



## **Delineation Of Rural-Urban Fringe – A Case Study Of Srinagar City, India**

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### ***Abstract:***

*The Srinagar city is the largest urban centre in terms of areal coverage and population size and is experiencing the highest growth rates among all Himalayan urban centers. The massive Urbanization is result of a rapid population increase caused by natural growth and mass migration from rural to urban areas in search of better living and employment opportunities and also due to merger of several villages as a result of spatial expansion of the city from time to time. The present study of Fringe delineation was carried out by analyzing various socio-economic indicators of urban importance. Land use, though the vital indicator of fringe delineation was ignored due to the merger of vast tracts of agricultural and vacant land in the city limits. The study reveals that there is a negative correlation between the distance from the main city and the different socio-economic variables in the fringe area. The study also highlighted that the urban growth of the city has direct impact on socio-economic and demographic structure of its fringe area.*

***Keywords:*** Urbanization, Fringe, delineation, Socio-economic, Demography.

### Study Area

Srinagar, the largest among all the Himalayan urban centers is located in the heart of Kashmir valley. The city along with its Rural Urban Fringe is located between the coordinates 33°53'49"N - 34°17'14"N and 74°36'16"E- 75°01'26"E (Fig. 1.1). The rapid sprawl of the city outside its political boundaries and beyond its real physical-cultural domain possessed several attendant problems. It is situated at an altitude of 5200 feet above mean sea level and spreads over in the midst of an oval shaped valley of Kashmir. The Fringe of the city is encircled by the natural wall of mountains (the sub mountain branches of the pir panjal range) whose height varies from 1800 to 4300 meters above mean sea level. The rural-urban fringe of the city covers an area of 790.31 km<sup>2</sup> with a population of 931282 persons (2011, projected). The rural-urban fringe (RUF) of the city covers a vast area of Jhelum valley floor characterized by gentle undulating topography, while the south-west and southern peripheries have presence of elevated lands known as kerawas, which occupy large areas in the tehsils of Budgam, Chadura, Pampore and Pulwama. The area suitable for development in the north is limited to the north-west and the south while the eastern extension is limited to the present municipal limits, as the physical extension of the settlements in this area is hindered by Zabarwan hills.

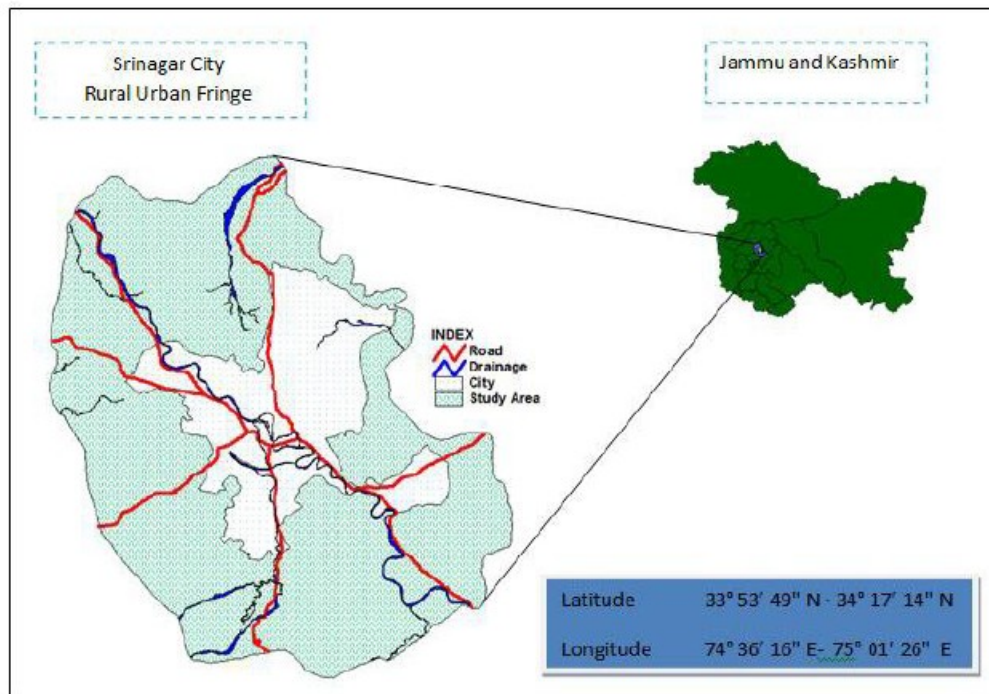


Fig. 1.1

Source: Generated from SOI topo sheets -1971

**Introduction**

The modern age is one of rapid growth of urbanization consequent upon transport development. The fringe of an urban complex forms a pattern depending upon the physiography and transportation facilities of the area. The emergence of the fringe zone with its complex problems of adjustment between rural and urban ways of life has assumed great topical importance and has drawn attention of planners and social scientists. Yet the study of the urban fringe has been a neglected area of human research. Even in the developed countries a few studies have been undertaken in this regard through this developmental phase of urban morphology was experienced there in the very beginning of the present century. Fringe studies have not received much attention among Indians either from geographers or from scholars in any of the other disciplines. Hence, we have one of the major gaps in geographical research in this area of urban studies.

The rapid sprawl of the modern city outside its political boundaries and beyond its real physical-cultural domain possesses several attendant problems (Christaller, 1933). Many research workers in social sciences such as urban geographers, sociologists, land economists, local urban government; regional planners and others talk about the rural-urban fringe but none has attempted to solve its real problems. The fringe zone has been neglected by everyone mainly because it is transitional as well as controversial in nature. Wehrwein (1942) has drawn attention to this fact by asserting that the students of agricultural and land problems stop when they come to 'city land' and urban land economists and planners usually stay away within the city limits, unless they are studying the region and making regions plans. The most important problem is to precisely delimit the rural-urban fringe area. Queen and Carpenter (1953) have studied area within the SMA which is outside the urbanized area (equivalent of the Melbourne Statistical Division minus the Melbourne Metropolitan Area of the 1966 Census.) Similarly, Duncan and Reiss (1956) have used the category of non-suburban population of territory in urbanized area outside Chicago City. Zimmer and Hawley (1956), Martin (1973), Rohrer and Hirzel (1957), Golledge (1960), Reinemann (1960), Andrews and Eshlemann (1963 a,b), Pahl (1965), Goldsmith and Lee (1966), and Johnson (2003), are other authors who have delineated their study area by Census or administrative areal units.

Wehrwein (1942) has taken the metropolitan city with a maximum density of 150 inhabitants per square mile around the city of Indianapolis for demarcating the fringe.



Blizzard and Anderson (1952) have emphasized on agricultural land use and decrease in city utility service. Smith's (1937) idea of continuous built-up area for fringe delimitation is not justified as some cities may not have continuously built-up area within the town, and in such cases the consideration of continuity beyond the city limit for the fringe area is not proper.

Pryor (1969) has divided the fringe into rural and urban fringe and has suggested the upper and the lower rates of increase in population (residential, industrial, commercial and commuters) which were quite vague. The words higher and lower are relative terms which differ from person to person and from area to area. His study is based on questionnaires filled by the residents of the adjacent area through the post office. It is possible that some questions may not be understood and for others true answers may not be given due to certain social and personal reasons. He has arbitrarily taken an area five miles radius from Melbourne CBD to mail the questionnaires and has failed to consider physical and cultural factors. Pryor has not given thought to the lines of transport along which the fringe belt is bound to fluctuate. Although he has considered 'farm land' as a factor, he has not examined whether the land is good for crops or vegetables, and whether the area supplies vegetables and milk to the parent city or not. Pryor (1969) in another paper has concluded that the rural-urban fringe is characterized by the incomplete network of utility services; an inadequate network of public transport, a relatively high car-ownership ratio; and that the majority of the work places and retail purchases of residents of the fringe will be in the urban place itself. He has assumed that the above characteristics in the fringe area are natural. Some of these conclusions do not appear to be valid in the Indian context. For example, a high ratio of cars will be possible only when the fringe area is fully developed in a planned way. A planned fringe area may, therefore, become a part of the town itself, in which case it will no longer be a fringe zone. However, it may be applicable to large metropolitan centres or industrial and mining towns, where the people may try to escape the noise and traffic of the city centre. Similarly, while the inadequacy of transport and utility services in the fringe zone is understandable, the question is one of degree and not of absolute number, for in many Indian cities, these are inadequate in most parts of the city itself. A question of degree also arises in the case of the commuting population and when the transport network is poor, the residents of the fringe zone may rely on the city proper for the purchase of higher order goods only. As a matter of fact, the percentage of commuters in India for work, recreation and medical services is appreciably higher than for retail purchases.

As the fringe is a bridge between the rural area on the one side and urban centre on the other, all the characteristics of urbanity and ruralism are medium in the fringe area. These characteristics are travel time, urban habits, land value, public utility services, commuting population, non-agricultural activities, population density, primary activities, built-up area and sex ratio, literacy rate and agricultural activities, etc. the characteristics may vary from town to town. But if all factors are considered together with suitable weightages according to their relative importance, the resulting index values are likely to be a reasonable guideline for fringe demarcation.

An important problem in the rural-urban fringe area is the problem of land use. The pattern of land use in the area is dynamic and changes from rural land use to urban land use over short periods of time and distance. A shift from non-residential land to residential use and food crop land to cash crop land is some of the important changes. The resultant pattern is complex and its real value is difficult to assess. Scattered settlements, vacant land, small proportion of farm workers and the return from the land are some of the important associated considerations; all these factors are guided by location.

#### **Methodology for the Delineation of Rural Urban Fringe**

It is evident from the various studies carried out at global and national levels from time to time that there are some common factors which may be taken as the indicators of the urban influence on the surrounding countryside. It would be a rather wise step to decide first those indices or determinants. At the same time it is not advisable to delimit the urban fringes of Indian cities on the basis of the criterion suggested for fast growing urban centers of the west, as the land use structure of the Indian cities is highly a mixed one as compared to western urban centres. The basic factors to delimit the fringe region are concerned with land use influx, mixed rural-urban functions, interaction with the main city, socio-economic development, and availability of population. However, besides analyzing each and every structural and functional characteristic in delineating the rural-urban fringe, at least preparation of three maps of the same size, showing the Population density, literacy and occupational pattern of the population are deemed to be helpful. In addition, personal observations in the field would go a long way in fixing the 'territorial extent' of the tentative fringe upon which the said factors could be analyzed. Based upon personal investigations into the field, the possibility of further growth of the city towards different directions outside the present limit has been assumed which was

considered a tentative limit of Rural-Urban fringe. Further, the following determinants have taken into consideration to delimit the fringe of Srinagar city.

Density of population of the selected villages.

Ratio of non-agricultural workers to total workers.

Ratio of literates of the selected villages.

After analyzing the above parameters of the selected villages, it was found the villages having value in particular determinant average +1SD value of rural valley have been included in the peripheral areas of Rural-Urban Fringe. Further, villages having mean+1 SD to +3SD's value are termed as secondary fringe while villages having value more than this have been classified as primary fringe as they show a higher degree of urban character.

A number of statistical tools were also employed for the analysis of data in order to derive the meaningful inferences. Correlation analysis was used to measure the impact of urban influence on various socioeconomic variables. Following regression equation was used to determine the degree of change of various socio-economic and demographic variables with urbanization.

$$Y = a + b(x)$$

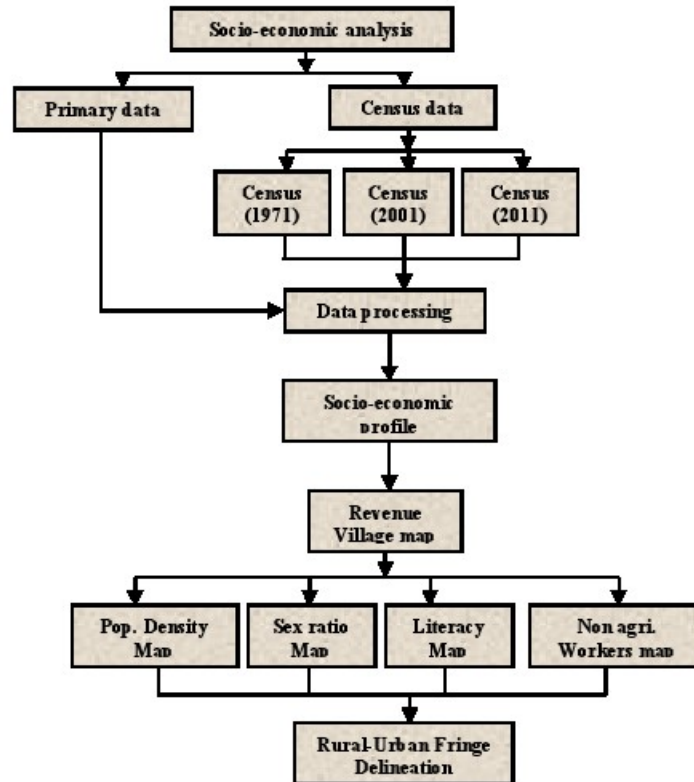
The population projections were worked out with the help of the following equation;

$$Y = A.B^x$$

The log form of the above equation is as;

$$\log Y = \log A + x \log B$$





*Flow Diagram showing Methodology of Fringe Delineation*

Besides the above mentioned indices, there are a number of other variables which may be used for the delimitation of rural-urban fringe, but for a many of reasons the above mentioned variables have been selected. It should be made clear that the city is situated in a mountainous region, therefore minimizing the chances of even expansion. The city has distinct socio-economic and cultural characteristics. The population outside the municipal limits resides on the slopes of the valley. The urban influence of Srinagar on its surrounding hinterland minimizes from summer to winter seasons, as winters in the valley are chilly. Therefore, for the suitability of study, the above mentioned indicators have been selected for the delimitation of rural-urban fringe.

### **Results and discussions**

Based upon the land use analysis and personal investigation in the field, the possibility of future expansion of the city towards different directions outside the present limits have

been treated for the analysis of socio-economic and demographic variables for delineation of boundary of rural-urban fringe.

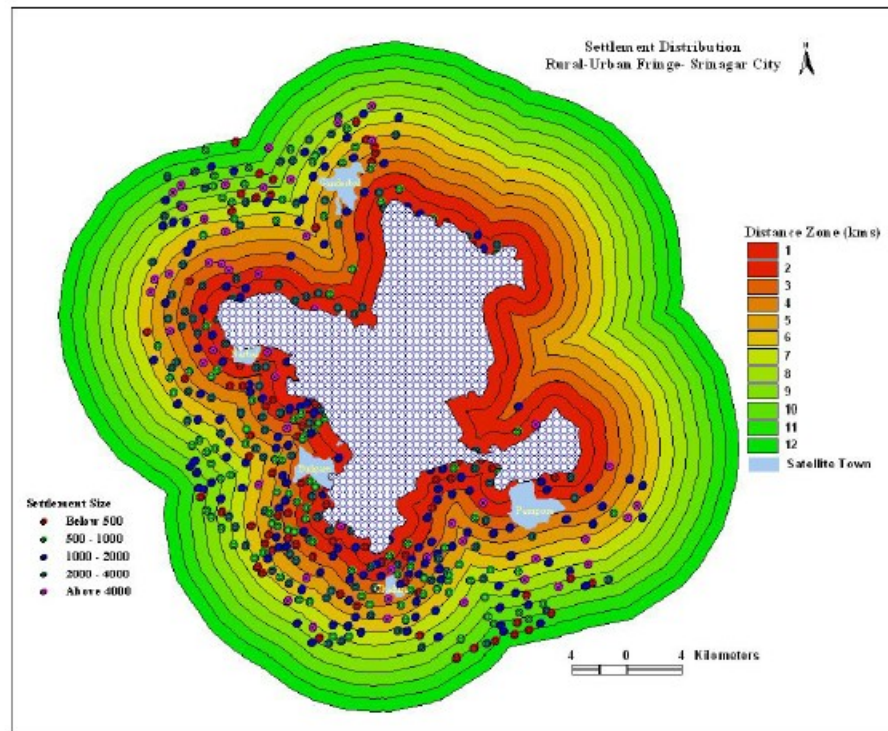


Fig. 1.2

Source: Census 2001 and 2011

As reflected in fig. 1.2, the delineated rural-urban fringe of Srinagar city comprises of 486 villages with an areal expanse of twelve kilometers from the municipal limits. It would be unscientific and laborious too to consider a village as a basic unit for fringe delineation. Therefore, twelve buffers (Distance zones) of one kilometer each in radius were generated and different land use and socio economic parameters of the said zones were evaluated. From the perusal of table 1.1, shows the co-efficient of correlation( $r$ ) between the variables of *settlement number* and *distance from the City limits* were calculated which is close to  $-1(-0.97)$  therefore, showing perfect inverse relation between the two as shown in Figure 1.2a. The perfect negative correlation is further depicted through regression (Fig. 1.2b) plot showing that the data points lie very close to the line of best fit. This highlights the fact that as we move away from the limits the number of settlements decreases in linear pattern.



S.No.	Fringe Zone	Zone (Distance from city limits)	No. of Settlements	Population (2001)	Population (2011)
1.	INNER FRINGE	Up to 1 km	76	107553	155210
2.		1-2 km	61	83100	115357
3.		2-3 km	57	79729	112539
4.		3-4 km	57	71711	99633
5.		4-5 km	49	64425	98157
6.		5-6 km	47	61442	88028
7.	OUTER FRINGE	6-7 km	42	59866	85466
8.		7-8 km	41	53730	78806
9.		8-9 km	24	23461	33613
10.		9-10 km	17	16968	24310
11.		10-11 km	15	16273	23314
12.		11-12 km	14	11761	16850
13.	Total		486	650019	931283

Table 1.1: Rural-Urban Fringe- Settlement and population Distribution  
 Source: Generated from SOI topo sheets 1971, Cartosat – I 2009, Census of India 2001, 2011\*(projected)

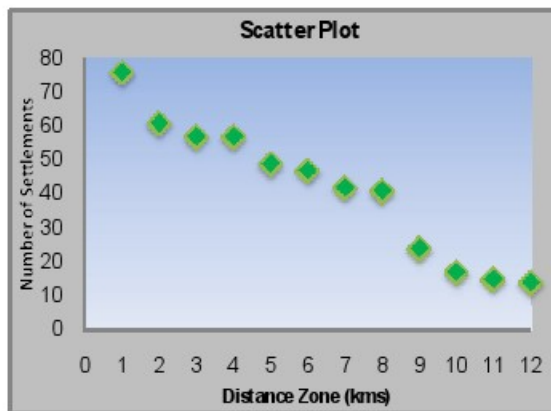


Fig. 1.2a

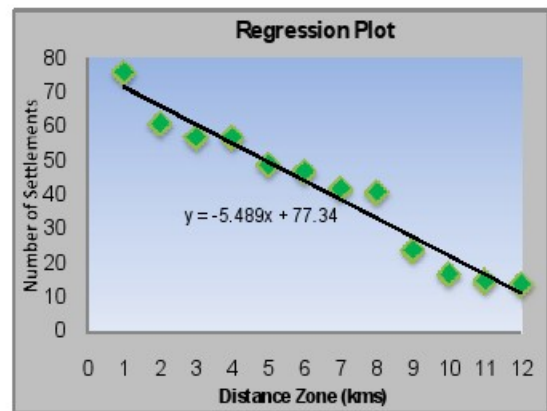


Fig. 1.2b

The table 1.2 highlights the fact that there is discernible influence of city over its periphery and the influence decreases away from the city limits. The analysis also reveals that the impact of satellite towns around the city like, Budgam, Ganderbal, Pampore, Narbal and Pulwama on their adjacent villages. There is no possibility of physical expansion of the city in the eastern direction because of presence of physical

barrier in the form of Zabarwan Hills therefore, the extension of built-up area along Boulevard which runs in this direction, is negligible. The existence of a military cantonment lying in the south-east of city acts as a strong cultural barrier for the physical expansion of the urban centre. Similarly, the expansion of the city in the north-western direction is restricted because of the presence of water logging areas and wetlands of Anchar, Shalbug, Hokarsar, Narkur, etc.

All these factors have resulted in the expansion of city mainly south-west and south-east direction directions especially along the bypass of national highway. During past couple of decades this zone has emerged as the fastest growing area of the city and the central business district (CBD) is in a gradual shift towards this area as most of the newly introduced economic and commercial activities are concentrated in this zone.

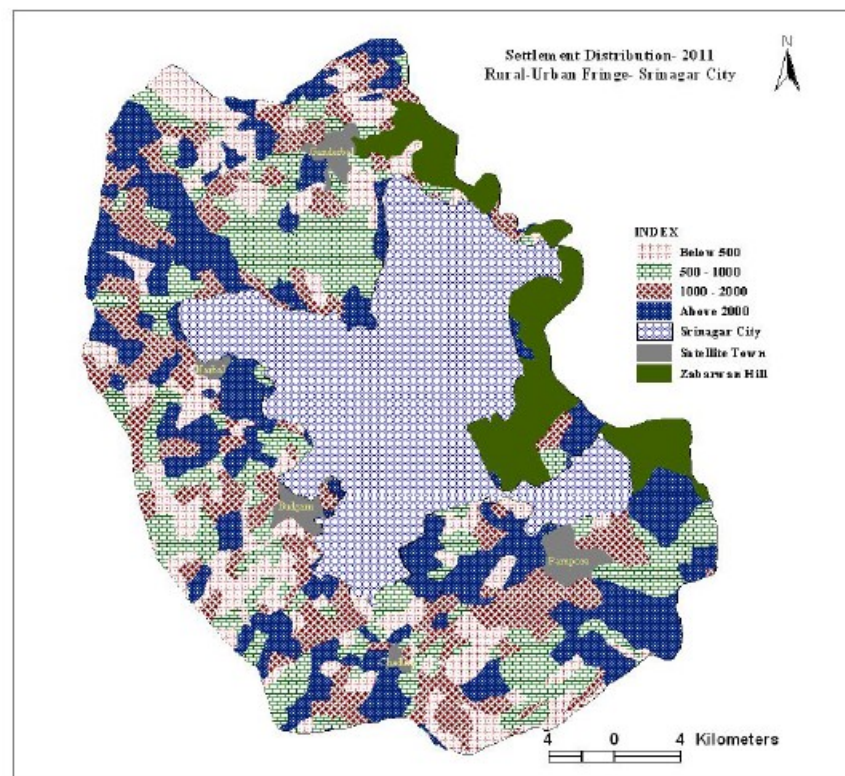


Fig. 1.3

Source: Generated from Census of India 2001 and 2011 (projected)

### Occupational Variables:

#### *Ratio of Non-Agricultural Workers*

One of the important attributes on which the impact of a city may be markedly discernible is the occupational structure of the villages. The settlements in the vicinity of the cities seem to be changing their character more conspicuously than those situated

away from it. In fact, a high percentage of non-agricultural workers in the working force of the rural area is an approximate measure of the urban influence. This particular group is composed of the person engaged in household and manufacturing industry, construction, trade and commerce, transport, storage and communication and in other services. These people live in areas within the orbit of cities which are classified as rural but they are not engaged in farming.

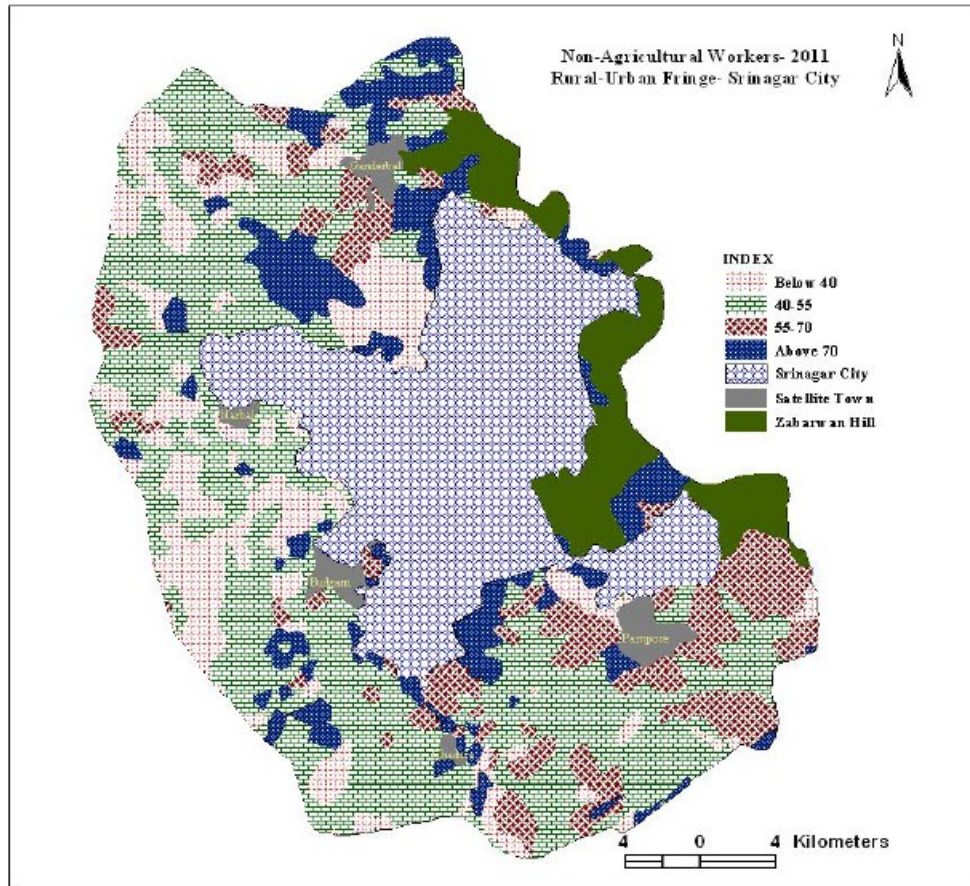


Fig. 1.4

Source: Generated from Census of India 2001 and 2011 (projected)



Sl. No.	Fringe Zone	Zone (Distance from city limits)	Population (2001)	Percentage of Non Agri. Population
1.	INNER FRINGE	Up to 1 km	107553	61.31
2.		1-2 km	83100	59.04
3.		2-3 km	59866	55.4
4.		3-4 km	61442	54.76
5.		4-5 km	64425	51.15
6.		5-6 km	79729	50.69
7.	OUTER FRINGE	6-7 km	53730	49.53
8.		7-8 km	71711	48.76
9.		8-9 km	23461	46.57
10.		9-10 km	16968	44.63
11.		10-11 km	16273	43.6
12.		11-12 km	11761	38.43

Table 1.2: Rural-Urban Fringe -Non Agricultural population  
Source: Census of India 2001 and 2011 (projected)

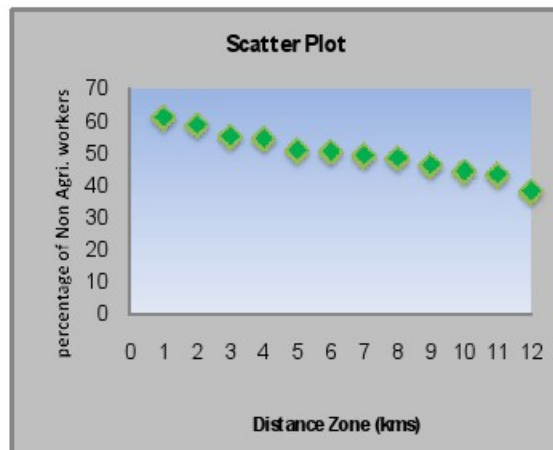


Fig. 1.5a

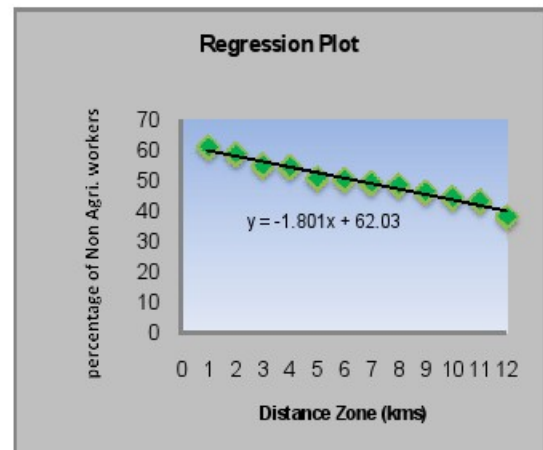


Fig. 1.5b

The mean percentage of workers engaged in non-agricultural occupations to total workers for rural Kashmir in which the city exists is 38 percent (census of India, 2001). Therefore, Villages with average +1 SD are taken as peripheral areas of rural-urban fringe. Further, villages having mean +1 to +3SD's are taken as inner or urban fringe, as they show a higher degree of urban character. For Srinagar outer fringe the percentage of non-agricultural workers is as 50.2 (mean+ 1SD). Therefore villages with 38 percent to 50.2 percent of non agricultural workers have been included in outer fringe of the city.

However, villages with these activities falling in value in between average +1 SD to 3SD's have been considered as inner or urban fringe of the city.

From the perusal of table 1.2 the co-efficient of correlation ( $r$ ) between the variables of distance zones and non agricultural workers were evaluated which is equal to -0.98, showing perfect negative correlation which is revealed in scatter plot (Fig. 1.5a) showing inverse relation between the variables plotted and is further substantiated by the regression plot (Fig. 1.5b) showing corresponding decrease in percentage of non agricultural workers with increasing distance from the city limits. This could be attributed to the fact that fast rates of land transformation in the immediate distance zones of the city results in large scale encroachment in agriculture and wetlands. The work force previously engaged in agriculture and other forms of primary activities are forced to engage themselves in industrial and service sectors which are primarily in response to the demands of the urban dwellers.

#### *Demographic Variables*

The following determinants have been selected from the demographic structure to delimit the rural-urban fringe of Srinagar city.

#### *Density of Population*

The density of population is a fairly good indicator of the measurement of the influence of the city. The rural population, both skilled and unskilled is pushed into the city for employment, education and other utility services but cannot afford to pay for high rent and is supposed to reside in the periphery at a commutable distance.

The population density, therefore in the surrounding villages of the city gets increased. The mean rural density of the region is 352 persons per km<sup>2</sup> (census of India, 2001). Further, Villages under study are showing heterogeneity so far as their population density is concerned due to which the standard deviation is as high as 331. The villages with average +1 SD are taken as peripheral areas of rural-urban fringe. Further, villages having mean +1 to +3SD's are taken as inner or urban fringe, as they show a higher degree of urban character.

From table 1.3, it is clear that there is perfect negative correlation ( $r = -0.96$ ) between distance from the city and population density which is shown with the help of scatter diagram in figure 1.6a. Furthermore, regression plot (fig. 1.6b) shows that there is almost

corresponding decrease in population density (persons/km<sup>2</sup>) with increasing distance from city limits.

Sl. No.	Fringe Zone	Zone (Distance from city limits)	No. of villages	Population (2001)	Population density (2001)
1.	INNER FRINGE	Up to 1 km	76	107553	1244
2.		1-2 km	61	83100	1061
3.		2-3 km	57	59866	1024
4.		3-4 km	57	61442	1018
5.		4-5 km	49	64425	1012
6.		5-6 km	47	79729	925
7.		6-7 km	42	53730	922
8.	OUTER FRINGE	7-8 km	41	71711	683
9.		8-9 km	24	23461	675
10.		9-10 km	17	16968	658
11.		10-11 km	15	16273	608
12.		11-12 km	14	4761	581

*Table 1.3: Rural-Urban Fringe -Population Density Zones  
Source: Census of India, 2001 and 2011(projected)*



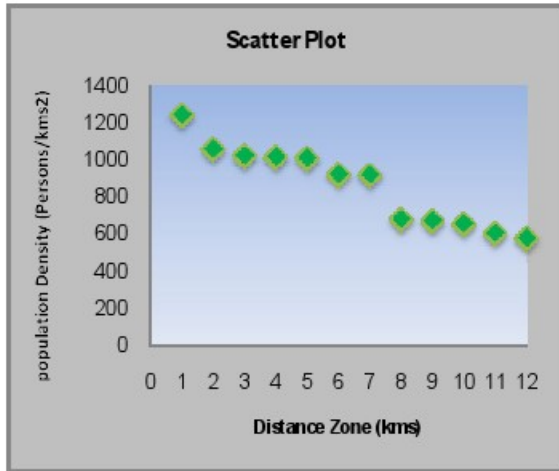


Fig. 1.6a

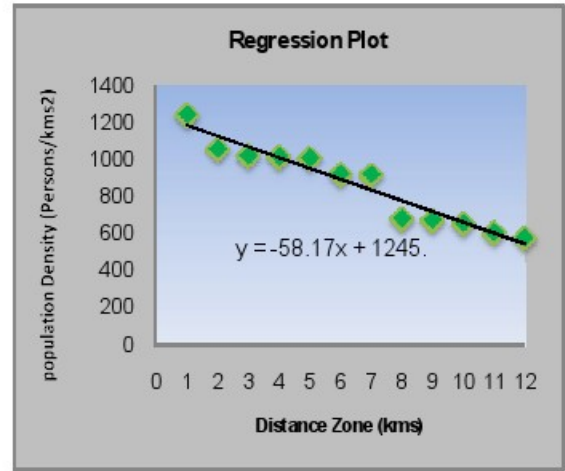


Fig. 1.6b

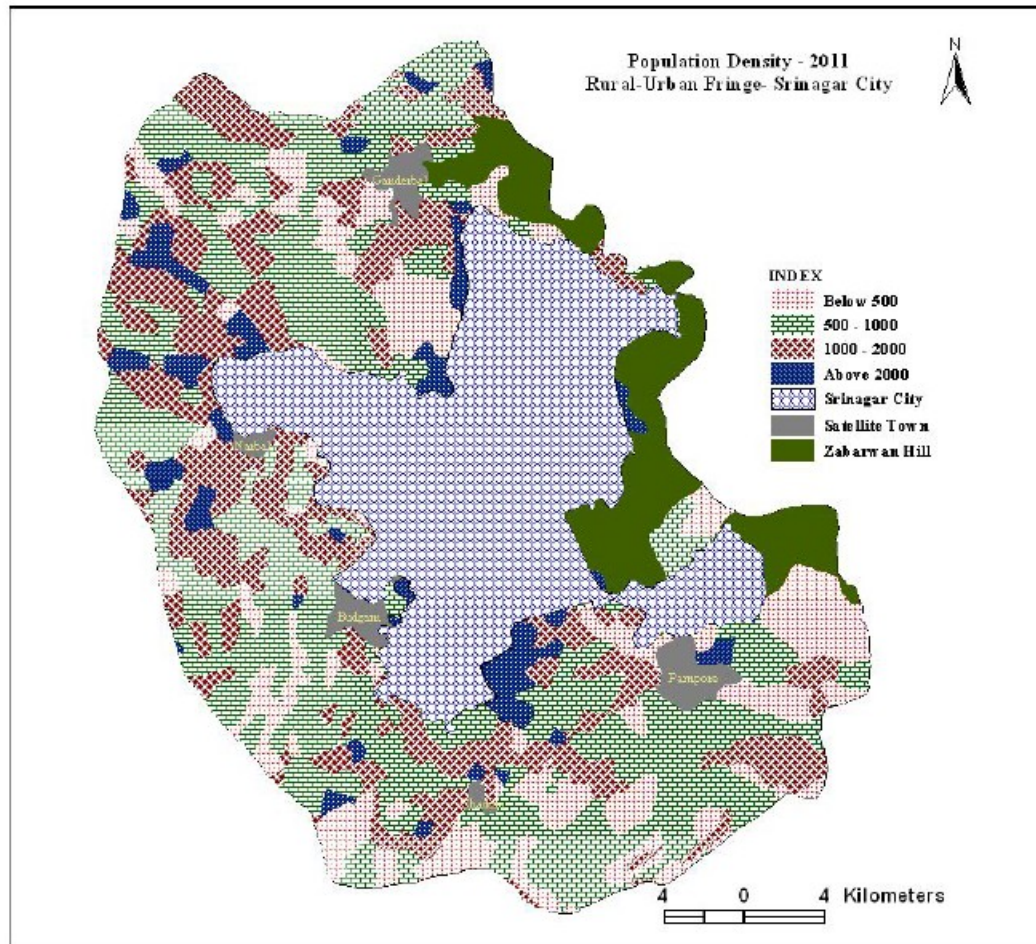


Fig. 1.7

Source: Generated from Census of India, 2001 and 2011 (projected)

### Literacy

The pattern of literacy has shown a similar trend, it has registered a decrease with increase in distance from city. The rural literacy of Kashmir valley is 35.8 percent (census 2001), and the zones of villages showing literacy more than the rural literacy are included in the fringe of the city. The Villages with average +1 SD of literacy are taken as peripheral areas of rural- urban fringe. Further, villages having mean +1 to +3SD's are taken as inner or urban fringe, as they show a higher degree of urban character. The literacy rate of Srinagar outer fringe is taken as 40.05 percent (mean+1SD). Therefore, villages with literacy ranging from 35.8 to 40.05 percent have been included in outer fringe of the city. However, villages with these activities falling in value in between average +1 SD to +3 SD's are considered as inner or urban fringe of the city as they show a higher degree of urban character.

S.No	Fringe Zone	Zone (Distance from city limits)	Population literate	Population (2001)	Literacy Rate (2001)
1.	INNER FRINGE	Up to 1 km	39073	107553	42.64
2.		1-2 km	29491	83100	42.11
3.		2-3 km	21950	59866	41.68
4.		3-4 km	22562	61442	40.78
5.		4-5 km	23023	64425	40.21
6.		5-6 km	28648	79729	40.11
7.	OUTER FRINGE	6-7 km	18480	53730	38.98
8.		7-8 km	26542	71711	37.69
9.		8-9 km	7478	23461	36.90
10.		9-10 km	5031	16968	36.10
11.		10-11 km	6345	16273	36.08
12.		11-12 km	3331	11761	35.83

Table 1.4: Rural-Urban Fringe -Literacy Rate

Source: Census of India, 2001 and 2011(projected)

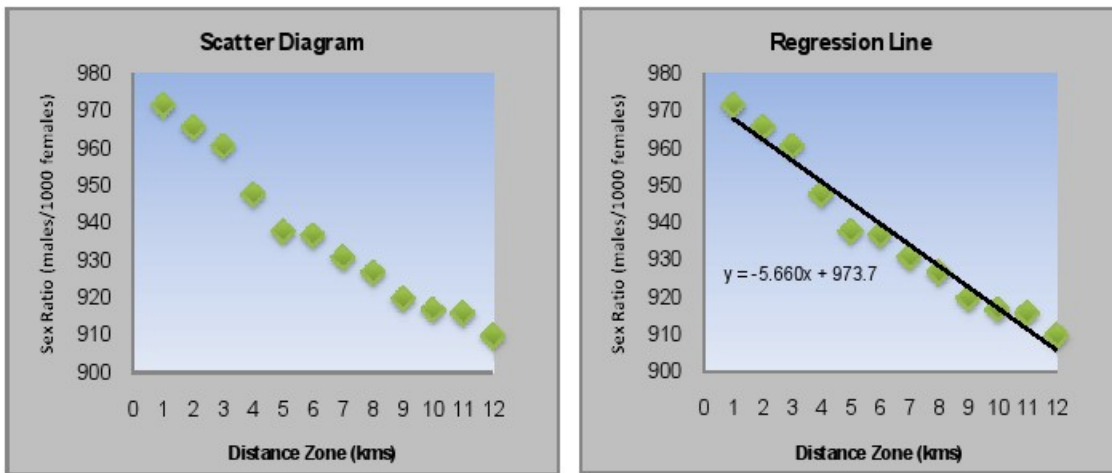


Fig. 1.8a

1.8b

From the perusal of table 1.4, it is evident that the literacy rate is decreasing away from the city limits. The co-efficient of correlation (r) between the two variables is -0.98, showing high degree of negative correlation which is shown with the help of a scatter plot as figure 1.8a. Furthermore, trend line is drawn as shown in figure 1.8b which suggests that literacy rate is decreasing in linear pattern as we move away from city.

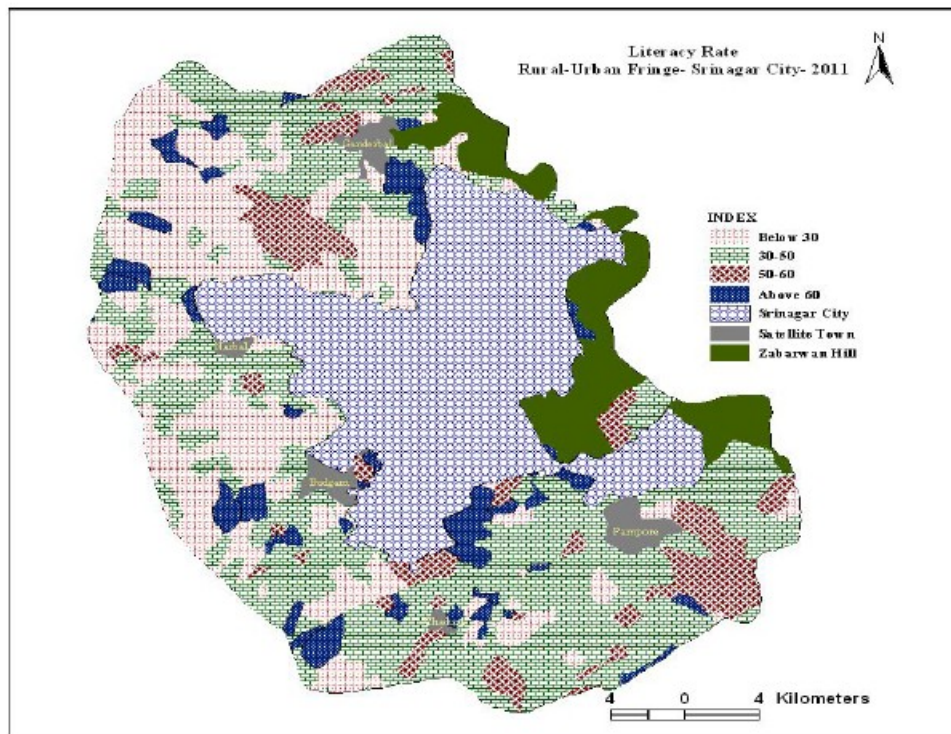


Fig. 1.9

Source: Census of India 2001 and 2011(projected)



**Conclusions**

Srinagar city occupies the central position in the valley and has enjoyed the urban primacy in the region throughout its existence. The city is the largest urban centre in terms of areal coverage and population size and is experiencing the highest growth rates among all Himalayan urban centers. During the last century the city has grown 23.4 times in terms of spatial coverage and eight fold in population size. The massive Urbanization is result of a rapid population increase caused by natural growth and mass migration from rural to urban areas in search of better living and employment opportunities and also due to merger of several villages as a result of spatial expansion of the city from time to time. The urban growth of the city has direct impact on socio-economic and demographic structure as these are showing drastic amount of change during the last 40 years of study.

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## **Re-Designing Street Trading in a Mega-City: An Innovative Approach**

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**Abstract:** *This article has attempted a redesigning of street trading in a mega-city using an Innovative Approach. To many people street trading which can be classified as an informal sector activity has always constituted a menace to the government, environmentalists and the public. However, taking a retrospect street trading has been discovered to belong to the informal sector of the economy and a contributor to a nation's economic growth and GDP. It is also a source of employment in many urban centres especially for migrants from the rural areas who have no employable skills to gain employment in urban centres. The activities of street trading cut across sexes as both male and female are involved with children not being left out making most of the entrepreneurs. Street trading has always been a problem to the generality of the people as some get knocked down by traffic, some get kidnapped, raped and also they constitute a nuisance to the environment etc. It is as a result of the problems created by street trading that inspired this article to take a new approach at redesigning street trading using a synthesized model of Top-Down, Bottom-Up approach that involved all stakeholders in street trading, thereby giving them a voice in their affairs.*

**Keyword:** *Street trading, Mega-city, Stakeholders, Bottom-up, Top-Down*