

FROM CONTROL STREET TO SHARED SPACE: A STUDY ON THE STREET HAWKING ACTIVITIES IN THE URBAN PUBLIC SPACES OF DHAKA CITY

Abontika Sara Israt¹, Mastura Adam²

¹Assistant Professor, Faculty of Architecture and Planning,
Ahsanullah University of Science and Technology, Dhaka, BANGLADESH;

²Senior Lecturer, Department of Architecture, Faculty of Built Environment, University of Malaya,
Kuala Lumpur, MALAYSIA.

¹abontikasara@gmail.com, ²mastura@um.edu.my

ABSTRACT

This study attempts to explore the impact of street hawking on the urban spaces of Dhaka city based on the users' perception and the influence of physical attributes to such activities. This study used case study approach to make a comprehensive understanding of the current condition of this activity. This research used multiple sources of evidences, like, the questionnaire survey and physical observation in order to find the answer to the research focus in the two selected places of Dhaka city. The findings revealed that dominant street hawker groups have mostly migrated from rural areas and have low skills. Apart from that, the undesirable effects of street hawking, the type of goods selling, nature and pattern of street hawking and their physical layout have an imposed constructive impact on the social and urban environment. Results revealed that, poor accessibility, insufficient walkway, safety and security issues, traffic congestions and disorganized spaces for street stalls has impeded the features of the urban spaces. This has led to four emerging thematic, known as, sociability, uses and activities, access and linkage and physical safety, comfort and image, that could be used as a criteria of recommendation in improving the current condition and issues for a betterment of the street hawker and community in Dhaka city. It is hoped that this study would informed the stakeholders on the importance of this informal natural business for sustainable city community economy and environment.

.Keywords: Urban Public Spaces, Street Hawking, Physical Attributes, Space Organization, Dhaka

INTRODUCTION

Informal Street Hawking is one of the noticeable street activities in the urban public spaces. Such investigation attempts to explore the interrelations between people and place, and the consequences of this kin for planning practice (Stephenson, 2010). The structure of the built environment identifies the places where particular activities take place, and determines which areas are to be used by whom and what for. In general, it classifies social interaction, movement patterns, and human activities (Bornberg, 2008). This study concentrating on one major part of informal sectors, therefore, the theories, dimension, characteristics, and value of public space supports to relate Informal Street Hawking with it.

This paper highlights the issues and problems that affect the informal street hawking in the urban public spaces of Dhaka city. So far, the deterioration of physical quality of the urban environment due to improper street activity impedes the livability of developing cities like Dhaka. However, of the difficulties like; the dense population, encroachment of footpath, improper streetscape and poor management system; a large number of city dwellers depend on this activity to sustain their daily expenses as a job or for shopping. Diverse functional and

leisure activities need to be added to public spaces for the city dwellers (Nilufar, 1999). With regard to this issue, this paper attempts to examine the current physical features of street hawking activity in the urban spaces. In order to fully understand the impact of street hawking, the users' perception of the attributes in public spaces was examined. From the present investigation, this study aims to recommend a set of criteria for the conceptualization of responsive public spaces capable of supporting street hawking in Dhaka.

BACKGROUND OF THE STUDY

Issues associated with Street Hawking in the Public Spaces

Street hawking has existed for hundreds of years as occupation and considered as a foundation of cultural and historical heritage of many cities' (Bromley, 2000). However, the integration of urban informal street hawking in its public places always exaggerated by negative perceptions of the local authority and city dwellers (Bhowmik, 2005). This undesirable implication has raised many issues such as increase of traffic congestion in many areas, major concerns relating to road safety, poor comfort level of the public, degradation in the urban environment, imbalanced use of movement spaces between open and built spaces, and the decrease in the quality of life for the urban dwellers (Bhowmik, 2005; Berner 2008; Akharuzzaman & Deguchi, 2010). There are not many pedestrian spaces left and the public face danger and degradation in the urban environment with the presence of other restrictions and irritations (i.e. dirt, noise and visual pollution) (Gehl and Gemzoe, 2001). Thus mobility in the city becomes dangerous as the pedestrians risk their lives between moving traffic and parked cars, thus, increasing unsafe activities especially to the daily user (Frank, 2008).

Carmona (2010) considers that understanding the relationship between people (society) and their environment (space) is a necessary component of urban design and considers it in a social dimension. Carmona (2010) added that by creating the built environment and urban designers influence patterns of use and, thus, of social life. Additionally the physical features are thus neither the exclusive nor necessarily the dominant influence on activity patterns, though what people are able to do is constrained by environmental opportunities provided for them. Therefore, the pattern of activity not only be determined on the situation but also depends on social, cultural and perceptual context (Carmona, 2010). Canter (1977) introduced place as a function of 'activity', physical attributes' and 'conception'. Thus, in this process it is important to find out what activity is associated with, or is expected to take a place within a given place; what the physical features or settings are; and what conceptions people hold of that activity within the physical environments.

As Whyte (1980) added, a successful public place considered with so many activities, such as, shopping, relaxing, enjoying, playing, meeting people, and so on. All these theories support street hawking as one of the vibrant activities in urban phenomena. Unlikely, it is possible to explore the activity and physical pattern of Street Hawking in the public spaces through significant socio-cultural environment of its surroundings.

Lesson from the market places in the global phenomenon concerning street hawking in the urban spaces

Great cities and places are in most cases identified by the main streets and the charm of these streets reflects the identity of the cities (Bentley et al., 1992) & (Jacobs, 1999). The early traditional streets had preserved their physical and social character through so many street activities and peoples' interaction (Shuhana et al., 2014). Now a day, for the deterioration of the street features many scholars have proposed theories through contemporary issues. They proposed promoting pedestrian activities and spaces that are protected, connected,

stimulating, attractive, enjoyable and comfortable (Tibbalds, 2012; Shaftoe, 2012; Gehl, 2011; Robertson, 1993). They further recognized that city center plans had to support pedestrian movement in dense core settings (Catalán et al., 2008; Robertson, 1993). In Asia, India represent more than 3.1 million street traders countrywide (according to Unni,2001).Unofficial estimates suggest there are closer to 10 million (S. K. Bhowmik, 2005).

The Marketplace is an open space where a market is formerly held in a town. There are several legitimate claims of access to and control of urban public space. Some scholars emphasize more on the prospective of urban design to foster a vibrant urban culture, others focus on the excluding effects of privatizing and sanitizing public space in new shopping malls and modern markets. Formal spaces have historic, civic and ceremonial significance, and streets and highways are spaces for the movement of the people and vehicles to support the urban economy, and squares and green spaces have policies recognizing the economic importance of urban public spaces to the poor (Brown, 2006). In some cases, urban managers may try to construct an image of a modern city in order to attract foreign investment, or to implement infrastructure projects such as construction of new supermarket or new roads. Thus, local government has to move away from a situation of not considering street hawking as part of the economy, but acknowledging that it is a growing activity which is not disappearing and rather needs to be included in urban planning.

On one hand, the literature acknowledges the public popularity and general convenience of street hawking as they have had some positive impacts on economic viability, social development, transportation and downtown image in many developed and developing cities. Here are some significant scenarios of those countries who successfully tie the informal hawking activity as a part of their economy. These will also a review of how the attributes of public spaces (i.e. sociability, accessibility, physical comfort and safety) examine the users' perception for the overall evaluation of the informal street hawking in a public space of different region. . The descriptions are illustrated as below:

- a) Sociable place (example: Covent Garden Market)
- b) Street features and accessibility (example: La Rambla, Barcelona)
- c) Retail policy on Street Hawking (example: Street market of Singapore and Bangkok)
- d) Culture and image (example: Street market of Kuala Lumpur)

a) Sociable place (example: Covent Garden Market)

‘Covent Garden Market’, London is a commendable example of social space where people engaged with so many activities including shopping, meeting place, family programing, and community activities and so on.



Figure 1: A view of Covent-Garden-market, London

Source: <http://www.coventmarket.com/>

Formally it is established in 1845. It is one of London Ontario's most treasured cultural landmarks. The market, today, continues as an urban-rural exchange center of organic foods, restaurants and so on. Throughout the year, the Market offers a range of events on its public square and mezzanine, including music and theatre festivals and community events.

b) Street features and accessibility (example: La Rambla, Barcelona)

One of the best-known landmarks in Barcelona is the 'La Ramblas'. One of the best-known landmarks in Barcelona is the 'La Ramblas'. La Rambla had developed as a center for festivals, markets and sports. The center is filled with bustling stalls, creating an open-air market stalls line the pedestrian walkway. The tourists has attracted by the character of the place, which moved to long pavement cafes and souvenir kiosks.



Figure 2: Pedestrian walkway in La Rambla, Barcelona
Source: The better block (June 9, 2011)

c) Retail policy on Street Hawking (example: Singapore and Bangkok)

The 'Singaporean government' took first step to legalize the street hawkers during 1968-69. Around 18000 hawkers were then get registered and temporarily relocated to the less busy side streets, back lanes, and some car parks to carry on their hawking activities during designated hours. Along with enforcement, the Singaporean government started to relocate licensed hawkers from the streets to facilities known as "market and hawker centers" in the early 1970s. After many years of development, hawker centers have been part of the social landscape in Singapore. Today, there are 107 hawker centers in the country which house about 15 000 stalls altogether. Their locations are near to transportation hubs and public housing lands. The government has plans to build 10 new hawker centers to add some 600 cooked food stalls in the next decade. Besides providing a source of affordable food, the overall increase in the supply of hawker stalls is expected to create a stabilizing effect on food prices by exerting a downward pressure on stall rentals over time.



Figure 3: Singapore progressed and modernized their Chinatown as one of the tourist attractions
Source: <http://www.alectravelguide.com/>

d) Culture and image (example: Street market of Kula Lumpur)

Street Markets of Kuala Lumpur represent the culture and image of its own. The urban character in Malaysia starts with the streets of it and in Kuala Lumpur the visitors always attracts with the quality of the traditional 'Main Streets' (Shuhana & Ahmad, 2002). These streets are the place for social interaction where the people are engaged with so many actives like gossiping, buying and selling and so on.



Figure 4: Street market at Masjid India (left) and Jalan Petaling (right)

Source: Author

Present state and potentials of street hawking in the existing urban fabric of Dhaka city

After 1947, Dhaka has experienced an uncontrolled rapid urbanization. The comparative advantage of central location, economic, administrative and functional factors have contributed towards a substantial increase in economic and commercial activities in Dhaka city. The retail trade areas are also projecting themselves towards the northern part of the city by following the residential areas. The government or public sectors were not able to cope with the tremendous growth of commercial activities which has lead from a need to meet the demand of the growing population. The major retail centers are therefore developing through private sector initiative. They are growing spontaneously in the absence of any effective retail planning regulation or theories. Moreover, an extensive growth of 'informal' street hawking activities became an evident part of these retail centers. Embedded in a complex socio-economic process, even the so-called planned centers (either government or private) tend to become transformed into an unplanned state in relation to their physical layout and distribution of retail functions. The regular or irregular physical forms of the retail buildings with their unlimited growth of individual shop units represent an apparently chaotic spatial pattern. Moreover, an illegal and uncontrolled growth of hawkers in and around these retail centers exhibits a confused urban sprawl within an apparent disorderly distribution of various retail activities in space. However, varying socio-economic classes of retailers and hawkers have generated a large mix of retail outlets in the less developed countries.

Hawkers occupy most of the footpaths in the capital. Strategic Transport Planning Report 2012 has published, Dhaka Metropolitan city has around 388 km of footpath for the movement of the city dwellers; however, street hawkers have occupied 155 km of these footpaths. As most of the footpaths remain under occupation of hawkers, it is very difficult for the pedestrians to use them. Some of the hawking locations have become dens of cheats, snatchers, drug peddlers and drug addicts.

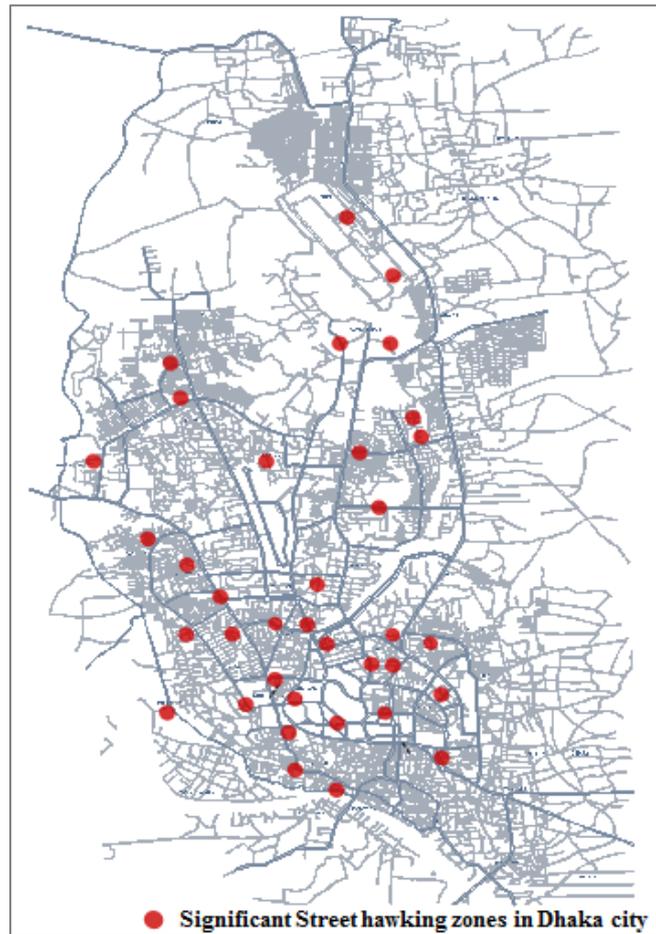


Figure 5: Street Hawkers conquer the city spaces in Dhaka

Source: Author

There were a few initiative have taken by the local authorities for the developments and benefits of the street hawkers of Dhaka city from 2007, but none of them had worked at all because lack of enforcement and proper planning by the decision makers. Therefore, it is important to perceive the potentials of this activity in the urban public spaces could be beneficial for the sustainability of the city community. From May, 2007, government had strict banned street hawking in any areas of Dhaka city and took an initiative of 'Holiday' market for them. After that changeover the footpaths in the capital were free of hawkers. They were accommodated at the fixed places called holiday market. But after assumption of power by the political government the scenario of the footpath changed dramatically. However, about three million hawkers in the city center were in uncertainty as many of them earn not a single penny a day, failing to secure a place in the holiday market set up by the government in about 12 places of the city. Apart from these, a newspaper named 'The Daily Star (2010) reported, the Bangladesh Combined Footpath Hawkers' Council (BCFHC), gave a rough estimate that, only 15,000 hawkers could sit in a holiday market while the rest remain jobless. Now, there are 5, 00,000 street hawkers all around the city, thus, it is hard to accommodate them all'. By the eviction they became completely jobless and they were maintaining their urban life by balancing money and it was a critical period for them.

Is has been clear that the urban dwellers depend on street hawkers to do shop for their urban livelihood. Low-income group of urban dwellers cannot shop from luxurious shopping centers in the developing cities. The street vendor is the main source of shopping in their lives. Not only the low-income group but also the middle-income and high-income group of

urban dwellers is shopping for some household goods in their daily life from street hawkers. The user groups, the hawkers and customers argued with the government eviction policy. Because the policy did not go for long, due to the needs of the user group again they took the street. As there is no significant space for this activity, lots of problems face by the city dwellers. The hawkers support the economy and poor dwellers of the city, it is important to assimilate them rather than eviction. Place making could be an effort to recover the current scenario. It would be considered that, by the implementing a public management system, street hawkers would become a comfort for urban dwellers of Dhaka City as well as become a model for South Asian developing cities.

The aim of this research is to quality improvement of the informal street hawking activity of Dhaka which is mainly concerned with people and places. Therefore, the subject matter is intended for the benefits of the community as well as the environment. The units of analysis were chosen based on the above concerns and narrow down it to the- ‘user group’ including the street hawker and the customer; and the urban public spaces focusing on the streets and the space between the buildings. The users group specifies their perception and needs and desires of the physical facilitates in the urban public spaces relevant to informal street hawking. This study has been identified four theories which include physical attributes of public places and its correlation with the environmental features. After an analysis of literature, the most fundamental qualities for the use or abandonment of public spaces, with a focus on the street hawking are: safety and comfort; accessibility; uses and activities; and sociability. In this study, the main purpose is to evaluate, using users’ perception and supporting physical evidence, the quality improvement of informal street hawking of Dhaka city which will be beneficial for the city community.

RESEARCH METHODOLOGY

This research employed a case study approach to delineate the users’ perception of the physical attributes relevant to informal street hawking. The sample size derived for this research stands at 400 based on the formula from Taro Yamane (1967) and the published sample table from Krejcie & Morgan (1970). To obtain maximum variation of the respondents the researcher has used the convenience sampling strategy to make it quicker.

The units of analysis for this study are the users and the urban public spaces. Nevertheless, the users’ are classified into two groups; they are the street hawkers and the customers who visited in the particular area. Yet, the street traders were selected based on the types of commodity sold (i.e. food, goods, service), whereas the customer were selected based on their availability on the streets and frequency of buying goods from the street sellers. Multiple sources of evidences were used, for investigation including, questionnaire and survey through observation to analyze two contextual areas. N=400 respondents were involved from two study areas of Dhaka city for the questionnaire survey. Thus the users involved with this activity were then divided equally for both sites (see Table 2). This application enabled the study to plan as well as to refine its routes to go in the right direction, and to apply appropriate research instruments at a particular time and place.

The questionnaire survey involved a series of structured questions to obtain information of four attributes of public places in relation to street hawking to get a complete overview of the current scenario. These attributes were deduced from literature and grouped into categories to gather substantial data on, sociability, uses and activities, access and linkage and physical safety, comfort and image across the studied areas based on user’s perception and desires.

Table 1: Selection criteria and Distribution of respondents among the studied areas

Types of User	Respondents selection criteria	No. of Respondents in each site	
		Case 1	Case 2
Street hawker	▪ Variation in commodity sold (i.e. food, goods, service)		
	▪ They have to be over 20 years of age	100	100
	▪ Respondents must be proficient in Bengali or English language		
Customer	▪ They have to be over 20 years of age		
	▪ Respondents must use the streets that are engaged with street hawkers often	100	100
	▪ Respondents must be proficient in Bengali or English language		
		Total = 400	

The data were analyzed through descriptive statistical measurements of percentage and central tendency. This study used likert scale for analyzing descriptive data. This type of data suggests calculating the Median (average response) in search for the central tendency of each set of data (Brown, 2011; Maurer & Pierce, 1998). Before further analysis, the reliability of this survey was tested to determine the manner in which each sub-variables/sub-components effectively grouped together using SPSS. The reliability of the questionnaire instruments was tested using Cronbach's Alpha. In this study, the alpha ranged from 0.69 to 0.85, which signifies that there is good for strong reliability within the 27 questions instrument (see Table 3). Survey through observation was also performed to validate the evidence through triangulation.

Table 2: Reliability Statistics of Research instruments (questionnaire on attributes) in Case study 1 and Case study 2

Attributes of public spaces	Components of attributes	No of measuring elements	Street Hawker		Customer	
			Cronbach's Alpha		Cronbach's Alpha	
			Case 01	Case 02	Case 01	Case 02
<i>Sociability</i>	Demographic Pattern	5	.722	.695	.784	.783
	Frequency of use					
<i>Uses and activities</i>	Physical condition of the Street	8	.803	.850	.821	.801
	Distinctive Features					
<i>Access and linkage</i>	Mobility and Accessibility in and around the area	4	.686	.796	.789	.774
<i>Physical safety, comfort and image</i>	Safety and security	10	.798	.747	.710	.668
	Environmental condition of the Street					
	Management					

The study areas

According to the statistics from Dhaka City Corporation (DCC), the city has approximately 5 million of street hawkers. Two popular and busy areas of Dhaka city that were selected as samples for this study, namely, Dhaka New Market and Baitul Mukarram market, where numerous hawkers sell items for the daily needs of the people such as clothes, food and fruits, books, utensils, shoes and cosmetics. 'Dhaka New Market' is one of the oldest shopping

precincts of Dhaka city. Baitul Mukarram is popular and the one of the largest mosques in Bangladesh, it is located in the commercial area. The roads are always busy with street hawking, continuous movement of the rickshaw, bus, bike, however moving of restless men and women. Along with multistory market all roads sides of Baitul Mukarram have temporary hawkers' shops.



Figure 6: Case study areas

RESULT

An effective urban public space must involve with the combination of socio-economic and cultural mixture. The scholars and researcher from different fields explains the qualities of a successful public place such as: it should be a *sociable* place, where people from different groups and cultures can meet and share their experiences; there are different *activities* that can engage people; it should have the provision for good *accessibility* and the spaces should be *safe and comfortable* for the people. All the data were categorized according to these four attributes of public places in relation to street hawking to get a complete overview of the current scenario. The inquiries are all about the impact of street hawking in the existing urban spaces of Dhaka city. The findings explained in table 3 as per parameter.

It is possible to categorize the components under those themes in clusters to get a complete overview of the current scenario of street hawking in the public spaces of Dhaka city. The findings demonstrate the current scenario and impact of street hawking in the existing urban spaces. Table 3, displays how the comparative analysis between the two studied areas grounded on the data that had been grouped in categories based on themes deduced from the literature.

Table 3: Issues associated with elements of attributes identified by the users' in Case study 1 and 2

Attributes	Components of attributes	Identified measuring elements	Users' Perception		
			Case 1	Case 2	
			Median value		
Elements of uses and activities across the study areas	<i>Physical condition of the street</i>	The width of the footpath is sufficient for the users'	2	2	
		Every hawker has proper hawking area demarcation	1	1	
		Street shelters and canopies are adequate for the users	2	2	
		Paving and flooring are suitable for the users	1	1	
		The street furniture & seating will make the place more busy	2	1	
	<i>Distinctive features of the area</i>	There are so many choices of stuffs	2	1	
		This place is people-friendly	1	1	
		This area is distinctive for running business/ buying	1	1	
		Mobility and Accessibility elements across the areas			
		The hawkers' stall placed properly on the street, which never disrupts the walkability of the public.	2	2	
	The hawking activity has created a clear overview of the street	2	1		
	The placement of hawking stuff, not ever create traffic congestion.	1	1		
	Adequate Parking space satisfies the users	1	1		
Elements of Physical Safety, Comfort and Image across the study areas	<i>Safety and security</i>	The footpath is secured for the users	2	1	
		Here is no threaten of crime, disorder and victimization	1	2	
	<i>Environmental condition</i>	Users are comfortable with the Hygiene of the area	1	1	
		The noise level of the area is tolerable for the users'	2	1	
		The lighting system for night is sufficient for the users'	1	2	
		Users are satisfied with the cleanliness of the street	2	2	

*Note: N=400. (Equally distributed in each area)

Response format: 1=strongly disagree, 2= Disagree, 3= Neutral, 4= Agree, 5= strongly agree

Table 4: Overall Comparative analysis between two studied areas

Case study 01	Case study 02
Sociability	
<ul style="list-style-type: none"> ▪ The observation technique (street layout and hawking locations), and questionnaire survey (demography and frequency of using the areas) findings revealed that in both cases the street hawkers operate their business wherever they can get accommodation. Thus, they face harassment by the local authorities on a daily basis. ▪ The physical location of the hawkers through observation survey demonstrated the uncontrolled existence of the hawkers in both cases. 	

Uses and activities

- Users' feel uncomfortable while doing business or walking through the congested and narrow footpath.
- The street shelter, pavement condition and furniture on the case study areas were not up-to-par mainly because of the lack of maintenance and checking of these items on a regular basis.
- The users' complained of the amount of barriers that obstruct paths in the area, which make the place unfriendly to them.
- There is a general agreement among users' on the need for easy access between spaces.
- The pavement conditions around the areas have slowly fallen into disrepair due to the lack of maintenance and improper use of the footpath.
- Though the users' are familiar with the obstruction, like, irregular hawker's stall, stalls on main road, illegal parking on main road, etc. Therefore, more facilities and management should aid for the improvement of the areas.

Access and linkage

- Users' raised many issues about poor connectivity and accessibility especially related to informal street hawking in the public spaces.
- There is a general agreement among people on the need for good street view with variety of other uses, like, street activities with organized hawking, events, relaxing, etc.
- Car traffic environment with illegal traffic activities poses as an unsafe environment which causes insecurity among the pedestrians.
- The unorganized placement of hawking stalls disrupts the walkability of public. People agreed that when walking between destinations, there is no easy access, which forces pedestrians to walk on road. There is also obstruction due to poor site maintenance.
- It was a common agreement that there is in need to give adequate parking space according to city planning rules and take actions against illegal parking.

Physical safety, comfort and image

- People agreed that there needs to be improvement of elements of security and safety in the surrounding areas of the sites.
- Users' complained of dim street lights which makes them feel insecure while walking or doing business.
- Users' didn't see any attractive greenery around the site.
- Safety and security facilities are the primary facilities that need to be looked into.
- Poor lighting system for night, insufficient granary discourage the public to walk on the footpath.

Carmona et al., (2010) argued that if inclusive urban design is about making better places for people where 'people' refer to all potential users of the built environment. The urban design elements were thought through in the master plan from the early stages; thus the overall pedestrian environment is friendly to users. The vision of turning Dhaka city into a livable city by 2020 should encompass activities on the street level especially with regard to the users' of the street and the built environment. There are a number of rules and regulations have been introduced by the authorities for the betterment of the city community after the independence. This was called Structure Plans for 2 to 5 years or DAP (Detailed area plan). But it is a very common incident that people and also the authority do not follow those plans always. New developments are always taking place in Dhaka City without any coherent road system. Some of the regulations related to informal street hawking and public spaces are discussed below:

- According to, Town improvement act-1953, RAJUK Constitution (2008:7, point no: 75-76) had provided rules for the footpath width to be 12ft form both side of the 100ft main road. This rule had never been applied in any public spaces of Dhaka city.
- RAJUK Constitution (2008: 48) provide rules for minimum parking requirement of market place, which is, one car for each 200 sqm gross area. Perhaps the markets don't follow these rules and the inadequate parking space could not satisfy the users'.
- According to RAJUK instructions (2008: 57) plantation is a must for making the city livable as well as for the cities beautification.
- There is a Mobile court authority (started from 2005) who has taken action against selling open, back dated and unhygienic food on street. However, so many hawkers sell unhygienic food on street.
- According to Noise Control Rules, 2004, Dhaka Metropolitan Police have issued codes governing the use of loudspeakers, car horns and others for public, residential and commercial areas. But enforcement of these rules is another matter.

The above rules had never been implemented properly because of the unstable political situation. There is also ignorance by the public to maintain these rules. However, there are rules but government and public are not conscious about it, thus the city become in a vulnerable condition.

The results explain the significant findings highlighting the areas of issue that need to be addressed for quality urban public space. It presents the regulations introduced by the authorities, which is relevant to public spaces and informal street hawking of Dhaka city. However, the rules are not applying due to lack of engagement of the local authorities. It finally provides a reflection of the study by drafting a possible outline for the justification of this research and highlighting the importance of a perception study.

CONCLUSION

This research explores the challenges that people encounter in understanding the importance of street hawking. This study is an approach to the on-going research surrounding sustainable urban public spaces in Dhaka with a focus on the physical facilities of informal street hawking for the quality improvement. There is still a deficiency in providing a good quality public environment in Dhaka city. Thus, this study follows an appropriate structure to for designing the research, including, theories, methods, data collection, analysis, and so on, which are in assistance with valid results based on themes in search for the issues and problems. The findings revealed that the deterioration of physical attributes is associated with the street activity and influences the users' perception of the public places and in need to be improved for the benefit of the city community.

This study attempts to link street hawking with a range of life quality issues. Street hawking remains as a temporary business activity given the lack of authority involvement and sustainable management. In order to enhance the livability of Dhaka City, healthy urban designs, planning, and facilities must be developed through improved governance and management. It is necessary to adapt a system where relevant authorities can receive feedback on the intervention and the best way to achieve this is through a deep perception research of the users. Receiving feedback can help in making changes to existing conditions which can be informative in improving similar future interventions or deciding that there is a need for a new look into previous strategies.

REFERENCES

- [1]. Al'.Aswad,&Achmad.Djunaedi.(2015). The Informal Sector Of Shaping City Commercial Open Space. *International Journal of Advanced Research*, 3(6), 451-454.
- [2]. Appleyard, D. (1981). *Livable streets*. Berkeley: University of California Press.
- [3]. Bentley, I., Alcock, A., McGlynn, S., Murrain, P., & Smith, G. (2008). *Responsive environments : A manual for designers*. Oxford: Butterworth Architecture
- [4]. Bhowmik, S. K. (2005). Street Vendors in Asia: A Review. *Economic and Political weekly*, 40(22/23), 2256-2264.
- [5]. Brown, A. (2006). *Contested Space: Street Trading, Public Space and Livelihoods in Developing Cities*. Rugby: ITDG Publishing.
- [6]. Brown, J. D. (2011). Likert items and scales of measurement. *Shiken: JALT Testing & Evaluation SIG Newsletter*, 1, 10-14.
- [7]. Buchanan, P. (1988). Facing up to facades. *Architects journal*, 188, 21-56.
- [8]. Carmona, M., Tiesdell, S., Heath, T., & Oc, T. (2010). *Public Places- Urban Spaces: The Dimensions of Urban Design* (2nd ed.). London: Routledge.
- [9]. Dewar, D., & Watson, V. (1990). *Urban markets, developing informal retailing*. London and New York: Routledge.
- [10]. Duany, A., Plater-Zyberk, E., & Speck, J. (2000). *Suburban nation: The rise of sprawl and the decline of the American dream*. New York: North Point Press.
- [11]. Findly, A. M., Paddison, R., & Dawson, J. A. (1990). *Retailing Environments in Developing countries*. London: Routledge.
- [12]. Forsyth, A., Hearst, M., Oakes, J. M., & Schmitz, K. H. (2008). Design and destinations: Factors influencing walking and total physical activity. *Urban Studies*, 45(9), 1973–1996.
- [13]. Francis, M. (1991). The making of democratic streets. In A. V. Moudon (Ed.), *Public streets for public use*. New York: Columbia University Press.
- [14]. Frey, H. (1999). *Designing the city: Towards a more sustainable urban form*. E & FN Spon, London.
- [15]. Gehl, J. (1987). *Life between Buildings: Using Public Space*. New York: Van Nostrand Reinhold.
- [16]. Hossain, N. (2001). *The Spatial Structure of 'Spontaneous' Retail Development in Dhaka City*. Unpublished Doctoral Thesis. The Bartlett School of Graduate Studies, University College London, University of London.UK.
- [17]. Krejcie, R. V., & Morgan, D. W. (1970). Determining sample size for research activities. *Educational and Psychological Measurement*, 30, 607-610.
- [18]. Krier, R. (1979). *Urban Space*. London: Academy Editions.
- [19]. Lynch, K. (1960). *The image of the city*. Mass: MIT Press.
- [20]. Lynch, K. (1981). *A Theory of Good City Form* (1st ed.): MIT Press.
- [21]. Marcus, C., & Francis, C. (1998). *People Places: Design Guidelines for Urban Open Space* (2nd ed.). New York: Jhon Wiley & Sons, Inc.

- [22]. Maurer, T. J., & Pierce, H. R. (1998). A comparison of Likert scale and traditional measures of self-efficacy. *Journal of applied psychology*, 83(2), 324.
- [23]. Montgomery, J. (1998). Making a city: urbanity, vitality and urban design. *Journal of Urban Design*, 3(1), 93-116.
- [24]. Nilufar, F. (1999). *Urban life and use of Public Space Study of responsive public open spaces for supporting urban life in Dhaka City*. The Asiatic Society of Bangladesh. Dhaka.
- [25]. Parvin, K. (2007). Hawkers find holiday market inadequate to liveby, *New Age*.
- [26]. P.P.S. (2001). *How to turn a place around:A hand book for creating successful public spaces*. New York: Project for Public Spaces, Inc.
- [27]. Proshansky, H. M., Fabian, A. K., & Kaminoff, R. (1995). Place Identity: Physical world socialisation of the self, giving places meaning. *Readings in Environmental Psychology*, 87-113.
- [28]. Relph, E. (1976). *Place and Placelessness*. Pion, London.
- [29]. Rubenstein, H. M. (1992). *Pedestrian malls, streetscapes, and urban spaces*. New York, NY: John Wiley & Sons Inc.
- [30]. Sauter, D., & Huettnermoser, M. (2008). Liveable streets and social inclusion. *Urban Design International*, 13(2), 67-79.
- [31]. Shaftoe, H. (2008). Convivial urban spaces: Creating effective public places. Retrieved from <<http://site.ebrary.com/lib/malaya/docPrint.action?>>.
- [32]. Shuhana, S., Norhaslina, J., & Maslyana, M. (2004). *Criteria of success for traditional shopping streets in Malaysia: Case study of Kuala Lumpur*. Universiti Teknologi, Malaysia.
- [33]. Shuhana, S., & Norsidah, U. (2008). Making places: The role of attachment in creating the sense of place for traditional streets in Malaysia. *Habitat International* 32 399-409.
- [34]. Wagner, F., & Caves, R. (2012). *Community livability: Issues and approaches to sustaining the well-being of people and communities*. London: Routledge.
- [35]. Whyte, W. (1988). *City: Rediscovering the Center* Philadelphia: University of Pennsylvania press.
- [36]. Yankson, P. W. K. (2000). Accommodating Informal Economic Units in the Urban Built Environment: Petty Commodity Enterprises in the Accra Metropolitan Area, Ghana. *Third world planning review*, 313-334.
- [37]. Yamane, Taro. (1967). *Statistics: An Introductory Analysis*, 2nd Edition, New York: Harper and Row.
- [38]. Yin, R. K. (2014). *Case Study Research: Design and Methods* (th Ed.). London: SAGE Publications