



**CHRISTIAN SERVICE UNIVERSITY COLLEGE
DEPARTMENT OF PLANNING AND DEVELOPMENT
KUMASI**

**RISKS AND DANGERS OF STREET HAWKING IN THE KUMASI
METROPOLIS; A CASE STUDY OF THE SOFOLINE AND ABUAKWA
ROAD**

**BY
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**A REPORT ON SPECIAL STUDY SUBMITTED TO THE DEPARTMENT OF
PLANNING AND DEVELOPMENT IN PARTIAL FULFILLMENT OF THE
REQUIREMENTS FOR THE AWARD OF A BACHELOR OF ARTS IN
PLANNING AND SOCIAL DEVELOPMENT**

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DECLARATION

We declare that this Special Study, except for the references which have been duly acknowledged, is our own work that was undertaken during our study at the Department of Planning and Development, Christian Service University College, Kumasi, under the supervision of Mr. P. K. B. Asamoah.

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ABSTRACT

The rural-urban disparity displays some form of economic and income inequalities. This is predominantly due to the increasing perception of the employment opportunities available in urban areas. This however appears to be the main driving force behind rural-urban migration. Hence, the urban space is constantly faced with numerous physical and socio economic challenges as a result of population influx making it a dreadful abode for survival.

The condition heightens as rural enthusiasts migrate to the city for economic gains. Unfortunately, they are rather faced with the social mishaps of a growing urban competition full of risks and dangers.

Premised on this, the case study approach was used in this study since an investigation of a current issue within its real life content (street hawking in Kumasi) will disclose the factors resulting in street hawking dangers and risks.

Findings indicated that street hawkers suffer various risks and dangers which unfortunately, city authorities seem to be unconcerned. In most cases they are more defenseless than the other segments of the urban economy due to insecurity and the physical threats on their lives. Authorities must therefore seek to reduce the impact of street dangers.

It was realized that over 50% of street hawkers continue to stay on the streets because they have no alternative economic activity to engage in. Again, the formal urban market with its competition makes it difficult for these informal dwellers to survive economically.

It was recommended that street hawking areas must be integrated in urban planning schemes such as a dedicated trading site which will ensure that activities will be accommodated adequately in the urban spatial environment.

This study thus suggests that street hawking has become a dangerous and risky venture although its location is very important to the hawkers and their operations require such a location that could help reconcile urban traffic management and a coherent planning system.

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CHAPTER ONE

GENERAL INTRODUCTION

1.1 Background Study

Unemployment and underemployment are predominant economic challenges identified with countries in the global south, with its rate continually soaring affecting the urban economy (Baah-Ennumh and Adom-Asamoah, 2012). This is largely attributed to the inevitable phenomenon of urbanization and urban growth. Baah-Ennumh and Adom-Asamoah, (2012) further expounds that Ghana' urban growth has predominantly been attributed to rural-urban drift with the urban population accumulating from 23 per cent in 1960 to 44 per cent in 2000 and is estimated to increase to 52 per cent by 2010 (Anarfi, *et al.*, 2003; Ghana Statistical Service, 2005). This has introduced some form of variations in the economy.

These factors have contributed largely to the movement of people including women from rural to urban areas. The socio-economic benefits such as access to greater business opportunities, a wider scope of trade, access to better education and other physical and social services which serves as pull factors makes these city centers areas of great attraction to various entities predominantly the rural poor. These are normally poor enthusiastic migrants who seek the mirage of endless opportunities in the urban Centre only to be disappointed (Owusu and Abrokwah, 2014).

The situation aggravates as the optimistic millions who migrate to the city for economic gains are at the disadvantage of meeting the growing urban competition as a result of the inadequate or no skill and resource to match the economic competition. The lands seen as flowing with "milk and honey" now turn out to be a land of limited opportunities and potential hardships where "survival of the fittest" becomes the order

of the day. The only alternative therefore becomes resorting to menial occupations and various informal activities such as food vending, head porting popularly known as “Kaya Yei”, truck pushing, and street hawking among others.

Street hawking has become a concerning social issue in this century due to the increasing population of informal sales along roads and the resultant friction that ensues between street hawkers and city authorities (Gyamfi, 2000, Iyenda, 2005;). The swelling figures of street hawkers are attributed to the massive lack of required formal skills and the non-existence of job openings in the formal sector to absorb the influx. The streets therefore become the hub of economic interest and the abode for survival. This is predominantly created due to the economic, social and transportation benefits derived from these locations (Ayodele and Olubayo-Fatiregun 2014).

The magnitude of street congestion and the cumulative visibility of street hawkers suggest that there could be large increases in the number of street traders operating on the streets of African cities in the next couple of years (Owusu et al, 2013). This means that the concept of street hawking is becoming phenomenal and for that matter should be given requisite attention.

Street hawking in Kumasi and other cities in Ghana, is characterized by traders selling ranges of goods such as fruits and vegetables, newspapers, cosmetics, jewelry, watches, bags, wallets, secondhand clothes to shining of shoes on the streets, highways, sidewalks, avenues etc. (Owusu and Abrokwah, 2014). The Encarta 2009 edition defines a street hawker as “a person who engages in the selling of merchandise on the street or from door to door”.

In recent times the debate has shifted to the hikes in the volume of street hawkers and the associated risks and dangers of victims. Particularly, Peprah et al (2014) expresses

the menacing nature of this activity which has rather become a popular venture for the informal poor. Various kind of accidental injuries and sometimes death are the major risks associated with this economic activity.

In Ghana, the issue of street hawking has also enjoyed immense attention both within the media and in academia, due to the ever-increasing numbers of street sellers in almost all major cities of the country (Asiedu and Agyei-Mensah 2008).

This study practically exposes the relative risks involved in street-hawking. It further looks at the challenges associated with the trade and the potential social, economic and physical threats faced by the informal trader.

1.2 Problem Statement

Street hawking is a common business in the areas of Sofoline, Abuakwa, Tanoso and other busy transport routes in Kumasi. Apart from vehicular accidents, many other situations resulting in injuries during hawking do occur not only in Ghana, but in many other countries. Davis (2008) and Ranger (2010) attested to the fact that the main risk of hawking is accidental injuries.

Most street vendors hawk in traffic jams showing their items to the rich folks and other passengers in moving vehicles. In Ghana, the injury risk behaviors observable during hawking varies.

Ayodele and Olubayo-Fatiregun (2014) notes street hawkers are majorly characterized by hanging on moving buses to gain entry in order to sell goods; alighting in buses carelessly after selling wares; chasing moving vehicles to sell wares and collect money; shuttling or interlacing in and out of traffic and crossing the roads in careless manner, hawking in deserted areas like quarters where they feel they will have high bidders; street fighting/ watching people fight; hawking in crisis areas like

robbery scenes, warring areas etc.; hawking at night and following supposed customers to unknown destinations. These are various dangers and risks that makes it a matter of worry for city authorities despite failed efforts of mitigation or evacuation.

Again, some customers patronize these hawkers while others also take advantage of them and go with given item in the moving vehicle without paying for them. Some of these vendors are knocked down by cars especially by those unscrupulous drivers who over-speed while pursuing or running after bad customers who do not want to pay for their goods. They sometimes suffer health hazards as a result of hawking on dusty roads (especially the Sofoline road) in the scorching sun for long hours.

As a matter of fact, accidents involving hawkers is inevitable when one looks at their various risk behaviors. Onuzulike (2007) remarked that it is a frightening scene seeing women and children especially weaving in and out of traffic on the highway as they hawk their wares. Hence, it is necessary to investigate these risks and dangers in close detail in order to uncover the growing pattern of the hazards and effects along major transport routes in the metropolis.

1.3 Research Questions

This study seeks to access the challenges and constraints of street hawking in Kumasi Metropolis.

It specifically seeks to find answers to the following:

- 1) What are the causes of the increasing rate of street hawking on the Sofoline- Abuakwa road?
- 2) What are the risks of street hawking in Sofoline –Abuakwa road?

- 3) How effective are the mitigation measures by authorities to reducing street hawking in Sofoline –Abuakwa?

1.4 Research Objectives

- 1) To evaluate the causes of the proliferation of street hawkers in Sofoline –Abuakwa.
- 2) To identify the existing and potential risks and dangers associated with street hawking.
- 3) To assess the effectiveness of the efforts of mitigating street hawking in Sofoline – Abuakwa.
- 4) To assess the capacity of coping and responding to the risk of hawking by authorities.

1.5 Significance of the Study

This special study considers the impending susceptibility of street hawkers among the urban poor in the informal workers in Kumasi. In the opinion of Bishkek (2001), rapidly growing informality in central cities and urban locations, are mainly causing street hawking and other informal activities to increase. The study will contribute to existing literature in order to broaden the literature base in this field of study. It would also make tangible contributions to the aspects which are not dealt with in the literature of the informal economy in Ghana. It will explore and examine the views of the hawker concerning the various factors that contribute to their risk as well as their capacities to cope and respond to the menace that befalls them. Also, it will serve as a basis for suitable assistance and support from authorities. The study will thus, provide substantial inputs to shape urban planning to help in the management of streetwise in

the urban centers of the country. Consequently, this will contribute substantially towards the Sustainable Development Goal (SDGs) of eradicating poverty and social exclusion globally.

1.6 Scope of Study

The scope of the study is divided into two. The study would be conducted in the Kumasi Metropolis, specifically at the Abuakwa and Sofoline road, located close to the Central Business District of Kumasi. This is because, this is one of the busy routes to adjoining urban centers close to the central business area Kejetia.

The study investigates into the risks and susceptibility to dangers by informal urban street seller in the Kumasi Metropolis. The mitigation strategies of hawkers to the various dangers associated will also be examined in the study.

1.7 Organization of the Report

This special study is organized in a logic with five chapters: Chapter one gives a background to the study. Chapter two deals with the literature review where all the existing concepts and literature. Chapter three will present and discuss the methodology used and the specific tools used in conducting the research. Chapter four will discuss and analyze all the issues and evidences gathered in order to make meaningful contributions to academia. It will focus on the characteristics and issues in the research area that are relevant to the topic. Chapter five presents relevant findings and implications of the findings discovered. It also analyses and discusses the findings in the light of the theoretical framework. It also concludes the thesis with some recommendations.

CHAPTER TWO

LITERATURE REVIEW

2.1 Introduction

The concept of street hawking is variably explained and put in so many contexts. The behavioral pattern of human varies. Undeniably, ways by which humans adapt to overcome the challenges posed by their environment in the quest for survival has metamorphosed over time. In this vein, there are limited or perhaps no single and dedicated social science theory which adequately elaborates the complexities that surrounds the real world as far as street hawking is concerned. Subsequently, social science researchers often adopt various theories and concepts to explain human behavior and social phenomena. Street hawkers are an important economic activity that sustains a significant percentage of rural and urban dwellers, especially within the developing countries. This activity normally falls among the Small and Micro Enterprises [SME] which forms part of the main drive for economic development in developing countries (Mitullah,2014). This chapter therefore seeks to reveal the theoretical underpinnings that govern the study.

It explores what other researchers have experimented on street hawking in the country, the key drivers of street hawking, extent of risks and danger as well as the multiple effects associated with this socio-economic phenomenon. This chapter is dedicated to reviewing the relevant literature in relation to the supporting theoretical framework of applicability of this study coupled with the rationale of exploring research works as well as useful secondary data related to the study. Accordingly, this literature addresses the diversity of stakeholders from both victims and city authorities with reference to their contextual backing. It also determines the dangers and assess

the risks of street hawking for which stimulates users' behavioral intention to adopt the practice hence forming the basis for the conceptual model for the study.

2.2 History of Street Hawking

The 1970s and 1980s saw significant figures of traditional economies growing in scope and intensity in many developing countries across the world, especially in Africa (Leonard 2000). Again, although 'traditional economies' (informal) had long been in existence for centuries in many societies, there have been optimistic expectations in the political economy of the 1950s and 1960s that given the appropriate blend of economic policies and resources, these economies would transform into dynamic modern industrial economies (Chen 2004; ILO 2002). The common notion was that the traditional or informal sector comprised of petty traders, small producers and a range of casual jobs absorbed into the modern formal economy and thereby could disrupt the national economy if it ceases to exist (Becker 2004; ILO 2002).

In developing countries, urban public space or the streets becomes a valuable reserve for the urban poor worker to earn their means of support. Among the many diversities of informal activity in the Central Business District (CBD) throughout the years, street traders have attracted particular attention due to their conspicuousness and numerical strength (Asiedu and Agyei-Mensah, 2008).

The term 'informal sector' originated from an attempt to describe how people earned their livelihoods in Ghana in the early 1970s. Some associate 'informality' with 'illegality,' however, an estimated 70-80 per cent of the non-agricultural labor force is engaged in 'informal' activities which are legal, even if they are not registered or not located in compliance with urban zoning (Baah 2007). Street vendors are the most

visible among this workforce, even though their activities, working conditions, relations with authorities, policies and regulations relating to their operations among others are not well researched and documented.

2.3 Types and Causes of Street Hawking

This work attempts to investigate the types and causes of street hawking.

2.3.1 Types of Street Hawking

The static ones occupy a permanent market stall or kiosk where they can lock up at the close of work, and pay rent or daily fees. The semi-static traders normally occupy a particular site but dismantle or cart away their goods after hours of business; they also may pay some rent or fee for the space they occupy - even for space on a sidewalk outside city markets. The mobile ones (hawkers) move from place to place in order to catch peak selling opportunities or for ease of escape from the city authorities. While the latter have the advantage of flexibility, they have little scope to invest in their business and grow beyond what they can carry. Since the threat of evictions raises the risks and hence the cost of trading, evictions tend to favor mobility over fixed locations, and hence discourage investment and growth by informal traders.

2.3.2 Causes of Street Hawking

A number of factors have propelled the world into hawking in various streets. It is not as if people are not happy to join their mates in schools, vocational skills to enjoy the breeze of good working condition but something caused such condition to take place.

Unemployment as Cause of Street Hawking

The results show that, most people on the street see vending as a way to acquire money quickly. It also revealed that the strategies that migrants adopt often end up becoming obstacles in the achievement of their goals.

Economic hardships have resulted in the migration of many young people in many developing countries, including Ghana. A number of studies have documented the not-too-recent movement of young people from rural areas to urban areas in search of better livelihoods. (Asiedu&Agyei-Mensah, 2008).

Illiteracy as a Cause of Street Hawking

There are locations in the world that have people with high illiteracy level. These kinds of people do not pay any good respect to education. They are bankrupted on the importance of education to nations. Because they lack the knowledge on how education can transform people to be better, they prefer to be on the streets where they will make money for themselves.

Poor Family Planning as a Cause of Child Street Hawking

Because some families do not adopt and practice family planning, they give birth to more than the number they can cater for. The children brought into the world by their parents face difficulties as a result of this. It is not only the children that face hardship but also the parents that gave birth to them. The parents begin to think on how to get support to train the children and this ends the parents and children to the streets to make money. They make money through hawking of goods on streets for people to buy and pay them.

2.4 Reasons for the Continuous Existence of Street Hawking

There are numerous reasons for the continuous existence of street hawking across the globe which includes,

- To gain more income
- Deplorable conditions of station market
- Government inability to take hawkers of the streets
- Consumers preference to buy from the streets

2.5 Effects of Street Hawking

a. Positive Effect

Globalization appears to have contributed both to the structural persistence of informal employment and the interdependence of formal and informal economies. Many formal businesses, from shops to telecommunications companies, depend on informal operators to reach their clientele (Kotoh, 2008). A study in Malaysia viewed hawkers 'as effective and efficient agents in the distribution of goods and services through their linkage with the formal sector to keep the cost of living in the city low...and widen consumer choice' (Hassan, 2003). In Ghana, the informal share of the workforce has continued to rise from 83.9% in 2000 to 86.2% in 2010 (GSS, 2013). Street hawkers have about two-thirds of them been women and they account for about 10 to 20% of total employment in African cities, providing an important source of livelihood with low barriers to entry (WIEGO 2012).

In other words, street hawking can be viewed not only as contributing to the welfare of those involved but also as having positive impact on the wider urban society:

‘Ghana’s economic future depends significantly on what [small] traders are up to’
(Hart, 2008)

b. Negative effect

The social and economic negative impact of informal sector activities in different writers such as Llanes M and Barbour A, Hatcher M, 2007), Copisarow R and Barbour A, 2004), Neale, E. and Wickramage, A. 2006)) as follows

- Informal businesses create a culture whereby formalized businesses are tempted away from complying with employment law
- Informal employment weakens collective bargaining, thereby worsening workers’ rights
- Tax avoidance and benefit fraud results in a loss of state revenue, which in turn Hinders the ability of government to pursue socially beneficial initiatives.
- Loss of state revenue may cause a rise in taxes which can in turn encourage an expansion of the informal economy, leading to a descending spiral
- Undeclared work skews statistics (such as employment figures), meaning that public policy is premised on inaccurate information. This may make policies less effective.

Informal sector cannot easily control. This can lead to illegal or unsafe activities that mean no guaranty for health and safety during, storage and selling. And also lead to leas quality and short expiry.

2.6 Kinds of Risks and Dangers of Street Hawking

Apart from vehicular accidents, many other situations resulting in injuries during hawking do occur not only in Ghana but in major cities in developing countries.

Accidents involving hawkers is inevitable when one looks at their various risk behaviors and especially teenagers. Onuzulike (2007) remarked that it is a frightening scene seeing children weaving in and out of traffic on the highway as they hawk their wares. He notes in Nigeria (although applicable in Ghana), the following injury risk behaviors during hawking: (a) Hanging on moving buses to gain entry in order to sell goods; (b) perching buses carelessly after selling wares; (c) running and chasing moving vehicles to sell wares and collect money; (d) shuttling in and out of traffic and crossing the roads in careless manner; (e) hawking in deserted areas like quarters where they feel they will have high bidders; (f) hawking without the guide of adults; (g) imitating peddlers; (h) street fighting/ watching people fight; (i) hawking in crisis areas like robbery scenes, warring areas etc.; (j) hawking at night and following supposed customers to unknown destinations.

According to Akpan and Oluwabamide (2010), hawkers involved in accidents usually sustain serious injuries, some get deformed or paralyzed and some end up dead.

In addition, young hawkers often fall in the course of running after moving vehicles either to gain advantage over other hawkers or to collect money from passengers in moving vehicles. Many hawkers have fallen off buses with resultant death. They often get into fights, stab each other, accidentally run over by cars, corroborating these statements, Uduak and Ubong (2003) discoursed that street hawking has moral implications which include moral negligence, exploitation, and bad company and disobedience. Street hawkers are involved in other escapades as cheating and street fights among others. Hawkers most often are very aggressive to get customers especially when they have low sales. They use vulgar and very provocative language on customers whose bargaining strength is much and their co-hawkers. Many times, these customers don't spare them when angered. They easily initiate fights when one

co-hawker gains advantage over the other. People who hawk at bus stops and motor parks always get involved in fights against area boys and bus conductors over refusal to pay for goods bought. Akpan and Olubamide (2010) stressed that people who hawk around motor parks have the tendency to imitate the negative attitude of touts who are very abusive and aggressive. Also, hawkers constitute majority of on-lookers in situation of fights on the streets. It is a common sight too to see children and women hawking even in crisis areas and situations (e.g. robbery scenes, political fights and civil strife situations). In most cases, on-lookers bear the brunt of such fights. Additionally, there exist some form of friction and contention between hawkers and the policemen or city authorities especially where the laws prohibiting street vending are strictly enforced e.g. There had been instances when hawkers were caught, their goods impounded or destroyed and are thoroughly beaten with injuries and detained until their parents show up. Such cases of hawkers' brutality are not limited to Ghana, as such confiscation of hawkers' goods and money, beating and killing of hawkers by the China local Chenggang (an auxiliary police force tasked with keeping streets clean and orderly) were reported (Anderlini, 2013). Such hostility to hawkers across Africa was confirmed by Skinner (2008). Winnie (2005) also reiterated that most vendors in Africa do not have authorized sites of operation which results in incidences of confrontation and brutality between street vendors and urban authorities and that hostility towards street hawkers are universal.

Ebigbo (2003) and Kane (2005) opined that exposing young girls to hawking in Nigerian cities means that over half of them will either be raped or enticed into sexually compromising situations. Akpan and Olubamide (2010) held similar view when they said that female hawkers may be lured into sexual intercourse by adults. These acts of rape obviously might result in physical injuries which may range from

bruises to tearing of the vagina and to cases of severe bleeding and death (Thomas, 2006). Most often, psychological injury may accompany rape. Additionally, Akpan and Oluwabamide (2010) said that young female hawkers are prone to sexual abuse with the consequence that they end up contracting sexually transmitted diseases.

2.7 Theories of Informality and Street Hawking

In the view of the Castells and Ports (1989), the informal economy is far from being a set of survival activities of the marginalized. Rather, in their opinion, informality cuts across the whole spectrum of society embracing different situations e.g. a street vendor in Latin America and a software consultant moonlighting in Silicon Valley. In either circumstance, the authors note, the income generating production relationships are unregulated by the institutions of society. They further make claims that the nature of “capitalist production” rather than inadequate formal job opportunities accounts for the persistence and growth of the informal economy. This applicably connotes that street hawking and for that matter informality has been unfairly treated. In their view, through mutually beneficial economic relationships, informal production minimizes the production costs of firms. This further translates into employer benefits of jobs and lower prices of consumer goods and services.

Again, a section of the literature, labeled the ‘illegals’ school contributes to the notion that informal production is an avenue for deliberate avoidance of commercial regulations and the evasion of taxes. In addition, informal producers and sellers seek to avoid operating overheads such as electricity and rental fees usually associated with operating formal businesses (Maloney 2004). In adapting Marx’s notion of petty trading, she draws on Marx’s theory of different modes of production and their common articulation. She argued that the petty commodity sector plays a number of

roles within the capitalist mode of production – like maintaining low levels of subsistence and the low cost of labor reproduction.

However, Moser (1978) criticizes the policy dimensions of these analysis being fairly bleak. The empirical material used to substantiate hers and other neo-Marxist analyses tend to focus on production rather than distribution of products. No explicit mention is made of street trading, but the implication of her analysis is that street hawkers are part of the capitalist distribution process.

However, this view does not explain the growth of numerous informal sellers in the urban distribution chain and informal units in developing countries especially. In developing cities street activities may not be entirely explained by such suggested oblique tendencies. Many informal operators such as street vendors may not even have the resources to obtain permanent legal places of work and hence, may operate in unauthorized venues in the streets and other public spaces.

On the other side, De Soto (1989) and others e.g. Centeno and Ports (2003), Cross and Pena (2001) and Bromley (1994) etc., collectively identified as the ‘legalist’ school, hold an assessment that contrasts the assertion of the ‘illegals’ school. Spearheading this perspective, De Soto (1989) argues that irrationally too much formal rules and regulations and cumbersome bureaucratic procedures increases transaction costs of registration and compliance and as a result stifles private enterprise, preventing citizens from accessing opportunities in the formal economy. In their opinion, the informal economy represents actors or micro entrepreneurs whose non-cooperation enables them to avoid the overburdening transaction costs of formal registration and compliance. Hence, these micro entrepreneurs or informal street workers will continue to produce informally so long as government procedures are burdensome and costly.

The relationship between the formal and informal economies is either not looked at or assumed to be nonthreatening. On one side of the scale is the structuralist position, in which informality is seen as a predicament of capitalist development, representing capitalism's inability to absorb the unemployed mass. The informal economy is therefore seen as largely assisting in capitalist accumulation.

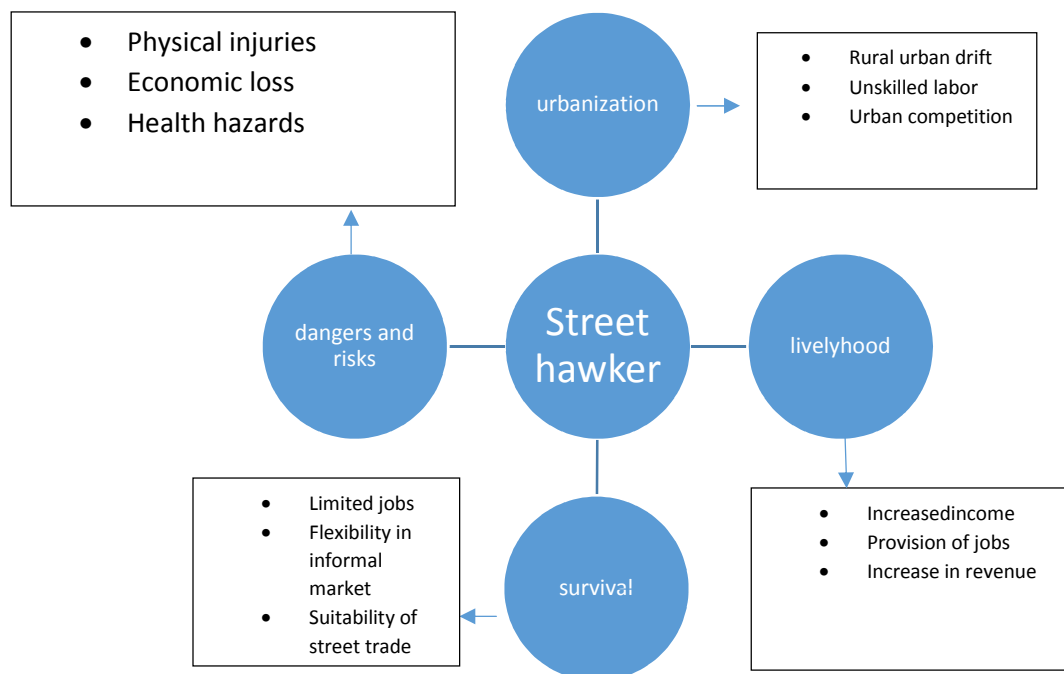
Although more recent literature often does not address these debates directly, these differences essentially remain. There are two studies on street trading or hawking, drawing on empirical work from Africa, which aim to make a contribution to these debates. Both studies draw on both traditions. Nattrass (1987), for example, considers street trading in Umtata, the capital of the former homeland of South Africa, the Transkei. She identifies the strengths of the capitalist as descriptively powerful but argues that it shows little understanding of the dynamics of the sector. The strength of the Marxist position, she argues, is its ability to understand the informal sectors economic position and long-term growth prospects.

However, the review of work of AbdouMalik Simone on African cities and informality plays a significant role in this discussion. Drawing on a post-modernist custom, He notes that "roughly 75 per cent of basic needs are provided informally in the majority of African cities and that practices of informalization are expanding across distinct sectors and domains of urban life" (Simone, 2004). Rather than characterizing this as dysfunctional, he argues that Africans have long made lives "that work." In a recent edited volume, he emphasizes "the determination of urban Africans to find their own ways" (Simone, 2005). In essence, his work suggests that any serious attempt to reinvent African urban centers must acknowledge the specific histories and incorporate the existing local knowledge that currently sustains and recreates informal urban economic social systems.

Therefore, If the informal urban poor is to be integrated into the formal stream then, it is necessary to appreciate their rationale and background which will contribute significantly in effective communication between city authorities and street hawkers. Hence it is necessary to diagnose the very causes and kinds of street hawking for proper analysis.

2.7.1 Conceptual Framework

Urbanization is a two sided phenomenon that has attracted a lot of debate and discussions recently. It is two sided because it has its benefits as well its risks and effects. Globally, most international cooperation's are working towards ensuring a sustainable urban community. This study will therefore investigate the related effect of urbanization to urban space management, particularly in the dimension of street trading and its effects.



Author's Construct (2017)

The framework above describes street hawker as a survivalist and positions them in the urban context. The urban setting is characterized with various complexities where population and urban growth is constant. This is seen from the first circle that numerous rural poor are attracted to the urban Centre to pursue their aspirations with unlimited expectations. Only to come and face the fierce competition in the urban market. With their little or no formal skill and ability, they resort to an end that suits their capacities. The informal market therefore becomes their location for survival and hence meddle through in order to fit in the urban process.

As noted earlier, the streets become the home and commercial hubs for the urban poor and for that matter seeks to explore all opportunities in this regard. Nevertheless, this comes with a relative negative reaction from the formal sector and other natural tendencies such as accidents and social dangers such as rape, assaults among others. Despite these challenges, the urban poor is rather resilient somewhat and keeps on fighting through to make ends meet.

2.8 Summary of Chapter

This chapter sought to identify all the related theories and concepts governing the informal sector and street hawking in Ghana and other developing countries. It therefore revealed the various schools of thoughts of the capitalists, Marxist and Survivalist models used to explain urban informality and street trade. It further exposed the flaws of the formal sector against the informal sector building the argument from the perspective of informality resulting from the failure of city authorities to practically solve urban problems.

Consequently, it is able to shape the role of informality in streets and the various kinds that emerges in developing countries. Furthermore, it describes the varying nature of dangers and risks associated with street hawking in growing cities in Ghana.

Again, from the review it is realized that literature or information on street trading has been limited due to the low interest and attention given to the informal community. This study therefore seeks to expose the academic community to the causes and challenges of the informal poor in the competitive urban market.

CHAPTER THREE

RESEARCH METHODOLOGY

3.1 Introduction

This chapter examines the methods in which the study is conducted. It considers the research process, the study design, and the sampling techniques. the sampling procedures, data collection methods and data analysis. This section forms the backbone of the study.

3.2 Research Design

This study adopted a quantitative case study approach. According to Maree (2007) the case study research approach aims at ensuring insightful information from a specific situation. Consequently, Merriam –Webster describes case study as an intensive analysis of an individual unit such as a person or community stressing developmental factors in relation to environment. This approach is therefore more specific and conditioned on a particular setting.

Moreover, Merriam –Webster explains further that is a method of research used especially in sociology by which accumulated case histories are analyzed with a view towards formulating general principles. Premised on this, the case study approach was chosen in this study since an investigation of a current issue within its real life content (street hawking in Kumasi) would disclose the factors resulting in street hawking and risks. First, a reconnaissance survey/visit was done which helped the researchers to familiarize ourselves with the people and the environment before the main survey begins. This helped in easy data collection during the main survey.

3.3 Methods of Data Collection

As said earlier, data was taken from both secondary and primary sources. Data collected from secondary sources was obtained from literature review related to the research objectives. This was done to enable the study to adequately incorporate the works and ideas of other researchers into the study and facilitate proper investigation of the identified problem. Documents was therefore obtained mainly from internet sources, library and connected institutions of the study.

In terms of primary data, questionnaires and interview guides was used to collect data during the field survey.

3.4 Population Sampling and Sampling Techniques

To some extent, the population for research studies could be very enormous, for that matter, like Wilson Mizner (2009) submits that population sampling is the process of taking a subsets of subjects that are representative of an entire population. The sample must have sufficient size to warrant statistical analysis. Therefore, in this study, the convenience sampling was used. This was also based on a number of parameters adopted to ensure a research despites limitations. These parameters are:

- a) Popular stand points for commercial vehicles
- b) Length or stretch of road that is busy for street hawking.

For the purpose of ensuring an effective data collection, the researchers used convenience sampling in this study. For instance, Maree (2007) identifies that convenience sampling refers to situations when population elements are selected based on the fact that they are easily and conveniently available. The reason for making use of convenience sampling is because data is readily available for the researcher to collect. There is no need to typically travel great distance to collect the

data, but simply pull from whatever group is nearby. It is cost effective because there is an elaborate setup.

The researchers can pull from local population groups and allows for funds to be distributed to other aspect of the project.

The sample of this study includes street hawkers trading on the trunk road of Sofoline, Tanoso and Abuakwa.

Again, ninety (90) participants was interviewed on sectoral basis. The reason being that, a visible headcount of three-hundred and twenty (320) hawkers were spotted hawking along the three areas. These ninety (90) participants will be selected according to the length and busy sections on the road thus, (23.47 meters) at the Abuakwa station, (46.33 meters) from Tanoso John Williams Montessori and Sofoline (54.59 meters) from Prempeh College to KwadasoNsuom junction. That is, thirty-five (35) on the Sofoline road, ten (10) on the Abuakwa Road and the remaining forty-five (45) on the Tanoso road. This sample is selected because it was easily accessible, with low costs and less time would be spent on the field.

3.5 Data Analysis

The data collected from the field was therefore analyzed with the help of SPSS Version 16.0. This was done in both quantitative form. It is therefore significant that this study is approached with an open mind and without any preconceived ideas regarding emerging themes, patterns or categories. For this reason, the data was analyzed using themes, patterns and relationships as suggested by Hussey and Hussey (2000) that the analysis of qualitative data: lessens data by considering the material in some systematic way to make it more manageable; structures the data in terms of themes, patterns and relationships; and delineates the data by converting extended

texts into more manageable forms such as summaries, charts, diagrams and illustrations. Tables, graphs, charts, pictures and inferential statistics was embraced in the data analysis.

The data analysis will be done under each objective of the study and the findings were compared with literature in order to help establish unique inputs of the study in the research world.

CHAPTER FOUR

RISKS AND DANGERS OF STREET HAWKING IN KUMASI

4.1 Introduction

This chapter presents and interprets the responses of respondents of the study conducted in the Kumasi Metropolitan Assembly. The responses are based on the products sold by street traders, the major activities that occurs as well as the challenges street traders encounter. It further describes with empirical evidence, the risk and dangers that these urban section encounter daily. This will further inform and initiate practical measures that can be adopted to support street traders and enable them do their business in a decent environment.

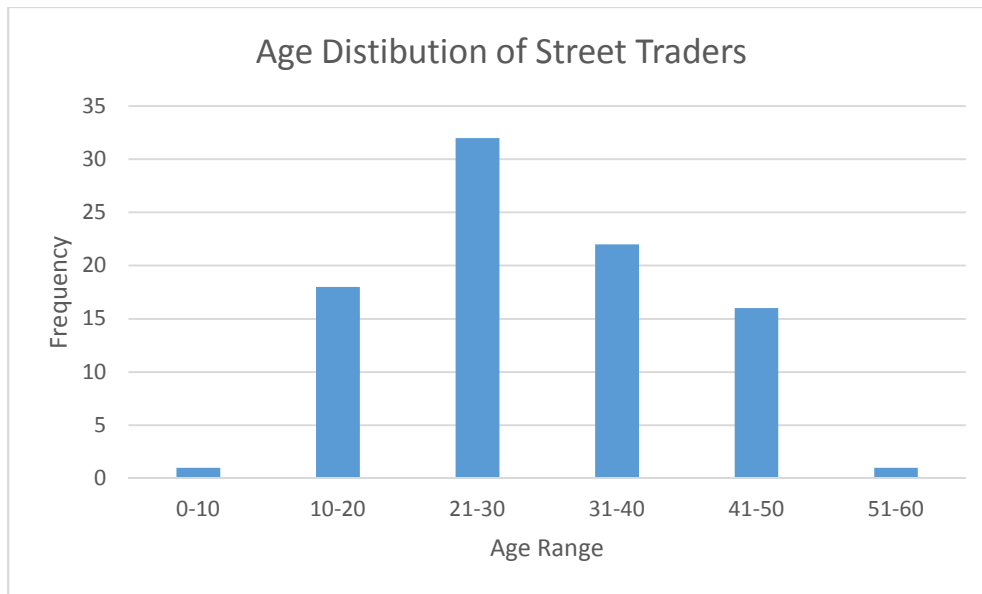
4.2 Basic Characteristics of Respondents

In the course of this research, it was imperative to identify and appreciate the basic characteristic that is associated with respondents. It was observed that the females dominated all three areas of study that is Sofoline, Abuakwa and Tanoso, which implied that more females serve as caretakers of the family or they might be working to support the household income and hence any economic burden that comes upon these individuals directly affect other dependents. It was necessary to appreciate their reasons for continuous stay and how economically feasible that is.

4.2.1 Age and Gender Structure

The survey revealed that all the respondents that were interviewed were between 10 and 60 years of age. This was applicable since those within that age group were old enough to give an account of how the situation is and the personal experiences shared.

Figure 4.1 Ages Structure of Respondents

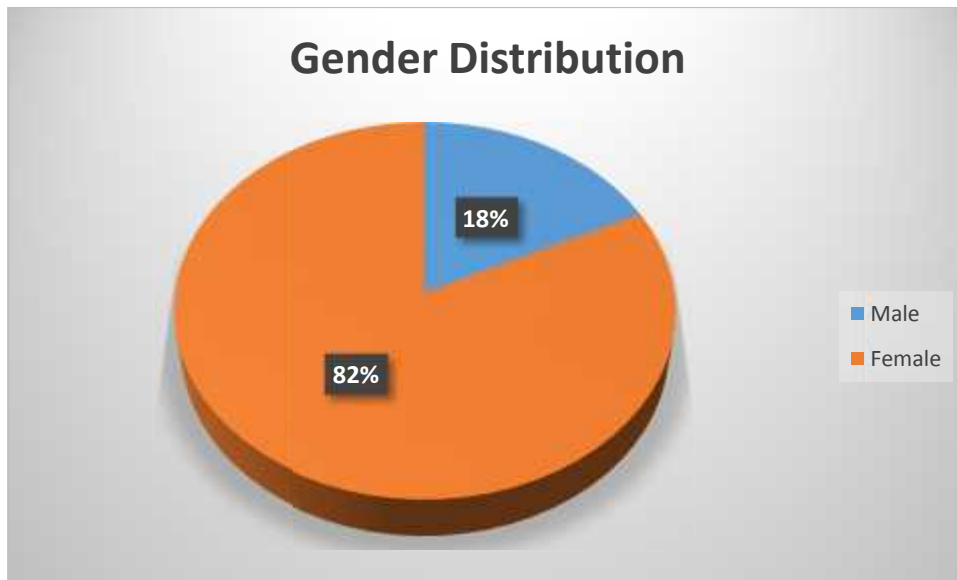


Source: Author's field survey, 2017

As said earlier, it was realized that street trading in Kumasi is female dominated as shown in figure 4.2 below. This is confirmed by the Reports from the Kumasi Metropolitan Assembly Medium Term report as well as that of the region which depicts an increase in the proportion of females over males. However, the proportion of males on the street is also significant and considering risks on the streets, they are also vulnerable. Again, it was realized that among the age segments, the youth and for that matter the young generation are the majority. This is alarming but it is better than not being employed in any activity because they represent the future of the nation as well as the economically active population who can contribute more significantly towards district and national development if well supported.

However, in this case they suffer various risks and dangers which unfortunately, city authorities seem to be unconcerned. In most cases they are more defenseless than the other segments of the urban economy due to insecurity and the physical threats on their lives. Authorities must therefore seek to reduce the impact of street dangers

Figure 4.2 Gender Distribution of Respondents



Source: Author's field survey, 2017

Consequently, this reflected in the data gathering where about 80% of respondents were females. This implies that women dominate street hawking especially in the city of Kumasi. This observation somewhat supports the claims made by Mitullah (2003). Most women fall into this category due to the limited economic opportunities for women in such urban areas, the low level of education, as well as the need to supplement husbands' income. Besides, street hawking has a unique attraction for women due to its flexible nature and simple marketing strategy. Furthermore, street hawkers in all the three study areas, Sofoline, Abuakwa and Tanoso all attested to the fact that they can easily combine street hawking with other household duties, including taking care of children. Particularly in this case study, it was pointed out that women participate in street hawking as a way out of economic and social predicaments. On the other hand, proportion of males employed is higher than that of females in labor-intensive occupations such as craft and related trade works (GSS, 2010). Women have therefore moved from the antiquity of being dependent

housewives to engaging in trade and informal employment. Hence, in most cases they hawk to support the home. Again, this form of employment assures a free and flexible nature of free entry and a means of becoming financially independent. For instance, these traders or hawkers earn between 10ghc to 100ghc a day which is above the minimum wage of Ghana. By implication, these women could be financially stable and no longer depend heavily on spouses and other relatives. This also gives them some form of recognition and freedom in an otherwise male dominated society.

4.2.2 Socio-Cultural and Educational Background

There was a blend of different ethnic groups with various social backgrounds. This depicted a common characteristic of an urban area, where people of all walks of life come to the cities to seek greener pastures and survive. For instance, it was realized that majority of those who settle as street hawkers are migrants who in most cases enter the urban community with little or no occupational skill that can enable them to compete with the formal urban market.

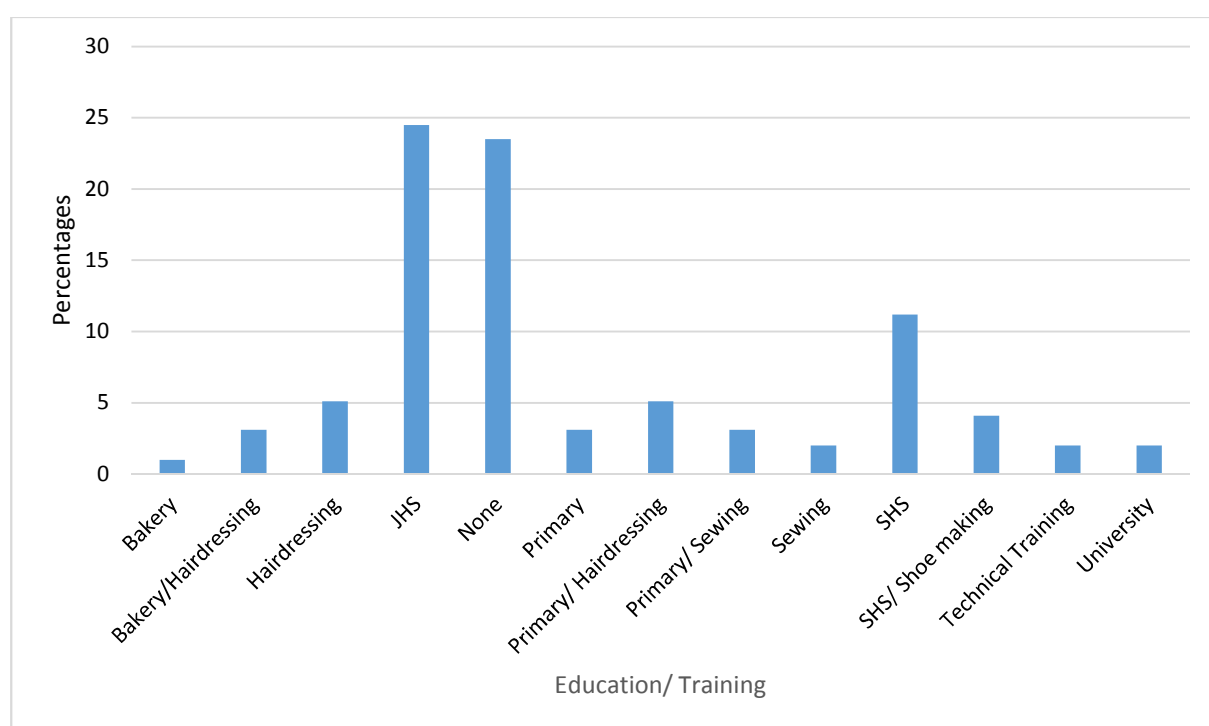
The table below shows that about 42% of respondents are Non-Akan's, which represent a significant size of in-migrants. Additionally, this representation supported the fact that migration has become a major constraint and reason for the population influx in urban Centre's.

Table 4.1: Ethnicity of Respondents

Ethnicity	Frequency	Percent
Akan	57	58.2
Northern	23	27.5
Ewe	10	14.3
Total	98	100.0

Source: Author's field survey, 2017

Figure 4.3 Educational Level and Training of Respondents



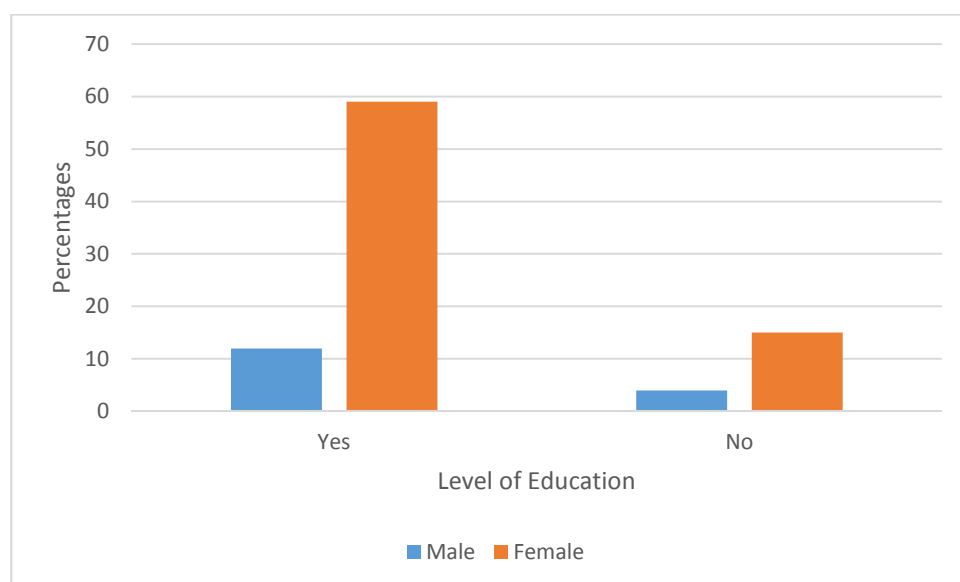
Source: Author's field survey, 2017

Again, education and skill training is a major determinant for employment. Especially within the economically competitive urban terrain. Therefore, for one to survive in the urban environment, it is necessary to acquire enough education and training in order to be gainfully employed. For instance, the report from the Kumasi Metropolitan

Assembly Medium Term Development Plan (MTDP, 2012) shows that many Among the unemployed 56.4 percent are new entrants into the job market i.e. first time job seekers and 43.6% have worked before but are, at the time of the census, seeking work and available to work. A large majority of the economically not active population (56.4%) are in full time education.

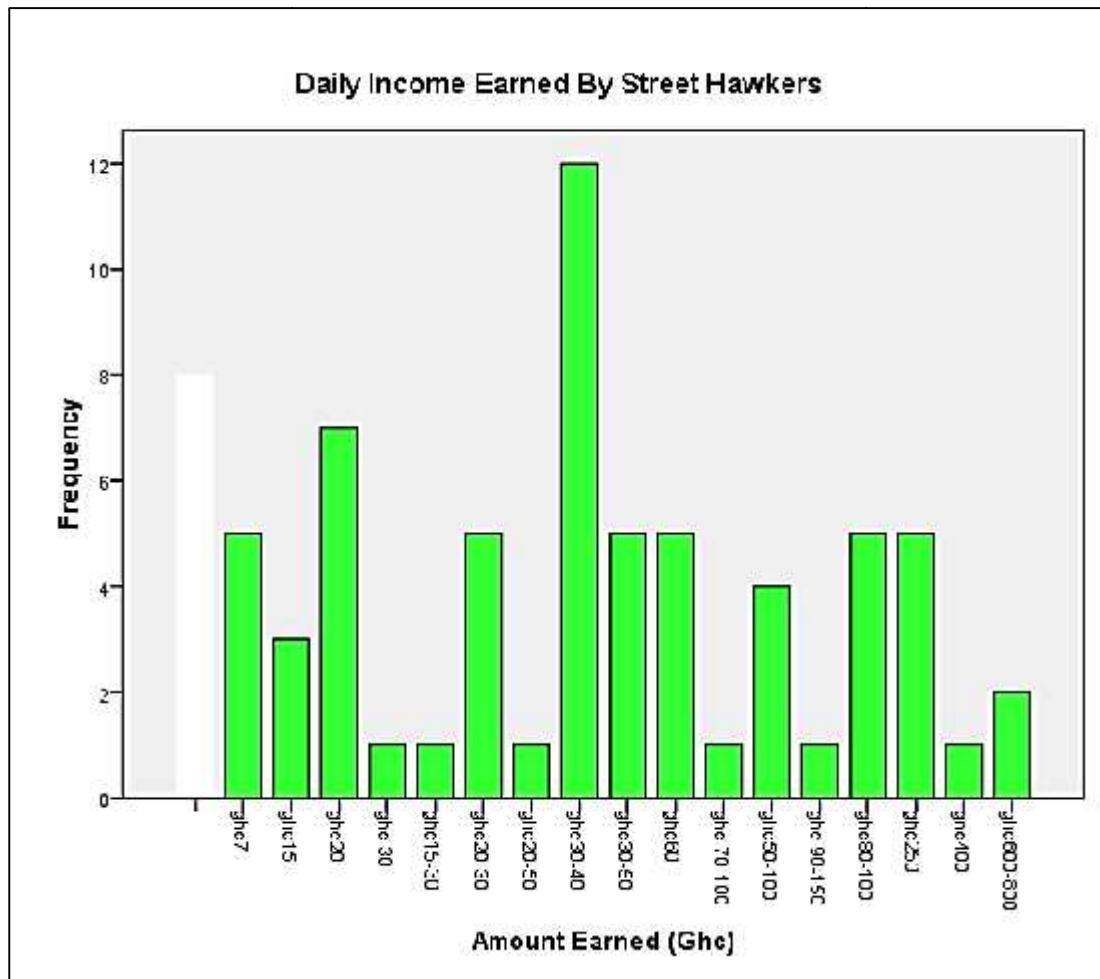
Like the district report indicates, there are more females who have never attended school compared to their male counterpart. Among the males, 5.5 percent have never been to school, 43.2 percent are now in school and 51.5 have been to school in the past, whereas among the women, relatively high percentage (12.4%) have never being to school, 38 percent now in school and 49.6 percent being those who have attended school in the past.

Figure 4.4 Educational Level and Training of Respondents



4.2.3 Economic Characteristics of Street Hawkers

Figure 4.5 Levels of Income Generated



Source: Author's field survey, 2017

Figure 4.2 indicates the various income or revenue earned by individual street hawkers. This shows that most hawkers earn between GH¢ 30 to GH¢ 40 a day, hence implying the form of enterprise being more beneficial in terms of its weight above the national daily minimum wage of GH¢ 8.80p (Andoh, 2016; Aidoo, 2016). For instance, an individual hawker who earns a daily profit of GH¢ 30 daily accumulates about GH¢ 720 a month and GH¢ 8640 annually. This shows that although seen as an

unrecognized segment of the informal community, street hawking activities contributes significant towards the urban economy.

From respondents, it is realized that street hawking has become an incorporating activity comprising various informal activities in cities. For instance, due to its variation or dynamic market place, the street hawking business serve as an equal and easy marketing platform necessary for profitable activities ranging from selling of household items, food items such as roasted yams and plantains, bread, plantain chips among others. Others are also engaged in wares such as clothes, slippers, ice-cream products etc.

Below shows some of the products sold along the roads.



Plate 1, Street Hawkers at Abuakwa Road

Source: Author's Field Survey, (2017)



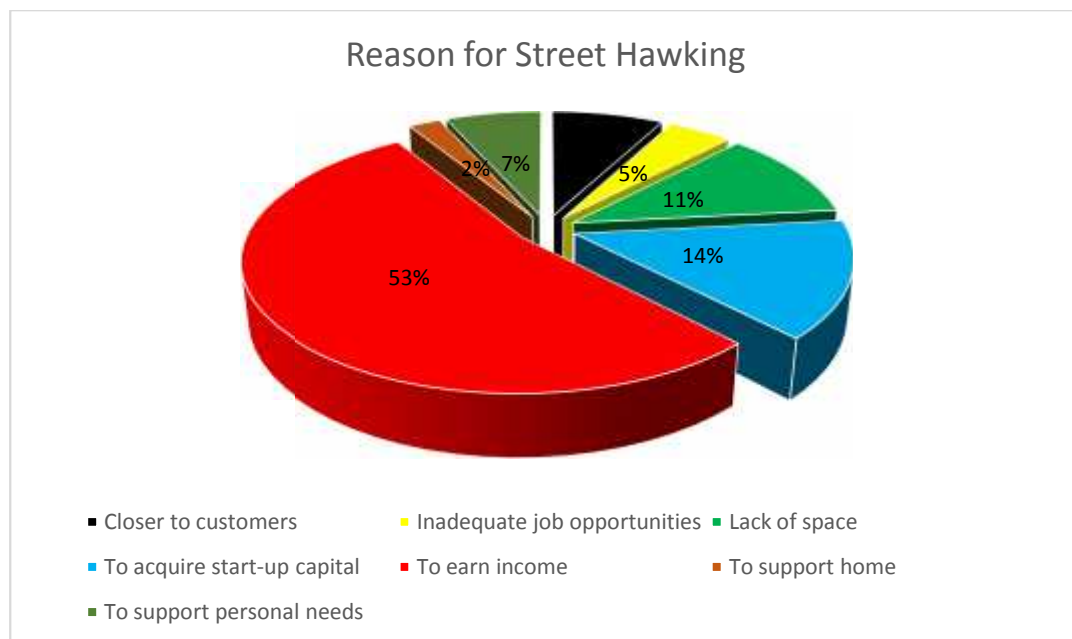
Plate 2, Street Hawkers at Sofoline Road

Source: Author's Field Survey, (2017)

4.3 Reasons for Street Hawking and Its Related Risks

Kumasi is one of the cities that is characterized by numerous economic activities. Hansenne (1991) accentuates that the 'inability of the informal sector to comply with certain aspects of labor legislation is a reflection of the unsatisfactory conditions in which the informal sector operates.

Figure 4.6 Reasons for Street Hawking



Source: Author's field survey, 2017

For instance, according to the Population and Housing Census (2010) on the Kumasi Metropolis pointed out that a significant section of the unemployed rose from a low 3.0 percent between the ages of 15-19 years which will triple to 9.6 percent in the next 20-24 years' group and drops marginally to 9.1 percent in the 25-29-year age group. This implies that street hawking has become the only alternative for the poor and low skilled who are constantly priced out of the competitive urban market. It is therefore

necessary for policy to be geared towards preparing a comprehensive framework to provide flexible but structured mechanisms for street hawkers.

4.3.1 Physical Reasons for Street Hawking in Kumasi

Respondents also raised issues of the limited spaces available in these areas of operation. For instance, Sofoline is a busy area in the metropolis closer to the central business district which is Adum, it was realized that various trading activities occur due to its proximity to the central city as well as the constant parking of vehicles. For instance, among other reasons respondents said that there are no trading stalls dedicated to street selling which especially in areas such as Tanoso, Abuakwa and Sofoline. There is therefore, some form of cohesion and competition for space and areas to sell. Despite the payment of taxes to the assembly, respondents lamented of the poor maintenance of the stations and the frequent confrontations they have with city officials. Consequently, the poor design of road space coupled with its inadequacy causes frequent vehicular-pedestrian collisions or conflicts and thus accidents. This contributes to road accidents and collisions at urban Centre's.

Below shows an example of the congestion and limited spaces for selling in Tanoso

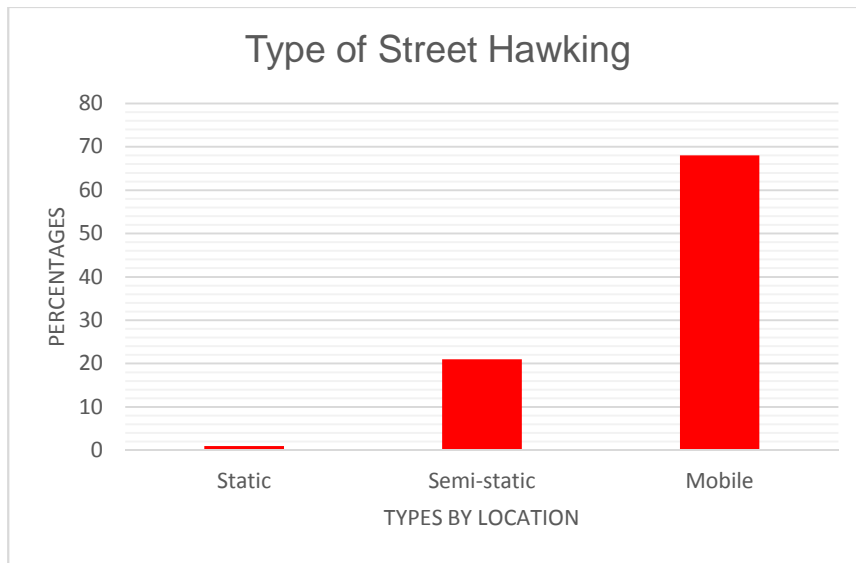


Plate 3, Street Hawkers at Tanoso Road, Source: Author's Field Survey, (2017)

4.3.2 Typology of Street Hawking Activities in Kumasi

The trend and operation of street hawking has changed significantly. For example, in Kumasi and other cities in Ghana, the common forms of hawking being mobile and stressful in nature has gradually evolved. In engaging local street hawkers from the Sofoline, Tanoso and Abuakwa roads, it revealed three kinds or types of street-hawking activity. Confirmed by Jellinek (1991) who classifies street hawking into three kinds, it was realized that the street hawkers in Sofoline, Abuakwa and Tanoso are either Static, semi-static or mobile hawkers. It was further observed that, in as much as there are limited space, there were some who were located along the street mainly due to the kind of trading they were engaged in. For instance, some hawkers were sellers of roasted yam and plantain, which demanded a place to roast the items, hence they had small pockets of spaces where they roasted their foods and sold them to a passerby or moving passengers. Furthermore, some were also having temporary structures used for stocking their wares and selling them from time to time to customers. This was due to the load and quantities of their wares which made it difficult to move them about easily. Hence they acquire temporary areas which they keep their wares and sell them to passengers little by little. Finally, there were those who were also mobile traders or street hawkers who primarily were engaged in this mode of selling as a result of two factors- first of all they have wares or products that are easily conveyable; and want to be closer to their customers and make quick sales.

Figure 4.7 Types of Street Hawking



Source: Author's field survey, 2017

From the chart and table above, it is evident that mobile street hawking is more common in the city of Kumasi. This is primarily as a result of the growing change and competition within the urban economy. Most hawkers rather take the risk of selling on the street although this could affect their health and even their lives. Figure 4.6 above indicates the reason why this is so, that is, street hawkers are profit oriented and for that matter sees the street as an economic potential and not necessarily a death trap.



Static Street Hawker



Mobile Street Hawker

Plate 4, Types of Street Hawkers at Tanoso, Sofoline and Abuakwa. Source: Author's Field Survey, (2017)



Semi-Static Street Hawker

Plate 5, Types of Street Hawkers at Tanoso, Sofoline and Abuakwa. Source: Author's Field Survey, (2017)

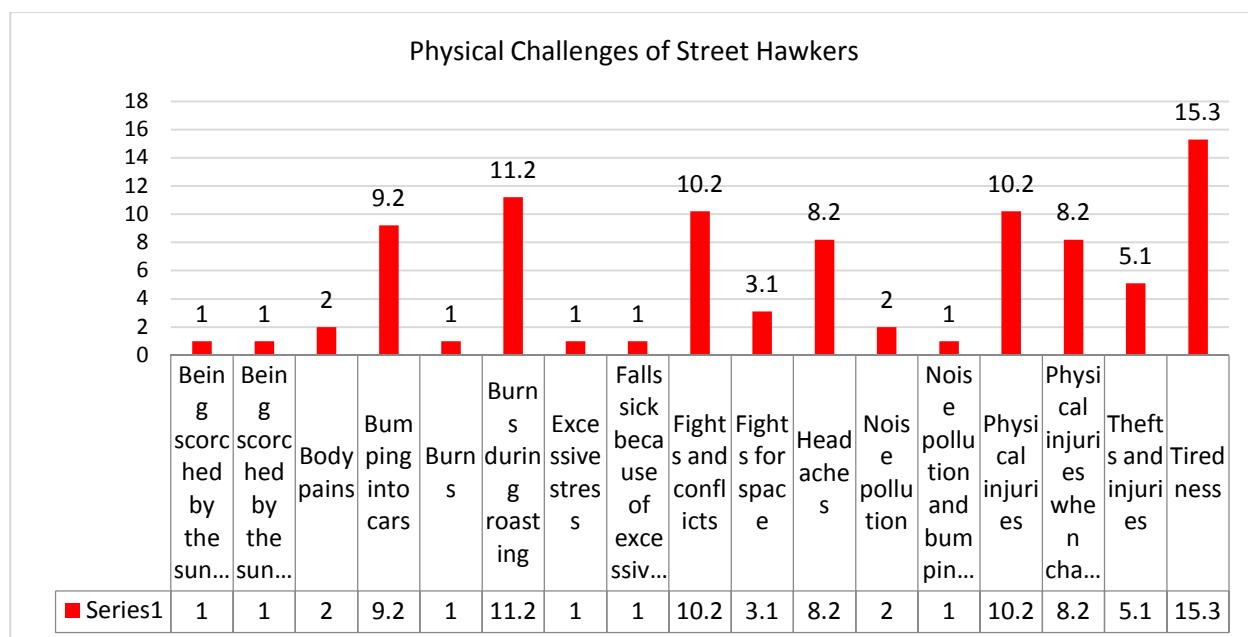
4.4 Risks and Dangers Associated with Street Hawking

There are various challenges associated with street hawking in the metropolis. According to Owusu-Sekyere (2016), many CBDs in Ghanaian cities are pictured as a place that is very chaotic and reveals the system of a natural selection (survival of the fittest). Therefore, the street is a competitive and somewhat fierce environment where informal dwellers are engaged in various means of economic activity for survival. Consequently, the spatial and non-spatial condition exposes the individual hawkers to various risks. Among these are physical, economic and social dangers associated with being on the street.

4.4.1 Physical Risks or Dangers Associated with Street Hawking

The primary cause of physical dangers associated with street hawking is the overwhelming traffic congestion situation it brings. As the street becomes flooded with hawkers of various kinds, the road space diminishes. Again, road visibility becomes a problem as individuals keep parading the streets in the name of selling wares. In this study, the physical conditions refer to the direct impact or effect suffered as a result of hawking on the street. According to respondents, they are constantly faced with road collisions.

Figure 4.8 Physical Challenges of Street Hawkers



Source: Author's Field Survey, 2017

From the chart above, it can be deduced that street hawkers go through a number of challenges physically. These challenges are predominantly health implicated and for that matter goes a long way of reducing the national labor force and economically active population. For instance, some respondents complain of the fatigue and the domestic or occupational hazards such as burns that they face.

Table 4.2: Respondents Experiences in Vehicular Accidents

Involved in Accident	Frequency	Percentage
	9	9.2
Yes	43	43.9
No	46	46.9
Total	98	100.0

Source: Author's Field Survey, 2017

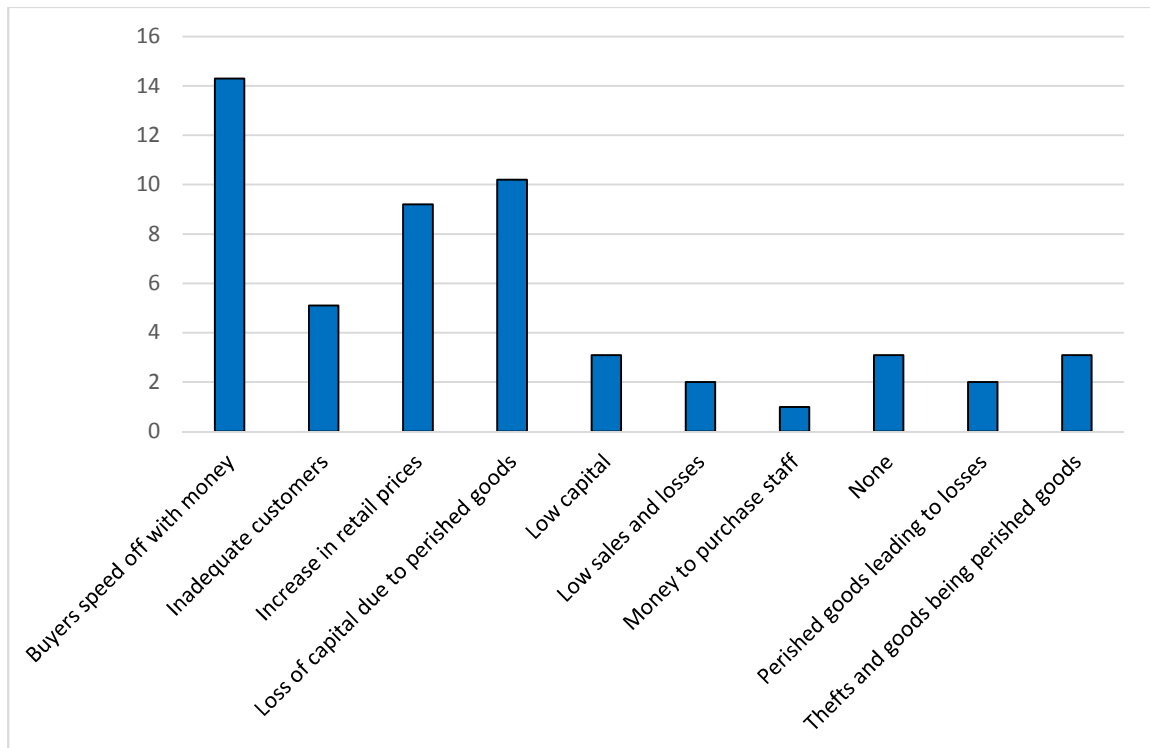
Furthermore, the injuries suffered from their occupations affect the working hours and thus deprive individuals of their income and the home of their household provisions. Again, table 1, shows that 43.9 of respondents have a history of an accident as a result of street hawking. Thus one would have rather expected that this situation would deter street hawkers from selling on the street due to its risks. Nevertheless, it seems street hawkers are economically motivated than physically demotivated.

Interestingly, respondents also complained of the noise pollution that occurs in these places. As well as the various fights, thefts and physical abuses they face. Aside the direct physical pain they experience, they also get into psychological trauma and depression as a result of their losses.

4.4.2 Economic Risks or Dangers Associated with Street Hawking

Street hawking has increasingly become one of the prospective commercial activity that keeps attracting the urban informal segments especially in-coming migrants. This is primarily due to the flexibility and profitability of the businesses. However, there exist some major economic challenges associated with this kind of venture. Below describes the major economic challenges that affects the viability and economic security of street hawkers.

Figure 4.9 Economic Challenges of Street Hawkers

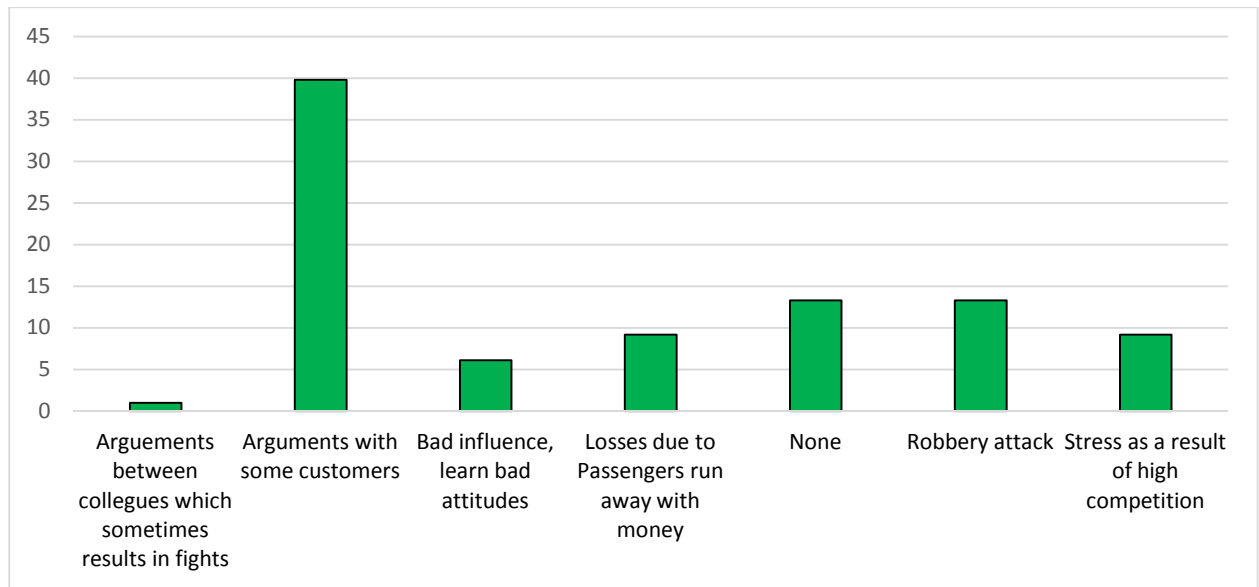


Source: Author's Field Survey, 2017

4.4.3 Social Risks and Dangers Associated with Street Hawking

Street hawking has diverse effects on the individual and others around. According to respondents despite the physical challenges and economic hardships they experience, there exist some unseen hazards or predicaments that they equally suffer. For instance, the charts below describe how socially grievous effects being exposed to the street could arise in. for instance, bad behaviors such as fights, insults and foul language as a well aggressive conducts are but a few of the life that street hawking brings. Again, respondents complained of the inadequate space and frequent arguments that occur on the street. These attitudes and behaviors are indirectly learnt and hence teaches especially the young one's negative conducts that could be detrimental to societal values.

Figure 4.10 Economic Challenges of Street Hawkers



Source: Author's Field Survey, 2017

4.5 Institutional Responses and Effectiveness

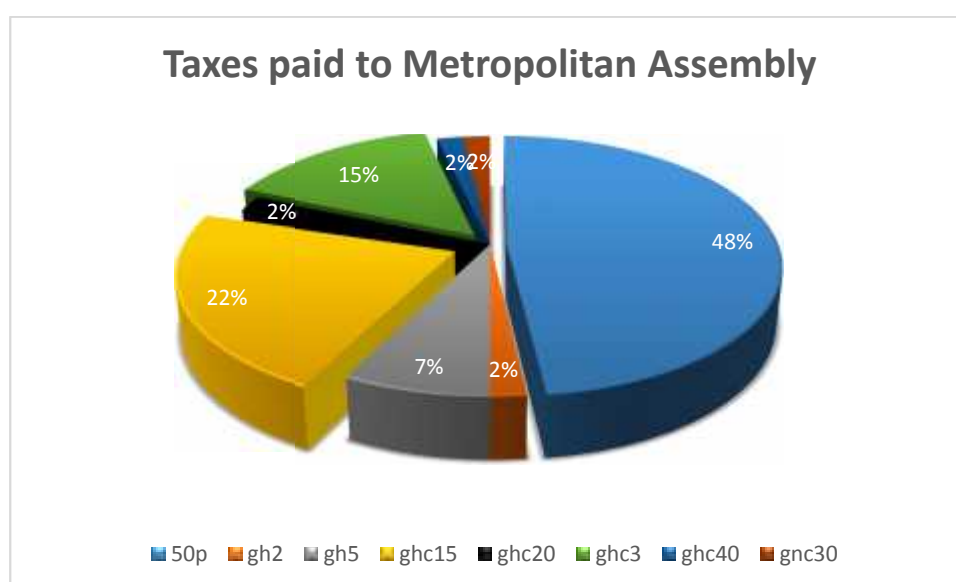
The question is therefore asked as in who are the coordinators or parties in charge of ensuring an effective and well structures street marketing system. City authorities for that matter have recently become dormant as a result of constant efforts to evacuate street hawkers but has proved futile. For instance, the table below indicates that majority of street hawkers have experienced some form of eviction or evacuation from these streets. However, they have remained adamant to these confrontations and threats. Furthermore, respondents indicated that they pay taxes to the city authorities and thus demand legal status.

Table 4.3: Evacuation of Street Hawkers

Has city authorities evacuated you	Frequency	Percent
	16	16.3
Yes	43	43.9
No	39	39.8
Total	98	100.0

Source, Author's Field Survey, 2017

Figure 4.11 Taxes paid to Assembly



Source: Author's Field Survey (2017)

The above indicates that city authorities generate revenue from street hawkers. For example, about 22% a weekly tax of ghc15, this implies that an individual street seller contributes about ghc60 a month towards city development. However, the question lingers that are these taxes well utilized? Especially on the street. Further study could

therefore be considered to check whether City authorities use the revenue generated for its intended purpose.

4.6 Conclusion

This chapter dealt with the analysis and presentation of respondents' responses of the study. It has also revealed some of the present risks and challenges that street vendors experience. It will further seek to identify the major findings and implications as well as the recommendation needed for proper and sustainable plans to be identified and utilized to ensure a safe and conducive environment for street hawking.

CHAPTER FIVE

FINDINGS, IMPLICATIONS, RECOMMENDATIONS AND CONCLUSIONS

5.1 Introduction

One of the most important aspect of every research is the outcome or result it finally produces. For that matter, this chapter focuses on the key findings or conclusions that evolved from the field data analyzed in the previous chapter. It explains or interprets these findings as answers to the research questions inquired. It also covers specific implications of the findings identified and finally outlines considerable, productive and workable suggestions that respond to the issues discussed.

Approaches of Mitigating Street Hawking in Kumasi

There are several approaches to mitigating street hawking in Kumasi which includes recruitment of city security guards and police, provision of basic amenities for spaces sited for market or trade and the involvement of stakeholders who belong in the informal sector.

- **Recruitment of City Guards**

As a result of city authorities often against selling on the streets, they often recruit city security guards and police to ward off and seize the wares of those who flout the prohibition. Thus city authorities generally see the places that hawkers operate as areas that derail the development of the city

- **Provision of Basic Amenities**

Among the overwhelmingly negative driving forces related to government, the greatest concern is the lack of an environment conducive for work. Hawkers cite municipal failures to provide electricity, pipe-borne water, toilet facilities and refuse

disposal. In addition to being basic necessities, electricity and pipe-borne water are seen as inputs for their work; food sellers use water to cook, for instance, and tailors needed electricity for their sewing machines. The inadequate provision of a sustainable and proficient economic environments facilitates this problem.

Involvement of Stakeholders in the Informal Sector

Street hawking should be addressed from a coherent approach of actively involving all stakeholders. For instance, the city authorities should ensure a rigorous participation among the local informal inhabitants for effective plan implementation. Again, considering the social status of the informal inhabitants, there should be a way or regularizing the informal domain and provide dedicated spaces that could be used for informal economic activities in cities. This when structured will contribute significantly towards a proper system of reducing street hawking and reducing risks.

5.2 Risks and Dangers Associated with Street Hawkers

Data collected indicated three broad categories of the dangers and risks that street hawkers face. First of all are the physical dangers and risks. It was identified that about 49% of street hawkers had a history of a vehicular accident. Moreover, street hawkers constantly face various physical assaults such as thefts, fights and beatings from robbers. Consequently, these affected the physical conditions of street hawkers. Again, they suffer physical injuries such as burns and other domestic injuries from their occupations which as a result affect the working hours and thus deprive individuals of their income and the home of their household provisions. The health of street hawkers is always in constant danger. For instance, hawkers sell on the street under the sun which affects them health wise. Most street hawkers also complained

about tiredness and fatigue due to the frequent chasing of vehicles under sun. All this contribute to health complications and clinical expenses.

Thus one would have rather expected that this situation would deter street hawkers from selling on the street due to its risks. Nevertheless, it seems street hawkers are economically motivated than physically demotivated.

Also, economically, there are risks associated with selling on the street. For instance, about 40 % of respondents reported of losing their items to moving passengers in a vehicle. Additionally, majority of them complained of their goods being perished as a result of the nature of their wares. This means they are not able to sell enough of their wares. For instance, some respondents who were roasted yam sellers complained of lack of space to store wares and hence some get destroyed when conveying them from and to destinations.

Socially, the street hawker is at risk. Results from the analysis indicated that amidst the physical and economic factors that makes street hawking a risky venture, there could also be social effects. This is because the environment is not favorable for good conduct. Respondents further explained that they are in constant fights and arguments with their fellows and for that matter results in bad habits being learnt unconsciously. Subsequently, the vulgar and aggressive nature is learnt and this could be a danger to the youth who are the future leaders and hence must learn good conduct.

Finally, one goes through various psychological challenges as a result of street hawking. This normally occurs as a result of the shocks and experiences they go through such as robbery attacks, thefts, rapes among others.

5.3 Efficiency of the Efforts of Mitigating Street Hawking in Kumasi

City authorities are key players in this situation since they are the administrative body in these areas. Therefore, they are in charge of ensuring pragmatic and mitigated efforts to reduce this social delusion of the street being safe for selling.

Interestingly, it was realized that city authorities take monies in the form of taxes from street hawkers and yet still describe them as illegal. Hence, it should be realized, these street hawkers are part of the urban stream and thus contribute significantly towards the improvement of the city physically and economically.

5.4 Recommendations

The street might have become congested of late and for that matter must be decongested. However, street hawkers are mainly in the active and youthful population group, and majority of them have either no schooling or only up to basic level education. This implies that jobs in the formal sector are out of reach for them, and they, invariably, find themselves jobs in the informal sector, such as street hawking.

A well-structured system must be initiated where business kiosks becomes a prerequisite for any street vendor to be in a position to function properly, that is, to sell all out his/her merchandise. This means all mobile hawkers must be made static. Although the Kumasi city officials have not yet built permanent business structures/business stalls for street hawkers, movable structures/stalls in the form of small carts and bicycles should be given to the street hawkers. Secondly, the Kumasi city officials in collaboration with the Street Hawker's Association leadership to organize supporters to contribute more umbrellas to safeguard traders' and their products from external weather attacks that can affect their health and their wares.

5.4.1 Designated Street Hawking Site

A trading site is a dedicated area which facilitates transaction or trade between street traders and their customers. These areas should be well designated to facilitate trade but reduce congestion as possible. It is enabled by the municipal officials in the Kumasi Metropolis. Another issue is that on the other hand, city authorities claim to be trying to increase cleanliness by chasing away street hawkers trading along the main streets of Sofoline, Abuakwa and Tanoso as they charge them to be a factors causing littering and pollution. However, it is recommended that trading sites must be established by city authorities in order to create good working environment for street traders. Moreover, traders must be charged to keep these dedicated areas clean and refusal to do so could attract some fines or punishment. This help confers on these hawkers some sense of responsibility and belongingness and thus facilitate proper maintenance of these areas.

Trading sites must also be demarcated with street vendor site numbers so that street hawkers will not be disturbed by city authority's spatial development programs. This implies that their trading sites must be numbered so that one knows his/her trading site number. An establishment of trading sites will also reduce the high rate of infighting and conflicts which normally happen amongst street hawkers, for example, fighting about trading sites. Below is an example of a dedicated street trading site



Plate 5.1, Dedicated Street Trading Site, Source: www.researchgate.net

This strategy could help reduce vehicular-pedestrian traffic as well as prevent clashes and collisions.

5.4.2 Financial Assistance

Financing street hawking activity is one that comes with a lot of difficulty. This is because it is extensively believed by financial institutions and owners of credit unions that street hawkers will be unable to repay loans because of their inability to manage their finances and the temporary nature of their work. For example, financial institutions like banks do not provide loans because street hawkers do not have collateral. However, street traders can be supported financially by introducing street traders to Small Holder Financial Schemes, cooperatives and unions. When banks realize that informal sellers are united with a well-structured organization it is more convincing to give out loans to individual hawkers since they can monitor.

Again, The Street Hawkers' Association can negotiate with local banks so as to organize loans for small business owners including street hawkers. They can also negotiate for low interest rates. It would be appropriate for officials to also organize financial experts to continuously advise and educate traders about financial management skills such as financial planning, budgeting and investment matters.

5.4.3 Conflict Management Skills

The Kumasi Metropolitan Assembly is noted for the numerous conflicts amongst streethawkers themselves and also between street hawkers and city officials. It is however suggested that there should be a distinct committee within the Assembly assigned to maintain a good relationship between street hawkers and municipal officials. This committee would ensure that both parties, that is, street hawkers and officials are represented equally in decision-making forums, such as local Tanoso, Abuakwa or Sofoline fora by city officials on matters affecting street hawkers, for example, on the dangers and risks of street hawking and its preventive measures.

5.5 Conclusion

Street hawking has been an existing phenomenon which has undergone various changes, it is therefore necessary for governments to perceive and pursue informal sector jobs as opportunities rather than problems. Programsshould be formulated to provide these youths with employable skills. However, the informal section should also be given some form of environment that will be conducive for them.

This study suggests that street hawking has become a dangerous and risky venture although its location is very important to the hawkers and their operations require such a location that must induce impulse buying and convenience to buyers. It is

recommended that, street hawking areas must be integrated in urban planning schemes to ensure that the activity is accommodated adequately in the urban spatial environment. Such an approach does not seek to extend the activity, but rather attempts to limit its negative and undesirable effects on the urban environment.

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APPENDIX A

CHRISTIAN SERVICE UNIVERSITY COLLEGE

This is an academic research work in partial fulfillment of the requirement for the award of degree from CHRISTIAN SERVICE UNIVERSITY COLLEGE, KUMASI. I would be very grateful if you could respond to these questions. Any information given would be well appreciated and all information would be treated confidentially

QUESTIONNAIRES

BACKGROUND INFORMATION

1. Name of respondent.....
2. Age
3. Sex: Male [] Female []
4. Place of residence
5. Hometown
.....
6. Ethnicity
.....

Educational level

7. Do you have any formal or informal training/education?.....
If yes what kind of educational /training skills do you have?
.....
.....
8. If no what is the reason behind the absence of the training?
.....
.....

SERVICES

9. What service do you render?

.....

10. Why are you into this kind trade?

.....

.....

11. How long have you been in this trade?

.....

12. How is your hawking activity like?

a) Static b) Semi-static c) Mobile

INCOME

13. How much do you earn in a day?

.....

14. Do you have savings with any financial institution?

.....

If yes, do you save daily [] weekly [] monthly []

15. How much do you save

.....

ECONOMIC ACTIVITIES

16. What are some of the economic challenges you face

.....

.....

.....

SOCIAL ACTIVITIES

17. What are some of the social challenges you encounter

.....
.....
.....

18. What are some of the physical challenges you bump into

.....
.....
.....
.....

19. Have you been in an instance where a hawker has been knocked by a vehicle?

Yes [] No []

If yes, how many have you witnessed and how bad was the
injury.....

20. Has there been an issue of robbery or physical assault on you or another
hawker?

If yes, what happened and how bad was it?

.....

21. What is your reason for indulging in street hawking activity

.....

22. Do you pay tax to the
government?.....

.....

If yes how much do you pay?

.....

23. Has the government in any way tried to take you off the streets?

.....
.....
.....

APPENDIX B



