Integrating Street Vendors in City Planning - Vadodara

Dissertation 2004
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CEPT

Guided by:
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Concepts

- **Street**
  - A distinguished surface characterized by an extended area for public use. [Rykwert]

- **Street Vendor**
  - A person who offers goods for sale to the public without having a permanent built up structure but with a temporary static structure or mobile stall. [Draft National Policy on Street Vendors]

- Streets have many functions, out of which connectivity is one. [Jacobs]
Focus of study

- Existing situation

- Ideal situation
Order of Presentation

SECTION I
- Background, Aim, Objectives of study
- Methodology, Study design
- Case Studies, Lessons
- Classification of Vendors

SECTION II
- Vadodara-profile
- Hawking and Non-Hawking Zone Scheme
- Vendors – aggregate study
- Vendors – detailed studies

SECTION III
- Urban planning guidelines
- Regulation and monitoring mechanism
- Legislation
SECTION I

Background
Aim, Objectives of study
Methodology, Study design
Case Studies, Lessons
Classification of Vendors
Need of study

- Existing situation
  - Street management
    - Parking
    - Auto-rickshaws
    - Slow vehicles
    - Street vendors

Street vendors serve as 'service area' for pedestrians, bicyclists and bus users. [Tiwari]

Typical Street Use in Indian cities [Proudlove and Turner 1990]
Need of study

- Population of urban street vendors
  - 3.5% in cities [Field study]
  - 6% in country [CSO]
  - Decadal increase 1.75% [NSSO, CSO]

- Economic contribution
  - Use resources but no contribution
  - Average daily earning ranges from 60-65 Rs [Ministry of Labour] to 110 Rs [Jhabvala]

- Social Importance
  - Distribution network
  - Specialized needs
Background

- **Draft National Policy on Street Vendors**
  Formulated by the Ministry of Urban Development and Poverty Alleviation, in May 2002;

  Planning norms – spatial planning, natural markets;
  Regulatory processes - registration of street vendors, revenue;
  Monitoring mechanisms for street vending activity.

  **Salient features**
  - Section 34 of Police Act – amendment “except in case of street vendors and service providers”
  - Designation of vending zones by participatory approach
  - Rehabilitation within 30 days eviction
  - Insurance, Social security, Training and Skill up-gradation for vendors
Research questions

1) How can street vending be established as a legitimate land use without disturbing the existing environment?

2) What should be done to take care of growth of street vendors?

3) Are existing policies conducive to integration of street vending activity with urban fabric?
Objectives of research

**Aim**

Evolving a comprehensive framework for integration of street vendors in city planning is the goal of the research.

**Objectives**

The subsequent research objectives are:

1. Developing of guiding principles for integration of street vendors with streets and land use;
2. Formulation of regulatory and monitoring mechanisms for street vending activity;
3. Review of existing policies, byelaws and development plan provisions;
Methodology

Attempts of organizing street vendors

Analysis at aggregate level

Analysis at disaggregate level

Inter-relationship of Vending, land use and streets

Guidelines for urban planning

Regulatory and Monitoring Mechanism

Feedback on Existing Legislation

City level survey
Ward level survey

Area Level Studies
# Study Design

## City level survey
- Number of vendors on major roads of the city
- Type of activity mostly carried out by vendors
- Duration of stay of vendors
- Location of vendors

## Ward level survey
- No. of vendors as per road type for each density
- Probability of vendors on roads at unit length
  (Vendors/km length for different road widths)
- Relation between gross density and vendors
- Relation between road width and vendors
- Approximate number of vendors at city level

## Area level studies
- Space requirements for each type of vending activity
- Stay of customers
- Business timings
- Conflicts generated
- Surrounding land use and therefore favourable areas
Case Studies

- **International**

  1) Bellagio International Declaration
     - Policy level importance of vendors recognized for the first time;
     - Urge to all countries – licenses, laws, supporting services, social security;
     - Credit, financial services to vendors and accommodation of vendors

  2) Durban, South Africa
     - Clarifies approach of government
     - Pilot projects and lessons from them
     - Monitoring and evaluation mechanism

  3) Peru, South America
  4) Oxford square
  5) Paris streets
Case Studies

- Regional
  1) Mansi Appartment, Satellite, Ahmedabad, Gujarat
  2) Jivraj Park cross-roads, Vejalpur, Ahmedabad, Gujarat

<table>
<thead>
<tr>
<th>No. of vendors</th>
<th>150</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authority</td>
<td>AUDA</td>
</tr>
<tr>
<td>Typology</td>
<td>Vegetable vendors</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No. of vendors</th>
<th>400</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authority</td>
<td>Vejalpur Nagarpalika</td>
</tr>
<tr>
<td>Typology</td>
<td>Vegetable vendors</td>
</tr>
</tbody>
</table>

Study components:
- Detailed process
- Stakeholders
- Conflict study
- Timing of operation
- Advantages and disadvantages of the process
- Regulation and Monitoring
Lessons

- Physical Accommodation
  - Typology
  - Ancillary facilities
  - Waste Collection

- Nature of space allocated
  - Hindrance to traffic
  - Ownership/Lease

- Institutional mechanism
  - Involvement of NGO
  - Self-Regulation
SECTION II

Vadodara-profile
Hawking and Non-Hawking Zone Scheme
Vendors – aggregate study
Vendors – detailed studies
Vadodara - profile

Land use - Area = 108 sq.km.; Map

Population 13,22,643

Density 12,068 persons/sq.km.

Regional Setting
NH 8; Major Junction of Railways;

Industries
1960 - IPCL, IOC, GSFC, Gujarat Alkalis;
1970 – GIDC, 1000 UNITS

Administrative Setup
4 Zones, 10 Wards; Details

Demographic Characteristics
Growth Rate (91-2001) = 26.63%; Temporal

<table>
<thead>
<tr>
<th>Land Use</th>
<th>1993 (%)</th>
<th>2011 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>38.00</td>
<td>60.00</td>
</tr>
<tr>
<td>Commercial</td>
<td>1.40</td>
<td>2.80</td>
</tr>
<tr>
<td>Industrial</td>
<td>8.84</td>
<td>4.80</td>
</tr>
<tr>
<td>Roads</td>
<td>6.52</td>
<td>10.20</td>
</tr>
</tbody>
</table>

Source: CDS, 2001

Literacy
87.85 % Temporal

Sex Ratio
909 Temporal

Economy (1991)
Primary sector 3.89 %
Secondary sector 37.92 %
Tertiary sector 58.89 % Temporal
Road Network

Regional roads
Inter-city roads
Road pattern

Total Road length 711.17 kms.
Surfaced roads 82%
Black topped 72%

Source: CDS, 2001
Hawking and non-hawking zones

- **Salient features**
  - Process of scheme preparation
  - Declaration of non-hawking zones
  - Conditions for hawking zones
    - Allocation and use of spaces
    - Granting licenses
    - General condition

- **Effect?**

Vendor location

Location of vendors by size of concentration

- Agglomerations on ring road, National Highway
- Concentration is more in walled city and new CBD
- No Ward where vendors are not present on the major roads
- Major roads = 24% of total road length
- 173 vendors/km length of Major roads (24 mt width and more)

Source: Primary survey Base Map: CDS, 2001
Vendor location

Location of vendors by agglomeration

<table>
<thead>
<tr>
<th></th>
<th>Road Stretches</th>
<th>Junctions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existence of vendor clusters</td>
<td>46.72</td>
<td>48.36</td>
</tr>
<tr>
<td>(% of all locations)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of vendors at respective locations</td>
<td>54.81</td>
<td>40.38</td>
</tr>
<tr>
<td>(% of total vendors)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: primary survey
Road stretch – stretch of road along its length
Junction- 150 mts distance from road intersection

Total road length surveyed is 211 kms
Area classified as junctions is 10% which has 40% of vendors
Design of area around junctions is of concern
Classification of vendors

Type of vending activity

- Vendors
  - Food items
    - Processed food
    - Non-processed food
  - Non-food items
    - Household articles
    - Service providers
      - Clothes
      - Flowers

Type of asset used
- Galla, Larri, Box, Pathari, Tokri

Duration of Activity
- Static – Full day
- Semi-static – portion of day
Vendor typology

Distribution by type of vending activity

Duration of Stay

Source: Primary survey

Type of vending activity

Source: Primary survey
Vendor distribution

Relation between gross density and number of vendors

Density V/S Vendors

Low-density residential area

Density of Ward

Medium-density residential area

Old City high-density residential area

Source: primary survey

Relation between income level and number of vendors

Low Density Range (<10,000 p/sq.km.)

Medium Density Range (10,000 – 25,000 p/sq.km.)

High Density Range (>70,000 p/sq.km.)
Vendor distribution

Relation between land use and number of vendors

![Bar chart showing the relation between land use and number of vendors.](image-url)
Vendor distribution

Relation between road width and number of vendors

Low Density: <10,000 p/sq.km.
Medium Density: 10,000 – 25,000 p/sq.km.
High Density Range: >70,000 p/sq.km.
## Number of Vendors

<table>
<thead>
<tr>
<th>Density Range</th>
<th>Road Type</th>
<th>% of Total Road Length of Ward</th>
<th>% of Total Vendors</th>
<th>% Vendors Major R : Minor R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Range (&lt;10,000 p/sq.km.)</td>
<td>Major</td>
<td>38</td>
<td>71</td>
<td>1 : 0.50</td>
</tr>
<tr>
<td></td>
<td>Minor</td>
<td>62</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>Medium Density Range (10,000–25,000 p/sq.km.)</td>
<td>Major</td>
<td>17</td>
<td>56</td>
<td>1 : 0.78</td>
</tr>
<tr>
<td></td>
<td>Minor</td>
<td>83</td>
<td>44</td>
<td></td>
</tr>
<tr>
<td>High Density Range (&gt;70,000 p/sq.km.)</td>
<td>Major</td>
<td>44</td>
<td>62</td>
<td>1 : 0.61</td>
</tr>
<tr>
<td></td>
<td>Minor</td>
<td>56</td>
<td>38</td>
<td></td>
</tr>
</tbody>
</table>

Major roads = width >18 mts  
Minor roads = 18 mts and lesser  

Vendors on Major roads = 7365  
Vendors on Minor roads = 5744  

Total vendor enterprises = 13,109  
Total vendors = 46,000;

Dependant population is 1,36,000 - 10% of city’s population

Source: primary survey
Space Requirements

- Space occupied by vendor enterprise
  - Varies with land use and typology
  - Space occupation matrix
  - Elements:
    - Type of business asset
    - Customer seating
    - Customer parking
    - Washing area
    - Storage area

- Reservation in land use
  - 1 sq. mt/enterprise: 13,109 sq.
  - 3.5 sq. mt/enterprise: 41,581 sq. mts.
Typology of vending activity

- Land use specific
- Time Specific
  - Seasons, festivals
  - Changes during day
  - Alternation of activity

<table>
<thead>
<tr>
<th>Land use</th>
<th>High % of vending activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIG Residential</td>
<td>PF, NPF, SP</td>
</tr>
<tr>
<td>MIG Residential</td>
<td>PF, NPF, SP</td>
</tr>
<tr>
<td>LIG Residential</td>
<td>PF, NPF, SP</td>
</tr>
<tr>
<td>Commercial</td>
<td>C, HH</td>
</tr>
<tr>
<td>Transport node</td>
<td>PF, NPF, C, SP</td>
</tr>
<tr>
<td>Educational</td>
<td>PF, NPF, SP</td>
</tr>
<tr>
<td>Medical campus</td>
<td>PF, NPF</td>
</tr>
<tr>
<td>Recreational</td>
<td>PF, NPF</td>
</tr>
<tr>
<td>Industrial</td>
<td>PF, NPF, SP</td>
</tr>
</tbody>
</table>

- Service providers
  - Timings over day: 9:00 a.m. to 6:30 p.m.
- Non-processed food
  - Timings over day: 4:00 p.m. to 9:00 p.m.
- Processed food (eateries)
  - Timings over day: 5:30 p.m. to 11:30 p.m.

Source: primary survey

- Issues
- Street sections

Source: primary survey
SECTION III

Urban planning guidelines
Regulation and monitoring mechanism
Legislation
Street vending on major roads

<table>
<thead>
<tr>
<th>Type of vending activity</th>
<th>Influence zone of respective activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Processed food</td>
<td>0.5 – 2.5 kms</td>
</tr>
<tr>
<td>Non-processed food</td>
<td>1.0 – 1.5 kms</td>
</tr>
<tr>
<td>Household Articles</td>
<td>1.5 – 2.0 kms</td>
</tr>
<tr>
<td>Clothes</td>
<td>More than 2.5 kms</td>
</tr>
<tr>
<td>Flowers</td>
<td>1.0 – 1.5 kms</td>
</tr>
<tr>
<td>Service Providers</td>
<td>0.5 – 2.5 kms</td>
</tr>
</tbody>
</table>

- Typology of vending
- Provisions to be made

- Streets of special category ‘SV’
Modification in street section

Combination of single-side or double-side vending for different widths of street

<table>
<thead>
<tr>
<th>Road width (in mts)</th>
<th>Allocation of vending on road side (both/single)</th>
<th>Vending platform (in mts)</th>
<th>Vendor extension (in mts)</th>
<th>Pedestrian path (in mts)</th>
<th>Street-side parking (in metres)</th>
<th>Carriage way (in metres)</th>
<th>Median (in mts)</th>
</tr>
</thead>
<tbody>
<tr>
<td>24</td>
<td>Single</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2.5</td>
<td>3.5 (4)</td>
<td>1.5</td>
</tr>
<tr>
<td>36</td>
<td>Both</td>
<td>3 (2)</td>
<td>3 (2)</td>
<td>2 (2)</td>
<td>2.5 (2)</td>
<td>3.5 (4)</td>
<td>1.5</td>
</tr>
<tr>
<td>36</td>
<td>Single</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2.5</td>
<td>3.5 (6)</td>
<td>1.5</td>
</tr>
<tr>
<td>40</td>
<td>Both</td>
<td>3 (2)</td>
<td>3 (2)</td>
<td>1.5 (2)</td>
<td>2.5 (2)</td>
<td>3.5 (2)</td>
<td>1.0</td>
</tr>
<tr>
<td>40</td>
<td>Single</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2.5</td>
<td>3.0 (4)</td>
<td>1.5</td>
</tr>
</tbody>
</table>
Probable magnitude

- **Size of vendor cluster**

<table>
<thead>
<tr>
<th>Land use type</th>
<th>Vendors/km length of road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
</tr>
<tr>
<td>HIG Residential</td>
<td>238</td>
</tr>
<tr>
<td>MIG Residential</td>
<td>178</td>
</tr>
<tr>
<td>LIG Residential</td>
<td>450</td>
</tr>
<tr>
<td>Commercial</td>
<td>258</td>
</tr>
<tr>
<td>Industrial</td>
<td>160</td>
</tr>
</tbody>
</table>

- **Allocation of activity**
  - Eateries
  - Fruits and vegetables

- **Issues of street manage**
  - Traffic flow
  - Entry and exit of vendors
  - Waste management
  - Extension by vendors
  - Ancillary facilities
Other space Allocation options

- **Urban Squares**

- **Development Control Regulation**

## Urban Squares

- **Development Control Regulation**

- **Other space Allocation options**

  - **Road**
  - **Plot**
  - **Commercial building**
  - **Shops in complex**
  - **Stalls for vendors**
  - **Parking**
Process of land allocation

- Prediction of land use
- Identification of the main street/s
- Judgement of typology
- Calculation of space requirements
- Location of local vendor market
- Execution through PPP
- Management through NGO

Private participation
- Finance for execution
- Advertisement rights

Administrative authority
- Charge collection against registration
- Maintenance expenses

NGO
- Formation of vendor clusters
- Capacity building of vendors
- Conflict resolution
Participatory planning

- Stakeholders

<table>
<thead>
<tr>
<th>Public</th>
<th>Municipal commissioner</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Traffic commissioner</td>
</tr>
<tr>
<td></td>
<td>Town planning officer</td>
</tr>
<tr>
<td>Private</td>
<td>Corporate body</td>
</tr>
<tr>
<td>Social/community</td>
<td>Eminent citizens</td>
</tr>
<tr>
<td></td>
<td>NGO</td>
</tr>
<tr>
<td></td>
<td>Vendors’ association</td>
</tr>
</tbody>
</table>

- Influence
- Interest
- Expertise
- Resources available
- Constraints

1. Municipal Commissioner / Traffic Commissioner – implementation
2. Interest and capacity of the NGO and the town-planning department - high
3. Involvement of NGOs as an intermediary agency
4. Corporate bodies - finance the execution
5. Capacity building process for vendor association - by NGO
Administrative committee

Land management
Street management

Collection of charges

Self-regulatory market

Municipal Commissioner

Ward wise NGO representatives (2)

Ward Officer

Ward Sanitary Inspector

Cluster leader/s

Vendor Cluster

Ward wise NGO representatives (2)

Ward Officer

Ward Sanitary Inspector

Cluster leader/s

Vendor Cluster
Implementation process

1. Allocation of ‘Local Level Vendor Market’ place by Corporation
2. Consultation with Vendors Association
3. Street Design/Plan for ‘Local Level Vendor Market’
4. Consultation with all stakeholders and surrounding residents
5. Execution of Plan by Private Sector/Corporation
6. Licenses to vendors by Corporation against payment of charges
7. Deletion of Traffic Department, Only Corporation responsible
8. Organizing vendors becomes transparent, fast and accountability of Ward Authority increases
9. Successful integration of street vending becomes a continuous process

- Competition among vendors
- Self-Regulation of street vending activity
Legislation for implementation

- BPMC Act, 1949
- Bombay Police Act, 1951
- Indian Penal Code
- Sodhan Singh versus NDMC, 1989

Draft national policy on street vendors, 2002

Gujarat State policy on street vendors (Resolution)

GTP & UD Act
- Chp 2 section 7, 12, 14, 20, 21
- Chp 3 section 23
- Chp 4 section 30, 35
- Chp 7 section 107, 118
Integrating street vendors in city planning

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