

Planning For Informal Commercial Sector in Jalandhar City

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Abstract - Due to urbanization and industrialization, there is a speedy growth in migration from the rural area to an urban area. This is the reason why urban centers are unable to provide employment to all workforces. Because of this, they have to find other opportunities for the settlement which leads to involvement of these people in the informal commercial activities (1). As indicated by the Ministry of Housing and Urban Poverty Alleviation, there are 10 million street vendors in India. Mumbai has 250,000, Delhi has 200,000, Kolkata has more than 150,000, and Ahmedabad has 100,000 street vendors. The greater part of these vendors is immigrants, work for a normal 10–12 hours every day, and still stay poor. Further, improper license ceiling in most cities implies more sellers peddle their merchandise unlawfully, which additionally makes them inclined to the bribery and blackmail culture under nearby police and municipal authorizes, harassment, overwhelming fines, and sudden expulsions (2). Throughout the years the street vendors have organized themselves into trade unions and associations, and few NGO's have begun working for them. Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act came in 2014 by the center ministry of India for the welfare of the street vendors and there are numerous norms and standards mentioned in the act by which they would be reallocated or rehabilitated without disturbing the mobility, economic and social life of the city. This study is basically concerned with the reallocation or rehabilitation proposals for the street or vendors in a city which includes their social and economic issues. This study will include the concepts of transportation planning, infrastructure planning of urban areas for finding the proposals of vendors and their allocation. By using various norms or urban and transportation planning we decide or propose the roads of the city as vending roads, no – vending roads.

Keywords: - Infrastructure Planning, Economic issues, Street Vendors / Informal Commercial Sector, Re-allocation and Designing.

I. INTRODUCTION

With the increase in urban migration and decrease in formal sector, street vending have risen as one of the basic means of earning a livelihood for the urban poor in India. Street vendors are broadly defined as persons who offer goods and services for sale without having a permanent built-up structure but with a temporary structure or mobile stall. They are called by different names in different parts of India such as hawker, pheriwalla, rehri-patri walla, footpath dukandars, sidewalk traders, etc. (5). Poverty and lack of beneficial work in the rural areas and in the smaller towns drive large numbers of people to the urban areas for work and vocation. These individuals, for the most part have low skills and lack the level of education required for the better paid jobs. Furthermore, permanent protected jobs in the organized sector are shrinking, hence even those having the necessary skills are unable to find legitimate work. For these people work in the informal sector are the only means for their survival. This has prompted a quick growth of the informal sector in most of the larger cities. (6).

For ages, street vending has provided vibrancy, color and a market outlet in Indian cities. However, as the 21st century advances, the dynamic development of city populations, the scale of physical development, and globalizing

economies make new difficulties for street vendors, who face changing political, financial and social contexts and increasing competition for space. Today, modern street vending plays a vital role in the urban economy, as a source of jobs, revenue and ‘value added’ to the economy. Street vending provides a flexible link in economic supply chains, gives vitality to urban streets, and provides affordable goods for many urban residents. Yet street vending exacerbates congestion at busy sites and vendors lack the facilities for ‘decent work’. (7)

Subsequently, in the course of recent decades, we can see that there is substantial increase in the number of vendors in the major Indian cities. The total employment provided through street vending becomes larger if we consider the fact that they sustain certain industries by providing markets for their products. A lot of the goods sold by them, such as clothes and hosiery, leather and molded plastic goods and household goods, are manufactured in small scale or home-based industries. In this way they provide a valuable service by helping sustain employment in these industries (6). In this way, street vending activities play a significant role where the opportunity of earning income is rapidly increasing with the development of the economy. (8)

1.1 An Overview of Informal Commercial Sector in India:

The number of street vendors in Indian cities has increased sharply during the past few years, especially after 1991 when the policies relating to structural adjustment and liberalization were introduced. According to the study conducted by Sharit K Bhowmik (2000) Mumbai has the largest number of street vendor's viz. about 2,50,000. Kolkata has more than 1,50,000 street vendors. Ahmedabad and Patna have around 80,000 each and Indore, Bangalore and Bhubaneswar have around 30,000 street vendors. Studies on street vendors are few and are focused mainly on some cities.

Street vendors are mainly those who were unsuccessful or unable to get regular jobs. The poorer sections are able to procure their basic necessities through street vendors, as the goods are cheap. A study on street vendors in seven cities conducted by the National Alliance of Street Vendors of India (NASVI) demonstrated that the lower wage bunches spend a higher proportion of their pay in making purchases from street vendors mainly because their goods are affordable. Had there been no street vendors in the cities the situation of the urban poor would be worse. In this way street vendor helps another section to survive. Thus, however, street vendors are seen as an issue for urban administration, they are in fact the solution to some of the problems of the urban poor. (10)

1.2 Informal Commercial Sector in Jalandhar:

Substantial segments of unemployed and underemployed population in rural areas and small towns look forward to the cities like Jalandhar for employment and enter the city to move up the economic ladder. Thus a city like Jalandhar has organized sector and equally large informal sector. A survey on street vendors was conducted by municipal corporation, Jalandhar to legalize their "jobs" under Street vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014. The specialists contracted by the MCJ to rehabilitate around 15,000 street vendors working in the city. Till date, only 12,014 vendors have so far registered for the rehabilitation plan. But the project has been delayed as the municipal corporation of Jalandhar is yet to confirm the sites for relocation. (3)

1.3 Need of the Study:

- The informal markets supplement the commercial requirements of individuals living inside the city and visitors to the city.
- The city development schemes have given no consideration to this sector and this has led to the haphazard growth leading to problems.
- There is a need to introduce planning measures for this much avoided but crucial sector.

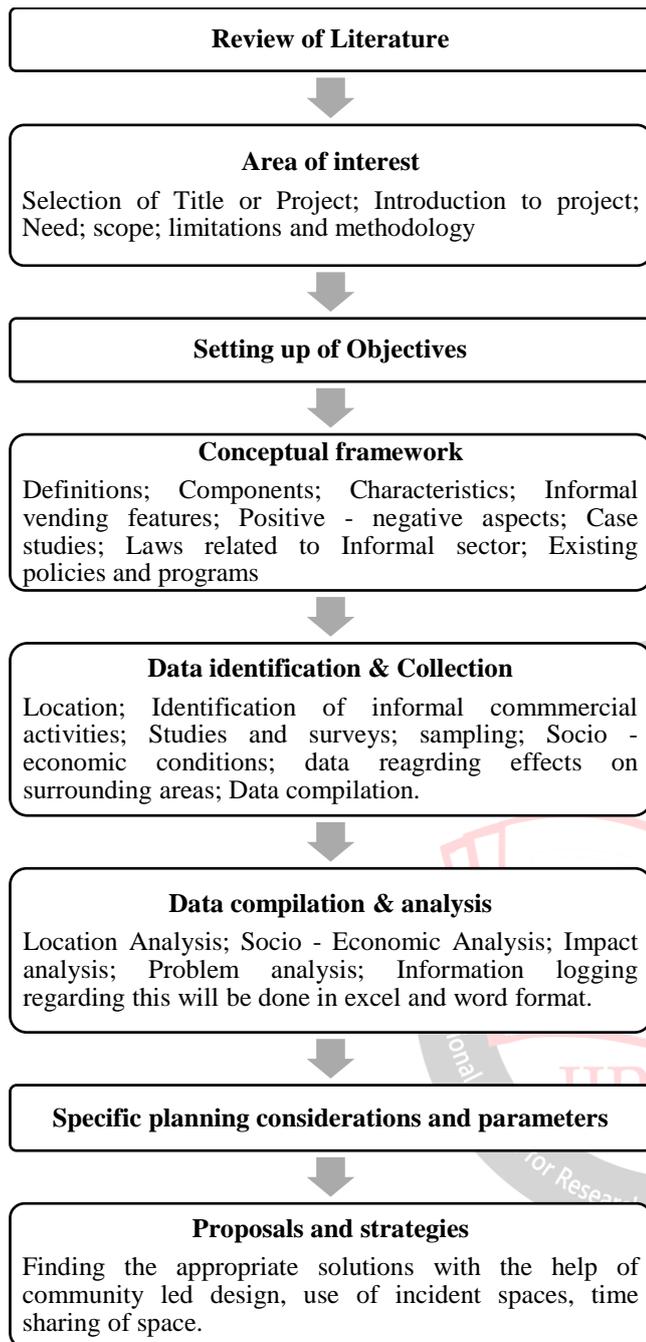
1.4 Scope:

It will include the thorough research on a sample of vendors taken from selected locations. It will include the focus on the working environment of the vendors, their problems as well as impact of these informal activities on the immediate surroundings.

The study was based on following factors related in case of informal commercial sector:

- Work Characteristics: Identification of the nature of informal activities the vendors are involved in and the characteristics of the work.
- Infrastructure problems: Identification of the infrastructure problems existing in the informal commercial areas.
- Legal Problems: Identifying the legal problems related to the informal commercial sector due to government, police interventions.
- Social Problems: Identifying the social problems faced by the street vendors caused by the buyers, formal shop owners, police, government etc.
- Encroachments: Identifying the encroachment areas in the city by informal vendors.
- Traffic problems: Identifying the Traffic Problems created by informal commercial activities in the study area.
- Solid Waste: Identifying the problems of solid waste generated by the informal sector and its management, sanitation, hygiene.

II. METHODOLOGY



Source: Analysis by Author

Methodology

It refers to the step by step or sequential approach in order to achieve the objectives. Methodology indicates what is to be done in a particular stage. Each stage becomes an input to the other stage.

Stage I - Review of literature

Review of literature is a search and evaluation of the available literature in the given subject or chosen topic area. It documents the state of the art with respect to the subject or topic.

Stage II – Area of Interest

This includes the selection of the topic and further includes the introduction of the topic, its need, importance and its applicability in the study area.

Stage III – Setting up of Objectives

Objectives and scope are framed regarding the study, the study area, the research and the propositions to be given.

Stage IV – Conceptual Framework

Keeping the objectives in mind, literature is searched through various books, journals, projects, unpublished thesis and theoretical framework is framed which includes definitions, concepts, components, government policies, norms and standards, building bye – laws and case studies related to informal commercial sector. On the basis of theoretical studies components and general planning considerations are derived.

Stage V - Data Identification and Collection

Surveys and studies are conducted according to the data identified. Location of study area, identification of Informal activities, conducting studies and surveys, sampling, study of the socio – economic conditions of the people involved with the help of questionnaires. Data regarding the effect on surrounding areas to be collected. Data compilation to be done.

Stage VI - Data compilation and analysis

It includes identification of problems of vendors, identification of problems created by the Informal commercial sector. Statistics related to the surveyed areas, specific findings in form of analyzed data.

Stage VII – Specific planning considerations and parameters

Specific planning considerations are worked out for various components of the Informal commercial sector. It includes zone wise analysis of vendors along the roadside and vendors in vending markets, identification of problems of vendors, identification of problems created by the Informal commercial sector in the areas that has been surveyed, statistics and comparative analysis related to the surveyed areas, specific findings, problems in form of analyzed data.

Stage VIII – Proposals and Strategies

Detailed proposals to be prepared. Strategies and proposals for the development of the study area to be given according to the specific findings in the selected study areas of the city.

III. EXISTING STATUS OF INFORMAL COMMERCIAL SECTOR: JALANDHAR CITY

This section examines the existing status i.e. vending markets along the roadside and vending markets in a plot

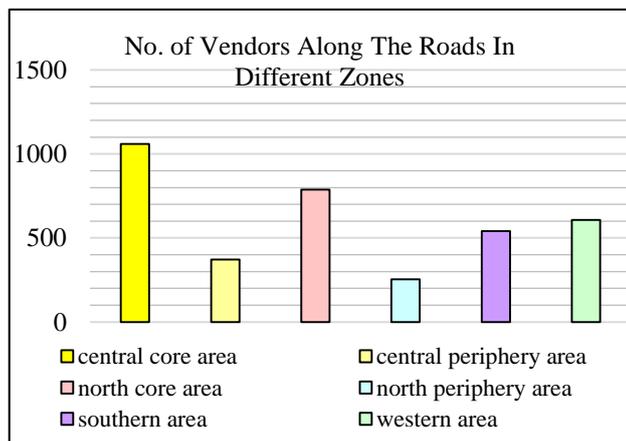
or area identified in Jalandhar city along with zone wise comparative analysis of all the vending markets in the city.

According to the concept of Natural markets given by Sewa, there are almost 371 markets in the city which includes daily markets, fish markets, meat markets, mixed vending, occasion / mella market, sabji markets, weekly markets and others. The greater part of the informal markets are located around the major traffic nodes including railway station, bus stand, places of tourist's interest and religious centers. Mushrooming of these informal commercial markets has been witnessed in and around the health, education and recreational facilities. The vast majority of these markets are situated on road berms, vacant land / open spaces, parking lots etc. creating many problems inefficient functioning of the city including traffic and transportation.

3.1 Existing Number of Vendors in Jalandhar City

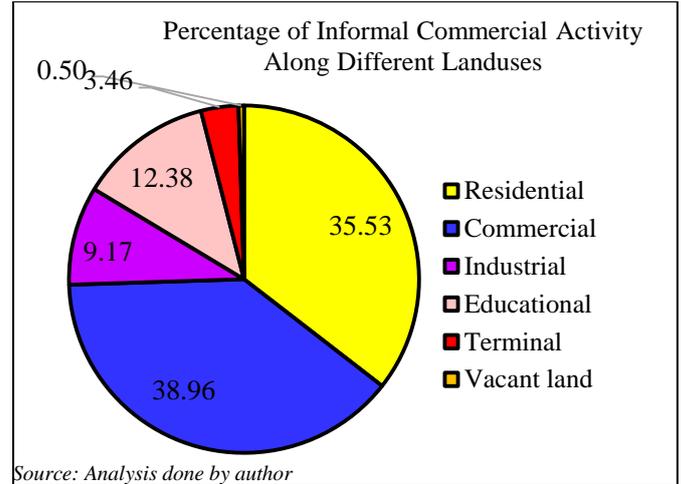
Given the limitation of available data in understanding of the various dimensions and issues of workers involved in vending, the present study is primarily based on empirical field data. There are 371 markets in the city and around 12014 units present. Jalandhar city has been divided into six directional zones namely central core area, central periphery area, north core area, north periphery area, southern area, western area. (Refer map 1). Based on these six zones, comparative analysis has been done of vending markets along roadside and vending markets in a plot identified. A concentration of (20 - 50), (50 - 100), (100 - 200) and (200 above) number of vendors have been made to analyze these zones on the basis of concentration of vendors. Map No. 2 shows the number of vendors that are present along the road and are compared in each identified zone. Further major land use characteristics of surrounding area has also been discussed of these vendors along the road. Mushrooming of these informal commercial markets has been witnessed in and around the commercial, education, residential, religious, etc.

Comparative zone wise analysis of vending markets along roadside: (Refer Map 2)



Source: Analysis done by author

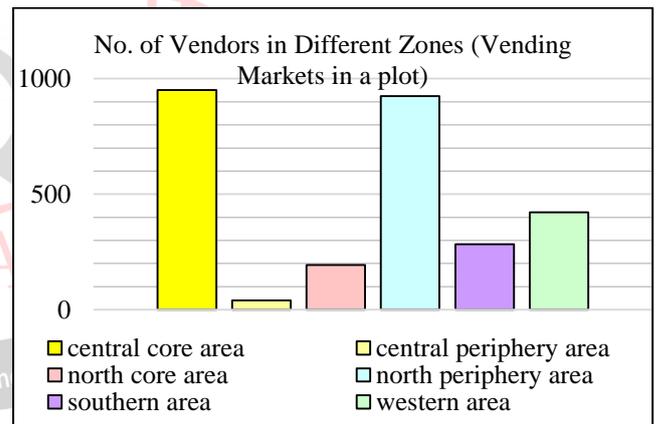
Surrounding land use around informal activities along roadside: (Refer Map 2)



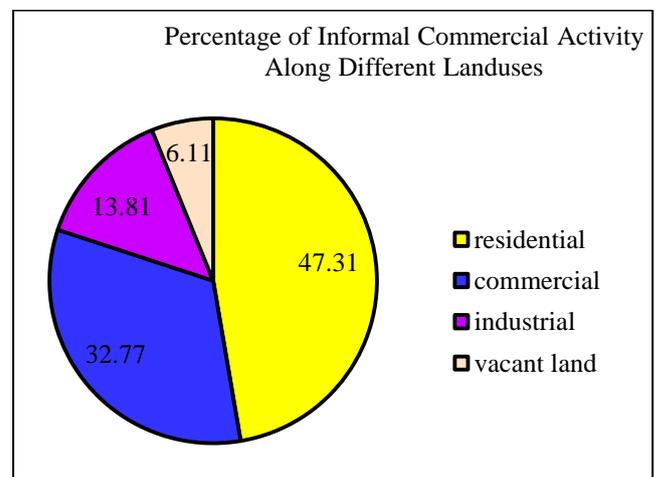
Source: Analysis done by author

Comparative analysis has been done among different zones that has been identified and further different land uses are also considered and comparative analysis has been done which shows the vendors along the road are more near residential and commercial land use.

Comparative zone wise analysis of vending markets: (Refer Map 3)



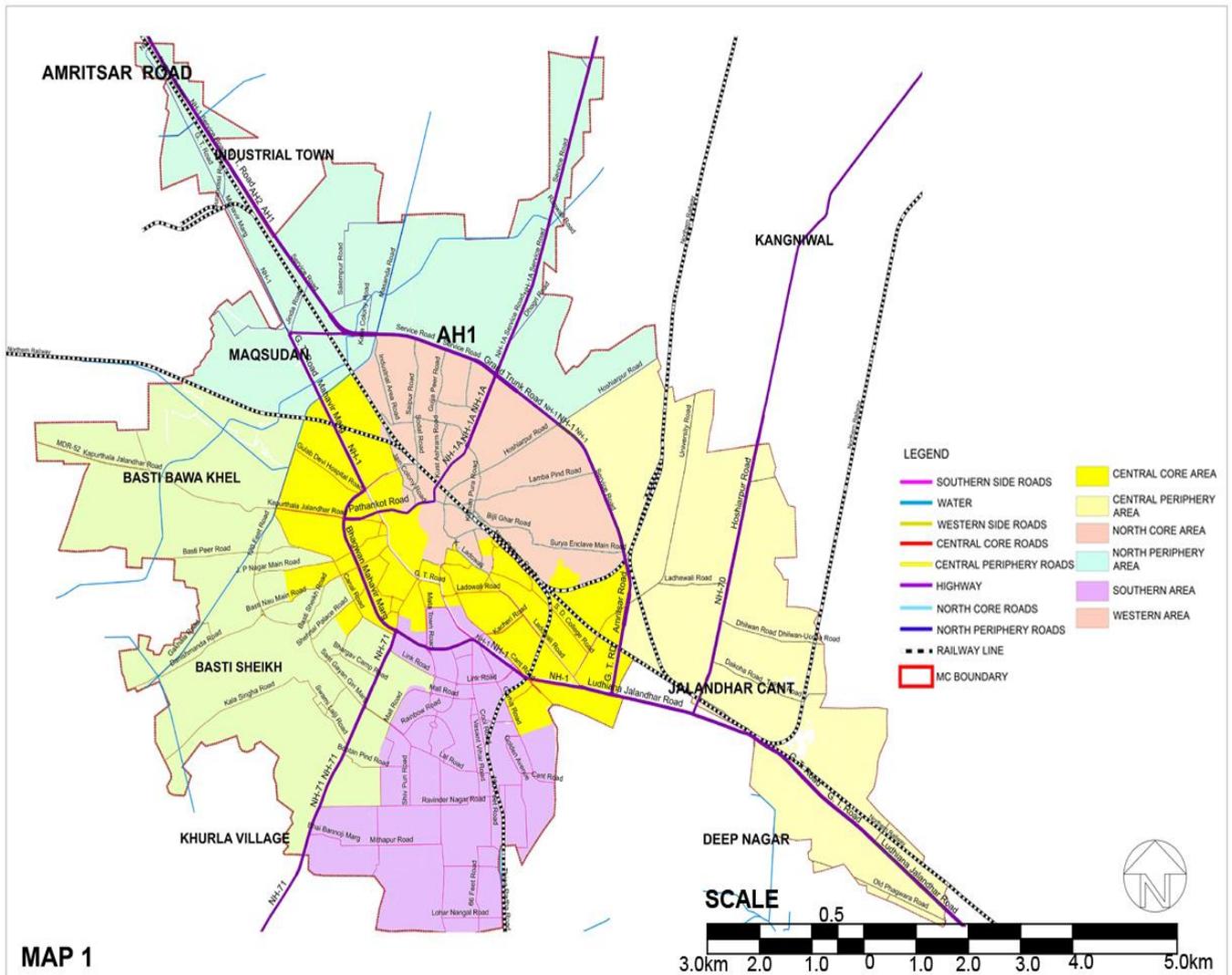
Surrounding land use around informal activities of vending markets: (Refer Map 3)



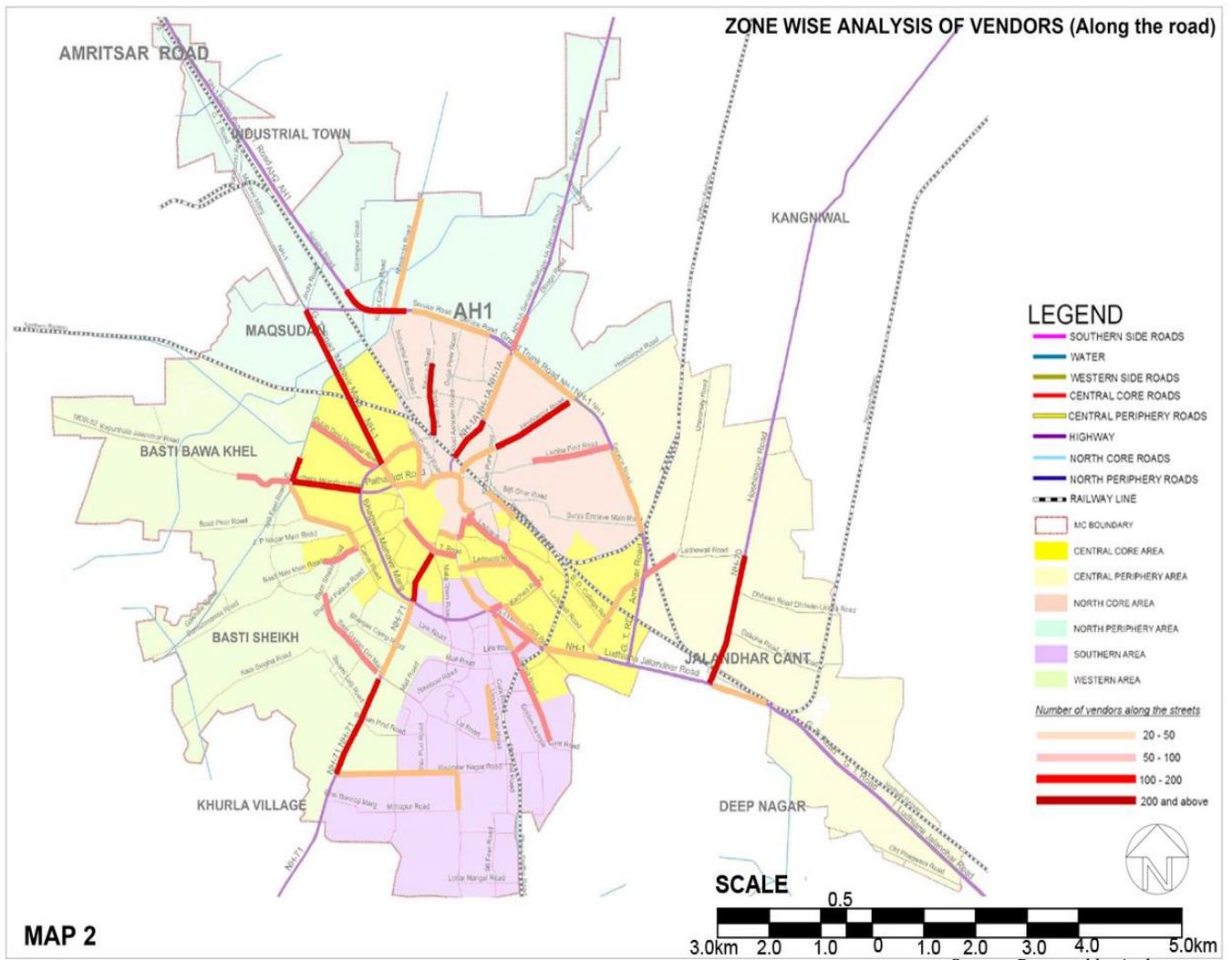
Source: Analysis done by author

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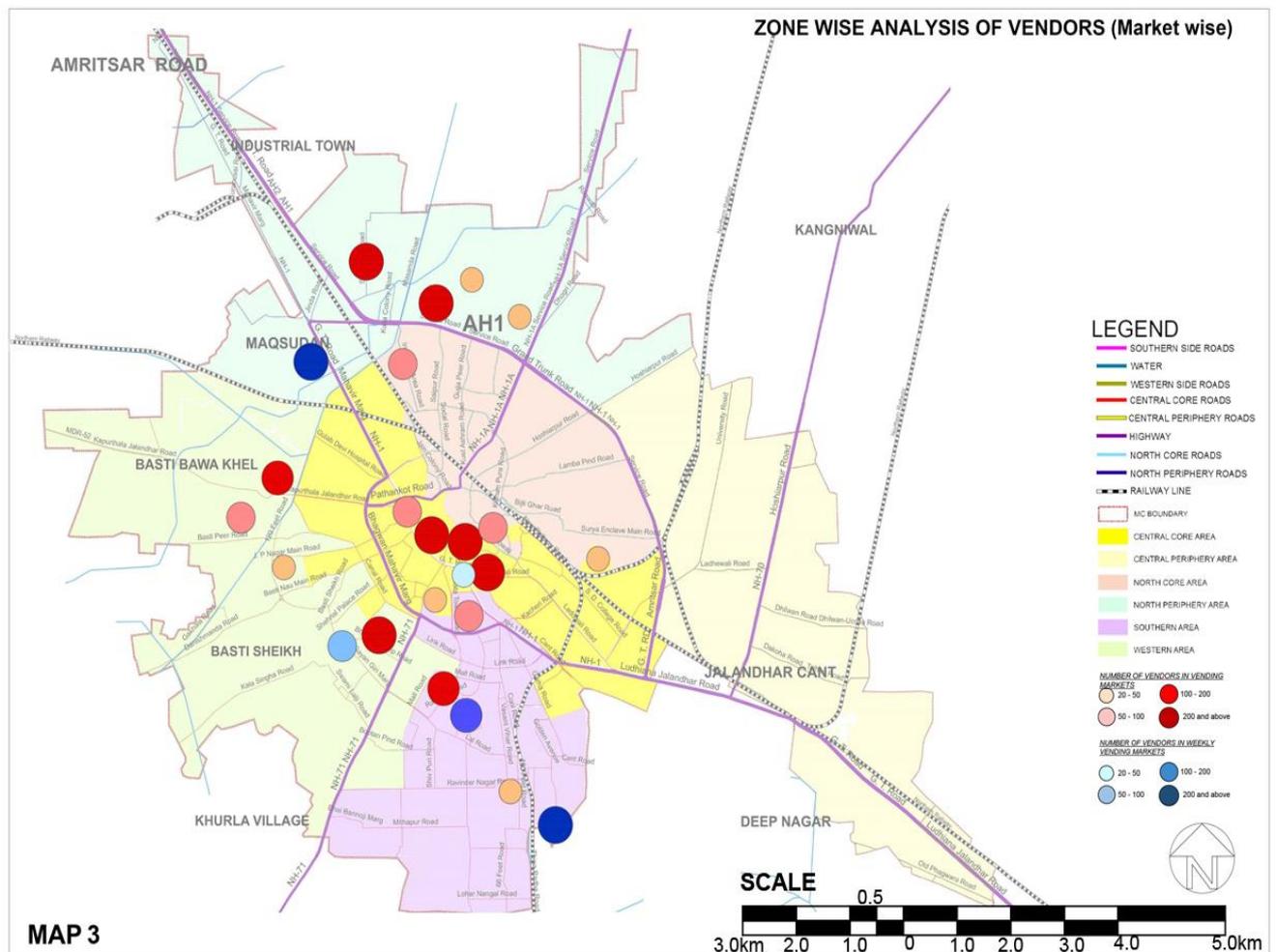
been done which shows the vendors along the road are more near residential and commercial land use.



Source: Prepared by Author



MAP 2



MAP 3

3.2 Ward Wise Analysis of the Vendors

Jalandhar city has been divided into 60 wards as per information provided by the M.C office of the city. Each ward has certain population (acc. To census 2011) and no. of vendors in each ward has been taken from SVP draft report. Analysis has been done according to the street vending policy which says 2.5% of population in each ward are the number of vendors which can perform their vending activities. After the analysis, it can be seen that the number of required vendors is less than number of existing vendors ward no. 2, 4, 18, 29, 30, 33, 34, 35, and 39. From the analysis it can be seen that there are more than required number of vendors in the central part of the Jalandhar city.

Ward No.	Population	Existing No. Of Vendors	No. Of Vendors According To Population (2.5% of Population of a ward)	Ward No.	Population	Existing No. Of Vendors	No. Of Vendors According To Population (2.5% of Population of a ward)
1.	27749	415	694	31	9678	151	242
2.	18035	744	451	32	13525	64	338
3.	22548	270	564	33	15574	436	389
4.	17884	477	447	34	11069	382	277
5.	11500	31	288	35	9330	265	233
6.	11694	0	292	36	10145	50	254
7.	17368	147	434	37	8258	144	206
8.	16880	102	422	38	8500	64	213
9	16426	42	411	39	15677	3009	392
10	21042	267	526	40	17489	53	437
11	13142	35	329	41	19999	458	500
12	11914	22	298	42	20916	121	523
13	14941	129	374	43	16117	21	403
14	17373	180	434	44	11763	201	294
15	22255	79	556	45	12931	37	323
16	9185	51	230	46	21072	71	527
17	18441	74	461	47	20722	25	518
18	5812	191	145	48	13799	66	345
19	10520	92	263	49	15056	69	376
20	7418	22	185	50	9174	99	229
21	12026	23	301	51	9762	20	244
22	15619	192	390	52	10756	203	269
23	21713	68	543	53	15122	17	378
24	9139	19	228	54	19947	120	499
25	12512	75	313	55	18037	258	451
26	7209	161	180	56	12657	156	316
27	10150	39	254	57	20378	102	509
28	7675	90	192	58	16287	95	407
29	11610	690	290	59	13390	63	335
30	9247	375	231	60	15795	122	395

Source: Census 2011 and M.C Jalandhar.

3.3 Comparative Analysis of Surveyed Vending Markets

Given the limitation of available data in understanding of the various dimensions and issues of workers involved in vending, the present study is primarily based on empirical field data. There are 371 markets present in the city out of which 8 vending markets were selected for survey analysis on basis of number of vendors present and land use. Comparative analysis was done for each location which was based on the weightage chart. Attempts to include different types of street vendors who are selling different variety of products like fruits, vegetables, street food etc. has been made. Data has been collected with the help of personal interviews of vendors. Different parameters have been taken to compare the identified markets in Jalandhar City.

Weightage	1 (Moderate)	2 (Crucial)	3 (Most crucial)
Existing number of vendors	15 - 50	50 - 200	Above 200
Encroachment	Less than 4 mts	4m – 6m	More than 6 mts
Parking availability	Available / Both sided	One sided	Absent
Solid waste management	Bins present	Bins present but no collection	Absent
Electricity	Private	Absent	Illegal
Toilets	Public toilets available	Approach nearby public buildings	Absent
Drinking water	Municipal taps available	Approach nearby public buildings	Absent
Sheds	Permanent	Temporary	Absent

Source: Prepared by author

After comparison on the basis of this weightage chart, it is seen that out of 8 markets surveyed 5 markets are most crucial, 2 are crucial and 1 market has moderate condition.

Sampled Areas	Existing no. of vendors	Encroachment	Parking Availability	Solid waste management	Electricity	Toilets	Drinking water	Sheds	Comparative analysis
Basti Bawa Khel Nahar (Canal)	93	4M	Absent	Absent	Absent	Absent	Absent	Absent	3
Urban Estate Phase 1	300	0M	Available	Bins present	Private	Absent	Absent	Temporary	1
Kapurthala Chowk to Basti khel canal	63	6M	Absent	Bin present but no collection	Private	Absent	Municipal Taps available	Absent	2
Rama Mandi to Dhillwan chowk	300	9M	Both sided	Absent	Private	Absent	Absent	Absent	3
Nehru Garden to Jyoti chowk	82	6M	Both sided	Absent	Private	Absent	Absent	Absent	3
Jyoti chowk to Rainak Bazaar	155	0M	Absent	Absent	Private	Absent	Absent	Permanent	3
Bus stand	75	7M	Absent	Bins present but no collection	Private	Approach nearby public building	Municipal taps available	Absent	2
Old Sabji Mandi chowk	33	7M	Absent	Absent	Absent	Absent	Absent	Absent	3

Source: Prepared by author

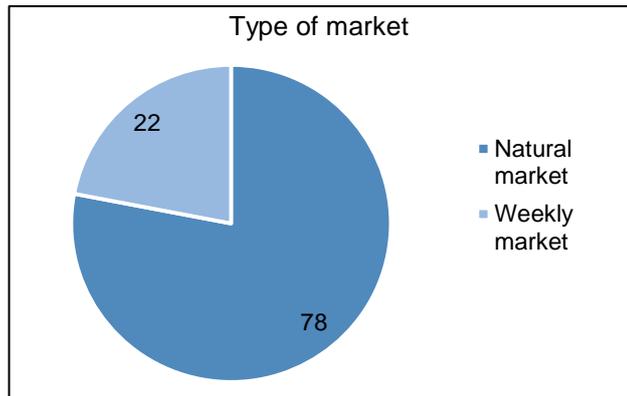
The purpose of comparative analysis is to compare the identified vending markets in Jalandhar. The following parameters were taken for comparison:

- Concentration of informal commercial units present in the area.
- Width of space encroached for the purpose of informal street vending.
- Parking availability in the area, whether present on both sides of the road or on single side of road.
- Solid waste collection in terms of presence of collection bins, underutilization of bins, absence of bins.
- Electricity in terms of illegal connections, no connections or private arrangements.
- Presence of public toilets, toilets in the nearby public buildings or absence.
- Availability of drinking water in terms of absence of taps. Availability of municipal taps or presence of taps in nearby public buildings.

2. Presence or absence of permanent or temporary sheds.

IV. LOCATIONAL ANALYSIS

4.1 Type of market:

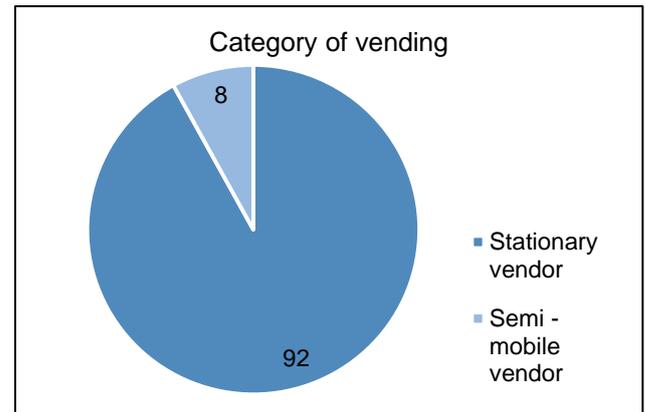


Source: Primary survey

According to sampled survey, there are 78 vendors at natural markets and 22 vendors involved in weekly market.

Natural market is basically growth of commercial activity around planned or unplanned areas of public congregation.

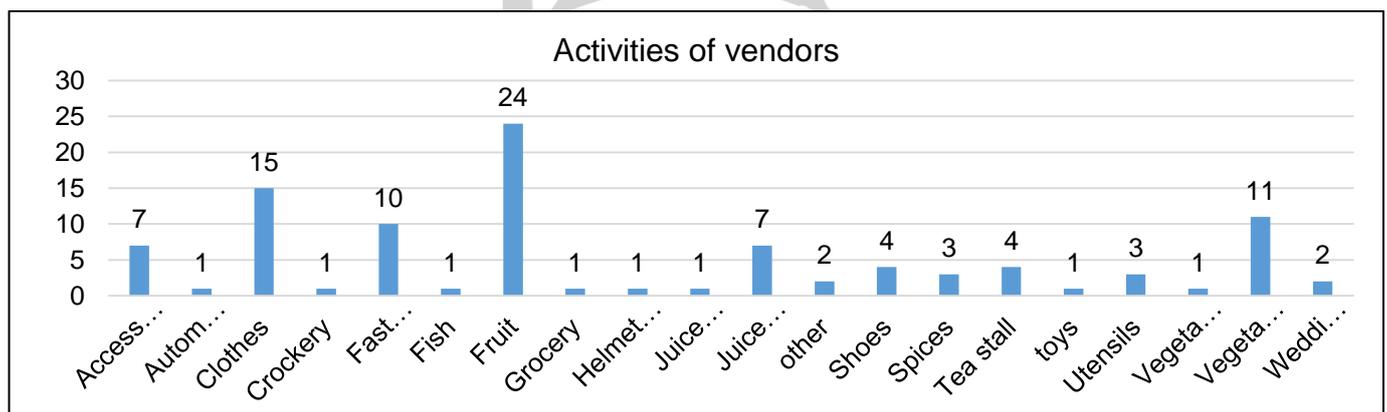
4.2 Category of Vending:



Source: Primary survey

The mobility pattern of the Informal commercial sector workers depends on the peak / non-peak hours. The mobility is done to nearby residential areas during non – peak hours by fruit / vegetable vendors.

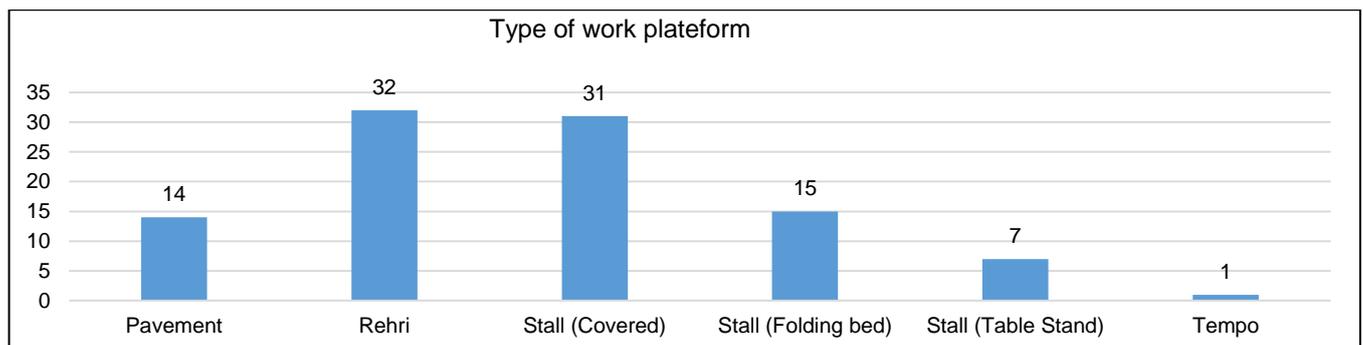
4.3 Activities of vendors:



Source: Primary survey

Informal commercial activities prove to be quite diverse. The number of informal activities related to fruit – vegetable selling and clothes are maximum in case of Jalandhar. The informal commercial sector follows the character of the nearby potential location and sells goods which are related to the character of the site. For example, near a hospital, fruit and fruit juice activities can be found; near an educational institute activities related to fast food, snacks have been observed.

4.4 Type of work platform

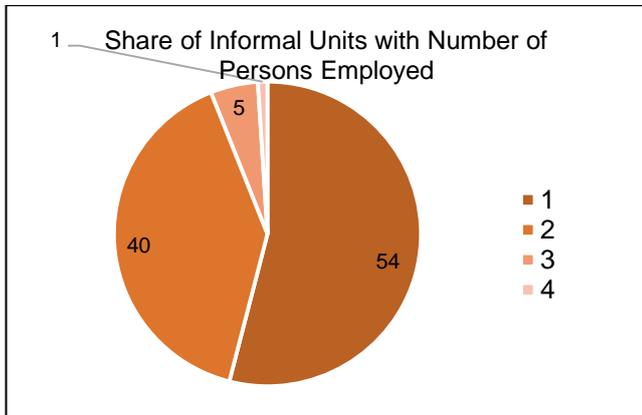


Source: Primary survey

From the empirical study it was observed that major number of the surveyed informal establishments were rehris. There are various requirements for various types of informal units as depicted by the standards.

V. SOCIO – ECONOMIC SURVEY

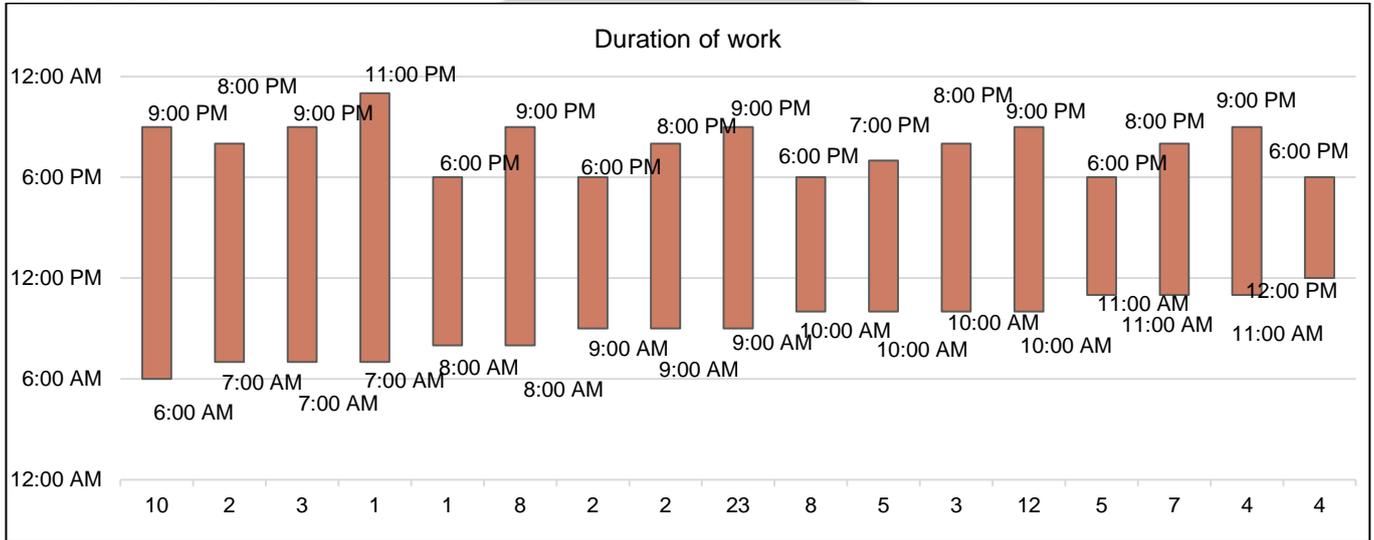
5.1 Share of Informal Units with Number of Persons Employed:



Source: Primary survey

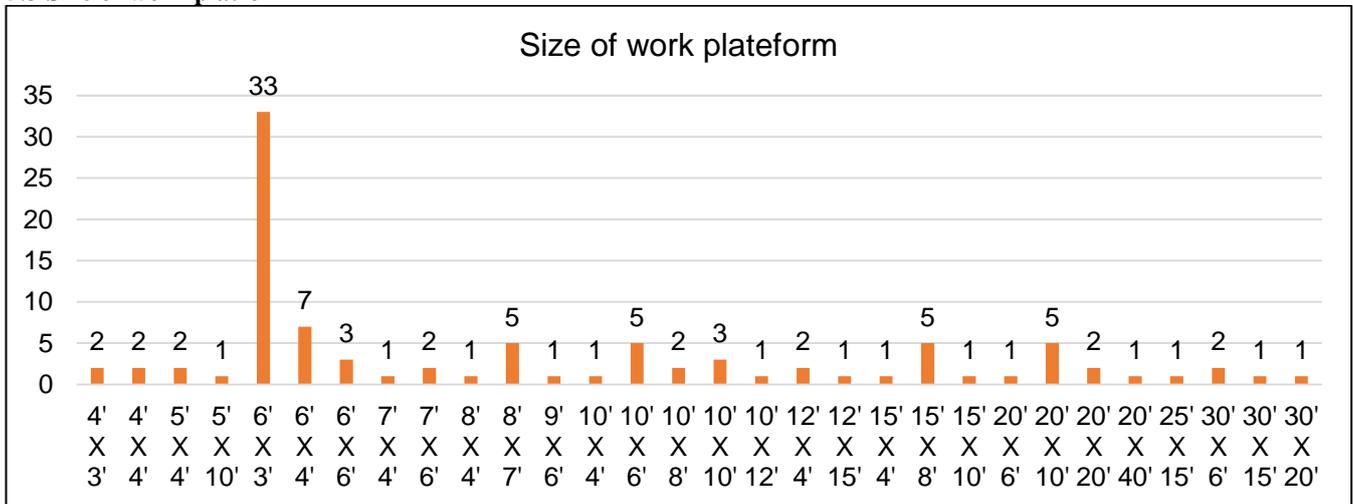
The owner may hire a second worker to operate at different times of day (such as the night shift). Most coworkers are family members. Child workers are also involved.

5.2 Duration of work



Most of the informal commercial vendors work from 9 am to 9pm. Vendors involved in weekly markets start their work from 6 in the morning to 9 in the evening.

5.3 Size of work platform

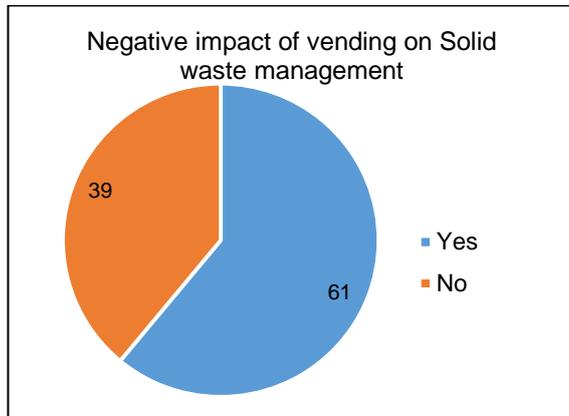


Source: Primary survey

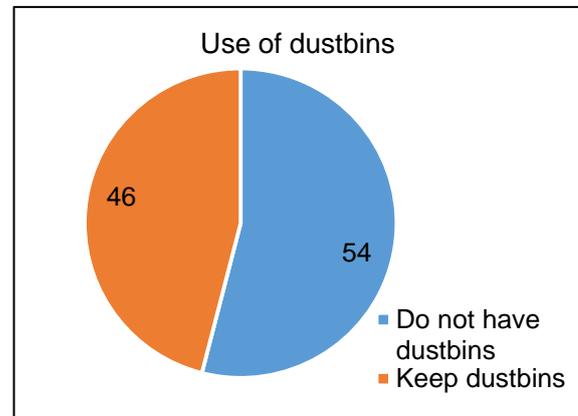
Most of the informal commercial vendors have 6'X3' working platform, but some of the vendors have encroached most of the space which can reach up to 20' to 30' in width.

VI. IMPACT ANALYSIS

6.1 Solid waste management



Source: Primary survey



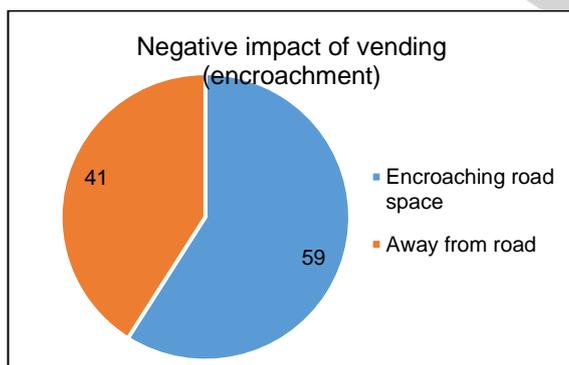
Source: Primary survey

Study of impact of informal commercial sector on immediate surroundings depict issue of Solid waste management, cleanliness and hygiene.

61% of informal units in sample study pose negative impact on the surrounding due to no solid waste management in the vending markets and 54% of the vendors do not have dustbins on the location. The waste produced from the vending activity usually goes on the road surface or corner with a wall or in the center of the road and gradually increases day by day resulting into a permanent heap at the location. Road sweepers usually collect the waste from the part of road stretch and dump in the same heap for the municipal waste collection which is again, very inconsistent and delayed. The dumped solid waste consists of plastic waste, perished fruits and vegetables, waste from fast food items etc. which attracts stray animals. This leads to increase in issues of public hygiene, degradation of environment as well as more encroachment of road space. During rainy season, solid waste also causes water logging in these locations as the waste choke the drains. This leads to stagnant water which is another major cause of diseases and affects the health of the informal commercial sector workers as well as people living in surrounding areas.

6.2 Issues due to encroachment and parking

59% of the vendors are encroaching the road which means most of the carriageway on some locations are encroached by on street parking and informal activities. Other 41% which are away from road are encroaching open vacant land as weekly markets.



Source: Primary survey

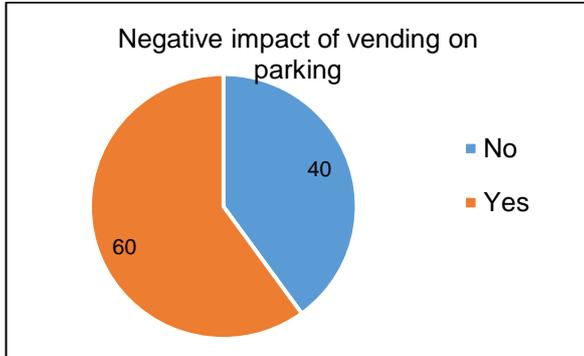
Width of total road space encroached vary from 4 meters to 9 meters reducing the carriageway. That means most of the carriageway on some locations is encroached by on street parking and informal activities. Taking an average into account, 4 meters of carriageway is encroached. This means, approximately an average of 2 lanes (1 on each side) in the R.O.W are not utilized for catering the traffic. This doubles up the traffic volume in the remaining carriageway width which bears the pressure of traffic of its own capacity and of the encroached carriageway space / lanes and hence leads to congestion and jams.

	AREA SURVEYED	RIGHT OF WAY	WIDTH OF SPACE ENCROACHED
1.	Kapurthala chowk to basti bawa khel nahar	32 M	6 M

2.	Basti bawa khel nahar (Canal)	15 M	4 M
3.	Nehru garden to Jyoti chowk	25 M	6 M
4.	Jyoti chowk to rainak bazaar	25 M	0 M
5.	Rama mandi to dhilwan chowk	34 M	9 M
6.	Bus stand (Jalandhar)	25 M	7 M
7.	Urban estate phase 1	30 M	0 M
8.	Old sabji mandi chowk	25 M	7 M

Source: Primary survey

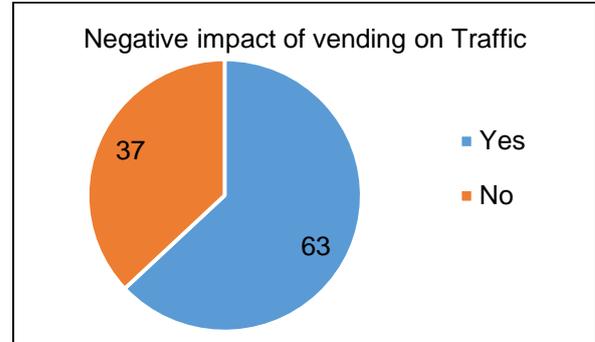
6.3 Negative impact of vending on parking



Source: Primary survey

60% of the vendors are posing negative impact on parking which is because of vending activity which encroached the road and parking space and hence people have to park their vehicles on road thus reducing the road width.

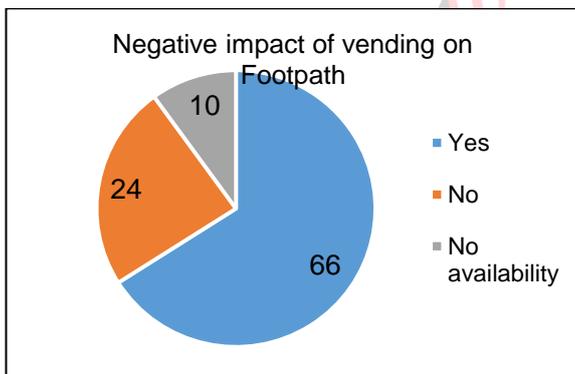
6.4 Negative impact of vending on traffic



Source: Primary survey

63% of the vendors are posing negative impact on traffic mobility by reducing the effective width of the road and doubles up pressure of traffic on remaining carriageway which leads to congestion and jams.

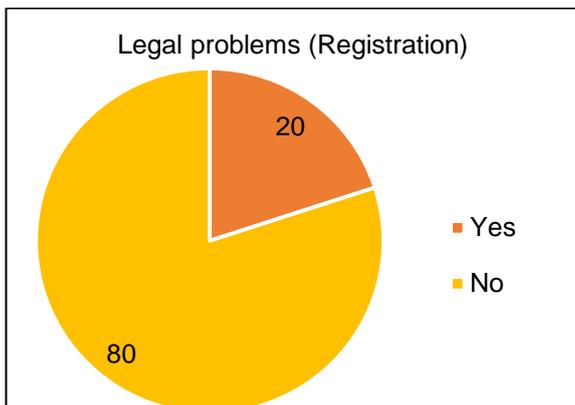
6.5 Negative impact of vending on footpath



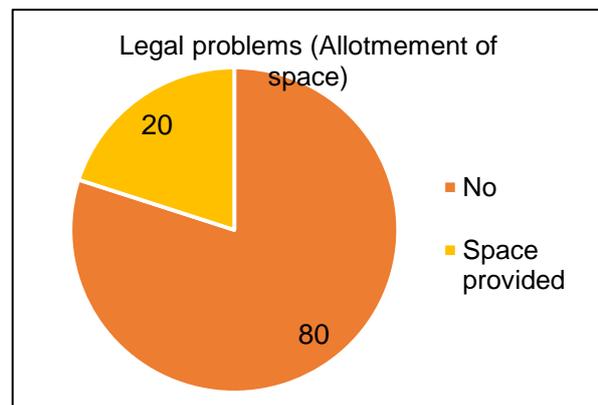
Source: Primary survey

Most of the informal commercial vendors occupy the footpath or the parking space for their vending activity.

VII. LEGAL PROBLEM ANALYSIS



Source: Primary survey



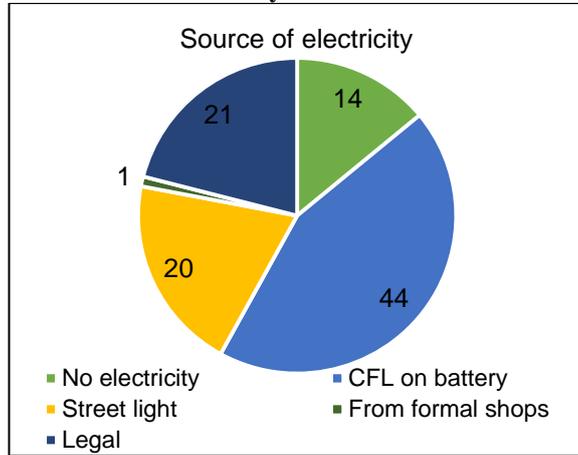
Source: Primary survey

From the primary survey it is seen that there has been no registration done for the informal sector workers. Vendors who belong to weekly market mandi known as bhaiya mandi are registered. According to recent study, survey of 12014 vendors has been done by M.C Jalandhar in the year

2012 but licenses has not yet issued to the vendors. But the project has been delayed as the municipal corporation of Jalandhar is yet to confirm the sites for relocation of these vendors.

VIII. INFRASTRUCTURAL PROBLEMS

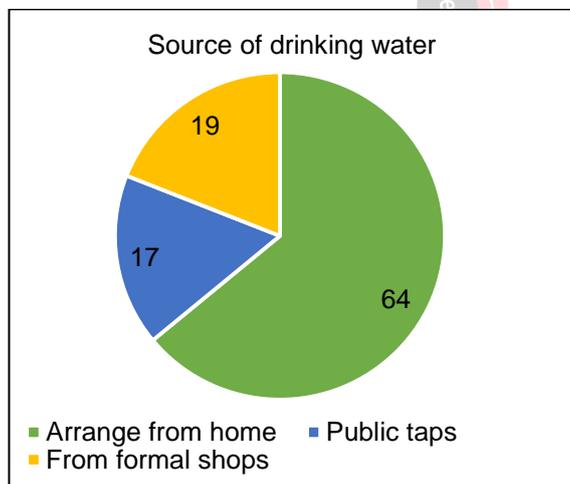
8.1 Source of Electricity



Source: Primary survey

The informal activities in front of formal shops pay monthly rent to the formal shop owners for electricity. But in case of Jalandhar city most of the vendors use their own battery for the electricity purpose and others who do not have access to electricity tend to leave the workplace before sunsets.

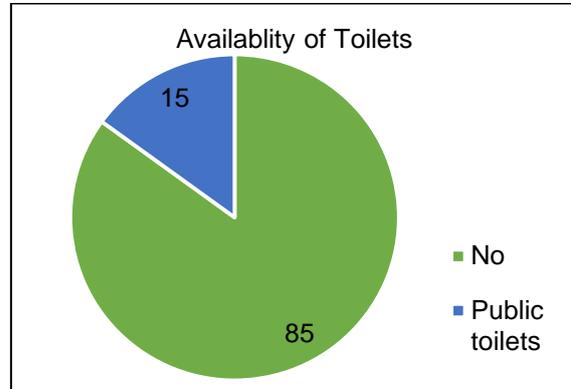
8.2 Source of drinking water



Source: Primary survey

There is a major percentage of informal commercial sector with no access to safe drinking water. These people have to arrange water on their own or from the shops nearby. Only 17% have access to public taps which is generally of terminals or some public building.

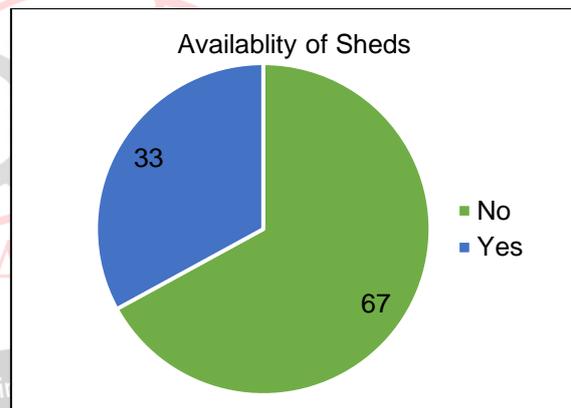
8.3 Availability of Toilets:



Source: Primary survey

There is no availability of public toilets for the people involved in informal activities hence they relieve themselves on roadsides or walls. Only 15% have access to public toilets from nearby public buildings or terminal.

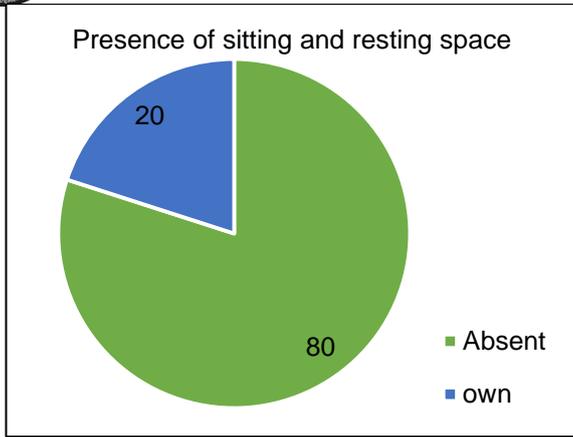
8.4 Availability of Shed



Source: Primary survey

The informal commercial sector workers lack availability of shelter from sun, rain and wind. They have no storage facility for perished items which are later disposed when they become non consumable. Perished goods disposed on the roads invite nuisance by stray animals, pests, rag pickers.

8.5 Presence of sitting or resting space



Source: Primary survey

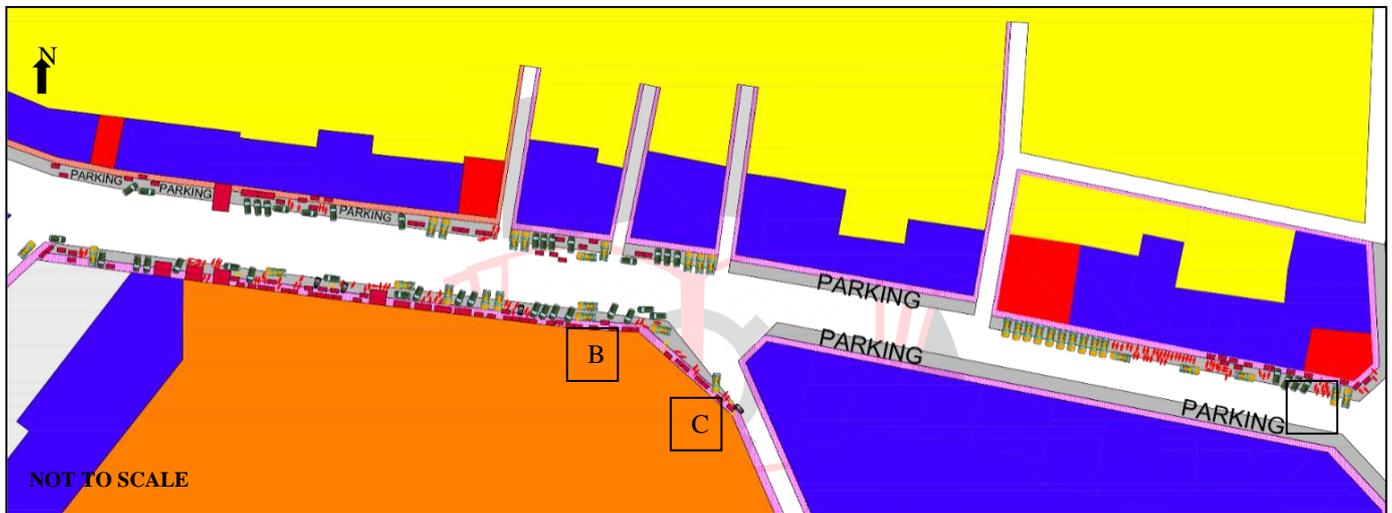
There is no provision of resting places and the informal commercial sector workers hire others to work in shifts. Some also rest on the place of work i.e. on the rehris etc. In case sitting space is available then it is arranged by the vendors on their own like chairs or benches.

The analysis done above has been primarily focused on the present condition of the informal commercial sector workers, the problems faced by them, the problems caused by them to immediate surroundings. Descriptive statistics from the samples has been used to analyze and interpret the results.

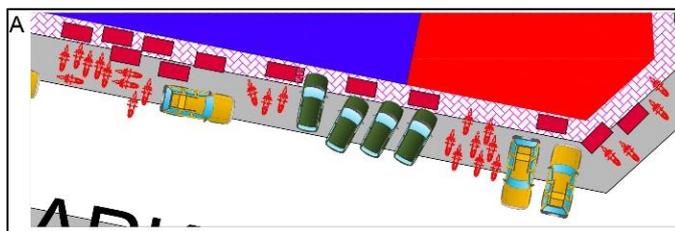
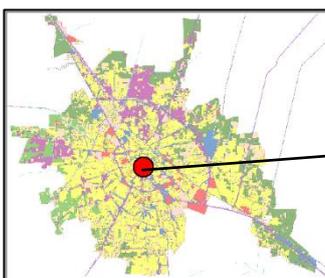
IX. SITE RELATED PROBLEMS

Detailed study of various parameters have been done previously. Further in this paper, on – site problems has been discussed in detail with the help of layout plans showing existing condition of the critical sites.

9.1 Nehru Garden to Jyoti Chowk Stretch



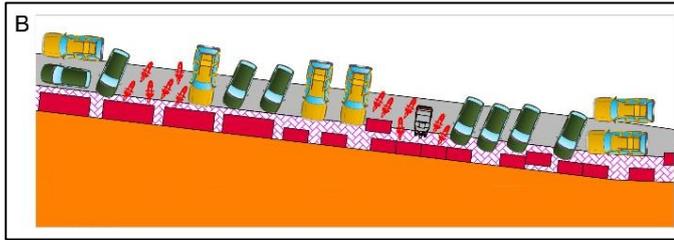
Source: Prepared by Author



Pedestrian Movement

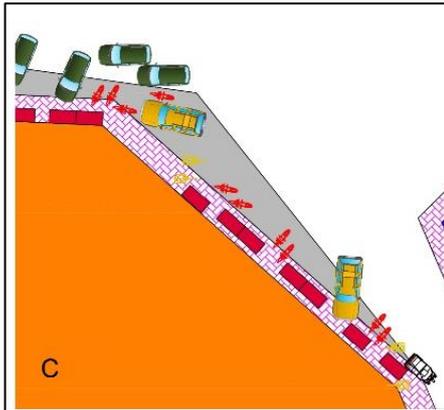
- Negligible space is available for the pedestrian movement due to encroachment by the informal commercial activities.

- Vendors encroaching the footpath and parking space which results in parking of vehicles on street.



Street vendors encroaching the footpath and making pedestrian movement difficult.

Due to encroachment of parking area by vendors people tend to park their vehicles on road in front of vending carts thus reducing the road width and increasing traffic congestion.



Informal Commercial Activity at Turning Point of Road

Vendors standing at turning point of the road creates congestion at these points by reducing the road width.

Sanitation / Hygiene Consideration / Water Supply

Absence of sanitation facilities, drinking water & public convenience is there.

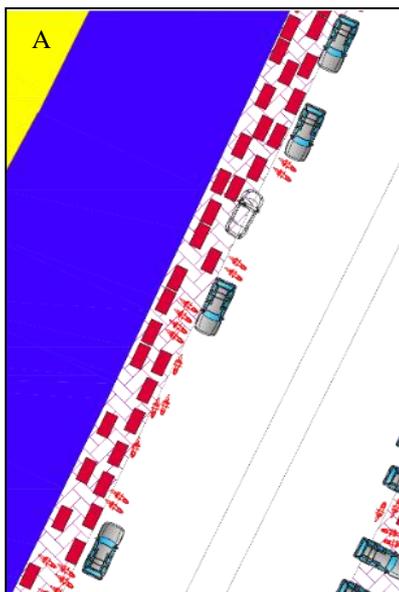
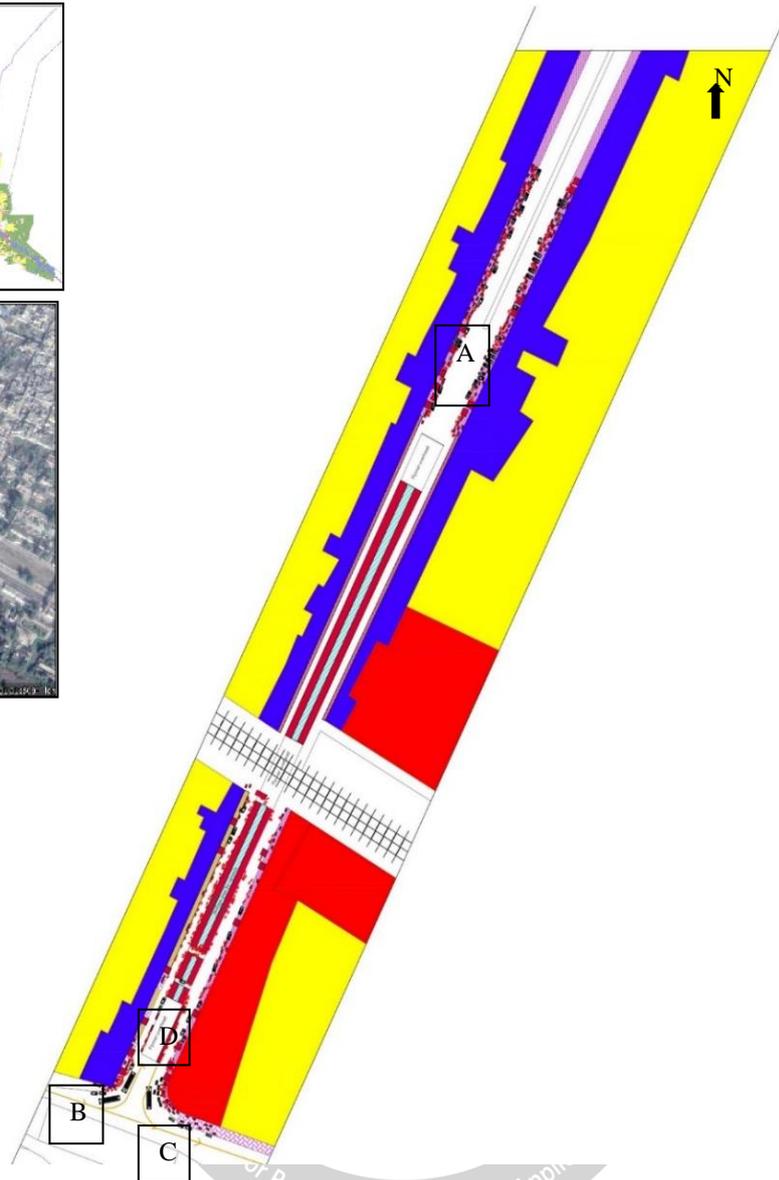
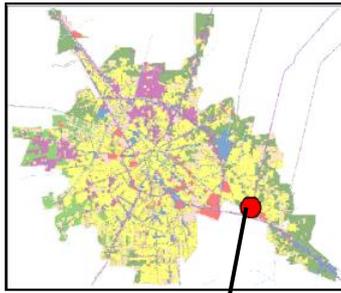


Safety concerns

Vending activity happening on footpath are there which force buyers to buy the commodities either by standing on the footpath or on the road

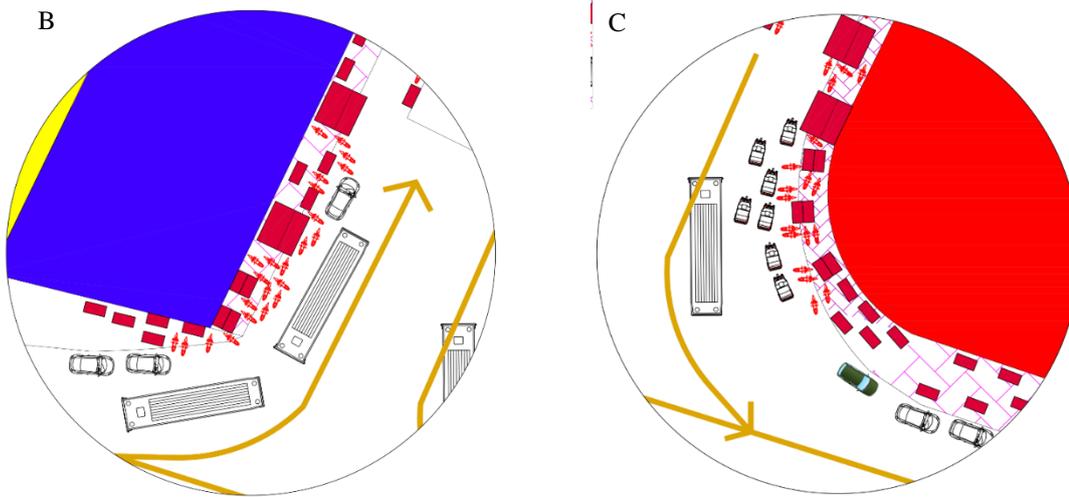
Vending activities extends up to carriageway which may cause any accident to the buyers or the riders.

9.2 Rama Mandi To Dhillwan Chowk (Hoshiarpur Road)

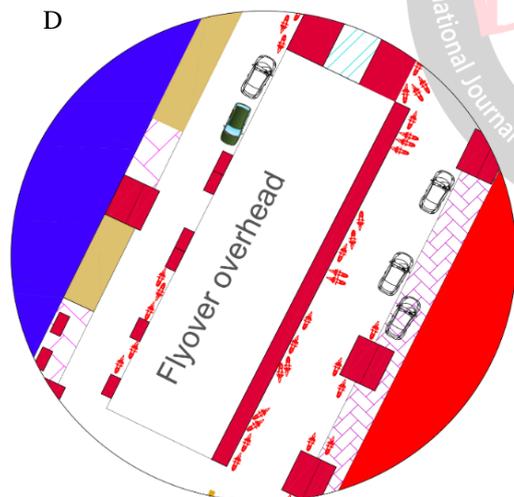


- Vendors standing at the corner of the road (turning point) creating bottleneck situation by reducing the road width

- Vendors have encroached the parking area in front of shops.
- Footpath and parking area in front of shop being encroached by shopkeeper and street vendors Due to this, consumers tend to park their vehicles in front of these services thus reducing the road width.

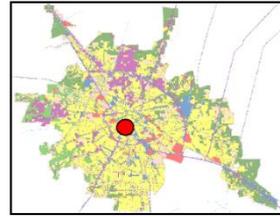
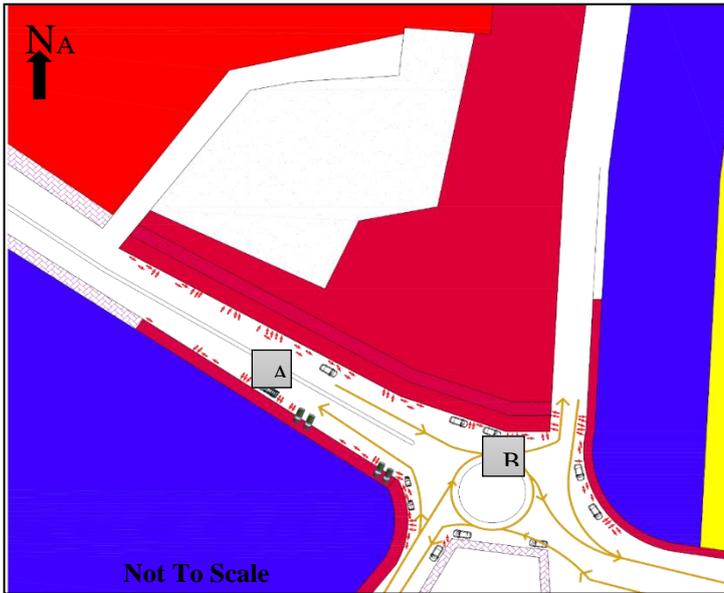


Vendors standing at the turning point of the road creates traffic congestion as this road leads to Hoshiarpur and buses tend to stop here.



- Area under the flyover experiences heavy footfall, traffic and scattering of vendors in this area causes various traffic problems.
- Vendors encroaching the area near the starting point of the flyover tend to reduce the road width which results in congestion.
- Vendors encroaching the space under the flyover in scattered manner with no proper parking facility or any specific storage area.

9.3 Jyoti Chowk To Rainak Bazaar (Vending In A Plot)



Pedestrian Movement

Negligible space is available for the pedestrian movement due to encroachment by the informal commercial activities.



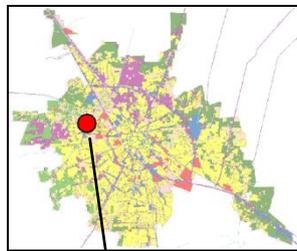
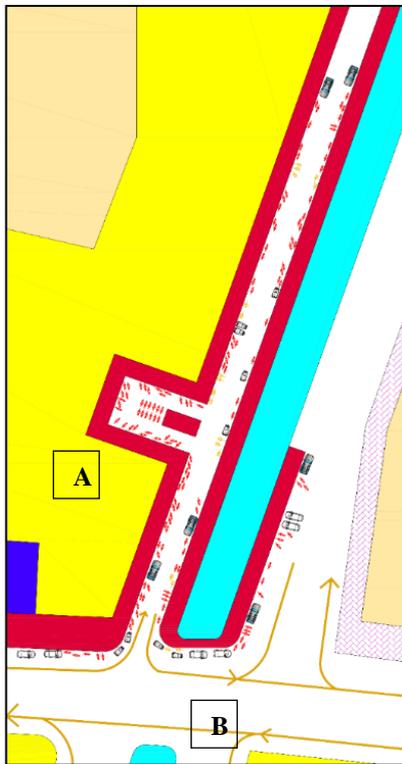
Sanitation / Hygiene consideration / water supply

- Absence of sanitation facilities, drinking water and public convenience is there.
- Encroachment of the footpath as well as parking area by the street vendors.
- At rainak bazaar near jyoti chowk, vendors have encroached the whole stretch till civil hospital chowk as well as vacant open land for their vending purpose
- Most of the vending activity in this area is related to clothes, fruit and vegetable.



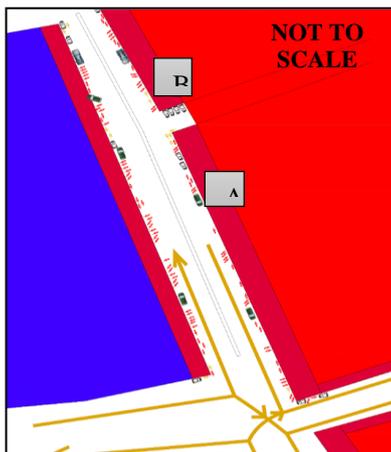
- Fruit and vegetable vendors have encroached the vacant open land near rainak bazaar.
- The land belongs to government which has been encroached.
- Some portion of the land is used for vending activity and other portion is used for dumping of waste produced from the market.
- There is no solid waste management carried out in this place.
- No provision of drinking water and toilet facility.

9.4 Basti Bawa Khel Nahar



- Vendors have taken up most of the road width besides the canal near basti bawa khel at Kapurthala road
- Vending activity at the turning point of road creating traffic problems.

9.5 Bus Stand (Jalandhar)



Pedestrian Movement

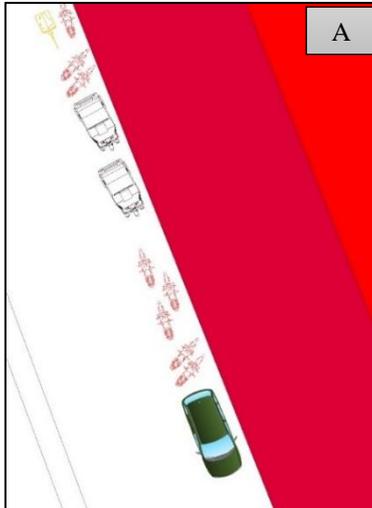
Negligible space is available for the pedestrian movement due to encroachment by the informal commercial activities.

Traffic Congestion / Parking

Parking activity on carriage way due to encroachment of parking area by the informal commercial activity.

Sanitation / Hygiene Consideration / Water Supply

Absence of sanitation facilities, drinking water & public convenience is there.



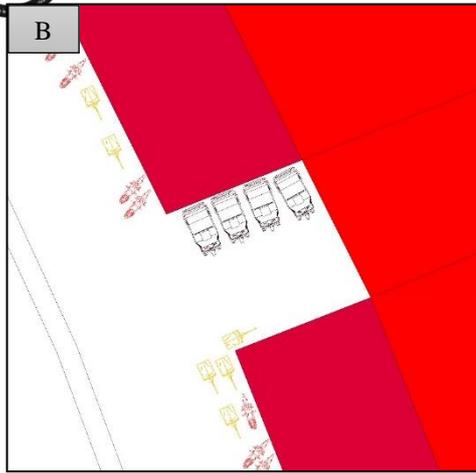
Informal Commercial Activity at Turning Point of Road.

- Vendors standing at turning point of the road creates congestion at these points by reducing the road width.
- Nearly 7 m of encroachment has been there by the informal commercial sector near bus stand.
- The whole stretch is encroached by vendors.
- With this encroachment, there is lot of on road parking issues and no footpath for pedestrians.
- The encroachment has been since so long that vendors has started to construct their shops.
- Consumers of the service tend to park in front of it which leads to reduction of road width and bottleneck situation with other traffic problems.



Vending activity at the turning point of the road near bus stand which leads to various traffic related problems like traffic congestion.

Consumers of the informal commercial sector have to park their vehicles on road which reduces the road width and invites congestion.



- Besides this, there is an entrance gate of the bus stand where vendors has encroached the area and it becomes difficult and time taking for the bus or other vehicles to move in or out.
- With this vending activity comes the problem of solid waste disposal which is usually thrown on road.

X. FINDINGS ASSOCIATED WITH INFORMAL COMMERCIAL SECTOR IN JALANDHAR CITY.

Pedestrian Movement:	Negligible space is available for the pedestrian movement due to encroachment by the informal commercial activities. Sufficient width has to be reserved for pedestrian movement. Vending activity has to be allowed within demarcated width of footpath. Convenience to pedestrians and buyers both need to be kept while planning. Organized way of vending activity with proper space allocation should be there.
Registration of vendors:	No new vendors are registered in Jalandhar city except from the members of the weekly market. Tax is collected illegally by police or any local contractor. Registration of authentic vendors has to be done. Tax has to be paid by the registered vendors directly to the corporation. Collection of taxes through vendors would help corporation to manage the vending activity in more efficient way.
Revenue / Tax collection	Currently there is no provision of tax collection by the corporation. Money is collected illegally by some local contractor and police. Registration of each vendor has to be done. Some transparent method has to be evolved and implemented by the corporation for tax collection. Generation of huge revenue and tax will be there which can be used by the corporation for providing better urban infrastructure to the vendors and city.
Sanitation / Hygiene consideration / Water supply:	Absence of sanitation facilities, drinking water & public convenience is there. There occurs an unavailability of water sources which is required for drinking and other vending purposes. Provisions of public convenience and sanitation facilities is there which can be developed along PPP model. Connection of tap can be provided at suitable location along with some reserved area used for different vending purposes. Cleaner and hygienic environment needs to be provided. Convenient for both vendors and public use is to be considered.
Traffic congestion / Parking:	Parking activity on carriage way during evening and festive time. Temporary barracking of footpath with limited entry and exit points. Provision of parking space for small period of time on temporary basis. Smooth traffic movement. Safety for both riders and pedestrian.
Safety concerns:	Vending activity happening on footpath are there which force buyers to buy the commodities either by standing on the footpath or on the road. Vending activities extends up to carriageway which may cause any accident to the buyers or the riders. Temporary barracking of footpath with limited entry and exit points should be there. Safer environment for both buyers and riders can be created. Traffic congestion and parking problems will be resolved by implementing safety measures.

XI. RECOMMENDATIONS

On the basis of the analysis and findings done earlier in this paper, the strategies will be suggested.

The typology of street vending as an economic activity is informal. Due to this, vendors prefer the place with high circulation of traffic and pedestrians for their business. So, streets have become the favorite place of business for vendors in absence of any other space allocation. Evicting vendors from their original place and placing them somewhere else,

would dilute location specific problems if any, but is risky in terms of absence of business potential at the new location (from the vendors point of view). The space allocation for vendors should be in tune with the market forces for their successful acceptance. This chapter further discusses measures for physical space allocation to vendors.

Here the street and its width is regarded as a base since it is an independent variable of physical planning and is planned as a part of Town Planning Scheme or Development Plan. It is recommended that guidelines to be proposed for including informal commercial activity should be related to Planning and design innovations, which is creating space by effective design.

Planning and Design Innovations

Creating Space by efficient Design

Existing infrastructure like roads and sidewalks may be underutilized by design. Redesigning them efficiently would allow us to see potential for not only street vending markets on these roads, but also for other necessary amenities like sidewalks, parking space, street furniture etc.

There are two broad categories for vending markets:

- Market along the street
- Organized market (off – street market)

Market along the street

There are some norms and standards that has be studied to come up with new road cross sections with inclusive design to cater street vendors within.

Norms and standards that has been considered are from Street vendors (protection of livelihood and regulation of street vending) act, 2014.

For designing of road cross section including provision for street vendors, we need to consider many things. Street vendors are known to create traffic problems like bottleneck situations, congestion, standing at the turning point of the road, encroaching the footpath and parking area thus reducing the road width. In light of these issues, we need to consider volume capacity ratio of some of the stretches in Jalandhar city to understand the traffic flow and the roads that can cater to the provision of vending market along the road. The morning and evening volume count ratio and level of service of various stretches in Jalandhar city has been studied from the previous researches and studies done by other authors. With this information and norms, vending considerations has been decided for these stretches.

STRETCH	WIDTH IN METERS	VC RATIO				VENDING CONSIDERATIONS
		MORNING		EVENING		
		UP	DOWN	UP	DOWN	
Pathankot Chowk						
Jalandhar Pathankot road	32 – 34	1 – 1.8 (Level of service C)	0.8 – 1 (Level of service B)	1 – 1.8 (Level of service C)	< 0.8 (Level of service A)	No vending on arterial and sub – arterial roads
Jalandhar Amritsar road	39 – 82	< 0.8 (Level of service A)	1 – 1.8 (Level of service C)	< 0.8 (Level of service A)	< 0.8 (Level of service A)	No vending on arterial and sub – arterial roads
Pathankot chowk to Doaba chowk	32 – 34	< 0.8 (Level of service A)	1.8 – 2 (Level of Service D, E)	1 – 1.8 (Level of service C)	1 – 1.8 (Level of service C)	No vending on arterial and sub – arterial roads
Amritsar road / Nakodar road	39 – 82	1 – 1.8 (Level of service C)	0.8 – 1 (Level of service B)	1 – 1.8 (Level of service C)	0.8 – 1 (Level of service B)	No vending on arterial and sub – arterial roads
P.A.P. Chowk						
From Amritsar	39 – 82	< 0.8 (Level of service A)	< 0.8 (Level of service A)	< 0.8 (Level of service A)	< 0.8 (Level of service A)	No vending on arterial and sub – arterial roads
From Bus stand Jalandhar	30 – 50	1 – 1.8 (Level of service C)	0.8 – 1 (Level of service B)	1 – 1.8 (Level of service C)	0.8 – 1 (Level of service B)	No vending on arterial and sub – arterial roads
From Rama mandi	70 – 80	1 – 1.8 (Level of service C)	0.8 – 1 (Level of service B)	1 – 1.8 (Level of service C)	0.8 – 1 (Level of service B)	No vending on arterial and sub – arterial roads
Hoshiarpur chowk						
From Hoshiarpur	30 – 34	1 – 1.8 (Level of service C)	< 0.8 (Level of service A)	1 – 1.8 (Level of service C)	0.8 – 1 (Level of service B)	No vending on arterial and sub – arterial roads
To Jalandhar	30 – 34	< 0.8 (Level of service A)	1 – 1.8 (Level of service C)	< 0.8 (Level of service A)	0.8 – 1 (Level of service B)	No vending on arterial and sub – arterial roads
To Dhillwan Road	20	1 – 1.8 (Level of service C)	< 0.8 (Level of service A)	1 – 1.8 (Level of service C)	0.8 – 1 (Level of service B)	Vending Activity can be allowed on one side of the road

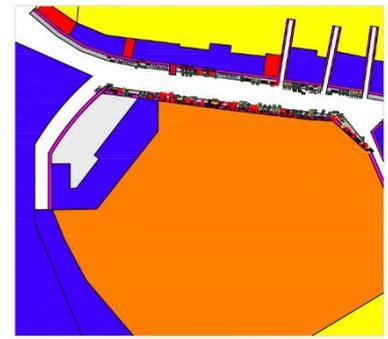
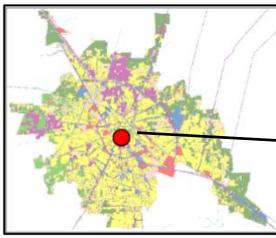
Guru Ravidass chowk						
Dr. B.R. Ambedkar Marg	35	1 – 1.8 (Level of service C)	1.8 – 2 (Level of Service D, E)	< 0.8 (Level of service A)	< 0.8 (Level of service A)	No vending on arterial and sub – arterial roads
Jalandhar Nakodar Road	35	1 – 1.8 (Level of service C)	1 – 1.8 (Level of service C)	1 – 1.8 (Level of service C)	1.8 – 2 (Level of Service D, E)	No vending on arterial and sub – arterial roads
Towards Guru Teg Bahadur Chowk	35 - 40	0.8 – 1 (Level of service B)	< 0.8 (Level of service A)	< 0.8 (Level of service A)	< 0.8 (Level of service A)	No vending on arterial and sub – arterial roads
Towards Model house chowk	20	< 0.8 (Level of service A)	1 – 1.8 (Level of service C)	0.8 – 1 (Level of service B)	< 0.8 (Level of service A)	Vending Activity can be allowed on one side of the road
Kapurthala chowk						
Towards kapurthala	32	1 – 1.8 (Level of service C)	1.8 – 2 (Level of Service D, E)	1.8 – 2 (Level of Service D, E)	1 – 1.8 (Level of service C)	No vending on arterial and sub – arterial roads
To Babasaheb chowk	30	1 – 1.8 (Level of service C)	1.8 – 2 (Level of Service D, E)	1 – 1.8 (Level of service C)	< 0.8 (Level of service A)	No vending on arterial and sub – arterial roads
To workshop chowk	28	0.8 – 1 (Level of service B)	1 – 1.8 (Level of service C)	1 – 1.8 (Level of service C)	1 – 1.8 (Level of service C)	No vending
To jail road	32	1.8 – 2 (Level of Service D, E)	1 – 1.8 (Level of service C)	1.8 – 2 (Level of Service D, E)	1.8 – 2 (Level of Service D, E)	No vending on arterial and sub – arterial roads
Workshop chowk						
Mahatma Hansraj marg (G.T Road)	35	1 – 1.8 (Level of service C)	0.8 – 1 (Level of service B)	1 – 1.8 (Level of service C)	1 – 1.8 (Level of service C)	No vending on arterial and sub – arterial roads
Towards kashyap rishi chowk	25	1 – 1.8 (Level of service C)	Vending can be allowed on one side of the road			
Towards Kapurthala chowk	28	1 – 1.8 (Level of service C)	1 – 1.8 (Level of service C)	0.8 – 1 (Level of service B)	0.8 – 1 (Level of service B)	No vending on arterial and sub – arterial roads
Towards patel chowk	25	< 0.8 (Level of service A)	1 – 1.8 (Level of service C)	1 – 1.8 (Level of service C)	1 – 1.8 (Level of service C)	No vending on arterial and sub – arterial roads
Jyoti chowk						
Towards rainak bazar	9	< 0.8 (Level of service A)	Vending zone if no vehicular traffic at all			
Towards basti adda chowk	25	> 2 (Level of Service F)	1 – 1.8 (Level of service C)	> 2 (Level of Service F)	> 2 (Level of Service F)	No vending due to more traffic
Towards Shree ram chowk	25	0.8 – 1 (Level of service B)	1 – 1.8 (Level of service C)	0.8 – 1 (Level of service B)	< 0.8 (Level of service A)	Vending can be allowed on one side of the road.
Towards babasaheb circle	20	> 2 (Level of Service F)	1 – 1.8 (Level of service C)	> 2 (Level of Service F)	< 0.8 (Level of service A)	No vending due to excess traffic
BMC chowk						
Towards Bhagat namdev chowk	50	1 – 1.8 (Level of service C)	No vending on arterial and sub – arterial roads			
To namdhari chowk	15	1 – 1.8 (Level of service C)	Vending can be allowed on one side of the road.			
Towards new court chowk	20	> 2 (Level of Service F)	1 – 1.8 (Level of service C)	1.8 – 2 (Level of Service D, E)	1 – 1.8 (Level of service C)	No vending due to excess traffic
Towards Guru nanak mission chowk	30	1 – 1.8 (Level of service C)	< 0.8 (Level of service A)	1 – 1.8 (Level of service C)	1 – 1.8 (Level of service C)	No vending
BMC chowk						
Towards Bhagat namdev chowk	50	1 – 1.8 (Level of service C)	No vending on arterial and sub – arterial roads			
To namdhari chowk	15	1 – 1.8 (Level of service C)	Vending can be allowed on one side of the road.			
Towards new court chowk	20	> 2 (Level of Service F)	1 – 1.8 (Level of service C)	1.8 – 2 (Level of Service D, E)	1 – 1.8 (Level of service C)	No vending due to excess traffic
Towards Guru nanak mission chowk	30	1 – 1.8 (Level of service C)	< 0.8 (Level of service A)	1 – 1.8 (Level of service C)	1 – 1.8 (Level of service C)	No vending
GMC Chowk						
Towards soccer chowk	40	< 0.8 (Level of service A)	1 – 1.8 (Level of service C)	< 0.8 (Level of service A)	< 0.8 (Level of service A)	No vending on arterial and sub – arterial roads
To Babasaheb chowk	27	0.8 – 1 (Level of service B)	0.8 – 1 (Level of service B)	< 0.8 (Level of service A)	< 0.8 (Level of service A)	Vending can be allowed on one side of the road.
Towards Bmc	30	0.8 – 1 (Level of service B)	< 0.8 (Level of service A)	< 0.8 (Level of service A)	< 0.8 (Level of service A)	No vending
Towards Amardas Chowk	30	< 0.8 (Level of service A)	1 – 1.8 (Level of service C)	< 0.8 (Level of service A)	< 0.8 (Level of service A)	No vending

Sr. No.	Width of road	V.C ratio (vehicular road)	Footpath	Street vending space	Service road	Cycle track	carriageway	Central verge	carriageway	Cycle track	Service road	Street vending space	footpath	Vending status	Conditionally allowed	
1.	3.5	Vehicular road	0.0	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	Not allowed		
		Non vehicular road	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Allowed	
2.	6.0	Vehicular road	0.0	0.0	0.0	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	Not allowed		
		Non - vehicular road	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	Allowed	
3.	9.0	2 way Vehicular road	1.0	0.0	0.0	0.0	3.5	0.0	3.5	0.0	0.0	0.0	1.0	Not Allowed		
		One way vehicular road	1.0	3.0	0.0	0.0	0.0	0.5	3.5	0.0	0.0	0.0	1.0	Allowed	On one side of the road	
		< 0.8 (Level of service A)														
		0.8 - 1 (Level of service B)														
4.	12.0	< 0.8 (Level of service A)	1.0	3.0	0.0	0.0	3.5	0.0	3.5	0.0	0.0	0.0	1.0	Allowed	One side of the road	
		0.8 - 1 (Level of service B)														
		1 - 1.8 (Level of service C)														
5.	15.0	< 0.8 (Level of service A)	1.0	3.0	0.0	0.0	5.0	0.0	5.0	0.0	0.0	0.0	1.0	Allowed	One side of the road	
		0.8 - 1 (Level of service B)														
		1 - 1.8 (Level of service C)														
6.	18.0	< 0.8 (Level of service A)	1.0	3.0	0.0	0.0	6.0	1.0	6.0	0.0	0.0	0.0	1.0	Allowed	One side of the road	
		0.8 - 1 (Level of service B)														
		1 - 1.8 (Level of service C)														
7.	24.0	< 0.8 (Level of service A)	1.5	3.0	0.0	0.0	5.5	1.0	8.5	0.0	0.0	0.0	1.5	Allowed	One side of the road	
		0.8 - 1 (Level of service B)														
		1 - 1.8 (Level of service C)														
		< 0.8 (Level of service A)	1.0	3.0	0.0	0.0	7.5	1.0	7.5	0.0	0.0	3.0	1.0	Allowed	Both side of the road	
		0.8 - 1 (Level of service B)														
		1 - 1.8 (Level of service C)														
8.	30.0	< 0.8 (Level of service A)	1.5	3.0	0.0	1.0	9.0	1.0	9.0	1.0	0.0	3.0	1.5	Allowed	Both side of the road	
		0.8 - 1 (Level of service B)														
		1 - 1.8 (Level of service C)														
9.	36.0	< 0.8 (Level of service A)	2.0	3.0	0.0	1.5	11.0	1.0	11.0	1.5	0.0	3.0	2.0	Allowed	Both side of the road	
		0.8 - 1 (Level of service B)														
		1 - 1.8 (Level of service C)														
10.	40.0	< 0.8 (Level of service A)	2.0	3.0	0.0	1.5	13.0	1.0	13.0	1.5	0.0	3.0	2.0	Allowed	Both side of the road	
		0.8 - 1 (Level of service B)														
		1 - 1.8 (Level of service C)														
11.	60.0	< 0.8 (Level of service A)	3.0	4.0	5.0	2.0	15.0	2.0	15.0	2.0	5.0	4.0	3.0	Allowed	Both side of the road	
		0.8 - 1 (Level of service B)														
		1 - 1.8 (Level of service C)														

Source: Primary survey

XII. SITE PROPOSALS

12.1 Nehru Garden to Jyoti Chowk Stretch



Proposed vending market in a plot identified (Near Jyoti Chowk)

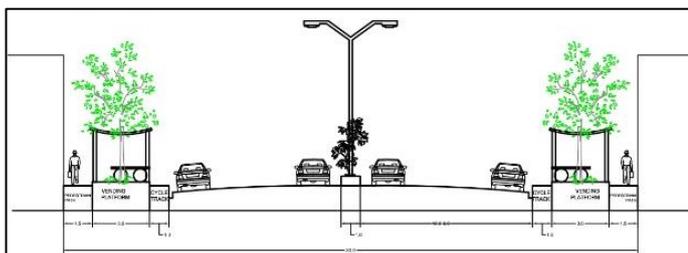
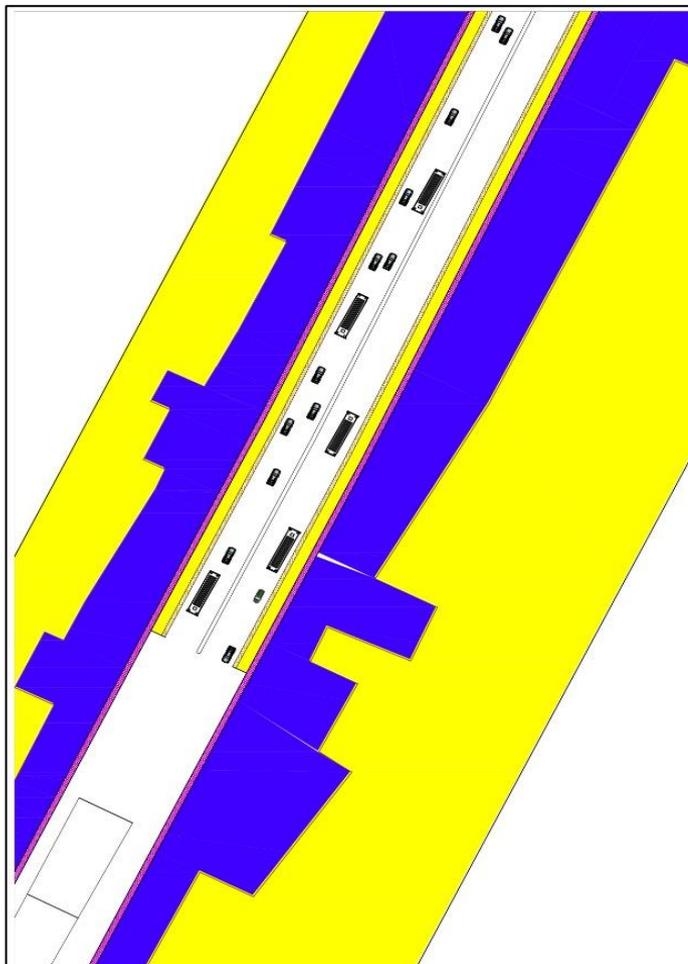
Vacant site near Jyoti chowk has been proposed for the vendors with all the facilities and infrastructure. All the requirements has been considered on the basis of Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014

12.2 Rama Mandi to Dhilwan Chowk (Hoshiarpur Road)



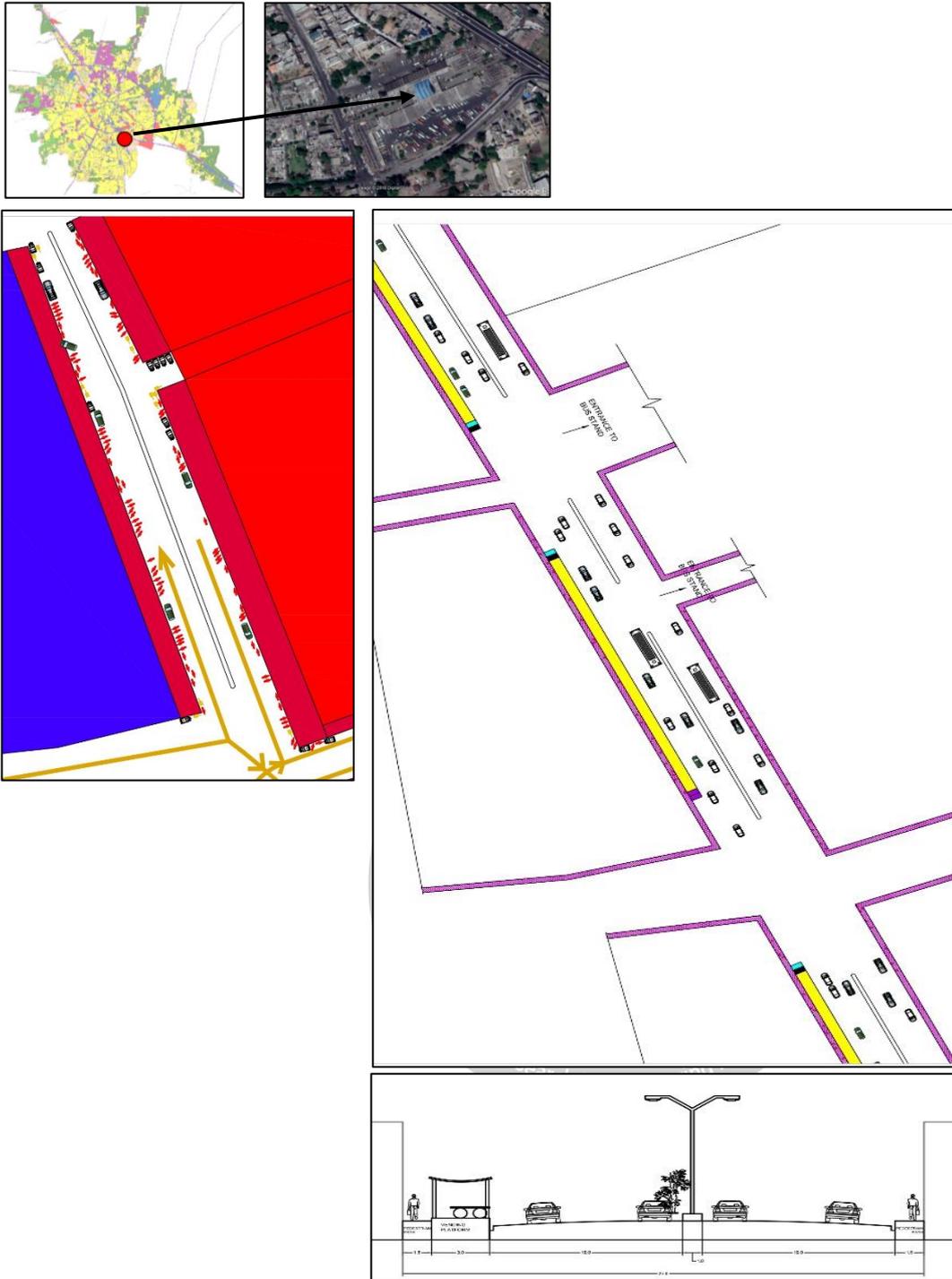
Proposed Vending Market along the road

Informal commercial sector has to be made inclusive in all aspects whether it is along the street. A stretch has been identified according to the conditions of Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014. The Stretch is from Rama Mandi to Dhilwan Chowk (Hoshiarpur road).



Proposed Section of road near Rama Mandi. (Not to scale).

12.3 Bus Stand (Jalandhar)



Proposed Road Section near bus stand.

(Not to scale). Informal commercial sector has to be made inclusive in all aspects whether it is along the street. A stretch has been identified according to the conditions of Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014. The Stretch is from Rama Mandi to Dhilwan Chowk (Hoshiarpur road).

XIII. CONCLUSION

The acquisition of comprehensive data is essential in planning for street vendors, as well as in preventing inequitable space sharing. The survey done in Jalandhar city was for addressing the concerns of the multiple stakeholders to understand the conditions and try to incorporate these findings.

The survey revealed that the major obstacles to movement are not the street vendors, but the motorists and traffic. Thus, it is necessary to consider how best to accommodate street vendors. Also emerging from this survey was the fact that pedestrians will not walk up flights of stairs to indulge in a consumer pattern whose very essence is impulse buying.

The street vendor survey threw into sharp relief the unorganized nature of the existing street vendors. This is mainly because of the unstable inflow of street vendors in this fast developing area. The respondents encountered have not yet faced eviction on a large scale, but the survey from other areas revealed that eviction is bound to occur when the street vendors are numerically stronger and concentrated in one area.

The study was undertaken to identify the markets having informal commercial activities in the city. The focus was on the condition of the existing amenities for street vendors. The condition of basic amenities in these areas are terrible. The street vendor survey clearly showed that the income of these sellers keeps them entrenched in poverty.

With the help of this survey in Jalandhar city we could identify the present conditions of the street vendors, the problems faced by them, the problems caused by them to immediate surroundings. With the help of these findings, it will be easy to identify problems and plan according for informal commercial vendors.

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