Impact of Commercial Activities on Liveability in Port Harcourt City, Rivers State, Nigeria

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Abstract
The environment is a complex one, thus exhibiting various landuse with complex impacts. Commercial activities is not left out, its impacts can be positive or negative. This study examined the impact of commercial activities on liveability in Port Harcourt LGA, Rivers State, Nigeria. To achieve the goal of the study liveability indicators were considered with a view to making comparison between planned and unplanned areas within the LGA. A total of 397 copies of questionnaire were administered to the residents of the study locations, Descriptive statistics were used for data analysis. Findings reveal that there are more males of 230 respondents representing 79.9% in the planned area, their female counterparts are 20.1% while in the unplanned area there are 53.6% of females and 46.4% of males. However, the impact of commercial activities included traffic congestion, and influx of people into Port Harcourt. The study concluded that planning authorities cannot enforce all planning ordinance and laws that are to be implemented to achieve desirable environment. It is therefore important for planning authorities to seek team work and collaboration with the government and other relevant fields in order to enhance capacity building to improve functional sustainable environment.

Keywords: Commercial activities; Environment; Liveability; Planned Area; Unplanned Area

Introduction

Commercial activity is conceptualized as act of transaction or conduct of commercial activities in form of selling, bartering and shopping, either on a regular course or a particular transaction that may be on large or small scale (Kadiri, 2006). Commercial activities and city liveability have lately witnessed new stage of evolution which reflects them in changing variables and patterns (Oduwaye, 2009). Commercial activities in Nigeria were facilitated by good transport system, convenient medium exchange, high level of production, indigenization decree. The history of commerce in Nigeria is like the history of Nigeria civilization itself. The Initial commercial towns that served as important trading route to the sea were badagry, Bonny, Opobo and Calabar. King Jaja of Opobo played a great role in the development of commerce in Nigeria (Omole, 2001). The place of commercial activities cannot but be reckoned with in the development of cities .Commercial activities in community development are of age in the history of town planning. According to Anthon et al. (2011), most African settlements leaders lived close to market centres and encouraged community's development and spread from there to the suburbs. Cities play important role in human life since most people desire to live, work and recreate in them, cities are centers of economic growth-brightest stars of human achievement (Kadiri, 2006).Many aspects of urban

design and new approaches to city form are based on the concept of livability. Clark et al (2013) defined liveability as an arrangement of physical conditions that coordinate the nature and built environment so as to create safety comfort, including great exteriors and offer simple access to service s and transit. The new dimension introduces city planning in the interest of assessing the role of markets, trade and commerce in the physical development of settlement.(United Nation, 2016). Commercial areas in a city structure can take up to about 5% of the city's land and it is used mainly for commercial activities such as food items, boutique, electronics and computer accessories, kitchen utensils, banks, bookshops, filling stations, financial establishments, and wide variety of services that are broadly classified as "business". These activities ensure the functionality of the city and most often determine the growth of the city in addition, provide jobs and money to the people in the community. Thus, Churchill et al, (1976), stressed that a significant proportion of those who find employment in the urban informal sector in the developing countries engage in the buying and selling of goods as the population of cities in those areas continues to grow. It therefore becomes imperative to this continous proliferation without coressponding increase in provision of urban ameniteis which has indisputably led to gradual deteriroration as commercial activities are found in most public open space and set back.The wide spread of unplanned and poorly accommodated informal commercial activities makes transportation, proper waste mangement and others difficult. This is worsen with the general problems of lack of control over waste management, pressure on existing facilities, and inadequate financial resources (Oni, 2008). These invariably results to breed and exercerbate environmental problems which could led to health hazard and unsafety in the city.Port Harcourt city could be said to have been grouped into planned and unplanned areas as a result of its rapid urbanization rate. The reconnaissance survey revealed that six types of commercial activities exist in the area, and they are: trading of goods and services (buying and selling), transportation, communication, estates development (mortgage and renting of buildings), hospitality industry, warehouses, and non-specific commercial activities. This study examines the impact of commercial actives in Port harcout city vis-à-vis liveability indicators of the urbanites. This also necessitated a comparative study between the planned and unplanned areas in Port harcourt cities inorder to assess the variations (if any) in the areas.

The tremendous pressure on land has resulted in largely unmet demand for basic services like houses, roads, water, waste disposal resulting to pressure on the existing facilities. This has led to proliferation of several commercial activities both formal and informal enterprise like banking, insurance, street trading, transportation, cottage industry, petroleum station among others which have resulted to serious challenges to land use development, thereby posing great threat to the quality of life of the urban dwellers. The location of these activities and services are informed by areas where maximum profits can be derived, which has both positive and negative consequence on the area (Omole, 2006). The location of these activities provides employment opportunity for the masses, source of livelihood for urban economically active population thus alleviating poverty for ill-educated and ill- trained. However, it is observed that there is a great infiltration of various commercial activities in virtually every segment of urban space especially along major roads of the city. The infiltration of these services is not necessarily the problem but the haphazard development pattern (no regard to planning regulations), poor management through inappropriate policy measures as well as poor implementation of policy to control and regulate the siting of these activities. The inner or core areas of Port Harcourt city experiences conjestion as a result of these commercial activities. The city encounters pitiable traffic congestion during the peak hours, as almost all movement are vehicular with few walk lanes and pedestrian malls. A little rain fall resulting to floods increases the traffic congestion to unbearable level.This is because the major vehicular access roads have been taken over by streets traders operating

on both sides of the roads. This also are with resultant nuisance effects of no toilets to use, no means to dispose their refuse, noise pollution from automobiles/traders placing free standing erections used for display of advertisements and so on. These challenges and its associated problems have impaired pedestrian access, visual obstruction, road surface damage, poor environmental quality, environmental degradation among others, have negatively impacted the urban environment. Furthemore, it is abhoring that Planning standards and regulations meant to checkmate these activities in the city are not adhered to by the populaces. To this extent, this study seeks to assess the impact of commercial activities on the liveability of the urbanites in Port Harcourt City.

Materials and Methods

The study was carried out in selected communities in Port Harcourt Metropolis. Port Harcourt city lies between longitude 7°0'00"and 7°20'00'E and latitude 5°0'00" and 4°40'00" (Figure 1and Figure 2). The city is the economy hub of Nigeria oil and gas industry. Port Harcourt Local Government Area is one of 23 local governments that made up Rivers State. It is located in the Niger Delta and bounded to the north by Obio/Akpor Local Government Area, east by Eleme Local Government Area, west by Degema Local Government Area and south by Okirka Local Government Area. The rapid urbanization of the city has been fuelled by the enormous influx of people from the encompassing hinterland to the city for job opportunities in the different businesses and industries that sprang up therefore of the discovering of crude oil in the Nigger Delta (Chima and Inah 2012).

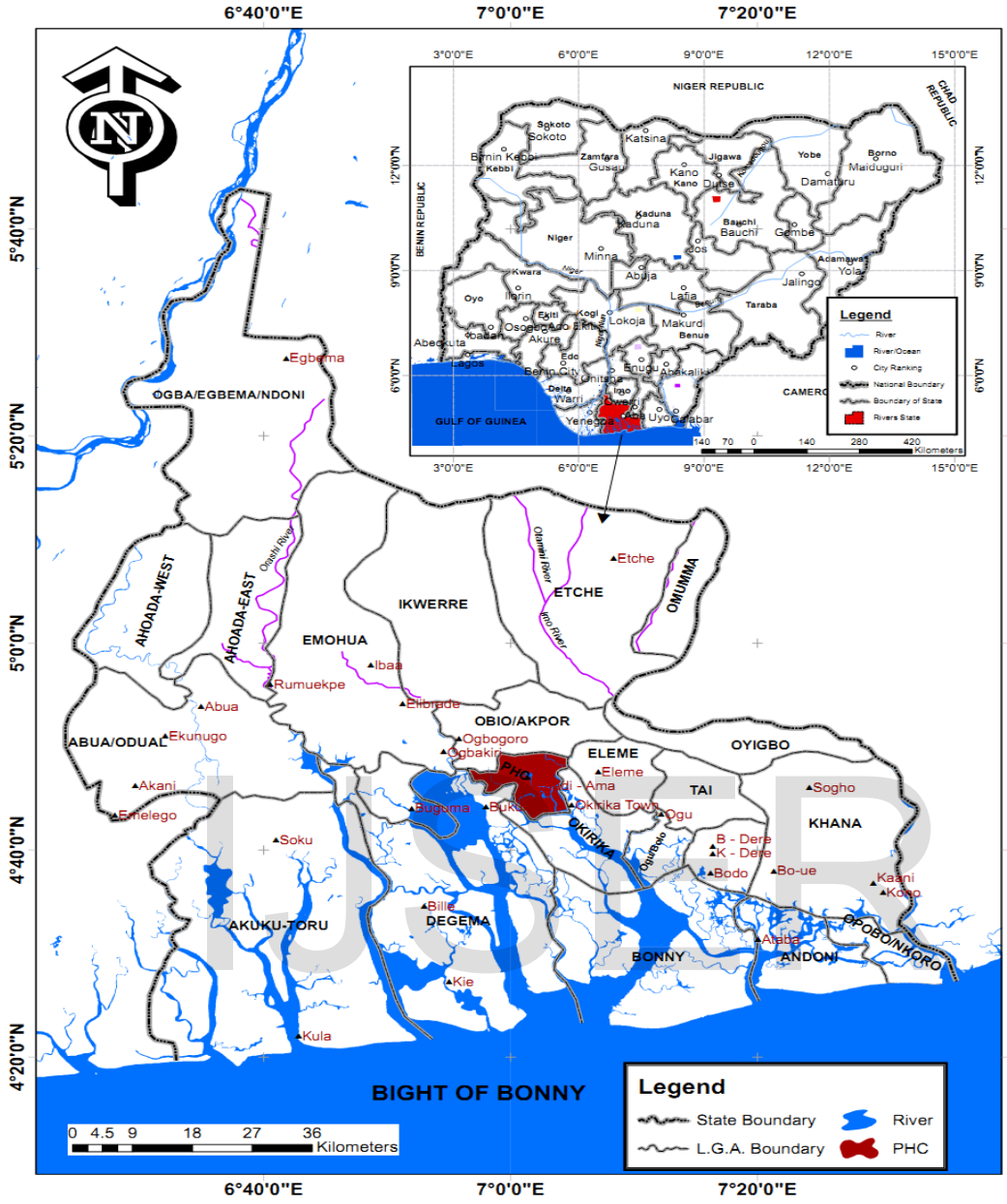

Figure 1 : Rivers State showing Port Harcourt City LGA

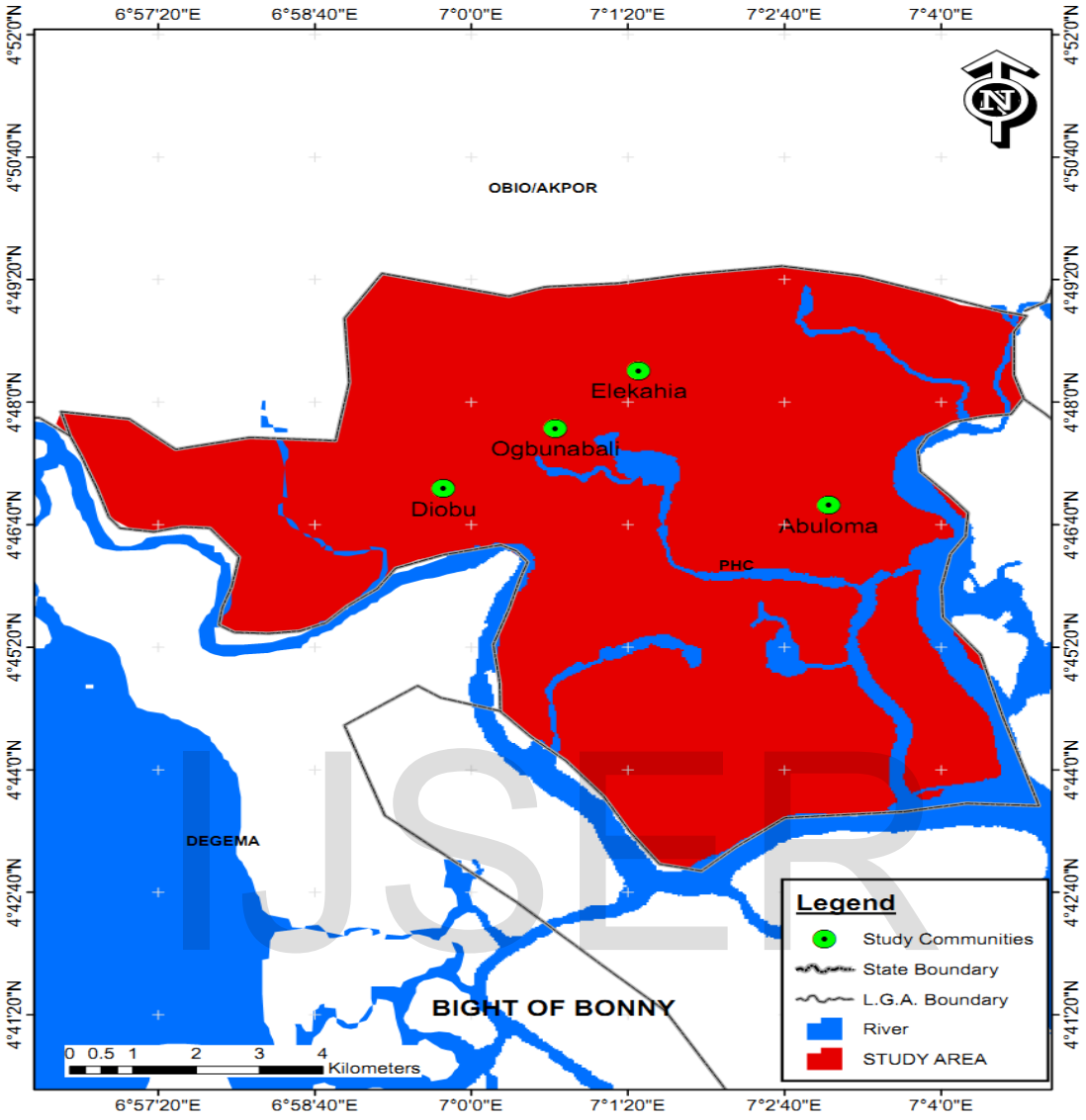

Figure 2: Selected Communities in Port Harcourt City LGA

Port Harcourt is a capital of Rivers State and second largest city in Nigeria after Lagos state. The city was found along the Bonny River which is located in the Niger Delta. The city was founded by Frederick Lugard who was the Governor of the Northern and Southern Nigeria Protectorate of Nigeria in 1912. This motivated trades coal that geologist Albert Ernest Kitson had found in Enugu in 1909. This frontier government created the general population of Diobu to surrender their territory and in 1912 the working of a port -town was begun. Different towns that were later ingested into the city included Oroworukwo, Mkpogua, and Rumuomasi. In the rivulets toward the south of the first port were the angling camps and grounds of the Okrika-Ijaw. During the First World War, the city was utilized as a point for military operations against the Central Powers in German Kamerun, In 1956 crude oil was discovered in Oloibiri, the city serve as gateway for crude oil exportation for Nigeria in 1958. The city became the focal point of the Nigerian oil and gas economy and in this way received reward of its relationship with the petroleum business by experiencing modernization and urbanization. Port Harcourt also developed further because of its position as the business focus and chief mechanical city of the previous Eastern Region; its position in the Niger

Delta, and its significance as the focal point of social and financial life in Rivers State. Port Harcourt as a result of population increase and economic growth spreads to the periphery as in the other metropolitan cities. However, this decentralization is not realized with an integral and regional planning but with patchwork of partial plans. This caused negative effects on urban environment, forests, fertile agricultural land and cultural values. This kind of sprawling process created a settlement pattern that increased the costs of infrastructure, rapid residential development dynamics of Port Harcourt. The topography of Port Harcourt city is an undulating terrain geographically; the city is situated upon the low land of southern part of Rivers state. The land form presents a monotonous rolling low land, and the entire topography is a maze of effluents, rivers, lakes, creeks, legumes, and swamps.

The alleviation of Port-Harcourt city is fundamentally swamp and moderately level land which rise in the vicinity of 20m and 30m above ocean level. This lower Nigeria floodplain has a more prominent residue and establishment which is more helpless to lasting immersion by waterway surges. The Surge plain is a homo-clinal geomorphic edge structure whose patterns west and south universes are softened up many places by little hogback edges and shallow marsh bowl. The southern part is influenced by incredible tidal impact.

In terms of climate, Port Harcourt experiences a tropical wet atmosphere with protracted and substantial stormy seasons and short dry seasons. Just the times of December and January genuinely qualifies as dry season months in the city. The harmattan, which climatically impacts numerous urban areas in West Africa, is less articulated in Port Harcourt. Port Harcourt's heaviest precipitation occurs amid September with a regular of 367 mm of rain. December experience driest month of the year; with a everyday precipitation of 20 mm. Temperatures throughout the time in the metropolis are generally constant, demonstrating little range over the span of the yr. Normal temperatures ranges between 25 °C-28 °C in the city. Port Harcourt city has three noteworthy soil gatherings such as marine and fluvial marine dregs, mangrove overwhelm alluvial soils, and crisp water sandy top-soils. The marine and fluvial marine dregs are found in the wet waterfront locale of the region. The dirts are natural in nature and basically in surface. Some comprise of mud blended with clayed natural matter. The mangrove overwhelms alluvia soils are found in the northern piece of beach front silt zone. They are earthy at first glance, now and then with a repulsive and hostile smell. The dirts of the marsh are rich in regular matter in the top layer; however contain too much salt especially in the midst of the dry season. The third soil total, the sandy topsoil's are found in the new water zone of the survey district. The leaves shape the fundamental land sorts of this zone and are included rich topsoil at their pinnacles, changing to more acidic and more clayed soils along their slants. The sandy soil bolsters crops like coconut, oil palms, raffia palm and cocoyam. The metropolitan zone of Port Harcourt was initially involved by rainforest which has radically adjusted by human exercises. In many spots, monetary trees, especially oil shaft, have been safeguarded and along these lines the sobriquet for this vegetation as "Oil pillar shrubbery" the territory of Port Harcourt is separable into three fundamental hydrogen growth zones to be specific: the shoreline edge zone, the saltwater zone, and the crisp water zone.

The shoreline edge zone is vegetated primarily by new water overwhelm trees, palms and bushes on the sandy edges and mangroves in the mediating valley or salt marshes. The salt water zone is the salt marsh or bogs vegetated by the red stilts established mangrove. The exceptions of raised alluvial ground or beach front plain patio inside the marshes are vegetated by tall woods trees species and palm trees. The new water zone is for the most part the upper and lower Delta fields of the Niger, having new water woods trees which are the seraphic variations of the rain timberland. The Abura tree, oil shaft trees, raffia palm, bushes, lianas, plants and gliding grasses and reeds are the run of the mill vegetation in the district. Port-Harcourt lies at the recent coastal simple of the Niger Delta. Its surface geology consists

of fluvial sediments. This includes the latest sediment transported with the aid of Niger River distributaries and different rivers, including Andoni, Bonny and Calabar.

A research design is the arrangement of the process for collection and analysis of data in a manner that aims to combine relevance to the research purpose with economy in procedure (Kothari and Garg, 2014). Research design brings out the conceptual organization of the research which includes the design of data collection, measurement and analysis. The research design framework will involve survey, analysis and interpretation of data. This will involve identifying the target population and sampling techniques that will be appropriate for the study. The target population for the study includes residents in the study area, ministries, departments and agencies (MDAs) involved in commerce. The 1991 census listed 25 communities within the Port Harcourt City Local Government Area and the Port Harcourt Master Plan of 1975-2005) classified the communities into eleven (11) neighbourhoods as designated by Port Harcourt Master Plan (1975 – 2005). The researcher used a purposive approach to choose four neighbourhoods out of the 11 neighbourhoods (planned and the unplanned areas). The areas selected are Diobu, Elekahia, Abuloma and Obgunabali with a population of 149,065 of 1991 census using Exponential Growth Model formula with 3% growth rate. The sampling techniques adopted for this study is the random and stratified sampling method. The random sampling is a probability method that gives every subject in the population equal opportunity to be selected as a sample. Using, an average household size of 6 persons (Niger Delta Development Master Plan, 2000) Taro Yamane formula was used to determine the sample size of 397 respondents.

Table 1: Communities in Port Harcourt Local Government Area

Planned Area	1991 population	2018 population using 3% growth rate
PH Township	12,369	27,456
Borokiri	39,214	87,055
Diobu(Mile 1 to Mile 3)	108,295	240,414
Orije Old GRA	6,482	14,390
Orominieke (D/Line)	21,377	47,456
Elekahia	15,302	33,970
Unplanned Area		
Oromerezimbgu	6,595	14,640
Otumunoyo	44,183	98,086
Rumuoparaeli	14,133	31,375
Nkpolu-Orogbum	3,423	7,599
Ochiri	6,072	13,479
Ogbunabali	15,014	33,331
Nkpogu	20,402	45,292
Amadi-Ama	7,034	15,615
Ukukalama	691	1,534
Somiari-Ama	1,296	2,877
Fimie-Ama	1,250	2,775
Ishmael Orupabo	945	2,097
Ozuboko	4,484	9,954
Abuloma	10,454	23,207

Okuru-Ama	5,603	12,438
Azuabie-Ama	8,127	18,041
Bundu	16,266	36,110
Nembe Waterside	71,388	158,481
Total	**440,399**	**977,685**

Table 2. Population Projection and Sample Size

S/N	Selected Areas	Base Population (1991	Projected Population 2018	Total Number of Household	Number of Questionnaire
1	Diobu	108,295	240,415	40,069	288
2	Elekahia	15,302	33,970	5,662	41
3	Abuloma	10,454	23,208	3,868	28
4	Ogbunabali	15,014	33,331	5,555	40
Total		149,065	330,924	55,154	397

Both the primary and secondary data were collected for the study. The primary data collection relied on the use of copies of a structured questionnaire. The questionnaire was administered on respondents in the selected communities within the Port Harcourt City LGA of Rivers State. Secondary data sources used in the study included but not limited to text books, maps, satellite imagery, google earth, internet, journals, articles, news papers, and other forms of publication Two forms of questionnaires were produced, one was directed to the Ministries while the other was directed to the public or residents of the study area. A total of 397 copies of questionnaire was administered to residents of the study area. The second form was interviewing of key informants with checklists in Ministries, Departments and Agencies (MDAs) involved in commerce, urban planning and waste management, their opinions of impact of commercial activity on liveability. These MDAs are Chambers of Commerce, Industry, mines and Agriculture, Port Harcourt Rivers State, River State Ministry of Environment, and River State Waste Management Agency (RIWAMA). In order to achieve good response from the respondent the questionnaire was drafted for vetting by the supervisor to establish the reliability before distribution. A Cronbach's alpha test was run on a sample size of 100 people. In order to run a Cronbach correctly, the SPSS (statistical package for the social sciences) statistics was also applied. The reliability analysis of questionnaire testing the rating scale was also tested by using Cronbach's Alpha-Coefficient/index. All the 397 copies of questionnaire administered were retrieved and used for further analysis in the study. The univariate statistics measuring central tendency (percentage and frequency) were used for the data analysis. At the end of the univariate statistics, the data were analyzed and presented in tables and charts to show the differences in variables being measured (Kothari and Gerg, 2014). All statistical analyses were carried out using the Statistical Package for Social Sciences (SPSS).

Results and Discussions

Socio Economic Characteristics of Respondents

Table 3 indicates that there are more males of 230 respondents representing 79.9% in the planned area, their female counterparts are 20.1% while in the unplanned area there are 53.6 % of females and 60.0% of males respectively. It also shows that there are more singles of

172 respondents with 59.7% in the planned area while 32 respondents with 80 % in the unplanned area are also singles. This shows that the respondent's marital status is more of singles in the study areas. Furthermore, the age between 31 – 40 years is the majority, which are 143 persons or 49.7 % in the planned area while the unplanned area we have 15 persons or 53.6 %. The age distribution of the respondents implies that more of commercial activities take place within the majority sampled population. A close look established that 79.9% of the sampled population lived above 10 years in their present residence as planned area, while 100% have lived above 10 years in the unplanned area. With this, we can say the residents have experienced liveability over time in the study locations. The occupational status of respondents indicates that 49.7 % are civil/public servants, 20.1 % are traders in the planned area while 64.3 % are civil/ public servants and 35.7 % are traders in the unplanned area. This shows that the respondents are more of public servants and traders in the area. Looking at the monthly income of the respondents in the study area i.e. the analysis of both the planned and unplanned areas, the highest income group is 20,000- 80,000 naira which means there is need for an improved economy of the respondents. The analysis on the level of educational status shows that majority of the respondents in the planned (79.9%) and unplanned (100.0%) areas acquired tertiary education. It can thus be deduced that the sampled population are educated and this may lead to positive impact of commercial activities in the study area.

Table 3: Socio-economic Characteristics of Respondents

	Planned Area				**Unplanned Area**			
	Diobu		Elekahia		Abuloma		Ogbunabali	
	F	%	F	%	F	%	F	%
Sex								
Male	230	79.9	20	48.8	13	46.4	24	60.0
Female	58	20.1	21	51.2	15	53.6	16	40.0
Total	329	100.0	41	100.0	28	100.0	40	100.0
Marital Status								
Single	172	59.7	17	41.5	13	46.4	32	80.0
Married	116	40.3	24	58.5	15	53.6	8	20.0
Total	288	100.0	41	100.0	28	100.0	40	100.0
Age (Years)								
21-30	29	10.1	17	41.5	0	0	8	20.0
31-40	143	49.7	24	58.5	15	53.6	24	60.0
41-50	58	20.1	0	0	13	46.4	8	20.0
51 & Above	58	20.1	0	0	0	0	0	0
Total	288	100.0	41	100.0	28	100.0	40	100.0
Length of Stay (Years)								
3-5	0	0	20	48.8	0	0	0	0
6-10	58	20.1	9	22.0	0	0	16	40.0
10 & Above	230	79.9	12	29.3	28	100.0	24	60.0
Total	288	100.0	41	100.0	28	100.0	40	100.0
Occupation								
Trader	58	20.1	12	29.3	10	35.7	8	20.0
Civil/public servant	143	49.7	12	29.3	18	64.3	8	20.0
Student	87	30.2	9	22.0	0	0	8	20.0

Farmer	0	0	0	0	0	0	8	20.0
Artisan	0	0	8	19.5	0	0	8	20.0
Total	288	100.0	41	100.0	28	100.0	40	100.0
Monthly Income of Respondents (Naira)								
Less than 18,000	29	10.1	9	22.0	0	0	0	0
20,000-80,000	201	69.8	20	48.8	9	32.1	32	80.0
100,00-150,000	58	20.1	12	29.3	9	32.1	8	20.0
151,000-300,000	0	0	0	0	10	35.7	0	0
Total	288	100.0	41	100.0	28	100.0	40	100.0
Level of Educational Status								
Secondary	58	20.1	20	48.8	0	0	32	80.0
Tertiary	230	79.9	13	31.7	28	100.0	8	20.0
Acquired skill	0	0	8	19.5	0	0	0	0
Total	288	100.0	41	100.0	28	100.0	40	100.0

Level of Commercial Activities in the Study Area

From Table 4, there are quite a lot of commercial activities in both the planned and the unplanned areas. In the planned areas, they are 79.8% while 100% are found in the unplanned areas. This means that there is need to plan for the commercial activities in the study area.

Table 4. Level of Commercial Activities in the Study Area

	Planned Area				**Unplanned Area**			
	Diobu		Elekahia		Abuloma		Ogbunabali	
	F	%	F	%	F	%	F	%
Very Little	0	0	0	0	13	46.4	8	20.0
Little	0	0	29	70.7	15	53.6	0	0
A Lot	58	20.1	12	29.3	0	0	16	40.0
Quite a Lot	230	79.9	0	0	0	0	16	40.0
Total	288	100.0	41	100.0	28	100.0	40	100.0

Types of Commercial Activities in the Planned and Unplanned Areas

From the analysis in Table 5, in the planned areas, the commercial activities that exist more in Diobu is trading, transportation and communication and artisans, with 69.8% and 20.1% and 59.7 respectively while in Elekahia there are more of trading, property development and professionals with 29.3%, 29.3% and 19.5% respectively. For the unplanned areas, the analysis indicates that the commercial activities that exist more in Abuloma are trading with

85.7%, property development with 14.3% while in Ogbunabali trading artisans and professionals has similar percentage of 20% and the highest is trading and communication.

Table 5. Commercial Activities in Planned and Unplanned Areas

Diobu	Very little						Quite A lot				**TOTAL**	
	F	%	F	%	F	%	F	%	F	%	F	%
Trading	0	0	0	0	0	0	87	30.2	201	69.8	288	100
Transportation and communication	0	0	0	0	29	10.1	201	69.8	58	20.1	288	100
Banking services	87	30.2	201	69.8	0	0	0	0	0	0	288	100
Property development	172	59.7	58	20.1	58	20.1	0	0	0	0	288	100
Artisans	0	0	0	0	0	0	116	40.3	172	59.7	288	100
Professional	172	59.7	87	30.2	29	10.1	0	0	0	0	288	100
Elekahia												
Trading	0	0	12	29.3	17	41.5	12	29.3	0	0	41	100
Transportation and communication	0	0	24	58.5	17	41.5	0	0	0	0	41	100
Banking services	0	0	0	0	33	80.5	8	19.5	0	0	41	100
Property development	0	0	0	0	17	41.5	4	9.8	20	48.8	41	100
Artisans	12	29.3	12	29.3	17	41.5	0	0	0	0	41	100
Professionals	12	29.3	0	0	21	51.2	8	19.5	0	0	41	100
Abuloma												
Trading	0	0	4	14.3	0	0	0	0	24	85.7	28	100
Transportation and communication	4	14.3	24	85.7	0	0	0	0	0	0	28	100
Banking services	9	32.1	19	67.9	0	0	0	0	0	0	28	100
Property development	0	0	9	32.1	9	32.1	6	21.4	4	14.3	28	100
Artisans	0	0	9	32.1	19	67.9	0	0	0	0	28	100
Professional	6	21.4	9	32.1	13	46.4	0	0	0	0	28	100
Ogbunabali												
Trading	8	20.0	16	40.0	0	0	8	20.0	8	20.0	40	100
Transportation and communication	0	0	0	0	0	0	8	20.0	32	80.0	40	100
Banking services	0	0	16	40.0	24	60.0	0	0	0	0	40	100
Property development	8	20.0	0	0	32	80.0	0	0	0	0	40	100

Artisans	0	0	8	20.0	0	0	24	60.0	8	20.0	40	100
Professional	0	0	0	0	32	80.0	0	0	8	20.0	40	100

Perception of Respondents on Factors influencing Commercial Activities

The result presented in Table 6 shows most of the respondents indicated that good transportation, increase in population and affordable housing influence commercial activities. In Diobu 60.4% and 40.3% respondent indicated that good transportation and increase in population influence commercial activities, In Elekahia 78.0% of respondent indicated that good transportation influence commercial activities, In Abuloma 67.9% of respondents indicated that good transportation and increase in population influence commercial activities and Ogbunabali 80.0% of respondents indicated that good transportation, increase in population and affordable housing influence commercial activities.

Table 6. Factors influencing Commercial Activities in Planned and Unplanned Areas

Factors Influencing Commercial Activities	Planned Area (Diobu)											
	Very little						Quite A lot				Total	
	F	%	F	%	F	%	F	%	F	%	F	%
Good Transport	0	0	0	0	0	0	174	60.4	114	39.6	288	100
Increase Population	0	0	0	0	0	0	116	40.3	172	59.7	288	100
Modern trading facilities	0	0	0	0	58	20.1	114	39.6	116	40.3	288	100
Improve Financial institution	0	0	0	0	29	10.1	143	49.7	116	40.3	288	100
Availability affordable housing	0	0	0	0	0	0	0	0	288	100.0	288	100
	Planned Area (Elekahia)											
Good Transport	0	0	9	22.0	0	0	32	78.0	0	0	41	100
Increase Population	0	0	9	22.0	8	19.5	16	39.0	8	19.5	41	100
Modern trading facilities	0	0	17	41.5	12	29.3	0	0	12	29.3	41	100
Improve Financial institution	0	0	9	22.0	24	58.5	0	0	8	19.5	41	100
Availability of affordable housing	0	0	0	0	0	0	16	39.0	25	61.0	41	100
	Unplanned (Abuloma)											
Good Transport	0	0	9	32.1	0	0	19	67.9	0	0	28	100
Increase Population	0	0	9	32.1	0	0	19	67.9	0	0	28	100
Modern Trading Facilities	0	0	9	32.1	10	35.7	9	32.1	0	0	28	100
Improve Financial Institution	9	32.1	0	0	13	46.4	0	0	6	21.4	28	100
Availability Affordable Housing	0	0	0	0	6	21.4	13	46.4	9	32.1	28	100
	Unplanned (Ogbunabali)											
Good Transport	0	0	8	20.0	0	0	32	80.0	0	0	40	100
Increase Population	0	0	0	0	0	0	32	80.0	8	20.0	40	100

Modern trading facilities	8	20.0	0	0	32	80.0	0	0	0	0	40	100
Improve Financial institution	16	40.0	8	20.0	16	40.0	0	0	0	0	40	100
Availability affordable housing	0	0	0	80.0	0	0	8	20.0	32	80.0	40	100

Perception of respondents on Impact of Commercial Activities

Table 7 measures Five (5) indices were used to assess the impacts of commercial activities in the study area. The results showed that 89.9% of traffic, 79.9% of environmental pollution and congestions are the impacts of commercial activities in Diobu, in Elekahia,48.8% of respondents indicated that traffic, influx of people and environmental pollution result to impact of commercial activities, in Abuloma 21.4 % of respondents indicated that influx of people and property development impact commercial activities, while 35.7% of respondents indicates that environmental pollution and congestion impact commercial activities, in Ogbunabali 40% of respondents indicated traffic, 80% indicate congestion, 20% indicated influx of people and environmental pollution.

Table 7. Impact of Commercial Activities

Impact of Commercial Activities	Planned Area (Diobu)									
	Very Little						Quite A Lot			
	F	%	F	%	F	%	F	%	F	%
Traffic	0	0	29	10.1	0	0	0	0	259	89.9
Influx of people	87	30.2	143	49.7	0	0	29	10.1	29	10.1
Property development	143	49.7	58	20.1	58	20.1	29	10.1	0	0
Environmental pollution	0	0	0	0	0	0	58	20.1	230	79.9
Congestion	0	0	29	10.1	0	0	29	10.1	230	79.9
Infrastructural development	0	0	201	69.8	0	0	29	10.1	58	20.1
	Planned Area (Elekahia)									
Traffic	0	0	17	41.5	0	0	20	48.8	4	9.8
Influx of people	0	0	9	22.0	8	19.5	4	9.8	20	48.8
Property development	0	0	25	61.0	8	19.5	8	19.5	0	0
Environmental pollution	0	0	9	22.0	4	9.8	20	48.8	8	19.5
congestion	0	0	17	41.5	0	0	12	29.3	12	29.3
Infrastructural development	0	0	17	41.5	12	29.3	12	29.3	0	0
	Unplanned Area (Abuloma)									
Traffic	18	64.3	4	14.3	6	21.4	0	0	0	0
Influx of people	18	64.3	4	14.3	0	0	6	21.4	0	0
Property development	18	64.3	0	0	0	0	4	14.3	6	21.4
Environmental pollution	0	0	18	64.3	0	0	10	35.7	0	0
congestion	9	32.1	0	0	9	32.1	10	35.7	0	0
Infrastructural development	0	0	9	32.1	9	32.1	4	14.3	6	21.4
	Unplanned Area (Ogbunabali)									
Traffic	16	40.0	0	0	0	0	8	20.0	16	40.0
Influx of people	0	0	0	0	16	40.0	16	40.0	8	20.0
Property development	8	20.0	8	20.0	16	40.0	8	20.0	0	0
Environmental	0	0	8	20.0	0	0	24	60.0	8	20.0

pollution										
congestion	0	0	0	0	0	0	8	20.0	32	80.0
Infrastructural development	0	0	8	20.0	24	60.0	8	20.0	0	0

Perception of Respondents to Types of Activities in the Study Area

In the analysis in Table 8, 100.0% of the respondents see Diobu as a commercial area, 48.8% see Elekahia as commercial area, 53.6% see Abuloma as industrial area and 60.0% see Ogbunabali as commercial area which means that there are more of commercial activities in the study area.

Table 8. Perception of Respondents to Types of Activities in the Study area

	PLANNED AREA				UNPLANNED AREA			
	DIOBU		ELEKAHIA		ABULOMA		OGBUNABALI	
	F	%	F	%	F	%	F	%
Commercial	288	100.0	20	48.8	4	14.3	24	60.0
Industrial	0	0	12	29.3	15	53.6	0	0
Educational	0	0	9	22.0	0	0	0	0
Residential	0	0	0	0	9	32.1	16	40.0
Total	288	100.0	41	100.0	28	100.0	40	100.0

Place of Refuse Disposal and Frequency of Refuse Disposal

In Table 9, a careful look at the table below shows that majority of the respondents of which 69.5% use the approved dump point and 20.1% use refuse agent for their refuse disposal in the planned area while 32.1% and 20.0 % use approved dump site and refuse agents respectively in their refuse disposal in the unplanned areas. Although 14.3% drop refuse on the street in the unplanned areas. It therefore means that there is need to adequately plan for the area for waste management. The analysis on the frequency of refuse disposal indicates that the planned and unplanned areas generates 79.9%, and 40.0% refuse daily from the commercial activities. It calls for more attention in planning for waste generated.

Table 9. Place of Refuse Disposal

	Planned area				Unplanned area			
	Diobu		Elekahia		Abuloma		Ogbunabali	
Place of Refuse Disposal	F	%	F	%	F	%	F	%
Approved refuse dump point	200	69.5	4	9.8	9	32.1	0	0
refuse agents	58	20.1	37	90.2	15	53.6	24	60.0
drainage/gutter	0	0	0	0	0	0	8	20.0
on the street/ road	30	10.4	0	0	4	14.3	80	20.00
Total	288	100.0	41	100.0	28	100.0	40	100.0
Frequency of Refuse Disposal								
Daily	230	79.9	12	29.3	6	21.4	16	40.0
2 Twice Weekly	0	0	12	29.3	9	32.1	16	40.0

Weekly	58	20.1	17	41.5	13	46.4	8	20.0
Total	288	100.0	41	100.0	28	100.0	40	100.0

Method of waste water disposal

Waste water from the table below flows in closed drains in the planned area of which 61.0 is in Elekahia, 49.7% in Diobu, while in the unplanned areas 60.0 % of respondent in Ogbunabali disposes water in an open drain. This implies that there is need to plan the area.

Table 10. Method of Waste Water Disposal

	Planned area				Unplanned area			
	Diobu		Elekahia		Abuloma		Ogbunabali	
	F	%	F	%	F	%	F	%
Flow on the street/road	58	20.1	8	19.5	0	0	0	0
Closed drains	143	49.7	25	61.0	9	32.1	16	40.0
Open drain/gutter	87	30.2	8	19.5	19	67.9	24	60.0
Total	288	100.0	41	100.0	28	100.0	40	100.0

Means of Transportation to Business or Work

Table 11 indicates that the respondents in the planned and unplanned areas take bus /taxi to their business or work, 59.7% in Diobu, 22.0 % in Elekahia, 69.7 % in Abuloma and 100.0% in Ogbunabali respectively. The result reveals that the respondents make use of commercial vehicle.

Table 11: Means of Transportation to Business Or Work

	Planned area				Unplanned area			
	Diobu		Elekahia		Abuloma		Ogbunabali	
	F	%	F	%	F	%	F	%
Bus/taxi	172	59.7	9	22.0	19	67.9	40	100.0
Foot	116	40.3	20	48.8	0	0	0	0
Private car	0	0	4	9.8	9	32.1	0	0
Bicycle	0	0	8	19.5	0	0	0	0
Total	288	100.0	41	100.0	28	100.0	40	100.0

Distance to place of Business or Work

The result presented in Table 12 shows that there is significant variation in the assessment of the distance of place of work or business of respondents. In Diobu(plannede area) 100.0% of the respondents take 1hour to get to their business, Abuloma (unplanned area) 32.2% of the respondent take 1hour to get to their business or work. This shows that majority of the respondents take longer time to get to their business/ work.

Table 12. Distance to place of Business or Work

	Planned area	Unplanned area

	Diobu		Elekahia		Abuloma		Ogbunabali	
	F	P	F	P	F	P	F	P
5mins	0	0	4	9.8	8	28.6	0	0
10mins	0	0	12	29.3	5	17.9	8	20.0
20mins	0	0	17	41.5	3	10.7	0	0
30mins	0	0	0	0	3	10.7	32	80.0
1 hour	288	100.0	8	19.5	9	32.1	0	0
Total	288	100.0	41	100.0	28	100.0	40	100.0

Respondents Perception to Parking Space

Most of the respondents in the study area indicated that there is no parking space. 60.8% in Diobu, 70.7 % in Elekahia and 80% in Ogbunabali (Table 13). This shows that there is need to plan for parking space to accommodate commercial activities in the study area.

Table 13. Respondents Perception to Parking Space

Do You Have Parking Space?	Planned Area				Unplanned Area			
	Diobu		Elekahia		Abuloma		Ogbunabali	
	F	%	F	%	F	%	F	%
Yes	87	30.2	12	29.3	28	100.0	8	20.0
No	201	69.8	29	70.7	0	0	32	80.0
Total	288	100.0	41	100.0	28	100.0	40	100.0

Perception to Location of Car Park

The result in Table 14 reveals that 69.8 % of respondents park their vehicle on street/road side, in Elekahia 29.3% park vehicle in parking space and paid parking space, while in Abuloma 46.4 % and 53.6 % park vehicle at home and street/road side and 80% in Ogbunabali park vehicle on street/road side. This means that there poor parking space.

Table 14. Respondents Perception to Location of Car Park

	Planned area				Unplanned area			
	Diobu		Elekahia		Abuloma		Ogbunabali	
	Very Little				Quite A lot			
	F	%	F	%	F	%	F	%
Parking space	87	30.2	12	29.3	0	0	0	0
Paid parking space	0	0	12	29.3	0	0	8	20.0
At home	0	0	0	0	13	46.4	0	0
Street/road side	201	69.8	17	41.5	15	53.6	32	80.0
Total	288	100.0	41	100.0	28	100.0	40	100.0

Respondents' Perception to Traffic Congestion

In the Table 15, most of the respondents in the study area experienced traffic congestion 69.8% in Diobu, 51.2% in Elekahia, 78.6 % in Abuloma and 100.0% in Ogbunabali. This means that the impact of commercial activities are more in the study area.

Table 15. Respondents Perception to Traffic Congestion

Do you experience traffic congestion?	Planned area				Unplanned area			
	Diobu		Elekahia		Abuloma		Ogbunabali	
	F	%	F	%	F	%	F	%
Yes	201	69.8	21	51.2	22	78.6	40	100.0
No	87	30.2	20	48.8	6	21.4	0	0
Total	288	100.0	41	100.0	28	100.0	40	100.0

Respondents' perception to Traffic Period

In the study area from the analysis in Table 16, 50.7% and 90.2% agreed that peak periods and rush hour respectively are experienced in the planned area while the unplanned area experienced 40% of peak period and rush hour similarly. It means that traffic congestion is experienced at this period which requires proper planning for traffic.

Table 16. Respondents perception to Traffic Period

What period do you experience traffic?	Planned Area				Unplanned Area			
	Diobu		Elekahia		Abuloma		Ogbunabali	
	F	%	F	%	F	%	F	%
Peak Period	172	59.7	0	0	9	32.1	16	40.0
Off Peak	29	10.1	4	9.8	4	14.3	8	20.0
Lunch Break	0	0	0	0	6	21.4	0	0
Rush Hour	87	30.2	37	90.2	9	32.1	16	40.0
Total	288	100.0	41	100.0	28	100.0	40	100.0

Perception of Respondents on Traffic congestion

The analysis in Figure 3 indicates that very little congestion takes place in the planned area while Quite a lot traffic takes place in Ogbunabali. It is therefore observed that there is need for proper planning in the unplanned area.

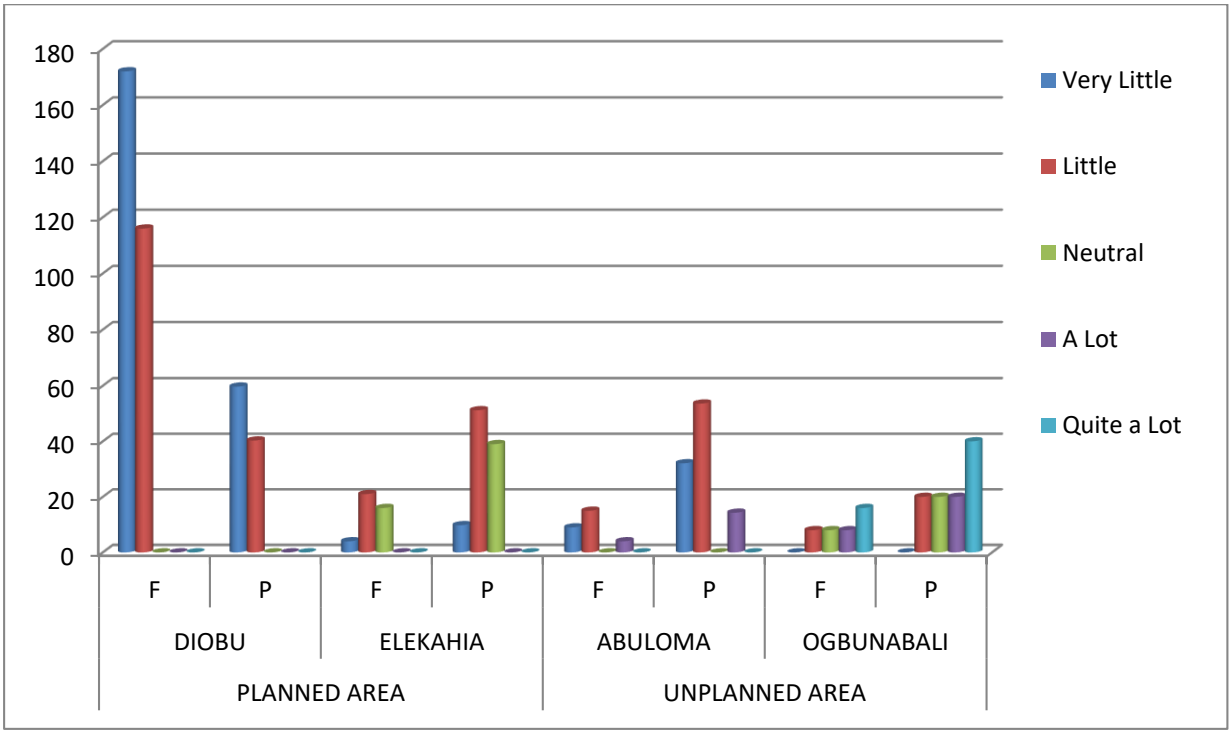

Figure 3: Perception of Respondent on Traffic Congestion

Perception of Respondents to Environmental Quality

The result presented in Table 17 shows that 48.8 % of the respondents see their area in negative light with regard to environmental quality while 53.6 % perceived the environmental quality in Abuloma as average.

Table 17: Perception of Respondents to Environmental Quality

	PLANNED AREA				UNPLANNED AREA			
	DIOBU		ELEKAHIA		ABULOMA		OGBUNABALI	
	F	%	F	%	F	%	F	%
poor	116	40.3	0	0	0	0	8	20.0
average	58	20.1	20	48.8	15	53.6	16	40.0
good	28	9.7	17	41.5	13	46.4	8	20.0
excellent	86	29.9	4	9.8	0	0	8	20.0
Total	288	100.0	41	100.0	28	100.0	40	100.0

Perception of Respondents to Crime and safety in the planned and unplanned areas

For this analysis presented in Table 18, five variables were used. These variables were rated using five (5) points in a likert scale of importance ranging from 1-5, where 1 -3 have very little rating score and 4-5 are quite a lot rating score. 39.9 % of the respondents perceived thief /armed robbery, 60.1% of killings, and 50.3% of vandalism exit in Diobu while in Elekahia, 90.2% of the respondent perceived kidnapping, 48.8% perceived vandalism This

Suggest a great effect of crime rate in the area. Most of the respondents to the survey (48.5%) indicated that they believed that crime in their areas of residence would increase in the next 10 years. However 38.3% believed that crime would decrease. The public opinion on property crime was more in --- In the urban areas, people are most afraid of robberies (39%), house breaking (21.8%) and theft of personal property (16.8%), while in the rural areas, people are most afraid of murder (27.3%), crop theft (21%) and robbery (17%). However, a relatively accurate perception exists amongst the planned and unplanned area. Nevertheless, 44% of the respondents indicated that they changed their behaviour, albeit sometimes in very small ways, because of crime over the past three years.

In addition, respondents in Abuloma perceived very low vandalism, kidnapping and rape (78.6 % and 53.6 %) respectively and low killings of 85.7 % while in Ogbunabali 40.0 % respondents perceived thief / armed robbery and vandalism showing great effect.

Table 18. Perception of Respondents to Crime and safety in the Planned area

Crime Activity	Planned Area (Diobu)									
	Very Little						Quite A lot			
	1		2		3		4		**5**	
	F	%	F	%	F	%	F	%	F	%
Thief / Armed Robbery	0	0	28	9.7	87	30.2	58	20.1	115	39.9
Vandalism	86	29.9	28	9.7	145	50.3	29	10.1	0	0
Kidnapping	28	9.7	58	20.1	58	20.1	87	30.2	57	19.8
Killings	0	0	0	0	0	0	115	39.9	173	60.1
Rape	144	50.0	0	0	0	0	144	50.0	0	0
	Planned Area (Elekahia)									
Thief/ Armed Robbers	8	19.5	21	51.2	12	29.3	0	0	0	0
Cultism	9	22.0	12	29.3	20	48.8	0	0	0	0
Kidnapping	4	9.8	0	0	37	90.2	0	0	0	0
Killings	12	29.3	12	29.3	17	41.5	0	0	0	0
Rape	20	48.8	0	0	21	51.2	0	0	0	0
	Unplanned Area (Abuloma)									
Thief /Armed Robbers	13	46.4	9	32.1	6	21.4	0	0	0	0
Vandalism	22	78.6	0	0	6	21.4	0	0	0	0
Kidnapping	15	53.6	9	32.1	4	14.3	0	0	0	0
Killings	0	0	24	85.7	4	14.3	0	0	0	0
Rape	15	53.6	13	46.4	0	0	0	0	0	0
	Unplanned Area (Ogbunabali)									
Thief / Armed Robbers	8	20.0	16	40.0	0	0	16	40.0	0	0
Vandalism	0	0	8	20.0	16	40.0	16	40.0	0	0
Kidnapping	16	40.0	0	0	24	60.0	0	0	0	0
Killings	8	20.0	24	60.0	0	0	8	20.0	0	0
Rape	16	40.0	16	40.0	0	0	8	20.0	0	0

Respondents Feelings of Safety in the Next Ten Years

Looking at Table 19, more respondents believed the area is unsafe 69.8 % of the respondents in Diobu and Ogbunabali 100.0% respectively. This is as a result of increase in commercial activities which attracts a lot of criminal activities see table. It was not surprising to find that

most of the respondents in Abuloma and Elekahia feel safe in the next 10 years, the vast majority of respondents reported they feel quite a lot safe 100.0 %, and 90.2 % reported they felt safe.

Table 19. Respondents Feelings of Safety in the Next Ten Years

Do You Think Your Area Will Be Safe In The Next 10years?	Planned area				Unplanned area			
	Diobu		Elekahia		Abuloma		Ogbunabali	
	F	%	F	%	F	%	F	%
No	201	69.8	4	9.8	0	0	40	100.0
Yes	87	30.2	37	90.2	28	100.0	0	0
Total	288	100.0	41	100.0	28	100.0	40	100.0

Respondents Perception on Ways to Improve Security in the Study Area

Table 20 reveals that provision of security personnel, awareness and sensitization, and neighbourhood watch / vigilante collectively explains the ways to improve security in the study area.

Table 20. Respondents Perception on Ways to Improve Security in the Study Area

	Planned area				Unplanned area			
	Diobu		Elekahia		Abuloma		Ogbunabali	
	F	%	F	%	F	%	F	%
Provision of Security Personnel	259	89.9	8	19.5	15	53.6	32	80.0
Awareness And Sensitization	29	10.1	0	0	0	0	0	0
Neighbourhood Watch/Vigilante	0	0	33	80.5	13	46.4	8	20.0
Total	288	100.0	41	100.0	28	100.0	40	100.0

Conclusion and Recommendations

There is no doubt that liveability and commercial activities are intertwined. Nobody wants to live in an area where there is no commercial activities taking place. This point is supported by the findings of the survey. Liveability plays an important role in commercial activities but when liveability is affected with commercial activities policies makers first priority is to find ways in which to profer possible planning solution. Of course, liveability has a role in attracting commercial activities but this should not be overplayed, especially in the face of negative impact. Ultimately policy makers have limited power to counteract these trends, whether it is by improving liveabiltiy, what this means is that urban policy maker need flexibe and realistic in the strategies they adopt to liveable city and compactibilty of land use. Improving a city's liveability is an important goal regardless of its impact. Policy makers should pay heed to this reality when formulating their plans and they should question the wisdom of advice that offers them a quirk fix to deep- rooted problems. The study recommended that:

There should be environmental education and sensitization to tackle the problem of environmental pollution;

Planning agencies should ensure environmental impact assessment is considered not to be a luxury but a base stone for physical planning. Hence, before starting any project a study to evaluate the environmental impacts has to be conducted, as part of the other feasibility studies especially with commercial activities.

Waste should be properly stored, collected and properly disposed within approved disposal time as waste poses a threat to liveability.

Government should improve on the expenditure in development of infrastructure and sustainable maintenance culture especially in the areas of road, drainage waste disposal etc..

Government/planning agencies should ensure master plan/ layout plan for landuses are properly maintained in terms of compatibility during implementation. Administrative bottle necks and personal interest game should be buried to achieve liveability.

Security should be a top most priority within the purview of the government policies for a liveable environment and most especially in a commercial area.

Government/Planning agencies should ensure unplanned areas are planned with stipulated adequate standards.

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