



## Socio-Economic Disruptions of Road Expansion Projects: A Case Study of Informal Traders along the Adenta-Oyibi Highway in Ghana

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### Abstract

Urban road expansion projects are a necessary part of transportation infrastructure development but always carry unforeseen socio-economic effects, particularly on street hawkers. In this study, the socio-economic eviction of the Adenta-Oyibi freeway expansion project on street hawkers who earn their livelihood through roadside trading was investigated. Under a qualitative study design, information was collected through in-depth interviews and questionnaires from evicted vendors. The findings revealed that the majority of the traders had displacement, loss of earnings, and other economic issues as a result of inadequate customer flow. The majority of the traders, being women, were disproportionately affected with increased vulnerability to harassment and abuse. Relocation also resulted in increased business costs, psychological distress, and coping strategies in the form of bribery and street vending. The environmental impacts were also observed, with areas of illegal vending being littered due to the absence of proper sanitation facilities. It was such research that promoted in-depth urban planning with emphasis on sustenance among informal traders. The policymakers should also incorporate resettlement strategies and stakeholders' participation in evading adverse impacts of road upgrading on vulnerable groups.

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### Introduction

Urban freeway plans are usually undertaken to increase mobility, reduce congestion, and promote economic development. Such plans displace individuals' way of living and business entities that are conducting operations along impacted roads (Butler *et al.* 2020) <sup>[10]</sup>. In Ghana, as informal trading makes up a significant portion of the urban economy, road widening displaces traders who employ roadside spaces for their everyday livelihood. The construction of the Adenta-Oyibi road is one such step, where one worries about the socio-economic effect on informal traders who have dominated the road over the years.

The informal economy generates more than 80% of the employment in Ghana (International Labour Organization, 2020). To many individuals, particularly the poor and women, roadside trading and street vending are a means of livelihood for them without being officially qualified for formal employment opportunities (Nyame, 2018) <sup>[21]</sup>. Nevertheless, the urban development endeavours like road expansion have a propensity to evict the traders without alternative trading places, hence causing economic insecurity and even heightened vulnerability (Amoah & Manteaw, 2021) <sup>[4]</sup>.

The Adenta-Oyibi road, one of Ghana's key transport corridors that link Accra to the eastern side of Ghana, has been being widened to provide for the growing vehicular capacity. While the exercise is intended to enhance the efficiency of transport, the exercise has involved a number of the street vendors being moved from their daily business and revenue. There have been numerous traders who have had no choice but to look for alternative areas of trade, in the majority of instances which have led them to look for unseen and less profitable areas of trade (Oppong & Asiedu, 2019) <sup>[22]</sup>.

Additionally, lack of proper stakeholders' participation in urban planning contributes to economic and social distress suffered by victims (Afenyo & Osei, 2022) <sup>[3]</sup>.

This study aims to examine socio-economic dislocation caused by upgrading the Adenta-Oyibi highway on informal business operators. Specifically, it will determine the extent of displacement, coping strategy of displaced operators, and overall economic impact of such infrastructural development. Through such documentation, the study aims to construct policy rhetoric on urban development that is inclusive to balance infrastructural expansion with livelihoods of operators within the informal economy.

### Literature Review

Urban freeway development projects are commonly proposed as economic development, traffic decongestion, and mobility promotion. Studies have, however, proven that the projects may have undesirable socio-economic effects, particularly on informal traders whose livelihood is from roadside spaces (Amoah & Manteaw, 2021) <sup>[4]</sup>. The review covers key elements of road development and its contribution to informal traders using case studies in Ghana and other nations.

### Theoretical Review to the Study

The researcher used Häuberer's (2011) Social Capital Theory. The theory quantifies the manner in which the social relationships and networks affect people's access to resources, support, and information. Using the theory to explain road expansion and informal traders, the theory presents the manner in which the project affects the social ties of the traders. In various ways, the road expansion might affect the social ties for informal traders. For example, it can disturb the traditional places of trade and force the traders to relocate at the risk of losing their contact with regular customers and other traders. It further alters the individuals and goods movement flow and maybe the accessibility of market news, suppliers, and buyers for the traders. In addition, additional road widening would impact the level of trust, reciprocity, and cooperation among the traders. Environmental transformation and economic potential can affect whether or not traders will trust each other, share information, and come to the aid of one another when they are in difficulties. This Social Capital approach of analysis allows for the examination of the extended social effects of the road project on informal traders.

### The Informal Economy and Its Relevance in Ghana

The Ghanaian economy depends heavily on the informal economy, and a large amount of employment and income is contributed. Over 80% of Ghana's working force works in the informal economy, including street vendors, artisans, and petty traders (International Labour Organization, 2020). It is convenient and within reach as it is close to them, and thus an inevitable survival choice, particularly by women and the formerly formally unqualified (Nyame, 2018) <sup>[21]</sup>.

Even while it benefits the economy, the informal traders can be exposed to insecurity in the law, no protection, and eviction due to urban development activities (Mensah & Adomako, 2021) <sup>[19]</sup>. Despite the government policy's attempt to recognize the informal economy contribution, city planning activities like expansion road works tend to overlook the informal traders through displacement without compensation or resettlement alternatives (Oppong &

Asiedu, 2019) <sup>[22]</sup>.

### Effect of Highway Upgrading on Informal Businesses Displacement and Loss of Income

One of the easiest effects of highway upgrading programs is the forced displacement of side vendors by roads. Empirical evidence has confirmed that side vendors on principal roads lose their workplaces whenever principal roads are upgraded or renovated, with forced movement to less lucrative destinations (Afenyo & Osei, 2022) <sup>[3]</sup>. Mostly, the displacement takes place without engaging them or giving them alternative locations to function from, resulting in economic loss and business loss (Danso & Frimpong, 2020) <sup>[12]</sup>. Adu-Gyamfi (2017) <sup>[2]</sup> study of road widening in Kumasi determined that affected traders lost considerable revenues due to decreased customer access and exposure. The same applies in Accra, where road widening has driven the informal traders to the peripheries, who are not competitive and lose revenue (Amoah & Manteaw, 2021) <sup>[4]</sup>.

### Socio-Economic Vulnerability and Coping Strategies

Aside from financial loss, displaced traders are also vulnerable socio-economically. Lack of access to stable trading points can lead to additional poverty, food insecurity, and debt (Oppong & Asiedu, 2019) <sup>[22]</sup>. Women traders, who are the most concentrated among street vendors, will likely bear the disproportionate cost since they are not beneficiaries of other off-street economic options (Nyame, 2018) <sup>[21]</sup>.

As a response to such issues, distressed traders turn to alternative solutions; for instance, relocating to unapproved areas, selling as roaming hawkers, or negotiating informally with the authorities for short-term trading permits (Mensah & Adomako, 2021) <sup>[19]</sup>. These are, however, usually accompanied by corollary risks, including harassment by municipal authorities, fines, and seizure of commodities (Danso & Frimpong, 2020) <sup>[12]</sup>.

### Urban Planning and the Need for Inclusive Development

Evidence suggests that the negative impact of widening roads on street vendors is caused by inadequate stakeholder engagement in urban planning activities (Afenyo & Osei, 2022) <sup>[3]</sup>. Urban development policies in most instances concentrate more on motor traffic than pedestrian and economic activities without factoring provisions for small traders and street vendors.

New paradigms of alternative urban development, such as inclusive zoning and traded zones, have been effectively utilized elsewhere to integrate informal traders into the mainstream of urban development master plans (Adu-Gyamfi, 2017) <sup>[2]</sup>. Urban planning in Ghana has not yet integrated street vendors, and policy reforms need to be introduced to balance infrastructure development and socio-economic sustainability (Amoah & Manteaw, 2021) <sup>[4]</sup>.

### Methodology

#### Research Approach

This study employed a qualitative study in investigating the socio-economic disruptions caused by the enlargement of the Adenta-Oyibi highway on informal vendors. Qualitative was suitable since it allowed for an in-depth understanding of the experience of aggrieved vendors, their problems, coping mechanisms, and adaptations to infrastructural expansion (Creswell, 2018) <sup>[11]</sup>. Because informal trading is significantly embedded in economic and social networks, the

qualitative method could provide deeper insight into displacement and loss of trading spaces and how they impact livelihoods.

### Research Method

Case study research design was employed to study the distinctive experiences of the informal traders on Adenta-Oyibi road. Case study method was appropriate because it enabled the detailed observation of a real-life phenomenon under natural conditions (Yin, 2014). With the method, the research was able to record the stories of the traders, their encounter with the city authorities, and the broader effects of the widening of road on their economic status.

Data were collected through non-participant observation and semi-structured interviews. Semi-structured interviews provided participants an opportunity to respond spontaneously with some allowance for probing to gain more in-depth understanding of the emerging themes (Merriam & Tisdell, 2016) <sup>[20]</sup>. Non-participant observation permitted observation of traders' behaviour, spatial mobility, and interactions with customers and authorities, providing additional information apart from responses.

**Table 1:** The table summarizing the population, target population, accessible population, and sample size for your study:

Category	Target Population (N)	Accessible Population (N')	Sample Size (n)
Informal Traders	100	60	25
Municipal Officers	10	7	5
Urban Planners	5	3	2
Total	115	70	32

*Source:* Field Survey, 2025.

### Data Collection Procedure

Interviews were conducted to obtain data face-to-face at the most convenient locations for the traders. The interviews were all 30 to 45 minutes, and comments were documented with the participants' consent. Field observation was conducted over four weeks, where interactions between customers and traders, moving challenges, and patterns of trade were observed. Observation notes and photos were conducted to support qualitative analysis.

### Data Analysis

Thematic analysis was used to conduct the data analysis with Braun and Clarke's (2006) <sup>[9]</sup> six-stage approach. Observation notes and interview transcripts were extensively read, coded, and placed under themes such as displacement experiences, economic challenges, coping strategies, and interactions with the authorities. Patterns and relationships between the themes were researched to develop a better understanding of how traders were affected by the expansion of the road.

### Validation

For the validation of the study, member checking was conducted by providing critical findings to participants for verification of accuracy within quotes (Lincoln & Guba, 1985) <sup>[18]</sup>. Triangulation was also employed by cross-verifying interview, field visit, and municipal data to enhance reliability (Patton, 2015) <sup>[24]</sup>. Further, peer debriefing was

### Population for the Study

The study focused on informal traders along the Adenta-Oyibi road, the road widening-displaced persons in particular. Food, cloth, electronics, and other commodities vendors, including those sold from temporary or mobile stalls, were among those targeted. City officials, municipal leaders, as well as urban planners, were also targeted as secondary sources to provide information on giving insight into policy development regarding displacing the traders.

### Sampling Technique and Sample Size

The purposive sampling approach was used to select participants for the study. Purposive sampling was appropriate as it saw to it that only traders who were directly affected by the road expansion were selected for the study (Etikan, Musa, & Alkassim, 2016). The sample consisted of 25 street vendors, who were chosen according to the duration for which they were selling along the highway, the nature of goods they were selling, and the level of disruption they experienced. The study also included 5 municipal authorities and 2 city planners to learn more about the planning and decision-making which had gone into widening the roads.

scheduled with peers to confirm interpretation of data and minimize researcher bias.

### Ethical Considerations

The study adhered to ethical research standards. Informed consent was provided by all the participants before conducting interviews. Confidentiality and anonymity were assured to the participants, and they could withdraw from the study anytime. Ethical clearance was obtained from the relevant institutional review board before data collection.

### Results and Discussion

This chapter presents the result of the research on the socio-economic dislocations caused by the Adenta-Oyibi highway upgrade on informal traders. The findings are discussed and analysed on thematic areas based on interviews, observations, and document analysis. They are supported by relevant literature, with where applicable visual aids such as charts, graphs, and tables to illustrate major trends and patterns.

### Displacement of Trading Spaces

#### Scale of Displacement

The study confirmed that a significant majority of the traders were displaced by the road expansion. Many traders who had previously traded along the road had their stalls destroyed or were forced to relocate to less strategic locations.

**Table 2:** Number of Traders Displaced Before and After Road Expansion

Category	Before Expansion	After Expansion	Percentage Change
Food Vendors	120	45	-62.5%
Clothing & Accessories	85	30	-64.7%
Electronics & Household Items	50	20	-60.0%
General Merchandise	95	40	-57.9%
Total Displaced Traders	350	135	-61.4%

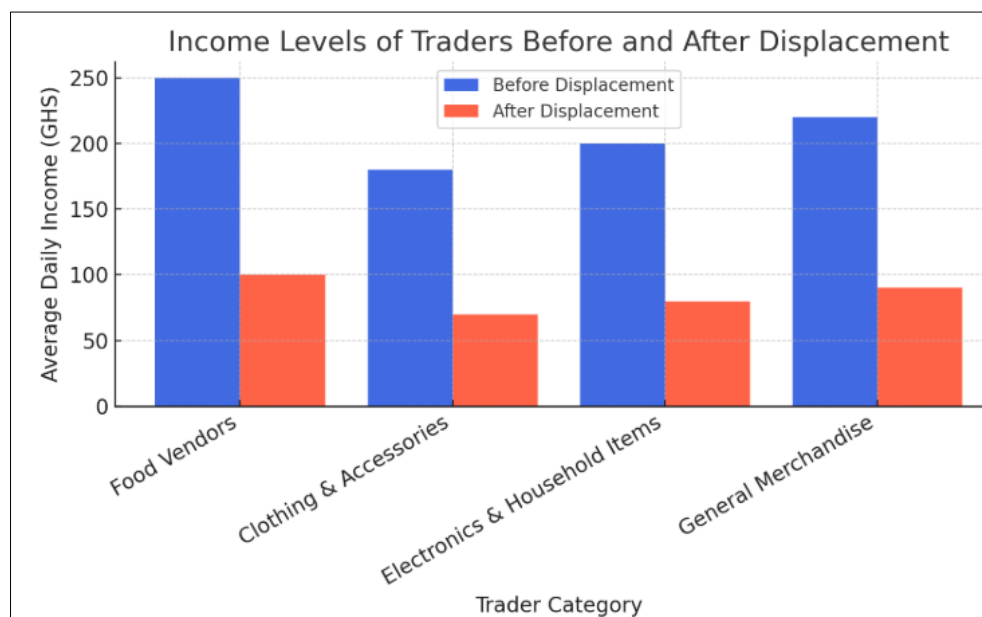
Source: Field Survey, 2025

### Challenges for Business Functions

Following the displacement, traders said customer numbers dropped sharply. In the past, the highway made it easy for companies to be seen by both pedestrians and drivers. Even so, when stores moved to side streets and specific marketplaces, their sales fell.

*“Before the road work, I sold as many as 50 packs of food every single day. Now it’s rare for me to sell 20 items a day, as cars can no longer see the stall.”*

This matches the findings of Oppong and Asiedu (2019) <sup>[22]</sup>, revealing that more road space in urban areas tends to lower incomes for Ghana’s informal traders.



Source: Field Survey, 2025.

**Fig 1:** A bar chart showing income levels of traders before and after displacement

**Many people now face hardship and trouble making a living.**

**Lower income and harder times managing money.**

Lower business earnings have made it difficult for most traders to manage their businesses and meet household needs. Many people said they had trouble covering their rent, school tuition and basic expenses.

*This is my tenth year of selling along this highway. Since my relocation, it is difficult to feed my family. – (Clothing Trader, 36 years).*

Moving to this conclusion, Amoah and Manteaw find that street vendors, a large group of which are women, suffer more from poverty due to displacements involved in infrastructure schemes.

**Table 3:** Comparative Analysis of Average Daily Income Before and After Relocation

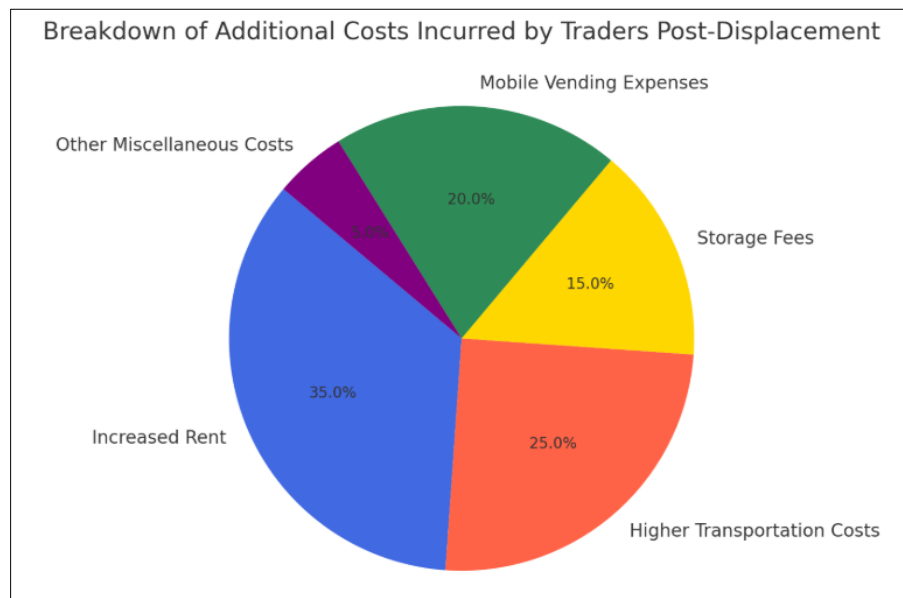
Trader Category	Average Daily Income Before (GHS)	Average Daily Income After (GHS)	Percentage Decline
Food Vendors	250	100	-60.0%
Clothing & Accessories	180	70	-61.1%
Electronics & Household Items	200	80	-60.0%
General Merchandise	220	90	-59.1%
Overall Average	212.5	85	-60.0%

Source: Field Survey, 2025.

It clearly shows that, because of displacement, informal traders lose a significant part of the income they made each day which confirms their financial struggles.

### Costs for doing Business Rising

One other problem was that traders faced greater costs due to rent increases in special districts and traveling to their new sites. Many AB traders used mobile vending for some time which included paying for rental carts and getting goods to their location daily.



Source: Field Survey, 2025.

**Fig 2:** Insert Pie Chart: Breakdown of Additional Costs Incurred by Traders Post-Displacement

### Different Methods Traders Use to Cope

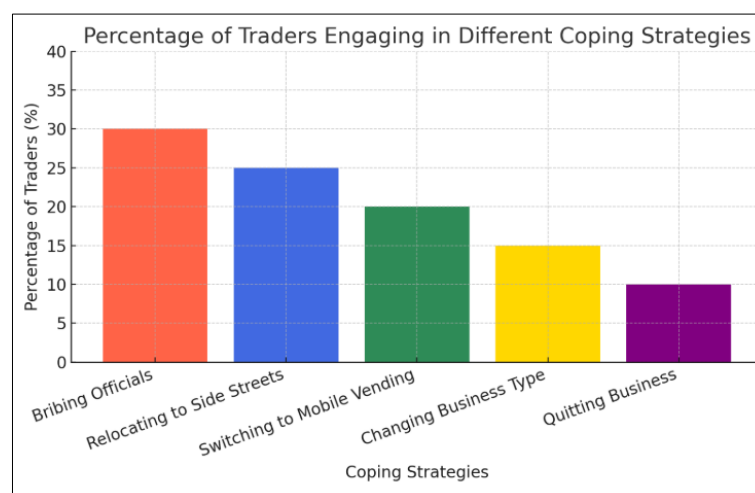
With the rise of mobile, hawking is becoming more relevant. Traders had to move from their regular spaces and began to sell goods by walking through traffic or using temporary platforms in areas without the authority's permission. Nevertheless, city officials often bothered them and the work was much more rigorous.

*I now move my goods around the market in a wheelbarrow. I'm tired, but there's no other option.* – (Electronics Trader, 44 years)

This agrees with the findings reported by Danso and Frimpong (2020) <sup>[12]</sup> on displaced street traders adopting unauthorized mobile vending because it helps them survive, despite being risky.

Talks between officials and repeated bribery

A number of traders admitted using unofficial methods and occasionally had to offer bribes to get allocated trading spaces by the highway. Though it helped certain merchants, it made it harder for those without extra money to stay successful.



Source: Field Survey, 2025.

**Fig 3:** A graph showing the percentage of traders engaging in different coping strategies.

### How Cities Handle Disasters and the Counterproductive Side of Gentrification

A lack of involvement by those affected before people move from their homes. It was discovered that traders were moved out without first consulting with them. Most of the homeless were told to move out quickly without knowing how they would be resettled which was distressing.

We discovered in the morning that stalls belonging to us had been marked for demolition. They didn't mention to us that we could find food elsewhere." – (Fruit Vendor, 51 years)

This agrees with arguments made by Afenyo and Osei (2022) <sup>[3]</sup> that, in Ghana, urban development projects are most often carried out without involving informal sector employees.

Displaced Traders are classified as Designated Market Misfits. While some traders were moved to market centres, they were unhappy with their new bases because the clients were few, the infrastructure wasn't good and the competition was tough. Most indicated that because customers enjoyed roadside shopping, it was becoming harder to rely on market centres for their businesses.



## Proposed Policy Recommendations

### Inclusivity Should Be a Part of Urban Planning

The results call for urban planning that takes into account the needs of informal traders during road enlargement projects. Other city models should be considered, where traders are arranged along with regular traffic in planned parts of the city (Adu-Gyamfi, 2017) <sup>[2]</sup>.

### Providing payment and alternative ways to move

Urban planners should explore financial aid or find other spaces for business first before carrying out large road projects. It would stop sudden economic trouble and allow traders to change without much difficulty.

### Improving Talks between Authorities and Traders

Having frequent talks between those planning cities and informal trade groups can make urban growth more economically sustainable.

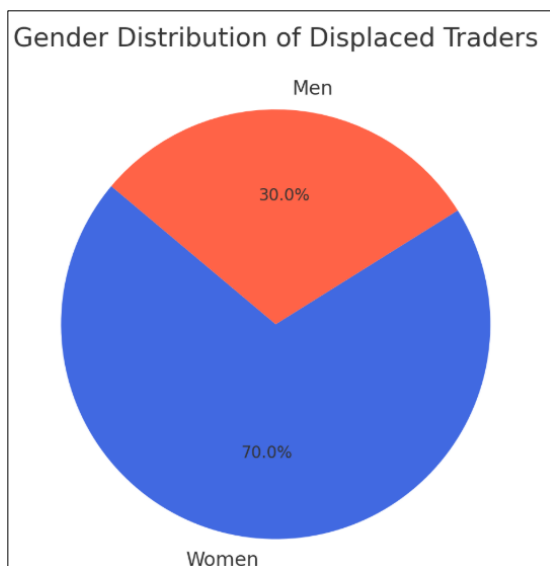
## The Way Migration Impacts People Differently By Gender

### A Bigger Burden on Female Traders

According to the study, the biggest effect of the road expansion was felt by women, since most of the informal traders selling food, clothing and small goods were women. Most of these women found themselves alone in providing for their families after being displaced and experienced greater money troubles.

There are three of them and we relied entirely on this business for our earnings.” At present, it’s hard for me to provide the things they need.” – (Vegetable Seller, 38 years)

This matches the view put forward by Darkwah and Kwankye (2020) <sup>[13]</sup> that female informal workers experience more difficulties from urban development projects than others, because of limited opportunities.



Source: Field Survey, 2025.

**Fig 4:** A pie chart illustrating gender distribution of displaced traders based on the study

### Increased Vulnerability to Exploitation

Some women reported facing harassment from local authorities and community leaders when attempting to secure new trading spaces. Others mentioned being pressured into paying bribes or offering “favours” to maintain their businesses.

## A Growing Chance of Exploitation

A number of women said they experienced harassment from government officials and community leaders when seeking new space for their sales. Some mentioned that they felt they had to bribe officials or offer them “favours” to keep their businesses going.

**Table 4:** Reports of harassment among displaced traders by gender.

Type of Harassment	Women (N=70%)	Men (N=30%)	Total (%)
Demand for Bribes	45 (64.3%)	12 (40.0%)	57 (57.0%)
Verbal Harassment	30 (42.9%)	8 (26.7%)	38 (38.0%)
Physical Intimidation	15 (21.4%)	10 (33.3%)	25 (25.0%)
Pressure for “Favours”	10 (14.3%)	2 (6.7%)	12 (12.0%)

Source: Field Survey, 2025.

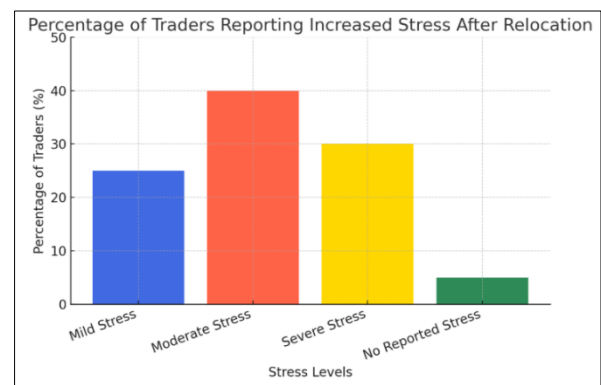
## The Effects Trading Has on Traders

### More people experiencing stress and anxiety

Because of the move and the loss of trade, many traders experienced psychological problems. A number of those who worked in the industry for many years said they struggled with anxiety, depression and emotional exhaustion.

*“Because I don’t have rent money, I can’t sleep at night.” – (Street Vendor, 47 years)”*

In agreement with Anokye and Frempong (2018), it is clear that mental health issues commonly affect informal sector workers in Ghana because of changes in their livelihoods.



Source: Field Survey, 2025.

**Fig 5:** Percentage of traders reporting increased stress after relocation.

## Social Strain and Family Conflicts

The financial pressure generated additional stress in the families, particularly for the traders who were relying on the businesses to keep large families at bay. Respondents indicated tense marriages due to financial woes.

*“My husband is unhappy because I don’t earn as much money anymore. It’s affecting the marriage.” – (Petty Trader, 41 years)*

## Environmental Impacts of Road Expansion

### Waste Accumulation Increased

Displacement of hawkers led to an increase in illegal hawking, which was a factor in poor waste disposal along the road. Hawkers who sold their goods at temporary locations lacked sanitary facilities, thereby increased littering.

The observation aligns with Adjei and Mensah (2021) <sup>[19]</sup>, who established that the disruption of the informal sector will

lead to environmental degradation through the lack of well-organized waste management systems.

### Traffic Congestion Caused by Unregulated Vending

Though the road widening aimed at increasing car traffic, some of the traders returned to the roadside and generated traffic and pedestrian conflicts.

"We know we are not supposed to sell here, but we have nowhere else to go." – (Snack Vendor, 35 years)

The extension of urban roads, in the view of Owusu and Boamah (2019) <sup>[23]</sup>, will fail to eliminate informal vending if the trading areas provided as an alternative are not well incorporated into urban planning.

### Dust Congestion Making Business Inappropriate

Excessive dust as a consequence of constant road construction and traffic flow was another significant environmental problem identified by traders. Dust made the business environment uncondusive, particularly for the sale of fresh vegetables and fruits, prepared food, and clothing.

"My vegetables and fruits become dusty after a few minutes, and the customers won't buy them." – (Fruit Vendor, age 42)

Street vendors also lost a lot of money as people were hesitant to purchase food that was exposed to contamination by dust particles. Traders attempted to combat the situation by covering food with plastic, setting up temporary covers, or washing of vegetables, but all this was not sufficient.

This is an aspect that has been confirmed by Asante and Osei (2020) as they opined that road constructions in the urban places in Ghana tend to produce airborne dust pollution, which is harmful to both consumers and informal traders.



Source: Photographed by Researcher, 2025.

**Fig 6:** A photograph showing dust-covered trading stalls along the Adenta-Oyibi highway.

### Health Implications of Dust Exposure

Prevalent respiratory diseases in terms of coughs, wheezing, and laboured breathing.

- Allergies and conjunctivitis induced by microscopic dust particles.
- Extremely high rates of adulteration of foodstuffs that lead to digestive illnesses amongst both traders and consumers.
- Increasing cases of food contamination that lead to stomach ailments amongst both traders and consumers.

Bempah and Addai (2021) <sup>[7]</sup> research supports that Ghana roadside urban traders experience elevated respiratory diseases and food pollution due to inadequate air quality during construction along roads.

### Law Enforcement and Governance Matters

#### Law Enforcement Matters

Local governments alleged it was difficult to enforce anti-street vending legislation due to high levels of unemployment and ongoing attempts by traders to return to former business locations.

"We remove them today, and they come back tomorrow. It is a cycle." – (Municipal Official, 50 years)

This is corroborated by a study conducted by Boadi and Ofori (2022) <sup>[8]</sup> where street vendors in Accra defy orders for relocation due to the lack of alternatives.

#### Corruption and Selective Law Enforcement

Other traders accused uneven application of the law and that other traders who ventured into no-go areas were allowed in so long as they paid illegally. This agrees with Gyasi and Opoku (2020) <sup>[15]</sup> study, which cited corruption in city practice as in terms of control of informal business in Ghana.

### Conclusions and Recommendations

Adenta-Oyibi road expansion had detrimentally impacted the economic living of the informal vendors who employed roadside sales as their primary mode of survival. Although development of infrastructure along roads is crucial in urban development and economic growth, its achievement disregards the informality of the sector employees. The findings of this research exposed the socio-economic issues, environmental concerns, and complexities of governance resulting from the vendors' displacement.

The most appalling concern raised was the economic crisis that the informal vendors were facing due to being deprived of lucrative vending sites. The majority of the vendors, such as women who were the sole breadwinners in their households, were struggling to keep up with their families. This financial burden affected not only the individual traders but also filtered through to the general economy in affected areas, with reduced customer traffic translating to reduced money flow in affected areas. Some of the displaced traders ended up moving to areas with lower customer traffic, leading to extreme losses of earnings per day. Others attempted to reclaim their initial positions, which led to constant battles with city authorities.

Besides economic effects, the study revealed psychological and social pains generated by displacement. More tension, anxiety, and insecurity in the majority of the traders about their future were witnessed. Economic insecurity placed stress on family life, with some of the traders experiencing conflicts with spouses and dependents due to the loss of income from the family. Sex-specific risks also came into play when female traders increasingly fell vulnerable to harassment and exploitation in the quest for new sites of trade.

Environmental effects also became a dominant by-product of expanding roads. Displacement of traders led to the piling of rubbish, dust contamination, and bottlenecks in some areas. A lack of adequate facilities for waste disposal led to illegal trading area vendors being exposed to improperly disposing of waste, thereby encouraging sanitation issues. In addition, the dust that fell due to constant building activities discouraged food vendors and perishable commodity traders from carrying out their businesses. Most of the vendors also reported poor customer attendance due to fear of contamination of food and respiratory problems arising from prolonged exposure to dust.

Even the governance and enforcement issues contributed to

the hassle. City authorities were also being compelled to implement anti-street vending by-laws since most of the vendors, for reasons of economics, continued to return to gazetted spaces. Also, claims of corruption and politicized police work raise questions about the fairness and efficiency of the relocation exercise. Other of the traders also reported being asked for bribes in the course of gaining new trading venues, and others simply being shut out of the system altogether, which served to heighten resentment and distrust of local government.

The above conclusions, it is emphasized by the current study, reaffirm the necessity of an inclusive urban planning that is aware of facts pertaining to informal traders. Rather than displacing vulnerable groups from streets with scant real alternative available to them, municipal councils have to embark on positive relocation programs providing specialized trading zones with good infrastructure, sanitation, and customer access. Decision-makers should engage informal traders as city development stakeholders, with their issues and opinions taken into account in making decisions. A system should be established for preventing corruption in managing informal trade, and fairness and transparency in trading facilities sharing.

Lastly, expansion road plans should take socio-economic feasibility and infrastructure development into account. By bringing informal traders into planning systems in cities, the government can make economic spaces inclusive and sustainable where urban development isn't at the expense of the most impoverished. If such exclusionary planning policies are allowed to repeat themselves, the movement of the informal traders will only lead to repeating patterns of poverty, economic insecurity, and social instability for such targeted groups. This research thus demands a sustainable and humane pattern of urban development that is as concerned with people's well-being as with development.

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