

**A Study on the Service Rendered by Hawkers of Daily
Necessities in Dhaka City**

**Thesis submitted in partial fulfillment of the requirements for the degree
of Master of Urban and Regional Planning**

By

**Md. Fakhruddin Khandker
Student Number: 040015004**



July, 2005

**Department of Urban and Regional Planning
Bangladesh University of Engineering and Technology
Dhaka - 1000, Bangladesh**

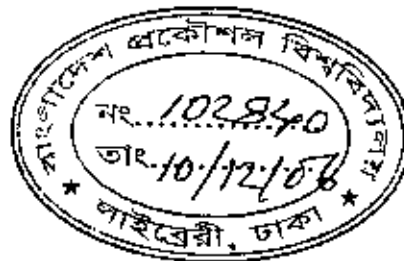


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Thesis paper submitted to the Department of Urban and Regional Planning,
BANGLADESH UNIVERSITY OF ENGINEERING AND TECHNOLOGY, Dhaka
in partial fulfillment of the requirements for the degree of MASTER OF URBAN
AND REGIONAL PLANNING

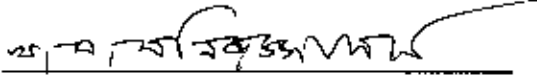
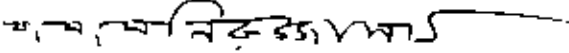

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The thesis titled A Study on the Service Rendered by Hawkers of Daily Necessities in Dhaka City, Submitted by Md. Fakhruddin Khandker Roll No: 040015004 Session: April 2000, has been accepted as satisfactory in partial fulfillment of the requirement for the degree of Master of Urban and Regional Planning on 28th July, 2005

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Md. Fakhruddin Khandker

CONTENTS

List of Tables		vi
List of Maps		vi
List of Figures		vii
List of Plates		vii
ACKNOWLEDGEMENT		viii
ABSTRACT		ix
Chapter One	Introduction	1
1.1	Background and present state of the problem	2
1.2	Rationale of the study	2
1.3	Objectives of the study	3
1.4	Limitations of the study	3
1.5	Outline of the methodology/experimental design	4
1.5.1	Problem identification	4
1.5.2	Data and information requirement	4
1.5.3	Study area selection	5
1.5.4	Description of the study area	7
1.5.5	Determination of sample size and sampling method	11
1.5.6	Biases in sampling / data collection	11
1.5.7	Field survey (Questionnaire survey)	11
1.5.8	Collection of information/ Secondary data collection	11
1.5.9	Data compilation	12
1.5.10	Analysis of data/information	12
1.5.11	Data presentation	12
1.6	Literature Review	14
1.7	Operational definitions	14
Chapter Two	Socio economic condition of the household and the hawkers in the study area	16
2.1	Information of the households	17
2.2	Socio economic condition of the hawkers	20
2.2.1	Different types of hawkers	21
2.2.2	Characteristics of hawking	23
2.3	Working pattern of the hawkers	23
Chapter Three	Extent and level of services of hawkers to the city dwellers	32
3.1	Extent of the services of hawkers	33
3.2	Level of services offered by hawkers to the city dwellers	33
3.2.1	General level of Satisfaction of goods bought from the hawkers	34
3.3	Advantages and convenience that hawkers offer to the urban dwellers	36
3.4	Demerits of hawking	38
3.5	Trip generation and purpose of the trips	39
3.6	Relationship between family size and shopping trips	40

3.7	Mode of travel for shopping purpose	41
3.8	Shopping done while on other trips	41
3.9	Mode and cost of travel	42
3.10	Relationship between household income and mode of travel for shopping purpose	42
Chapter Four	Influence of peddling on the volume of shopping trips	44
4.1	Ratio of people who buy from hawkers and other sources	45
4.2	Information related to shopping from alternative sources apart from hawkers and local markets	45
4.3	Alternative sources of shopping other than the hawkers	46
4.4	Frequency and volume of shopping trips and time of shopping	46
4.5	Minimization of volume of shopping trips	47
Chapter Five	Comparative analysis of the service provided by hawkers with other sources and modern home delivery services	49
5.1	Forms and extent of existing modern home delivery services in Dhaka City	50
5.2	Comparison between traditional hawking and modern home delivery services in respect of advantages and convenience	50
5.3	Comparison between traditional hawking and modern home delivery services in respect of popularity or adaptation	51
Chapter Six	Recommendation and conclusion	52
6.1	Recommendations	53
6.2	Conclusion	53
References		56
Appendices		57
Appendix 1		58
Appendix 2		61

List of Tables:

Table 2.1	Relationship between income level and shopping from hawkers	17
Table 2.2	Education level of the household heads of Shyamoly and Goran area	17
Table 2.3	Occupational status of the household heads	18
Table 3.1	Number of people shopping from hawkers for various items	33
Table 3.2	Satisfaction level of people on quality of various commodities	35
Table 3.3	Satisfaction level of consumers on price of various daily necessities	35
Table 3.4	Satisfaction level on variety	36
Table 3.5	Percentage of total response under overall satisfaction level	36
Table 3.6	Respondent response on the reasons to buy goods from hawkers	38
Table 3.7	Percentage of trips for various purposes in Dhaka City in 1992	40
Table 3.8	Percentage of trips for various purposes in Dhaka City in 2004	40
Table 3.9	Modal choices for going to bazaars/markets for shopping purpose	41
Table 3.10	Average cost of shopping trips for different mode of travel	42
Table 4.1	Percentage of buyers for different source of shopping	45
Table 4.2	Different source of shopping other than hawkers	46

List of Maps:

Map 1	Dhaka City: Location of the study areas	6
Map 2	Study Area (Shyamoly)	8
Map 3	Study Area (Goran)	10
Map 4	Working Area of the Hawkers in Shyamoly Area	25
Map 5	Working Area of the Hawkers in Shyamoly Area	26
Map 6	Working Area of the Hawkers in Shyamoly Area	27
Map 7	Working Area of the Hawkers in Goran Area	29
Map 8	Working Area of the Hawkers in Goran Area	30
Map 9	Working Area of the Hawkers in Goran Area	31

List of Figures:

Figure 1.1	Flow diagram of the Methodology of the Study	13
Figure 2.1	Total monthly expenditure pattern of the households of Shyamoly and Goran area	19
Figure 2.2	Monthly expenditure pattern of the households on daily necessities (such as rice, meat, fish, vegetables etc.)	20
Figure 2.3	Education level of the hawkers	21
Figure 3.1	Shopping is done while on other trips	42

List of Plates:

Plate 1	Basket carrying hawkers	21
Plate 2	Cart/Rickshaw pulling hawkers	22
Plate 3	Hawkers sitting on the footpath of the locality	22
Plate 4	Hawkers selling spices in exchange of broken plastic, glass, metal etc.	23
Plate 5	Hawkers selling meat (poultry)	34
Plate 6	A vegetable seller rendering door-to-door service	34
Plate 7	Some hawkers sell only fishes in the locality	34
Plate 8	Women are buying from hawkers in the locality	37

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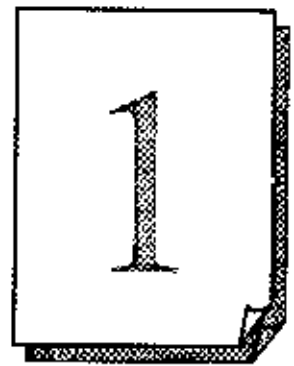
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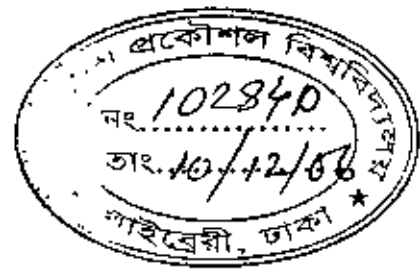
ABSTRACT

Systems that allow one to buy necessary commodities without having to leave home to go to the shop or market exist in every urban area in the world. They help the city dwellers by saving their time and in a society like ours women can directly participate in day-to-day shopping. Most of the urban areas of Asian countries had a traditional home shopping practice where peddlers roamed the streets of residential areas and hawked their ware. With time this practice is becoming extinct from many countries as modern forms of the system (i.e. e-shopping, e-marketing, tele-shopping network etc.) evolved. The form of shopping under consideration here is different from the one where hawkers set up temporary stalls at fixed or variable locations beside streams of pedestrian flow or near formal markets. Street vending is widespread in developing countries where every-day thousands of hawkers come to sell their goods. But street vendors add to environmental problems as they contribute to traffic congestion and waste production. Door-to-door hawking, on the other hand, offers consumers the chance to buy at their doorsteps, potentially reducing traffic congestion. This form of shopping is still practiced in our country including Dhaka City. This practice is useful from various points of view. A number of people can earn from this process, female members can participate in daily shopping, save time and last but not least it can play a great role in minimizing the volume of shopping trips. Trip generation serves as a basis on which to plan, design and evaluate transportation system and is a fundamental step in conventional transportation planning process. Shopping is one of the most important activities that generate home-based trips (Esrar, 1992). Shopping at one's doorsteps can play a great role in reducing the number of trips and thus can help smooth running of the transportation system.

In Bangladesh no research has been conducted on this subject. Studies on its effect on trip minimization can provide new ideas for urban and transport planners. The present study is an endeavor to measure the effect of traditional home shopping on trip generation in Dhaka City. If this form of shopping is convenient for residents and conducive for a better transport system, policy makers may decide to let it flourish rather than wither away. From the study it has been found that 52% households buy their daily food items from hawkers whereas only 26% households buy from nearby bazaars or markets, 7% from the distant bazaars, 9% from the nearby grocery shops and the remaining 6% from other sources. From the overall calculation it has been found that hawkers have the influence in reducing 65.38% shopping trips which is significant to reduce the pressure on existing transportation system. So this study can be helpful for the urban planners as well as other professionals who deals with the decision making process for urban planning.



Chapter One
Introduction



Chapter One: Introduction

1.1 Background and present state of the problem

Systems that allow one to buy necessary commodities without having to leave home to go to the shop or market exist in every urban area in the world. They help the city dwellers by saving their time and in a society like ours women can directly participate in day-to-day shopping. Most of the urban areas of Asian countries had a traditional home shopping practice where peddlers roamed the streets of residential areas and hawked their ware. With time this practice is becoming extinct from many countries as modern forms of the system (i.e. e-shopping, e-marketing, tele-shopping network etc.) evolved. The form of shopping under consideration here is different from the one where hawkers set up temporary stalls at fixed or variable locations beside streams of pedestrian flow or near formal markets. Street vending is widespread in developing countries where everyday thousands of hawkers come to sell their goods. But street vendors add to environmental problems as they contribute to traffic congestion and waste production (Balbo *et al.* 2000). Door-to-door hawking, on the other hand, offers consumers the chance to buy at their door-steps, potentially reducing traffic congestion. This form of shopping is still practiced in our country including Dhaka city. This practice is useful from various points of view. A number of people can earn from this process, female members can participate in their daily shopping, save time and last but not least it can play a great role in minimizing the volume of shopping trips.

The population density of Bangladesh is the highest in the world and Dhaka is one of the most populous cities of it. This huge population creates extreme pressure on its transport facilities. By using the most developed system and equipments, this transportation system can provide more service than ever, but it may not be enough due to the huge population as it creates a huge number of trips. So reduction of trips must be considered for efficient transportation. Traditional home shopping facility can reduce numbers of trips and can be very effective in a city like Dhaka. Trip generation serves as a basis on which to plan, design and evaluate transportation system and is a fundamental step in conventional transportation planning process. Shopping is one of the most important activities that generate home-based trips (Esrar, 1992). Shopping at one's doorsteps can play a great role in reducing the number of trips and thus can help smooth running of the transportation system.

In Bangladesh no research has been conducted on this subject. Studies on its effect on trip minimization can provide new ideas for urban and transport planners. The present study will endeavor to measure the effect of traditional home shopping on trip generation in Dhaka City. If this form of shopping is convenient for residents and conducive for a better transport system, policy makers may decide to let it flourish rather than wither away.

1.2 Rationale of the study

Urban areas of Bangladesh especially Dhaka City is facing severe traffic congestion and it is a major problem and a concern for the urban and transport planners. The

huge volume of traffic is due to the large population in the city. Shopping for daily necessity is one of the main reasons of trip making. If any measure can reduce trip generation, it would be a great contribution in minimizing the traffic problem in Dhaka city. Urban authorities now take various types of transportation planning, but trips generated for shopping of daily necessities are always overlooked due to lack of information and related research. Again hawkers are neglected by all even by the researchers. No research was found on hawkers, not even any social research. Service rendered by hawkers of daily necessities and home delivery system may reduce trip generation. The present study is an endeavor to measure the effect of traditional home based shopping on trip generation in Dhaka City. Studies on the effect on trip minimization can provide new ideas for urban and transport planners. If this form of shopping is convenient for residents and conducive for a better transport system, policy makers can decide to let it flourish rather than wither away. A detailed study on this aspect would be useful for urban planners.

1.3 Objectives of the study

The study was conducted to achieve the following objectives-

- a) To assess the extent and level of door-to-door hawking and transaction of daily necessities.
- b) To assess the advantages and convenience hawkers offer to the urban dwellers.
- c) To assess the influence of peddling on the volume of shopping trips.
- d) To compare the service provided by hawkers with modern home delivery services.

1.4 Limitations of the study

Hawkers in Dhaka City sell various types of commodities like food stuff (such as rice/cereals, poultry meat, fish, vegetables etc.), milk, fruits, ice-cream, candies, etc. for children, cutleries for household use, toys for children, plastic goods, cloths/shari, brooms, ash for dish cleaning, key makers, quilt and pillow makers, etc. for day-to-day life. Though all types of hawkers of the above-mentioned commodities are necessary for day-to-day life but all of them are not necessary everyday for every family. Only food stuff such as rice/cereals, meat (poultry), fish, vegetables, spice, etc. can be considered as daily necessity for every family. So, hawkers selling only above mentioned daily necessities are taken into consideration for this study.

Attempts were made to assess the extent and level of door-to-door hawking and transaction of daily necessities and to assess the advantages and convenience offered by hawkers to urban dwellers. This study tried to assess the influence of peddling on the volume of shopping trips. For this purpose information regarding all types of shopping is necessary. But for the limitation of time, manpower and other practical reasons survey was conducted to collect information related to only foodstuff. That information has been collected from secondary sources. In Dhaka City it has been observed that some modern home delivery services as found in developed countries are flourishing rapidly which may become a substitute of traditional home shopping for daily necessities. So an endeavor has been made to compare the service provided by hawkers with that of modern home delivery services existing in Dhaka City.

1.5 Outline of the methodology/experimental design

This study was mainly based on primary data, which has been collected by extensive field survey with a prepared questionnaire. The methodology of this study is discussed in the following sections.

1.5.1 Problem identification

Traffic or trip is one of the important elements of transportation planning. Dhaka City is facing severe traffic problems. A large number of trips are made for shopping and in most of the cases they are made by rickshaws. By reducing the number of trips, opportunities can be formed for transportation planning. Home delivery system or hawking can play a great role to ease the pressure on the transportation system.

1.5.2 Data and information requirement

The main analytical part of the study was to measure the reduced pressure on transportation system caused by traditional home shopping and to find out this the following data were collected from questionnaire surveys

- 1 Existing volume of shopping trips.
- 2 Alternative sources of purchase, in absence of hawkers, for different kinds of goods
- 3 Percentage of shopping trips tagged with other trips
- 4 Frequency of purchase of different commodities

Objective wise information requirement:

For the first objective the following types of data and information were required

- 1 What types of traditional home shopping facilities are available in the residential areas of Dhaka City
- 2 What are the alternative sources of daily necessities in absence of home shopping facilities are
- 3 How many people are engaged in this profession in a residential area and what is the extent of their services (i.e. how many households one can cover in a day and what types of commodities they can supply)
- 4 What is the quality of this service (in terms of timely service, good quality and variety of commodities, right price etc.)

For the second objective the following data and information were required-

- 1 How many trips to market places and bazaars are required for each household to satisfy their daily necessities and other special needs if there were no traditional home shopping facilities
- 2 How many trips are actually generated by each household under the present situation
- 3 What percentage of shopping trips is tagged with other trips (such as journey from work).

- 4 How much time is required for each type of trip
- 5 What are the means and modes for each type of trip

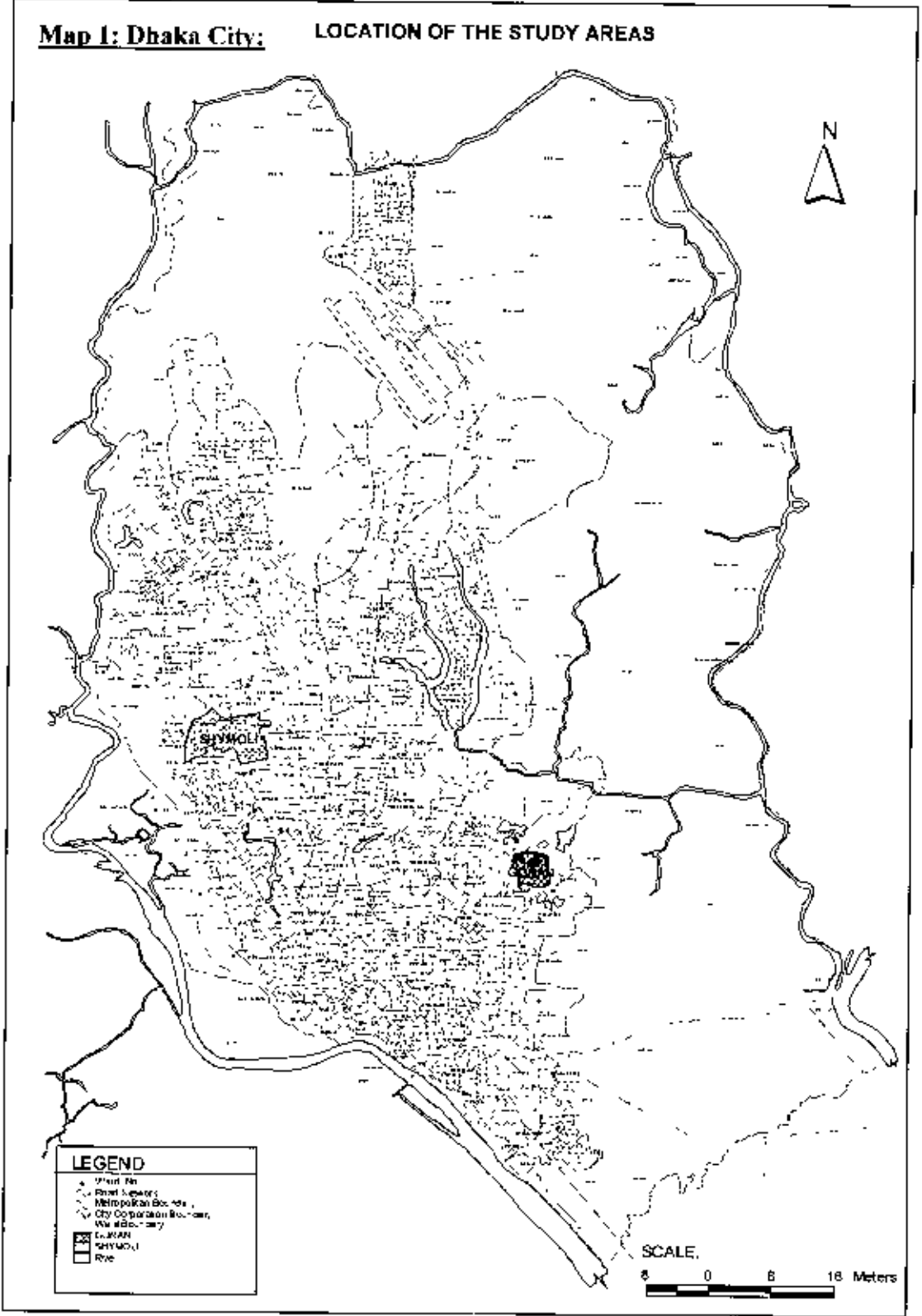
And for the last objective, the following types of data and information were required-

- 1 Which service is comparatively popular and available to maximum households
- 2 Which service can provide more convenience to the consumers in respect of availing timely service of good quality and options of commodities at the right price

1.5.3 Study area selection

There are various types of residential areas in Dhaka City (e.g. characterized by high or low income groups, existence of various economic activities, planned or unplanned etc.). To get representative data, the study area should be predominantly residential and the households should be of mixed income groups (i.e. high, medium and low income groups). The pattern of hawking may vary according to the income level of the households and residential status (i.e. planned or unplanned residential area). Hawkers have easy access to the unplanned residential areas but have very limited access to the planned high-class residential areas. So, high-class residential areas have been excluded from consideration for selection of study area. It has been observed that an area with special characteristics viz. high-class residential area or slum areas with limited income people may have a bias towards purchasing from the hawkers. For example hawkers have limited access to the high-class residential areas. So, the study areas were so selected that contained mixed income people. It was also intended that the area should have home delivery service so that services of hawkers can be compared with such services. Goran and Shyamoly were taken as study areas because these two areas meet those criteria.

Map 1: Dhaka City: LOCATION OF THE STUDY AREAS



1.5.4 Descriptions of the study areas

- a) **Shyamoly:** This is a predominantly residential area though there are some other land uses like schools, coaching centres, various non government offices, shops etc. This area is situated beside Mirpur Road, a small portion of it to the east and the major portion to the west of Mirpur Road. To the south there is Mohammadpur residential area. The area is separated from Kalyanpur and Shekhertek by the Ring Road in its north and west. To the east is Agargaon area. Kalyanpur and Shekhertek areas are more or less similar to Shyamoly in terms of their socio-economic characteristics and land use. But a slightly higher income group occupies Mohammadpur area. On the other hand Agargaon area is a mixed-use area with residences and government offices. The entire area of Shyamoly covers Ward 12 and 13 of Dhaka City Corporation, which is about 1.31 sq. km, and number of households is about 24,340. The total population of the area is about 132,373 where male population is 70,973 and female is 61,400. Population density of the area is about 101,048 per sq. km, sex ratio is 116 and literacy rate is 61.42% (BBS, 1997).

The whole of Shyamoly was not surveyed and the survey work covered only two neighbourhoods in Pisciculture housing area which is situated to the west of Mirpur Road. The area is about 8 percent of Shyamoly area. The total number of households in the study area is projected as about 1,947. So the population of the study area in Shyamoly is about 10,592. In this study area 100 households have been taken as sample size which covers about 544 people of the study area. So the sample size represents about 5.14% of the study area which can be conceived as representative.

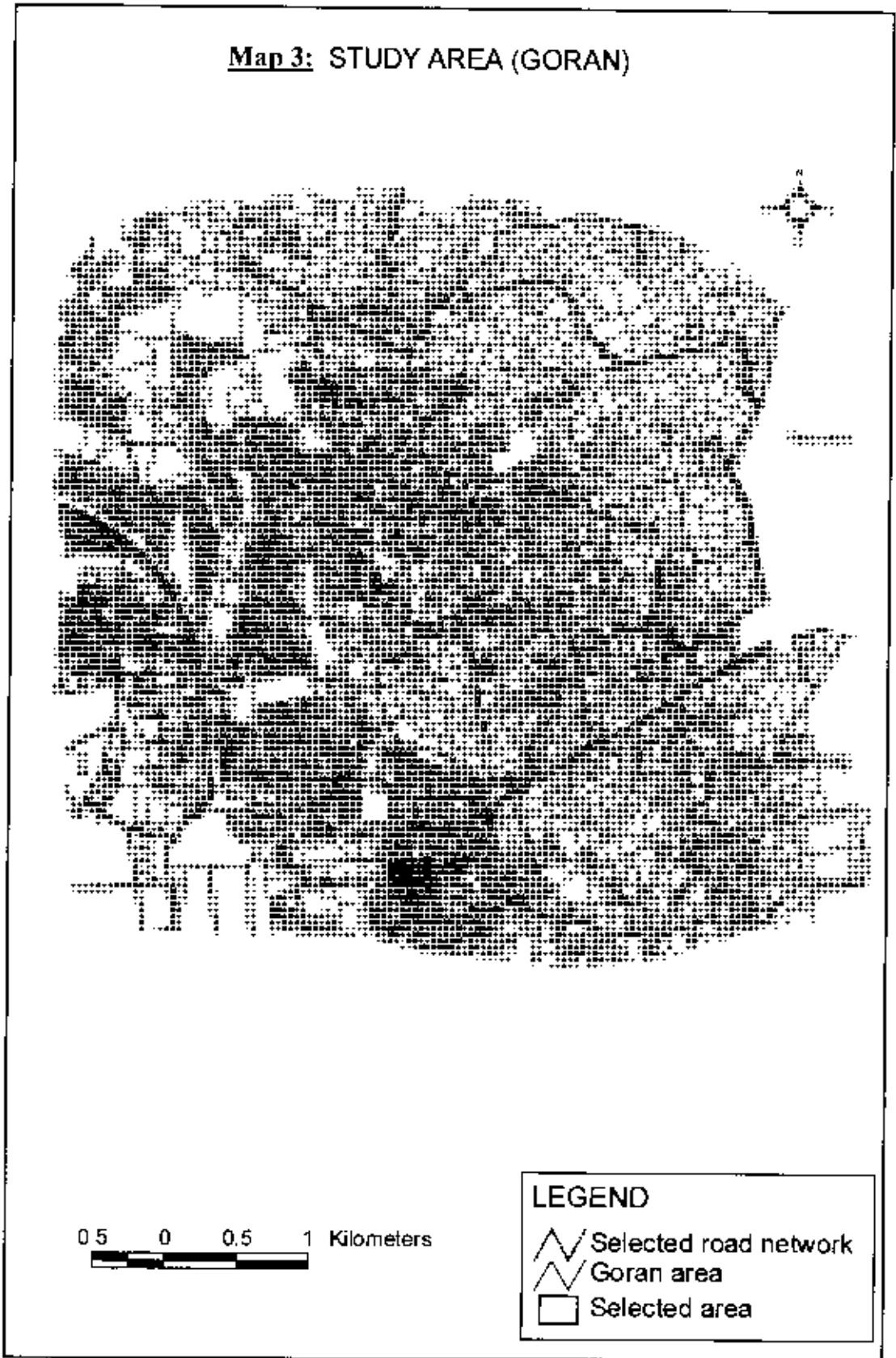
Map 2: Study Area (Shyamoly)



- b) **Goran:** This area is of similar in characteristics as Shyamoly. To the north of Goran is Khilgaon residential area. To the west is Taltala residential area. To the southwest is Tilapara and to the southeast Mathertek residential area is located. Most of the holdings of this area are used for residential purpose and a few are used for shops, schools, coaching centers, various non government offices etc. Goran area covers Ward 56 of Dhaka City Corporation and its area is about 1.68 sq km. The number of households is 13,127, the total population is about 70,501 where male population is 38,225 and female population is 32,276. Population density of the area is 41,965 per sq. km. sex ratio is 118 and literacy rate is 56.1% (BBS, 1997). Goran area is comparatively larger than Shyamoly area but population size is smaller than that of Shyamoly. Literacy rate of Goran area is also lower than that of Shyamoly area.

In Goran area three localities were taken for survey which cover about 14% of the total Goran area. The total number of households in the study area can be projected as about 1,838 and population of the study area of Goran is about 9,870. In Goran also, 100 households were taken as sample size, which represents about 5.44% of the study area. So it can also be conceived as representative.

Map 3: STUDY AREA (GORAN)



1.5.5 Determination of sample size and sampling method

It is well known that the larger the sample size, the more accuracy to the data representation. If the total population is taken as sample size, data representation will have 100% accuracy. But it is not always feasible for various reasons like shortage of money, time and manpower. Moreover, if data from a smaller sample can be considered representative, then surveying whole population is just wastage of resources. For shortage of manpower, time and money, sample size has been taken as 200 households for the two areas (100 households for each area) and assumed that the sample size would be enough to get adequate data for the study. Systematic stratified sampling method was followed, so that all types of households (high, middle and low income groups) can be represented in the data properly. Total population of the study area (both Shyamoly and Goran) is 2,02,874 where total household number is 37,467 (BBS, 1999). In Shyamoly there are total 24,340 households and the population is about 1,32,373. And in Goran area the total household number is 13,127 and the population is about 70,501 (BBS, 1999). In Shyamoly 8% of total area (two localities/neighbourhoods) was taken which covers about 1,947 households. So the sample is about 5.14% households in the area of Shyamoly. And in Goran 14% of total area (three localities/neighbourhoods) was surveyed which covers about 1,838 households. So, the sample is about 5.44% households of the Goran area. 200 households (100 for each area) covering more than 5% of both areas, can be considered as representative for the study.

1.5.6 Biases in sampling / data collection

Study areas were selected on the basis of existence of home delivery system. Again, middle class households were mainly targeted for data collection. So biases exist in both data collection and study area selection.

1.5.7 Field survey (Questionnaire survey)

A questionnaire for household survey was prepared in such a way that it can cover all types of information for the study to achieve its goal and objectives (the questionnaire is given in the appendix). Questionnaire surveys were conducted on both households and hawkers. The questionnaire for hawkers included a detailed map where hawkers delineated their areas of business and routes of movement. The questionnaire for households elicited information on their shopping practice and pattern, their experience and opinion regarding buying from hawkers as well as other modern systems of home-based shopping etc. Field observation also provided the number and variety of hawkers and their ware in a given area, the pattern of movement of the hawkers, the aerial coverage of the hawkers, territorial boundaries of hawkers, and the volume of transactions. Observation was carried out by posting observers at the inlets/outlets of study areas and by tailing sampled hawkers.

1.5.8 Collection of information/ Secondary data collection

Data collection was done in various processes. Questionnaire survey, interviews were conducted, literature (including thesis, reports etc.) related to this topic were reviewed

and other required statistics were collected from BBS (Bangladesh Bureau of Statistics), DCC (Dhaka City Corporation) etc. to fulfill the objectives.

Secondary data were collected from various government and private organizations of Dhaka City like Dhaka City Corporation, BUET (Bangladesh University of Engineering and Technology), BCAS (Bangladesh Center for Advanced Studies), etc. Information from various reports, theses etc. published in the Internet were studied to learn about hawking or street vending in the world, mainly in Asian countries.

1.5.9 Data compilation

All types of primary and secondary data were compiled for analysis with SPSS (Statistical Package for Social Studies).

1.5.10 Analysis of data/information

Compiled data were analyzed according to various criteria of the objectives. Data analysis has been performed with the help of statistical methods, graphical presentation as pie chart, bar diagram etc. and presentation of maps with GIS.

1.5.11 Data presentation

Results from analysis have been presented in graphical or analytical form, which reflects the existing scenario of the study area. In case of data presentation the photographs of hawkers selling their goods in various forms have been attached with this paper.

Total procedure is presented in a flow diagram and is given in Figure 1.1:

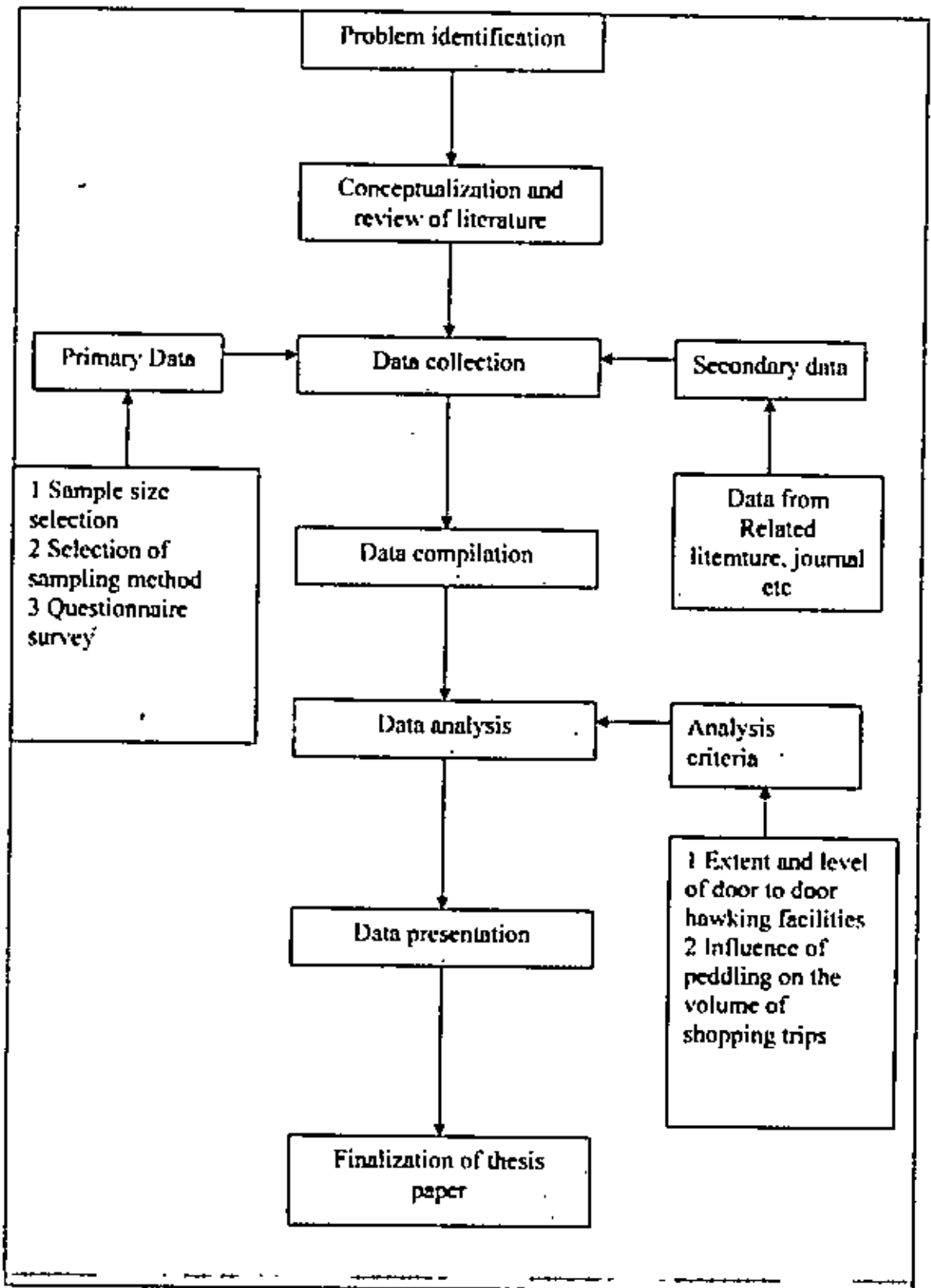


Figure 1.1: Flow Diagram of the Methodology of the study

1.6 Literature Review

For conceptualization of different issues related to this study, different literature was reviewed. Information related to the study, which is important, is given below in a gist.

Trip generation modeling is a fundamental and vital step in the conventional transportation planning process. It serves as a basis on which to plan, design and evaluate transportation system. Trip generation stage in transportation planning is intended to prepare forecasts of travel demand by a geographical unit. Travel demand is used here in the restrictive sense of trip-making frequency. This is the stage of travel forecasting process.

Home-based trips per household per day add the trip making behavior and travel characteristics of Dhaka City. This study revealed that in Dhaka City about 93.0% of all trips were home-based and the rest i.e. 7.0% trips were non-home-based. Average number of home-based trips per household per day was found to be 9.43 ranging from no trip to 28 trips per day. (Esrar, 1992)

Travel is a function of human activity. Consequently an important relationship exists between the number or frequency and the family size of trips made from the home. The number or frequency of trips increases as the size of the families increases and vice-versa. Average number of trips increases with increasing persons per household at a rate of approximately 1.62 trips per day for each additional person (Ismat Esrar, 1992). This increase in number of home-based trips per household per day with family size tends to level off at the six persons per dwelling unit family size. Statistically strong relationship exists between family size and the number and frequency of trips made from home at a confidence level of 99.99 percent. They are also positively correlated. These results also imply that with the increase of family size, the number of trips per household per day increases. The inverse is also true. Household monthly income is the prime factor responsible for shaping the travel pattern. Trip rate increases with increasing family income. Trip rate of the three income group (low, middle and upper) are 7.74, 9.94 and 13.68 respectively. (Esrar, 1992)

1.7 Operational definitions

Hawker: In general hawker is a person who sells something to the people by taking his goods to the doorstep of the people. So the main difference of a hawker from a shopkeeper is mobility. Hawkers are mobile with the commodities they offer to sell and serve to the doorstep of every household. Hawkers may be of different types like hawkers for fishes, vegetables, poultry, plastic goods, cloths, sweets for children, ice-cream, news papers, etc. But for this study all types of hawkers are not included rather only the hawkers who sell daily necessities like fish, vegetables, poultry, cereals, spices etc are considered.

Daily necessity: Daily necessities may include all the commodities, which we use for our daily life. Though it predominantly refers to food items like fish, vegetables,

cereals, meat, spices and others but may include all other items, which are also important in respect of our daily life. But for this research all other items are excluded and only food items are considered.

Service rendered by hawkers: For this study "service rendered by hawkers" refers to the facilities that people get from the hawkers buying goods from them. The term also includes the extent and level of the services offered by the hawkers.

Home delivery services: Home delivery services include all services offered by various shops to deliver their goods to customer's homes. This may include so many items from daily necessities/grocery items to large furniture. But in this study only daily necessities/grocery items are taken into account.

Home shopping and Home delivery: The terms "Home shopping" and "Home delivery" are often seems to be same but relatively different in the way it has been used. In this report "home shopping" means grocery items purchased remotely. Home shopping therefore refers to the means by which the order is placed and paid for by the customer, and includes purchasing by mail order, by telephone and fax, door-to-door selling and orders placed over internet (i.e. "e-commerce" or "online shopping").

Dhaka City: In this study Dhaka city refers to the metropolitan area which is mainly deemed as urban area and consists of more or less same characteristics.

Trip Generation: Trip generation relates the number of trips being produced from a zone or a site in a time period to the land use and demographic characteristics found at that location. The rate of trip making is closely related to three characteristics of land use a) intensity of land use b) character of land use c) location relative to major economic activities.

Businessmen: In this study businessmen refers to all types of entrepreneurs who's main income comes from any business firm or initiative large or small and owned by that person.

Self-employed: There are some professions (like doctors, advocate, consultants of various fields, electrician, plumber etc) which cannot be categorized as government or non government service or business. So the persons who are engaged with the professions like this are categorized in this study as self employed.



Chapter Two
Socio economic condition of
the households and hawkers in the study
area

Chapter Two: Socio economic condition of the households and hawkers in the study area

2.1 Information of the households

For this study it was conceived that income level of the household heads might have influence on the shopping from hawkers. In this respect another fact is true that income level of the households may depend on the educational status of the household heads. Again educational status of the heads of households might have influence on the shopping characteristics or pattern directly. So pattern of shopping from the hawkers can be influenced by both education and income status of the households and that is why information related to both factors has been gathered by questionnaire survey. Relationship between income level and shopping from hawkers is given in Table 2.1.

Table 2.1: Relationship between income level and shopping from hawkers

Income level	Shopping from hawkers						Total
	Rice	Meat (Poultry)	Fish	Vegetables	Spices	Others	
Below 8000 Tk.	0%	4%	11%	16%	6%	2%	39%
8000-12000 Tk.	0%	5%	6%	9%	3%	1%	24%
12000-16000 Tk.	0%	8%	3%	5%	1%	0%	17%
16000-20000 Tk.	0%	8%	2%	3%	0%	0%	13%
Above 20000 Tk.	0%	6%	0%	1%	0%	0%	07%
							Total
							100%

(Source: Field Survey, 2004)

Sample size for each area was 100 households and the survey was conducted according to systematic stratified sampling method. 31.50% household heads were found to be graduates in both areas taken together. Locality based cross check was done and residents of Shyamoly were found to be more educated than those of Goran area. Locality based cross tabulation in terms of education level of the household heads is given in the Table 2.2

Table 2.2: Education level of the household heads for both Shyamoly and Goran area

	Locality		Total	Percent
	Shyamoly	Goran		
Under S.S.C	13	18	31	15.50
S.S.C	19	16	35	17.50
H.S.C	21	27	48	24.00
Graduate	34	29	63	31.50
Masters	13	10	23	11.50
Total	100	100	200	100.00

(Source: Field Survey, 2004)

Occupation of the households is an important criterion, which may influence shopping characteristics and pattern but it has direct influence on income status. Though in general it is conceived that educated persons are more economically solvent than the

less educated persons but in the study area it could not be established because of mixed features in the area. But there is a relationship between educational status and occupation. Maximum government and non-government service holders were found to be highly educated and comparatively less educated persons were found to be businessmen or self employed. There is no limitation on the category of occupation because Dhaka City is the agglomeration of specialized people with diversified occupation and the study areas are of mixed characteristics. A large number of occupations was found for the household heads. But for presentation, the occupations have been classified into some broad categories like non-government services, government services, self-employment, business and others. Occupational status of the heads of the households is given in the Table 2.3.

Table 2.3: Occupational status of the household heads

Occupation	Locality		Total	Percent
	Shyamoly	Goran		
Nongovernmental Service holder	25	19	44	22.0
Government Service holder	15	13	28	14.0
Self Employed	25	21	46	23.0
Business	33	41	74	37.0
Others	2	6	8	4.0
Total	100	100	200	100.0

(Source: Field Survey, 2004)

Household monthly income is the prime factor responsible for shaping the travel pattern. Trip rate increases with increasing family income. Trip rate of the three income groups (low, middle and upper) were 7.74, 9.94 and 13.68 percent respectively (Esrar, 1992). But in general it is found that people do not like to tell about their actual income for various reasons. So by questionnaire survey actual data of household income cannot be found. But people do not find any problem to tell about their expenditure. On the other hand expenditure is more important rather than income for the analytical purpose of this study. Moreover expenditure status of a household can represent the income status. So we can find a correlation between shopping pattern and expenditure pattern of a household. From the study, households of Shyamoly are found to be wealthier than those of Goran area. As the expenditure level of Shyamoly is somewhat higher than that of Goran area, it can be assumed that the income level of Shyamoly is higher than that of Goran area. In the graph below it is found that the frequency of monthly expenditure of below Tk. 8000 and Tk. 8,000-12,000 is more in the Goran area. But in Shyamoly, frequency of monthly expenditure from taka 16,000 to above 20,000 is higher in Shyamoly area. Monthly expenditure pattern of the two areas is given in the Figure 2.1

Fig 2.1 : Total monthly expenditure pattern of the households of Shyamoly and Goran area

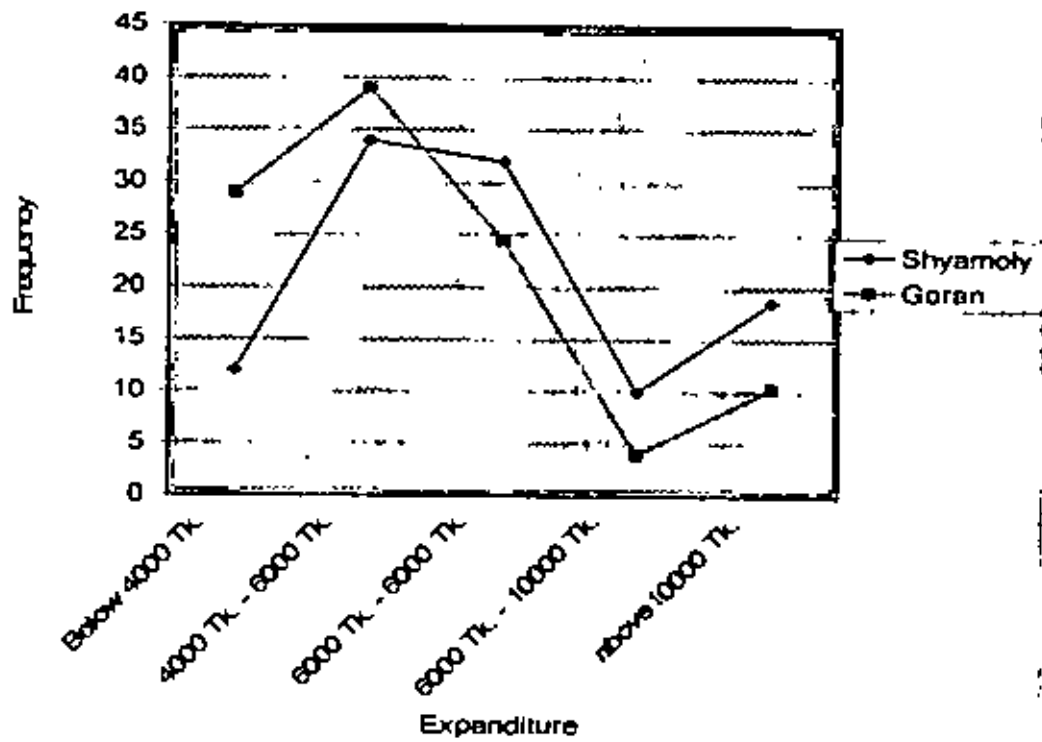


Figure 2.1: Total monthly expenditure pattern of the households Shyamoly and Goran area

And for the monthly expenditure pattern on daily necessities (food stuff such as rice, meat, fish, vegetables, spices etc.) it has been found to follow the same pattern i.e. proportionate to the total monthly expenditure. Monthly expenditure on daily necessities of the households in both Shyamoly and Goran area is given in the Figure 2.2

Fig 2.2 : Monthly expenditure pattern of the households on daily necessities (Food stuff such as rice, meat, fish, vegetables etc.)

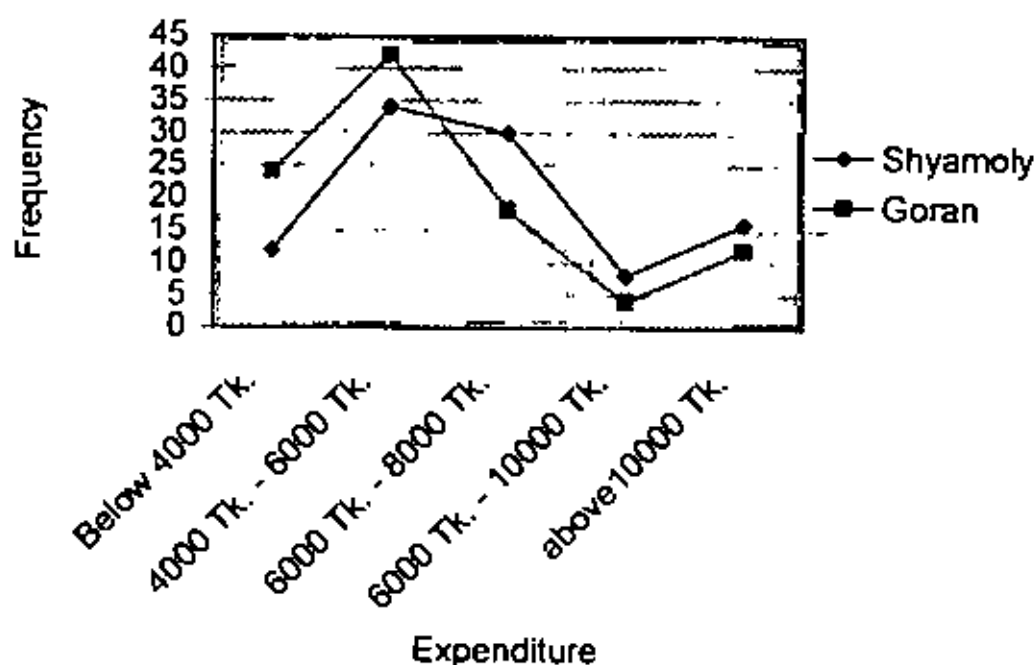


Figure 2.2: Monthly expenditure pattern of the households on daily necessities (food stuff such as rice, meat, fish, vegetables etc)

Here it should be stated that, though there is a correlation between income and trip generation, no relation was found between income and shopping pattern from hawkers. Sometimes rich people were found to buy their goods from hawkers and sometimes poor people were found doing the same. So buying daily necessities from hawkers does not depend on income level of a family rather other causes like shortage of time, shortage of male members who can go to market, avoiding inconvenience for going to market etc.

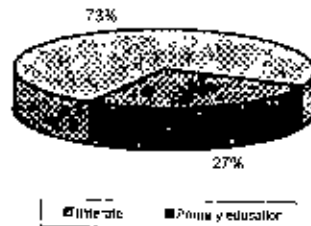
2.2 Socio economic condition of the hawkers

In urban areas of Bangladesh especially in Dhaka City the rate of rural to urban migration is very high. Rural people generally migrate due to poverty, landlessness, river erosion, lack of employment opportunities, hope for better things in urban areas etc. They have nothing to eat and no shelter to live in when they first come to urban areas. At first they take shelter in squatters and then in the slums. They take up a profession like rickshaw pulling which does not require any investment or trust by others. Hawking is considered a low category profession even among the low-income people. They can make only a limited profit and have to take huge risks and physical pain in this profession. If the goods remain unsold and degenerate they have no option but to face the loss and they are unable to recover the loss. In many cases they have to sell the goods at a rate lower than the buying price. As their income is limited, the female members of the family have to work in other houses as housemaids. Their

children remain out of educational facilities. The total family live in such a condition where they do not get hygienic environment let alone other services and amenities. The unsold goods, which become rotten, are in most cases used as food for their family meal. Most of the hawkers are illiterate but in a few days they become efficient in mental arithmetic.

In the study areas 15 hawkers were interviewed among whom 11 were found illiterate

Fig 2.3: Education level of the hawkers



and the remaining four had primary education. So, 73% of the hawkers are illiterate and 27% of them have basic primary education (Figure 2.3). It has been found that, whether they are literate or not, they are skilled in basic calculation.

On the other hand hawkers have to face various problems regarding housing, collection of goods, extortion by the local musclemen and even harassment by the police. Other low-income people may get services from various programs like adult literacy, awareness program etc. but hawkers remain so busy with their profession that they are unable to get those facilities.

2.2.1 Different types of hawkers

Different types of hawkers were found in this study. They can be divided in various categories according to their mode of travel, products and selling process.

According to mode of travel: Three types of hawkers were found in this study area. They are,

- a. **Basket carrying hawkers:** Hawkers who carry their product in a basket on

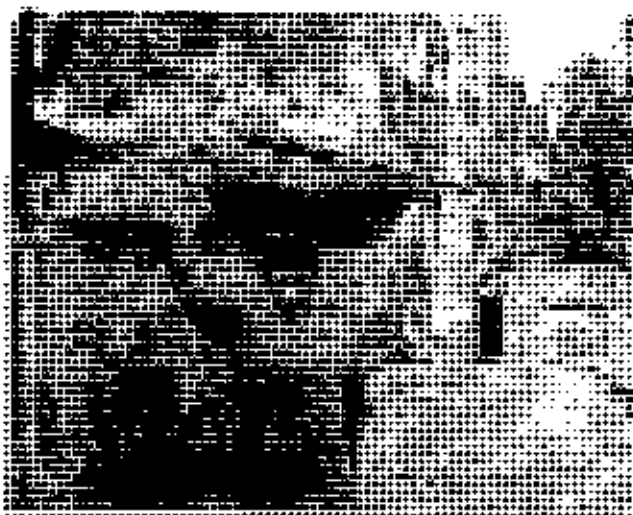


Plate1: Basket carrying hawkers

their head or shoulder. 45% hawkers are of such type. They sell fish, vegetables, spices etc. They sell from door to door and their accessibility is higher than any other type of hawker. They can go to every neighborhood, every plot and even every floor. Sufficient physical energy is required for this task. Housewives are the main buyers of them. They work daily in a regular basis.

- b. **Cart/Rickshaw van pulling hawkers:** Hawkers who carry their product in a cart and push it from door to door. In most cases they sell vegetables but a few



Plate 2: Cart/Rickshaw van pulling hawker

sell fish and spices. 35% hawkers are of such type. They sell from house to house by carrying their goods in a cart. They push their cart to each plot. They cannot reach each floor (only ground floor). Thus their

accessibility is less than the first category. But less energy is required than for carrying baskets.

- c. **Sitting on the footpath or any other place in the locality:** Hawkers who do not carry their product from door to door; rather they sell it in a suitable place in the neighbourhood beside the road. They sell vegetable and fish and none of



Plate 3: Hawkers sitting on the footpath of the Locality

them sell spices. 20% hawkers are of such type. They collect their ware from the market and sell it in the neighbourhood. They take minimum profit and try to provide a variety of products in the neighbourhood.

This type of hawkers have very limited access to the households but have positive impact on reducing trip generation.

According to the product they sell: According to the product they sell hawkers can be divided into various categories. They are:

1. Only fish: They carry one or various types of fishes
2. Only vegetables: They carry various types of vegetables
3. Only spices: They carry various types of spices
4. Vegetables and spices: They carry various types of vegetables and spices.



Plate.4: Hawker selling spices in exchange of broken plastic, glass, metal etc

According to selling process: Most of the hawkers sell their product in exchange for money. A few hawkers exchange their product with various types of things like old cloths, broken plastic and glass materials, etc. In most cases they sell spices in exchange for those items.

2.2.2 Characteristics of hawking

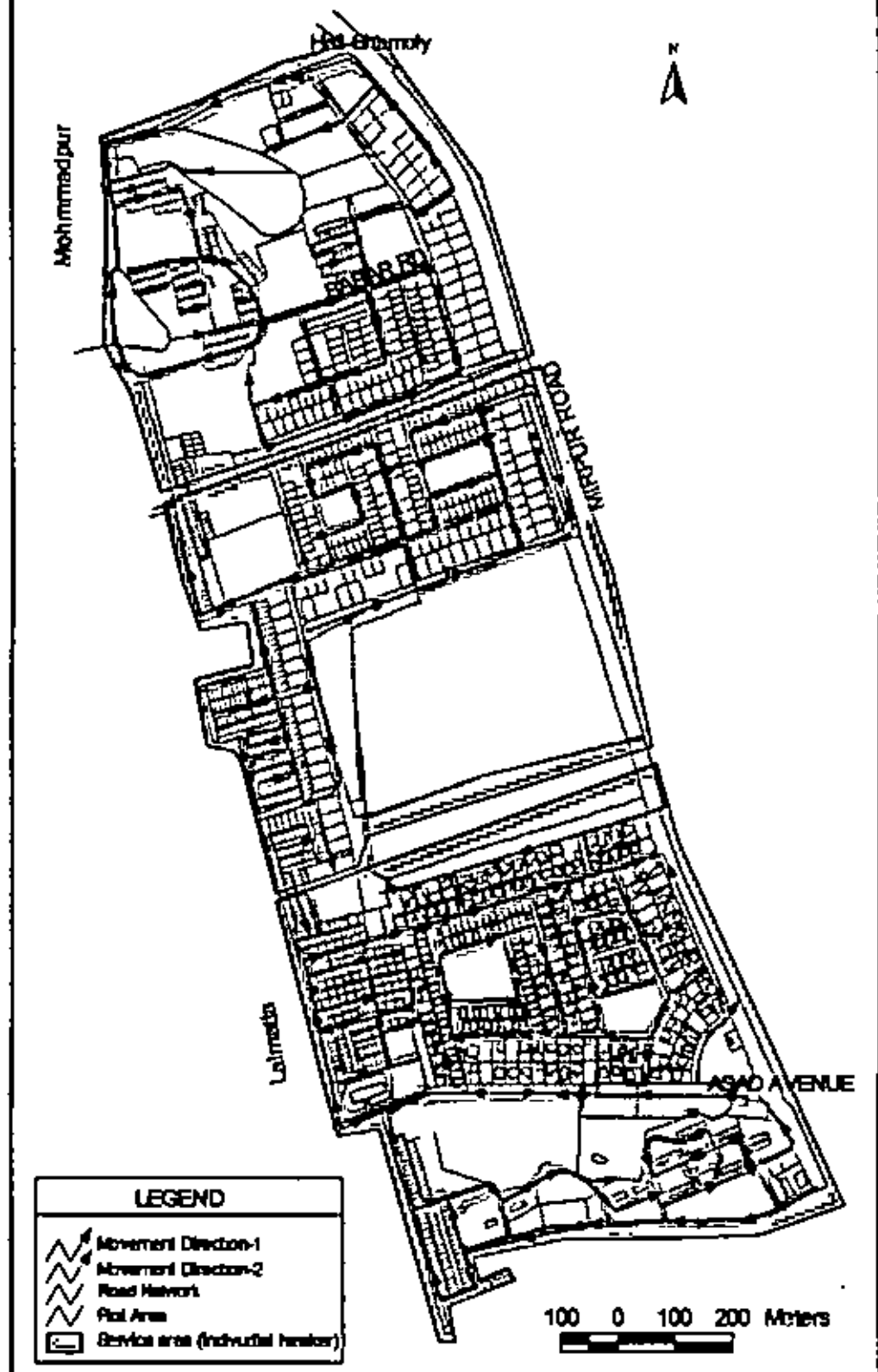
Hawking is not an easy profession. The hawkers, especially those who deal with daily necessities, face huge risks. Though it does not require many instruments but it requires much energy and a loud and attractive voice, sense of product choice and finally the trust of the consumers in their honesty and quality of products. So, a hawker usually sells his product in the same area and creates his goodwill in the area. Especially those who sell fish, vegetables and other perishable products need to be highly trustworthy. Good sense of product choice is also required. They also have to fix or establish a time of selling. They need considerable energy to carry their ware in all kinds of weather.

2.3 Working pattern of the hawkers

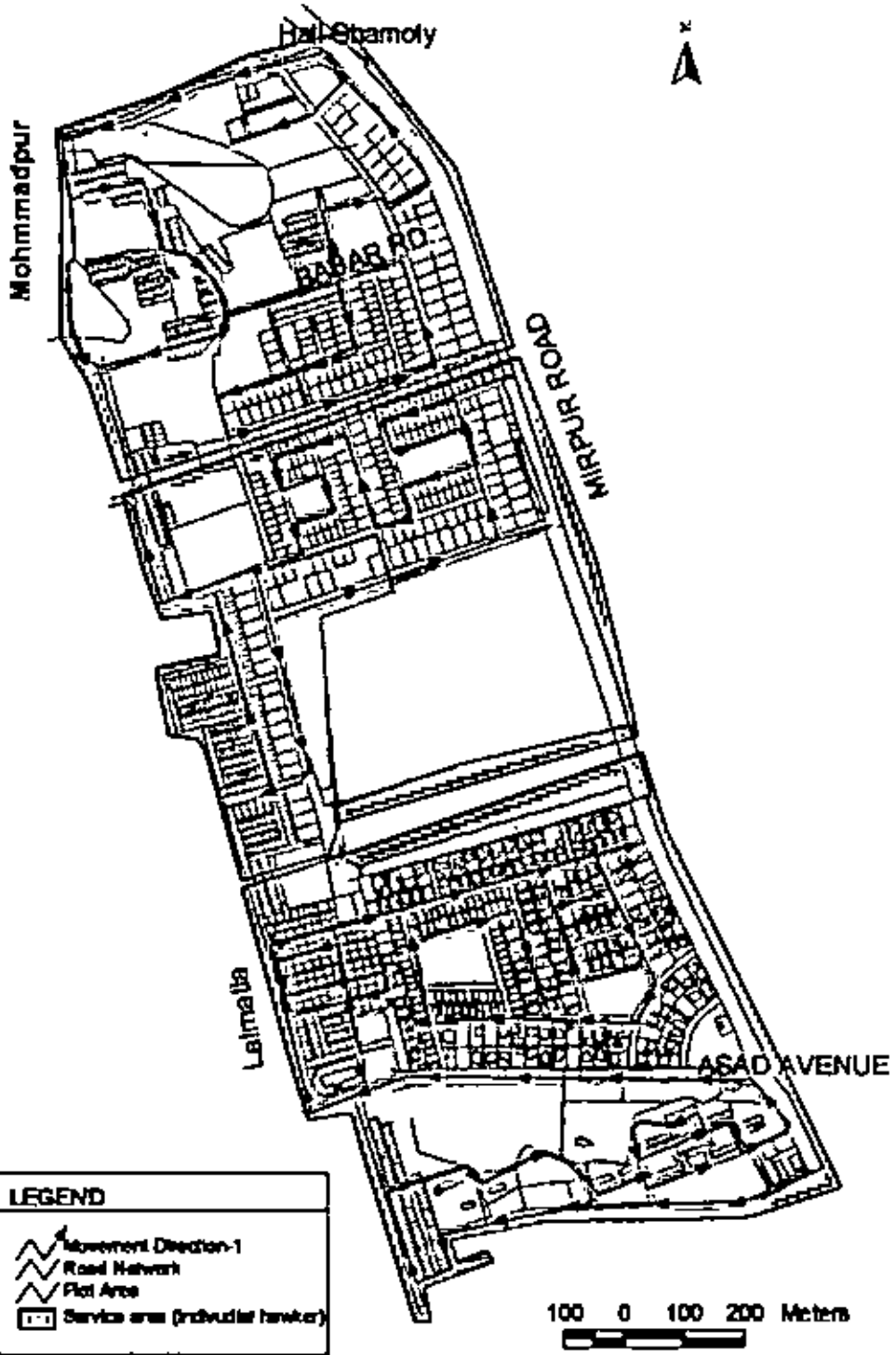
It has been found that, nine to ten hawkers supply products in an area/locality. One by one they traverse the roads in the area. They canvass their products to attract the attention of the housewives. One household for comparison and product variety often calls in more than one hawker. The price of commodity remains almost same, as they collect those from the same source (local market). Same applies for product quality. They generally hawk when the housewives are not busy with their work. They come within 8am-12pm. On many occasions all their goods are sold in a short time. Then they again collect those from the market and finish their round. They make their

round regularly. Though general people like to shop in the local market in the weekend, hawkers do not stop their business on that day. Vegetables, fish, spices etc. are the main goods of the hawkers but it has been found that each hawker sell some specific items like fish hawkers carry only fish, vegetable hawkers sell only vegetables. From the survey it has been found that each hawker follows more or less the same route in a locality. There are some inlet points for the specific hawkers through which they enter into the locality with their ware. It depends on the source points from where they collect their goods. At the time of traversing they try to cover maximum households of the locality. So each hawker tries to follow the same optimum. An intense study was done on the working pattern of the hawkers and according to this, some routes have been identified in both Shyamoly and Goran. Some examples are given in the following maps.

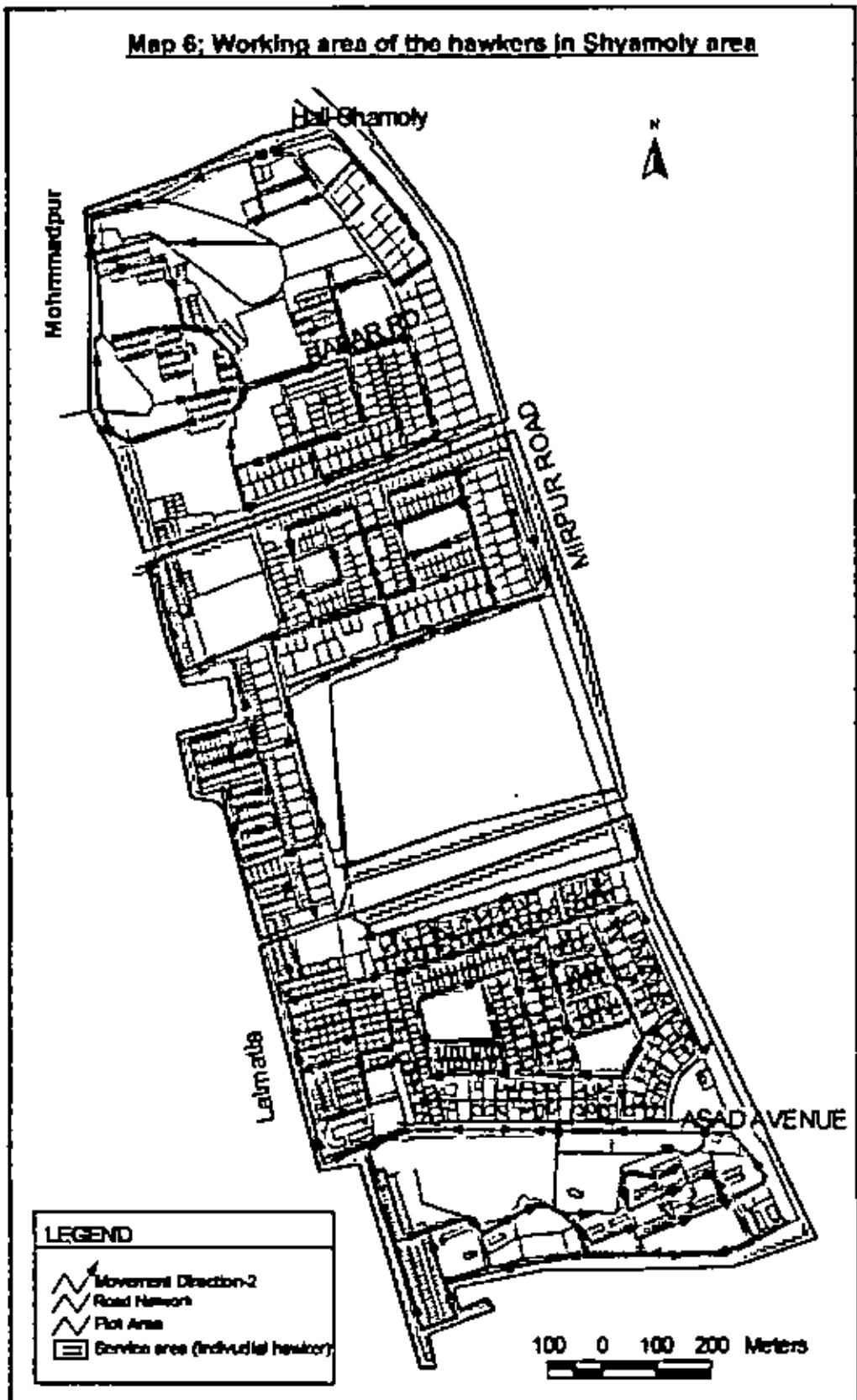
Map 4: Working area of the hawkers in Shyamoli area



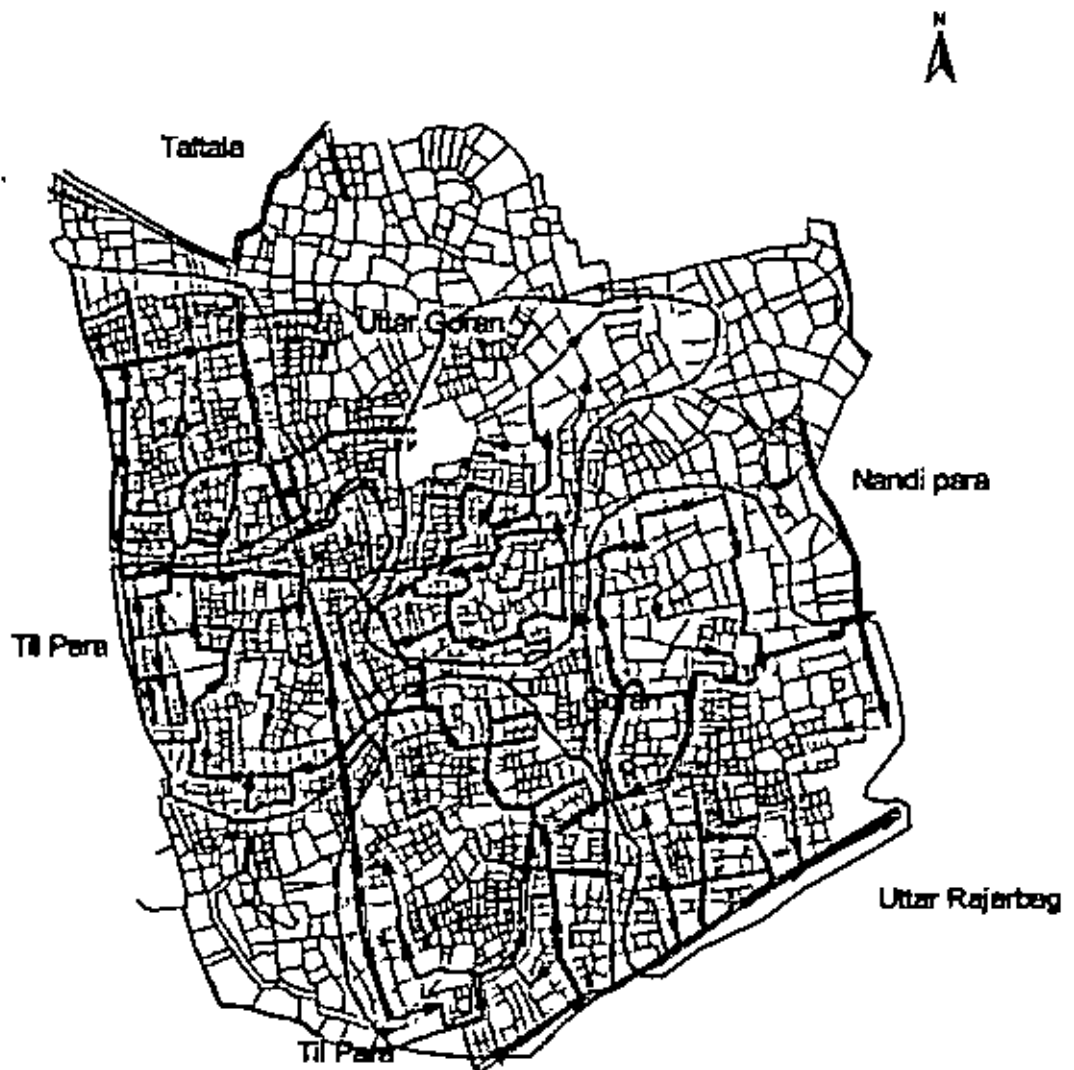
Map 5: Working area of the hawkers in Shyamoly area








Map 6; Working area of the hawkers in Shyamoly area



In the above maps (map 4, 5 & 6) some service areas of individual hawkers has been presented where we can find some tracks/routes. Along these tracks/routes hawkers traverse the locality. Every hawker is found to traverse the same area everyday but sometimes they change their movement direction. In most cases their inlet and outlet points remain same. At the time of traversing they to cover maximum households of the locality and that is why each hawker tries to follow the same optimum track everyday. Sometimes they go through the same road twice and avoid some other roads which are not important to them. One interesting thing is observed about the routes/tracks of the hawkers from the survey i.e. hawkers found/established some service areas and all the hawkers try to follow those tracks. Actually it depends on the road pattern, size of the area, inlet and outlet points, source points from where they collect their goods, availability of customers and so on. And this characteristics has been found both in Shyamoly and Goran. In the next maps (map 7, 8 & 9) we can find the same characteristics which was observed in Goran.

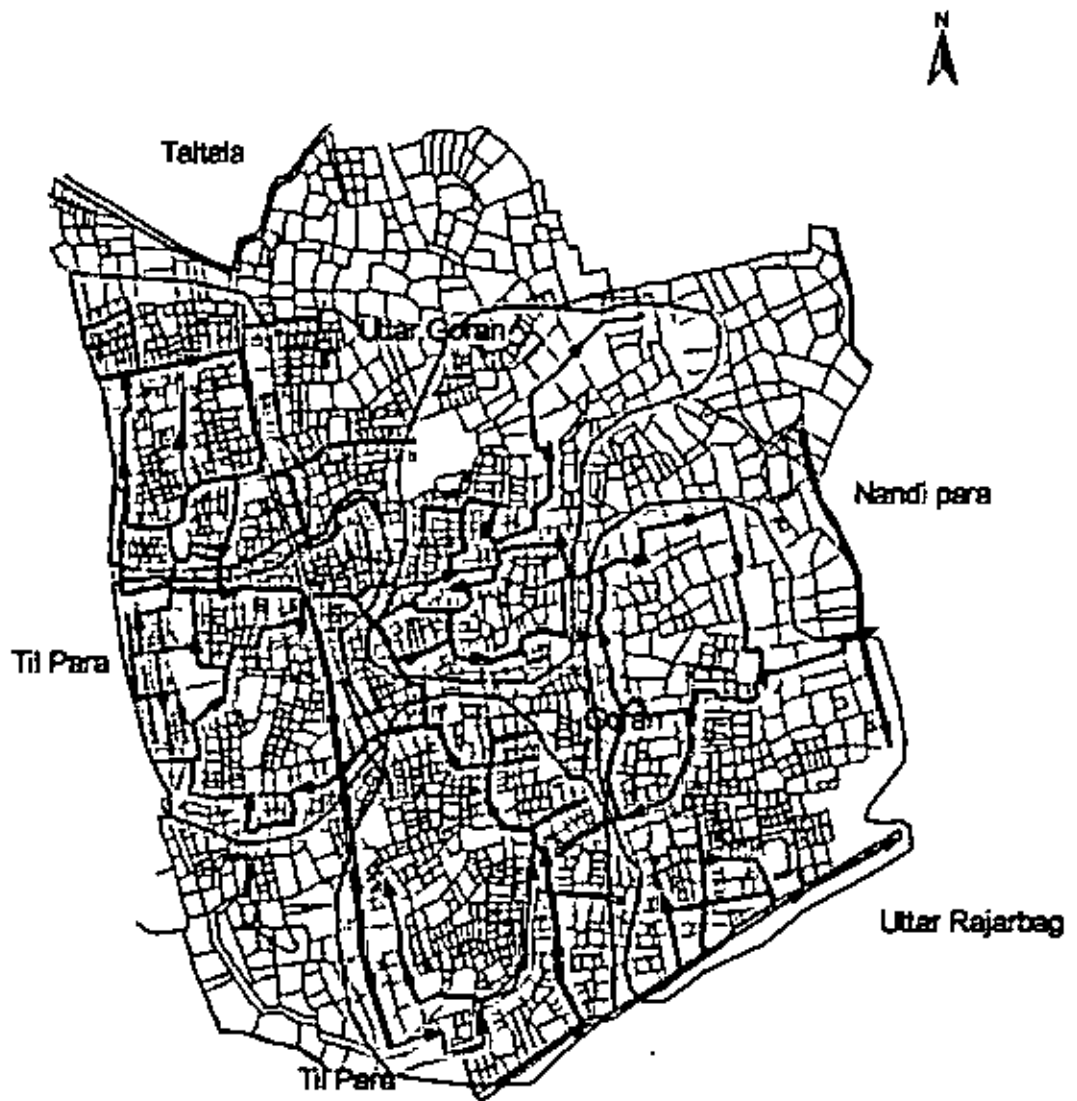
Map 7: WORKING AREA OF THE HAWKERS IN GORAN AREA**LEGEND**

-  Movement Direction-1
-  Movement Direction-2
-  Road Network
-  Plot Area
-  Service area (individual hawkler)





0.9 0 0.9 1.8 Meters



Map 5: WORKING AREA OF THE HAWKERS IN GORAN AREA



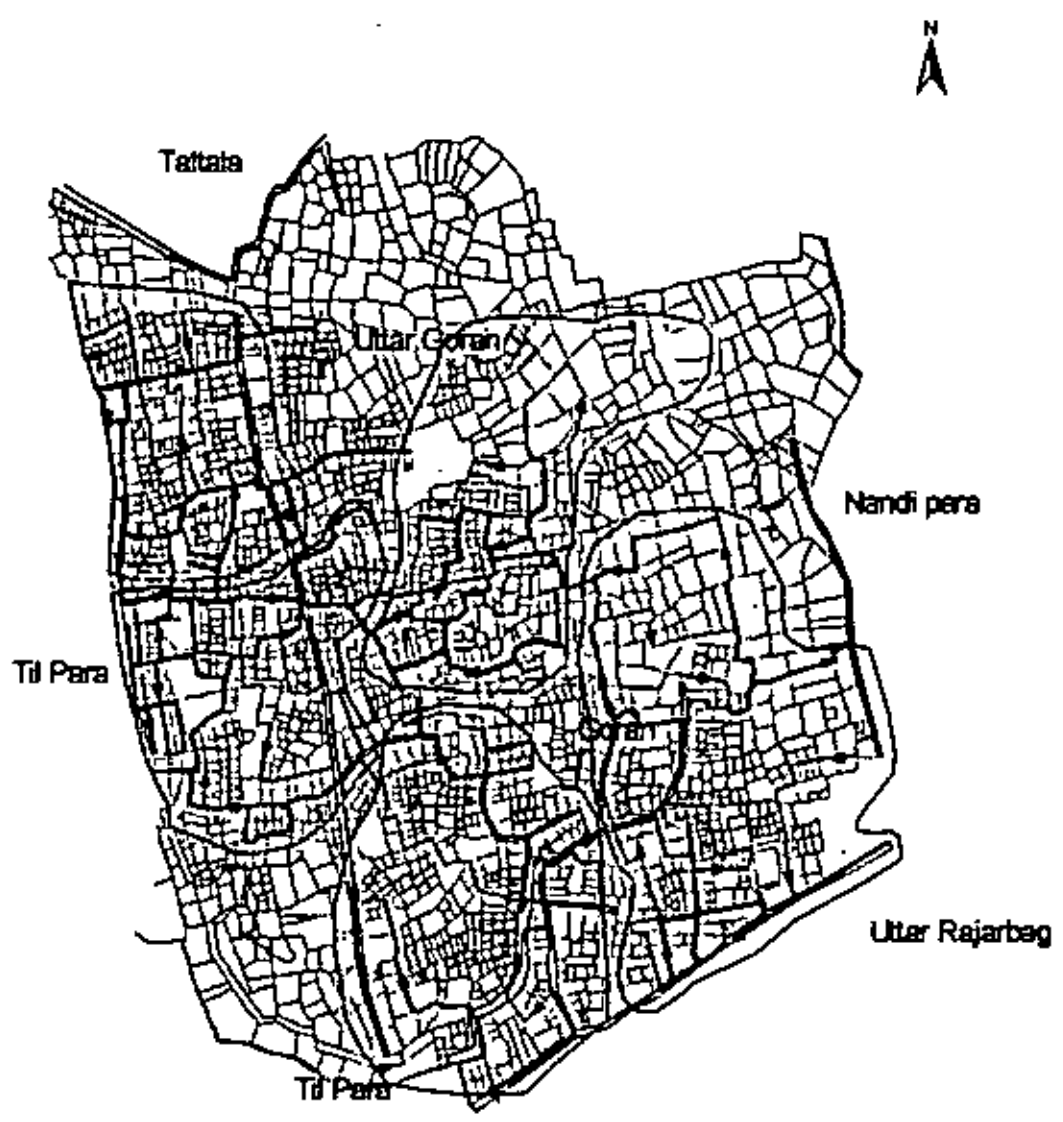
LEGEND

-  Movement Direction-1
-  Road Network
-  Plot Area
-  Service area (Individual hawkers)

0.9 0 0.9 1.8 Meters

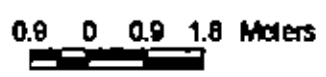


Map 2: WORKING AREA OF THE HAWKERS IN GORAN AREA



LEGEND

- ▲ Movement Direction-2
- ▲ Road Network
- ▲ Plot Area
- Service area (Individual hawker)





Chapter Three
Extent and level of services of
hawkers to the city dwellers

Chapter Three: Extent and level of services of hawkers to the city dwellers

3.1 Extent of the services of hawkers

Actually there are various types of hawkers in Dhaka City who render various types of goods. But for this study only hawkers who sell daily necessities like foodstuff are taken into consideration. To assess the extent of the services of hawker we should go first through all the items they sell. It is not only through general list, but also the items according to the seasonal variations because some vegetables are available in winter, which is not available in summer. Obviously there are some other vegetables, which are found all the year round. Vegetable for winter seasons can be listed as tomatoes, cabbage, cauliflower, spinach, bean, pea, gourd, sweet gourd etc. To some extent all items reflect the extent of services. On the other hand frequency of the hawkers also refers to the extent of services because if the hawkers come after a long interval then the extent of services would be deemed as poor rather than frequent appearance of the hawkers. Depending on the extent of services people avail it. Number of people shopping from hawkers for various items is given in Table 3.1.

Table 3.1: Number of people shopping from hawkers for various items

Locality	Item	Shopping from hawkers					Total Response
		Never	Monthly	Weekly	2-3 times a week	4-7 times a week	
Shyamoly	Meat	23	44	26	6	1	100
	Fish	0	9	38	41	12	100
	Vegetable	0	0	0	54	46	100
	Spices	22	15	23	32	8	100
	Other foodstuff	35	11	21	24	9	100
Goran	Meat	52	33	15	0	0	100
	Fish	32	17	16	21	14	100
	Vegetable	14	12	17	45	12	100
	Spices	83	11	4	2	0	100
	Other foodstuff	84	9	5	2	0	100

(Source: Field Survey, 2004)

3.2 Level of services offered by hawkers to the city dwellers

Satisfaction about the quality, price and variety of goods sold by hawkers:

It has been found that most of the people are moderately satisfied with the goods supplied by the hawkers. Especially the housewives can choose vegetables and fishes themselves. Both male and female members of the family are happy with the quality of goods. People are also moderately satisfied with the price of commodities. Price is almost at par with the market price. So they are happy as they can save money and time required for the trip to and from the market. But people are not satisfied with the

variety of goods sold by hawkers. They often have no choice but to buy from whatever is available with one hawker as another hawker may not have the same goods. Generally the perishable bio products are bought from the hawkers frequently, almost on a regular basis.



Plate 5: Hawkers selling meat (poultry)

Plate 6: A vegetable seller, rendering door-to-door service



Plate 7: Some hawkers sell only fishes in the locality

3.2.1 General Level of Satisfaction of goods bought from the Hawkers

a. Level of satisfaction with goods sold by hawkers in respect of quality

Satisfaction level of people is classified as highly satisfied, moderately satisfied and not satisfied. But it is not applicable to all items rather it varies according to items. For example who buy all items from hawkers may be satisfied with the quality of

vegetables but may not be with that of fishes. So data were collected according to items. 12% people who buy meat from hawkers were highly satisfied with the quality of the goods, 42% of them were moderately satisfied and 44% of them are not satisfied. On the other hand for vegetables, 36% of the buyers were highly satisfied, 40% were moderately satisfied and 24% of the buyers were not satisfied with the quality of vegetables. Satisfaction level of the buyers on quality of food is given in Table 3.2.

Table 3.2 Satisfaction level of people on quality of various commodities

Satisfaction Level	Item					
	Meat	Fish	Vegetable	Spices	Others	Total
Highly satisfied	24	24	62	10	18	138
Moderately Satisfied	74	92	76	45	52	339
Not Satisfied	78	52	48	40	11	229
Total	176	168	186	95	81	706

(Source: Field survey, 2004)

b. Level of satisfaction with goods sold by hawkers with respect to price

Most of the people who buy from hawkers are moderately satisfied with the price of the goods sold by hawkers. People generally buy vegetables and spices from hawkers more than other goods and for these two items most consumers are satisfied with the price. For vegetables 18% consumers are highly satisfied, 62% consumers are moderately satisfied and only 10% of them are not satisfied with the price. In case of spices 37% of the consumers are highly satisfied, 43% of them are moderately satisfied and the rest 20% are not satisfied with the price of the goods rendered by hawkers. Satisfaction scenario with respect to price of various daily necessities is shown in the Table 3.3.

Table 3.3 Satisfaction level of consumers on Price of various daily necessities

Satisfaction Level	Item					
	Meat	Fish	Vegetable	Spices	Others	Total
Highly satisfied	42	24	36	19	17	138
Moderately Satisfied	116	84	124	56	43	423
Not Satisfied	18	60	26	20	21	145
Total	176	168	186	95	81	706

(Source: Field survey, 2004)

c. Level of satisfaction with goods sold by hawkers in respect of variety

Though the consumers are well satisfied with the quality and price of the goods rendered by hawkers in Dhaka City, they are not satisfied with the variety of the

goods they find with the hawkers. In most cases they are compelled to buy something from hawkers though they offer little variety of goods. They know well that in the market or bazaar they will find a lot of variety. If they have no time to go to market or bazaar, or going to market is too troublesome. People try to get their necessities from hawkers even though they cannot offer the variety of goods. Satisfaction level on variety is presented in the Table 3.4.

Table 3.4: Satisfaction level on variety

Satisfaction Level	Item					
	Meat	Fish	Vegetable	Spices	Others	Total
Highly satisfied	8	24	44	10	20	106
Moderately Satisfied	52	79	98	69	41	339
Not Satisfied	116	65	44	16	20	261
Total	176	168	186	95	81	706

(Source: Field Survey, 2004)

The above tables show the satisfaction level according to various items but overall satisfaction level should also be measured and it is shown in the Table 3.5. Here the following table shows the percentage of total response under satisfaction level of the consumers who buy daily necessities from hawkers. According to the survey result 18% consumers are highly satisfied with quality, price and variety.

Table 3.5: Percentage of total response under overall satisfaction level

Item	Percentage under Satisfaction level of total response		
	Highly satisfied	Moderately Satisfied	Not Satisfied
Quality	20%	19%	15%
Price	48%	60%	48%
Varity	32%	21%	37%

(Source: Field Survey, 2004)

3.3 Advantages and convenience that hawkers offer to the urban dwellers

From the survey on hawkers, community people, discussion with people of various groups it was found in Dhaka City, hawkers of daily necessities offer a lot of advantages and conveniences to the urban dwellers. The list of those advantages and conveniences are given below:

Time saving: It is well recognized that in Dhaka City most of the people are running a rat race to cope with city life. Here everybody has scarcity of time. Everybody has become so busy that they hardly get time for shopping at the markets/bazaars. Each family needs to make trips to bazaars at least two times a day, which requires at least one hour. In urban areas one hour in a day is valuable. Hawkers save this time and help them to use this one-hour for other income

generating activities or education or leisure related activities. In this situation hawkers are contributing a lot for reducing the need for time of shopping.

Money saving: To some extent hawkers can save money of the urban dwellers. For competing with the shops of markets/bazaars and also with other hawkers they offer their goods at cheap prices. On the other hand they reduce the need to go to market/bazaars. Making trips to bazaars and hiring porters cost money and if these are required daily, a lot of money is spent in a month. Again one has to spend time and energy for shopping which can be used for other income generating activities. So, transportation cost for going to markets/bazaars is also saved. In that sense hawkers can save money of the urban dwellers.

Hassle eliminating: Making trips to the bazaar requires energy. One has to traverse the whole bazaar and bargain. The bazaar area is not a nice place to visit. The whole area is usually filthy and noisy. Especially in the rainy season going to the bazaar area is a horrible experience. The shopper becomes fully tired after coming from the bazaar and is unable to do anything for a certain period.

Women can do the shopping without going to market/bazaar: In a society like ours, going to the market/bazaar is difficult for women for social/religious reasons. It is ironic that female members are involved in preparing the family meal



Plate 8: Women are buying from hawkers in the locality

but cannot participate in shopping. The housewives decide the menu of daily meal and they want the goods according to their choice. But they have to depend on the male members who go to the markets. So where hawkers are available with the same goods as in the bazaars, women members can directly participate in day-to-day shopping. Housewives can easily choose the goods from the hawkers without going to the markets/bazaars.

Trip Reduction: Each family has to make at least two trips for shopping purpose in a day. Thus a hundred families make 200 trips to the bazaars daily. Only five or six hawkers who cover the whole area from one side to another can serve these hundred

families. Hawkers roam about the area starting from one side and finishing at the other side. They do not come back along a route already covered. So these four or five long and time-consuming trips of the hawkers can replace those 200 trips of the households. Thus it reduces the number of trips of that area. In this way it reduces traffic jam, activities of traffic police and last of all saves time of the whole society.

Provides employment opportunity: Hawking is an income generating urban profession for low-income people. It requires low investment and equipment but serves a huge number of people. People engaged in this profession may indulge with various unsocial activities.

Helps in recycling: Some hawkers exchange their goods with the recyclable waste materials. For example they collect waste/broken items of plastic, metal etc. in exchange for onion, garlic etc. It has not only positive impact on resource conservation but also reduces environmental pollution.

In the survey, reasons why the respondents buy from hawkers found. Multiple reasons by the same respondent were found. The result is given in the Table 3.6.

Table 3.6: Respondent response on the reasons to buy goods from hawkers

Causes to buy goods from hawkers	yes	No
Save Time	132	56
Save money	86	111
Saves from inconvenience of going to the market	127	73
Women can do the shopping without going to the market	156	35
Can buy things in inclement weather	92	87
Can buy things quickly in an emergency	133	61

(Source: Field Survey, 2004)

With all the above reasons time is one of the most important factors in urban areas. So shopping turns to be an activity of female as male are too busy at their work.

Though hawking offers a number of advantages and convenience to the urban dwellers, there are some people who do not buy goods from hawkers. Reasons behind the reluctance in shopping from hawkers, as found in the survey are listed as below:

1. Not satisfied with the variety of goods sold by hawkers
2. Not satisfied with the quality of goods sold by hawkers
3. Sense of insecurity (in women when menfolk are not in)
4. Daily commodities are available on the way from office to home
5. Limited goods are available to the hawkers
6. Shortage of persons for shopping
7. Limited opportunity to compare the price of the goods
8. All items are not available at the same time

3.4 Demerits of hawking

The hawking profession has certain demerits in the context of urban areas. It encourages rural to urban migration. Thus squatters and slums are developed to provide shelter for them. Robbers also use hawking as information collecting tactic. So, high-income people do not allow any hawker in their house/area. If the number of hawkers is very limited in an area it becomes fully a monopoly business and people of that area become victims of it. Allowing any hawker to a house affects privacy and many people do not want that especially in urban areas. It produces noise pollution at

odd times. It may create traffic jams especially in narrow roads when they hawk with pushcarts that move too slowly.

3.5 Trip generation and purpose of the trip

The most fundamental and dominating variable related to travel demand and travel characteristics is trip purpose. People make trips because they cannot perform all the activities in one place. Activities are normally grouped into a number of trip purposes, which distinguish different types of demand on transport system. So it is essential to stratify trips by purpose throughout the transportation planning process. This in turn implies that trip generation analysis must be undertaken for different trip purposes used in trip generation modeling and travel demand analysis varies with the design of the individual study. But in general trip purposes are stratified in the following form (Esrar, 1992):

1. Work trip	:	home to work
	:	work to home
2. School trips	:	home to school
	:	school to home
3. Shopping trips	:	home to shop/market/bazaar
	:	shop/market/bazaar to home
Socio-recreational trips	:	home to recreational place
	:	recreational place to home
4. Other trips	:	home to other places
	:	other place to home

Work trips: These trips include all journeys to and from various work places to earn money (i.e. for employment purposes). Under this study only the trips from residence to office and the trips from office to residence has been considered. But different trips related to job/work purpose (like trips for attending meetings, trips for purchasing various office goods, trips for communicating with other office etc.) has not been considered as work trip in this study.

School trips: School trips includes all journeys to and from various educational establishments such as schools, colleges, different technical institutes, coaching centers and universities solely for educational purposes.

Shopping trips: Any trip to and from any shopping centre/market/bazaar.

Socio-recreational trips: All trips made for social (such as trips made to visit a patient in a hospital or at his home or to meet with kith and kin etc.), leisure and recreational purposes fall into this class.

Other trips: Any trip undertaken by the member of the household which do not fall into any of the above classes and other undefined trips are included in this group.

Esrar (1992) did a study on home based trip generation modeling in Dhaka City and found the percentage of different trips of a family. He categorized all the trips as work

trips, school trips, shopping trips, socio-recreational trips and other trips. In this study information related to total volume of trips have been gathered to compare the shopping trips for daily necessities with total volume of shopping trips and also with the total volume of trips for various purposes. Another intention was to verify or compare the present data with the data of the study of Esrar which was done in 1992. From the field survey it has been found that a significant increase has occurred in the percentage of shopping trips and a little increase with the socio-recreational trips. The data is given in Table 3.7 and Table 3.8:

Table 3.7: Percentage of trips for various purposes in Dhaka City in 1992:

Trip category	Percentage of trips
Work trip	37.26
School trip	31.00
Shopping trip	9.54
Socio-recreational trip	12.44
Other trip	9.76

(Source: Ismat Esrar, 1992)

Table 3.8 Percentage of trips for various purposes in Dhaka City in 2004:

Trip category	Percentage of trips
Work trip	34.78
School trip	28.44
Shopping trip	15.26
Socio-recreational trip	13.00
Other trip	8.52

(Source: Field Survey, 2004)

3.6 Relationship between family size and shopping trips

Travel is a function of human activity. Consequently an important relationship exists between the number or frequency and the family size of trips made from the home. The number and frequency of trips increases as the size of the family increases and vice-versa. Average number of trips increases with increasing persons per household at a rate of approximately 1.62 trips per day for each additional person (Esrar, 1992). This increase in number of home-based trips per household per day with family size tends to level off at the six persons per dwelling unit family size. Statistically strong relationship exists between family size and the number and frequency of trips made from home at a confidence level of 99.99 percent. They are also positively correlated. These results also imply that with the increase of family size, the number of trips per household per day increases. The inverse is also true.

The same result has also been observed in this study. Comparatively larger families tend to make more trips than smaller families. One reason of this is larger families require more things and activities and consequently they generate more trips. But another reason is, a larger family can find sufficient persons for sending them to

various places for various needs like to the markets/bazaars for shopping daily necessities. So, a smaller family is compelled to make fewer trips due to shortage of family members even if they feel the need to go out more.

3.7 Mode of travel for shopping purpose

Mode of travel is the most influential variable related to trip making frequency for shopping purpose for daily necessities. Apart from walking, rickshaw and private cars are the most commonly used modes for shopping for daily food items. Among these, rickshaw is the most popular and an easily available mode of travel. It renders door-to-door service irrespective of road condition. Though personal motorized vehicle ownership is increasing, walking and rickshaw are the major modes for shopping. Even in most car owning families people prefer the rickshaw for going to the local bazaar. Because parking is a major problem and there is the possibility of the car or its parts being stolen. For going to the distant bazaars for the month's shopping they use cars. People from the lower and middle-income groups generally walk to the bazaars for shopping. Some people prefer walking for going to bazaar and others prefer the rickshaw for the same. But this difference depends on the economic capability and the distance of the bazaar from the house. There is another group, which consists of the major portion of middle and lower middle-income groups who prefer walking and the rickshaw. They walk to the market and come back by rickshaws with purchased goods. Modal choice for shopping purpose are given in the Table 3.9

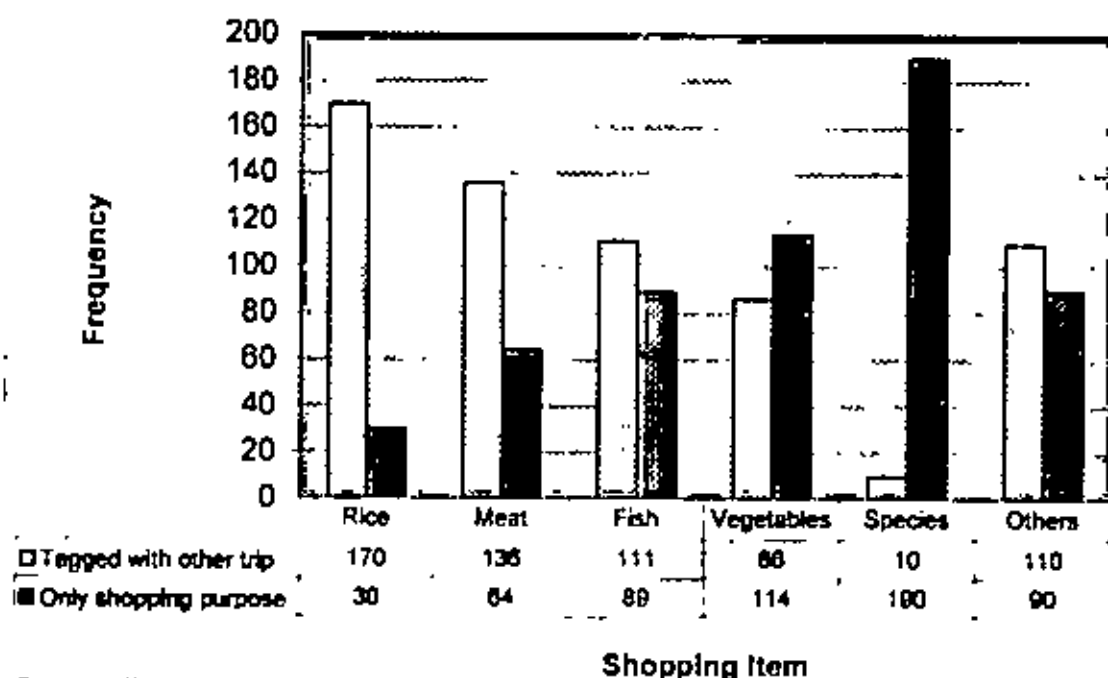
Table 3.9: Modal choices for going to bazaars for shopping purpose:

Mode Types	Frequency (f)	Percentage of responses
Walking	36	18%
Rickshaw	83	41.5%
Walking + rickshaw	62	31%
Private car	19	9.5%

(Source: Field Survey, 2004)

3.8 Shopping done while on other trips

Here one of the most important aspects is some shopping trips are made in conjunction with other trips. For example some people buy their daily food items on the way to office or to home. So they do not need to make a separate trip only for shopping purpose. Though the number of this type of trips is significant, it has no major influence on reducing shopping trips or dependence on hawkers or bazaars. The reason is, they do not find all the items they need while shopping on the way from office to home. So they have to depend on nearby bazaar or hawkers even for a single item. Ratio of this type of trips is given in Figure 3.1.



Source: Field survey, 2004

Figure 3.1: Shopping done while on other trips

3.9 Mode and cost of travel

In most cases regular trips for shopping are made by rickshaw and on foot. The mode varies with the distance of market from the house and also with economic status. Usually most trips are made by rickshaw and for other cases, home to bazaar trips are made on foot but bazaar to home trips are made by rickshaw. In most cases 7-10 taka is paid for the trip made for shopping. Money is also given to porters. But the real cost of the shopping trip is time. Because people may easily use this time for other purposes, which can even, bring money for them.

Table 3.10: Average cost for shopping trips for different mode of travel

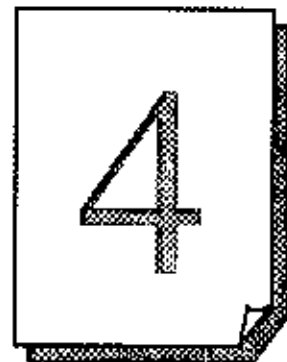
Mode of transport	Average Cost for shopping trips
Rickshaw	7-10 Taka
CNG/Auto Rickshaw	20-25 Taka
Bus	2-4 Taka
Car	30-40 Taka (estimated)

(Source: Field Survey, 2004)

3.10 Relationship between household income and mode of travel for shopping purpose

Household income is one of the most important indicators of socio-economic position of the household. It normally controls overall behavioral characteristics of the family which in turn is reflected in travel pattern. It is usual and a common practice in all urban areas for upper income groups to spend more on transport with a tendency

towards the use of comfortable and convenient modes of travel. They were time and comfort conscious rather than cost conscious. A middle-income family is also comfort conscious. Low-income families are normally cost conscious rather than time and comfort except in special or urgent cases. They do not bother about the time required or inconvenience for a cheaper mode of travel (Esrar, 1992). The same tendency is observed in modal choice for shopping purpose. Lower income people go for shopping by walking considering cost factor rather than time and comfort factor. Middle-income group go to market/bazaar by walking and come back by rickshaw because it is tiresome to carry the weighted shopping bags. On the other hand higher income group totally prefer rickshaw for shopping if it is in nearby location. But they use private cars while shopping in the distant market/bazaar (Field survey, 2004).



Chapter Four
**Influence of peddling on the
volume of shopping trips**

Chapter Four: Influence of peddling on the volume of shopping trips

4.1 Ratio of people who buy from hawkers and other sources

There is no strict preference of people for buying goods from hawkers or directly from bazaars. Actually it depends on time and opportunity factor. For regular shopping various types of buyers were found who buy their daily necessities from different sources. Again they do not stick to one area only. From primary data, the information gathered about the buyers is shown in the Table 4.1:

Table 4.1: Percentage of buyers for different source of shopping

Major source of shopping for daily necessities	Percentage of the buyers
Hawkers	52%
Local bazaar	26%
Distant bazaar	7%
Nearby grocery shop	9%
Other sources	6%

(Source: Field survey, 2004)

From the survey it was found that only one source cannot satisfy the consumer's needs and thus people buy whenever they get more opportunity from any source. So considering all these factors source of shopping can be listed as below:

1. From all types of sources-----: 5%
2. From local bazaar, hawkers and nearby grocery shops-- : 60%
3. From local bazaar and nearby grocery shop-----: 9%
4. From nearby grocery shop and hawkers----- : 5%
5. From local bazaars and hawkers----- : 10%
6. From local bazaar only----- : 4%
7. From nearby grocery shops only----- : 1%
8. From distant bazaar only----- : 0%
9. From hawkers only----- : 5%
10. Others only----- : 1%

4.2 Information related to shopping from alternative sources apart from hawkers and local markets

Apart from the hawkers and local market, people also buy their daily necessities from other sources also. The neighborhood shops are one of the prime alternative sources of shopping. They provide various daily necessities with spices and vegetables. They sometime contract with their neighbors for regular home based supply of daily necessities. They collect a list from each house and supply products according to their list.

Recently big companies are investing money in food supply business. They engage young and smart salesmen, mostly university students working part time, who visit door-to-door with those products and sell them. Though the main objective is to advertise of their product but sale amount is not bad. In this study it has been found that, about 1.5% people do not rely upon local market rather they prefer to buy from large supermarkets. In most cases after the office hour they go there to buy their daily necessities.

4.3 Alternative sources of shopping other than the hawkers

About 26% people also buy the products from surrounding bazaars, which are usually supplied by the hawkers. They have to make at least two trips (both up and down) for each day. Especially in the weekdays, people who usually buy from the hawkers make trips to shops or bazaars. About 78% trips are made only for shopping purpose. Again several additional trips are made for shopping to bazaar with trips made for other purposes. 22% trips are made additionally for shopping with other trips. Percentage of shopping from different sources other than the hawkers is given in the Table 4.2

Table 4.2: Percentage of shopping from different sources other than the hawkers

Item	Source of shopping other than the hawkers					
	Grocery Shop	Bazar	Retail Market	Wholesale market	Super Market	Home service
Rice	37	40	20	03	00	00
Meat (Poultry)	10	50	20	00	00	10
Fish	03	50	47	00	00	01
Vegetables	00	70	30	00	00	00
Spices	00	80	20	00	00	00
Other food stuff	30	35	20	00	15	00

(Source: Field Survey, 2004)

4.4 Frequency and volume of shopping trips for daily necessities:

By the field survey it has been observed that, the households who go to bazaars for their daily necessities do not go there everyday, but try to get the vegetables from the hawkers. Only 4% households purchase only from local bazaars, and 1% households purchase only from nearby grocery shops. So for the households who buy goods from only bazaars or nearby grocery shops are not significant in number. If it is considered that they go to bazaars every day, the volume of shopping trips for daily necessities is not considerable. 85% households are somehow dependent on the services of the hawkers and purchase any item from hawkers whether it is daily, weekly or monthly and remaining 15% households do not depend on the hawker's service. As 26 in 100 households are dependent on the local bazaars but they also avail some other services. For the 15% households who do not buy anything from hawkers make trips to local bazaars or distant bazaars or any other places. Among this 15%, 18% households do it by walking and the remaining 82% households use some sort of vehicles. Among them 41.50% households use rickshaw, 31% households use both walking and rickshaw and the rest 9.5% households use their private cars or any other vehicle for

their daily shopping. As 31% households use rickshaw for one way so it can be considered as trip for 15.5% households. So, as a whole, 66.5% of the 15% households i.e. 9.97% households (who do not purchase from hawkers) generate shopping trips for daily necessities. But they do not do it daily rather most of them do their shopping 3 to 4 times a week on an average. The calculated daily rate then comes to only 4.98%.

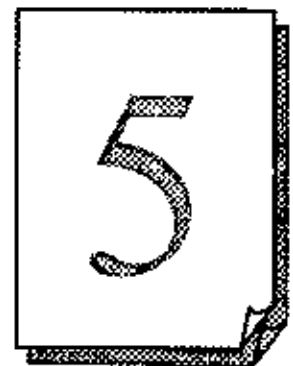
On the other hand 85% households, who somehow depend on the service of the hawkers also go to bazaars and also avail other services. For the shopping source of hawkers and nearby grocery shops people do not need to make shopping trips. Only for local bazaars and distant bazaars people need to make trips, which require any sort of mode, cost and time. For the 85% households, hawkers are the major source for 52% households for their daily necessities. So, remaining 48% of them also purchase from other sources, which can be calculated as 40.8% of the total households. But this portion purchases their goods once a week on an average. So for daily calculation it can stand for only 5.82% households who make trips to bazaars or any other place for daily bazaar. Again 18% of them will go to bazaars by walking and 31% will use both walking and rickshaw. So it makes the 5.82% into 3.87% trip makers in a true sense.

4.5 Minimization of volume of shopping trips

The service provided by hawkers has definitely positive impact on the local traffic system reducing the shopping trips in true sense. By the survey of this study it has been found that 52% households buy from hawkers as major source and from the total, 85% households are somehow dependent on the services of the hawkers. On an average hawkers are serving about 68.5% households to fulfill their daily necessities. So in one sense hawkers are reducing 68.5% trips for shopping purpose on daily necessities. From the field survey it has been found that shopping trips for daily necessities covers about 83.5% of the total shopping trips. On the other hand total shopping trips is 15.26% of the total volume of trips made by every household in Dhaka City. So shopping trips for daily necessities is 12.76% of the total trips of a household. Hawkers are reducing 68.5% of the shopping trips for daily necessities which is about 8.74% of the total volume of trips made by each household. Thus it reduces pressure on local traffic and also people can save money, time and energy.

Again shopping trips are made at a critical time, i.e. it is just tagged with the work trips. From the field survey it has been found that time of work/office trip is from 7:30 am to 10:30 am in the morning and from 5:00 pm to 7:30 pm at evening. And 80% shopping trips for daily necessities also generated in the above mentioned time. So, if a small number of trips are added with the work/office trips it creates huge traffic congestion when people are in a rush and tired. On the other hand hawkers deliver their products from 8 am to 12 pm at the door step of the households and the family members (housewives) can easily get it without going to the bazaars. It is really a tremendous result in reducing shopping trips, which has a great impact on existing traffic system in Dhaka City. It contributes hugely to the urban traffic system of that area. Generally no local bazaars have parking facilities and thus huge traffic jams are created on that spot. So, traffic which have to cross that spot having no intention for shopping, also have to suffer for this jam. A number of traffic police have to be there

always to control the situation who could be used for other purposes. Inclement environment makes the situation even more unbearable. Huge quantity of garbage is created in the bazaar area, which not only pollutes the area but also requires time, people and space intervention to be removed, which also add pressure on traffic system of that area. Some people have to make trips to opposite direction for their workplace for shopping. It not only cost their time and money but also puts pressure on the local traffic system. So hawkers are rendering huge positive impact on the traffic system of Dhaka City.



Chapter Five
**Comparative analysis of the services
provided by hawkers with other sources
and modern home delivery services**

Chapter Five: Comparative analysis of the services provided by hawkers with other sources and modern home delivery services

5.1 Forms and extent of existing modern home delivery services in Dhaka City

Now a days home delivery system is taking place in Dhaka City. Though it is not Internet based just like the developed countries but on telephone call based. But it's extent is too much limited. Home delivery system is also done in an informal way through the salesmen of large companies. They visit door to door and offer the packed products at a reasonable price. Spices and dried fish are supplied by the salesmen and all types of daily necessities are supplied on the basis of telephone call by large supermarkets. But this system is only for the high income group.

5.2 Comparison between traditional hawking and modern home delivery services in respect of advantages and convenience

Reasons for selecting home delivery: There are several important factors that make home delivery to customers. This research has identified that the following factors are most important to customers:

- Time saving
- Bulky goods/carriage issues
- Dislike hustle and bustle of shopping
- Lack of transport to enable self-service

Other less important factors mentioned by less than 10% of the respondents in this survey are: store opening hours are not convenient to them. Grocery home shopping and delivery is viewed as attractive to some job holders because of the time savings it can offer and also because of some consumers' dislike for shopping food from hawkers.

Dissatisfaction with home deliveries:

There are several aspects of current home delivery systems that do not appeal to consumers and these can discourage consumers from accepting home deliveries. This research has identified the most common reasons that consumers provide for not buying any goods delivered to their homes.

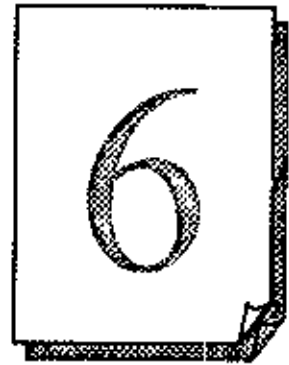
- Home delivery arrangements are inconvenient (especially due to having to wait in for the delivery)
- Home delivery is impersonal and human contact of other shopping systems are preferred
- Home delivery charges are too high
- Concern about receiving damaged goods

5.3 Comparison between traditional hawking and modern home delivery services in respect of popularity or adaptation

Product quality assurance: Modern home delivery is done under a company which is reliable for product quality. They are delivered on order basis, thus one is well aware about their arrival/delivery time. No bargaining is required. It is accepted by the upper class people as the chance of robbery is less. But the price of product is high for home delivery as they add cost for courier and packaging with the product price.

But the hawkers are not reliable. Any one can be cheated by hawkers regarding the quality and price of their products. Again hawkers traverse an area according to their own choice, thus people have to rely on them. One has to bargain with the hawker's product price. The products are not packed, thus they carry impurities with them. Chance of robbery by the hawkers also exists. But the price of product is less than the home delivery system.

Making a trip to the bazaar for shopping is a tradition in our culture. It is not only for shopping but is also a tool for social attachment. In urban areas shopping from bazaars is a tough job. Only few products are sold by the hawkers. All varieties of products are available in low price to one who goes there. Again to shop from the bazaar is a kind of pride for some people who never allow any hawker in their compound. Local market becomes dull if people become uninterested to go there. People engaged in different activities in a local market may see their income drop due to such type of situation. It is a culture of our society to shop from the bazaar. On the other hand, home delivery system is relatively new in our country though home delivery of milk is not new. Fish, vegetables and spices are hawked by the hawkers in the urban areas of Bangladesh. Some people specially a portion of middle income group who usually live in colonies are dependent on hawkers for their daily necessities. The families which have no extra male members have limited access to shops or bazaars. So, home delivery services or hawker's services are very much popular to them. They accepted this system firmly. Now a days some big companies are trying to establish the home delivery system but their service is not up to standard where as price remain so higher than the market price that general people are not able to touch those.



Chapter Six
Recommendations
And Conclusion

Chapter Six: Recommendations and conclusion

6.1 Recommendations

It is clear that hawkers of daily necessities in Dhaka city are contributing a lot in rendering services for supplying the commodities for daily needs. On the other hand they are reducing a number of shopping trips, which has a positive impact on existing traffic system. Though hawkers have some demerits but their merits are huge and really considerable. Here are some recommendations for the development of the service of the hawkers in Dhaka city.

1. Each hawker should be registered by the local bazaar committee or City Corporation authority who will collect and preserve the photographs and necessary information of the hawkers. It will prevent the chance of robbery by them.
2. Local bazaar committee will also distribute the neighborhood area among the hawkers. They will fix the schedule of their round and also product price. It will help people to be assured about coming of hawkers in time.
3. Bazaar committee can also make the hawker assured to take back the unsold product. It will help the hawker to be free from tension or risk of their business to some extent.
4. A training can be arranged for the hawkers about waste management. Thus they will be aware about pollution by the unsold product or excrete of their products.

6.2 Conclusion

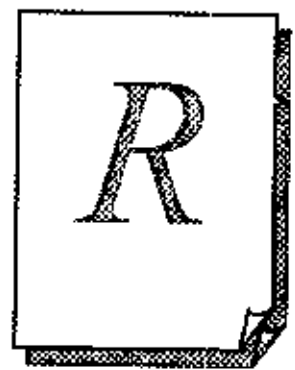
Hawkers of daily necessities in Dhaka City is considered as a lower level profession among the urban poor. But the reality is that, they are rendering a huge service to the urban dwellers. They supply food items to the doorsteps of the people. The price, quality and variety of their goods are not dissatisfactory compared to those of local markets and other home delivery service providers. This is a direct service to the urban dwellers of Dhaka City but on the other hand they are contributing a lot in reducing the shopping trips, which has a great positive impact in reducing the pressure on traffic system.

Hawking is such a profession which is preferred by the migrants from rural to urban areas. The landless poor people who come to the capital city for the search of any employment opportunity can be involved in this profession easily. The reason is it does not require any trade license, not much investment and not much experience whereas other professions like rickshaw pulling requires those. So hawking serves employment opportunity to the poor people who come to the city first time.

Extent and level of the services of the hawkers is quite good. All types of vegetables, spices, fish, meat (poultry) and other daily necessities are sold by the hawkers. But rice, meat (beef, mutton etc.) are not sold by the hawkers and these items are generally bought monthly or weekly by people. The price, quality and variety of the goods rendered by hawkers are also quite satisfactory. Though people are not highly

satisfied with the variety of goods sold by hawkers but they are satisfied with the price and quality comparing with the local markets or bazaars. Even some respondents said that the price of the goods of the hawkers is sometimes less than the local markets. In general market place or bazaars are not a charming place where people do not want to go for dirty and noisy environment. In inclement weather it is really unbearable to go to bazaars. With all others, time is the most important factor. Urban people are so busy with their various activities that, finding time for shopping in the market place is really difficult. In this situation hawkers bring all those daily necessities to the doorsteps of the people. On the other hand in society like ours, women do not feel good to go the markets or bazaars and they can directly participate in shopping of daily necessities from the hawkers.

The major contribution of the hawkers is reducing shopping trips of the urban dwellers. From the study it has been found that 52% households buy their daily food items from hawkers whereas only 26% households buy from nearby bazaars or markets, 7% from the distant bazaars, 9% from the nearby grocery shops and the remaining 6% from other sources. From the overall calculation it has been found that hawkers have the influence in reducing 65.38% shopping trips which is really a significant one to reduce the pressure on existing transportation system. So this study can be helpful for the urban planners as well as other professionals who deals with the decision making process for urban planning.



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Appendices

APPENDIX 1

BANGLADESH UNIVERSITY OF ENGINEERING AND TECHNOLOGY
DEPARTMENT OF URBAN AND REGIONAL PLANNING

Research title. A study on the service rendered by hawkers of daily necessities in Dhaka City
(Questionnaire for households)
(Only for research purpose)

Sample no----- Date-----
 Locality-----
 Address-----

- 1) Information about the household:
- a) Profile of head of household:
 i. Education----- ii. Occupation-----
- b) Number of members in household:
 i. Adult----- ii. Minors (<16 years)-----
- c) Monthly expenditure on daily necessities (Food stuff such as rice/cereals, meat, fish, vegetables, etc.):
- i. Below Tk. 4000:
 ii Tk.4000-6000:
 iii. Tk.6000-8000:
 iv. Tk.8000-10000:
 v. Above Tk. 10000:
- d) Total monthly expenditure:
 i. Below Tk. 8000
 ii. Tk. 8000-12000
 iii. Tk. 12000-16000:
 iv. Tk. 16000-20000:
 v. Above Tk. 20000:
- e) Is there any car available for you for shopping purpose? : Yes---- No----

2) Information related to shopping from hawkers:

Item	Frequency of shopping from hawkers				
	Never	Monthly	Weekly	2-3 times a week	4-7 times a week
Rice					
Meat (Poultry)					
Fish					
Vegetables					
Spices					
Others					

3) General level of satisfaction with goods sold by hawkers

Criteria	Item	Highly satisfied	Moderately Satisfied	Not Satisfied
Quality	Rice			
	Meat (Poultry)			
	Fish			
	Vegetables			
	Spices			
	Others			
Price	Rice			
	Meat (Poultry)			
	Fish			
	Vegetables			
	Spices			
	Others			
Variety	Rice			
	Meat (Poultry)			
	Fish			
	Vegetables			
	Spices			
	Others			

4) Information related to shopping from alternative sources

Item	Source of shopping	Shopping is done while on other trips	If shopping trip is made separately		Frequency of Shopping				
			Mode of Travel	Cost of Travel	Never	Monthly	Weekly	2-3times a week	4-7times a week
Rice									
Meat (Poultry)									
Fish									
Vegetables									
Spices									
Others									

Code for mode of travel:

- 1: On foot
- 2: On foot + Rickshaw
- 3: Rickshaw
- 4: Car

5) Why do you buy from hawkers?

Saves time	
Saves money	
Saves from inconvenience of going to the market	
Women can do the shopping without going to the market	
Can buy things in inclement weather	
Can buy things quickly in an emergency	
Others	

6) Reasons behind reluctance in shopping from hawkers

Not satisfied with the variety of goods sold by the hawkers	
Not satisfied with the quality of goods sold by hawkers	
Not satisfied with the price of goods sold by hawkers	
Sense of insecurity	
Daily commodities are available on the way from office to home	
Limited goods are available to the hawkers	
Others	

7) Information related to different trips of a family in a week

Purpose of trips	Total number of trips (for both up and down) in a week	dominating time of the trips	Required time of the trips
Work trips			
School trips			
Total shopping trips			
Shopping trips only for daily necessities			
Socio-recreational trips			
Other trips			

8) Do you purchase from any home delivery service? Yes---- No-----

If yes, specify-----

9) Explain the convenience of this service comparing with shopping from hawkers



Signature of the surveyor

APPENDIX 2

BANGLADESH UNIVERSITY OF ENGINEERING AND TECHNOLOGY
DEPARTMENT OF URBAN AND REGIONAL PLANNING

Research title: A study on the service rendered by hawkers of daily necessities in Dhaka City
(Questionnaire for hawkers)
(Only for research purpose)

Sample no----- Date-----
Locality-----
Address-----

1. Information about the socio economic characteristics of hawkers:
 - a) From where he has come to Dhaka -----, When-----
 - b) What is the cause of his migration to Dhaka City -----
 - c) Educational qualification -----
 - d) What was his occupation in rural area-----
 - e) What was his profession when he first came to Dhaka City-----
 - f) What is his monthly income-----
 - g) How many members are there in his family-----
 - h) Is there any earning member in his family: yes----- no-----
 - i) If yes, how much s/he contribute-----
 - j) Are his children getting education now-----

2. Information related to hawking profession:
 - a) What are the items of his selling-----
 - b) What is the area of his selling-----
 - c) How many households can he cover a day-----
 - d) From where he buys his goods-----
 - e) Can he sell all the goods in a day: yes----- no-----
 - f) If no, what happen to the remaining goods-----

