



**Draft Report**  
on  
**Street Vending Master Plan**



**Gandhinagar Municipal Corporation**

**September 2023**

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## List of Abbreviations

AUDA	Ahmedabad Urban Development Authority
CAGR	Compounded Annual Growth Rate
CATP	Chief Architect and Town Planning
CoV	Certificate of vending
DA-IICT	Dhirubhai Ambani Institute of Information and Communication Technology
DAY-NULM	Deendayal Antyodaya Yojna-National Urban Livelihood Mission
DIMTS	Delhi Integrated Multi-Modal Transit System
DMIC	Delhi-Mumbai Industrial Corridor
DTC	Delhi Transport Corporation
ECS	Equivalent car space
GDCR	Gujarat Development Control Regulations
GIFT	Gujarat International Finance Tec-City
GMC	Gandhinagar Municipal Corporation
GNA	Gandhinagar Notified Area
GNLU	Gujarat National Law University
GPMC	Gujarat Provincial Municipal Corporation
GSCDL	Gandhinagar Smart City Development Limited
GTPUD Act	Gujarat Town Planning and Urban Development Act
GUDA	Gandhinagar Urban Development Authority
GULM	Gujarat Urban Livelihood Mission
IEC	Information, Education, and Communication
IIT-G	Indian Institute of Technology - Gandhinagar
LOR	Letter of Recommendation
MCGM	Municipal Corporation of Greater Mumbai
MFI	Micro-finance Institution
MoHUA	Ministry of Housing and Urban Affairs
MUZ	Multi-Utility Zones
NFSU	National Forensic Science University
NID	National Institute of Design
NIFT	National Institute of Fashion Technology
NULM	National Urban Livelihoods Mission
PDPU	Pt. Deendayal Petroleum University
PM-SVANidhi	Pradhan Mantri Street Vendor's AtmaNirbhar Nidhi
PWD	Public and Works Department
R&B	Road & Buildings Department
RoW	Right of Way
SIR	Special Investment Region
SMC	Surat Municipal Corporation
SOP	Standard Operating Procedures
SUSV	Support to Urban Street Vendor
TPS	Town Planning Schemes
TVC	Town Vending Committee
UDUHD	Urban Development and Urban Housing Department
UMC	Urban Management Consulting Pvt. Ltd.
UMTC	Urban Mass Transit Company
WCD	Women and Child Development

# 1. Introduction: Gandhinagar Vending Masterplan

## About Gandhinagar

Gandhinagar, the capital of Gujarat state, holds the distinction of being India's second planned city<sup>1</sup>, following Chandigarh which came into existence in 1966. This green field development of the new capital city was conceptualized after realizing the need for a separate capital city for the Gujarat state even while Ahmedabad served as the commercial capital and administrative headquarters of the state. The former Public and Works Department (PWD), office of the state government acquired approximately 57 square kilometers of land from the surrounding villages and developed a planned city of Gandhinagar. The city was institutionalized with the formation of Gandhinagar Notified Area (GNA), a municipal body responsible for overseeing municipal functions housed under the Roads and Buildings (R&B) department, a para-state governing body. In 2010, the Urban Development and Urban Housing Department (UDUHD) of the state government transformed the Gandhinagar Notified Area (GNA) into Gandhinagar Municipal Corporation (GMC) under the provisions of the Gujarat Town Planning and Urban Development Act (GTPUD Act) 1976.

The town planning in the sectoral areas of GNA operate under the office of Chief Architect and Town Planning (CATP) a department under the Roads and Buildings (R&B) Department who continue to own land falling under GNA while town planning in the newly added areas operate under the GMC through its town planning department which overlooks the development and implementation of the town planning schemes (TPS)<sup>2</sup>. The spatial development of Gandhinagar can be distinctly categorized into 2 parts:

1. GNA: The planned central core comprising of 30 sectors with wider roads which are green field development where major administrative institutions and their residents including allied services/facilities are housed.
2. The outer areas: Includes adjoining areas to the sectors which are organic in development comprising villages/towns now merged under the jurisdiction of municipal corporation. The development in these areas which is facilitated through Town Planning Schemes (TPS). The TPS in outer areas, specifically in the southern zone of

### Planning philosophy of Gandhinagar

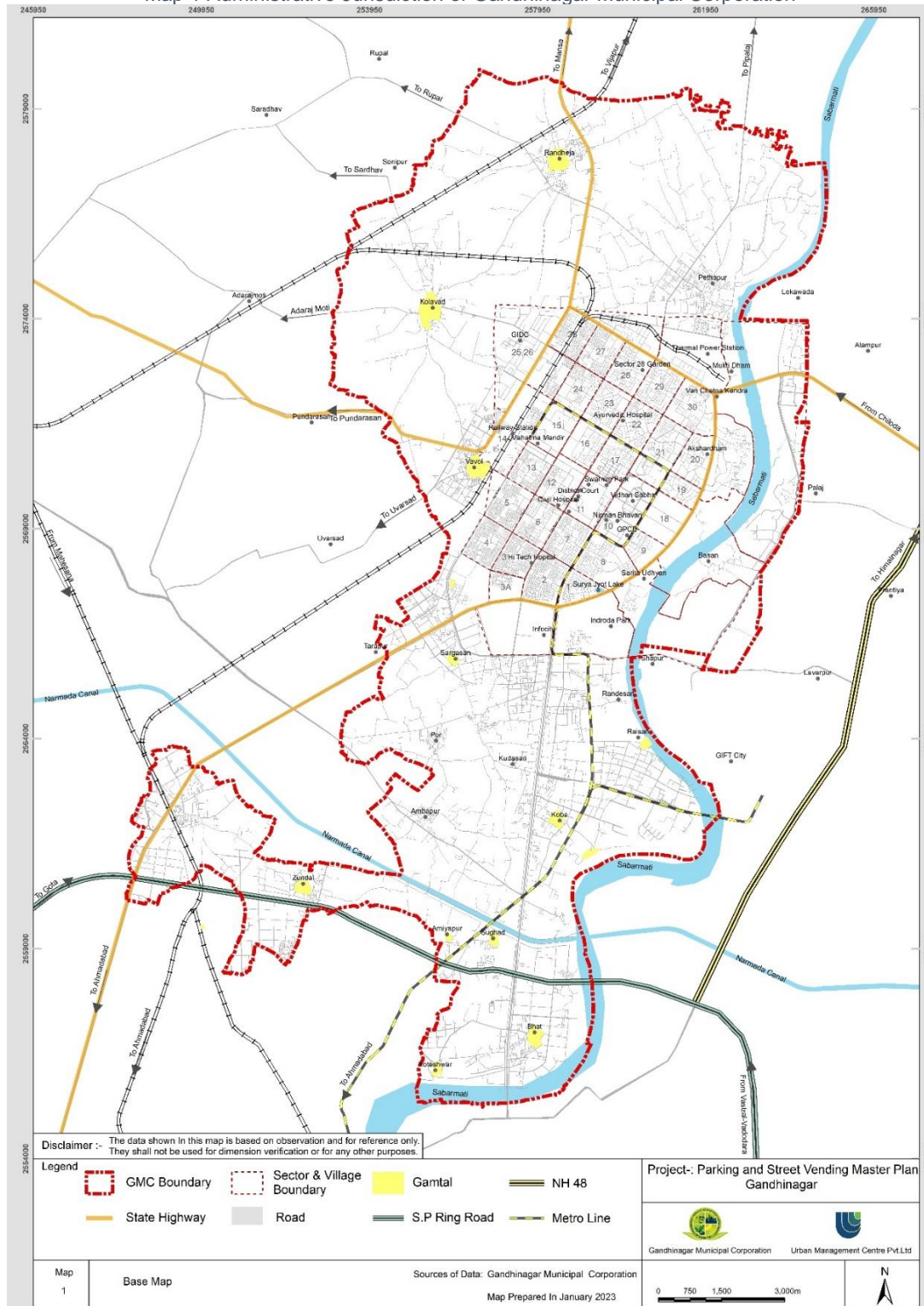
Gandhinagar the planned city was developed on the basis of the principle of a “neighborhood”, which aimed at creating self-sufficient and sustainable communities. The grid-like design of the city with wide roads and large public and open spaces divides it into different sectors (neighborhoods). Each sector has a uniquely designated land-use such as institutional, commercial or residential. Individually, sectors are planned as a self-sufficient neighborhood providing essential amenities for health, education, recreation and commercial aspects. All amenities are planned and connected to each other at easy walking or cycling distances. Gandhinagar comprises of 30 such sectors, divided amid the major roads, named as per the Gujarati alphabets- K, Kh, G, Gh, Ch, Chh, J. All the sectoral developments were planned to achieve minimum travel need to enhance non-motorized transport (walkability and cycling) within the city (Parking Policy and Byelaws, 2021).

<sup>1</sup> The planning of Gandhinagar was carried out by renowned architect H.K. Mewada and his assistant Prakash M. Apte, both of whom had previously worked with the renowned French architect, Le Corbusier, famous for designing the city of Chandigarh.

<sup>2</sup> Town planning scheme (TPS): TPS is a mechanism to undertake a strategy for land pooling and land readjustment for developing various urban areas (Manual for Preparation of Town Planning Scheme, 2022)

Gandhinagar- Koba, Sargasan, Kudasan exhibit faster growth rate than that in the sector areas. This is evident from the real estate development coming up in these areas which is otherwise controlled in the GNA<sup>3</sup>.

Map 1 Administrative Jurisdiction of Gandhinagar Municipal Corporation



<sup>3</sup> The land development in the Gandhinagar Notified Area (GNA) is regulated and controlled by the Roads and Building Works Department, Government of Gujarat, under the Periphery Act.

Gandhinagar is experiencing rapid growth, as reflected in the significant expansion of GMC's municipal limits. In recent years, the city has grown fourfold by assimilating Pethapur Nagarpalika, 18 villages, and certain areas from the Ahmedabad Urban Development Authority (AUDA), including Gandhinagar Urban Development Authority (GUDA). Currently, the city covers an area of 205 sq. km, with a population of approximately 208,299 (Census of India, 2011).

The development activities and subsequent population growth in Gandhinagar are significantly influenced by various external factors, including:

- a) The upcoming Gujarat International Finance Tec-City (GIFT), which is driving economic and financial activities in the region.
- b) Industrial development along the Delhi-Mumbai Industrial Corridor (DMIC), creating opportunities for industrial growth and employment.
- c) Development in the Ahmedabad Urban Development Authority (AUDA), which is adjacent to the GUDA region, contributing to overall urban expansion and development.
- d) The upcoming Special Investment Region (SIR) in Becharaji, attracting investments and economic activities to the area.
- e) The extension of the Metro Rail network between Ahmedabad and Gandhinagar, enhancing connectivity and accessibility in the region.

As a result of these factors, the Gandhinagar Development Plan 2024 predicts the addition of one million jobs and a consequent rise in the city's population. With changing trends, Gandhinagar, which was originally planned as an administrative city with most land reserved for government offices and related institutions, is now emerging as an education hub. The city is currently home to prominent educational institutions, accommodating a large student population of around 40,000 (Gandhinagar Development Plan, 2024). Notable institutions include Dhirubhai Ambani Institute of Information and Communication Technology (DA-IICT), Indian Institute of Technology - Gandhinagar (IIT-G), National Institute of Fashion Technology (NIFT), National Institute of Design (NID), Gujarat National Law University (GNLU), National Forensic Science University (NFSU), and Pt. Deendayal Petroleum University (PDPU), among others.

### **Gandhinagar's Vending Master Plan**

Gandhinagar, like many other Indian cities, grapples with the widespread issue of disorganized street vending. However, being a planned city, Gandhinagar has a unique opportunity to implement well-considered strategies and policies right from its inception to address these concerns. The Gandhinagar Municipal Corporation (GMC) is committed to incorporating effective measures into the city's planning and urban design to ensure the proper organization and regulation of vending activities.

Street vending activities in Gandhinagar remain unregulated due to the absence of designated spaces and limited infrastructure, as vending operates in an informal nature. The presence of conflicting land use and space constraints further complicates the allocation of space for vending activities. Due to the absence of designated spaces, vendors often experience removal, displacement and sometimes evacuation. Despite these challenges, nearly ~6000 vendors in Gandhinagar play a crucial role in the city's local economy.

Addressing their issues and developing appropriate policies and infrastructure for vending activities is essential to foster a more organized and sustainable urban environment. Gandhinagar's vending master plan acknowledges the importance of street vending in the city's local economic development and adopts a balanced approach for addressing both together.

## Structure of Gandhinagar Draft Street Vending Master Plan

This report on Draft Master plan for Vending presents a framework for optimizing parking and vending supply in the city, ensuring proper infrastructure, enhancing pedestrian accessibility, and creating harmonious urban environment/spaces in the city for the time frame of 15 years. This report comprises of following sections:

- a. **Existing Situation Assessment:** This chapter presents the current vending/parking scenario of the city, including its geo-spatial mapping (location, number scale, category) and challenges faced. It assesses the impact of this activities on activities in the city such as mobility, safety and urban aesthetics.
- b. **Vision, Approach and Objectives** for developing the master plan: Based on the assessment, a vision is established to organize vending activities, ensuring the safety and convenience of both vendors and pedestrians. Objectives are then defined to achieve this vision, such as the creation of designated vending spaces, provision of infrastructure, and the formulation of policies and regulations.
- c. **Street Vending Zones:** These are locally contextualized strategies at various scale to enable targeted intervention.
  - a. Vending Zone Guideline (City and Area/Neighborhood scale)
  - b. Vending space design guidelines
- d. **Implementation Strategy**
  - a. Operationalizing Town Vending Committee
  - b. Allocating designated vending spaces through a fee based license to street vendors

## 2. Existing Situation Assessment: Street Vending

Street vending in Gandhinagar plays a vital role in meeting the local needs of the people and contributes significantly to the city's economic development. To assess the situation of vending activities in Gandhinagar and understand the challenges associated with it, Gandhinagar Municipal Corporation (GMC) conducted vendor's landscape assessment. This assessment involved spatial mapping of vendors, assessment of vending spaces and vendor's survey capturing their perspectives and requirements and willingness to pay towards maintaining vending/public spaces. This comprehensive activity was concluded in December 2022 and its results form the basis for this master plan.

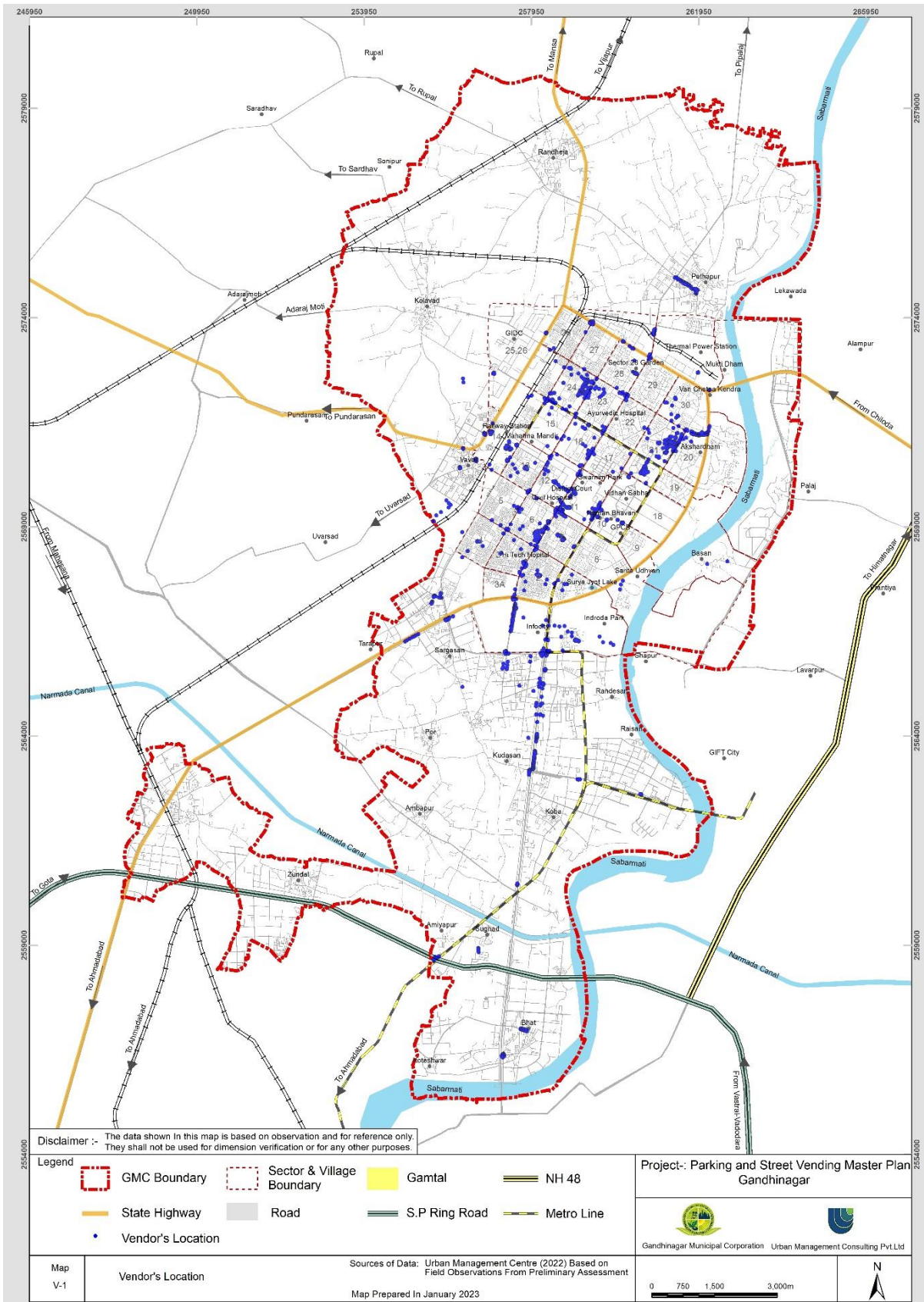
The 2021 data of the Gandhinagar under the Pradhan Mantri Street Vendor's AtmaNirbhar Nidhi (PM-SVANidhi) scheme indicated approximately 5,960 vendors registered in the city and has been adopted as a base for this master plan. Under the landscape assessment, approximately ~2,400 vending units were mapped within the city. It is important to note that some vendors share a vending unit. National estimates suggest that street vendors constitute approximately 2% of a city's population, with around 1 crore street vendors nationwide (Street Vendors Policies - The Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014).

From the baseline assessment, street vendors in Gandhinagar were found occupying streets and open spaces in the sector and TPS areas of Gandhinagar. Most street vending in the city can be seen concentrated along the high demand areas particularly commercial and institutional zones, followed by residential neighborhoods. Street vending in Gandhinagar can be categorized into large scale markets, medium scale vending clusters and small scale vending which are standalone vendors. There are about six large vending clusters or markets each having more than 100 vendors. These include vegetable market in sector 21, sector 24, sector 7, sector 6 (*Kadiyanaka*), *Akshardham* road, and *Mina Bazaar* in sector 10-B. The vending markets serve as local hubs for fruits, vegetables, clothes, accessories, and daily wares.

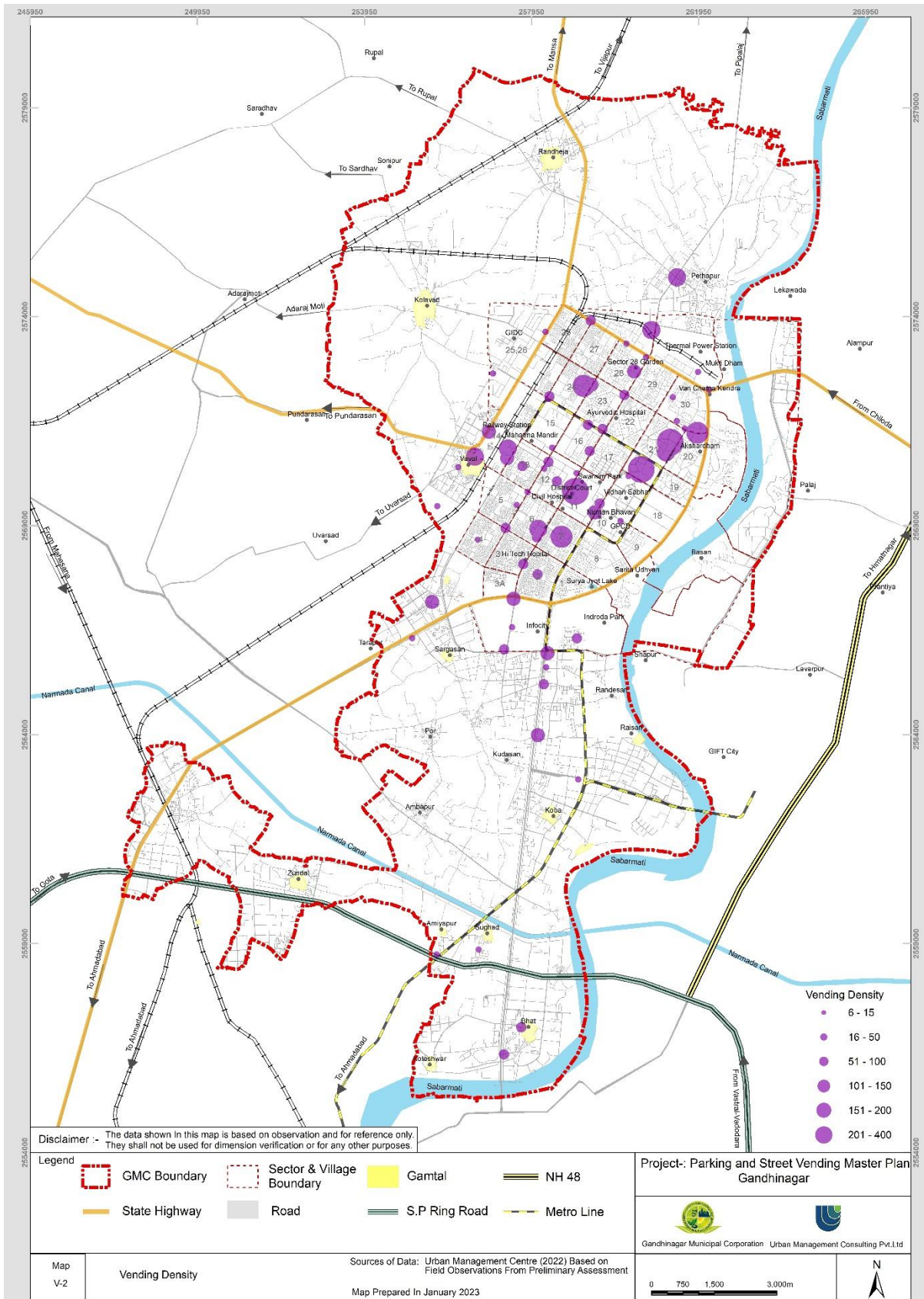
Additionally, there are approximately 18-20 medium-scale vending clusters with around 20-100 vendors in each and can be found near major junctions, public parks, and major streets. It is worth noting that apart from the sector areas of Gandhinagar, vending clusters activities are also prevalent in newly merged areas like Pethapur, Vavol, Sargasan, Kudasan, and Bhat. Apart from these small scale vending with 5-10 vendors in each, can be found across the city around the street junctions, and internal streets in the sector as well as TPS areas. The below maps indicate vendor's location and vending clusters mapped in the city.



Map 2 Map of vending units in Gandhinagar

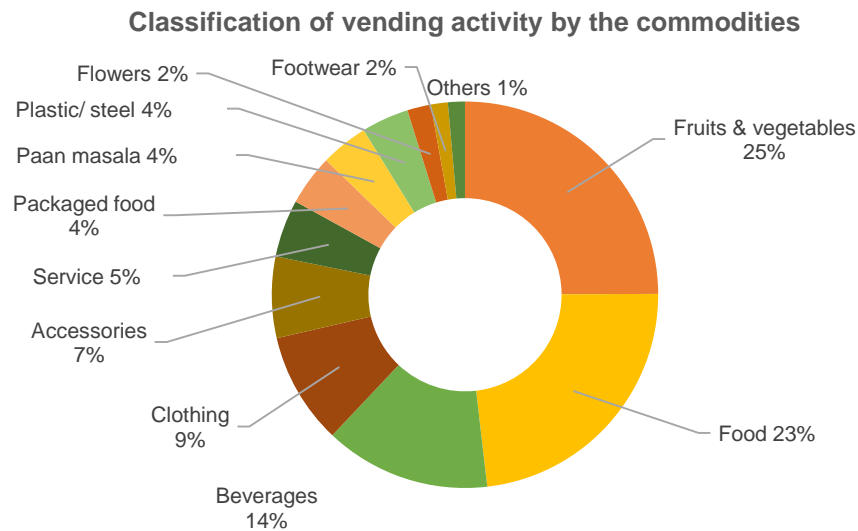


Map 3 Density of vending activity across Gandhinagar



Based on the assessments conducted, it was observed that the majority of these vendors (80%) are residents of Gandhinagar, catering to the local demand for services and goods. The classification of vending activities by commodity in Gandhinagar is depicted in Figure 1, which has been established based on the UMC's primary survey.

Figure 1 Vending activity classification by commodity in Gandhinagar



Source: UMC primary survey, December 2022

Based on the primary assessment and interaction with key stakeholders following challenges around vending activity have been summarized as below:

**Challenge 1: Unorganized nature of vending activity in the city impacting public safety**

Approximately 60% of the total vending activity in Gandhinagar takes place on city streets, while the remaining 40% occurs in open grounds and spaces. Currently, there are no designated vending zones in the city, resulting in haphazard occupation of spaces by vendors. Vendors tend to occupy areas such as carriageways, footpaths, green areas, and un-demarcated road shoulders, leading to significant issues related to mobility and safety.

Figure 2 Vendors along the carriageway of a 18m wide street of Gandhinagar



### **Challenge 2: Informal nature of vending activity impacting livelihoods**

Due to the lack of designated vending spaces the street vendors occupy undesigned places within the city and face operational uncertainty & insecurity, lack of visibility, reduced sales, safety, conflict of space with other vendors and poor quality of the environment. To control this situation, GMC and traffic police department have to resort to enforcement leading to removal, displacement o vendors from certain location.

### **Challenge 3: Poorly designed street to support multi-functionality**

Gandhinagar boasts wider streets and a comprehensive road network, yet these streets do not effectively serve as public spaces that can support multiple functions. Unfortunately, the design of most streets in the city is inadequate, hindering their potential to accommodate diverse activities such as pedestrian movement, universal access, vending, and parking.

Figure 3 In front of Sector 28 Public garden



### **Challenge 4: Lack of vendor's representation and participation in the decision making around vending activities**

Many vendors in Gandhinagar are unaware of the role and significance of the TVC in protecting their rights and interests and hence have poor willingness to represent as TVC. Due to this, street vendors have poor representation, voice and agency leading to lack of involvement in decision making regarding street vending master plan.

## 3. Street Vending Masterplan

GMC acknowledges vending as an important activity supporting the local economy and aims at regularizing and organizing vending in the city. Gandhinagar envisions that no vendor should be left out and plans to accommodate each one of them in the city through the creation of dedicated vending spaces through a fee-based license. GMC envisions street vending masterplan as a tool to promote local economic development.

### 3.1 Vision and Objectives of Vending Masterplan

The visioning process for this vending master plan involved extensive stakeholder consultations at various stages. GMC actively sought input and feedback from a diverse group of stakeholders, including vendor's representatives, residents, establishment owners, sector experts, urban planners, and relevant government authorities. Through these collaborative efforts, a wealth of perspectives emerged, which played a vital role in shaping the development of this vending master plan.

#### Vision

The vision of the vending master plan is:

*“To create a thriving and inclusive urban environment where vending activities are integrated into city planning, promoting local economic development, and fostering a vibrant, dynamic, and inclusive public realm.”*

This draft vending master plan envisions the seamless integration of vending activities into the city planning process, fostering local economic development, and enhancing the inclusivity of the public realm. Its primary goal is to safeguard the livelihoods of vendors and provide a framework that accommodates future vending activities without causing any vendor to lose their means of living. By formalizing vending, the plan aims to bring legitimacy and stability to vendors, creating an environment that offers improved working conditions.

#### Objectives

The objectives of the vending master plan prioritize the following aspects:

- a) **Livelihood Enhancement:** The plan seeks to accommodate existing vendors by providing designated vending spaces at their current locations, ensuring minimal displacement if necessary. Formalizing vending activities through licensing will protect vendors' livelihoods and promote economic stability.
- b) **Multifunctional and Inclusive Public Realm:** The master plan aims to design the public realm in a way that allows for the harmonious coexistence of vending activities with other functions. Streets and open spaces will be planned to cater to pedestrian activities, recreational pursuits, and vending, creating a vibrant and inclusive environment for all.
- c) **Improved Urban Liveability:** Organized vending and well-designed vending infrastructure will contribute to the aesthetics of urban areas. By maintaining cleanliness, visual appeal, and environmental sustainability, the master plan aims to enhance the overall attractiveness and liveability of public spaces in the city.

#### Approach

Based on the vision, approach and objectives articulated above, this section presents the implementation strategy proposed to realize the vision and objectives of the draft vending master plan. The strategies presented here aims to serve as a guiding framework to realize

the vision of a thriving and inclusive urban environment where vending activities are seamlessly integrated into city planning, promoting local economic development, and fostering a vibrant and dynamic public realm. By prioritizing livelihood enhancement, creating multifunctional and inclusive spaces, and improving urban liveability, this master plan aims to formalize vending activities, provide designated vending spaces, and empower vendors to flourish in their businesses. The implementation strategy provided herewith will pave the way for the successful execution of this draft master plan, ensuring the sustainable and equitable integration of vending activities into the fabric of Gandhinagar's urban landscape.

The proposed implementation strategies are as follows, presented in order of priority:

- a) **Designation of vending zones:** The plan proposes the designation of vending zones at the macro and meso levels. This involves identifying suitable areas within the city for vending activities and ensuring a balanced distribution of vending spaces. The plan also emphasizes the importance of demonstrating the viability and functionality of these designated vending zones.
- b) **Urban Design Guidelines for developing vending spaces:** The plan recognizes the need for clear guidelines and design standards for the development of vending spaces at the micro level. These guidelines will ensure that the vending spaces are well-designed, accessible, and provide the necessary infrastructure to support vendors' operations.
- c) **Operationalizing Town Vending Committee (TVC):** The plan emphasizes the importance of establishing an active and functional Town Vending Committee. The TVC plays a crucial role in representing the interests of street vendors, ensuring their rights are protected, and facilitating the implementation of the vending plan.
- d) **Registration and Licensing of vendors:** This strategy focuses on the formalization of vendors' activities through a registration and licensing process. By registering vendors and issuing licenses, their operations can be regulated and protected under clear guidelines.

### 3.2 Vending Zone Guidelines (City level)

In compliance with the Street Vendor's Act of 2014, it is mandatory for every city to formulate a vending master plan. This plan establishes spatial planning norms and designates areas within the city as restriction-free vending zones, restricted vending zones, and no vending zones. These designated zones serve to organize and regulate vending activities effectively.

Through the zoning for the vending master plan and the allocation of fixed vending spaces, GMC aims to create a structured framework that upholds the rights of vendors, facilitates their operations, and fosters a harmonious coexistence. By implementing this plan, GMC strives to ensure a well-regulated and conducive environment for both vendors and the citizens at large.

#### Framework of vending zoning

GMC's vending master plan identifies its zones into three categories: no vending zone, restricted zone, and restriction-free zone. The zoning is further explained as:

- 1) **No vending zones** are areas that have been identified where vending activities will be strictly prohibited. These zones have been carefully designated to prevent any potential challenges or conflicts that may arise from vending activities interfering with other

functions or causing inconvenience to people or administrative operations. By establishing these no vending zones, the vending master plan aims to create a harmonious and well-organized urban environment that caters to the diverse needs of all stakeholders.

- 2) **Restricted zones** allow vending activities within specific guidelines and restrictions. These guidelines may include limitations on the number of vendors permitted or specific time constraints for vending operations. By imposing such restrictions, the vending master plan aims to strike a balance between facilitating vending and ensuring that it does not adversely affect the overall functioning of the area. Regulated vending zones provide a structured and organized framework for vendors to conduct their businesses while considering the needs of other stakeholders and maintaining the urban environment's integrity
- 3) **Restriction-free zones** – as part of the vending master plan, provide vendors with the freedom to vend without specific limitations. Within these designated areas, vendors have the flexibility to conduct their vending activities without constraints on the number of vendors or operating hours. The objective of these zones is to foster a vibrant and dynamic vending culture, allowing vendors to thrive in their businesses while contributing to the diversity and liveliness of the city. Restriction-free zones offer opportunities for vendors to cater to diverse customer demands and enhance the overall urban experience, promoting a sense of inclusivity and economic growth in Gandhinagar.

The vending zoning in Gandhinagar has been carefully planned so as to strike a balance between the three vending zones (no vending, restricted, and restriction-free) within each neighbourhood, ensuring a fair distribution of these zones based on existing land use. This approach serves as a guideline for governing various aspects of vending, including permissions, restrictions, and capacity allocation. Also the zones are dynamic in nature and may be updated as per the decisions of GMC in association with a TVC.

To be able to spatially designate the vending zones in a city, zoning guidelines have been articulated under the Gandhinagar vending master plan which is detailed below.

#### **a. Guidelines for No vending zones**

The following guidelines have been drafted to designate a no-vending zone in a city which govern and guide the decision making authority for designating public space into a no-vending zone.

**Guidelines for designating a No Vending Zone:**

Guidelines for establishing no-vending zones in Gandhinagar have been developed to organize vending activities based on street characteristics, land-use types, and environmentally sensitive areas. The following guidelines outline the specific restrictions:

Streets

- a. Vending is prohibited along the main mobility corridors of primary and sector roads.
- b. No vending is allowed within a 50-meter radius of major junctions.
- c. No vending is allowed within a 50-meter distance along streets intersecting major and minor roads.
- d. No vending is allowed within a 25-meter radius along minor junctions or at the intersection of secondary roads.
- e. No vending is allowed on streets less than 3 meters wide.
- f. No vending will be allowed within 50-meter from the the railway line and railway crossings.

Land-use/Building-use

- a. No vending is allowed within 100 meters from the entry and exit points of administrative offices, such as the Secretariat, District Collectorate, and Municipal Corporation, to avoid disruptions to administrative activities.
- b. Vending is prohibited on streets within a 200-meter distance from the entry and exit points of fire and emergency services to ensure unrestricted movement of emergency vehicles.
- c. No vending is allowed within 50 meters from the entry and exit points of the railway station and city-based public transport facilities, such as metro services or city bus services, to facilitate clear access for the public.
- d. Vending is not allowed within 25 meters on either side of the entry and exit points of educational institutes and hospitals to ensure safe and smooth movement, especially during emergencies.
- e. No vending is permitted within 100 meters of institutes and cantonments related to national security services, such as army, navy, and air force services.

Environmentally sensitive areas

- a. No vending is permitted within protected forest reserves and forest areas along the streets of Gandhinagar to preserve and promote the city's green cover.
- b. Vending is prohibited within 200 meters of water bodies, including ponds, lakes, rivers, and canals, to protect their ecological integrity.

Exceptions

In certain cases, exceptions will be allowed to the no-vending zones in the Gamthal areas of the city or in case of natural markets as follows:

- a. The vending activities near/around administrative offices falling in the gamthal areas will be permissible.
- b. Vending activity in form of natural markets will be retained at their original places.

**b. Guidelines for Restricted vending zones**

Restricted vending zones are designated areas where vending activities will be allowed subject to specific restrictions, which may be decided in various combinations by the Gandhinagar Municipal Corporation (GMC) and the Town Vending Committee (TVC). To ensure safety and security around important institutions, every no-vending zone shall be accompanied by a restricted vending zone. The approach for developing these zones involves carefully considering the unique requirements of each area.

- a. Time of operation: In certain vending zones, there will be definite operating hours beyond which vending will not be permitted. Some zones may also be restricted from vending during specific times of the year, considering the administrative nature of the city, which attracts important delegates. For example, vending zones identified along



the central vista may not be allowed to operate during certain events to meet security requirements.

- b. Number of vendors: Certain vending zones will have a limit or cap on the number of vendors allowed. GMC and TVC will make dynamic decisions on the cap, which will be revised annually based on the holding capacity of each zone. For instance, around the immediate vicinity of administrative offices, restricted vending zones will allow only a limited number of vendors to operate, ensuring the smooth functioning of these institutions.
- c. Type of commodity: In specific vending zones, certain types of commodities may be restricted from vending. For instance, the sale of tobacco or cigarettes will be prohibited within a 500-meter buffer zone around schools and public health facilities.

To identify and designate a restricted vending zone, the following guidelines are suggested, enabling GMC and TVC to make informed decisions and effectively manage vending activities in the city.

**Guidelines for restricted vending zones are as follows:**

1. GMC recognizes the importance of vending services around public buildings such as administrative offices, schools, colleges, and transit stations. While these areas may be designated as no vending zones due to specific restrictions or considerations, GMC acknowledges the need for vending services in their vicinity. To address this, GMC permits restricted vending beyond the designated no-vending zones, which shall be governed based on the following guidelines. Based on the type of institution, restricted vending zone may be allowed at a permissible distance (as indicated below) from a no-vending zone. Number of vending spaces to be opened up in each of the restricted vending zone shall be solely finalised by GMC and TVC. Under this draft master plan, indicative holding capacity is suggested which may be finalised after taking due consideration of the actual holding capacity and demand from vendors for any particular vending zone.

Building Type	No- Vending Zone	Restricted Vending zone (from no vending zone)	Timings
Railway station	50 m from entry/exit points	50m	As finalised by GMC/TVC
Metro station	50 m from entry/exit points	50m	
Bus Depot	50 m from entry/exit points	50m	
Hospital	25 m from entry and exit	50m	
Secretariat, Municipal offices, District Collectorate, Courts, Cantonment Board	100m from entry and exit	50m	
Educational institutes (schools & colleges)	25 m from entry and exit	50m	

2. Streets less than 12m in width are under restricted vending zones:

Street type	Restriction
3 - 6m pedestrian road	No stationary vending
Wider than 6 m upto 9 m pedestrian road	Stationary vending allowed on one-side
Wider than 6 m upto 9 m vehicular road	No stationary vending
Wider than 9 m upto 12 m	Stationary vending allowed on one-side

\*Mobile vendors<sup>4</sup> are allowed across the vending zones.

3. Vending involving food stalls/ trucks/ vehicles and carts requiring seating spaces will be restricted along the major streets.

### c. Guidelines for Restriction-free vending zones

All areas other than 'No vending zones' and 'Restricted vending zones' are considered as 'Restriction free vending zones'. These zones provide vendors with the freedom to operate at their convenience, without constraints on operating hours, number of vendors, or the types of commodities sold. By establishing these zones, GMC aims to create a vibrant and sustainable environment that fosters the growth of vending activities.

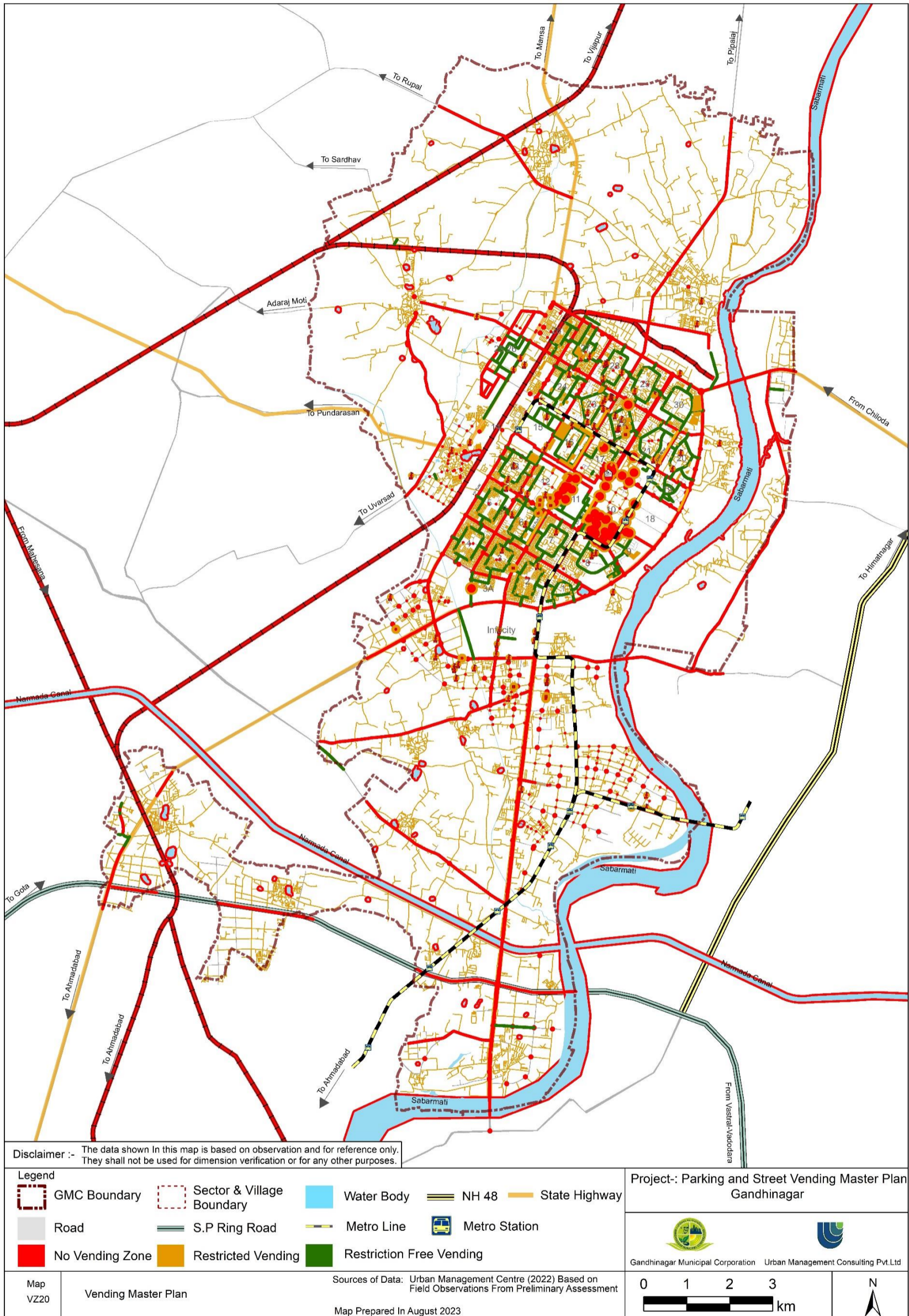
Following are the guidelines for restriction free vending zones:

1. All streets (wider than 12 m) not falling under no-vending or restricted vending zones will be designated as restriction free vending zone.
2. All open spaces/grounds or off-street spaces not falling under no-vending or restricted vending will be designated as restriction free vending zone.

<sup>4</sup> Mobile vendors mean street vendors who carry out vending activities in designated area by moving from one place to another place vending their goods and service. (Street Vendors Act 2014)

### Vending Master Plan of Gandhinagar

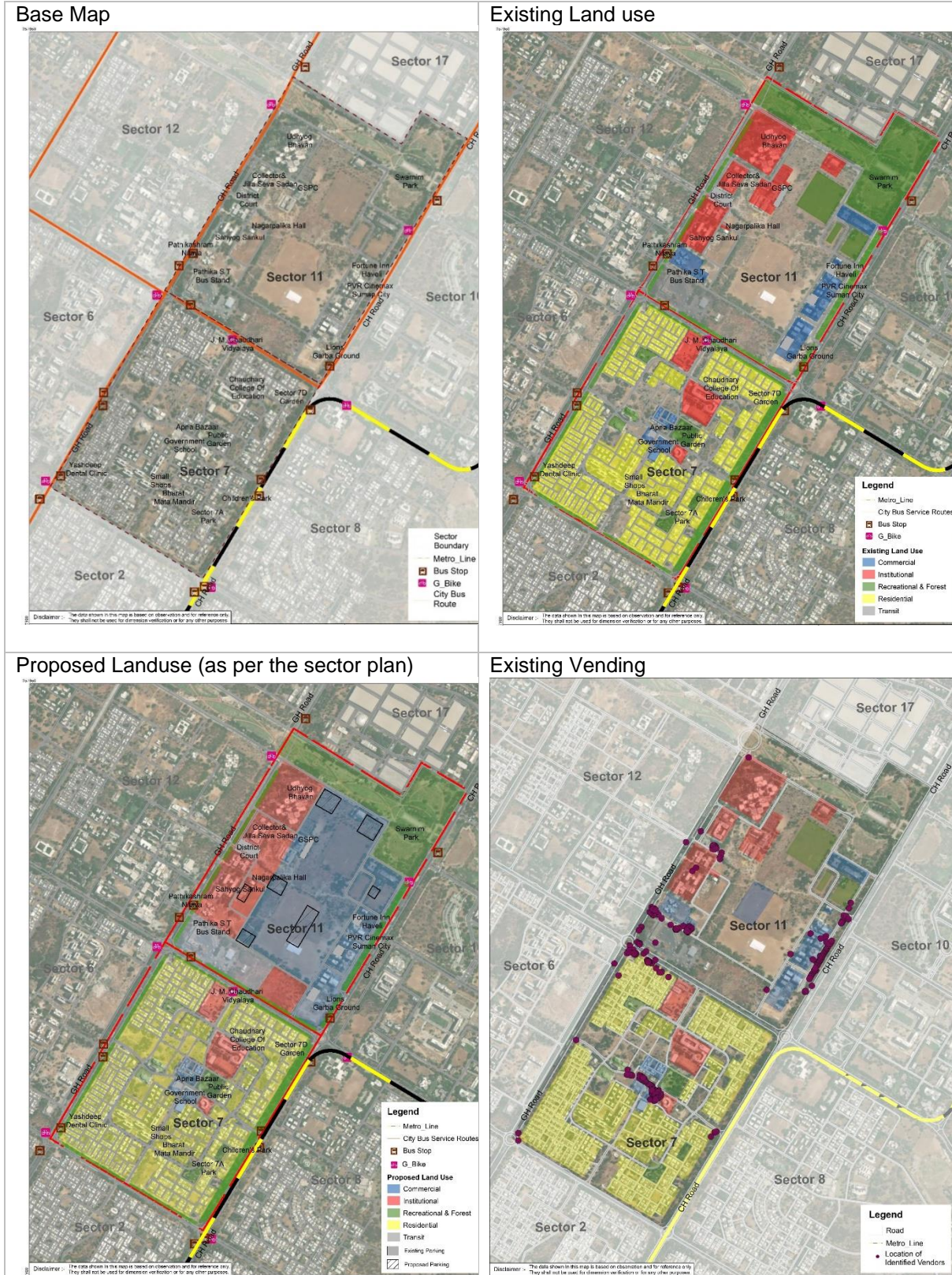
Map 4 Draft Vending Masterplan of Gandhinagar





This masterplan demarcates no-vending zones, restricted vending zones and restriction free vending zones at the city level. Approximately 88km of streets (wider than 12m) have been designated as Restriction Free Vending zones and about 178km designated as Restricted Vending Zones. The remaining areas are designated as No Vending zones.

### 3.3 Vending Zone Guidelines (Area/Neighborhood level)

To further understand the implementation of zoning, vending zoning guidelines are applied at Sector 7 and Sector 11. Sector 7 is fully developed predominantly residential while Sector 11 is institutional and commercial and is partly developed.

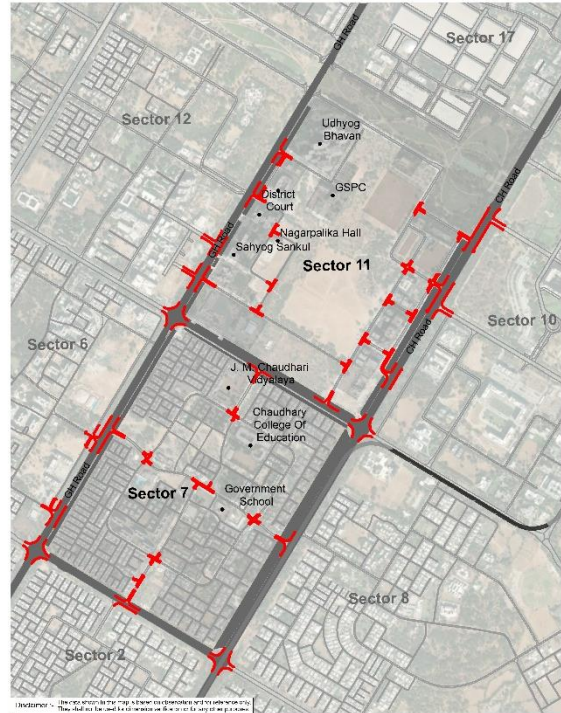


To understand the demarcation of vending zones at meso-scale, vending zoning guidelines are applied as below:

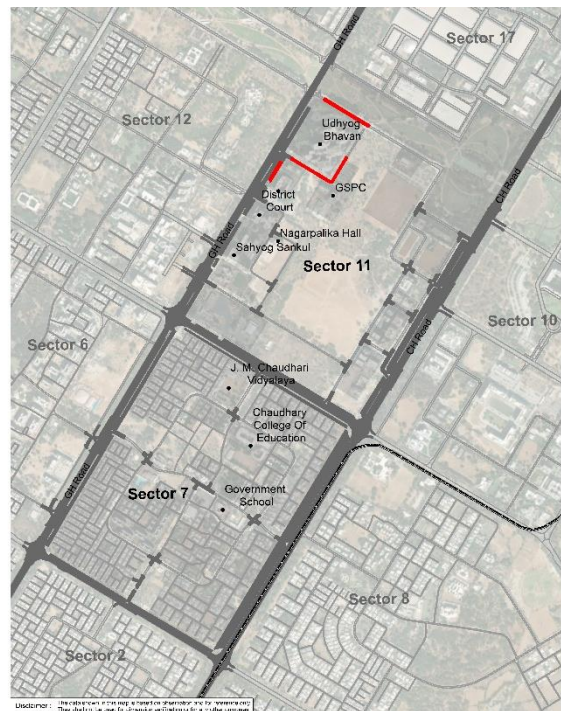
Vending zoning guidelines	Vending zones in Sector-7,11
No vending zones	
<p><b>No Vending</b> on carriageways of primary roads, to avoid any traffic hindrance and accidents.</p>	
<p><b>No Vending</b> on forest land.</p>	

**No Vending** on the junctions.

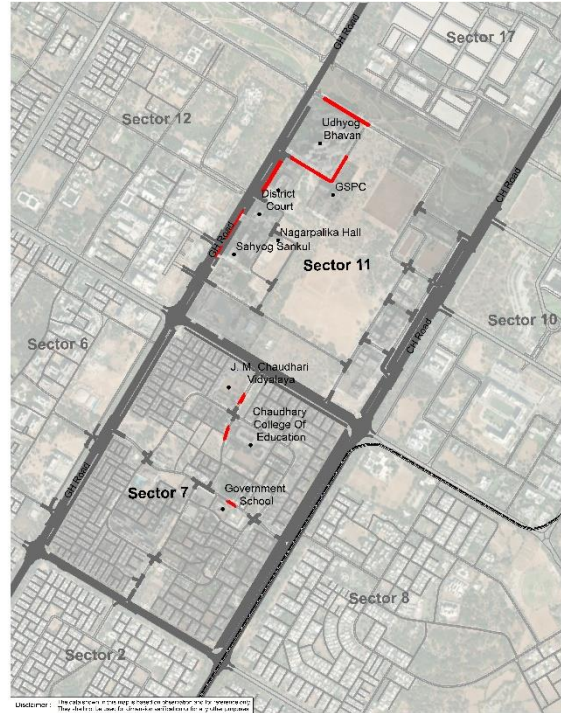
**No vending** on 50m radius at junctions of primary roads and 25m of secondary roads.



**No Vending** up to 100m on either side on entry and exit of administrative buildings.

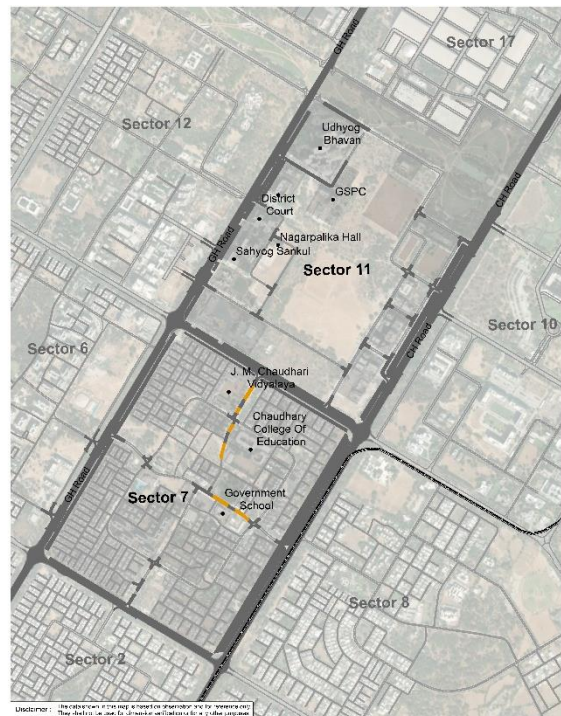


**No Vending** up to 25m on either side on entry and exit of educational institutes.

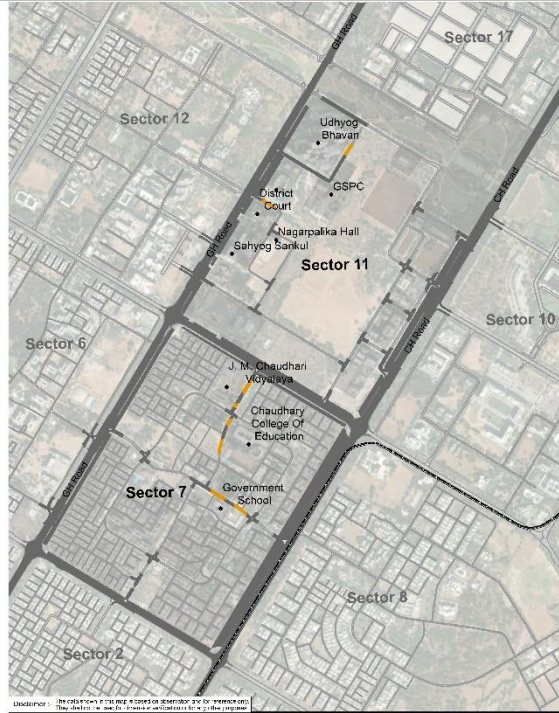


**Restricted Vending zones**

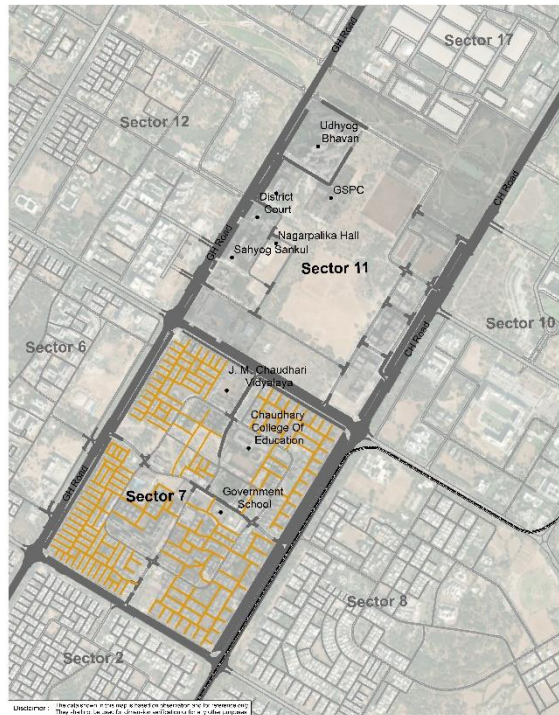
**Restricted Vending** up to 50m beyond no-vending zones from entry and exit of educational institutes.



**Restricted Vending** up to 50m beyond no-vending zones from entry and exit of administrative buildings.

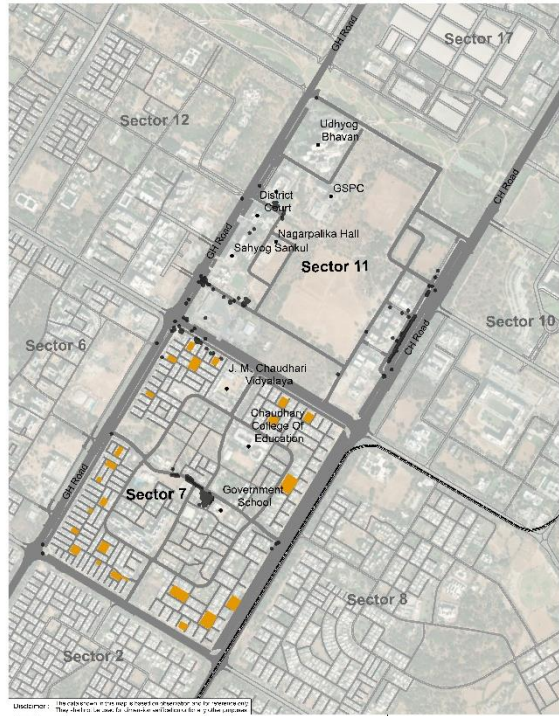


**Restricted Vending** on streets less than 12m in width.



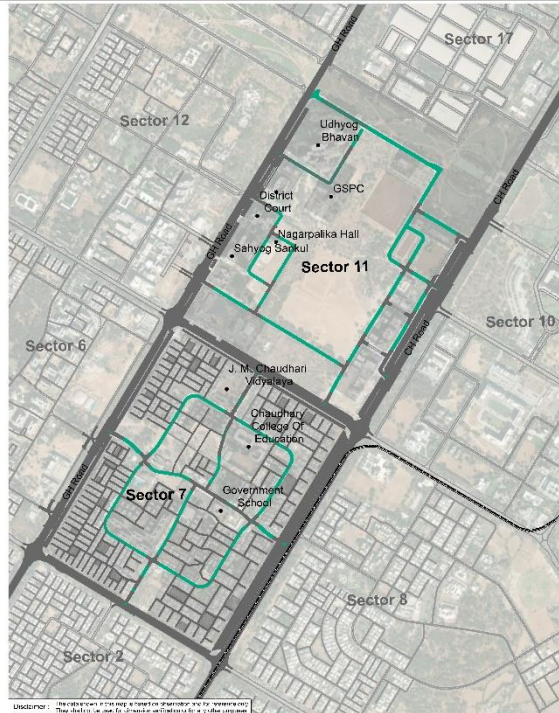


Restricted Vending on reserved plots.

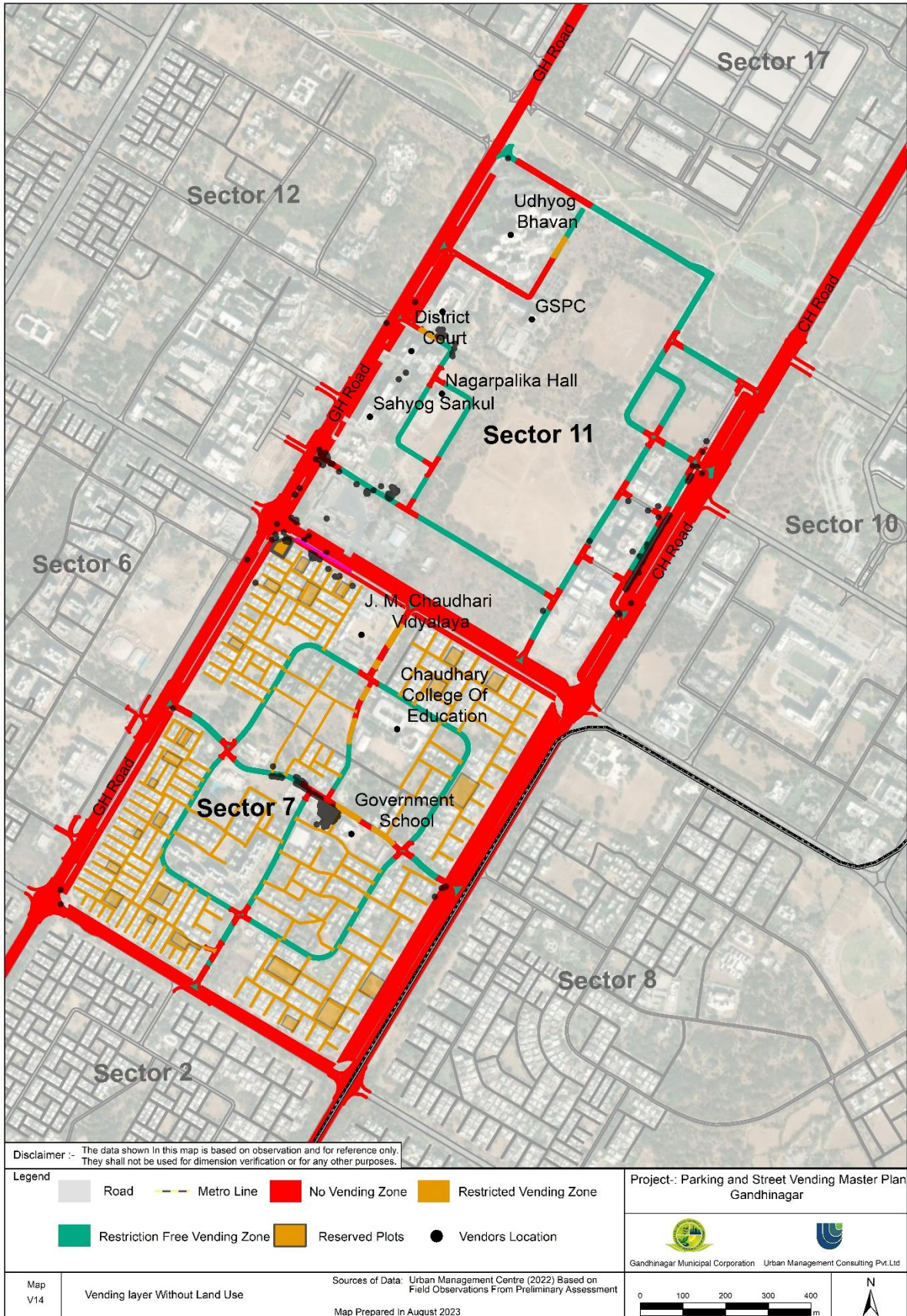


Restriction free vending zones

Restriction-free vending is permitted on the streets wider than 12 meters.



Map 5 Vending zone plan for sector 7 and 11



### 3.4 Vending Space Design Guidelines

To further develop/organize vending spaces within the identified vending zones, GNC has further developed vending design guidelines which focuses on creating efficient vending spaces, controls its placement and spill over within the vending zone including signage's and demarcation for vending zone within the city.

#### **Guideline 1: Modularize vending space designation based on the nature of vending activity.**

The diverse nature of vending activities in Gandhinagar is evident, ranging from smaller units like cobblers and barbers to larger vendors with street food trucks or carts offering sitting spaces. Recognizing this diversity, the draft vending master plan takes a flexible and pragmatic approach to allocate vending spaces. While the Street Vendor's Act of 2014 suggests a standardized provision of up to 2.25 sq.m for every vendor, GMC believes that this uniform approach does not fully address the varying space requirements of different vendors.

To address this challenge and ensure fairness in space allocation, GMC proposes a modular system for vending spaces. Under this approach, each unit space is equivalent to an effective area of 2.25 sq.m. Vendors will be allocated vending spaces in multiples of this unit space, depending on the nature of their vending activity and space requirements. This modular system allows vendors to receive spaces that are tailored to their individual needs, ensuring a fair and inclusive vending system.

By adopting this guideline, GMC aims to avoid conflicts that arose from a one-size-fits-all approach to space allocation. Instead, the modular system enables GMC to build consensus with vendors and accommodate their diverse vending activities. This flexible approach promotes a positive vending environment where vendors can conduct their businesses efficiently and contribute to the city's vibrant street life.

Figure 4 Proposed vending unit spaces to various categories of vendors

<b>Commodity</b>	<b>Recommended vending unit space size (sqm)</b>	<b>Vending unit space (1 unit space= 2.25 sqm)</b>
Cobbler	4.5	2
Barber	5	2
Paan masala	6	2
Accessories	7.5	3
Fruits & Vegetables	09	4
Clothing	09	4
Food	12	5
Ceramics	15	6
Vending on Vehicles	24	10
Food trucks	30	12

#### **Design Guideline 2: Implement fair and equitable allocation of vending space to the street vendors.**

To ensure a fair and inclusive vending system, GMC/TVC will implement a transparent and equitable process for allocating vending spaces within a specific vending zone. The following guidelines will be followed to allocate vending spaces in a just manner:

- a. Priority for existing vendors: Based on the existing scenario of vending in the zone, GMC/TVC will prioritize the allocation of spaces to the existing vendors. These vendors will be given preference in the allotment process to ensure continuity of their businesses.
- b. Additional spaces allocation: For the additional vending spaces planned as per the holding capacity, GMC/TVC will consider demand and applications received from vendors and allocate spaces through a lottery-based system. This approach ensures an equal opportunity for all vendors to access additional spaces.
- c. Minimum one vending unit space: To cater to high demand and to offer equal opportunities to all categories of vendors, GMC/TVC will ensure that at least one vending unit space is made available to each vendor. This measure guarantees that every vendor has access to a vending space, even in areas with limited availability.
- d. Premium charges for additional space: In cases where there is sufficient space available beyond the minimum allocation, GMC/TVC may offer additional vending spaces at premium charges. This ensures a fair distribution of space while also accommodating higher demand, benefiting both vendors and the overall vending environment.

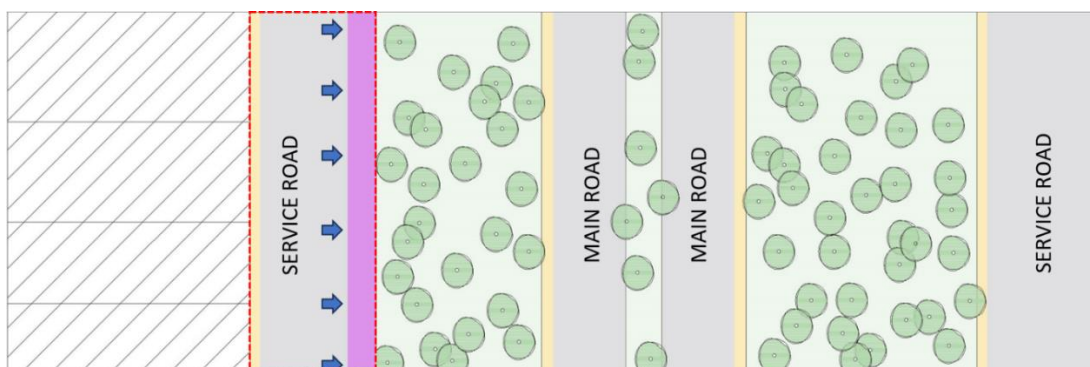
**Guideline 3: Organize vending spaces in a particular vending zone considering the abutting land-use or building use function.**

Street vending predominantly occurs along the edges of streets, making it vital to define where vending spaces may be demarcated on the street, especially with regards to both edges or only along one of the street edges. By carefully selecting and organizing these vending spaces, GMC aims to strike a balance between facilitating vending activities and maintaining the smooth operation of the public realm.

To ensure a well-organized vending environment within a specific vending zone, GMC proposes the importance of aligning vending spaces with adjacent land-use or building use functions. This is essential to promote the seamless integration of vending activities within the surrounding urban fabric, while also ensuring that the functionality of the area remains unimpeded. This guideline describes the cases to be considered while placing/organizing vending space along the vending zone:

- 1.1 For streets where one edge is built and the opposite side is unbuilt, GMC recommends organizing vending spaces on the unbuilt side. This approach ensures that vending activities do not interfere with the entry and exit functions of the built side, preserving pedestrian and vehicular flow without disruptions.

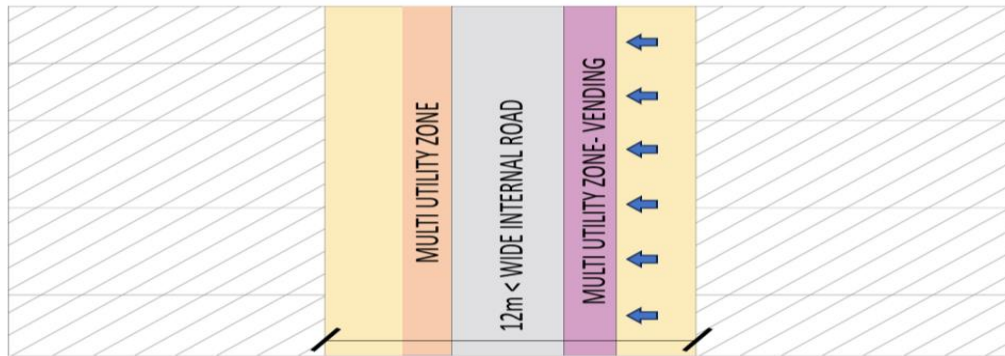
Figure 5 Placement of vending zone where one street edge is built



1.2 For streets where both the sides of a street are unbuilt, GMC/TVC shall allow the creation of spaces on both sides. However, to avoid overcrowding and maintain a balanced streetscape, only one side may be designated as a vending space while the other one shall be dedicated to the pedestrian activity.

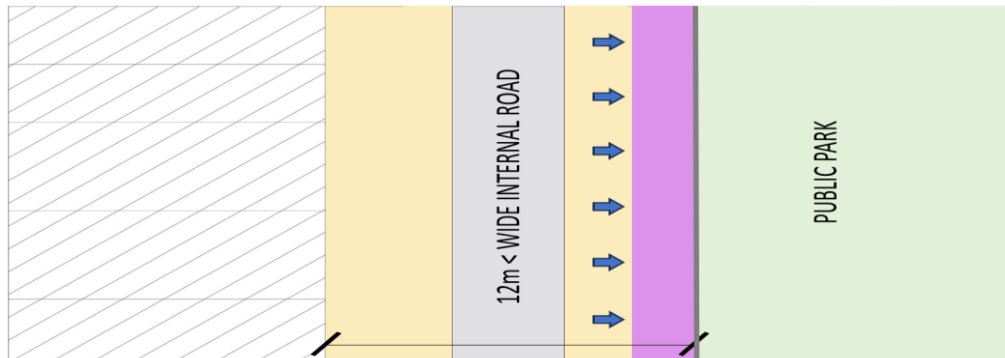
1.3 For streets with built structures along both sides, GMC/TVC recommends designating vending spaces on only one end. This decision will be based on overall safety considerations, as concentrating vending activities on a single end reduces potential conflicts with vehicular traffic and ensures a safer pedestrian experience. This may be considered based ground condition pertaining to the land-use and building function along both the edges.

Figure 6 Placement of vending zone where both street edges are built



1.4 For streets with public facilities like parks, gardens and recreational places, vending may be allowed along these facilities in a manner that it does not hinder pedestrian or vehicular mobility and hamper public safety.

Figure 7 Placement of vending zone along the public facility



1.5 To enhance the functionality and aesthetics of vending zones, GMC proposes a thoughtful orientation and spacing approach for vendors within these areas. When wider vending spaces are available, it is recommended to place vendors facing the carriageways, ensuring a minimum distance of 2.5 meters from the carriageway. This arrangement serves two key purposes; a. avoid direct engagement between vendor and people and b. control spill over from the vending activity along the carriageway.

In cases where the available vending space is not wide enough to accommodate vendors facing the carriageway, an alternate approach is recommended. Vendors may be organized facing away from the carriageway. This ensures that vendors remain safe from vehicular traffic and minimizes congestion within the vending zone.

Figure 8 Optimal vendor placement within vending spaces: Facing carriageway for wider spaces (Left) and Facing Away from Carriageway for Limited Space (Right).



**Design Guideline 4: Enhance access to vending zones through installation of leading and informational signage.**

The provision of clear and visible signages and guiding markers for the identification of vending zones is crucial for several reasons such as facilitating access, enforce no-vending zones, maintain orderliness and for general information and awareness among citizens. These signage for vending zone may be installed adhering to the following:

- a. Install the leading signage for no-vending zone and vending zones – “restricted vending zone” and “restriction-free vending” zone in the radius of 200 meter.
- b. Within the vending zone, install a signage indicating the physical limit of a particular space (starts here and ends here) including the holding capacity of that vending zone, any restriction and operational hours.
- c. It is recommended that these signages be installed in multi-lingual format (Gujarati, Hindi and English), include infographics and uses a minimum font size of 100mm to aid people with poor vision and literacy. (Harmonised Guidelines and Standards for Universal Accessibility in India, 2021). Refer to the font sizes and sizes of signboards from the Code of Practice for the Institute of Urban Transport and Ministry of Urban Development, India.

**Guideline 5: Create visual identification of vending zones**

To ensure clear guidance for both vendors and pedestrians, demarcating the vending spaces within the multi-utility zones of the restriction-free and restricted vending areas is essential. The following measures are proposed to achieve effective visual identification of these zones:

- a. Demarcation using Highly Contrast-Coloured Paver Blocks: The vending zones can be clearly outlined using paver blocks that are painted in highly contrasting colors to the surrounding pavement. This visual distinction will help vendors understand the designated area for their vending activities.
- b. Painting on Paver Blocks within Multi-Utility Zones (MUZ): Another effective approach is to paint the boundaries of the vending zones directly on the paver blocks

within the MUZ. This method provides a precise demarcation of the designated vending spaces, enhancing clarity for vendors and pedestrians.

- c. Use of Different Color Pavement Blocks: To further enhance visual identification, different colors of pavement blocks can be employed to demarcate the vending spaces within the MUZ. This color-coded system will aid in easy recognition of the specific vending zones.

In addition to these vending space design guidelines, the street design of Gandhinagar are required to be developed so that they are conducive to support multiple functions and act as a public space. To be able to do that, creation of continuous footpath, universal accessibility and multi-utility zones shall be followed for future development. The detailed guideline on street design as prerequisite to these vending space design guideline are provided in

### 3.5 Basic infrastructure provisioning with the vending zones

The provision of infrastructure within vending zones is crucial for meeting the diverse needs of both vendors and citizens, ensuring a well-organized and functional vending space. This initiative will promote the well-being of street vendors and citizens alike, fostering a healthier and hygienic environment within these areas. Based on the vendor's perception survey, it was evident that water supply, sanitation facilities, waste management, and street lighting are among the essential infrastructure needs highlighted by vendors. Additionally, considering that one-fourth of the vendors are women, addressing their specific infrastructure requirements becomes a significant aspect of the plan. By providing the necessary infrastructure, the vending zones will become more inclusive, supporting the livelihoods of vendors and enhancing the overall urban experience for all.

As part of this inclusive approach, GMC will collaborate with the Women and Child Development (WCD) department and the National Urban Livelihoods Mission (NULM) to create social infrastructure, such as childcare facilities, specifically catering to the children of women street vendors. This will be achieved through the engagement of Self Help Groups, ensuring that women vendors can work without concerns about the well-being and care of their children.

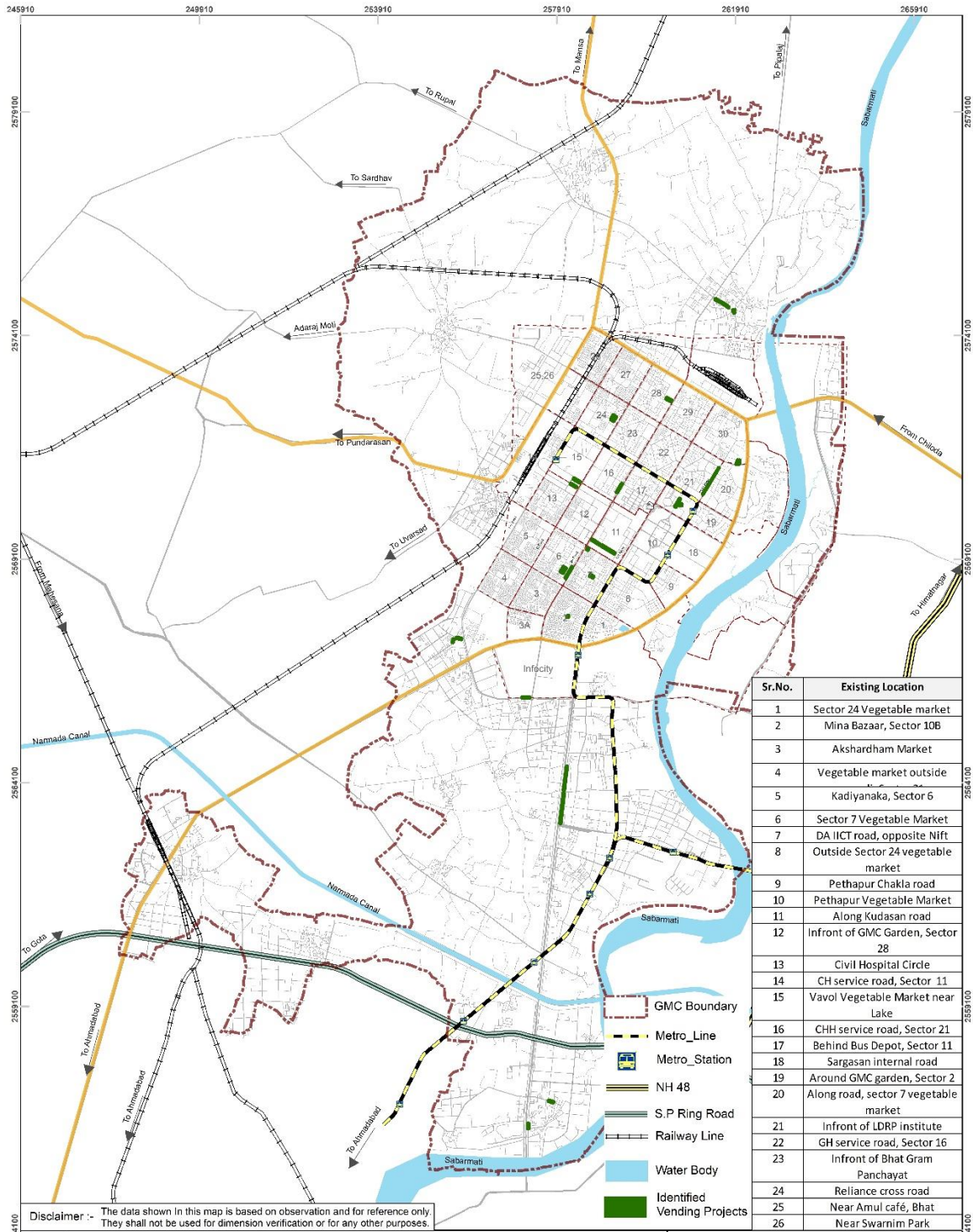
GMC also intends to collect a user fee for the infrastructure created under the vending zones. The user fee will be levied on vendors who utilize the designated vending spaces and benefit from the provided infrastructure. This fee will contribute to the maintenance and upkeep of the vending zones, ensuring that the infrastructure remains in good condition and continues to serve the vendors and citizens effectively. The user fee is a critical aspect of the sustainable management of the vending zones, as it enables GMC to allocate resources for ongoing improvements, waste management, and other necessary services. By implementing the user fee system, GMC aims to create a self-sustaining model that ensures the long-term viability of the vending zones and their positive impact on the local economy and urban environment.



## 4. Projectization and Budget

Based on the zoning, 23 vending projects have been identified under this draft master plan and interventions like street vending zones, market upgradation creation have been conceptualized.

Map 6 Projectization of vending master pan



**List of Projects proposed under Street Vending Master Plan**

S.no.	Existing Location	Intervention type	Description	No. of vending units
1	Sector 24 Vegetable market	Market creation	Project already executed by GMC	350
2	Mina Bazaar, Sector 10B	Infrastructure provision	Provision of basic infrastructure services like water supply and electricity	250
3	Akshardham Market	Market creation	Market created in the alternate plot by the temple trust and vendors are only required to move there.	230
4	Vegetable market outside mandi, Sector 21	Street vending Zone	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	200
5	Kadiyanaka, Sector 6	Market creation	Design of an open ground to organise vendors with demarcation of spaces & infrastructural basic facilities	150
6	Sector 7 Vegetable Market & along road	market upgradation	Design of an open ground to organise vendors with demarcation of spaces & infrastructural basic facilities	150
7	NID road (from DA IICT road, opposite Nift)	Street vending Zone	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	140
8	Pethapur Chakla road	Street vending Zone	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	80
9	Pethapur Vegetable Market	Street vending Zone	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	70
10	Along Kудasan road	Street vending Zone	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	60
11	Infront of GMC Garden, Sector 28	Street vending Zone	Plaza creation 110*20m	50

12	Civil Hospital Circle	market creation	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	50
13	CH service road, Sector 11	Street vending Zone	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	50
14	Behind the Bus Depot, Sector 11	Street vending Zone	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	35
15	Vavol Vegetable Market near Lake	market creation	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	50
16	CHH service road, Sector 21	Street vending Zone	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	40
17	Sargasan internal road	Street vending Zone	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	30
18	Around GMC garden, Sector 2	Street vending Zone	Design of an open ground to organise vendors with demarcation of spaces & infrastructural basic facilities	25
19	Infront of LDRP institute, Sector 15	Street vending Zone	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	20
20	GH service road, Sector 16	Street vending Zone	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	20
21	Infront of Bhat Gram Panchayat	Street vending Zone	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	20
22	Reliance cross road	Relocation of vending zone to NID vending zone (50m~)	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	0

23	Near Swarnim Park	Street vending Zone	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	50-60
24	Suryajyot Park	Street vending Zone	Redesigning street with creation of paved footpaths and vending spaces along with provision of services	15-20 (proposed)