The Modernisation and Socialisation of Street Vending Activities in Flourishing Human Livelihood for Sustainable Development. Urban Economic and Transportation Perspective

Adamu Musa Eya[1*], Gobi Krishna Sinniah[2], Muhammad Zaly Shah[3]

[1, 2, 3]Department of Transportation Planning, Universiti Teknologi Malaysia

[2]Centre for Innovative Planning and Development, Universiti Teknologi Malaysia

[*]Corresponding Author

ABSTRACT

Revamping urban development policy and regulations. Making urban streets more accommodating for walkers and automobiles as they travel through city centers is susceptible to a variety of human activities in developing countries. This study aims to investigate the role of new technologies in altering street vending activities to increase people's wages and reduce unemployment. Modernistic and socialist concepts of street vending for sustainable development were examined in this study. The study also discovered a link between current techniques for improving street vending and the social consciousness of street vendors, who thrive in the face of economic uncertainty. There is a need to strengthen and hybridise the significance and unprecedented street vending activities in most small towns and cities. The study revealed a strong correlation and statistical significance between modernisation and socialisation of street vending activities under a dynamic change of human economic situation. The coefficient determination 0.458^*; 0.535^{**} and 0.562 is significant at 0.001^{**}; 0.002^{**} and 0.011. The discovery supports local enterprises and societal transformations in the context of transportation planning. Stakeholders, decision-makers, future researchers, transportation planners, and other regulatory agencies will benefit from this research.

Keywords: Effectiveness and inefficiency, regulatory legislation, street vending, right of way, building encroachments.

INTRODUCTION

Modernisation is the science of changing; and improving commercialization, industrialization, nation's economics in a technological world frame. Modernisation as the leading partner in shaping economic opportunity, and many persons living in poverty can make their livelihood through small-scale business. Modernization and socialization have contributory and economic values that directly or indirectly impact people's livelihoods. This study utilises ideal modernisation and socialisation under social-economic value chain, and the community-derived active and non-active opportunities. Modernisation as the leading partner in shape the economic opportunity, many persons living in poverty are able to make their livelihood through small-scale companies. Cities must balance their social, economic, physical, and environmental needs(A. M. Eya et al., 2022). To make cities more sustainable, it's important to create safe jobs and opportunities for entrepreneurs.(A. M. Eya et al., 2022).

Street businesses are important in investigating business opportunities because they involve individual participants in productive activities, generate revenue, and support family standards of life (Aun, 2022). Roadways of lucrative places include social and commercial areas, and are mostly supported by land formation and transportation infrastructure (Hasan et al., 2018), (Raza et al., 2022). 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 (Gamieldien & van Niekerk, 2017).

However, street vendors in South Africa face a variety of social, economic, and political challenges. The value chain surrounding agriculture to boost productivity, and economic growth (Oyedele, 2018). However, 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 (United Nations Department of Economic and Social Affairs, 2023). The aim of this study is to examine modernistic and socialistic approaches to human livelihood for sustainable development. The study objectives are as follows: First, to identify the influential component of modernization, and socialization associated with roadside trading. Secondly, evaluate the economic effects of Modernization and socialization on human livelihoods for sustainability. The study revealed a strong connection between Modernisation and socialization on human livelihoods for sustainability to boosting people's source of income and stimulating public life.

STUDY BACKGROUND

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 (Oyedele, 2018). People dressed in various costumes fill the streets, not only walking and riding, but also standing, sitting, squatting, and lying down; sleeping, cooking, eating, getting their hair cut or shaved; doing laundry, repairing bicycles or tyres, manufacturing items, sewing, playing, chatting, arguing, bargaining, and - even praying (Arch et al., 2013). (Rudskaia et al., 2020) developed a conceptual framework for the evolution of non-stationary trade in cities.

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 (Salotti et al., 2018), although employing less than half of the workforce. These scenarios undermine diversification promises made in the Economic Recovery and Growth Plan (ERGP), National Economic Empowerment and Development Strategy (NEEDS), and other programmes(Bank, 2006); neglecting vending operations as a feature of the informal sector worth engaging and diversifying into may prove to be a squandered opportunity. However, because of the global economic crisis, particularly in developing countries.

LITERATURE REVIEW

As a method of earning a livelihood for the urban poor, street vending has significantly contributed to the city's economy (Bhatt, 2018). 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 (Senthil & Kitchley, 2022). 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 (Ding & Kinnucan, 2011). Goals 8, 11, and the New Urban Agenda emphasise the need of a sustainable economy, accessibility, and the safety of communal space. 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 (Zhang et al., 2020).

Land use change is the path to solving the world's socioeconomic and environmental problems (County et al., 2019). 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. The political history and institutional processes that gave rise to democratisation and decentralisation supported the growth of street hawking in Kampala, Uganda (Young, 2017). In the framework of the informal economy, street selling adds an extra job to formal employment prospects (Gamieldien & van Niekerk, 2017). 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).

Roadway development, on the other hand, has a significant impact on economic progress, income production, poverty reduction, establishing small-scale company fairness, and incorporation. Human activities abound, and shifting patterns of street vending help to reduce unemployment while also addressing economic, political, and social imbalances (Kamalipour & Peimani, 2019), (Peimani & Kamalipour, 2022). Roadside greenness increases the quality of life for both inhabitants and visitors, resulting in a favourable relationship between roadside greenness and mixed land use (Wu et al., 2022). The dynamic character of street vending operations may be utilised to assess the interplay between transport networks and land use (Gaol & Sutanto, 2022). 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 (M. A. Eya et al., 2019). Human activities abound, and shifting patterns of street vending help to reduce unemployment while also addressing economic, political, and social imbalances (Kamalipour & Peimani, 2019), (Peimani & Kamalipour, 2022). 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 (Deore & Lathia, 2019). 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 Cameronians decided to leave the nation for a better life in Cape Town, South Africa (Nyamnjoh, 2020).

Modernisation, information and communication technology are the acts of nations potentialities economic development (Temitope et al., 2022). However, these forms of commercialisation spread across countries and add values to nations economics. Modernisation is a form of social, economic, technological, cultural, and political forces operating in any given communities (Temitope et al., 2022). A successful, knowledgeable, and functional city cannot operate optimally in isolation from its environment. As such, a liveable city must balance social, economic, physical, and environmental needs (M. A. Eya et al., n.d.). Notwithstanding, a liveable city is weighted by the quality-of-life attributes that create an avenue international trade, multinational production, and international trade policy.

Figure.1 Open vending above and beneath Masaka pedestrian bridge. Nigeria

Figure.2 Commercial activities along Masaka-Keffi road. Nigeria

Location Theory

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.

The rapidly rising dominance of urban areas makes urbanisation one of the most important global trends of the twenty-first century (UN-Habitat, 2015). However, urbanisation is more than just a demographic or spatial phenomenon; it is a force that, if properly managed and deployed, has the potential to assist the world in overcoming some of its most pressing global challenges, including poverty, inequality, environmental degradation, climate change, fragility, and conflict, all of which are critical components of the 2030 Development Agenda(UN-Habitat, 2019). Urbanisation has far-reaching social, behavioural, political, economic, and environmental effects, but it also has an impact on consumption and production patterns, levels, and rates of urban socioeconomic change and expansion

Figure.3 Socialisation of vending engagement on Maraba pedestrian bridge, Nigeria

Figure.4 Human activities and traffic flows along Masaka-Keffi road, Nigeria

Landuse Model

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 (Xu et al., 2016), (Chen et al., 2022), (Cheng et al., 2020). 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. Previous research investigated the notion of informal street sellers, concentrating on their locations/settings, technology use, nationality, and kind of vending activities.
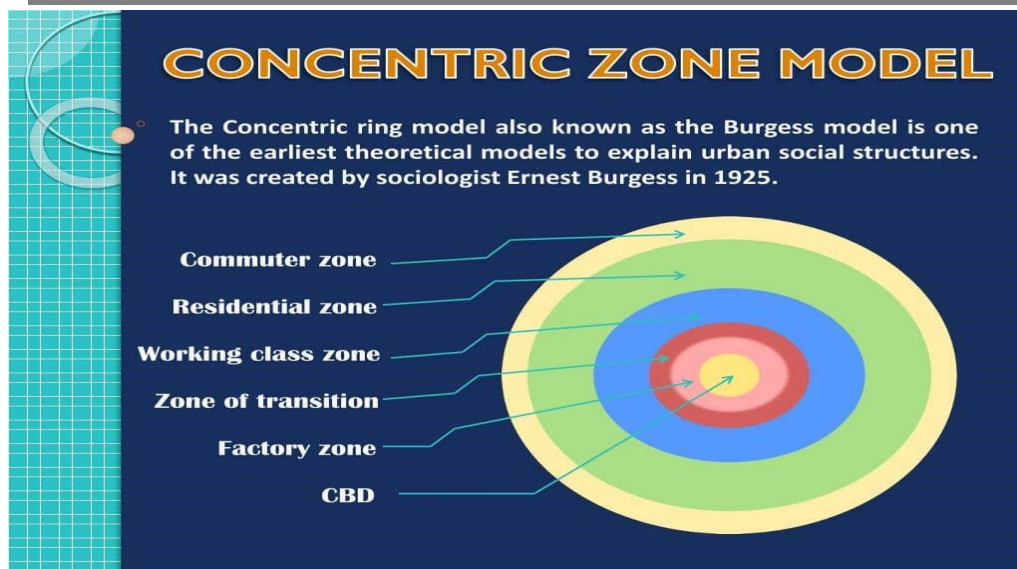
Figure.5 Concentric zone model

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 (Cheng et al., 2020). 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 (Reiffenstein, 2017).

Components of Modernisation

Modernisation works in accordance with the notion of improving nation such as industrialisation, urbanisation, secularisation, media expansion, increase literacy, and education

 a. The use of modern technology in business communication at high level

 b. Fast tracking businesses and industrialisation

 c. City growth and urbanisation

 d. Rise in per capita income

 e. High rate of literacy

 f. Social mobility is an order of the day

Modernisation as a structure

 a. Modernisation liberalised society as an industrial community

 b. Modernised society is characterised by social, economic, cultural, political, and technological improvement.

 c. Modernisation is processes, and phenomena based on scientific and technological advancement.

 d. Cultural transformation is an element of modernisation where community provide traditional approach and adopts contemporary methods.

 e. Democratic associations. Modernisation increases literacy, and rate of urbanization as a cardinal element.

f. Mass education through public medias is an important facet of modernisation and socialisation.

g. Modernisation is associated with good leadership which share a common civic, right and political will, social rights, and resources mobilisation.

h. Modernisation is a developmental and continuous process accelerated with planning and development

Sustainable Livelihood and Viable Social-Economic Trajectories

Nigeria can be recognised as an apex city under favourable locations for trading and sizeable topographical formation and yet quite number of populations involve in socioeconomic livelihoods activities that motivate people into business activities. However, a range of these cities vendors income strata improve existing generating demand for large quantity of goods and services. In addition, these cities based socioeconomic diversity is broaden by the likelihood of street vendor activities to some extents. These comparison benefit cities dwellers and cannot be weighed against individual or societal growth to limit the heterogeneity or complexity of occupational skills corresponding to other commercial activities.

Human capital investment in small scale enterprise creates an opportunity for city residence to raise funds for education and other daily needs without reliance on white collar job, notably in the unemployment sector. Regulating street vending activities in Nigeria is paramount important. Geographical locations, human resources and economic viability convey the potentiality for prospective economic continuity. Modernisation and socialisation actively tracking diverse livelihood and attempting to improve standard of living. Modernisation and socialisation in trading had taken petty capitalism compatible in Nigeria, been a mixed economy system of government (Deore & Lathia, 2019). However, some public institutions recognise street vendors as an essential part of urban economies worldwide whereas the reverse is a case in Nigeria.

The economic disruption during the execution of the structural adjustment program, a lot of adult Cameronians resolved to cross out of the country for a better living in Cape Town, South Africa (Nyamnjoh, 2020). According to (Planning & Campus, n.d.), the following elements influence street trading: location, economic, choice, accommodation; and social component. Nonetheless, the researchers focused on stationary and mobile vendors. Poor physical development plans and enforcement orders in metropolitan areas lead to uncoordinated open green spaces (A. M. Eya et al., 2022).

Urban forms correspond to spatial structure of towns, which have been deliberately changing as a result of economic and socialisation in respond to attitudes and approaches of urban planning (Song et al., 2018). A proportional sampling technique was used. Twenty questionnaires were distributed in each study location along roadside vendors. The data collected from street vendors was statistically estimated. A multi-complex quantitative technique, including site visits and semi-structured interviews with important respondents, was employed.

METHODOLOGY

The study concentrated on the Masaka, Ado, and Maraba Karu regions along the Keffi-Abuja Highway in Nasarawa State, Nigeria. These areas were selected for their commercial potential and proximity to Nigeria's capital, Abuja. The research sites were chosen in part because economic activity is concentrated on the sides. The data obtained from street vendors was statistically estimated. A case study of Karu in Nasarawa State, Nigeria. The study was undertaken in September 2023. Karu was identified as one of the most enticing local and global investors for Nigerian businesses.

It has been documented that the Karu area of Nasarawa attracted more than just vendors; the area is known as the largest suburb and houses 30% of the federal civil servants working in Abuja, the federal capital territory, with cultural indicators of success from both a political and hospitality management standpoint (Adama, 2020). Franklin, (2018) employed a structured questionnaire and stratified sample to assess the economic impact of street sellers. He discovered that street vending has a significant positive impact on individuals' political, social, and economic well-being. Rahayu et al., (2019). used partial least squares to assess how stabilisation affects

street vendors' welfare, livelihood, and location.

Jolaoso & O. A, (2021) used primary data based on stratified random sampling and employed descriptive statistics to analyse the data. Based on the previous research and the suitability of statistical models used, this study found that models will fit the analysis. Notwithstanding, the variables used for this study may slightly varies with previous study but, the statistical approach is more widely used for academic and business research.
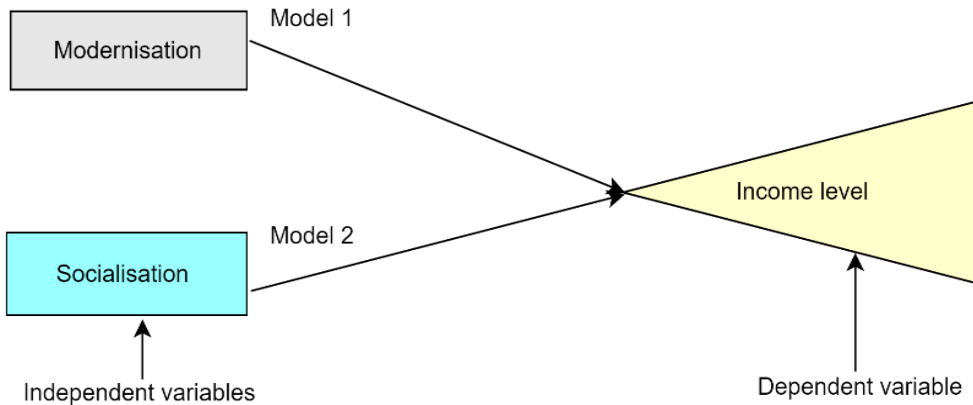

Figure.1. Hypothesis tests

Research Hypotheses

H_0. Does urban modernity have no influence on street vendors' incomes?

H_0. Does urban socialisation have no influence on street vendors' income?

RESULTS AND DISCUSSION

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. The vending trend or length, education background, and funding sources for vending operators. The effect of urban modernity on street vendors' income varies. Unlicensed street vendors frequent public places, causing arguments and problems for residents, passers-by, and business owners. Urban culture influences purchasing habits, especially among low-income consumers seeking low-cost goods and services. Access to formal financial services (microfinance) is limited, which affects street vending.

Low-income consumption and resistance work together to attenuate the effects of urban culture on street vending. Lack of microfinance has a positive impact on street vending. Understanding these dynamics can assist policymakers in striking the appropriate balance between economic viability, social well-being, and long-term urban expansion. Income research of street vendors reveals the diverse social and economic repercussions in metropolitan settings. However, difficulties exist, such as changes in consumer demand and increased competition as a result of unemployment. Nonetheless, urban modernism and socialisation have an impact on street hawkers' behaviours, revenue, and livelihood. Recognising the cultural, economic, and social aspects of street vending is essential for inclusive and sustainable urban development.

Socio-economic Characteristics of Street Vendors

Table 1 Trends of street vendors

Duration of vending (Years)	Category of vendors	No	Percentage
0-5 Years.	Food/drinks	9	30

6-10 Years	Household goods	12	40
11-15 Years	Electronic/ICT	6	20
16-20 Years	Fashion/Accessories	3	10
21-25[+] Above	Books, journals, magazines	0	0
Total		30	100%

Source: Survey, 2023

The information presented above represents the duration of individual participation in the vending operation. This indicates that the majority of respondents were aged five to ten. However, 64% of this group is much greater than the time frame covered.

Table 2 Monthly profit ranges

S/No.	Daily profit range in Nigeria Naira (N)	Number of Respondents	
		No	(%)
1	100 – 500	6	20
2	600 -1000	10	33
3	1100-1500	5	17
4	1600 – 2000	3	10
5	2100 – 2500	2	7
6	26000 – 30000	2	7
7	31000 – 35000	1	3
8	36000 above	1	3
Total		30	100%

Source: Survey, 2023

The above table shows the monthly profit per vendor. This means that 80% of the vendors earned less than the thirty thousand (N30,000) naira national minimum wage in Nigeria. The implication is that vendors require assistance from both the government and the business sector, as well as access to local resources like community banks and savings. Vendors benefits varies based on location, type of goods or services provided, and monthly revenue. Profits from daily and monthly sales significantly impact the livelihoods of street vendors. Street vendors offer a significant source of income for their families. They provide food, pay for school, and support their families.

Table 3 Educational qualification of street vendors

S/No	Qualification	Number of respondents	(%)
1	Others (Informal education)	5	17
2	Primary school certificate	5	17
3	Junior secondary school	5	17

4	Senior secondary school	10	33
5	Diploma/National certificate for education	4	13
6	B.Sc. degree	1	3
7	M.Sc. degree	0	00
8	Doctorate (Ph. D)	0	00
	Total	30	100%

Source: Survey, 2023

Table 4 Sources of funds

S/No.	Source	Number/frequency	Percentage (%)
1	Personal savings	8	26
2	Family loans	5	17
3	Family and friends' donations	4	13
4	Peer group	0	00
5	Community loan	3	10
6	Cooperative	3	10
7	Skill/Empowerment Programme	5	17
8	Bank loan	2	7
Total		30	100%

Source: Survey, 2023

Figure.1. Beggary and ding on pedestrian bridge, Maraba, Nigeria

Source: Survey, 2023

Figure.2. socialisation and commercialisation along Melaka museum street. Melaka, Malaysia

Source: Survey, 2023

The figure 5 explained how beggars and vendors occupied pedestrian bridge as a location point for begging to sustain their living. Figure present social street mobility, a part of recreational activity along Hilar Badar street Melaka City, Malaysia. This system has been considered illegal by the Federal government of Nigeria. Figure 6 present another form of socialisation by using Rickshaw to convey visitor to Melaka City museum in Malaysia. In light of the present global economic crisis, the inference is that the little amount of money earned by the vendor can be used for other domestic Affairs.

Table 5 Measurable dimension liveability.

Goal	Common factor	Functional economic and safety	Physical
Modernisation and competitiveness	Urban corridor	Enterprises need access to the labour force and cities mobility	Cars and mini taxis
Globalisation and living environment	Urban density	A variety between the community with respect to the level of access to cultural facilities, and non-shopping facilities	Single family car, and bicycles.
Industrialisation and sustainable growth	Global warming	Access to self-employment by cars and cyclist	Luxury buses
Food security and social cohesion	Community and Neighbourhood	Pedestrian and cyclists need access to daily shopping, social services, and sporting facilities	Tricycle and shuttle buses

Source: Adapted from (UN-Habitat, 2019)(Sproull, 2020)(Alderton et al., 2021)

Measuring liveability allows us to create better, healthier, and more inclusive cities. Liveability encompasses various aspects that have a direct impact on vendors' quality of life by identifying key characteristics and implementing data-driven strategies. These elements include money, environmental behaviour, services, safety, and social well-being.

Table 6 Five Likert scale measures

MDSN1	MDSN2	MDSN3	MDSN4	MDSN5	MDSN	SOSN1	SOSN2	SOSN3	SOSN4	SOSN5	SOSN	INCM1	INCM2	INCM3	INCM4	INCM5	INCM
3	3	2	5	4	3.4	2	2	3	4	3	2.8	4	5	3	4	3	3.8
4	4	2	5	4	3.8	3	1	3	3	5	3	3	3	3	3	5	3.4
4	4	1	4	5	3.6	2	2	2	4	3	2.6	2	2	3	4	5	3.2
4	4	2	4	4	3.6	2	2	3	5	4	3.2	3	3	3	5	4	3.6
3	3	2	5	4	3.4	2	2	2	3	4	2.6	2	2	2	3	4	2.6
5	5	5	5	5	5	3	2	3	4	5	3.4	3	2	3	4	5	3.4
5	4	2	4	3	3.6	2	2	3	3	4	2.8	2	2	3	3	4	2.8
3	4	1	4	5	3.4	2	2	2	4	3	2.6	2	2	2	4	3	2.6
5	3	2	4	5	3.8	3	2	3	3	5	3.2	3	2	3	3	5	3.2
3	4	2	4	4	3.4	3	2	2	4	5	3.2	2	2	2	4	5	3.2
4	4	2	4	4	3.6	2	3	2	3	4	2.8	4	5	2	5	5	4.2
4	3	1	4	5	3.4	2	2	3	2	5	2.8	2	2	3	2	5	2.8
5	2	2	5	4	3.6	2	3	2	4	2	2.6	2	3	2	4	2	2.6
3	4	1	4	4	3.2	2	3	3	2	2	2.4	2	3	3	2	2	2.4
4	3	1	5	4	3.4	4	3	1	2	3	2.6	4	3	1	2	3	2.6
4	4	2	4	4	3.6	2	2	3	3	3	2.6	3	4	3	5	4	3.8
4	4	2	3	5	3.6	2	2	2	5	3	2.8	2	2	2	5	3	2.8
3	4	2	4	4	3.4	2	3	4	5	3	3.4	2	3	4	5	3	3.4
5	5	2	4	4	4	3	2	2	4	5	3.2	3	2	2	4	5	3.2
3	3	2	4	5	3.4	3	3	2	3	5	3.2	3	3	2	3	5	3.2
2	4	3	4	4	3.4	2	2	3	4	3	2.8	2	2	3	4	3	2.8
4	3	2	5	4	3.6	3	4	3	4	5	3.8	3	4	3	4	5	3.8
5	4	2	4	5	4	3	4	2	3	4	3.2	3	4	2	3	4	3.2
2	3	2	4	5	3.2	2	3	3	2	4	2.8	2	3	3	2	4	2.8
5	5	1	5	5	4.2	2	3	4	4	5	3.6	2	3	4	4	5	3.6
3	3	1	4	5	3.2	3	2	3	3	3	2.8	3	2	3	3	3	2.8
5	5	2	5	5	4.4	3	3	3	4	3	3.2	3	3	3	4	3	3.2
3	3	5	4	4	3.8	3	2	3	5	4	3.4	3	2	3	5	4	3.4
5	2	2	3	4	3.2	2	2	3	3	3	2.6	2	2	3	3	3	2.6
4	4	1	4	4	3.4	2	2	3	4	2	2.6	4	5	3	5	2	3.8

Source: Author's analysis 2023

Coding data is crucial while preparing for SPSS analysis. However, it involves assigning numerical codes or labels to categorical variables in survey responses to facilitate statistical analysis. The dada coding MDSN, SOSN, and INCM presented in rows and columns with average mean values from 0 – 5. The mean values were transformed excels transformed in to SPSS for data analysis. The variable data are modernisation (MDSN); socialisation (SOSN); and Human livelihood which income dependency. The mean of each variable was computed using excel. The average mean ranges between 2.4 and 5.

Figure.3 Street vending and vehicular obstruction

Figure.4 Vending on open space

Statistical Analysis

able 7 Case summary

Case Processing Summary

		N	%
Cases	Valid	30	100.0
	Excluded[a]	0	.0
	Total	30	100.0

a. Listwise deletion based on all variables in the procedure.

Table 8 Reliability tests

Reliability Statistics

Cronbach's Alpha	Cronbach's Alpha Based on Standardized Items	N of Items
.702	.717	3

Table 9 Descriptive data analysis

Descriptive Statistics

	N	Range	Minimum	Maximum	Mean	Std. Deviation	Variance	Skewness		Kurtosis	
	Statistic	Statistic	Statistic	Statistic	Statistic	Statistic	Statistic	Statistic	Std. Error	Statistic	Std. Error
INCM	30	1.80	2.40	4.20	3.1600	.46505	.216	.295	.427	-.748	.833
MDSN	30	1.80	3.20	5.00	3.6200	.39076	.153	1.871	.427	4.491	.833
SOSN	30	1.40	2.40	3.80	2.9533	.35500	.126	.577	.427	-.514	.833
Valid N (listwise)	30										

The distribution is Skewed to the right, indicated the normal curved. The average of all data points and values presented in the table. Sorting data minimises the impact of outliers on the median value. The standard deviation shows individual data points deviate from the mean. The standard deviation indicates more variability. The interquartile range (IQR) showed lesser sensitivity to outliers than the entire range (figure 11). Skewness measured of the data distribution, indicated a positive skewed with a longer tail on the right. However, the distribution tilts to the right. Higher kurtosis indicates heavier tails, while lower kurtosis indicates lighter tails. Visualise the flow of data using histograms, box plots, and normal probability tables. We analysed trends, outliers, and deviations from normality.

Table 10 Case Summary

Case Processing Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
INCM	30	100.0%	0	0.0%	30	100.0%
MDSN	30	100.0%	0	0.0%	30	100.0%
SOSN	30	100.0%	0	0.0%	30	100.0%

The case processing summary shows that all variable data 100% entered without single value missing in the data transformation.

Table 11 Tests of Normality

Tests of Normality

	Kolmogorov-Smirnov[a]			Shapiro-Wilk		
	Statistic	df	Sig.	Statistic	df	Sig.
INCM	.181	30	.014	.940	30	.092
MDSN	.254	30	<.001	.811	30	<.001
SOSN	.234	30	<.001	.908	30	.013

a. Lilliefors Significance Correction

The test of normality explains if the data are spatially or not spatially distribution. The table shows that the data are not normally distributed therefore, nonparametric and polytomous universal model (PLUM) is statistics more explainable.

Table 12 Spearman's correlations

Correlations

			INCM	MDSN	SOSN
Spearman's rho	INCM	Correlation Coefficient	1.000	.458*	.535**
		Sig. (2-tailed)	.	.011	.002
		N	30	30	30
	MDSN	Correlation Coefficient	.458*	1.000	.562**
		Sig. (2-tailed)	.011	.	.001
		N	30	30	30
	SOSN	Correlation Coefficient	.535**	.562**	1.000
		Sig. (2-tailed)	.002	.001	.
		N	30	30	30

*. Correlation is significant at the 0.05 level (2-tailed).
**. Correlation is significant at the 0.01 level (2-tailed).

Table 13 Summary item statistics

Summary Item Statistics

	Mean	Minimum	Maximum	Range	Maximum / Minimum	Variance	N of Items
Item Means	3.244	2.953	3.620	.667	1.226	.116	3
Item Variances	.165	.126	.216	.090	1.716	.002	3
Inter-Item Covariances	.073	.060	.081	.021	1.344	.000	3
Inter-Item Correlations	.458	.331	.554	.223	1.674	.011	3

Table 14 Intraclass correlation coefficient

Intraclass Correlation Coefficient

	Intraclass Correlation[b]	95% Confidence Interval		F Test with True Value 0			
		Lower Bound	Upper Bound	Value	df1	df2	Sig
Single Measures	.440[a]	.217	.651	3.357	29	58	<.001
Average Measures	.702[c]	.454	.848	3.357	29	58	<.001

Two-way mixed effects model where people effects are random and measures effects are fixed.

a. The estimator is the same, whether the interaction effect is present or not.

b. Type C intraclass correlation coefficients using a consistency definition. The between-measure variance is excluded from the denominator variance.

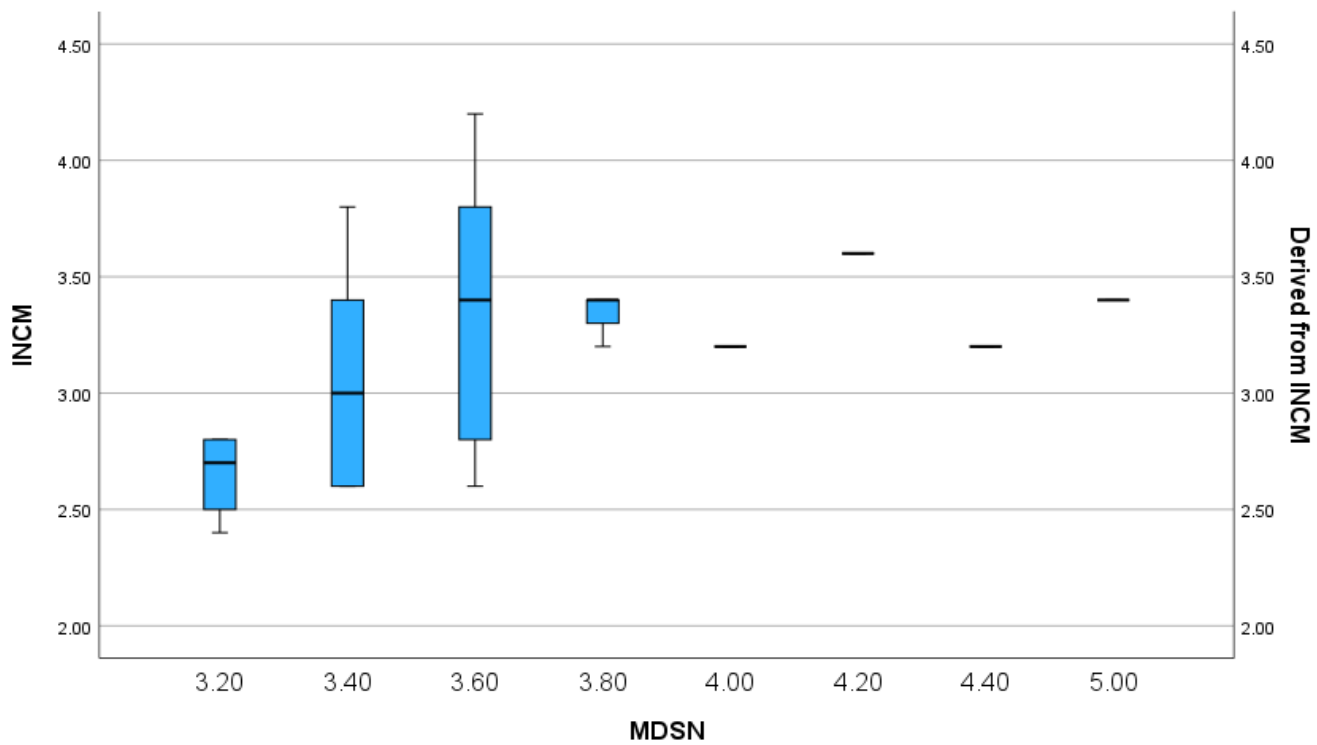c. This estimate is computed assuming the interaction effect is absent, because it is not estimable otherwise.

Figure.5. Normal Quartile-Quartile Plots

DISCUSSION OF RESULTS

The Spearman's correlation coefficient which describes the strength and direction of relationships between the study variables. We tested the variables measurements and the data were 100% valid. For the reliability, we also tested the instrument measured, and the result was accurate. All the variable entered without no single item missed or excluded. All variables entered correctly. The validity and reliability of statistical analysis shows that the Cronbach's Alpha 0.861 and the Cronbach's Alpha based on standardised item is 0.856 indicated 100% validity, and 90% reliable. The model fitting data indicated 93.917 at 0.001** significance level. The results show that, the model is fitted to the study.

We used descriptive statistics to determine the mean, minimum and maximum value; the standard deviation as well as the skewness and kurtosis. As the decrease, the minimum and maximum values increase. The income value is skewed to the right which clearly shows that, poverty is one of the strongholds street vending activities along corridor roads. We used Nonparametric tests to test the research hypothesis. The transformed variables include income (INC) which is the dependent variable while employment and education (EMP, EDU) are the independent variables. The test summary shows that, the one sample Chi-Square test at 0.022; 0.030, and 0.048. However, based on this, we rejected the null hypothesis.

The INCM value < 1.000 shows that there is a strong and positive correction between INCM; MDSN; and SOSN: The coefficient determination 0.458*; 0.535** and 0.562 is significant at 0.001**; 0.002** and 0.011. The MDSN is positively correlated with INCM; MDSN; and SOSN at 0.458*; 1.000; and 0.562** with 0.011, and 0.001** significant level. The SOSN correlation coefficient 0.535**; 0.562**, and 1.000 at 0.002**, and 0.001** significant level indicates that the is fit. 98% of the total variation in the dependent variables that is explained in the independent variables.

The Spearman's correlation value for INCM 1.000. shows that 99% changes are captured by MDSN and SOSN collectively. This also shows that the model aa a good fit. The Durbin Watson statistic estimates the relationship of autocorrelation in the residuals. The Kolmogorov-Smirnov[a] shows a significant relationship among the three variables while, Shapiro-Wilk indicated that INCM is statistically significant but < 0.05 level of determination. Therefore, the fitted Spearman line result showed that there is positive evidence of autocorrelations as indicated by the Kolmogorov-Smirnov.

Effects of Modernisation on the Socio-Economic Livelihoods Structure of Contemporary. Society Cultural and Social Life: Modernisation is responsible for addition issues and attachment of peer group, are the serious symptoms of street trading along roadways.

a. **Creation of Various Social Problems:** Poverty, over population, high crime rate, high density of population, traffic problems are at the forefront of modern society challenges.

b. **Community and Society Structure:** Every stage of life, there is the effects of Modernisation. Social, economic associated with human livelihood for sustainability.

c. **Global Warming, Pollution and Social Changes:** Social changes modify the social construction and structure of society.

Ways of Improving Liveability

Ensures adequate and safe working environment: Providing a secure and welcoming working environment for street vendors is vital to their health, economic stability, and the overall vibrancy of urban communities. Collaborative efforts, education, and policy reforms are crucial to creating a favourable environment for street vendors. We can build successful and inclusive cities by recognising their economic contributions and ensuring their safety. Improve living standard and public health: Improving the living conditions and public health of street vendors is critical to developing vibrant, inclusive, and humane cities. A balanced approach that economically empowers street vendors while protecting public safety and acknowledging their cultural contributions is critical for building thriving cities. Ensure functional and active transportation network:

Developing a functional and dynamic transport network is crucial for assisting street vendors and promoting vibrant urban areas. A well-designed transit network that takes into account walkers, bicyclists, and street vendors helps to create a more lively, sustainable, and people-centered urban environment. Public access to power and other social services: Giving street vendors access to operate and other basic social services is critical for their health, economic stability, and general contribution to city life. Advocating for fair regulations and recognising suppliers' efforts can result in improved access to resources and services. Creating dedicated vending outlets in underprivileged areas can create business opportunities while also boosting access to food and other commodities. Furthermore, empowering street vendors by fair policies, acknowledging their contributions, and providing access to essential services can result in more resilient and vibrant urban settings.

CONCLUSION

Geographical locations, human resources and economic viability cannot be overemphasis because, modernisation increases economic growth, increase population and economic output, improve health care convey the potentiality for prospective economic continuity.

Modernisation and socialisation increase pollution and urban crime, loss of traditional and cultural values, displace of people from their ancestral home. A significant the number of schools going age involve out of necessity. However, the absence of street vending opportunities would make them more vulnerable to social crime and community violence.

The study areas can be used as a tool for modern economic growth and individual life pattern for securing healthy and liveable environment 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 research predictions are probabilistic, not deterministic, and all of them were correct. However, the outcomes of the studies in this study provide reasonable confidence that the predictions offered were significantly closer to the findings. The degree to which these expectations prove correct is a powerful test of the dependability and validity of modernity and socialisation in the current act of roadside commerce. These

findings could be used as an approach for addressing modern economic development Acts, as it's been practice in Nigeria. Based on this, the study 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 or unregulated building extension, encroachment and unofficial allocation of public space to commercial vending sites in most African countries.

ACKNOWLEDGMENT

Disclosure statement

No potential conflict of interest was reported by the author(s).

FUNDING

Data availability statement

The data that support the finding of this study are available from the corresponding author upon reasonable request

REFERENCES

1. Adama, O. (2020). Abuja is not for the poor: Street vending and the politics of public space. Geoforum, 109(October 2019), 14–23. https://doi.org/10.1016/j.geoforum.2019.12.012
2. Alderton, A., Higgs, C., Davern, M., Butterworth, I., Correia, J., Nitvimol, K., & Badland, H. (2021). Measuring and monitoring liveability in a low-to-middle income country: a proof-of-concept for Bangkok, Thailand and lessons from an international partnership. Cities and Health, 5(3), 320–328. https://doi.org/10.1080/23748834.2020.1813537
3. Arch, P. M., Design, C., Gov, A. A., & Arch, P. S. M. (2013). Street and Human Activity. 2(8), 695–704.
4. Aun, I. I. (2022). Effect of Street Entrepreneurship Transformation on Small and Medium Enterprises Performance. Journal of Management, Economics, and Industrial Organization, 81–97. https://doi.org/10.31039/jomeino.2022.6.1.5
5. Bank, W. (2006). Joint Ida-Imf Staff Advisory Note. 38131.
6. Bhatt, B. V. (2018). a Study of a Study of Street Vending Activities in the South East. International Journal of Civil Engineering, 7(3), 1–10.
7. Chen, J., Pellegrini, P., Xu, Y., Ma, G., Wang, H., an, Y., Shi, Y., & Feng, X. (2022). Evaluating residents' satisfaction before and after regeneration. The case of a high-density resettlement neighbourhood in Suzhou, China. Cogent Social Sciences, 8(1). https://doi.org/10.1080/23311886.2022.2144137
8. Cheng, Z. A., Pang, M., Pavlou, P. A., Cheng, Z. A., Pang, M., & Pavlou, A. (2020). Mitigating Traffic Congestion : The Role of Intelligent Transportation Systems Mitigating Traf fi c Congestion : The Role of Intelligent Transportation Systems. May.
9. County, K., Abuya, D., Oyugi, M., & Oyaro, E. (2019). Management of the Effects of Land Use Changes on Urban Infrastructure Capacity: A Case Study of Ruaka Town, Kiambu County, Kenya. Civil and Environmental Research, 8(4), 158–190. https://doi.org/10.7176/cer/11-7-03
10. Deore, P., & Lathia, S. (2019). Streets as public spaces: Lessons from street vending in ahmedabad, india. Urban Planning, 4(2PublicSpaceintheNewUrbanAgendaResearchintoImplementation), 138–153. https://doi.org/10.17645/up.v4i2.2058
11. Ding, L., & Kinnucan, H. W. (2011). This document is discoverable and free to researchers across the

globe due to the work of AgEcon Search . Help ensure our sustainability . Journal of Gender, Agriculture and Food Security, 1(3), 1–22.

12. Eya, A. M., Sinniah, G. K., Junaidu, A. M., & Zubairu, M. (2022). Comparing Environmental Management and Cities Sustainability As a Basis for Sustainable Development in Nigeria. Planning Malaysia, 20(2), 359–372. https://doi.org/10.21837/pm.v20i21.1119

13. Eya, M. A., Sinniah, G. K., Shah, M. Z., & Hashim, A. (n.d.). MEASURING TRAVEL TIME RELIABILITY VARIABLES IN A NON-SIGNAL HIGHWAY TRAFFIC ROUTE. 12(7), 1352–1370.

14. Eya, M. A., Sinniah, G. K., Shah, M. Z., & Hashim, A. (2019). ASSESSING MEASURES OF HIGHWAY TRAFFIC FLOW WITH TRAVEL TIME RELIABILITY BASED ON TRAVEL TIME INDEX . An in-depth literature review . 1–9.

15. Franklin, A. A. (2018). The Economic Impact on Street Vending in Nigeria: A Study of Bayelsa State. IIARD International Journal of Economics and Business Management, 4(6), 10–20. www.iiardpub.org

16. Gamieldien, F., & van Niekerk, L. (2017). Street vending in South Africa: An entrepreneurial occupation. South African Journal of Occupational Therapy, 47(1), 24–29. https://doi.org/10.17159/2310-3833/2017/vol47n1a5

17. Gaol, B. L., & Sutanto, I. S. (2022). Development of Transportation System and Land Use Interaction Scenario on the Development of Utilization in West Java International Airport Using System Dynamics Approach. International Journal of Engineering Advanced Research, 4(2), 34–47. http://myjms.mohe.gov.my/index.php/ijearJournalwebsite:http://myjms.mohe.gov.my/index.php/ijearhttp://myjms.mohe.gov.my/index.php/ijear

18. Hasan, M., Ganguly, B., Chowdhury, S. R., Rahman, G. A., Sami, S., Sultana, J., Kafy, A.-A., & Das, A. (2018). Analyzing the Impact of Land Use and Roadside Informal Activity on Transportation System: A Case Study in Rajshahi City Corporation, Bangladesh. International Journal of Transportation Engineering and Traffic System, 4(2), 18–31.

19. Hove, M., Ndawana, E., & Ndemera, W. S. (2020). Illegal street vending and national security in Harare, Zimbabwe. Africa Review, 12(1), 71–91. https://doi.org/10.1080/09744053.2019.1685323

20. Jolaoso, A. B., & O. A, O. (2021). Significance of Informal Trading Activities in The Emergence of Urban Spatial Vernacular: Case Study of Lagos Island, Nigeria. Local Wisdom : Jurnal Ilmiah Kajian Kearifan Lokal, 13(1), 112–125. https://doi.org/10.26905/lw.v13i1.5177

21. Kamalipour, H., & Peimani, N. (2019). Negotiating space and visibility: Forms of informality in public space. Sustainability (Switzerland), 11(17). https://doi.org/10.3390/su11174807

22. Nyamnjoh, H. M. (2020). Entrepreneurialism and innovation among Cameroonian street vendors in Cape Town. African Identities, 00(00), 295–312. https://doi.org/10.1080/14725843.2020.1777085

23. Oyedele, O. A. (2018). A study of control measures of building collapse in Lagos State , Nigeria A Study of Control Measures of Building Collapse in Lagos State , Nigeria (9284) Olufemi Oyedele (Nigeria) FIG Congress 2018 Embracing our smart world where the continents conne. 9284.

24. Peimani, N., & Kamalipour, H. (2022). Informal Street Vending: A Systematic Review. Land, 11(6), 1–21. https://doi.org/10.3390/land11060829

25. Planning, R., & Campus, E. (n.d.). DETERMINANTS OF URBAN ROADSIDE TRADING IN ENUGU METROPOLIS Juliet Ibekwe 1 and Christopher M. Anierobi 2. 6, 1–13.

26. Rahayu, M. J., Buchori, I., & Widjajanti, R. (2019). The need for the improvement of street vendors management in public spaces at surakarta city. Planning Malaysia, 17(2), 146–157. https://doi.org/10.21837/pmjournal.v17.i10.636

27. Raza, A., Safdar, M., Zhong, M., & Hunt, J. D. (2022). Analyzing Spatial Location Preference of Urban Activities with Mode-Dependent Accessibility Using Integrated Land Use–Transport Models. Land, 11(8). https://doi.org/10.3390/land11081139

28. Reiffenstein, T. (2017). Concentric Zone Theory. The Wiley-Blackwell Encyclopedia of Social Theory, 1–2. https://doi.org/10.1002/9781118430873.est0440

29. Rudskaia, E., Eremenko, I., Tekucheva, S., & Kovalenkova, O. (2020). Non-stationary trade objects: New network types of territorial development. E3S Web of Conferences, 164. https://doi.org/10.1051/e3sconf/202016409038

30. Salotti, J., Fenet, S., Billot, R., El Faouzi, N. E., & Solnon, C. (2018). Nigeria National Bureau of statistiics. Proceedings - International Conference on Tools with Artificial Intelligence, ICTAI, 2018-Novem, 846–853. https://doi.org/10.1109/ICTAI.2018.00132

31. Senthil, M., & Kitchley, J. L. (2022). Reviewing the Physical and Non–Physical Attributes of Collector and Local Streets: a Case Study of Mylapore, Chennai. Journal of Engineering Science and Technology, 17, 90–103.

32. Song, Y., Long, Y., Wu, P., & Wang, X. (2018). Are all cities with similar urban form or not? Redefining cities with ubiquitous points of interest and evaluating them with indicators at city and block levels in China. International Journal of Geographical Information Science, 32(12), 2447–2476. https://doi.org/10.1080/13658816.2018.1511793

33. Sproull, B. (2020). The Strategic Plan. The Secret to Maximizing Profitability, 175–183. https://doi.org/10.4324/9780367815301-14

34. Temitope, A., Muritala, A. O., & Ayanlere, O. F. (2022). INTERNATIONAL JOURNAL OF WOMEN IN TECHNICAL EDUCATION AND EMPLOYMENT (IJOWITED) The Effect of Street Trading on the Urban Environment. 3(1), 1–11.

35. UN-Habitat. (2015). Updated HCPD Format: Habitat Country Programme Document Nigeria: 2015 – 2017 (Aligned with UNDAF cycle). 2017(August 2015), 1–36.

36. UN-Habitat. (2019). Sustainable Development Goal 11 - Make cities and human settlements. Monitoring framework. A Guide to Assit National and Local Governments to Monitor and Report on SGD Goal 11+ Indicators. https://sustainabledevelopment.un.org/sdg11

37. United Nations Department of Economic and Social Affairs. (2023). UNDESA World Social Report 2023: Leaving No One Behind In An Ageing World.

38. Wu, W., Chen, W. Y., Yun, Y., Wang, F., & Gong, Z. (2022). Urban greenness, mixed land-use, and life satisfaction: Evidence from residential locations and workplace settings in Beijing. Landscape and Urban Planning, 224(April), 104428. https://doi.org/10.1016/j.landurbplan.2022.104428

39. Xu, Y., Shaw, S. L., Zhao, Z., Yin, L., Lu, F., Chen, J., Fang, Z., & Li, Q. (2016). Another tale of two cities: Understanding human activity space using actively tracked cellphone location data. Annals of the American Association of Geographers, 106(2), 489–502. https://doi.org/10.1080/00045608.2015.1120147

40. Young, G. (2017). From protection to repression: the politics of street vending in Kampala. Journal of Eastern African Studies, 11(4), 714–733. https://doi.org/10.1080/17531055.2017.1378448

41. Zhang, D., Liu, X., Lin, Z., Zhang, X., & Zhang, H. (2020). The delineation of urban growth boundaries in complex ecological environment areas by using cellular automata and a dual-environmental evaluation. Journal of Cleaner Production, 256, 120361. https://doi.org/10.1016/j.jclepro.2020.120361