

# **REVISITING PAVEMENT DWELLERS OF DHAKA CITY IN 2022: EXPLORING EXPECTATIONS AND EXCLUSIONS AND SDG 11 ACHIEVEMENTS**

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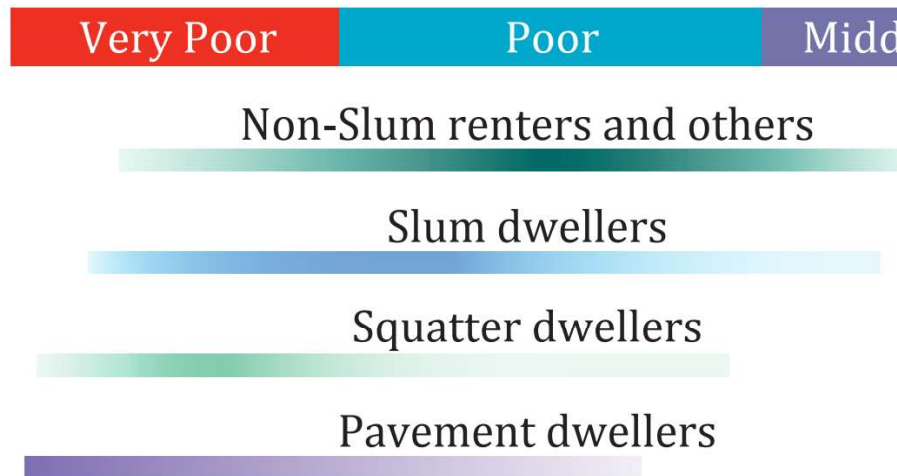
# INTRODUCTION

- Pavement Dwellers, street dwellers, floaters, homeless, rootless, vagrants - many names but one identity: **marginalized urban group having no roof they can call their own**. They can be found sleeping on streets, footpaths, bus stations, bus/truck stands, launch terminals, park stairways of public & private buildings, open spaces, religious places and open public spaces.
- Pavement dwelling is a common phenomenon in developing countries, sometimes even in developed countries due to homelessness.

# INTRODUCTION (CONTD.)

- Pavement dwellers belong to the **lowest end spectrum, often with minimal access** to shelter, healthcare, education, water, sanitation and other

## Urban Extreme Poor on the Poverty Continuum



Source: ILUEP project

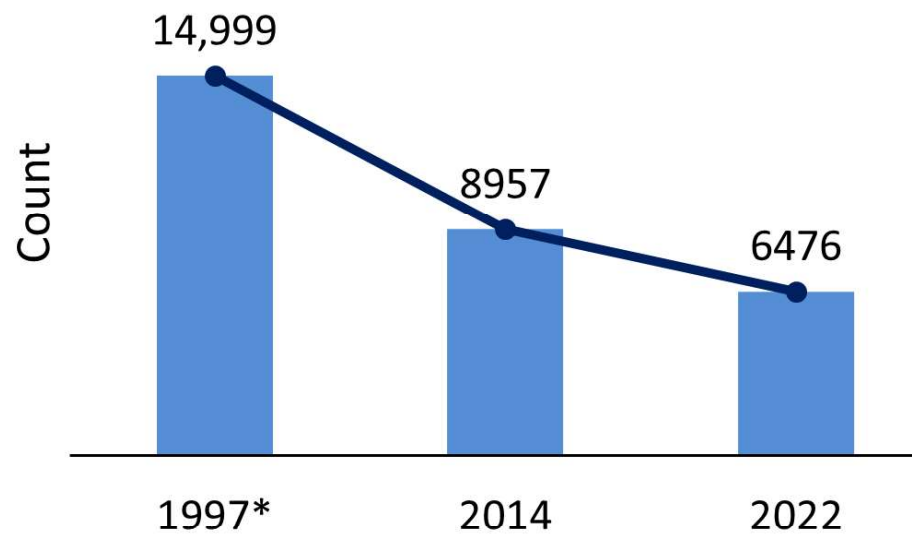
# INTRODUCTION (CONTD.)

- Pavement Dwellers lead a **perilous and humiliating fear of eviction and mental/physical/sexual harassment** (Ahmed et al., 2011).
- As Bangladesh's capital city, **average annual growth of Dhaka city during 1991-2021 was 3.38 per cent, can be attributed to migration.**
- Most of the **migrations occur due to economic pull factors (e.g., lack of employment, landlessness, etc.) and push factors (e.g., better wage rate, etc.)** followed by climatic reasons (Lee, 1966; Begum, 1999).
- A sizable proportion of these migrants find **refuge** in informal settlements like slums, squatters, shanties, etc. and those who are not able to find shelter **end up on streets/pavements** (Ahmed et al., 2011).

# INTRODUCTION (CONTD.)

- Bangladesh Bureau of Statistics (BBS) officially people as ‘**Floating Population**’.

Figure 1: Floating population of Dhaka (1997-20



\* Dhaka Statistical Metropolitan Area (SMA) (includes Gazipur and Narayanganj)

# STUDY OBJECTIVE

- This study re-examines the prevalent demographic status, living conditions, social security effectiveness and expectation-reality anomalies of the pavement dwellers using a quant-qual approach.
- It also collected some information related to COVID-19 coping mechanism of the most marginalized urban population.
- The study intends to connect the overall recent findings (Begum, 1997; 1999), and where possible, to floater's livelihood trajectories.
- The findings will give helpful insight into Dhaka pavement dwelling phenomenon to the relevant stakeholders (planners, NGOs), to plan on how to ameliorate this century-old issue from the urban scene of Dhaka.

# STUDY DESIGN

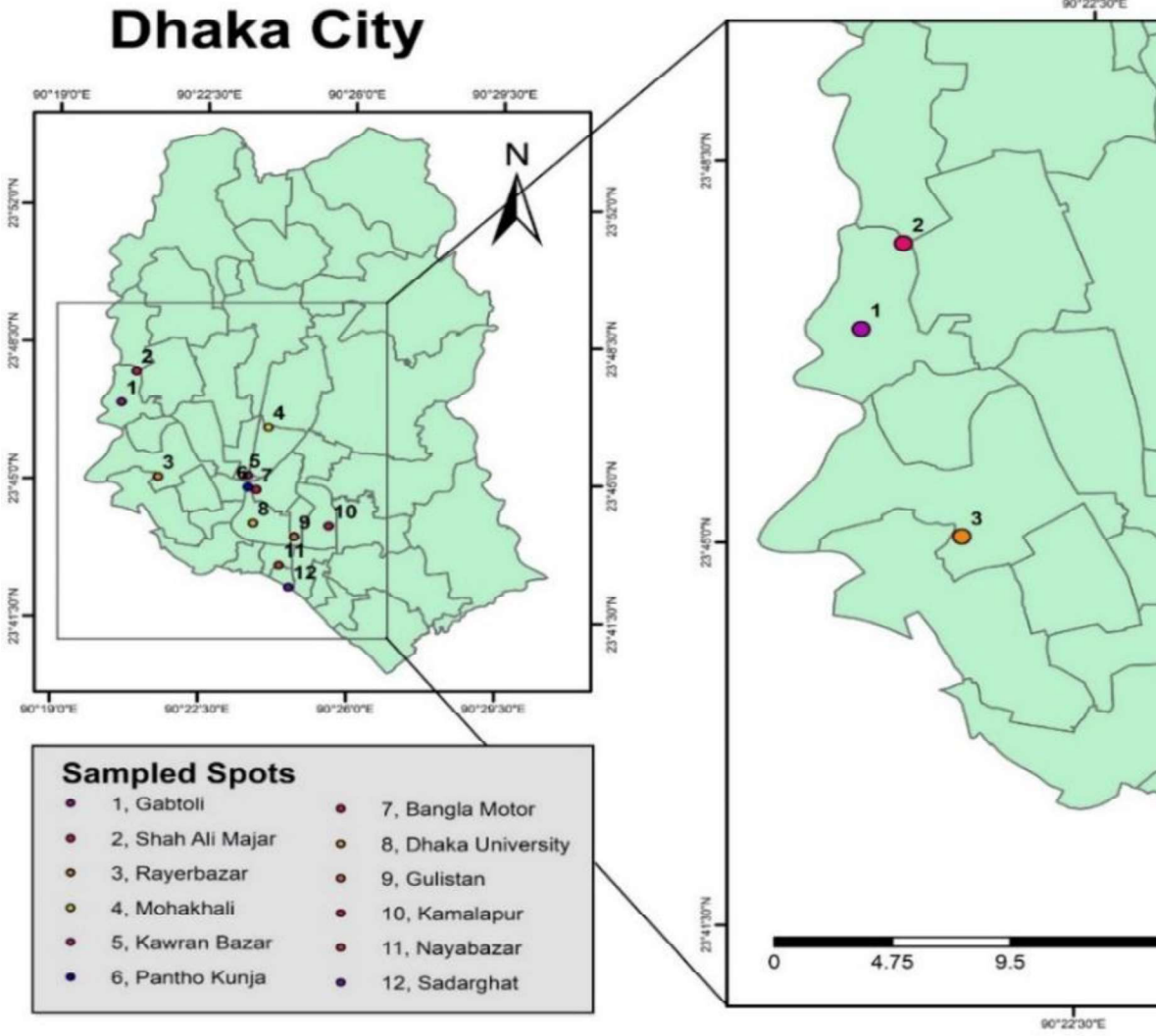
- This study adopted a **concurrent mixed methods** research design to explore the experiences of pavement dwellers about different conditions of pavement dwellers from both quantitative and qualitative dimensions, simultaneously.
- A sample survey was instrumented to generate quantitative data for the study.
- It concurrently captured **quantitative information** on demographic, socioeconomic and living conditions, and **information on migration**, life experience and future aspirations.
- Then **both types of data were integrated** to generate a comprehensive understanding of the existing situation.



# SAMPLING

- This study used the sample size of  $n=64$  suggested by Thompson (2007) for a mixed-method causal-comparative research. It has been recommended to find a two-tailed relationship/difference with 0.80 statistical power at  $\alpha=0.05$ .
- For the sample survey, the pavement dwellers of Dhaka were identified (Thompson, 2012) by 12 hotspots where the pavement dwellers were highest during the Census of Slum Population 2014 (BBS, 2015).
- Half of these strata (hotspots) were in Dhaka North, and half in Dhaka South City Corporation. A total of 704 pavement dwellers were found at the spots, and analysed. The recommended sample size  $n=64$  was then proportionally allocated to the strata for in-depth analysis.

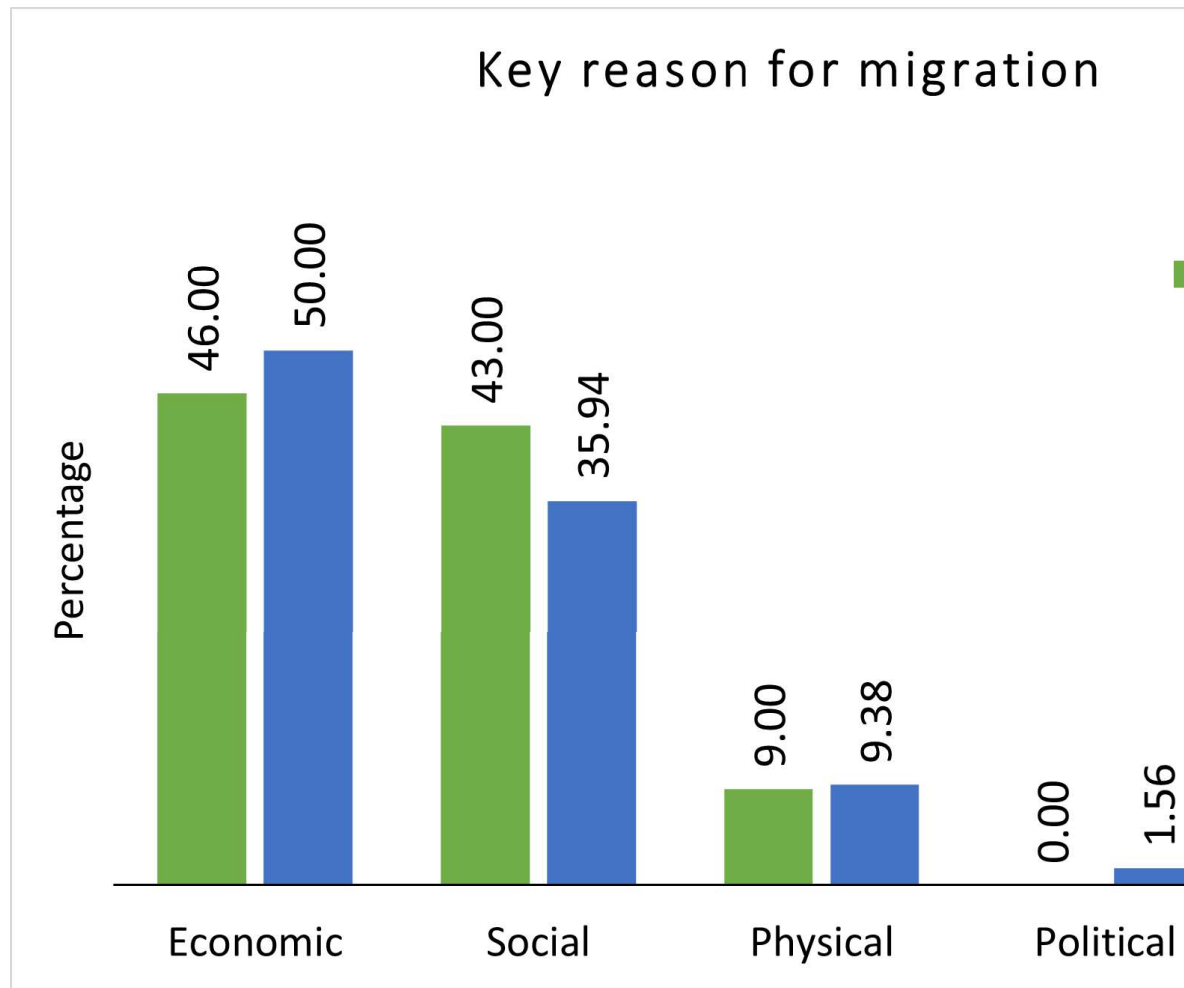
# SAMPLING (CONTD.)



# KEY FINDINGS

- **Eighty-nine per cent** of the interviewees lived alone compared to only **11 per cent** living with their families. **one-quarter were female.**
- Females had **1.6 times more chronic illnesses** than males.
- Half of the males were currently married, whereas **females were widows/divorced/separated.** This presents significant **TF challenges.**
- Overall, **39 per cent of pavement dwellers were female**, the same as in 1993, with 22 per cent being employed.
- Altogether, **90 per cent of pavement dwellers had work opportunities**, albeit informal work, **the same as in 1999).**

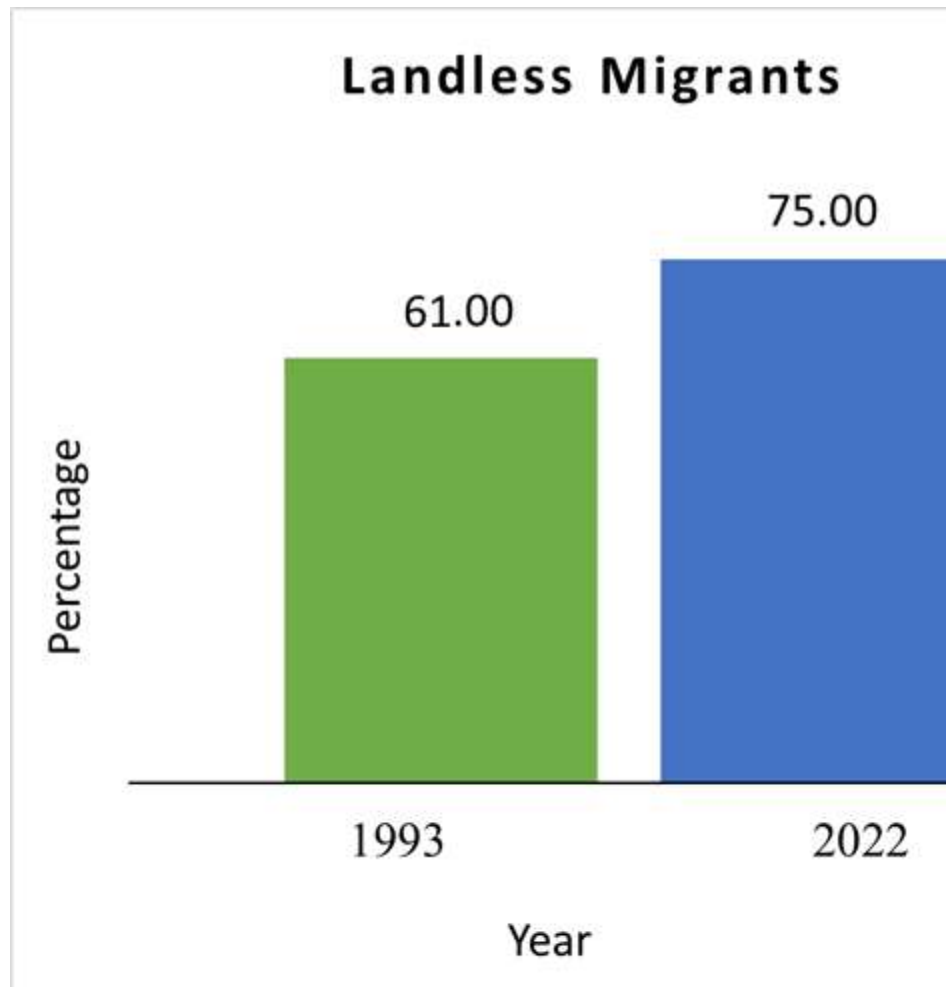
# MIGRATION REALITY



# MIGRATION REALITY (CONTD.)

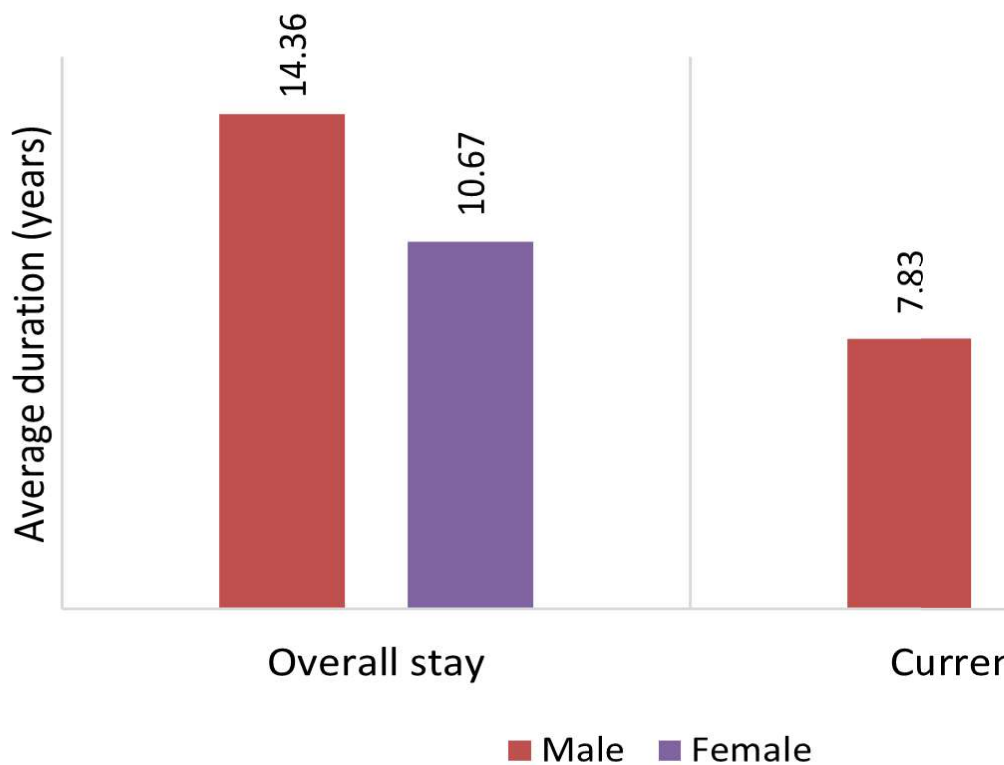
- Seventy-two per cent of the pavement dwellers migrated after taking the decision.
- More than half of the pavement dwellers thought they had sufficient information, mainly from neighbours (51 per cent) and family, about Dhaka before migration.
- However, more than 90 per cent of their post-migration experience showed they were ill-prepared for the migration, and that more information plays a crucial role in reality, for better living.
- About half of the pavement dwellers reported that the main reason for migration was that they earned something to carry on.
- In contrast, the initial challenge was accommodation in Dhaka, mainly by food problems (31 per cent), unemployment (27 per cent) and security (19 per cent).

# MIGRATION REALITY (CONTD.)



# LIVING CONDITIONS

## Duration of stay on pavements

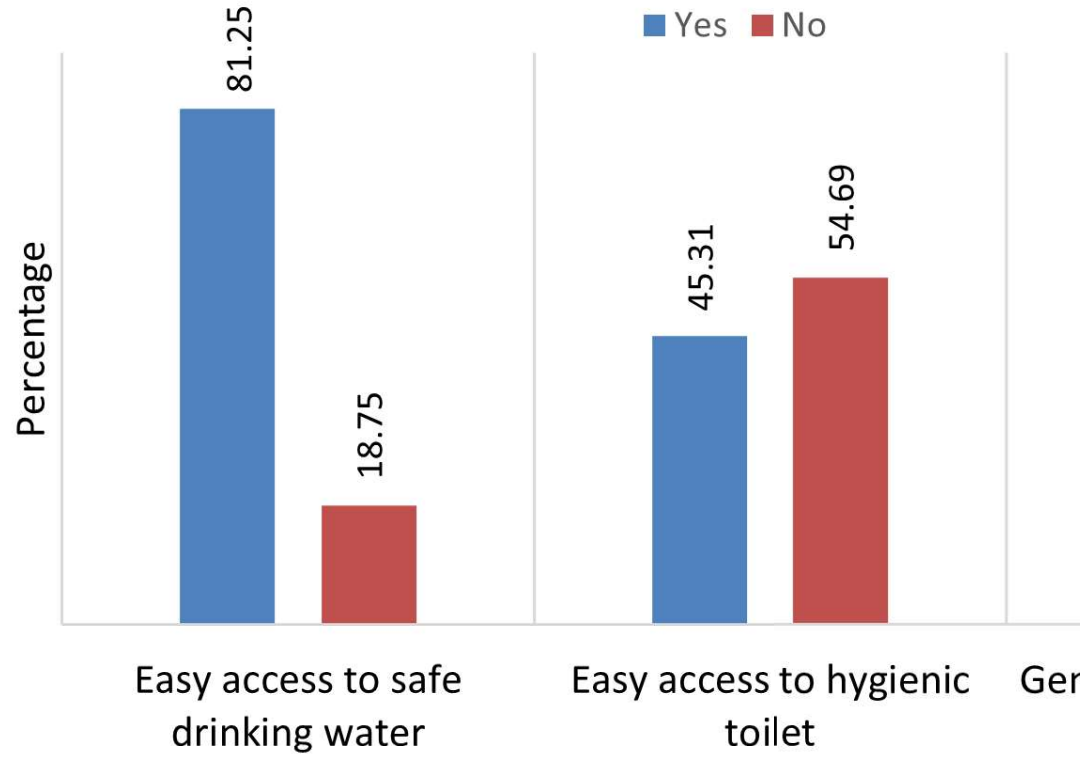


## LIVING CONDITIONS (CONTD.)

- Overall and current average duration of stay of males higher than that of females.
- More than **half** of the pavement dwellers never conforming to the fact that if not forced, **they in locations (Begum, 1993; 1997; 1999; Shil et al., 2013**
- Pavement dwellers identified **adverse weather a forces as major problems, followed by a lack of sec money, physical abuse, etc.)** and their surrounding e
- Almost **three-fourths of the pavement dwellers iden as the critical reason for not moving to a slum.**
- Though 81 per cent have safe drinking water, **55 free/easy access to a hygienic toilet.**
- Moreover, **40 per cent of the females faced gender-fewer work opportunities, physical abuse, sexual har**

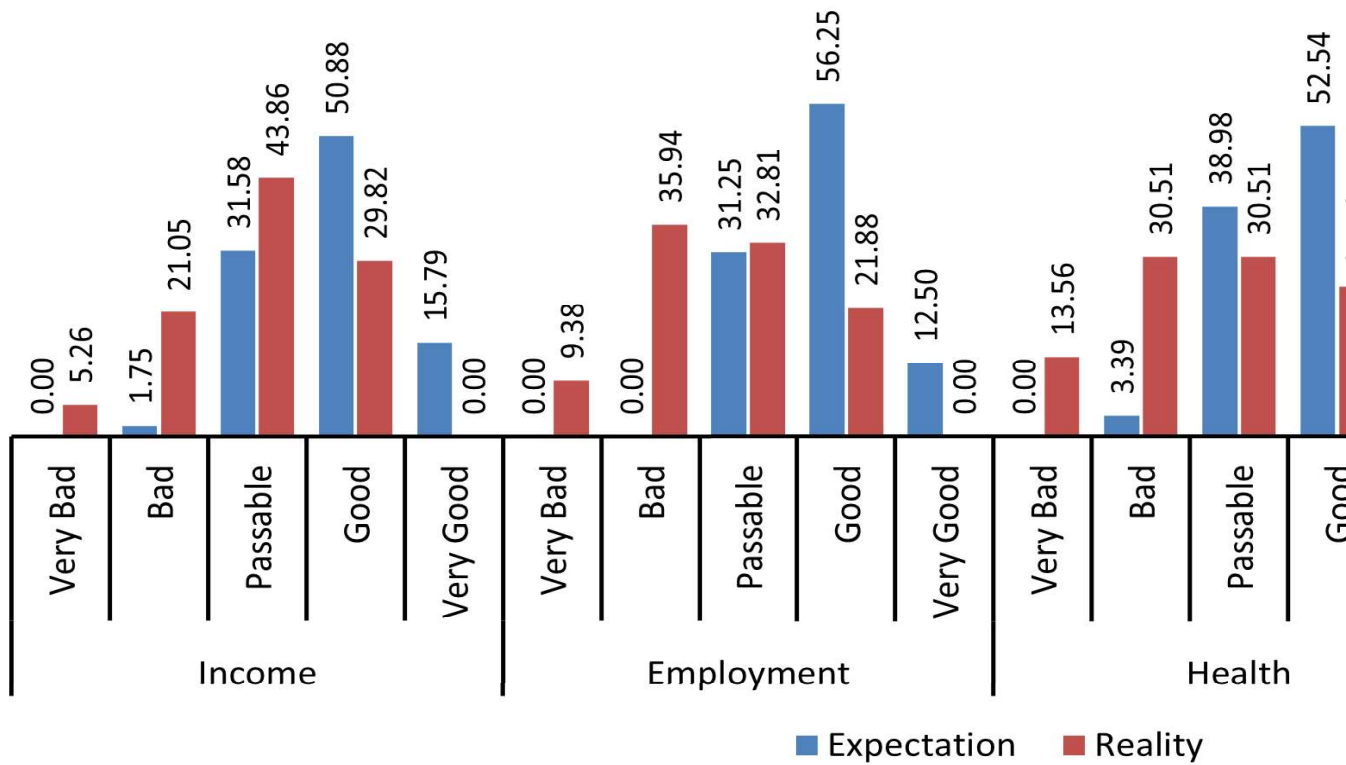


# EXPECTATION VS. REALITY

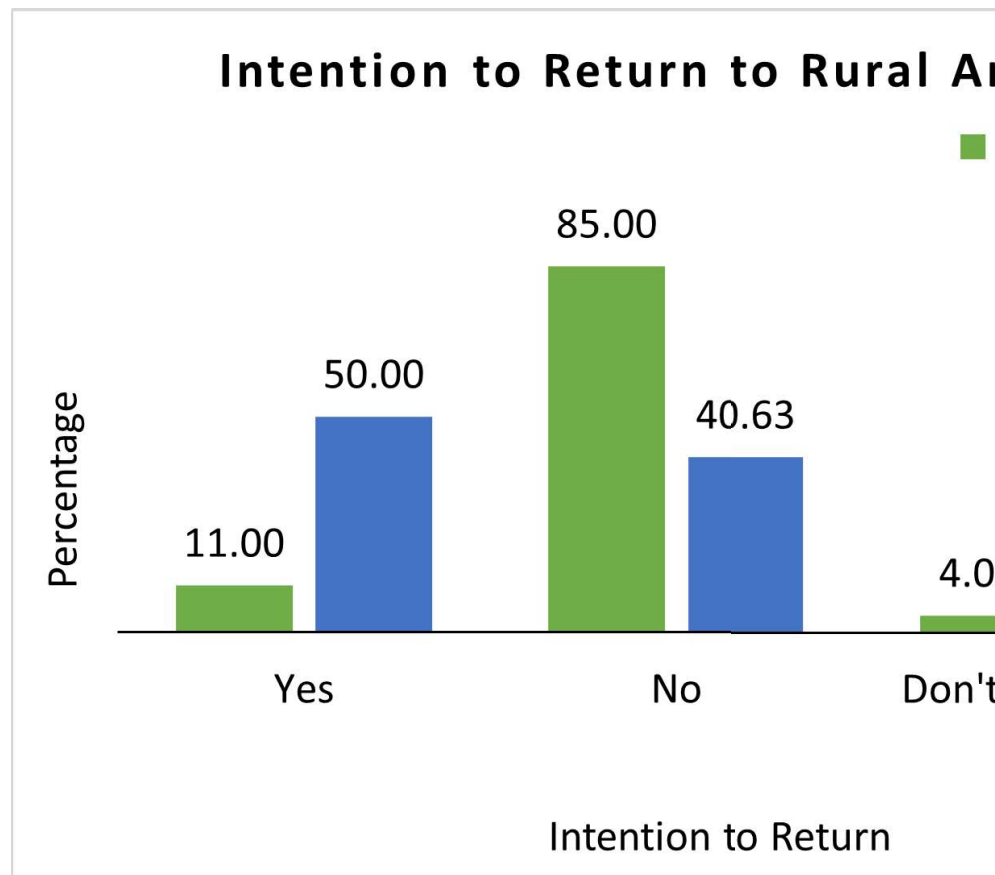


# EXPECTATION VS. REALITY (CONTD.)

Thematic view of expectations, unfulfilled



# EXPECTATION VS. REALITY (CONTD.)



## EXPECTATION VS. REALITY (CONTD.)

- Despite the painful reality, **half of the pavement dwellers in the city wished to return to their origin** at some point- many live with family (42 per cent).
- **Expectation-reality gaps for employment, health and housing findings of the 1993 study.** Expectation changed significantly for income, employment, health and housing. Before migration experience showed little change, compared to 1993.
- To sustain themselves in the city, pavement dwellers **rely on housing and employment support from the government.**
- Although each pavement dweller **knew about 4.5 per cent of them ever received any benefits** from the government, **only 18 per cent of them ever received any benefits** from the government.
- They indicated **a desire for SSNPs, which will at least provide employment/financial support if they are to return to their origin.**

# EXPECTATION VS. REALITY (CONTD.)

- **Commitment** to city life is significantly associated with a time gap between decision and migration and with expectations.
- In contrast, **fulfilment of overall expectations is lower with age group**, the behaviour of remitting money is a reason for migration.
- **Handicapped/chronically ill pavement dwellers are more committed to urban life than physically fit ones.**
- Those who migrated in less than one month after decision were three times more committed to city life.
- More than 97 per cent took their own decision to migrate, but half were disappointed. **Landless migrants increasingly have higher expectations** regarding income, employment, and housing, **remain unmet.**

# EXPECTATION VS. REALITY (CONTD.)

- Moreover, those who are **optimistic** about their expectations also tend to be **more (1.5 times) committed** to their expectations.
- **Middle-aged (36-59)** pavement dwellers were **dissatisfied** with the fulfilment of their expectations.
- Those who **migrated for economic reasons** were **more satisfied with the fulfilment of their expectations** than those who migrated for other reasons.
- Those who **remitted money to their home** felt **more satisfied** with their expectations.
- Policies for the poor, must necessarily, take into account the **heterogeneity of the underprivileged**, especially pavement dwellers.

# WHAT DOES THE GOVERNMENT

- As per the 8th Five Year Plan (P. 565) Government of MoLGRD&C) intends **to reduce the proportion of the slums, informal settlements or inadequate housing 33% in 2016 (base year).**
- As per the Perspective Plan 2021-2041 (P. 473 of 8F Bangladesh intends to **bring down the slum population**
- But how? Has there been a concrete work plan with laid down?

# CONCLUSION

- Study has been designed to give **helpful insight into D** **dwelling** phenomenon, to the relevant stakeholders-policy to amend this more than **half-century-old issue from the** **where contrasting evidence emerge, challenging the S** **Cities and Human Settlements Inclusive, Safe, Resilient, S**
- PD (s) are extremely **vulnerable health wise** and **inf** behavior further threaten their health. Their living condition and quantity of food intake, occupation and hygiene pr existence. Tune et.al., suggested that a **target-based cust** **services** with minimum or **no cost** can improve the urban the poorest.
- Evidence from 1993 (1999), focusing on the extent to **better off than pavement dwellers**, found a **significant experience (Begum 1993, 1997, 1999).**



## CONCLUSION (CONTD.)

- The survey of 2022 reveals that, compared to reasons have propelled rural poor to the city, but return shows appreciable increase – though all change considerably. It has underscored the need scale-up, govern, monitor and deliver benefits, especially poor and marginalized.
- Rural-focused safety protection, often offsets the According to (HIES) 2016, nationally, 34.5 per cent received benefits from SSNPs, compared to 10.6 per households (BBS, 2019). Moreover, 22 per cent of Dhaka division received benefits from SSNPs, where urban households received the same (BBS, 2019)- substantial portion of urban poor fall outside the s

## CONCLUSION (CONTD.)

- Female PDs' vulnerability is more: social mobility in employment is missing- physical (rough living and severe insecurity; adverse weather, financial problems, lack of opportunities and gender-specific challenges (VAW) previously separated and staying in the same place for 6 to 7 years, sheltered, employed, fed, allowance etc. as their numbers must be dynamic, to address this group.
- Anonymity of city makes them invisible within the urban services are not forthcoming; it impinges on their capabilities, earn a livelihood and retain rights as citizens.
- Tackle with Public-private linkage; CSR etc.;
- **Majority**, 78.13 % agreed that: "Migration is a common phenomenon in another region, based upon expectations, arising from the existence of benefits in the area of destination"(Beynon, 2000). In the analysis, it was found that two-thirds of those who confirmed the hypothesis, had migrated due to social and psychological

# THANK YOU

To learn more, please refer

"Destination Dhaka-Urban Migration: Expectations

University Press Limited

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