many persons living in poverty are able to make their livelihood through small-scale companies. Because of the number of school-age children involved, it is impossible to abolish street hawking in Nigeria. Street vendors provide ordinary commodities to customers or consumers at the lowest possible costs in handy settings.

Roadways of lucrative places include social and commercial areas, and are mostly supported by land formation and transportation infrastructure [1], [2]. However, such measures can help to mitigate the negative effects on the environment and public safety. Street selling as a professional occupation is a viable method of sustainable living for individuals with disabilities [3]. However, street vendors in South Africa face a variety of social, economic, and political challenges.

This research aims to demonstrate the impact of street trading activities on people's lives and urban image, as well as to provide a guide for sustaining socioeconomic attributes in enhancing the distinctiveness and richness of streets as the historic city's central socioeconomic and cultural passageway. This article investigates the importance of street vending

activities in today's socioeconomic setting, as well as the interaction between social and economic characteristics such as educational qualification and financial background. The study found that street vending activities significantly increased people's sources of income and stimulated public life.

### 1.1 . Study Background.

The extensive human activities for a living include social, economic, and physical causes, as well as other motivated activities, which have fostered the movement of people inside and beyond the state, as well as throughout Nigeria. Karu is primarily an agrarian hamlet, but with the migration of the nation's capital from Lagos to Abuja (Federal Capital Territory (FCT) in 1992, it has become more urban.

Karu is the closest community to Abuja, housing a significant number of federal personnel from throughout the country. To that end, both ancient and newly built districts converted a substantial amount of agricultural and open spaces into residential, commercial, medium, and small-scale industries, institutional, recreational, and narrow highways and streets. Over the last decade, Nigeria has become more aware of the complex relationship that exists between urban growth and the state of the environment [4].

Diversification is defined in Nigerian jargon as the recalibration of the economy by lowering its reliance on crude oil profits and allowing for significant income flow from previously overlooked industries. Since its commercialization in the 1970s, Nigeria's economy has been reliant on oil. Crude contributes for up to 90% of the nation's income while accounting for 10% of GDP [5], although employing less than half of the workforce.

The drop in global oil prices from \$150 to about \$70 in 2018 has called into doubt the state's viability as an institution, prompting the administration to act quickly to find an alternate means of financing spending. Increasing the tax base, which now accounts for 7.8 percent of the tax-to-GDP ratio. The value chain surrounding agriculture to boost productivity, as well as the expansion of mineral-based mining operations for prospective economic growth [6].

Observing cities in this 21<sup>st</sup> century, travel time efficiency and operational forms of human activities, so also service quality of transport linkages constitute a major effect pedestrian and vehicular movement [7]. Notwithstanding, severe and unforeseen traffic congestion interrupted cities dwellers whilst on trip therefore, programmes and activities plan also disrupted.

These scenarios undermine diversification promises made in the Economic Recovery and Growth Plan (ERGP), National Economic Empowerment and Development Strategy (NEEDS), and other programmes. Neglecting vending operations as a feature of the informal sector worth engaging and diversifying into may prove to be a squandered opportunity.

Kano, Lagos, and Abuja in Nigeria have all used state authority to demolish roadside booths in the name of road expansion, new construction, and visual nonconformity with the environment [8]. Without a doubt, past research attempted to determine the beneficial benefits of street selling activities on the nation's economy through money creation accruing to the public treasury without explaining their consequences on metropolitan streets.

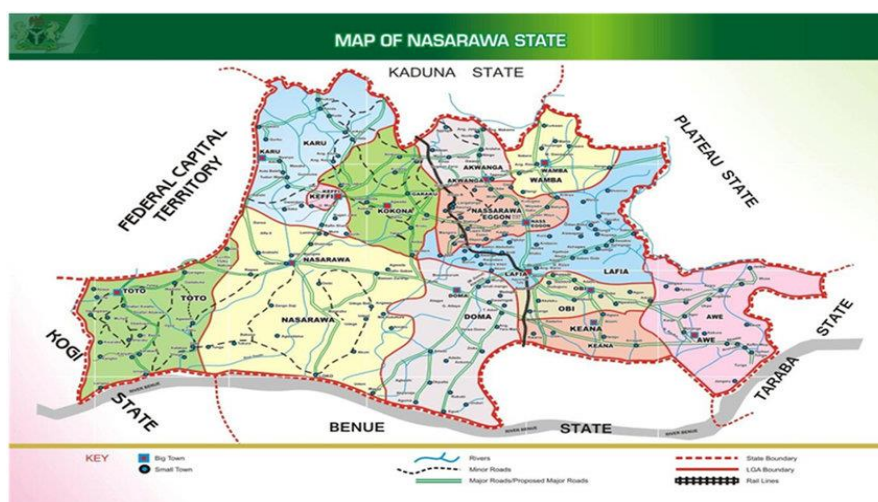


Figure I.1. Karu in Nasarawa State Nigeria

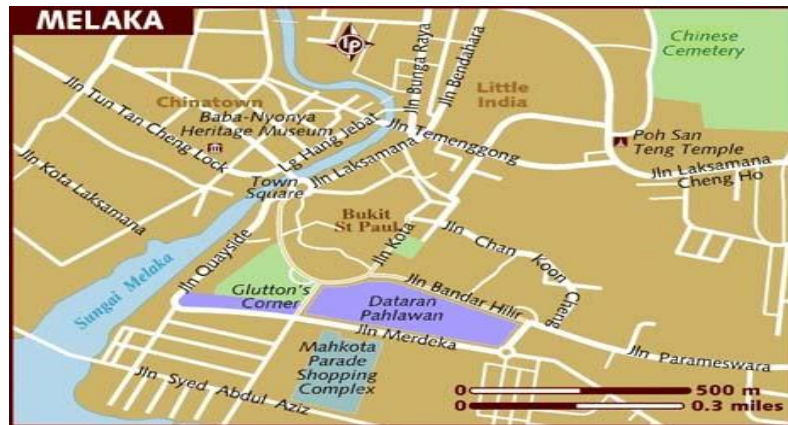


Figure I.2. Melaka City Street Melaka, Malaysia

## 2. REVIEW OF LITERATURE

The dynamic character of street vending operations may be utilised to assess the interplay between transport networks and land use [9]. However, because of the global economic crisis, particularly in developing countries. Streets, trains, inland waterways, and proxies of information communication technology facilities, such as mobile and internet networks, have a favourable influence on urban commerce [10].

As a method of earning a livelihood for the urban poor, street vending has significantly contributed to the city's economy [11]. Regardless, street vending exacerbates urban traffic congestion in most central business districts. Based on their distribution and services, street components are classified as physical or non-physical [12].

Goals 8, 11, and the New Urban Agenda emphasise the need of a sustainable economy, accessibility, and the safety of communal space. The political history and institutional processes that gave rise to democratisation and decentralisation supported the growth of street hawking in Kampala, Uganda [13], [14]. In the framework of the informal economy, street selling adds an extra job to formal employment prospects [3]

The compact city concept has a long history in city planning and development, and its success in industrialised nations has been shown [15]. Cameronians flew out of the nation to participate in entrepreneurial economic activities and self-employment, particularly roadside commerce, in order to survive [16]. Economic growth and improvement in people's well-being must be accelerated at the local production level, as well as increasing youth involvement in small-scale firms [17].

The link between illicit street selling and national security was identified as unregulated street vending operations that have a detrimental impact on human security (Hove et al., 2020). The enhancement of transport corridor and logistic strategies is to encompass tiny trade in the corridor region; moreover, the road network is to be improved [18]. Roadway development, on the other hand, has a significant impact on economic progress, income production, poverty reduction, establishing small-scale company fairness, and incorporation. Travellers had significant performance variability as a result of uneven journey time dependability, which influenced roadway traffic [7]. Human activities abound, and shifting patterns of street vending help to reduce unemployment while also addressing economic, political, and social imbalances [19], [20]

Globally, urban agglomerations are nearing dangerous thresholds as cities assume greater responsibilities as de facto national economies in many countries [21]. Towns and cities need development plans to direct future growth as a vision of unanticipated future development [21]. Improving sustainable city development might include integrating transport and land use regulations [22].

Roadside greenness increases the quality of life for both inhabitants and visitors, resulting in a favourable relationship between roadside greenness and mixed land use [23]. The impact of a city's greenness and land use aspects on the development of a compact city and smart city [23]. The primary goal of urban planning has been to create the ideal system that integrates human interactions and improves social class order through improved mobility, allowing people to share similar life goals and objectives for sustainable city development initiatives [24], [25].

The rate of urban expansion appears to be quicker than population increase, and urban land area virtually exceeds what is necessary to maintain the population [26], [27], [28]. Land use change is the path to solving the world's socioeconomic and environmental problems [29]. However, in African countries, a lack of development plans and policies leads to a

massive deterioration of land use changes, which is linked to ineffective development control measures. People dressed in various costumes fill the streets, not only walking and riding, but also standing, sitting, eating, hair cut or shaved; laundry, repairing bicycles or tyres, manufacturing items, sewing, playing, bargaining, and - even praying [30]. [31] developed a conceptual framework for the evolution of non-stationary trade in cities. Street business is important in investigating business opportunities since it involves individual participants in productive activities, generates revenue, and supports a family standard of life [32]. While a roadside business can provide a consistent source of income, many businesses, particularly those selling fruits and vegetables, face low earnings and high risks [32].

## 2.1 . Melaka's Socioeconomic Tradition Has Evolved

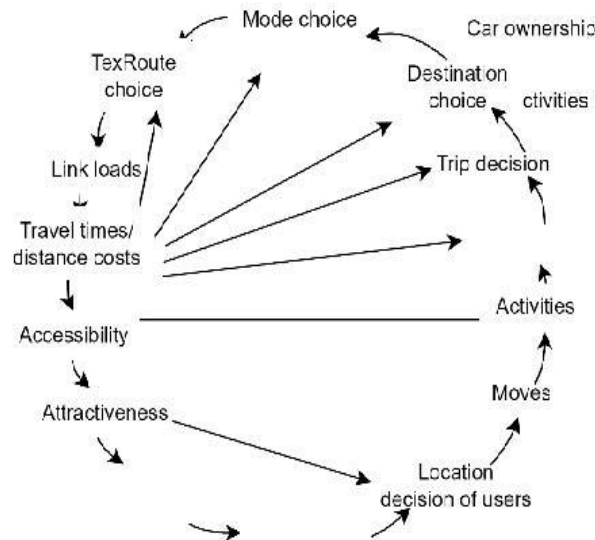


Figure. 2.1. Land use transport cycle

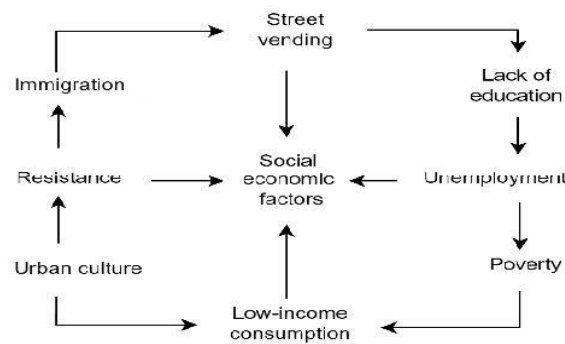


Figure 2.2. Street vending activities [33]



Figure 2.3 A Famosa building, Melaka





Figure 2.4 Melaka City Parks, Melaka, Malaysia



Figure 2.5 Badar Hilir Main Entrance Gate



Figure. 2.6 Street Vending Operational Services in Nigeria

Such obsession with social-economic attractiveness was a direct response in the immediate post-century [34]. The Malaysian nationalist movement gave rise to Malayness. Many people see Malaysian laws as a unified social-cultural engagement among various ethnic groups. Melaka has socioeconomic records dating back to before the arrival of colonialism in 1511, based on the earliest depiction of a "Famosa" Melaka forty city during the Portuguese era [35]. Melaka was designated by UNESCO as a symbol of socioeconomic progress, and the old historic buildings of colonial and immigrants from outside Malaysia during the rule of the Melaka Malay Sultanate before the colonial government were recognised [35].

## 2.2. Social-Economic Theory and the Mode of Urban Landuse

### 2.2.1. Theory of Location

Dubé et al., (2016) investigated location theory and company placement decisions in order to draw statistical correlations between the site of individual activity creation and the relevance of their local economic region.

A distance-based measure (DBM) can be utilised in a discrete choice model in which the distance to the centre is related to the size and location choices [36]. Location theories seek to explain why businesses pick their locations based on the value and relevance of the land. In valuation methods that entail either enhancing cost-effectiveness or lowering costs, firms must finally make location selections while picking the best available site among a given set of options and limitations. Economic geography has long sought to understand the reasoning behind such a localization process.

### 2.2 .2. The Rent Theory

Malczewski, (2019) defines central place theory as a strongly related, informal, descriptive model of city size, city location, and economic region based on the interchange between increasing manufacturing profits and the cost of moving things from a business to a market area. Wikman & Mohall, (2022) is credited with establishing the concept after

conducting extensive research on urban ranking and then attempting to duplicate it [39], [40]. The basic assumptions are that the market population is evenly distributed and that enterprises are concentrated in cities [37]. In the 18th century, David Richardo and John Von Thunnen observed the natural organisation of economic activity and devised a conscious role in which the government supports natural arrangement and conserves environmental resources. This rent is referred to as location rent since it varies over time and place, particularly as a function of distance from the market [41].

### 2.2.3. Model of the Concentric Zone

The concentric ring model, also known as Burgess' model, was developed in 1925 in Chicago to describe the internal city structure as well as the urban social world. The model indicated how social clusters are distributed inside metropolitan regions [42], [43], [44]. Burgess regularly found a correlation between distance from the central business district (CBD) and resident affluence; the richest families tended to live significantly further away from the CBD.

Burgess also noticed that as the city grew, the central business district (CBD) expanded outwards, prompting the other rings to follow suit. It's worth is defined by the potential earnings from conducting a business on the land [44]. Burgess' theory investigates urban social dynamics by organising socioeconomic groups in concentric rings around the city centre. The point of entry for immigrants who, as soon as they could afford it, migrated out to neighbouring rings of working-class flats, single-family houses, and progressively wealthy suburbs [45].

Furthermore, Sub-Saharan Africa's population is expected to double by 2050 (a 99% increase), while the global population is projected to reach 8.5 billion by November 2030, 9.7 billion in 2050, and 10.4 billion in 2100 [46], [47]. Illegal street selling has an impact on the human environment and is likely to contribute to national insecurity through disorder, pollution, and community health rise [48]

Table. I. Social-Economic Classification of Street Vending Attractions

Elements of Social Attractiveness	Economic attributes of Street Vending Activities
Physical attraction: Appearance and aesthetic nature of the site	Personal income
Social attraction: The sociocultural activities and interaction with others	Employment opportunity
Task attraction: Human ability to access activities based on the individual assignment	Self-dependent/ability to support dependent
Reward: People are awarded because of commitments and services in a social event.	Distribution of low-priced goods
Historical monuments: Visiting historical sites like museums, and city parks.	Paying school fees
Proximity and the physical distance convenience to patronised goods	Improving the quality of life
The similarity of goods and choice: Buyer prefers buying similar goods nearby street	Improving food security
Making good relation: Seller and buyers establishes a relationship with other people	Reducing poverty

The aforementioned table discussed a number of significant aspects that influence people's decisions to purchase goods from roadside sellers and purchasers. The environment's beauty, the purpose of visiting a recreation site (task attraction), holidays and honours, a historical visit with a specific interest, the site's closeness to other locations, and making relationships with other people are all factors.

**Table. I.** Some Measure taken by other Countries to Regulates Street Vending Activities

Country	Government regulations of street trading
Thailand	Encouraging self-employment under conditions of economic crisis by subsidizing low-income entrepreneurs. Charges have been imposed to ensure public hygiene and street maintenance. One day a week street trading is prohibited for cleaning.
Greece	The qualified products list is reflected in the Presidential Decree; a special license for street trading is required

Northern Ireland	A special law has been adopted, and a license is required from a district council, which is issued only to individuals for a period of up to three years. The municipality determines the list of streets where peddling is allowed. In case of contravention of trade rules (time, location, product), the license is revoked and a fine is imposed.
Canada	Special legislation and licensing. The license validity period is one year. If several applications are submitted for one location, then a lottery is held to issue a license. Regulations are established for the storage of commodity supplies (including food) and garbage collection. Special legislation and licensing. Additional permit to use public roads. Trade prohibition in precious metal wares, lottery tickets, and securities.
Russia	Special legislation. Location in accordance with the layout of such facilities, taking into account the need to ensure sustainable development of territories and to achieve minimum standards for the provision of population with retail facilities. At least 60% of the facilities must belong to small and medium enterprises.

The table explains how different nations throughout the world manage the difficulties of street vending operations through regulatory measures. The metrics are critical for the development of policies and legislation that, if practicable and suitable, would improve street activities.

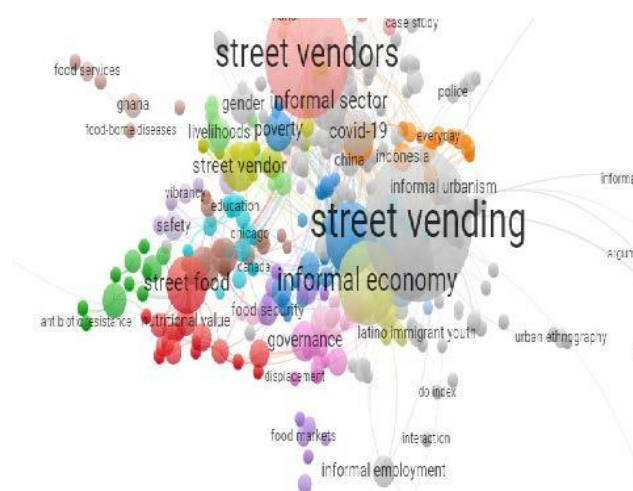


Figure 2.7 VOSviewer (Bibliometric) Analysis

### 2.3. Types of Street Vendors

The research investigates the topic of type, with a focus on studies that investigate various kinds of informal street selling based on certain factors and features. In a larger sense, [19] concentrate on the core topic of mobility. street sellers' ability to roam via public venues) and proximity to public-private partnerships. The extent to which street selling is dispersed in public locations was crucial in the formation of various typologies in all other investigations. Israt & Adam, (2017), Israt & Adam, (2019), investigate the extent to which street vendors' use and appropriation of public space becomes permanent, categorising it as permanent, semi-permanent, semi-mobile, and mobile. Kazembe et al., (2019) distinguish four categories of food sellers: market vendors, street vendors selling from fixed buildings in informal settlements, and mobile vendors selling meals door-to-door.

Charman & Govender, (2016) classify permanent structures into three types: used shipping containers converted into stores, small kiosks and shops with forecourts encroaching on public space; non-permanent structures ranging from businesses with no or limited transportation system to semi-mobile or mobile units; and mobile units. Classify a key goal of the movement, as well as important concerns such as regulation, legitimacy, legality, and gender. [53] created a typology that focuses on the links between unregulated and regulated activities.

Recio et al., (2019), (Recio, (2022) create classifications with semi-fixed stalls/kiosks and ambulant sellers in mind, with the categories of lawfulness and unlawfulness in mind. [56] provide additional detailed vending theories based on mobility, spatial appropriation, self-sufficiency, adherent behaviour, superimposition, and interference of fundamental components. Women are more likely to engage in mobile business, but males are more likely to occupy stations or premises from hawkers or pavements. Previous research investigated the notion of informal street sellers, concentrating

on their locations/settings, technology use, nationality, and kind of vending activities [57].

Similarly, stationary street food sellers are typically located in regions where offering a variety of food products entices adjacent purchasers [58]. Ghatak & Chatterjee, (2018) classify popular ethnic Chinese roadside dishes using field research that includes images, ingredients, the character of the meals, and the cooking technique. [60] investigated street vendors' activity kinds (retail, services, food, and beverage), nationality, premise types and structures (permanent and non-permanent), and locations (pavement, main street, back alleyways, and five-foot way). Martínez & Short, (2022) used a systematic approach to collect data on the sorts of items sold, the type of stall (mobile or stationary), and the number of individuals working at each booth.

Raina et al., (2019) report the presence of five categories of water vendors: "marketing water vendors," "tanker vendors," "bottled or sachets water vendors," and "retail outlets." Amankwaa, (2017) classified sachet water merchants as searchers, finders, or settlers.

Swai, (2019) explores the connections between these places and how actions are carried out by creating typo-analytical categories based on the location of food-vending operations. [65] look on many facets of urban informal economic activity, such as kiosks and corner stores, cobbler shops, and hairdressing salons.

Malasan, (2019) categorises street sellers into two types depending on how they employ modern technologies. Malasan, (2019) distinguishes between "conventional" and "new generation of middle-class" suppliers. The registration of street sellers shapes the impact and responses to official persecution and forced evictions. Cuvi, (2016) distinguished between registered and unregistered sellers. The former is movable and full-time, concentrating on business and residential locations, whilst the latter is housed in roofed booths.

The presence of an activity in a public space shall not obstruct people's access rights [68], [69]. However, in order to create a dependable workable environment, current human activities such as street vending must be effectively coordinated. B. Huang et al., (2018) and [71] investigate the different types of street sellers and the motives that motivate their engagement. Farmers, jobless people, and small merchants are among the wage employees, and they believe that their motivations are driven by a desire to improve their lives and achieve flexibility and autonomy.

#### **2.4. The Global Policy and the Streetscape**

The investigation of diverse facets of the policy environment is the most prominent subject in the current literature. There have been several studies conducted to explore policies and the environment in connection to street sellers. In this regard, essential considerations include, but are not limited to, the application of legislation, rules, and policies, the control of public space usage, rationale, institutional issues, and effectiveness. Adama, (2020), [72] explores how the law is employed as a disciplinary technique to govern street sellers and the rising conflicts in Abuja's contemporary metropolis. Rogerson, (2016), [74], [75] reveals a lack of alignment between national and local initiatives on street vending, as well as a divergence between authoritarian, restrictive, comfortable, and practical developmental regulatory frameworks. Disparities between municipal regulations and national political and legal frameworks, according to [76], generate ambiguous institutional settings that allow for battles over the regulation of trading streets.

State restricts street sellers certain social/economic/political rights to utilise public spaces. According to [77], [78], Nigerian small-scale eateries continue to operate in the vicinity, resulting in worse efficiency and a greater incidence of density in the monitoring of street dealing.

Young, (2019) investigation of street vending in Kampala suggested the following key governance objectives: to reduce predatory governance and destabilisation; to address urban divisions caused by imperial planning; to alleviate misalignments caused by economic deregulation; to reduce geospatial imbalances in advancements, design comprehensive taxation regimes, and restructure incentive structures that support state officials' self-interest. Rogerson, (2017) adopted notion of the informal economy because of its capacity to provide a source of income for the poor and to prevent future public instability caused by a restrictive policy prevalent in most African cities.

According to Kazembe et al., (2019), an unregulated and limited government system would be a realistic response to the issues of African areas in the aftermath of fast expansion, and it acknowledges the significance of the informal food business in the urban environment. B. Huang et al., (2018) propose an inclusive reform strategy for post-reform China's informal street selling that differentiates aid to different elements of the vendor group depending on the variety or heterogeneity of their motives [71]. Tonda & Kepe, (2016) emphasise the importance of acceptable urban design and policy solutions that acknowledge casualness as a reality, address its implications, and appreciate the repercussions of merchants, particularly in the South African region [80].



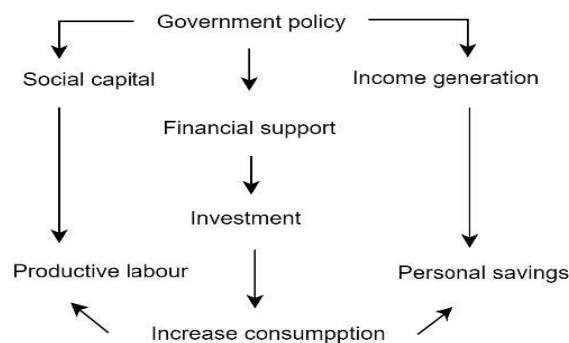


Figure 2.8 Ideal socioeconomic activities of street vendors

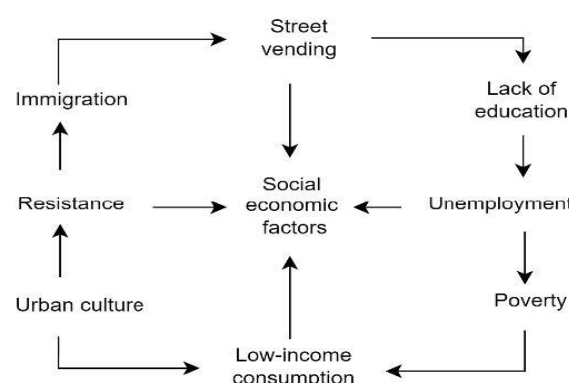


Figure 2.9 Model of street vending [33].

Controlling public space utilisation should not be limited to zone standardisation, but should also According to Tucker, (2017), regulatory organisations utilised myths of unanticipated towns to legitimise land grabs and promote exclusionary and elite-led urban developments. As an opposition to decision makers and planning theories, street sellers claimed public space as a lawful site of livelihood [81].

Pezzano, (2016) presents an asymmetric governance structure and a paradoxical ambition that attempted to drive municipal authorities towards the urban centre, where participatory eloquence clashed with authoritarian enforcement rules and regulations. The issues inherent in a segmented state, as well as their influence on whether types of informality are denounced or allowed [83].

From frontal aggressiveness and forceful evictions to repressive tolerance, informal street vending varies from frontal aggression to repressive tolerance, with rationalisation commonly endorsed as a technique of obtaining cash flows from informal businesses [73]. Rogerson, (2018) reveals an intentional absence of roadside trade and migrant entrepreneurs in Cape Town's major business districts, despite the existing policy approach to the role of informal economic activities in the best interests of local marketers. Investigating power tensions in the appropriation of two transitional trading markets. According to Marie et al., (2019), despite vendors' clarity and spatial relevance in transforming the commercial scene, authorities alternate between de facto tolerance and violent interventions to re-establish the City's overall order. Gillespie, (2017) describes brutal state-led dispossession operations to evict the working class in Ghana. The commons are seen as a hindrance to adapting the city to modern ideas by city planners. Vendor rights are regularly ignored in open areas, resulting in violence, demonstrations, unauthorised mobile vending, and heightened oversight and surveillance by government (Boonjubun, 2017).

There are two major challenges contained by the poor use of road vending activities in the form of transformation agendas and authority delimitation disagreements, including political class within the establishment, which may contribute to the failure of spatial strategies and plans based on the forced removal or evacuation of road vending [87].

According to [88], there is insufficient government and community police assistance for the growth of street vendor business in Bangladesh [89], and the government routinely takes harsh actions against street vending operations.

Nerenberg, (2019) investigates how patterns of systematic oppression, disparities, and moral behaviour in Indonesian commerce have solidified notions of distinction, disruption, and regulation in the aftermath of demands for recognition of

indigenous informal vendors' contributions to a regional economy across the Balim region. Cuvil, (2016) explores how a regulation that allowed crippled and elderly sellers in downtown So Paulo preferential special rights grew into a century-dominant position over road trade licences.

In another research, (Munoz, 2018)[91] says that urban redevelopment projects and forceful space-time rules in Bogotá's neoconservative administration are ignorant to the various racial appearance of street food sellers and see vending as a class conflict. Lata et al., (2019), [93] looks into how an authoritarian include a vending ordering plan with specific places for each vendor [56]. According to [66], the new city planning subdivision is driven by a desire to modernise, a desire to restore the city, a desire to enhance tourism, and the marginalisation of Bandung's street sellers. This results in more capital-owning actors inhabiting urban space. As a result, Farinmade et al., (2018) advocated for sufficient consideration of urban Informal economic activity in land use allocation and built environment operating plans.

Moatasim, (2019), it appears as an innovative governmental way to handle informal trading in Islamabad's planned modernist city. Recio et al., (2019) look at the relevance of socio-spatial concerns in the establishment of inclusive land-use and transportation policies. Charman & Govender, (2016) emphasised the importance of space-time, flexible entrepreneurship, surprising institutional logic, and connection. Linares, (2018) noted the unwillingness of local officials to alter their perspective of street selling as a cause of unemployment.

B. Huang et al., (2018) and [71] investigate how the Guangzhou-based global space-time initiative worked by finding and situating irregular roadside vendors inside approved areas. In their conceptual framework of the context, dynamics, and reasons of street hawking in Enugu (Nigeria), [96] analyse many possible policy methods for dealing with the challenges of street vendors in the political square.

## 2.5. Sustainable livelihoods and viable social and economic pathways

Melaka, Malaysia and Karu, Nasarawa, Nigeria may be regarded as apex cities due to their excellent trading locations and huge topographical formation, and yet a sizable population is involved in socioeconomic livelihoods activities that drive individuals to engage in commercial operations. However, a variety of these cities' vendors' income strata improve existing demand for a large volume of goods and services. Furthermore, the likelihood of street vendor activities broadens the socioeconomic diversity of these cities. These comparisons assist city inhabitants and should not be used to limit the variability or complexity of professional skills comparable to other economic activities.

Human capital investment in small scale firm allows city dwellers to earn finances for schooling and other everyday requirements without relying on white collar jobs, particularly in the unemployment sector. It is critical in Nigeria to regulate street selling operations. In general, Melaka, Malaysia is arithmetically gifted with a plethora of social and historical events of ancient Malay's; also, its water transport adds value to economic diversification and specialisation as one of the power units of productivity and technical breakthroughs.

Literature on human activities beside highways is ineffective in a rich and naturally endowed nation like Nigeria. This study is important because human actions have made petty capitalism compatible with the nation's mixed economy governance structure [97]. However, some public institutions recognise street vendors as an important part of global urban economies.

Because of the economic instability caused by the structural adjustment programme, many adult Cameroonians decided to leave the nation for a better life in Cape Town, South Africa [16]. The notion of commerce and commercial geography are attributed to the economy as trade in the transaction of goods and services at a certain distance, and business activities, and trading of products and services inside a specific market [98].

## 3. METHODOLOGY

The research was done in Maraba, Nasarawa State, Nigeria. Because of its business sector and closeness to Nigeria's capital, Abuja, Maraba was chosen for this study. Melaka City was also picked because of its social and economic activity (inland waterways), historical sites, and social values. Melaka is a large Malaysian state with a dense population. Each city's two (2) most well-known street-selling locations were carefully selected. We used open-ended questions. Written in English and read and translated by a Malaysian student for clarity.

Maraba was chosen in part because most commercial activity take place near highways. Melaka gives information on events going place along the trail of the historic site. A quantitative technique was used in the study, with forty (40) questionnaires distributed in each study location region along roadside merchants. The data collected from street vendors was statistically estimated. The investigation includes case studies of Bandar Hilir Melaka in Malaysia and Maraba-Karu in Nasarawa State in Nigeria.

Melaka was chosen, and a pilot vote will take place in February 2023. Melaka was chosen as a socioeconomic area with traditional (cultural) success indicators from both a political and project management standpoint. For data collecting accuracy,

Agada et al., (2018), investigated the economic consequences of street selling using a structured questionnaire and stratified sample methodologies, and discovered that street vending contributed significantly to people's political, social, and economic well-being [100]. Jolaoso & O. A., (2021) analysed the data using descriptive statistics and primary data based on stratified random sampling. According to [102], the following elements influence street trading: location, economic, choice, and accommodation; and social component. Nonetheless, the researchers classified sellers as food, goods, or services.

A multi-complex qualitative technique, including site visits and semi-structured interviews with important respondents, was employed. Mottee et al., (2020), [26] used cellular automata modelling and visualisation software to define potential urban expansion limits. D. Zhang et al., (2020). Adopted point of interest and co-collation pattern (CP) to process dataset, while head/tail breaks method was used to determine the required thresholds spontaneously (Y. Chen et al., 2020)[104]. The broad availability of point of interest (POI) data allows for a comparative evaluation of urban functions across towns, making it easier to create useful information about urban systems [70].

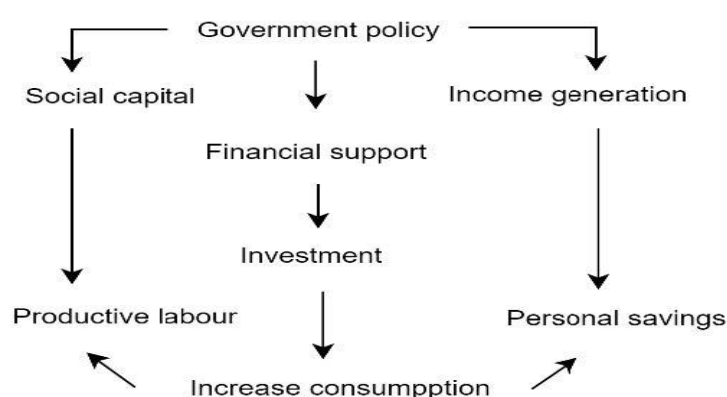


Figure 3.1. Street vending and nation building's



Figure 3.2 Compatibility of vendors and traffic on roadway

Urban forms relate to the spatial structure of towns, which have been actively evolving as a result of comparable urban planning attitudes and practises[105]. Eniola & Entebang, (2015), Pezzano, (2016) chose ten well-known crowded streets where street vending is on the rise. The researchers distribute 42 structured questionnaires on vending activity. The use of an open smartphone tile system to combine location points at various scales will make the sequential tile scan more lucrative [107].

Hove et al., (2020) investigated the association between informal street selling and national security using qualitative data techniques and content analysis. The study, however, used unstructured (50) questionnaires and a purposive random sample procedure. Giraldo et al., (2020) used a qualitative research approach to investigate street vending in a multi-complex study and how it affects individual, group, and community aspirations.

Otuoze et al., (2021) measured model calibration, validation, and prediction in IDIRISI SELVA 17.0, remote sensing ARC-GIS 10.7 software, and discovered a positive change in transportation and built-up regions. Rahayu et al., (2018) used partial least squares to investigate the impacts of stabilisation on the welfare, livelihood, and location of street

sellers. However, the study found a significant difference in people's livelihoods when compared to welfare and location [69].

#### 4. DISCUSSIONS AND RESULTS

This part contains the data analysis, findings, and results interpretation. Various issues were discussed, including the motivation of people to engage in social and economic engagement along streetways, the types of goods sold at a particular location that are similar or not sold elsewhere, daily ranges of items sold, the benefits of street vendors, and livelihood. The vending trend or length, education background, and funding sources for vending firms. Table. III. Street vendors and categories of products in Karu, Nigeria

Products categories and types	Item	Daily profits in naira	Monthly Profits in naira (NGN)	NGN113 equivalent to 1 MYR	(%)
Fruits and vegetables	Oranges, tomatoes, bananas, onions, watermelons, pineapples, cabbage, carrots, apple, ice cream, pepe	N600	N18000	159.29	13.79
Butchers	Meats, fish, chickens	N500	N15000	132.74	11.50
Food, grains & restaurants	Rice, beans, yams, sweet potatoes,	N450	N13500	119.47	10.34
Material wares	Male and female wares, shoes, hats, caps/head ties	N550	N16500	146.02	12.64
Household durables	Cooking utensils, buckets, bags, wall clocks, bed sheets, pillows	N600	N18000	159.29	13.79
Electronics & ICT	Radios sets, electric, cookers, phones/chargers, irons/shavers, mobile phones/recharge cards.	N750	N22500	199.12	17.24
Fashion accessories	Wristwatch, handkerchief, wallet	N400	N12000	106.19	9.20
Books, magazines,	Books, magazines, journals, newspapers, pamphlets	N500	N15000	132.74	11.50

The table detailed the many types of street vendors, their wares, daily profits, weekly and monthly increases in comparison to the national minimum wage. According to the report, street sellers earned less than the national minimum wage. In light of the present global economic crisis, the inference is that the little amount of money earned by the firm cannot cover all home necessities and children's school tuition, as mentioned in the previous research



Figure. 4.1 Social and economic activities along museum



Figure. 4.2 Rickshaw movement and social activities

Table. IIV. Social and economic attributes of street vending Activities

S/No.	socioeconomic attributes	SD	D	NA/	A	SA	Total	Range of acceptance		
		1	2	ND 3	4	5		DA	NA/ND	A
1	The beauty of the environment attracts tourists to Melaka City	1	0	0	3	1	5	1	0	= 4. Agree
2	Cultural activities attract street businesses and visitors.	0	0	1	2	2	5	0	1	= 4. Agree
3	The historic site attracts visitors and heritage tour	0	0	1	3	1	5	0	1	=4. Agree
4	Melaka Museum creates an avenue for meeting friends/relatives	1	1	0	2	1	5	2	0	=3. ND/NA
5	Tourists/visitors enjoy recreation and relaxation facilities on site	0	0	1	2	2	5	0	1	= 4. Agree
6	Site location/proximity attracts many tourists and visitors	1	0	1	2	1	5	1	1	= 3. ND/NA
7	Tourists disposed income whilst visiting the Melaka heritage centre	1	0	0	2	2	5	1	0	=4. Agree
8	Melaka cultural site provides jobs for Rickshaw drivers and street vendors	0	0	1	1	3	5	0	1	= 4. Agree
Total		4	1	5	17	13	40	5	5	<b>81.25% A</b>

N.B: SD = Strongly Disagreed; D = Disagreed; NAND = Neither Agreed nor Disagreed; A = Agreed, SA = Strongly Agreed

Solution:

$$SD+A = Disagreed = 4 + 1 = 5 = \frac{5}{8} = 0.625$$

$$ND/ND = Neither Agreed; Nor Disagree = \frac{5}{8} = 0.625$$

$$SA+A = Agreed = 17 + 13 = 30 = \frac{30}{8} = 3.75$$

$$The\ mean\ number\ of\ respondents = \frac{40}{8} = 5.00$$

Therefore: The mean range for agreed = 3.75 – 5.00

Table. IIIV. Trends and types of street vendors in Bandar Hilir Melaka

Duration of street vending (Years)				Monthly income
Years	No	%	Category of vendors	
0-5 Years.	6	30	Food/drinks	MYR320
6-10 Years	8	40	Household goods	MYR392
11-15 Years	4	20	Electronic/ICT	MYR531
16-20 Years	2	10	Fashion/Accessories	MYR664
21-25+ Above	0	0	Books, journals, magazines	MYR0
	20	100%	-	MYR1907



Table. VI. Daily profit ranges from Nigeria street vendors and Melaka

S/No.	Daily profit range in Nigeria Naira (N)	Number of Respondents		Minimum exchange rate 1 MYR to N113 Naira (NGN)	Number of Respondents	
		No	(%)		No	(%)
1	100 – 500	4	20	1 -50	2	10
2	600 -1000	11	55	51 – 100	6	30
3	1100-1500	3	15	101 - 150	10	50
4	1600 – 2000	2	10	151 - 200	2	10
5	2100 - 2500	0	0	201 - 250	0	00
Total		20	100%	-	20	100

The above table provides a comparison on the benefits of vending business and daily between Melaka and Nigeria. There is a urge gaps with the current exchange rates.

Table. IVII. Educational qualification of street vendors

S/No	Qualification	Number of respondents	(%)
1	Others (Informal education)	3	15
2	Primary school certificate	2	10
3	Junior secondary school	5	25
4	Senior secondary school	7	35
5	National Diploma/National certificate for education	2	10
6	B.Sc. degree	1	05
7	M.Sc. degree	-	00
8	Doctorate (Ph. D)	-	00
Total		20	100%

Table. VII. Sources of funds

S/No.	Source	Number/frequency	Percentage (%)
1	Personal savings	6	30
2	Family loans	3	15
3	Family and friends' donations	2	10
4	Peer group	0	00
5	Community loan	2	10
6	Cooperative	2	10
7	Skill/Empowerment Programme	3	15
8	Bank loan	2	10
Total		20	100%

Table. IX. Comparing Social and Economic Attractiveness of street vending activities along Roadways

S/No	Social Attractiveness	Economic Attractiveness			
	X	Y	XY	X <sup>2</sup>	Y <sup>2</sup>
1	1	4	4	1	16
2	1	4	4	1	16
3	1	4	4	1	16
4	2	3	6	4	36
5	1	4	4	1	16
6	2	3	6	4	36
7	1	4	4	1	16
8	1	4	4	1	16
Total	$\sum x = 10$	$\sum y = 30$	$\sum xy = 36$	$\sum x^2 = 14$	$\sum y^2 = 168$

Table. X. Comparing educational background and source of income

S/No	Educational Qualification	Source of income	XY	X <sup>2</sup>	Y <sup>2</sup>
	X	Y			
1	3	6	18	9	36
2	2	3	6	2	9
3	5	2	10	25	4
4	7	0	0	49	0
5	2	2	4	4	4
6	1	2	2	1	4
7	0	3	0	0	9
8	0	2	0	0	4
Total	$\sum x = 20$	$\sum y = 20$	$\sum xy = 40$	$\sum x^2 = 90$	$\sum y^2 = 70$

### Coefficients of Correlation

$$r = \frac{n\sum xy - \sum x \sum y}{\sqrt{[n\sum x^2 - (\sum x)^2][n\sum y^2 - (\sum y)^2]}}$$

$r$  = computed value = 0.0131 < 1.895 therefore,  $H_0$  rejected,  $H_1$ , accepted. There is a coefficient correlation between social and economic Attractiveness of street vending activities

$r$  = computed value = 0.012 < 1.895.  $H_0$  rejected,  $H_1$ , accepted. There is a coefficient correlation between educational qualifications and income levels.

### Chi-Square goodness of fit

$$r = \frac{n\sum xy - \sum x \sum y}{\sqrt{[n\sum x^2 - (\sum x)^2][n\sum y^2 - (\sum y)^2]}}$$

## 4.1. DISCUSSION

We have offered a systematic analysis of social, economic attractiveness of human activities along roadways. street vending on road under this study with the goal of reflecting on how far we have come in this respect. As part of the outlined universe of street vending and public space design, health and well-being, individual/collective agency, policy environment, use of technology, and connection to other aspects of the informal sector, we outlined a variety of key research questions and further explored the existing body of knowledge in relation to the identified themes and questions. While some of these topics will undoubtedly engage and overlap with one another, they serve as tools for gaining a deeper understanding of the dynamics of informal street businesses in Nigeria and the regulatory social activities in Melaka City.

In table 4, we discussed the social and economic characteristics or attributes of human activities such as street vending, population, unemployment, income and educational background, trend or duration of vending, daily sales and profits motivations, source founds. The Likert scale was employed to assessed the likely variables which attracts tourist or visitors and to improve on the those with least effects based on assessment. However, we ranged the scale from 1 to 5 and regrouped the possible responses in to three categories. SD + D = Disagreed; NA/ND = Neither agreed nor Disagreed; and A + SA = Agreed. 81.25% of the total respondents agreed with the fact that social and economic attributes attracts tourist and visitors and as well burst local economy. The City park, tour lift, and museum were the major components social attractions. The mean ranges estimated between 3.75 to 5.00.

Table 5 and 6 discussed trends and duration of vending activities and monthly income or profit. 70% of the sampled respondents were those between 0 to 10 years and their monthly income is low compared to those on the business between 16 to 20 years. Table 6 compared daily profit in Karu, Nigeria and Melaka using Nigeria/Malaysia exchange rate of one hundred and thirteen naira to Malaysian ringgit (N113 to 1 MYR).

The study indicates that 75% of the respondent gained less than MYR 10 while, 40 % in Malaysia gains 1 to MYR 100 daily. There is a wide gap on daily profit between the two study areas. In table 7, we assessed the level of education using descriptive analysis. The education or school attainment was basically conducted in Nigeria. We did not look at the level of education in Malaysia. 60% of the respondent falls within junior secondary and secondary school leavers. These group

young adult who stop school due to poor financial background as a serious implication were education felt in their time period.

The 8 discussed sources of funds. 55% of business funds accrued from personal saving and family loans. In Table 9 and 10 compared and determined the relationship between educational background and source of fund. The result show significant relationship between social and economic activities from the computations. However, social and economic activities cannot be distinguishable because both are income generating sector especially, tourism and shopping areas

## 4.2 . Findings

Many people engaged street vending due to the facts that the source of income is no longer strong or available to obtained shops and cannot secure a job in a formal economy. Competition among vendors for space in the streets, and access to buyers is strong at the city centre because of proximity to certain uniqueness especially busy areas. The study revealed that there is opportunity for small profits gain in Nigeria through vending activities but, the freedom and personal control is not motivated in an informal economy due to security harassment and eviction.

There is no official guideline regarding street vending in Karu, Nasarawa State apart from development control staff who carried out operation without do consultations. Socio-demographic characteristics of street vending is very crucial in their struggle for survival and improved their way of life through sponsored their children to school though, young school leavers are much engaged in Nigeria.

The system of social street vending activities in Melaka, Malaysia is quite different compared to Nigeria. The street vending in Badar Hilir street of Melaka street is regulated under recreational rules. The government designed special days for the activities and most operates during weekend while, traffic is less busy. One of the strong rules in Melaka is the blockage of main entrance gate leading to the park and City museum by allowed only pedestrians and planned Rickshaw's riders to convey visitors to the point of attractions such as park, museum, and city tower (Fig 15).

## 5. CONCLUSION

The study areas could serve as an instrument of growth for the respective nations and regions in particular. Federal, state, and local government actors should empower young growing adults who may likely fail and improve production power. Street vendors are actively tracking diverse livelihood and attempting to improve their standard of living. Government rules, commercial assurance and inward-looking urban planning should focus on sense of steadiness to incorporate street vending activities into road design proposal. The Nigeria government should design measures to enhance informal sector in to regulatory Acts, as it's been practice in Melaka. Based on this research emphasis, further empirical research is needed to increase our objective grasp of how the shape of street vending activities relates to other kinds of abnormalities, such as informal housing and unofficial transportation stations in most African countries.

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