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EFFECTS OF HAULAGE TRAILER-PARK ON RESIDENTS WELL-BEING IN AKINYELE, IBADAN, OYO STATE, NIGERIA.

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Abstract

The activities and location of haulage trailer parks within major cities have brought dangers to the well-being of the people. This has come in various ways such as waste disposal and traffic congestion in the area, among others. Against this background, this study examined the effects of trailer parks on residents' well-being in Akinyele Local Government Area, Oyo State. Stratified random sampling method was used, in which the study area was divided into three (3) different impact zones using 300m, 600m and 900m radii from the circumference of the park. A total of 200 questionnaires were administered on selected households from each zone using balloting method of simple random sampling technique. Spearman's Rank Correlation was employed to analyze the casual relationship between trailer parks' activities and the effects on residents' well-being. The study established that the activities and locations of haulage trailer parks had greatly affected the residents living in the area especially the closer residents. The results of hypothesis testing also revealed that there was a significant casual relationship between the perceived effects of the haulage trailer park and residents' well-being in the study area. The study therefore, recommended adequate setback and implementation of planning laws affecting the land use, among others

Keywords: Transport modes, Articulated vehicles, Trucks, Quality of life, Livability

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Introduction

Urban productivity is highly dependent on the efficiency of its transport system to move labour, consumers and freight between multiple origins and destinations (Rodrigue *et al.*, 2006). This is because various human activities that are spatially distributed are unified by transport based on trip generation, distribution and assignments (Meurs and Haaijer, 2001; Rodrigue *et al.*, 2013). With the increasing rate of industrialisation, commerce

and population in urban areas, several challenges are associated with cities in areas of land use, housing and transportation (UN-HABITAT, 2011; Cevero, 2003; Oyinloye, 2014). In the aspect of transportation, one of the principal challenges is transport terminals such as car parks, seaports, airports and rail yards (De Cerreno, 2002). This has contributed to an array of problems such as traffic congestion, accidents and series of health challenges especially when located in

residential areas. More importantly, are the issue of vehicular parking in and around these areas. More so, are the growing commercial and economic activities associated with areas where transport terminals are located.

Parking is an important component of transportation policy and management in any city of the world (De Cerreno, 2002). Parking becomes a necessity when one recognizes the fact that urban centers are characterized by interrelated and complex land use activities which requires well-planned and efficient performance of the transportation system (Asiyanbola and Akinpelu 2012). Parking generally could be on-street or off-street. On-street parking is a form of parking that involves all metered and unmetered parking along the road sides. It is a temporary driving of a vehicle or maneuvering a vehicle in a certain location for different purposes. On-street parking exists as a result of non-availability of adequate space for off-street parking and it is basically done nearest to destination routes (Asiyanbola and Akinpelu, 2012). Off-street parking on the other hand involves allocating land spaces for the purpose of keeping vehicles off the road when they are not on transit.

In Nigeria, the rise in economy of the country and attending urbanisation challenges have constituted great transport and parking challenges and caused much difficulty in cities. This predicament has attracted the attentions of government and transportation managers and scholars. Numerous studies (e.g. Ogunsanya, 1986; Bashiru and Waziri, 2008; Aderamo and Atomode, 2011; Asiyanbola and Akinpelu 2012; Osoba, 2012; Aderamo and Salau, 2013; Popoola *et al.*, 2013; Ikegbunam, 2014; **Ogbonna, 2018**) have been conducted on transportation and health problems as influenced by location and inadequacy of parking facilities, among other

factors in Nigerian urban areas. While some of these studies have assessed the effects on the well-being of commuters and residents. The reason being that there are socioeconomic activities and attractions connected with urban parking facilities that cause certain social and environmental problems which in turn affect the people. Meanwhile, attention has been mostly on residential and institutional parking facilities involving smaller vehicles with limits on trailer parks.

This study however focusses on haulage trailer parking facility in a Nigeria city, owing to the fact that it generates region of influence. Evident in and around the facility are commercial and economic activities especially when located in and a little further from urban residential areas. This study was therefore embarked on with the intention of assessing the problems associated with and management of haulage trailer parking activities and the effects on residents' well-being. This is because there has been little attention in that as a search into the literature showed that few studies are available (e.g. Olagunju, 2011; Asubiaro, 2017) within the Nigerian landscape. Hence, there is deficient empirical information on implications of haulage trailer parks on the wellbeing of urban residents and the mitigation measures, especially those that take into consideration the peculiarities of the region of study. It is on this premise that this paper assesses the perceived effects of haulage trailer parking activities on the well-being of residents in Akinyele Local Government Area (LGA), Ibadan.

Literature Review

The concept of well-being

There are various clarifications on the word 'well-being' because of the ambiguity in its usage. The approach to its definition depends on the interest of the user of the word, because

the definition reflects various meanings such as welfare, wellness, quality of life, sustainability, among others (van Kamp *et al.*, 2003). The term 'well-being' has varied meaning but the meaning that fits in this context will be briefly identified. Well-being is the general psychological, spiritual, medical, social and economic states of any persons or groups (White, 2008). This implies that well-being relates to all aspects of human lives relating to all that can keep the human's body, soul and spirit good for proper self-organization and functioning for the betterment of self and the community at large. In another perspective, well-being is described as more than the absence of illness or pathology, it can be measured at the level of individuals or society and it accounts for elements of life satisfaction that cannot be defined, explained or primarily influenced by economic growth (Camfield *et al.*, 2010). Well-being is a very broad concept that is applied to many situations for a variety of purposes. Applications of the concept range from specific domains such as economic, material, social, environmental and psychological, to all the domains impacting on people. Based on existing literature (Sousa-Poza and Sousa-Pouza, 2000; European Commission, 2011; Anand, 2016), well-being can be high or low with the former meaning that individual or group's experience in terms of happiness, health, income or economy is positive while the latter is associated with negative connotations.

Concept of environment

The term 'environment' can be understood to mean man's surroundings. It can be divided into non-living and living components. The environment provides resources which support life on the earth and which also help in the growth of a relationship of interchange between living organisms and the environment in which they live (Kumar De

and Kumar De, 2009). The author explained further that in the recent past the term nature has been used as parallel to the word environment. However, at some points the environment has been distorted by natural or human forces, causing environmental stress. Mabogunje (1988) identifies three main forms of environmental stress caused by man-environment relations. The stresses are;

- (i) exploitative stress arising from the direct rate at which plant and animal species are being wiped out to the extent that these species are threatened with extinction;
- (ii) disruptive stress which involves the modification of the structure of the environment to the point where the ecosystem is highly susceptible to invasion and replacement; and
- (iii) eutrophic stress that is caused by the deposition of waste and food residues in areas where concentration of nutrients can occur and affects plant growth and the balance of the ecosystem.

All these forms of stresses are present in Nigerian environment but the impacts of the disruptive stress are manifested in increasing and accelerating degradation and depletion of land cover (Ikhuoria, 2006). The environmental effects of the total stress are determined by the nature of the receiving environment. Ambient characteristics such as physical ecosystem characteristics, density of the human population affected, and whether the receiving ecosystem is considered critical or includes endangered species will determine both the physical impact of the stress and willingness to pay to prevent it.

Transportation and parking Issues

The economic, wealth and military power of a nation have been closely tied to efficient methods of transportation, and have been

closely related to the density of settlement and the use of land. Transport is important since it enables trade between people, which in turn establishes civilization. Parking is an important component of transportation policy and management in any city. "The policies and management practices affecting parking lead to outcomes that, in turn, can affect land use, air quality, traffic congestion, travel behaviour, safety, and economic development (De Cerreno, 2002). Changes to these policies and/or management practices need to take into consideration any stakeholders who could be affected. Some of these changes may require more street space than others but all must consider the potential impact of the availability of parking on the environment. Parking influences particular aspects of travel patterns, the location of activities, attitudes to places and the development process (Still and Simmonds, 2010).

Still and Simmonds (2010) examined the connection between parking and economic development in his study of the impacts of parking restraint policies on the economic vitality in urban centres. Parking restraint policies are designed to limit the amount of available parking to reduce vehicular use. However, in his study, two different techniques of examining impacts are used and each shows different results. Attitudinal evidence suggests that there is a high level of sensitivity to parking provision, whereas aggregate statistical studies tend to find only a weak relationship. Based on the inconclusiveness of these results, Still and Simmonds (2010) recommended a future research into same issue.

Parking occupies urban space, and hence changes in parking provision can affect the amount and quality of space available for other activities (Still and Simmonds, 2010). The competition for the use of roadways

includes additional lanes for traffic flow, bike lanes, and wider sidewalks. Traditionally, road design and management has been the job of a traffic engineer whose primary goal is to move traffic through streets efficiently, but as the competition for space grows so will the need for better management of on-street parking with more public stakeholders at the table.

An important characteristic of perceived accessibility in automobile dependent economies is that availability of parking can often influence businesses' decision as where to locate. Newby (1992) reviews number of pedestrian projects, which often compete with on-street parking for road space. He concludes that far more projects have positive effect on business than a negative one. Newby discovers that businesses may oppose the changes initially but take up to the idea once the benefits become evident.

The problem of parking is essentially the problem of transportation, as parking, according to experts, cannot be disconnected from transportation. The challenges of providing effective and efficient transportation have long been a concern, not only of individuals but of government as well. In most of our urban centres the problem of transportation is basically cantered on inadequate infrastructures. For instance, Aderamo (2012) identified shortage of parking infrastructure as one of the challenges of efficient urban transportation in Nigeria. The result of which is manifested in congestion on the roads and as well increased pressure on available transport infrastructure. Parking management strategies represent a new and increasingly prevalent approach to transportation planning. This approach seeks to address transportation challenges, such as congestion and the need for adequate parking, not with traditional supply-side solutions but

rather with projects and programs that manage travel demand. Supply-side solutions focus on increasing roadway capacity or building more parking, an approach that has been criticized for creating additional congestion through “induced demand” (Cervero, 2003). Increased supply of parking has been found out to aggravate parking inefficiencies and contributing a number of other public health and social impacts related to driving (Shoup, 1999).

Many facets of parking are interrelated. Parking programs usually evolve from parking studies that determine the supply of parking and the current demand, as well as estimates of future parking demand. Parking facility planning and design requires a determination of the number of spaces needed, the proper location for these spaces, and a workable layout with acceptable operating controls. In addition, other factors need to be considered, such as characteristics of the transportation system and users, transportation attractions and generators, and transportation operations. These have not been adequately investigated

The Study Area

Akinyele Local Government Area is one of the eleven local government areas that make up Ibadan metropolis. Its headquarters is in

Moniya. Akinyele Local government area, created in 1976. It shares boundaries in the north with Afijio local government area, in the west with Ido local government area, in the south with Ibadan north local government area and in the east with Lagelu local government area. Akinyele Local Government is located between latitude 7° 29' to 7° 40' while its longitude ranges from 3° 45' to 4° 04'. The total land area is about 219.2km². It is located along the northern area of Ibadan city. Like other south western states, Akinyele has a tropical type of climate with annual temperature of about 32° C

and high relative humidity of 95. The area is located in the forest belt of the country, particularly in the tropical rain forest.

Akinyele local government is divided into 12 political wards. According to the 2006 census, as released by the National Population Commission, the population of Akinyele local government was 211,359, which is predominantly of Yoruba ethnic group. Land use pattern of Akinyele local government area follows the general land use pattern of Ibadan metropolitan area which shows a clear distinction that residential use dominates other uses.

Table 1: Name of Political Wards in Akinyele Local Government Ibadan

Ward	Name	Ward	Name
1	Ikereku	7	Iwokoto/Amosun
2	Labode/Oboda/Olanla	8	Ojoo/Ajibode/Orogun/Owe/Kankon
3	Arulogun	9	Ijaye
4	Onidundu/ Amosun	10	Alabata
5	Moniya	11	Okegbemi/Mele
6	Akinyele	12	Iroko

Source: Authors' Compilation, 2016

Figure 2: Stratification of the Study Area into Impact Zones

Source: Authors' Device, 2016

The total number of buildings in the different residential zones around Akinyele Park was recorded. Information from the imagery revealed that there were 496 buildings within the set apart distance of 900 meters from the circumference of the park. These include 33 buildings in the near

distance zone, 145 buildings in the medium distance zone, and 317 buildings in the far distance zone. Random sampling technique was used to select forty per cent (40%) of the buildings for questionnaire administration across the three residential zones as illustrated in Table 2.

Table 2: Questionnaire Administration Log-frame for the Resident

Name of Park	Name of zones	Total number of Buildings	Sampled buildings (40%)
Akinyele Park	Near Distance	33	14
	Medium Distance	145	59
	Far Distance	317	127
Total		496	200

Source: Authors' Compilation, 2016

This percentage was used to determine the sample size for the respondents to be selected for questionnaire administration by selected residents who are actual study population from the buildings. The percentage was based

on the recommendation by Agbola (2004) that 10% of a population is adequate for survey. Although, the percentage is higher in this respect, it is based on the fact that larger sample size increases statistical power and

limits estimation errors to the barest minimum (Wilson and Morgan, 2007). Questionnaires were therefore administered on a resident of each of the selected buildings. The sample size was then 200 respondents which was 40% of the population of the study area. This amounted to 200 questionnaires which were administered on respondents for the study.

Data collected were analysed using descriptive and inferential statistics in Statistical Package for Social Sciences (SPSS) Version 17. The descriptive statistics employed were frequency, percentage and measure of averages and dispersions (absolute mean, deviation about the mean and standard deviation). The Perceived Effects of Parking on Residents' Well-being Indexes (PEPRWIs) and the average of the indexes (**PEPRWI**) were computed based on all these descriptive statistical methods. This was possible because the 32 items (variables) on perceived effects of parking on residents' well-being were measure on a 5-point Likert scale. Participants (residents) were therefore able to rate their perceptions on possible effects of trailer parks on their well-being using the very high, high, moderate, low, and very low responses. In the course of data analysis, was attaching weighted values to different degree of responses as indicated below:

Very high =5, High = 4, Moderate =3, Low =2, and Very low =1

The Weighted Value (*WV*) was computed as the product of frequency of response for a variable and the weight attached to such response using as reflected in Equation (I)

$$WV = F_x V_x \dots\dots\dots (I)$$

Where;

- WV = Weighted value
- F_i = Frequency of responses for item x
- V_x = Weight attached to responses

- on item x
- x = Designated value of the Likert point response for item x

The Sum of the Weighted Value (*SWV*) for each observed item on the scale was computed as the addition of the product of the frequencies for all responses and the respective weights of the assigned values. This is expressed as in equation (ii)

$$SWV = \sum_{i=0}^s F_x V_x \dots\dots\dots (ii)$$

Where

- SWV = Sum of weight value,
- F_x = Frequency of respondents rating for variable x
- V_x = weight attached to item x
- x = Designated value of the Likert point response for Item x

The mean indexes (PEPRWIs) for each item was obtained by dividing the *SWV* of each item by the total number of respondents ($N = 200$). The average mean index **PEPRWI** was later computed by dividing the PEPRWIs by number of items ($n = 32$) on the scale. Furthermore, the deviations about the PEPRWIs and standard deviation were computed to measure the degree of spread of the dataset.

The inferential statistics involved the use of Spearman's Rank Correlation to test the casual relationship between trailer park and residents' well-being. Spearman's Rank (r_s) correlation is a non-parametric testing statistics which is mathematically expressed as

$$r_s = \frac{6 \sum d_i^2}{n (n^2 - 1)} \dots\dots\dots (x)$$

Where;

r_s	=	Correlation coefficient
d_i	=	Difference between the two ranks of each observation
n	=	Number of observations

Results and Discussion

Socioeconomic characteristics of respondents

The results are presented and discussed in different sub-sections below; the demographic characteristics considered relevant to the study include: gender, age, educational status and duration of residents of respondents. Table 3 shows the gender distribution of residents, 47.0% of respondents were male while 53.0% were female. This suggests that majority of the respondents were women and unavailability of men for the survey could be attributed to the fact that men as household heads are expected to fend for their respective families.

Respondents' ages were classified into six: "below 20 years, 20-29 years, 30-39 years, 40-49 years, 50-59 years and above 60 years. It is deduced that respondents between 30-39 years (30.5%) were the most surveyed while the next categories were between 20 – 29 years and 50 – 59 years with

17.0% each. On the other hand, 15.5% of the respondents were within the age 60 and above, while 15.0% and 5.0% were for ages 40 – 49 years and below 20 years respectively. The implication is that most of the residents were adults while the youths made up 22% of the population.

A total of 76% of the respondents had one form of formal education or the other. It was revealed that 41.5%, 33.5% and 1% of the respondents had primary/vocational training, secondary and tertiary education, respectively. Respondents with no formal education accounted for 24% and the

implication is that majority of the residents were educated (Table 5).

The analysis in Table 3.4 showed the duration of the respondents living in the neighborhood. The length of stay of individuals in an area gives an insight to understanding the socio-economic and environmental conditions that characterize the area. The table revealed that 13.0% of the respondents had lived in their neighborhoods for less than 5 years, 26.5%

for 5-10 years. It was revealed further that 33.5% of the respondents lived in the area between 11-15 years, 18.0% between 16-20 years while 9.0% lived for more than 20 years in the neighborhoods. From the analysis, it is generally deduced that residents of the study area had adequate knowledge of prevailing traffic conditions in their neighborhood.

The effects of trailers parking on resident's well-being

Effort was made to examine the degree of effects of trailers parking on the well-being. The result revealed that the effects of noise and poor visual quality had the highest PEPRWI (4.16). This implies that noise and poor visual quality were the most significant effects on the resident's well-being in the study area. Diseases outbreak and street hawking also had the high level of impacts with the rated index (PEPRWI = 4.10). This implies that residents perceived that increase in their activities brings about spread of various diseases.

The result also revealed that the effect of the trailer park on mobility is not significant with PEPRWI of 2.30 which is far below the average mean index (**PEPRW**). The effect of activities of trailer park on traffic congestion was found not to be significant. This implies that the risk of accident at the trailer park was very low since trailers were not being parked on the major road.

The result showed the operators of the trailer park and people who inhabited this park area involved in waste generation, defecating and urinating, which brings about poor sanitation to the environment and which in turn leads to outbreak of epidemic diseases. It is also deduced that various activities in the park generate employment thereby increase informal activities as well as increase in rental value in the study area. This also leads to street children who have no home to stay and need to survive.

Factors responsible for the location of trailer parks

The analysis as summarized in Table 8 revealed that a significant proportion (49%) of the respondents agreed that the trailer park location was allocated by the government. This is followed by those respondents (21%) that agreed with availability of space as a major factor responsible for the location of trailer park. On the other hand, 17% of the respondents agreed to the centrality and proximity to users as the factors responsible for the location, while 13% of the respondents

picked nearness to mechanic workshop as the factor responsible for the location of the trailer park in their area. It can be deduced from the analysis that factors responsible for different locations of parks vary.

Hypothesis testing of relationship between trailer parking activities and residents' well being

Table 9 shows the correlation between trailer parking activities and the perceived resident's well-being. The results ($r_s = 0.089$, $p = 0.007$, $\alpha = 0.05$) implies that there is a significant but weak causal relationship between trailer parking activities and residents' well-being. It could therefore be inferred that trailer parking has the likelihood of affecting residents' well-being. Nevertheless, such effects could be weak as perceived by residents. The reason could be that the well-being indicators in this study were structured towards measuring the negative effects of the haulage trailer park which the residents could be less concerned about because of the socioeconomic benefits they derived from the location of the park.

Table 3: Gender Distribution

Gender	Frequency	Percentage
Male	94	47.0
Female	106	53.0
Total	200	100.0

Source: Authors, 2016

Table 4: Age of Respondents

Age	Frequency	Percentage
Below 20years	10	5.0
20-29years	34	17.0
30-39years	61	30.5
40-49years	30	15.0
50-59years	34	17.0
60 and above	31	15.5
Total	200	100.0

Source: Authors, 2016

Table 5: Educational Status of Respondents

Educational Status	Frequency	Percentage
No formal Education	48	24.0
Primary/vocational Training	83	41.5
Secondary	67	33.5
Tertiary	2	1.0
Total	200	100.0

Source: Author, 2016

Table 6: Length of Stay in the Neighbourhood

Duration of Stay	Frequency	Percentage
less than 5 years	26	13.0
5-10 years	53	26.5
11-15 years	67	33.5
16-20 years	36	18.0
above 20 years	18	9.0
Total	200	100.0

Source: Author, 2016

Table 7: Effects of Parking on Residents' Well-being in Akinyele Local Government

Effects	VH 5	H 4	M 3	L 2	VL 1	f	SWV	PEPWI	(PEPRWI)	D	D ²
Mobility	110	100	84	80	85	200	459	2.30	3.16	-0.86	0.74
Safety/security	375	140	90	60	30	200	695	3.48		0.32	0.10
Traffic congestion	125	100	90	74	83	200	472	2.36		-0.8	0.64
Noise generation	550	180	60	34	8	200	832	4.16		1.0	1.00
Poor sanitation	475	212	81	38	6	200	812	4.06		0.9	0.81
Visual quality	535	180	87	20	9	200	831	4.16		1.0	1.00
Hindrance to movement	90	84	93	86	87	200	440	2.20		-0.96	0.92
Increase in rental value	75	80	75	100	90	200	420	2.10		-1.06	1.12
Transport fare	30	52	75	72	120	200	349	1.75		-1.41	1.99
Traffic delay	60	60	84	84	103	200	391	1.96		-1.2	1.44
Loss of sleep	470	200	84	36	10	200	800	4.0		0.84	0.71
Headache	390	140	99	60	24	200	713	3.57		0.41	0.17
Irritation	130	112	87	64	86	200	479	2.40		-0.76	0.58
Disease outbreak	500	180	111	22	7	200	820	4.10		0.94	0.88
Risk to children's health	150	120	90	70	75	200	505	2.53		-0.63	0.40
Particulates emission	395	170	105	46	20	200	738	3.69		0.53	0.28
Respiratory problem	65	88	81	96	90	200	420	2.10		-1.06	1.12
Eye defects	65	40	87	102	87	200	381	1.91		-1.05	1.56
Employment generation	455	188	102	40	8	200	793	3.37		0.81	0.66
Risk of accidents	30	44	81	76	118	200	349	1.75		-1.41	1.99
Poor or no illumination	60	68	87	84	100	200	399	2.00		-1.16	1.35
Illegal automobile workshop	475	212	81	38	6	200	812	4.06		0.9	0.81
Occupying space	390	154	87	54	27	200	712	3.56		0.4	0.16
Oil spillage	470	200	84	36	10	200	800	4.00		0.84	0.71
Defecating/urinating	450	208	90	38	1	200	787	3.94		0.78	0.61
Littering waste generation	435	196	102	50	5	200	788	3.94		0.78	0.61
Dust from the park activities	375	140	90	60	30	200	695	3.48		0.32	0.10
Increase in informal activities	430	128	87	56	26	200	727	3.64		0.48	0.23
Street hawking	500	180	111	22	7	200	820	4.10		0.94	0.88
Street children	435	172	93	42	18	200	760	3.80		0.64	0.41
Increase in begging	130	56	87	128	86	200	487	2.44		-0.72	0.52
Increase in homeless	430	128	87	56	26	200	727	3.64		0.48	0.23
Total								101.15			24.73

Source: Author, 2016

Table 8: Factors Responsible for Trailer Park Location

Factors	Frequency	Percentage
Availability of space	42	21
Allocated by government	98	49
Centrality and proximity to users	34	17
Nearness to mechanic workshop	26	13
Total	200	100.0

Table 9: Particulate Emission and Perceived Health Status

Variables		Particulate Emission	Perceived Health Status
Activities of trailer park	Correlation Coefficient	1.000	0.089
	Sig. (2-tailed)		0.007
	N	200	200
Perceived effect on well-being	Correlation Coefficient	0.089	1.000
	Sig. (2-tailed)	0.007	
	N	200	200

Source: Authors, 2016

Significant level equals 0.05 ($\alpha = 0.05$)

Conclusion and Recommendations

The study revealed that activities of trailer parks pose more danger to the well-being of the residents in the study area. The study therefore, challenges policy makers and environmental researchers to focus attention on how to understand and develop environmental policies that will reduce the environmental effects of heavy vehicles in the environment. Therefore, the paper recommends the following in order to control the location and or springing up of illegal trailer park in the area.

- i. Adequate setbacks should be maintained between the park and the residential buildings.
- ii. Planting of trees to provide buffers should be encouraged in order to absorb noise as well as pollutants generated in the park.
- iii. Measures to protect against encroachment into buffer by property developers should be provided as well as approval of location and building permit to be made and enforced.

- iv. Government should make provision for standard park, equipped with necessary facilities such as toilets, waste collection centers drainage among others. This will go a long way to reduce the effects of pollution of different kinds into the environment.
- v. Relevant planning institutions should implement and enforce Town Planning Standards. This should be in form of zoning and regulation enforcement of the laws with the adequate monitoring in order to reduce the haphazard parking of trailer along major roads as well as reduce the negative impacts on the residents and environment.
- vi. The government, through Federal Road Safety Commission, should organize proper enlightenment campaign to educate the residents on the danger associated with indiscriminate location of trailer parks and need to observe proper setback from them.

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