



## TO STUDY THE PROFILE OF THE FOOD JOINTS LOCATED ON DELHI-MEERUT EXPRESS WAY

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### ABSTRACT

Humanity has changed the world according to their desires and values over the decades, with the globalised economy and advanced technology that human civilization has pushed so far towards development, so that the natural environment is being ignored at an enormous rate. One major setback can be observed within the Indian road network of the Delhi NCR area, among many such challenges. The area between Delhi and Meerut is facing a serious problem of congestion resulting from a growing number of vehicles on the road, as well as population growth and invasion. All of these factors work together to establish a harmful environmental effect that causes hazards such as noise pollution, deteriorating air quality, etc. The concept of an expressway between Delhi and Meerut was therefore suggested to strengthen the road network and reduce pollution levels. This study offers an insight into the construction of areas taking place across the corridors. GIS and RS techniques have emerged as an important way of evaluating land use land cover (LULC) shifts since the 1970s. The aim of this paper is also to explore the use of remote sensing and GIS to evaluate the spatial and temporal changes along the Delhi Meerut Expressway Corridor. This article is therefore an attempt to review the modifications of the LULC along the corridor of the Delhi Meerut expressway. Furthermore, in order to review the temporal changes happening along this corridor, the identification of changes in land use and land cover over a given duration has also been emphasised. Not only this, but research also shows the potential reach of the expressway itself along with the areas surrounding the expressway for possible expansion.

**KEY WORDS:** *Food Joints, Delhi-Meerut Express Way, Land Cover.*

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### INTRODUCTION

Human culture is increasingly transforming this world into the home of a fascinating system in which natural components are replaced by urban and industrial sprawl by the intensive use and exhaustion of resources by anthropogenic infrastructures and complex processing systems. The congestion of traffic in the National Capital

Region (NCR) has become the primary concern of both the state and central government, with a population that multiplies year on year and an infrastructure that is unable to sustain it. The Delhi-Meerut Expressway is one of the ambitious steps taken in that direction. The relevance and need for an expressway between Delhi and Meerut could be measured by the fact that the proposal to create an expressway between Ghaziabad and Meerut was first put forward in a Lok Sabha session in 1999, which was later changed in 2005 to a Delhi-Meerut expressway built under the 'NCR Transport Plan 2021.' With this expressway, it is anticipated that a journey that would previously take around 240 to 300 minutes would minimise the travel time between the two cities to just 45 minutes. The main objective of building this expressway is to decongest the vehicular traffic of the Delhi NCR and thus reduce the rate of pollution. In addition, an eco-friendly drive has been implemented to keep the environment in mind, making this expressway the first bridge in the country and the world that has vertical gardens with solar power system and drip irrigation. A controlled access expressway with 4 major segments/ phases will be the Delhi Meerut expressway.

Prior to the Delhi Meerut expressway, commuters had to fly between the two cities via NH 24 and NH 34. With most of this route being a 4-lane highway, due to high traffic flow and low road carrying capacity, it inevitably created an insoluble problem for the commuters. The high-speed corridors are regarded as one of the most change-influencing features of a city in today's time. Changes in transport networks are 'inducing' changes in land use and development. Therefore, particularly when done with remote sensing and GIS techniques, the spatio-temporal analysis of the Delhi Meerut expressway is of utmost importance, as these techniques allow one to obtain a holistic view that can allow with more successful planning and management. Using these methods, various aspects relating to expressways such as the surrounding LULC, its dimensions, geology, topography, etc. could also be studied effectively. For Land Use Land Cover (LULC) mapping, the use of remote sensing can be dated back to the 1970s and this technique has since emerged as a significant tool for this field. GIS can save time and money; by just staying in a position, we can examine a lot.

For long-term economic prosperity, a transportation infrastructure must run smoothly. It not only supports national integration, which is crucial in a huge country like India, but it also offers the infrastructure for progress. The development of historic areas and their incorporation into the national economy through trade and investment are two more benefits of the transportation system. A productive transportation system is increasingly important for growing productivity and boosting the economy's competitiveness in international markets as the economy liberalises.

## RESEARCH METHODOLOGY

A long-established practise is sampling. The main purpose of any sampling technique is to secure a sample that reproduces as closely as possible the characteristics of the population (the set of units being studied). The approach results in an economy of effort and produces precise results at the same time.

Sampling requires that the sample to be sampled be subdivided into units, known as sampling units, which form the basis for the actual sampling technique. In general, the smaller the sampling units employed, the more precise and representative the results would be when a given proportion of the material is included in the sample. This remains valid even though it adopts multi-stage sampling.

You must clearly identify the selected units. This allows a sampling frame to be created, i.e. a list describing each unit within the target population. Such a list helps to unequivocally classify each individual member of the population.

The simplest type of a rigorously selected sample is a random sample and provides the basis for most of the more complex methods of sampling. In a random sample, the appropriate number of units is chosen at random from the total population of units, after the material has been subdivided into sampling units.

In the case of a stratified survey, before the collection of the survey, the population of sampling units is subdivided into classes or strata. Therefore, a stratified sample is equivalent to a random collection of samples for a number of sub-populations, each equivalent to a single stratum. Two or more distinct characteristics can stratify a population. If a selection is made from sub-strata consisting of the different combinations of the main classifications, the process is exactly the same as ordinary stratification, with the sub-strata corresponding to the layers.

The material for multi-stage sampling consists of a number of first-stage sampling units, each of which, in turn, consists of a number of second-stage units, etc. The method of sampling is carried out in steps. The first-stage units are chosen in the first stage by an appropriate process, such as random or stratified sampling. In the second stage, from among the selected first stage units, a sample of second stage units is selected by a process which may be the same or different from the process used to select the first stage units. As required, further stages can be added. In this way, multi-stage sampling adds an aspect of versatility into the design of sampling.

## **SAMPLE HOUSEHOLDS' COLLECTION**

The third stage sampling units were the households inside the selected villages. To classify the respondents, a simple random sampling approach was adopted.

## **DATA ANALYSIS**

According to the provided goals, a thorough review of the collected data has been attempted. Data analysis of the qualitative components of the sample, in which a total of 600 available questionnaires (400 from households and 200 from food joints) were obtained and analysed using the SPSS statistical kit (16.0)

## **STUDY AREA**

The study field, i.e. the Delhi Meerut Expressway, is India's widest expressway connecting Delhi to Meerut via Dasna, spread across a state and a union territory. It is around 96kms in length. The research area is distributed geographically across 1 union region and 2 UP districts. It goes from around approx. 28o35 'N - 77o15' E to 28o55 'N-77o38' E (Partapur, Meerut) (Nizamuddin Bridge, Delhi). The first three stages of the expressway are mainly situated on NH24.

## **RESULTS AND DISCUSSION**

Studying the profile of the food joints along Delhi-Meerut Express Way was the first target. Although all three include food facilities in addition to other facilities, restaurants, hotels, and resorts were grouped together and given the moniker "food joints" in order to achieve the aforementioned purpose.

**TABLE 1: INTERPRETATION OF MEAN VALUES FOLLOWED IN THE STUDY**

<b>Mean Value</b>	<b>Interpretation</b>
Above 3.5	High Impact
2.5 to 3.5	Moderate Impact
Less than 2.5	Less Impact

In the current study, a restaurant is referred to as a food establishment with the name Dhaba. The results are provided as follows:

## **CHARACTERISTICS OF FOOD JOINTS:**

Data was gathered from 200 food joints along Delhi-Meerut Express Way in total, and table no. 2 provides a profile of each.

### **FOOD JOINTS**

The number of restaurants that were considered for the research of the profile of restaurants is shown in Table 2. Table 2 reveals that from NH 44, 18 restaurants were included from stretch I, 19 from stretch II, 22 from stretch III and 23 from stretch IV, 24 eateries from stretch V, and 23 from stretch VI. 18 restaurants were chosen from stretch VII, while 18 eateries were chosen from stretch VIII. 38 restaurants out of The 48 in total were chosen for the survey. Six hotels along stretch I were surveyed. Seven hotels were picked up from stretch II to collect data. Two hotels from stretch III, three hotels from stretch IV, and one hotel from stretch V were polled. 19 hotels out of NH 44 in total were chosen for the survey. There were 4 hotels from stretch VII and 3 hotels from stretch VIII. Seven hotels in total from NH 48 were chosen. The NH 44 stretch V contained 2 resorts. One resort was chosen from stretch VII, and four resorts were chosen from stretch VIII. Five resorts in all from NH 48 were located and were considered for the study. According to Table 4.2, NH 44 had 129 restaurants, 19 hotels, and 2 resorts selected for the study, while NH 48 had 38 restaurants, 7 hotels, and 5 resorts selected based on availability in the study region.

### **GENDER OF OWNER**

Table 2 unequivocally demonstrates that there were no female owners of food establishments. Male owners operated the fast food restaurants on both of the national roads used in this study.

### **HOUSEHOLD STATUS**

In the current study, a respondent is considered local if they reside in the neighbourhood where the restaurant was located. According to Table 2, there were 23 local and 2 outsider owners of food establishments located on Stretch I, 17 local and 8 outsider owners on Stretch II, 24 local and 1 outsider owners on Stretch III, 18 local and 7 outsider owners on Stretch IV, 22 local and 4 outsider owners on Stretch V, 22 local and 2 outsider owners on Stretch VI, 20 local and 4 outsider owners on Stretch VII, and 21 local and 5 outsider owners on Stretch VIII. Owners of food establishments were determined to be 83.5% locals and 16.5% visitors.

TABLE 2 : CHARACTERISTICS OF FOOD JOINTS

Parameter	Stretch								Overall %
	NH 44						NH 48		
	I	II	III	IV	V	VI	VII	VIII	
<b>Food Joints</b>									
<b>Restaurant</b>	18	19	22	23	24	23	18	20	83.5
<b>Hotel</b>	06	07	02	03	01	00	04	03	13.0
<b>Resort</b>	00	00	00	00	02	00	01	04	3.5
<b>Total</b>	25	25	25	25	26	24	23	26	100
<b>Gender of Owner</b>									
<b>Male</b>	25	25	25	25	25	25	25	22	98.5
<b>Female</b>	00	00	00	00	00	00	00	03	1.5
<b>Residency Status</b>									
<b>Local</b>	24	16	23	19	21	23	19	22	83.5
<b>Outsider</b>	02	08	01	07	04	02	04	05	16.5
<b>Type of Ownership</b>									
<b>Proprietorship</b>	20	12	25	16	24	21	13	17	74.0
<b>Partnership</b>	02	08	00	04	01	04	05	06	15.0
<b>Pvt Ltd.</b>	03	00	00	00	00	00	02	01	3.0
<b>Member of Chain</b>	00	05	00	05	00	00	05	01	8.0
<b>Facilities</b>									
<b>Rooms</b>	08	07	04	03	01	00	03	07	16.5
<b>A.C Hall</b>	23	24	23	25	25	07	20	19	83.0
<b>Banquet Hall</b>	05	08	00	04	01	00	02	05	12.5
<b>Gift Gallery</b>	04	09	04	20	01	00	03	03	22.0
<b>Confectionary</b>	05	10	11	12	04	11	21	16	39.5

<b>Juice Corner</b>	03	08	04	12	01	00	13	11	26.0
<b>Ice Cream</b>	05	10	05	21	03	00	13	13	35.0
<b>Parlor</b>									
<b>Cafe</b>	04	10	06	16	02	00	12	12	31.0
<b>Snacks Bar</b>	03	12	18	16	03	00	13	13	39.0
<b>Sweet Court</b>	03	11	16	20	04	00	12	12	39.0
<b>Pan Shop</b>	03	01	06	06	00	00	00	00	8.0
<b>Music Gallery</b>	00	05	02	07	00	00	01	00	7.5
<b>Churan Shop</b>	07	14	14	15	03	00	15	06	37.0
<b>Cloth Shop</b>	00	06	00	01	00	00	00	00	3.5
<b>Footwear</b>	00	06	00	00	00	00	00	00	3.0
<b>Shop</b>									
<b>Liquor Bar</b>	04	02	00	01	01	00	00	00	4.0
<b>Number of Rooms</b>									
<b>No Room</b>	17	14	23	22	24	25	22	18	82.5
<b>Less than 10</b>	02	02	02	01	00	00	01	00	8.0
<b>10-20</b>	05	06	00	02	00	00	00	02	7.5
<b>21-30</b>	00	02	00	00	00	00	00	00	1.0
<b>31-40</b>	00	00	00	00	01	00	00	01	1.0
<b>41-50</b>	01	01	00	00	00	00	00	01	1.5
<b>More than 50</b>	00	00	00	00	00	00	02	03	2.5
<b>Availability of Hotel Room Type</b>									
<b>Standard</b>	04	04	02	02	01	00	02	01	8.0
<b>Room</b>									
<b>Deluxe Room</b>	02	03	00	01	01	00	01	05	6.5
<b>Super Deluxe</b>	02	00	00	01	01	00	01	02	3.5
<b>Room</b>									

<b>Executive Room</b>	01	02	00	00	01	00	01	02	3.5
<b>Executive Suite</b>	00	04	00	00	01	00	00	04	4.5
<b>Family Suite</b>	02	02	00	00	00	00	00	02	3.0
<b>Total Number of Employees in Food Joints</b>									
<b>Less than 20</b>	18	02	09	06	21	25	05	09	47.5
<b>20-50</b>	02	07	07	00	01	00	13	04	17.0
<b>51-100</b>	03	09	09	02	03	00	05	08	19.5
<b>101-200</b>	02	04	00	03	00	00	01	04	7.0
<b>201-300</b>	00	02	00	02	00	00	01	00	2.5
<b>301-400</b>	00	01	00	08	00	00	00	00	4.5
<b>More than 400</b>	00	00	00	04	00	00	00	00	2.0
<b>Type of Food Served</b>									
<b>Veg</b>	25	25	25	25	25	25	25	25	100.0
<b>Non-Veg</b>	07	06	00	01	01	00	03	04	11.0
<b>Type of Fuel Use for Cooking</b>									
<b>LPG</b>	25	25	25	25	25	25	25	25	100.0
<b>Electricity</b>	22	21	16	25	09	03	00	03	49.5
<b>Coal</b>	16	13	22	25	25	23	25	23	86.0
<b>Wood</b>	17	16	18	01	18	17	06	12	52.5
<b>Vegetable Supply</b>									
<b>Local Farmer</b>	00	08	00	04	02	00	00	00	7.0
<b>Vegetable Market</b>	25	17	25	21	23	25	25	25	93.0

## OWNERSHIP STRUCTURE



Table 2 shows that there were 20 sole proprietorships, 2 partnerships, and 3 private limited companies as the categories of ownership of the restaurants along Stretch I. On stretch II, there were 12 sole proprietorships, 8 partnerships, and 5 chain restaurants. 25 restaurants along stretch III had proprietorship-style ownership. On stretch IV, there were 16 sole proprietorships, 4 partnerships, and 5 chain member types of ownership in the food establishments. Only one restaurant was operated as a partnership along stretch V, where proprietorship type ownership predominated with 24 in total. On stretch VI, 4 food establishments operated as partnerships and 21 operated as proprietorships. There were 13 food establishments operating as proprietors along length VII. 5 restaurants were discovered to be run by partnerships, 2 were discovered to be run by private limited companies, and 5 were discovered to be part of a chain. Ownership of the proprietorship type predominated on stretch VIII. On this stretch, there were 17 restaurants operating as sole proprietorships, 6 restaurants operating as partnerships, 1 restaurant operating as a private limited company, and 1 restaurant operating as a chain. On both of the national highways, namely Delhi-Meerut Express Way, the highest concentration of proprietorship type ownership was seen. It was discovered that 74% of eateries were run by the proprietors themselves. 15% of the participants ran in teams. Just 3% of the restaurants and hotels were run by private limited companies, while 8% were managed as members of restaurant and hotel chains. The greatest number of eateries could be found on both Delhi-Meerut Express Way.

## **FACILITIES**

According to Table 2, of the surveyed food establishments on Stretch I, 8 had rooms available, 23 had an air-conditioning hall, 5 had a banquet hall, 4 had gift shops, 5 had confectioneries, 3 had juice stands, 5 had ice cream parlours, 5 had cafes, 3 had snack bars, 3 had sweet courts, 3 had pan shops, 7 had churan shops, and 4 had a liquor bar on site. At the restaurants that were surveyed, no facilities for a music gallery, clothing store, or shoe store could be identified on stretch I. On stretch II, there were 24 air-conditioned halls, 8 banquet halls, 9 gift galleries, 10 candy shops, 8 juice stands, 10 ice cream parlours, 10 cafes, 12 snack bars, 11 sweet courts, 1 pan shop, 5 music galleries, 14 Churan shops, 6 clothing stores, 6 footwear stores, and 2 establishments with liquor bar facilities. On stretch III of the study area, there were four food establishments with room facilities, 23 with air conditioning, four with gift galleries, eleven with confectionary facilities, four with juice corners, five with ice cream parlours, six with cafes, eighteen with snack bars, sixteen with Sweet Court facilities, six with pan shops, two with music galleries, and fourteen with churan shops. Of the restaurants assessed on stretch III as described by the study, no facilities for a banquet hall, clothing store, footwear store, or liquor bar were found. On stretch IV, three food establishments had a room facility, 25 had an air-conditioning hall, four had a banquet hall, twenty

had a gift gallery, twelve had a candy shop, twelve had a juice corner, twenty had an ice cream parlour, sixteen had a cafe, sixteen had a snack bar, twenty had a sweet court, six had a pan shop, seven had a music gallery, fifteen had a churan shop, one had a clothing store, and one. On stretch V, one food establishment had a room facility, 25 had an air-conditioning hall, one had a banquet hall, one had a gift gallery, one had a juice corner, three had ice cream parlours, two had cafés, three had snack bars, four had sweet courts, three had churan shops, and one had a liquor bar. At the food joints located along stretch V of the research, which were inspected, none provided facilities for a pan shop, music gallery, clothing store, or shoe store. On stretch VI, 11 confectioneries and 7 food establishments both have A.C. Hall facilities. On this section of the study area, there was no room, banquet hall, gift gallery, juice corner, ice cream parlour, café, snack bar, sweet court, pan shop, music gallery, churan shop, cloth shop, footwear shop, or liquor bar. Food joints on stretch VII had rooms in three different businesses, 20 air-conditioned rooms, two banquet halls, three gift galleries, 21 confectioneries, 13 juice corners, 13 ice cream parlours, 12 cafes, 13 snack bars, 12 food joints with a sweet court, one music gallery, and fifteen churan shops. On this stretch, there were no facilities for a liquor store, clothing store, pan shop, or shoe store. On stretch VIII, there were 12 cafes, 13 snack bars, 12 sweet courts, 7 cafes, 19 A.C. halls, 5 banquet halls, 3 gift galleries, 16 confectioneries, 11 juice corners, 13 ice cream parlours, 13 cafes, 13 snack bars, and 6 churan shops. On this stretch of the research area, there were no food places with facilities for a liquor bar, clothing store, or shoe store. Only 16.5% of the 200 survey food establishments along highways 44 and 48 had a lodging facility, it was discovered. 83% had an AC room, and 12.5% had a banquet facilities. In 22% of the restaurants, there was a gift gallery on the premises. Candy was present in 39.5%. 35% had an ice cream parlour, and 26% had a juice corner. 31% of those who loved coffee had a cafe. Snacks Bar and Sweet Court were available at 39% of the restaurants. 8% had access to a pan (a Nawabi sweets shop). Music Galleries were present at 7.5% of the eateries. A variety of Churan for varied tastes are available at 37% of shops. 3.5% had a clothing store, and 3% had a shoe store. About 4% of restaurants have a bar on the premises.

## **CONCLUSION**

### **FOOD SPOTS**

Research reveals that stretch numbers I, II, III, and IV on NH 44 were used to choose 82 restaurants and 18 hotels for data gathering. Statistics from NH 44's stretch numbers V and VI showed that there were 47 restaurants, 1 hotel, and 2 resorts there. 38 restaurants, 7 hotels, and 5 resorts were selected from NH 48 for the current study based on their accessibility to the study region.

## **OWNER'S GENDER**

Research demonstrates unequivocally that there was no female ownership of the restaurants. Male owners operated the restaurants along both of the national roads used in this study.

## **HOUSEHOLD STATUS**

According to analysis, 83.5% of food joint proprietors were locals and 16.5% were foreigners.

## **OWNERSHIP STRUCTURE**

According to analysis, 74% of food establishments were run by the proprietors themselves. 15% were operated as partnerships. Just 3% of the restaurants and hotels were run by private limited companies, while 8% were managed as members of restaurant and hotel chains.

## **FACILITIES**

Research shows that just 16.5% of the 200 restaurants located on highways 44 and 48 that were assessed have a lodging facility. 83% had an air-conditioned room, and 12.5% had a banquet hall. Gift galleries were available on-site at 22% of the restaurants. Candy was present in 39.5%. 35% had an ice cream parlour, and 26% had a juice corner. 31% of those who loved coffee had a cafe. Snacks Bar and Sweet Court were available at 39% of the restaurants. 8% had access to a pan (a Nawabi sweets shop). Music Galleries were present at 7.5% of the eateries. 37% of the population had a shop selling different types of churan. 3.5% had a clothing store, and 3% had a shoe store. About 4% of food establishments have a bar on the premises.

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