Assessment Of Market Facilities And Locational Effects On Adjoining Neighborhoods In Nigerian Urban Centers: Empirical Evidence From Akure, Nigeria

Adeyinka S. A., Kuye O. A., Agbabiaka H. I.

Abstract: There is the need for people to buy and sell and transact their businesses in a way that life can go on normally. This study examined the markets facilities level and locational effects on adjoining neighbourhoods in Akure Township. Both primary and secondary data types were employed in the study; primary data were collected through the administration of questionnaire on traders and patrons/buyers in the markets, and residents of adjoining neighbourhoods and personal observation. Secondary data were collected from government publications. Data collected were analysed using descriptive statistical methods which included frequency counts and Likert's scale to analyse the satisfaction of traders and patrons on the facilities in the markets and severity of locational effects on residents of adjoining neighbourhoods. Findings from the study showed that facilities such as parking spaces, fire extinguishers, circulation spaces within the markets, trading spaces, safe area for children, perimeter fencing and loading and off-loading bay were inadequately provided. While on-street display of goods, traffic congestion, air pollution, on-street parking due to inadequate parking spaces were the severely perceived locational effects. The study concluded that facilities in the markets were inadequate and that markets constitute nuisances to the adjoining areas. It hereby recommends that markets in the study area be provided with the required level of facilities to prevent future urban problems.

Keywords: Adjoining neighbourhoods, market facilities, patrons, traders, market facilities.

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1.0 INTRODUCTION

Cities and towns like any human settlement are subject to various types of forces, physical, economic, social and administrative which influence their forms and structures (Adeleye and Olayiwola, 2006). Unprecedented rates of urbanisation have been witnessed in many developing regions during the second half of the twentieth century. Half the people of the developing world are expected to live in urban areas by the year 2015 (International Labour Organization, 2001). These demographic trends have important implications for urban employment and poverty, and also for strategies to provide basic infrastructure and services to the largest number. Inadequacy of infrastructure or non-functioning infrastructure threatens the environment, health, and safe living and working conditions (Urban Poverty Partnership (UPP), Draft, 1994). The central points of this study are to assess the markets facilities and their locational effects on adjoining neighbourhoods in an urban area. Market as used in this study connotes an authorized public concourse of buyers and sellers of commodities meeting at a place more or less strictly limited or defined at an appointed time (Holder and Ukwu, 1969; Omole, 2002 cited in Omole 2009).

Market, according to World Bank (2009)) is any variety of systems, institutions, procedures, social relations and infrastructure whereby businesses sell their goods, services and labour to people in exchange for money. Markets play a vital role in the economic life of the people, and they are essential in the chain of commodity distribution. Nearly 30 to 40 percent of the population of a Yoruba town is engaged in trade and commerce (Filani 1994). The existence of markets in any town or city is expedient due to the facts that commercial activities are the back-bone of several economies (Fakere and Fadmiro, 2012). There is the need for people to buy and sell and transact their businesses in a way that life can go on normally. Fadamiro (2001); (2003a); (2005) recognized that the rapid growth of urban centres has generated management problems. The most important of these problems are encroachment of the open spaces environment and health issues including solid waste management, water supply, housing, traffic congestion and water pollution. Shonibare (1996); Fadamiro (1998; 2003b) also confirmed that the encroachment of the open spaces by markets and service industries as one of the greatest problems confronting Nigerian urban centres. It has been established that there is the need to understand that particularly in Nigeria, several markets are poorly planned or not planned at all. Most markets developed in a haphazard manner in close proximity with major roads, and in this regard, they tend to hinder the free flow of traffic which invariably disrupts the urban functionality and aesthetic qualities. Fakere and Fadimro (2012) established that appropriate siting and planning of markets will enormously project the image of the city. Akure is a medium size traditional Yoruba town that had been in existence before the colonial rule in Nigeria. With its status as Ondo State capital and Akure South Local Government Headquarters since 1976. The town is highly commercialized, with twelve markets all of which operate as daily markets due to urbanization. According to Kuye (2015) almost all, eleven out of twelve markets in the town are

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located within 1.5km radius from the town centre (palace); which is still within the 2.5km radius earlier defined by Fakere and Fadamiro (2012) as the core area of Akure. The markets have been poorly spaced, with the attendant planning implications could give rise to chaos in the town physical development now and in future. Thus, the need to explore the markets facilities and their locational effects on adjoining neighbourhoods in Akure, Ondo State, Nigeria.

2.0 LITERATURE REVIEW

Market serves as an institution for the exchange of goods and services; a place for actualizing economic desire (Callon 2003). According to Muli (2007), market is an arrangement that allows buyers and sellers to exchange goods and where people meet regularly in order to acquire, and or dispose-off, locally produced goods, imported goods and services. Markets could be categorized as traditional or modern, based on factors such as goods sold, services provided, and location, period of operation, physical settings among others (Mabogunje, 1968; Olayiwola, 1985; Bammeke et al, 2004; Cooper, 2008). Similarly, markets have been classified according to their temporal specialisation. This gives a particular market its unique characteristics. Thus, markets are divided into: daily, periodic and special markets (Bromley, 1971). According to him, daily markets form part of major market centres. Daily markets have a large volume of trade once or twice a week and share some characteristics of periodic markets. Periodic markets are held regularly on one or more fixed days each week or month in smaller market centres. Special markets are often held at annual fairs and may be held from one day to one week to three months. Cooper (2008) observed that in any settlement, the most popular traditional market is the king's market, which is adjacent to the palace. This is obvious in the city structure of Nigeria's traditional urban areas. The king's market usually predates every other ones. However, it is not necessarily the largest traditional market as things are changing from the traditional to the modern market (Muli, 2007). This view according to Cooper, (2008) is evident in the metropolitan areas where there are many markets established through urban planning to reduce congestion. He further opined that women are the predominant traders there, as trading is a good profession for women because it is so flexible. Daily markets are held between 8am and 6pm. This makes them popular, as they are open for the longest number of hours. Some daily markets specialize in the transaction of specific goods while some trade in a wide range (variety) of goods. These characteristics make buyers patronize them at any time of the day (Bohanna, 1964). According to Hodder and Ukwu (1969) one of the most striking features of daily markets which differentiates them from the periodic markets is that they show clear correlation in their location with the distribution and hierarchy of settlements. According to Balogun (2011), majority of traders in traditional markets operate on daily basis while only very few of the traders operate on periodic basis.

Facilities and Services to be considered in the Development of Markets

Balogun (2011) listed some facilities and services to be considered in the development of market centres as follow:

i) The access roads within the market must be motor able for ease of movement of people and goods, vehicles for loading and offloading of goods.
ii) There must be provision of adequate drainage system that is well maintained to guide against erosion at the market sites.
iii) There must be provision of adequate toilet facility for the market users.
iv) Adequate Parking spaces, loading and off-loading bays must be provided for to guide against on-street parking.
v) Provision of adequate shops and stalls to prevent on-street trading.
vi) Provision of hydrants in case of fire outbreak.
vii) Provision of adequate water supply.
viii) Social cultural facility in the markets.
ix) Provision of health care facility in case of emergency.
x) Provision of adequate waste disposal facility
xi) Provision of the security services to safeguard their properties.
xii) There should be market council of elders in place saddled with the responsibility of managing the markets.

Defects in the Market System

According to Food and Agriculture Organization of the United Nations (FAO) (1999) the defects of existing markets should next be defined as clearly as possible. They include:

I.   Physical problems
- Poor site location and road access. This is often the main issue. It becomes difficult to resolve where there are planned road improvements that would provide access advantages, but have not yet been carried out;
- insufficient sales space, particularly of temporary spaces at peak periods and during peak seasons, leading to produce being sold in the open, with consequent spoilage;
- the presence of poorly designed and constructed sheds, making the marketing process inefficient and inhibiting customer flow;
- a general lack of building and facilities maintenance;
- insufficient circulation space and traffic management measures, leading to vehicular and pedestrian congestion;
- lack of parking provision and areas for unloading;
- poor condition of roads and paving;
- inadequate drainage and severe flooding problems, leading to produce losses and potential health problems;
- inadequate site security and overnight storage facilities; and
- inadequate hygienic provision for meat, poultry and fish handling, including a lack of refrigeration facilities.

II.   Social and managerial problems
- difficulties in enforcing market bye-laws and regulations;
- an inefficient or uncontrolled use of market sales space with low sales
- volume per trader and, often, low rents or charges;
- a high, unmet, demand for places in the market, frequently combined with high-profit margins for traders; and

- market management which establishes no clear relationship between s revenues and costs, leading to the market being under-funded, especially for repairs and maintenance. (FAO, 1999).

3.0 THE STUDY AREA

Akure is a traditional Nigerian town and like other traditional Yoruba towns in the country, it has been in existence long before the advent of British colonial rule in the country. It is the capital city of Ondo State in the South Western part of Nigeria. It is located some 311km North East of Lagos, about 370m above sea level and lies between Longitude 5^0 15' and 5^0 18' East of the Greenwich Meridian and Latitude 7^0 15' and 7^0 17' North of the Equator (Fakere and Fadamiro, 2012). As at 1966, the city occupied an area extent of 36.55 square kilometers, 274.93 square kilometers in 1986 and 531.09 square kilometers in 2002 (Ogunbodede, 2007), this is due to multifarious activities performed by the town. The population of the city grew from 38, 852 in 1952 to 71,106 in 1963. Its population was estimated to be 144,544 in 1987, 148,880 in 1988, 153,347 in 1989 and 157,947 in 1990 (Ondo State Government, 1990). The 1991 national population census however, put the population of Akure at 239,124 and its estimated population in 1996 was 269,207 (National Population Commission, 1996) and increased to 360,268 according to year 2006 census estimate (Federal Bureau of Statistics, 2007). Hence, with the population increase the challenges of urban management in the city are expected to increase as well. The centre of Akure is the oldest residential portion of the city; it consists of the oldest structures in the city and is bounded by Oba Adesida road to the North, Oke Aro road to the West, Hospital Road to the East and Arakale Road to the South. The rapidity of the city's development within the last twenty-five years stemmed from the political status of the town which was initially a provisional headquarter and later a state capital and also serving as the seat of the Local Governments since 1976. In addition, the state has been classified as an oil-producing state while Akure has been classified as a Millennium Development City (Aribigbola, 2006). All these factors are expected to greatly influence the population growth of the city. Akure is a medium sized urban centre with potentials of increasing population growth and multiplicity of economic activities; hence it becomes very crucial to explore the existing facilities level and locational effects of markets to guide future decision towards organized markets and commercial activities in the town.
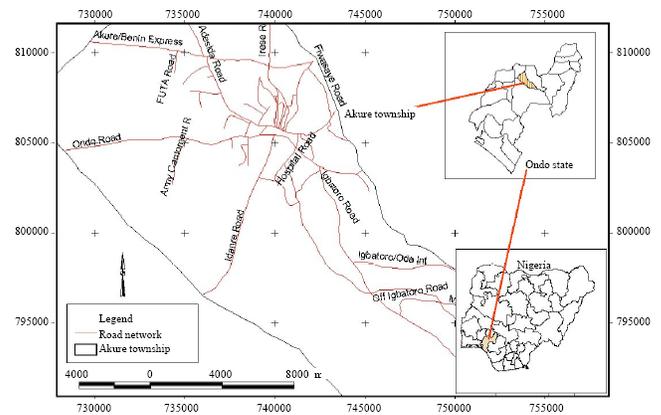

Figure 1: *Map showing the Study Area (Akure Township)*
Source: *Ministry of Physical Planning and Urban Development, Ondo State (2013).*

4.0 METHODOLOGY

The study utilized both primary and secondary data types: The primary data were obtained from the traders and buyers (shoppers) in the markets, and residents of adjoining neighbourhood within 500m radius to the markets and personal observations. Traders were selected on shop/stall on systematic random sampling basis such that every 10th shop/stall was selected in every recognised/registered market in Akure. This represents 10% of the sample frame (that is, of the total number of shops/stalls in the selected markets) totalling 2860 shops/shops. The first shop/stall surveyed in each market was randomly selected and subsequent unit of investigation was every 10th shop/stall in the selected markets. A total of 286 traders were selected for questionnaire administration. Buyers were selected using incidental sampling approach whereby 20 buyers were contacted in each of the twelve markets totalling 240 buyers for questionnaire administration. For the residence, samples were drawn such that the first building to be surveyed was selected at random every building and subsequent unit of investigation was every 10th building within the specified radius which represented 10%. A household head or any person above 21years was selected per building, totalling 152 residents selected for the study. The secondary were collected from Government publications. Data collected were analysed using both descriptive statistical methods such frequency counts and Likert's Scale.

5.0 DISCUSSION OF FINDINGS

Findings from the study are as discussed under the various sub-headings which include:

Facilities in the markets

The study established as summarized in Table 1 that 50.3% of the traders claimed that there were loading and off-loading spaces while 49.7% claimed that there were no loading and off-loading spaces in the markets. It revealed that 72.2% asserted that there were drainage facilities and 27.3% asserted that there were no drainages. The study further established that 99.3% affirmed that there was water supply and only 0.7% affirmed that there was no water supply. Similarly, 99.3% of the traders in markets maintained that there were toilets facilities while only 0.7%

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claimed that there were no toilets in the markets. Furthermore, 59.4% maintained that there were adequate parking spaces and 40.6% maintained that were no adequate parking spaces. The higher proportion 65% asserted that there were no fire mitigation measures and 35% asserted that were fire mitigation measures in the markets. In addition, 76% claimed that there were adequate waste disposal facilities and 23.0% claimed that adequate waste disposal facilities were not available in the markets. It also established that 42% affirmed that there adequate circulation spaces within the markets while 58% affirmed that there were no adequate circulation spaces in the markets. It revealed that 31.1% claimed that there were adequate trading spaces inform of stalls and shops and 68.9% claimed that there no adequate trading spaces in the markets. More so, only 17.1% maintained that there were safe areas for children (in form of crèche) and 82.9% maintained that there were no safe areas for children (crèche) in the markets. It established that 47.9% asserted that there were perimeters fencing around the markets and

51.3% asserted that there were perimeters fencing around the markets. Lastly, 35% claimed there were health care facilities in the markets while 65% claimed that there were no health care facilities in the markets. It was observed (during visitation and data collection) in the markets that Iloro, Ori-Eguru, and Odopetu markets were not provided with loading and off-loading spaces. In Odopetu markets there was large heap of waste dump site beside a river behind the market with no parking spaces at Odopetu and Iloro markets. Some of the markets such as Iloro, Odopetu, Shasha and Odo Ikoyi are short of fire extinguishers in case of sudden fire outbreak. Odopetu market had a very poor drainage system. At Iloro market, on-street parking and on-street display of goods were very eminent. It was also observed that markets such as Iloro, Odopetu, Shasha, had no fire mitigation facilities such fire extinguishers and majority of the markets had no safe area for children inform of crèche and healthcare facilities were not available in many of the markets in the study area.

Table 1: Facilities in the Markets.

Facility	Available No of respondents (%)	Not Available No of respondents (%)	Total
Loading and off-loading spaces	144(50.3%)	142 (49.7%)	**286(100%)**
Drainage Facilities	208 (72.2%)	78 (27.3%)	**286(100%)**
Toilet Facilities	284 (99.3%)	2 (0.7%)	**286(100%)**
Water Supply	284 (99.3%)	2 (0.7%)	**286(100%)**
Adequate Parking Spaces	170 (59.4%)	116 (40.6%)	**286(100%)**
Fire Outbreak Mitigation Facilities (e.g. fire extinguishers)	100 (35.0%)	186 (65.0%)	**286(100%)**
Adequate Waste Disposal Facilities	220 (76.9%)	66 (23.0%)	**286(100%)**
Adequate Circulation Spaces within the Market	120(42.0%)	166 (58.0%)	**286(100%)**
Adequate Trading Spaces (inform of shop or stalls) for people to sell	89 (31.1%)	197 (68.9%)	**286(100%)**
Safe Area for Children (Crèche)	49 (17.1%))	237 (82.9%))	**286(100%)**
Perimeter Fencing	134(47.9%)	152(51.3%)	**286(100%)**
Adequate Security for your goods	261 (91.2%)	25(8.74%)	**286(100%)**
Health Care Facilities	100 (35.0%)	186 (65.0%)	**286(100%)**

Source: Author's Field Survey, 2014

Sanitation Facilities Used in the Markets

The study revealed in Table 2 that the largest proportion 55.6% of the traders indicated that they used borehole water while 30.8% of the traders maintained they used water from the well. Furthermore, 12.9% of the traders asserted they used pipe borne water as the source of water supply and 2% of the traders used other means of water supply. The study also revealed that 69.6% claimed that there open drains and 30.4% claimed that there were

covered drains in the markets. It further revealed that 62% of the traders maintained that they used water closets and 37.8% maintained that they used pit latrines in the markets. Concerning the nature of markets floor the study revealed 70% of the traders claimed that the markets floor were concretes and 30% affirmed that markets floor were non-concrete (unpaved). Since majority of the drainages were uncovered it would encourage disposal of refuse them which should not be.

Table 2: Sanitation facilities used in the markets

Source of water supply in the Markets	Frequency	%
Borehole	159	55.6
Pipe borne water	37	12.9
Well	88	30.8
Others	2	0.7
Total	**286**	**100.0**
Type of drainage facilities in the markets	**Frequency**	**%**
Open drains	199	69.6
Covered drains	87	30.4
Total	**286**	**100.0**
Type of toilet facilities in the markets	**Frequency**	**%**
Water closet/system	178	62.2
Pit latrine	108	37.8
Total	**286**	**100.0**

Methods Of Waste Disposal In The Markets

The study revealed in Table 3 that the mostly used method of waste disposal in the markets was through the state government refuse collection van that accounted for 67.3% next in proportion that accounted for 11.3% were through burning of wastes. While 10.7% accounted for waste disposed on designated refuse sites and 7.2% accounted for those who disposed waste along river banks; the least proportion 3.2% of the methods accounted for disposed wastes inside drains during rainfall. Although the effort of the government in this regard is commendable based on the fact that more than half of the traders utilize the government refuse disposal van. However, there are still needs for more to be done if as much as 32.4% dispose their waste indiscriminately along river banks, in running water, on designated disposal sites and burning.

Table 3: Methods of waste disposal in the markets

Waste disposal method used in the markets	No of Traders	Proportion of the traders using the method (%)	Proportion of the traders surveyed in markets (%)
Burning	42	11.3	14.7
State government refuse van	250	67.3	87.4
Designated disposal site	40	10.7	13.9
Dump in drain during rainfall	12	3.2	4.1
Along river bank	27	7.2	9.4
Total	**371***	**100.0**	

Greater than the number of questionnaire administered because multiple responses were allowed.
Source: *Author's field survey, 2014*

Patrons' Assessment of Nature of and Satisfaction on Facilities in and Around the Markets

For this study, twelve (12) variables in relation to the nature of and satisfaction on facilities in and around the markets were identified. Respondents (patrons/buyers and traders in Table 4 and 5 respectively) expressed their views using a five-point Likert scale very satisfied (VS)-5, satisfied (S)-4, just satisfied (JS) -3, not satisfied (NS)-2 and not at all satisfied (NAS)-1. Respondents' views were measured through an index called Patrons Satisfaction Index (PSI). The mean $\overline{PSI}$ for the patrons as presented in Table 4 was 2.71. The analysis established in Table 4 that 5 of the 12 variables identified, had positive deviation around the $\overline{PSI}$ include access road to the markets (0.80), waste disposal facilities (0.34), toilet facilities in the markets (0.23), fire outbreak mitigation facilities (0.12) and nature of market floor (0.02) with quality of shop and stalls having it PSI equal the $\overline{PSI}$ resulting into 0.0 deviation about the mean. The variables with positive deviation about the mean connotes that facilities were the most satisfied with in and around the markets. Amongst all, the variables satisfied with the most was access road; with highest positive deviation about the mean. Contrastingly, those facilities with negative deviation about the mean include drainage system/facilities (-0.01), design style in the markets (-0.13), parking spaces adequacy and condition (-0.16), adequacy of spaces for loading and off-loading of goods (-0.30), circulation spaces in the markets (-0.35) and nature of markets site (-0.47). It established that amongst all, the nature of had the least patrons' satisfaction index (PSI) of 2.24 that was below the $\overline{PSI}$ of 2.71.

Traders' Assessment of Nature of and Satisfaction on Facilities in and Around the Conventional Markets

Respondents' views were measured through an index called Trader Satisfaction Index (TSI). The mean $\overline{TSI}$ for the traders as presented as in Table 5 was 3.24. The analysis established that 7 of the 12 variables identified had positive deviation about the $\overline{TSI}$ include access road to the markets (0.78), nature of markets floor (0.62), fire outbreak mitigation facilities (0.56), drainage facilities (0.35), toilet facilities (0.05), parking spaces adequacy and condition (0.04) and design style of the markets (0.01). It also established that from the traders' perspective the facilities satisfied with the most was access road to the market that had highest positive deviation about the $\overline{TSI}$. On the other hand, the facilities with negative deviation about the mean the $\overline{TSI}$ were nature of market site(-0.43), waste disposal facilities (-0.46), quality of shop/stalls(-0.46), circulation spaces in the markets (-0.49) and adequate spaces for loading and off-loading of goods (-0.74). The analysis therefore revealed that the least satisfied rated amongst the facilities/variables was adequacy of spaces for loading and off-loading of goods

Table 4: *Patrons' (buyers') level of satisfaction index of nature and condition of facilities in and around the markets*

Nature and condition of facilities in and around the conventional markets	Rating and Weight Value							Mean deviation
	VS (5)	S (4)	JS (3)	NS (2)	NAS (1)	SWV	PSI	PSI – PSI
Access road to the market	210	368	207	42	16	843	3.51	+0.80
Waste disposal facilities	60	304	249	104	17	734	3.05	+0.34
Toilet facilities in the market	80	276	144	192	13	702	2.92	+0.23
Fire outbreak and mitigation facilities	80	200	291	64	45	680	2.83	+0.12
Nature of market floor	200	156	174	74	53	657	2.73	+0.02
Quality of shops/stalls	40	168	264	156	24	652	2.71	0.00
Drainage system/facilities	40	240	207	116	45	648	2.70	- 0.01
Design style of the markets	100	144	147	188	41	620	2.58	-0.13
Parking spaces adequacy and condition	-	224	183	164	41	612	2.55	-0.16
Adequacy of spaces for loading and off-loading of goods	80	144	132	160	64	580	2.41	-0.30
Circulation spaces in the market	60	176	75	194	62	567	2.36	-0.35
Nature of the market site	280	240	96	112	36	538	2.24	-0.47
Total							∑PSI = **32.59**	

Source: Author's Field survey, 2014   **Mean** $\overline{PSI}$ **= 2.71**

Table 5: *Traders' level of satisfaction index of nature and condition of facilities in and around the conventional markets*

Nature and condition of facilities in and around the conventional markets	Rating and Weight Value							Mean Deviation
	VS (5)	S (4)	JS (3)	NS (2)	NAS (1)	SWV	TSI	TSI – TSI
Access road to the market	495	504	114	34	4	1151	4.02	+0.78
Nature of Market floor	320	592	168	16	8	1104	3.86	+0.62
Fire outbreak mitigation facilities	400	480	-	100	80	1089	3.80	+0.56
Drainage facilities	95	700	189	34	10	1028	3.59	+0.35
Toilet Facilities	135	664	117	24	3	943	3.29	+0.05
Parking spaces adequacy and condition	195	732	186	-	-	940	3.28	+0.04
Design Style of the market	-	405	573	114	3	930	3.25	+0.01
Nature of Market site	80	512	210	40	-	806	2.81	-0.43
Waste disposal facilities	185	345	264	-	24	794	2.78	-0.46
Quality of shops/stalls	185	345	200	64	-	794	2.78	-0.46
Circulation spaces in the market	-	196	405	172	14	787	2.75	-0.49
Adequacy spaces for loading and off-loading of goods	35	40	306	288	46	715	2.50	-0.74
Total							∑ TSI = **38.95**	

Source: Author's Field survey, 2014 **Mean** $\overline{TSI}$ **= 3.24**

Residents' Perceived Measure of Effect of the Location of Markets on Residents of Market on Adjoining Neighbourhoods

For this objective, ten (10) variables in relation to the location effects of markets were identified. Respondents (residents) of the adjoining neighbourhood expressed their views using a five-point Likert scale very severe (VS), severe (S), moderately severe (MS), not severe (NS) and not at all a problem (NAP). Residents' views were measured through an index called Perceived Severity Index (PSI). The study revealed that the mean $\overline{PSI}$ for the residence as presented in Table 6 was 3.04. The analysis established that 4 out of 10 problems identified had positive deviation about the $\overline{PSI}$ which include poor accessibility

due to on-street display of goods (1.15), traffic congestion (0.33), air pollution (0.3) and on-street parking due to inadequate parking spaces (0.1). The location problems with positive deviation about the $\overline{PSI}$ implies that those problems were the most severe resulting from the markets as they affect the adjoining neighbourhoods. The most severely perceived locational effect of conventional markets was poor accessibility due to on-street display of goods with the highest positive deviation about the mean. Conversely, the study revealed that locational effects of that had negative deviation about the $\overline{PSI}$ include on-street parking due to absence of parking spaces (-0.1), poor waste disposal methods (-0.01), blockage of drainage channels (-0.22), poor sanitary condition (-0.26), high noise level and fire outbreak incidence (-0.94). The study

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revealed that the least perceived locational problems by residents with least negative deviation about the $\overline{PSI}$ of

3.04 was high noise level from the markets with mean deviation of (-0.94).

Table 6: Residents' perceived measure on the effect of the location of markets on residents of adjoining neighbourhoods

Locational effects	Rating and Weight Value						Mean Deviation	
	VS (5)	S (4)	MS (3)	NS (2)	NAP (1)	SWV	PSI	PSI-$\overline{PSI}$
Poor accessibility due to on-street display of goods	405	132	72	28	-	637	4.19	**+1.15**
Traffic congestion	75	264	93	80	-	512	3.37	**+0.33**
Air pollution	50	256	174	16	12	508	3.34	**+0.3**
On-street parking due to inadequate parking spaces	90	168	147	62	11	478	3.14	**+0.1**
On-street parking due to absence of parking space	110	184	42	110	15	461	3.03	**-0.01**
Poor waste method	-	268	102	76	13	459	3.01	**-0.03**
Blockage of drainage Channels	60	100	150	120	-	430	2.82	**-0.22**
Poor sanitary condition	5	204	120	68	26	423	2.78	**-0.26**
High noise level	-	74	222	110	22	413	2.71	**-0.33**
Fire outbreak incidence	-	6	44	61	41	319	2.10	**-0.94**
Total Mean $\overline{PSI}$ =3.04							∑PSI=30.49	

Source: Author's Field Survey, 2014

6.0 CONCLUSION

The study concluded that facilities such as parking spaces, fire outbreak mitigation facilities (such as fire extinguishers), circulation spaces within the markets, trading space in forms of stalls/shops, safe area for children (crèche), perimeter fencing and loading and offloading bays were found to be inadequately provided. Also, health care facilities like health centres in case of emergency were grossly inadequate. With respect to sanitation facilities in the markets, covered drains were not provided in all the markets and pit latrines were still in some markets which were not decent for the markets places. On solid waste disposal, more still need to done to prevent as much as 32.4% from indiscriminate disposal of their waste along river banks, in running water and designated disposal site and burning. More so, many respondents (patrons and traders) were not satisfied with the design style of some markets, parking spaces, loading and off-loading spaces and nature of the market sites. Poor accessibility due to on-street display of goods, traffic congestion, air pollution and on-street parking due to inadequate parking spaces were

location problems with positive deviation about the $\overline{PSI}$ which implied that those problems were the most severe resulting from the markets as they affect the adjoining neighbourhoods. The most severely perceived locational effect of markets was poor accessibility due to on-street display of goods with the highest positive deviation about the mean.

7.0 RECOMMENDATIONS

In line with objectives of this research and findings from the study, the recommendations for this study include:

- Existing markets should be provided with required facilities as matter of urgency to prevent future urban growth and development challenges that markets could institute.
- Perimeter fencing and loading and off-loading spaces should be provided to prevent on-street display of goods and on-street parking around the markets.
- Designated refuse dumps in and around the markets should not be allowed.
- More trading spaces in form of shops and stalls should be provided to prevent on street trading and traffic congestion.

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