

A Step-by-Step Guide for Planning and Designing of Street Vending in Indian Cities

Creating Gender Inclusive, Equitable and Sustainable Vending Spaces For All



January 2025



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Authors: Manvita Baradi, Meghna Malhotra

Research Support: Antara Ghosal, Anurag Anthony, Beena Thaker, Bhimji Vaghela, Chinmay Menon, Krishna Patel, Mansi Sureka, Nikita Popat, Purva Patel, Shashwat Sethi, Vinay Patel, and Yashika Sachdeva

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A Step-by-Step Guide for Planning and Designing of Street Vending in Indian Cities

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January 2025



Manvita Baradi

Founder and Director
Urban Management Centre

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This publication, a *Step-by-Step Guide on Planning and Designing Street Vending in Indian Cities*, reflects collective insights gained through field visits, surveys, and collaborations in Gandhinagar, Ahmedabad, Jodhpur, Dwarka, and other cities that UMC has been working with. We would like to thank the leadership at DAY-NULM, MoHUA, for their support and guidance. We sincerely thank city officials, urban planners, street vendor associations, and all contributors whose support enriched this document. We are also grateful to the Bill and Melinda Gates Foundation for supporting the preparation of this guide.

Street vending is a crucial part of urban life, fostering self-employment and providing affordable goods. Yet, vendors, especially women, face challenges due to inadequate infrastructure and planning. Despite the Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014 and subsequent Government of India initiatives like PM SVANidhi, there are gaps in implementation, leaving vendors vulnerable to insecurity and harassment. This guide offers gender-inclusive recommendations for organising and designing vending spaces, ensuring secure, functional and equitable urban environments. It builds on our experiences, providing a framework cities can adapt to their unique contexts to promote sustainable vending practices.

We therefore, take this opportunity to express our gratitude to the vendors who have given these insights and we hope that this publication will help local governments to create gender inclusive, equitable and sustainable vending spaces in Indian cities.

I would also like to thank my colleagues Antara Ghosal, Anurag Anthony, Bhimji Vaghela, Chinmay Menon, Meghna Malhotra, Nikita Popat and Vinay Patel who have supported the documentation and publication of this catalogue.

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Abbreviations

CoV	Certificate of Vending
GDP	Gross Domestic Product
DAY-NULM	Deendayal Antyodaya Yojana-National Urban Livelihoods Mission
LoR	Letter of Recommendation
MoHUA	Ministry of Housing and Urban Affairs
MUZ	Multi Utility Zone
PM SVANidhi	Pradhan Mantri Street Vendor's AtmaNirbhar Nidhi
ROW	Right of Way
SSS	SVANidhi se Samriddhi
SUSV	Support to Urban Street Vendors
TVC	Town Vending Committee
ULB	Urban Local Bodies
UMC	Urban Management Centre

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Street Vending in India

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Street Vendors in India

Street vending is an integral part of the local economy supporting livelihoods of 3 crore people.¹ According to the National Association of Street Vendors of India (NASVI), the sector contributes approximately 7% to India's Gross Domestic Product (GDP) and identifies street vending as one of the viable options for livelihoods. Approximately 2 crore street vendors are estimated to be a part of the urban workforce.²

Women constitute about one-fourth of the street vendors in our cities and their contribution is far beyond this number as many of them support family-run vending units.² Increasingly, women are turning to street vending as a viable option for self-employment, drawn by its relatively low barriers to entry. This sector is perceived as less demanding in terms of skill requirements, easier to establish forward and backward market linkages and requiring minimal capital investment, making it an accessible and empowering avenue for women entrepreneurs.

For years, street vendors have been overlooked in urban planning frameworks. Street vendors are essential to cities, playing a significant role in supporting the local economy, vibrancy and safety. Many cities derive their historical identity from markets that began as hubs of street vending. This step-by-step guide aims to help cities incorporate street vending into their urbanscapes through planning, designing and management strategies.



1. Estimated based on the Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act 2014

2. SARVEKSHANA, 104 Edition, Journal of National Sample Survey Office, GOI, MOSPI, 2018

Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014

Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014 (referred as the Street Vendors Act hereon) was enacted to legalise the vending rights of street vendors and aligns with the constitutional provisions of Article 14, which guarantees the right to equality and Article 19(1)(g), which upholds the freedom to trade, profession and business.

Civil society movements have been instrumental in bringing street vending into focus in India. Over the past two decades, their advocacy and policy efforts have played pivotal role in legitimizing street vending and providing vendors with formal identities. These initiatives culminated in the enactment of the Street Vendors Act.

The Street Vendors Act mandates cities to

- Survey street vendors every 5 years
- Provide them with certificate of vending (CoV)
- Create vending and no-vending zones within the city
- Establish Town Vending Committees (TVCs) which serve as statutory decision-making bodies responsible for planning and organising street vending activities in the cities.
- Establish grievance redressal mechanisms for street vendors to address disputes through verification and inquiry, while enabling appeals to local authorities for fair hearings and timely resolutions.

As of 2024, 4,342 TVCs have been established across India providing a platform for vendor participation in urban governance.³ TVCs are tasked with a crucial role to create designated vending zones within cities, conduct vendors' surveys and determining the holding capacity of these locations. Additionally, TVCs issue CoVs, enabling street vendors to operate legally. About 38.06 lakh CoVs have been issued to date providing identity to the street vendors.³



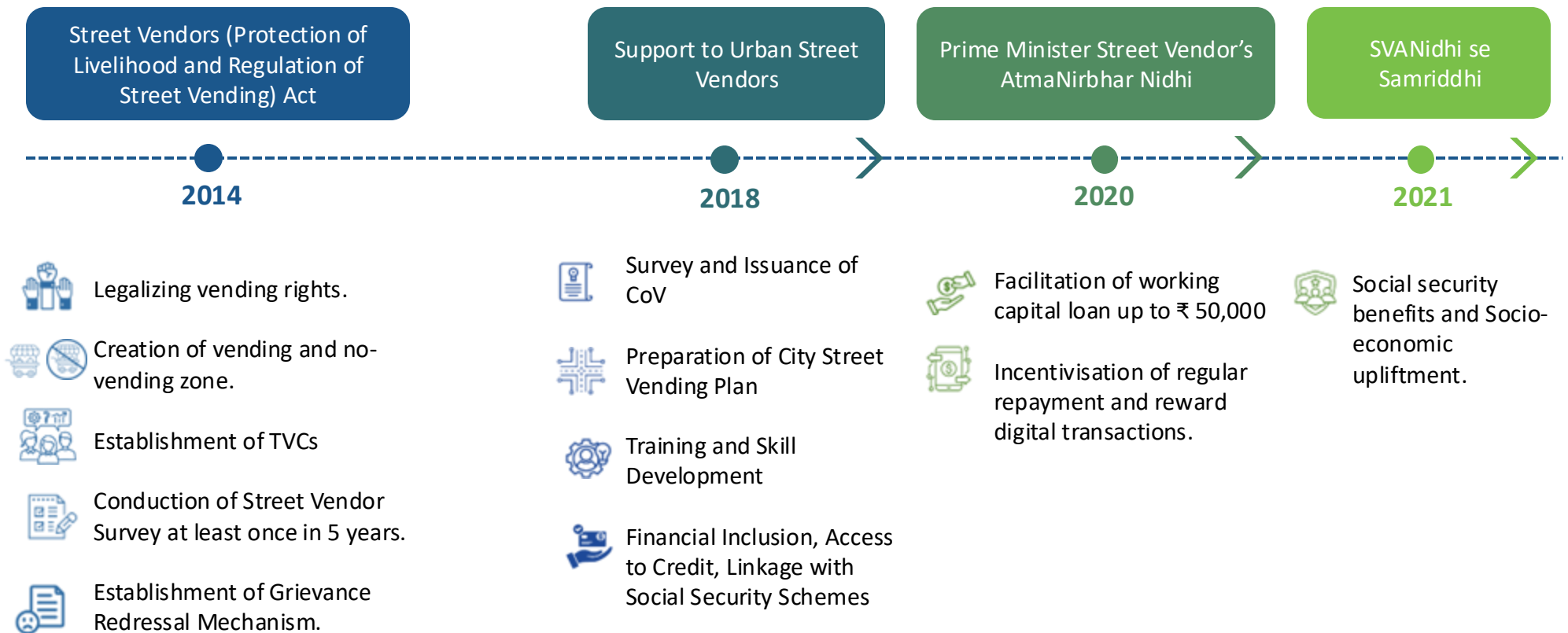
A street vendor in Gandhinagar city, utilising vertical display to organise space, ensuring clear pedestrian movement, highlighting the need for tailored space allocation approach in our cities

3. Press Information Bureau. (2024). Strengthening grievance redressal mechanisms for street vendors. Ministry of Housing and Urban Affairs, Government of India.



Current Efforts to Improve Street Vending

Efforts to enhance the welfare of street vendors in India build on the Street Vending Act and includes initiatives such as, the Support to Urban Street Vendors (SUSV) component of DAY-NULM. The PM SVANidhi scheme launched in 2020, offers access to affordable formal credit for vendors within ULB jurisdictions and peri-urban areas, while the SVANidhi se Samridhi (SSS) component enables linkages with social security and financial entitlements to improve the economic and social conditions of street vendors.



Support to Urban Street Vending Component Under DAY-NULM

The SUSV component of the Deendayal Antyodaya Yojana - National Urban Livelihoods Mission (DAY-NULM) with the support from Ministry of Housing and Urban Affairs (MoHUA) aims to address the vulnerabilities faced by urban street vendors through a multi-pronged approach. This component focussed on addressing the spatial aspect of street vending where vendors' survey, creation of city street vending plan, development of infrastructure in the vending zones, training and skilling and financial inclusion of street vendors was outlined.

Through these objectives, the SUSV component aims to create a supportive ecosystem that addresses the challenges faced by urban street vendors, ultimately fostering their economic resilience and contributing to a more inclusive urban economy. Under SUSV, 1,619 cities have prepared vending plans demarcating 13,403 vending zones and 1,350 vending markets have been constructed.³



A proud vendor with his CoV displaying his products at a weekly market organised by Ahmedabad Municipal Corporation along the riverfront, a well known public place of the city

3. Press Information Bureau. (2024). Strengthening grievance redressal mechanisms for street vendors. Ministry of Housing and Urban Affairs, Government of India.



PM SVANidhi

MoHUA launched the Prime Minister Street Vendor's AtmaNirbhar Nidhi (PM SVANidhi) Scheme on June 01, 2020 to facilitate collateral-free and affordable working capital loan to street vendors to restart or expand their businesses.

This central sector scheme provides a working capital loan up to ₹50,000 in three tranches to street vendors, facilitating their efforts to resume businesses adversely affected during the COVID-19 pandemic. As of December 2024, over 94.95 lakh loans have been disbursed to approximately 67.71 lakh street vendors, of which about 45% were female street vendors. This demonstrates the scheme's significant impact on the livelihoods on the street vendors.⁴

In addition to promoting financial inclusion for street vendors, the scheme emphasises the holistic development of beneficiaries and their families through the 'SVANidhi Se Samridhhi' (SSS) initiative. This scheme helps link PM SVANidhi beneficiaries with eight national social and financial safety schemes.⁵ This initiative contributed to expand the safety nets to vulnerable populations.

PM SVANidhi stands as one of the largest urban micro-credit schemes globally, fostering societal harmony and integrating marginalised urban micro-entrepreneurs.



A woman street vendor at her food stall, providing services through digital payments enabled under the PM SVANidhi scheme

4. PM SVANidhi Dashboard, <https://pmsvanidhi.mohua.gov.in/Home/PMSDashboard>

5. The eight national schemes under SSS are PM Suraksha Bima Yojana, PM Jeevan Jyoti Bima Yojana, PM Shram Yogi Maandhan Yojana, PM Jan Dhan Yojana, One Nation One Ration Card, Janani Suraksha Yojana, Registration under BoCW and PM Matru Vandana Yojana

Challenges of Street Vendors

Street vendors in India face significant challenges that significantly impede their livelihoods, rights and overall well-being. These challenges arise from systematic issues within urban governance, inclusion within the city due to lack of designated spaces.

1 Lack of Recognition

Most cities have although conducted the surveys of street vendors once, these need to be updated every five years, to ensure inclusion of new vendors. Delays in issuing CoVs have intensified challenges of confiscation, displacement or eviction for the street vendors.



Street vendors seen occupying pedestrian footpaths in Guwahati

2 Limited Designated Space Allocation

ULBs face challenge in allocating designated spaces for street vending, largely due to limited land availability. The prevalent approach to creating designated spaces has been on organizing street vendors into markets, instead of integrating them into streets. Street vending and parking often co-exists, yet street vending does not typically feature into a city's master plan, mobility plan or a parking plan.



Street vendors seen sidewalks in Visakhapatnam



3 “One-Size-Fits-All” Approach by ULBs

Few cities have developed vending master plans, wherein ULBs allocated uniform sized vending spaces to identified street vendors and did not account for the diverse spatial requirements of different vending typologies. This "one-size-fits-all" approach has resulted in poor implementation of the vending master plans.

4 Lack of Basic Infrastructure at Vending Spaces

Street vendors face significant challenges due to the lack of essential facilities such as drinking water, toilets, shaded areas for them and visitors, waste collection systems, streetlights and electricity. Women street vendors often bring their children along due to the lack of safe, reliable, affordable and proximate childcare facilities.

5 TVCs have not been fully Operationalised

TVCs require proper training, regular meetings, and timely elections to function effectively. While ULBs are gradually enhancing their capacity to operationalise TVCs, this often creates a gap between the pace of TVC readiness and the implementation of street vendor schemes like SUSV and PM SVANidhi, affecting their ability to address street vendors' needs efficiently.



Women street vendors with poor access to basic amenities in Ahmedabad (left) and Cuttack (right)



Lack of access to affordable and proximate childcare highlight the struggles and poor working conditions of street vendors

6

Lack of Coordination Mechanisms for Management of Vending Zones

ULBs often face challenges due to limited coordination between departments, including traffic police, leading to ineffective implementation, enforcement and regulation of street vending and related street activities.



7

Lack of ULBs' Institutional Capacity for Improving Street Vending

The management of street vending within ULBs is often handled by encroachment or estate departments, whose primary role is to remove encroachments. This creates a misalignment, as street vending is frequently perceived as encroachment rather than a legitimate activity, posing a major challenge to improving and regulating street vending practices effectively.



Street vending at Lal Darwaja in Ahmedabad (top) and Char Minar in Hyderabad (bottom), highlighting the need for organised vending zones to preserve the cultural and heritage significance of these sites





A Step-by-Step Guide for Planning and Designing of Street Vending in Indian Cities

- Need, Principles and Target Audience for the Guide
- Structure of the Guide

Need for the Guide

Street vending is often excluded from city planning and street design processes. While street vending predominantly occurs on streets, the prevailing approach to organizing street vending has focused on relocating vendors from streets to designated market spaces. This approach, however, may not align with the scale and needs of most vendors as well as for citizens. Additionally, as land availability in cities continues to decrease, decentralizing street vending spaces become essential.

Integrating street vendors into the streets offers a feasible and equitable solution. Designating specific spaces within streets is a more practical approach, allowing vendors to operate in environments that align with their scale of operations and requirements.

This step-by-step guide aims to assist urban local bodies in planning, designing and implementing organised and inclusive street vending spaces. By creating adequate and equitable provisions, ULBs can ensure that street vendors are integrated into the urban fabric, supporting their livelihoods while enhancing the vibrancy of urban spaces.



Women in street vending highlight the need for a gender-centric approach to planning and organising vending spaces in cities, ensuring fair opportunities, Mount Abu

Principles

This step-by-step guide for planning and designing street vending is grounded in the following principles.



1. Inclusion into City Planning

Recognising that street vending is crucial to the local economy and must be included in a city's master plan.



2. Enhancement of Livelihoods

Designating vending spaces with required infrastructure for secured, stable and sustainable livelihoods.



3. Integration of Street Vending in Urban Design

Adopting urban design principles that integrate vending within street designs.



4. Gender Equality

Incorporate infrastructure and services for women that make street vending a safe and viable option for women vendors.



On-street parking is given more preference over street vending, highlighting the need to integrate street vending into our cities through innovative urban design approaches

Target Audience

This guide is designed for stakeholders involved in organising street vending in cities, including city planning bodies, ULBs, urban development authorities, and traffic departments. It also serves as a resource for TVCs to enhance their efforts in organising and managing street vending effectively within their jurisdictions.



Structure of the Guide

The provisions are meant to cover the comprehensive perspectives of treating street vending through macro-level planning, micro level space design, and management strategies.

At macro level, they provide a framework on city wise planning of the vending and non-vending zones and to integrate vending into city's development strategy.

At micro level, they include inclusive and functional design recommendations for organising vending spaces taking into consideration site location, holding capacity, and allocation and provisioning of essential infrastructural services like seating, water, sanitation, and electricity and storage.

Management strategies emphasise on strengthening TVCs, streamlining regulations, and participatory planning to ensure equal and transparent support to street vendors.

This guide is divided into three distinct components of Planning, Designing and Management:



**Planning
Guide**



Design Guide



**Management
Guide**



Street vendors seen below the foot over bridge in Surat

P

Planning Guide

The macro-level recommendations are designed to guide ULBs in identifying and planning for both existing and upcoming vending zones. They emphasise a citywide approach to strategise the allocation of no-vending, restricted and restriction free vending zones, aligning these with the city's master/development plan, parking plans and local area plans. This segment guides ULBs to create fair and sustainable vending spaces.



Vending along beach, Thiruvananthapuram

The planning guide is divided into five steps.

- P1. Estimate Street Vendors and Vending Units.
- P2. Delineate Vending and No-Vending Zones in the city
- P3. Estimate Vending Supply.
- P4. Harmonise Vending Zones with Parking Spaces.
- P5. Enhance Accessibility of Vending Zones through Public Transport.



Floating vending market, Srinagar

D

Design Guide

Focused on the micro-level, this segment provides detailed strategies for designing vending spaces within the identified restricted and restriction free vending zones. It considers factors such as adjacent land use, built form, street width and mobility requirements.

The guide also addresses critical considerations for enhancing safety, accessibility and usability for all street users while ensuring that vending spaces meet the unique needs of vendors and citizens.

The Design Guide is divided into four steps.

- D1. Estimate Holding Capacity of Vending Zones.
- D2. Create Multi Utility Zones.
- D3. Create Visual Identification and Signage of Vending Zone.
- D4. Provide Amenities at Vending Zone.



Diverse street uses spilling across public spaces highlight the need for clearly demarcated zones for parking, street vending, and pedestrian movement through visual identification and signage

M

Management Guide

This section focuses on the practical management and operationalisation of vending zones within the city. It provides recommendations on allocating vending spaces based on holding capacity and streamlining processes for issuing CoVs.

The Management Guide is divided into two steps.

- M1. Allotment of Vending Spaces
- M2. Strengthen TVCs for Effective Management and Regulation of Street Vending



Mobile street vendors from Gandhinagar (top) and New Delhi (bottom) city





Planning Guide

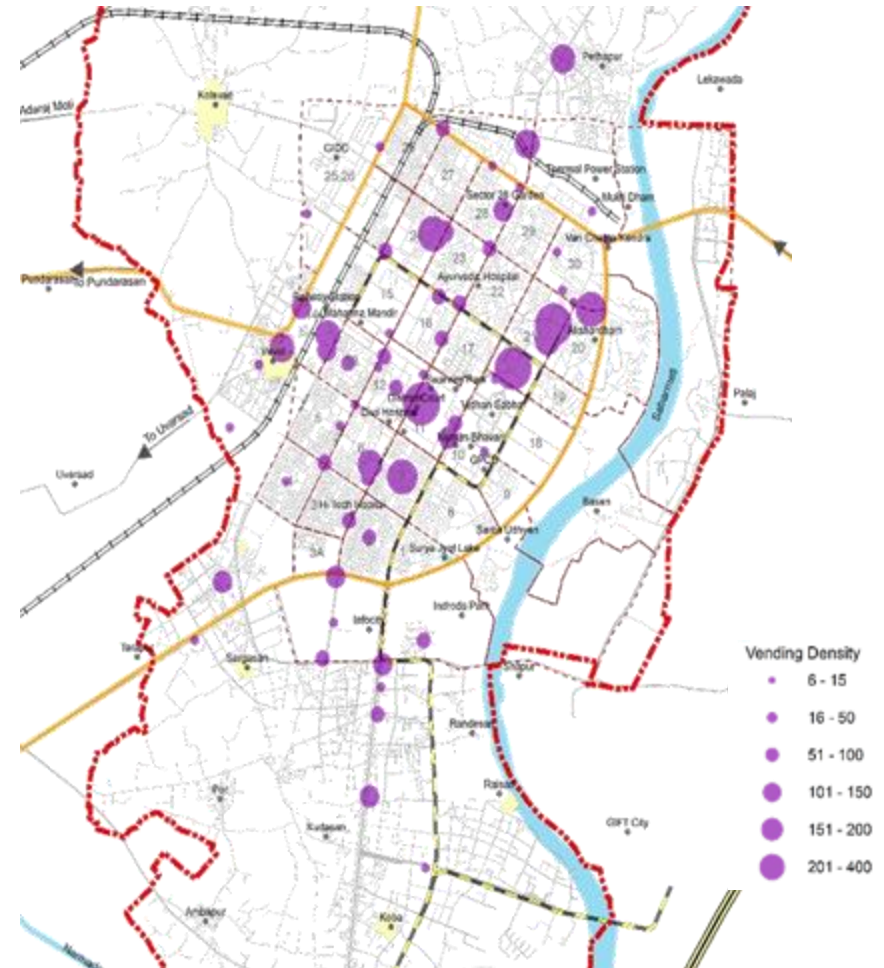
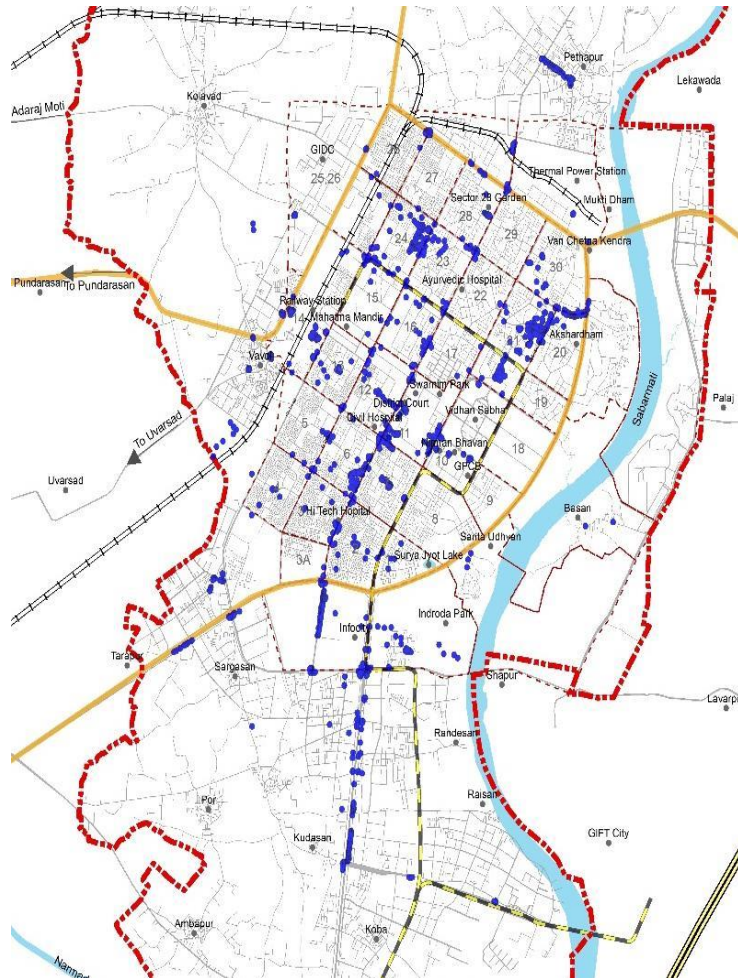


- P1. Estimate Street Vendors and Vending Units.
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- P4. Harmonise Vending Zones with Parking Spaces.
- P5. Enhance Accessibility of Vending Zones through Public Transport.

P1 Estimate Street Vendors and Vending Units

Vending activities often involve multiple contributors, including family members or workers, who assist without owning the units. Thus, identifying vending units should be the primary focus for planning street vending. However, many cities rely on vendor estimates, which frequently fail to reflect the actual demand accurately.

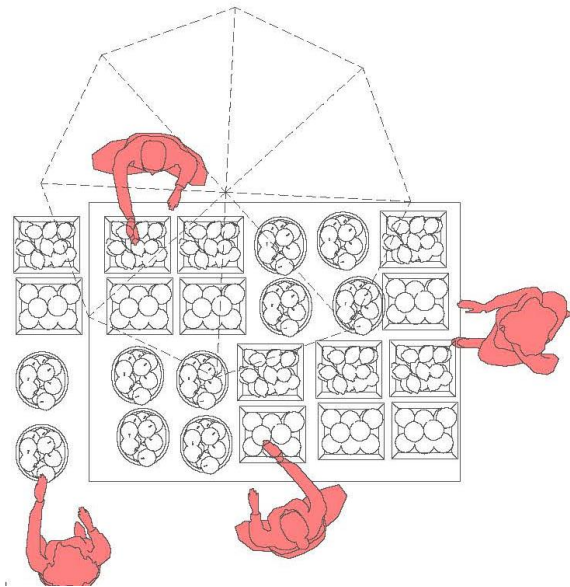
P1.1 Geo-locate and map the street vendors' survey data onto the city's map, categorizing them into vending clusters classified as large, medium, or small based on vendor density. Ensure this data is regularly updated through surveys conducted every five years.



Map of existing street vendors (left) and vendor density (right) based on the street vendor survey of Gandhinagar, overlaid on the city map

P1.2 Estimate the number of vending units in the city, as they differ from the total number of street vendors due to multiple family members operating the same unit at different times. Using vending units as a planning basis offers a more accurate approach for designing vending zones. Cities can derive these estimates through sample-based primary assessments.

A vending unit is the count of the physical space required to accommodate a vending activity, regardless of the street vendors associated with it. This approach focuses on spatial needs rather than individuals, ensuring effective planning. For mobile vendors, vending units may include multiple designated spaces across the city.



A typical sketch of vending unit



Single vending units operated by multiple vendors belonging to the same family during different time of the day



P2 Delineate Vending and No-Vending Zones in the city

Identify and delineate vending and no-vending zones across the city or municipal wards using zoning principles suited to the city's context. This process involves evaluating public spaces and streets to organise existing street vending. At the macro level, this step enables cities to plan and allocate current and future vending zones effectively.

Classification of Vending Zones in the City

Cities must identify restriction-free vending zones, restricted vending zones and no vending zones as per the Street Vendor's Act 2014 based on the city specific context. Vending spaces should be created within designated vending zones to ensure the organised and regulated operation of vending activities.

No Vending Zone

Prohibited areas for vending to ensure safe mobility of pedestrians, avoid conflicts with vehicular traffic and maintain certain areas as low footfall areas.

Restricted Vending Zone

Areas that permit vending at certain duration of time or have a restriction on number of vendors/commodities.

Restriction-Free Vending Zone

Areas where vending is permitted on all days and during all times of the day without any restriction.

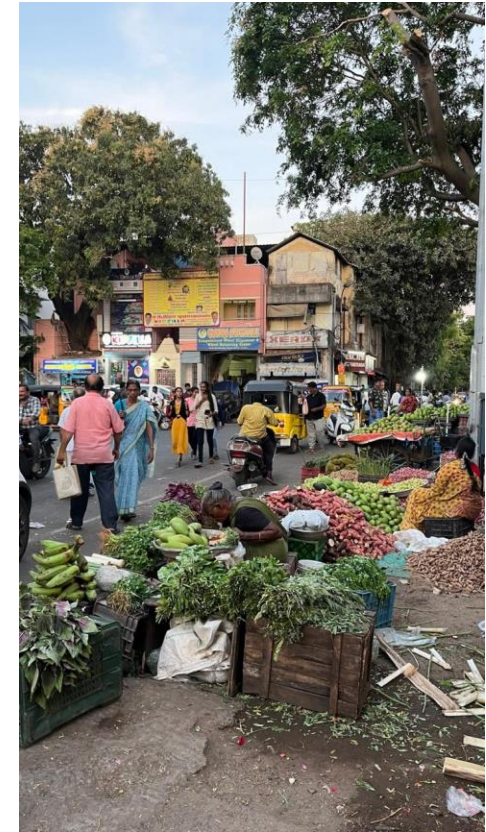


Street Vending occupying footpath highlighting the need for designated spaces for all street users

Principles for Delineating Zones

Cities must adopt following principles for delineating vending and no-vending zones:

1. Identify **No-Vending Zones** first where vending activities will be prohibited or not allowed considering existing land-use, building-use, environmental sensitivity considering the **Safety** of all users.
2. Ensure **minimum or no displacement** of street vendors by establishing vending zones in its immediate vicinity. These zones will allow vending activities considering factors such as operating hours, number of vendors and the type of commodity and services sold.
3. All areas other than 'No Vending Zones' and 'Restricted Vending Zones' will be considered as '**Restriction Free Vending Zones**', which will be operated without constraints on operating hours, number of vendors, or the types of commodities sold.
4. Ensuring a **fair and balanced distribution** of the three vending zones—no-vending, restricted and restriction-free—across the city/municipal wards, fostering inclusivity while addressing urban functionality and equity. Ensure at least 1 vending zone in each ward.
5. **Regularly update and review the delineation** of vending zones, recognising their dynamic nature and allowing for modifications based on ULB decisions in consultation with the TVCs.



Street Vending in Guwahati (left) and Chennai (right)



P2.1 Delineation of No-Vending Zones

ULBs with TVC must prepare their zone delineation principles considering public safety, smooth mobility, environmental protection, critical land uses and sensitive areas. They may also identify city specific exception to no-vending zones such as tourist spots and markets of heritage and cultural importance. ULBs and TVC may modify these principles to suit the local context.

I. Street

Following are the suggested street specific no-vending zone principles based on the mobility and traffic safety considerations. These principles suggests prohibition of street vending along:

1. The main mobility corridors of the city or the ones categorised as primary and sector roads.
2. Within 50 metres of major junctions.
3. Within 50 metres of intersections of major and minor roads.
4. Within a 25 metres of minor junctions or intersections of secondary roads.
5. On streets less than 3 metres wide.
6. Within 50 metres of a railway line and railway crossings.



Vendors occupying footpaths and road junctions, along the sector 24 market in Gandhinagar

II. Land / Building Use

No vending zones should be delineated near the following land/building uses.

1. Within 200 metres of entry and exit points of fire and emergency services to ensure unrestricted movement of emergency vehicles.
2. Within 100 metres of entry and exit points of administrative offices, such as the Secretariat, District Collectorate and Municipal Corporation/Municipality, to avoid disruptions to administrative activities.
3. Within 100 metres of institutes, cantonments and facilities related to national security services, such as army, navy and air force services.
4. Within 50 metres of entry and exit points of railway station and city-based public transport facilities, such as metro services (excluding spaces within the metro-stations) or city bus services, to facilitate clear access for the public.
5. Within 25 metres on either side of the entry and exit points of building units especially educational and health institutions.

III. Environmentally Sensitive Areas

1. Within protected forest reserves and forest areas along the streets.
2. Within 200 metres of water bodies, including ponds, lakes, rivers and canals, to protect their ecological integrity.



Street vendors organised into vending markets in Gandhinagar



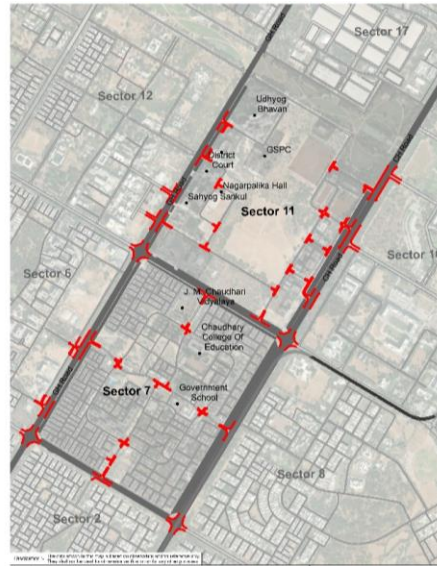
P2.1 Spatially Map No-Vending Zones

After deriving no-vending zone principles, ULBs shall map them on the city's base map.

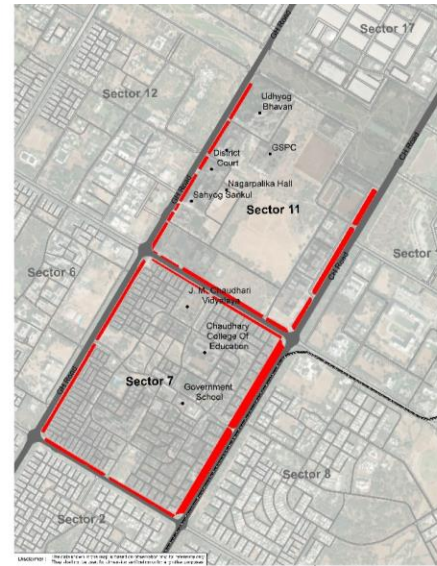
The map below demonstrates overlay of no-vending zone principles on a city base map with existing street vending activity.



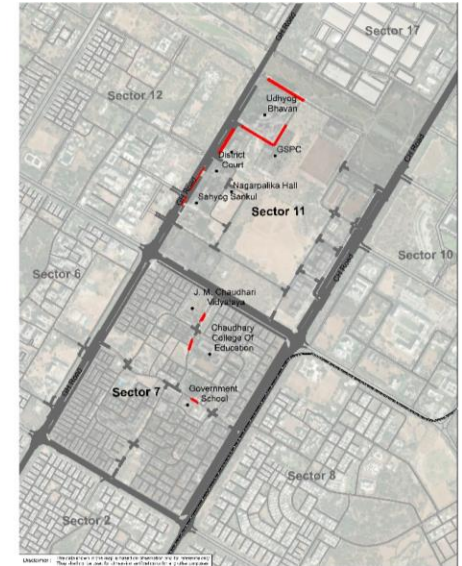
1. No Vending on carriageways of primary roads, to avoid any traffic hindrance and accidents.



2. No Vending within 50 metres of major junctions of primary roads and 25 metres of minor junctions secondary roads.



3. No Vending on identified forest lands along the primary roads.



4. No Vending up to 100 metres on either side of entry and exit points of administrative buildings and 25 metres of the entry and exit points of educational institutions.

P2.2 Delineation of Restricted Vending Zones

Restricted vending zones are designated areas where vending activities will be allowed subject to specific restrictions, such as:

a) Operational Timings: Certain vending zones will have specified operating hours/days, beyond which vending activities will not be allowed, such as for night markets and weekly markets. Additionally, some zones may restrict vending during specific periods, such as during major national events or for security concerns. Certain vending zones may allow different vendors/markets during different times of the day/week.

b) Type of Commodity: These zones may impose restrictions on the sale of specific commodities. For instance, selling tobacco or cigarettes shall be prohibited near schools and public health facilities to ensure public safety and compliance with health regulations.

The principles for identification of **Restricted-Vending Zones** are categorised based on the:

- I. Street type
- II. Adjacent land-use
- III. Building-use

ULBs and TVC shall adapt these principles suiting to the local context and modify/update them from time to time or as per the need.

I. Street Type

The following are the recommended street-specific principles for designating restricted vending zones, considering mobility and traffic safety based on street widths:

Street type (by width)	Restriction
Wider than 3 metres and up to 6 metres Pedestrian Road	No stationary vending
Wider than 6 metres and up to 9 metres pedestrian road	Stationary vending allowed on one-side
Wider than 6 metres and up to 9 metres vehicular road	No stationary vending
Wider than 9 metres and up to 12 metres	Stationary vending allowed on one side
Wider than 12 metres and up to 18 metres	Stationary vending shall be permitted on one side of the street at a time, alternating along the length of the street, ensuring that vending stalls are not positioned directly opposite each other.
Wider than 18 metres and up to 24 metres (If not major mobility corridors or no-vending zones)	



II. Land-Use

The following principles are recommended for designating restricted vending zones based on the land use. Restricted street vending can be organised in open or reserved plots, within public parks, under flyovers, or other suitable areas, provided it complies with the principles governing no-vending zones.

Land-use	No-Vending Zone	Restricted Vending Zone (From No Vending Zone)	Timings
Open/Reserved plot	50 metres from entry/exit points	50 -100 metres	As decided by ULBs and TVC
Public parks and gardens	50 metres from entry/exit points	50 - 100 metres	
Spaces below flyovers	50 metres from the junctions	50 - 100 metres	

Ensure that every No-Vending Zone is complemented by a nearby Vending Zone within 100-200 metres. This approach minimises displacement of street vendors and promotes equitable and fair distribution of vending spaces across the city.

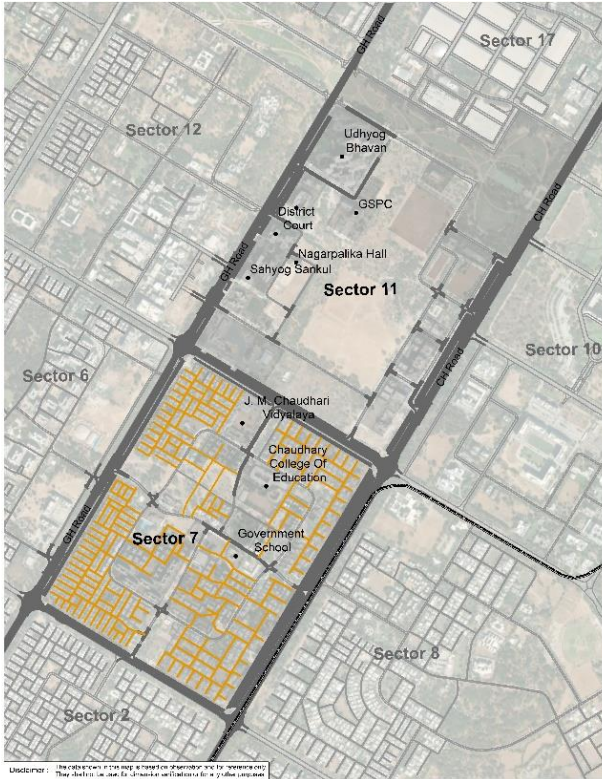
III. Building-Use

The following principles are recommended for designating restricted vending zones based on the building use within the city. These may be suitably adapted by ULBs as per the relevant context.

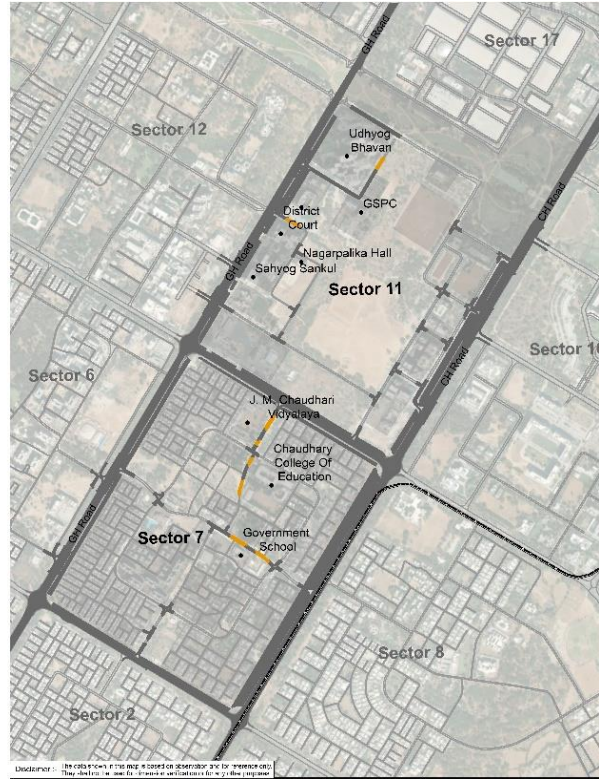
Building Type	No- Vending Zone	Restricted Vending Zone (From No Vending Zone)	Timings
Railway Station	50 metres from entry/exit points	50 metres	As decided by ULB and TVC
Metro Station	50 metres from entry/exit points	50 metres	
Bus Depot	50 metres from entry/exit points	50 metres	
Hospital	25 metres from entry and exit	50 metres	
Secretariat, Municipal offices, District Collectorate, Courts, Cantonment Board	100 metres from entry and exit	50 metres	
Educational Institutions (Schools & Colleges)	25 metres from entry and exit	50 metres	

P2.3 Spatially Map Restricted Vending Zones

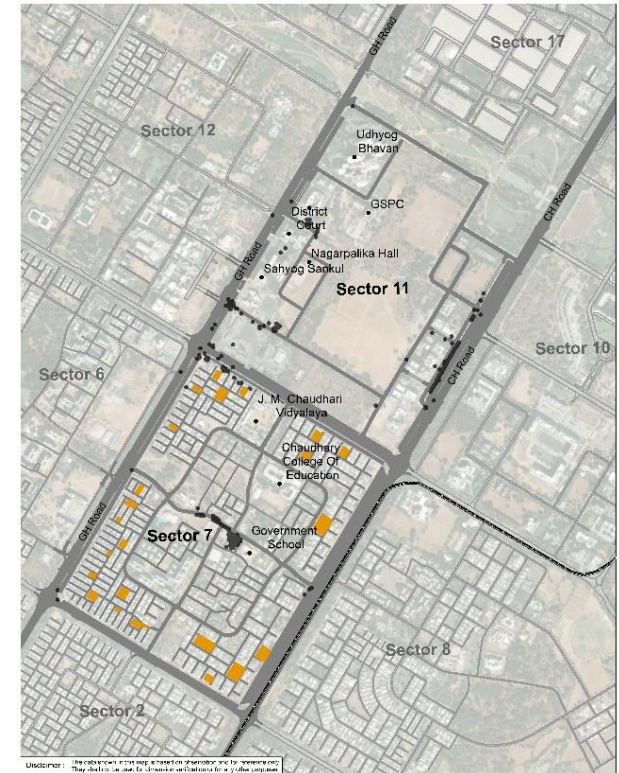
Once Restricted Vending Zone principles are finalised, ULBs must map them spatially on the city's base map and validate these zones against specific site conditions. Necessary modifications should be made accordingly. Below is an example showcasing the application of Restricted Vending Zone principles through a spatial overlay on a reference city base map.



1. Restricted Vending zones identified on streets less than 12 metres in width.



2. Restricted Vending up to 50 metres beyond no-vending zones from entry and exit of administrative & educational buildings.



3. Restricted Vending on reserved plots for open and green spaces.



P2.4 Spatially Map Restriction-Free Vending Zones

All areas other than 'No Vending Zones' and 'Restricted Vending Zones' are considered as 'Restriction-Free Vending Zones'.

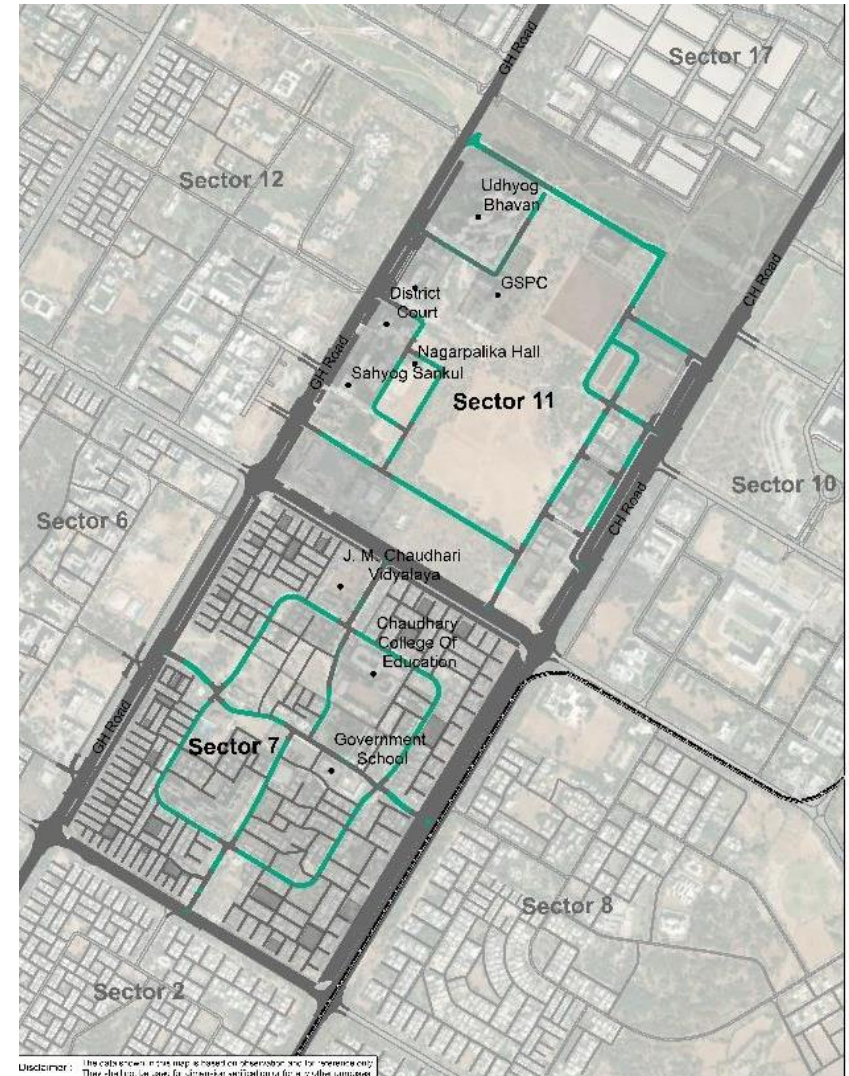
These zones provide vendors with the freedom to operate at their convenience, without constraints on operating hours or the types of commodities sold.

Following are the suggested principles for identification of **Restriction Free Vending Zones** by ULBs and may be suitably modified based on the city specific context:

1. All streets (wider than 12 metres) not falling under No-Vending or Restricted Vending Zones will be designated as Restriction-Free Vending Zones.
2. Open spaces/grounds or off-street spaces not falling under No-Vending or Restricted Vending Zones may be designated as Restriction-Free Vending Zones.

ULBs and TVC may modify/update them from time to time or as per the need.

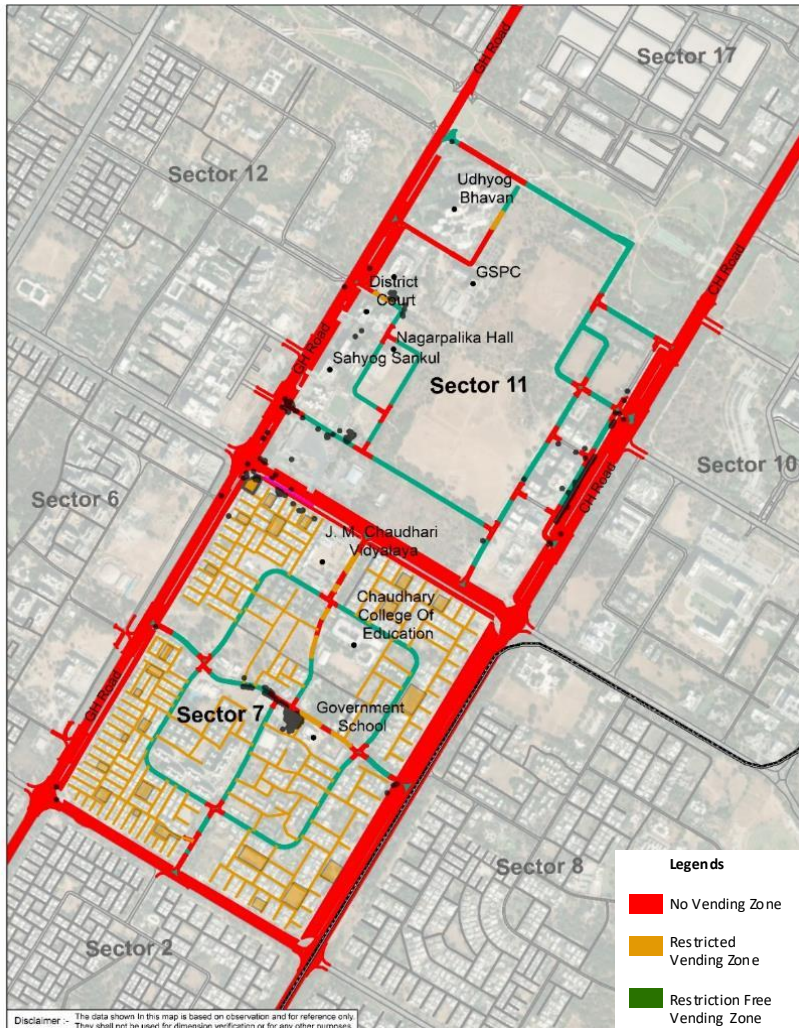
After finalising Restriction-Free Vending Zone principles, ULBs must map them spatially on the city's base map and validate them considering specific site conditions. Adjustments can be made as needed. Below is an illustration showcasing a spatial overlay of Restriction-Free Vending Zone principles on a sample city base map.



Restriction-Free Vending is permitted on the streets wider than 12 metres

P3 Estimate Vending Supply

After delineating vending zoning principles, overlay them spatially on the city's base map. The map below illustrates an example of a vending zoning overlay on a reference city map.



Key outcomes that Cities can achieve through zoning

1

Dynamic and inclusive urban environment where street vending thrives alongside other essential activities, enhancing accessibility, community interaction, and the overall vibrancy of city life.

2

Sustainable balance between urban order and vendor livelihoods, ensuring vendors remain accessible to their customers while adhering to no-vending regulations, fostering economic stability and community harmony.

Estimate Vending Supply based on the Zoning

After finalising the zoning plan, ULBs must evaluate the available vending spaces and estimate the supply of such spaces. In a reference city example, identified vending spaces are mapped based on the zoning demonstration.

Vending Zones	Vending Unit Spaces Created
Restricted Vending	2,466
Restriction free Vending	2,007



Demonstration on creation of vending zones, a case of Ahmedabad for conservation of market of cultural and heritage relevance.

Existing Situation

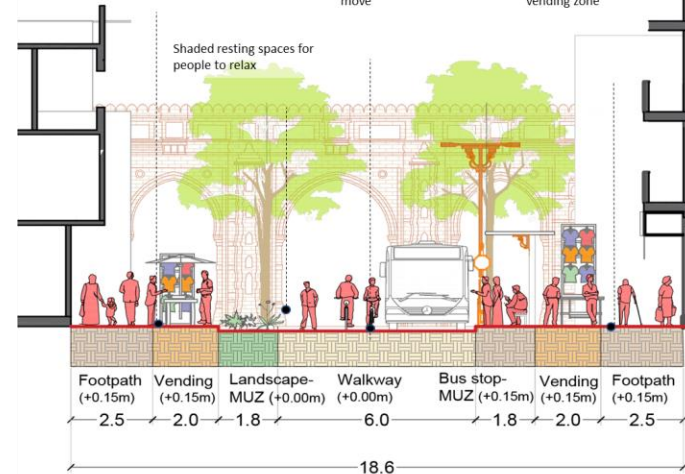


Existing Street Vending in walled city of Ahmedabad

Demarcated vending zone, buffered with pedestrian walkway

Shaded pedestrian pathway, increases space for people to move

Shaded, continuous walkways along vending zone



Proposed street design section in walled city of Ahmedabad

Proposed Intervention



Proposed street vending management through timed Pedestrianisation in walled city of Ahmedabad

P4 Harmonise Vending Zones with Parking Spaces

Parking and street vending often coexist on the same urban spaces, creating conflicts over space allocation. This challenge arises from competing priorities: accommodating vehicle parking and supporting the livelihoods of street vendors. To address this, vending zoning principles should prioritise livelihoods over parking requirements.

A balanced approach should be adopted where cities designate parking zones to avoid overlapping with vending areas and ensure vending takes precedence where necessary.

To address this challenge, ULBs can adopt the following approach:

- 1 Prioritise street vending in areas of high economic activity and footfall.
- 2 Identify and demarcate clear parking and No-Parking zones.
- 3 Develop integrated street designs that accommodate both activities.
- 4 Implement effective enforcement mechanisms.



Street vending in a high-demand area: Gandhi Road Market, Walled City, Ahmedabad

P5 Enhance Accessibility of Vending Zones through Public Transport

Enhancing accessibility to vending zones through public transport is crucial for boosting economic activity and improving the overall quality of urban spaces. Convenient transit access makes these zones more approachable for customers, thereby supporting vendor livelihoods. Many street vendors, particularly women who often lack access to private vehicles, prioritise vending locations well-connected to public transport due to its affordability and convenience for transporting goods.



Aerial view of Tilak Baug junction and nearby on-street vending parking along the major transit hub in the walled city of Ahmedabad, Ahmedabad Heritage Zonal Plan

To enhance the accessibility of vending zones, cities can take following measures:

- 1 Identify city bus stops with 300-500 metres from the identified vending zones.
- 2 Improve pedestrian mobility between vending zones to public transit points.

Enhancing Transit Accessibility to Vending Markets – A Case of Ahmedabad



Proposed transit access plan at Tilak Baug Junction with on-street vending parking near the major transit hub in Ahmedabad's Walled City, part of the Ahmedabad Heritage Zonal Plan

Design Guide



- D1. Estimate Holding Capacity of Vending Zones
- D2. Create of Multi Utility Zone
- D3. Create Visual Identification and Signage of Vending Zone
- D4. Provide Amenities at Vending Zone

D1 Estimate Holding Capacity of Vending Zones

After delineating vending zones using the macro-level planning guide in the previous section, the next step is to transition to micro-level design. Here, ULBs will apply the steps outlined in the design guide to each identified vending zone, ensuring the integration of street vending with the urbanscapes.

Using the planning guide, ULBs will determine the total supply of vending spaces within these zones. However, considering the current conditions, ULBs and TVCs must define the maximum allowable vending space within each zone, known as the "holding capacity" of the vending zone.

To estimate the holding capacity, the following steps are recommended. These steps should be tested during implementation and revisited periodically by ULBs and TVCs:

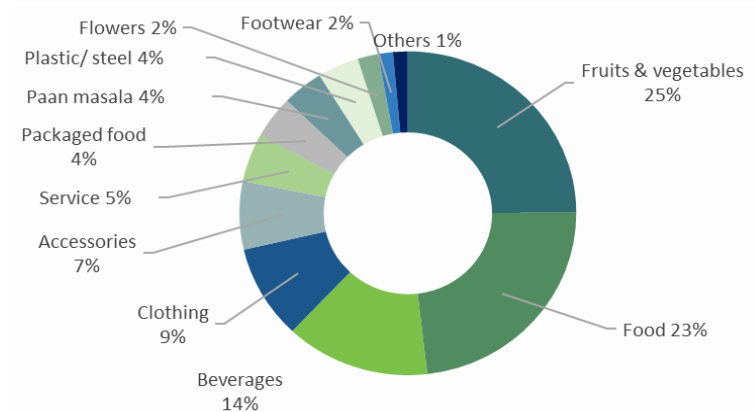
- 1. Assess Street Vendor Composition:** Map the composition of street vendors within a vending cluster, based on factors such as commodities or services offered, vending types (stationary or mobile), and operational hours.
- 2. Vending Unit Space Assessment:** Evaluate the space requirements for various vending units, considering differences in area usage based on the type and scale of operations.

D1.1 Assess Street Vendor's composition

Identify the composition of street vendors within a specific vending zone based on the assessment conducted under P1. Classify the street vendors into categories based on:

- 1. Type of Commodity or Service:** Determine the nature of goods sold or services provided.
- 2. Vending Type:** Distinguish between stationary and mobile vendors.

Evaluate any temporal variations in vending activity, considering variations during different days of the week or times of the day. Identify peak periods and incorporate these peak scenarios into the design considerations.



Composition of street vendors found across vending zones of Gandhinagar city

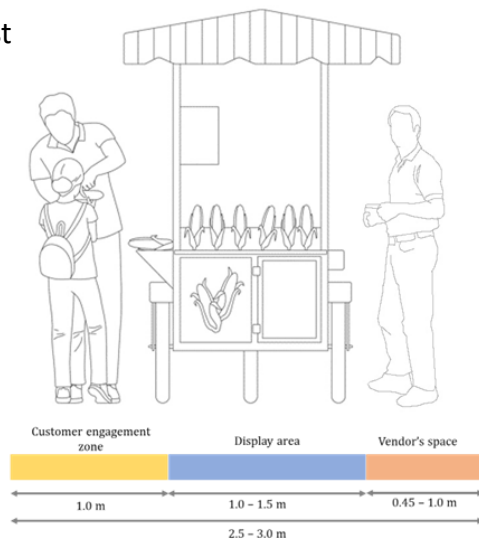
D1.2 Conduct vending unit space assessment

Vendors have varying space requirements, and considering these differences ensures that spaces are allocated based on actual needs rather than a one-size-fits-all approach.

ULBs must conduct sample surveys across various city areas to determine the average space requirements of different types of vendors. For instance, a cobbler might need a standard vending unit of 2.25 sqm, while a fruits and vegetables vendor may require double that space. When planning vending zones, ULBs must use these average space consumption metrics to ensure fair and efficient allocation and charge vendors based on the multiples of the standard unit size.

A space assessment must consider 3 space requirements:

1. Vendors' space
2. Display/shelf space
3. Customer's space

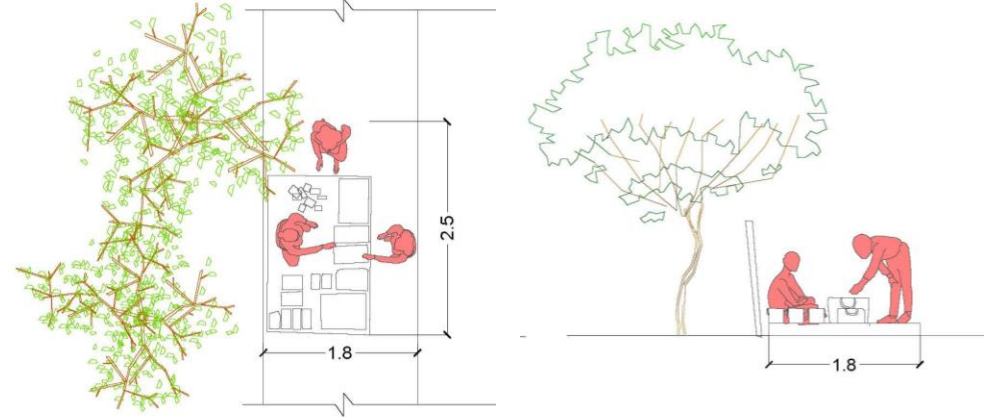


Examples of vending Unit Space Assessment

Vendors sitting on the floor

Commodities: Fruits & vegetables, accessories, flowers

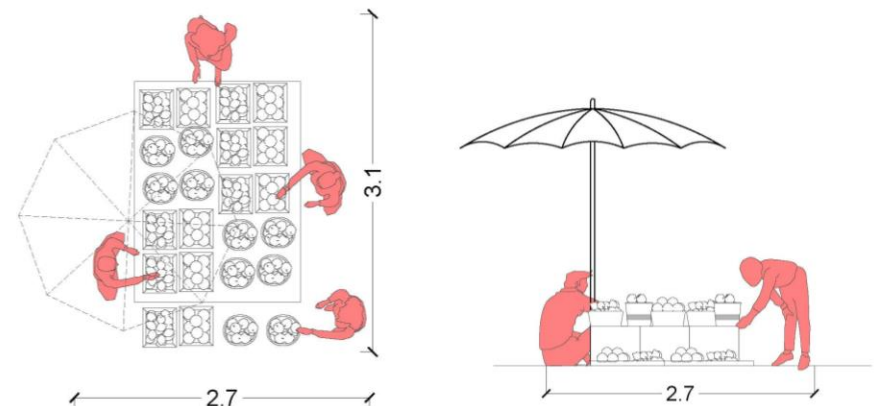
Space requirement: 1.8m x 2.5m



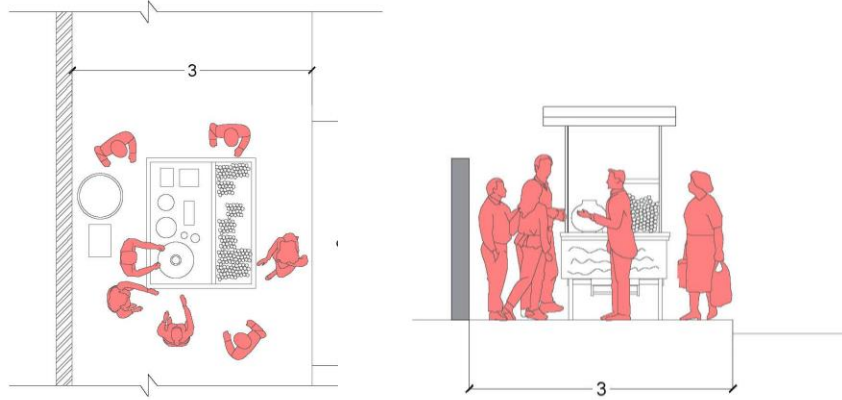
Vendors using raised platforms

Commodities: Fruits & vegetables, accessories

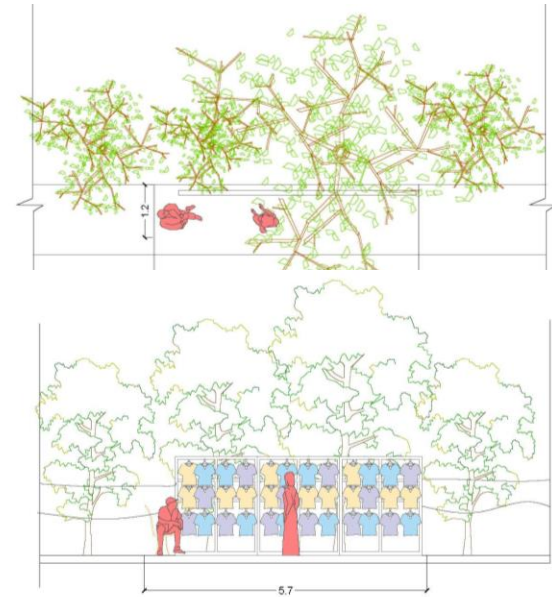
Space requirement: 2.7m x 3m



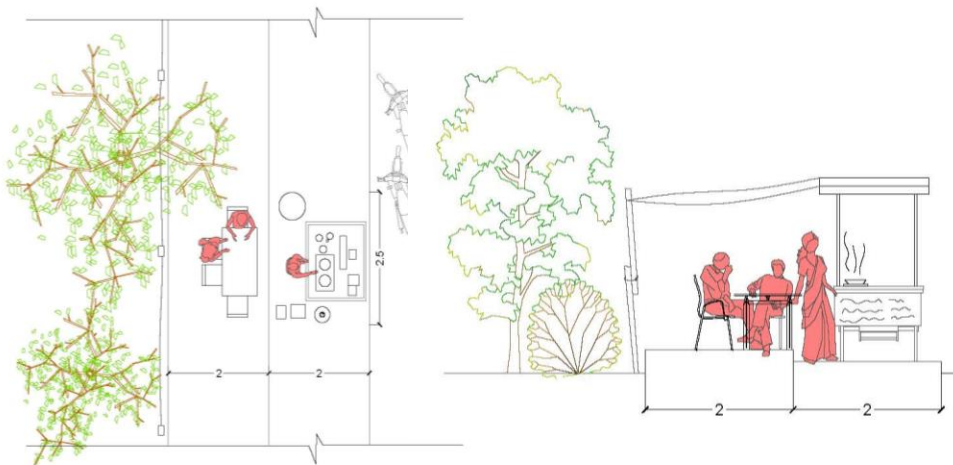
Vendors using push carts
 Commodities: Food
 Space requirement: 3m x 3m



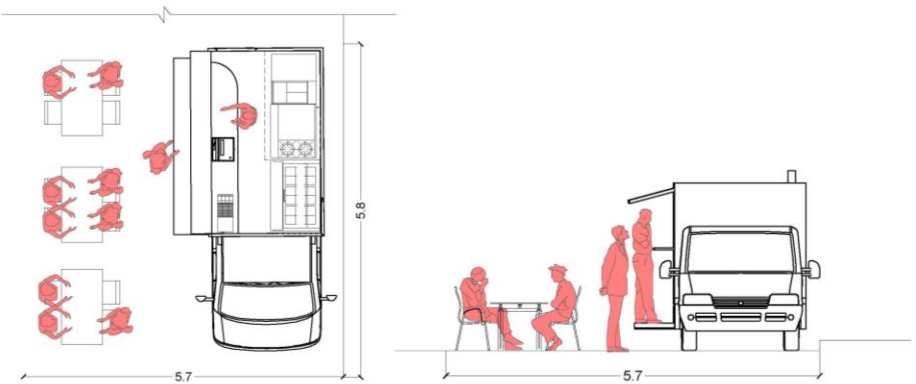
Vendors using vertical display
 Commodities: clothes, accessories
 Space requirement: 5.7m x 1.2m



Vendors using push carts
 Commodities: Food with seating spaces
 Space requirement: 4m x 2.5m



Vendors using vehicles
 Commodities: Food Trucks
 Space requirement: 5.7m x 5.8m
 Place of vending: Carriageway, open ground

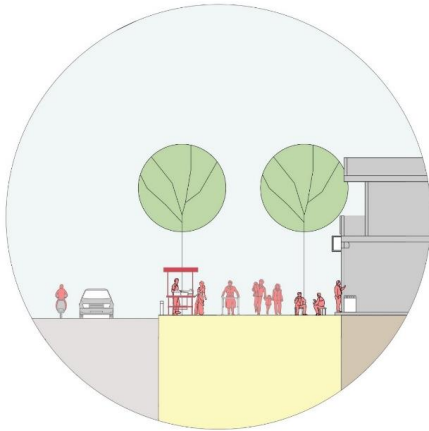


D2 Create Multi Utility Zone

Streets should support diverse functions and uses, fostering inclusivity and vibrancy. They should facilitate movement, social interaction, relaxation, recreation, and livelihoods, with designated zones for these uses to enhance their liveliness and utility.

The Multi-Utility Zone (MUZ) serves as a versatile space within streetscapes, designed to accommodate various urban elements such as seating, bus stops, intermediate public transit (IPT) stands, landscaping, trees, children's play features, street signage, utility boxes, on-street vending, and parking.

ULBs must integrate MUZs into both existing and newly planned streets by repurposing available space within the Right of Way (RoW), ensuring pedestrian mobility and safety are not compromised.



A MUZ integrated within streets to support street vending function in a city.

The following street design measures are recommended to support diverse uses and functions:

1. Maintain a consistent carriageway width of at least 6m to allow for emergency vehicle movement.
1. Ensure continuous footpaths (minimum 1.5-2 metres) for pedestrians and designated MUZs (minimum 2.5 metres) for street vendors, landscaping, open spaces, utilities, and street furniture.

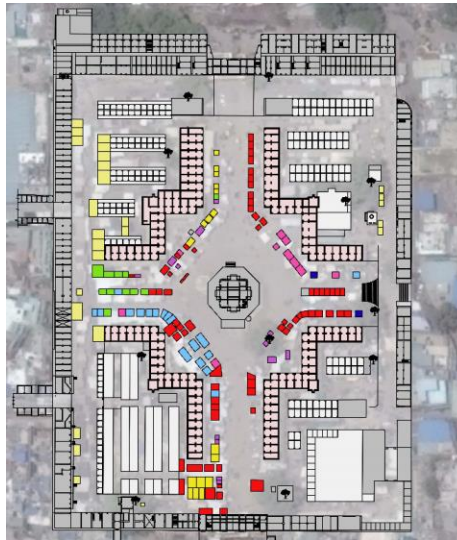


MUZ integrated into existing streets, showcasing street vendors and vibrant pedestrian activity, as part of the Ahmedabad World Heritage City Zonal Plan



Creation of Plazas for Retaining Markets of Cultural & Heritage Relevance to the City through Pedestrianisation

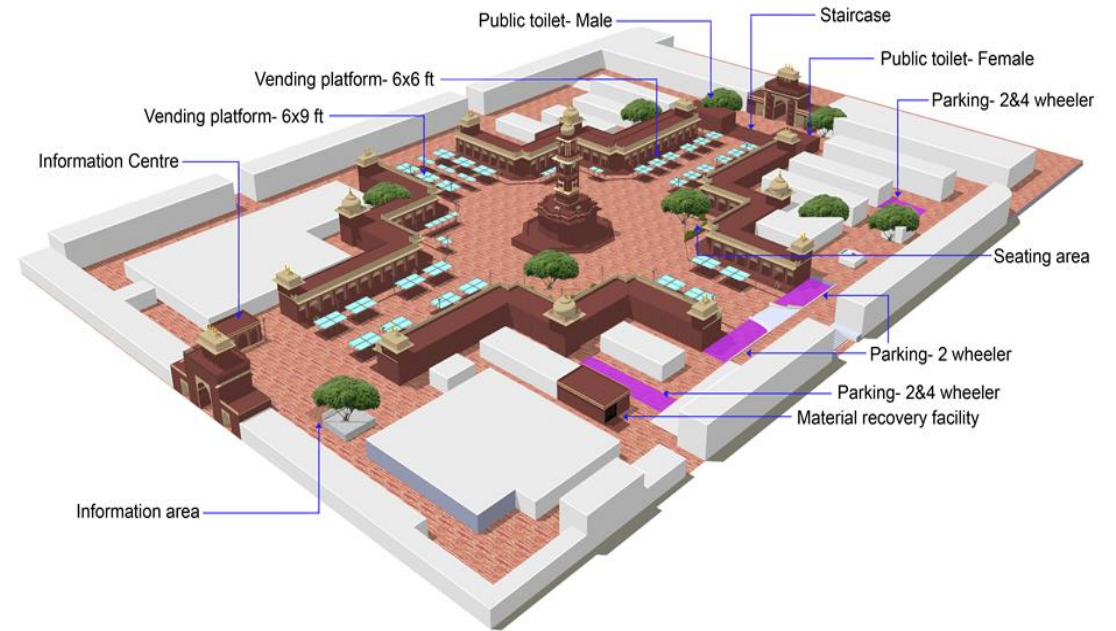
A case of Jodhpur Ghantaghar Market, Heritage Management Plan



Legend

- Accessories
- Bangles
- Clothes
- Footwear
- Fruits & Vegetables
- Grains/Groceries
- Scrap
- Utensils
- Vendors Outside Ghantaghar Complex

Vending market plan (before intervention), a case from Heritage Management Plan, Jodhpur



Proposed Site Layout, a case from Jodhpur Heritage Management Plan



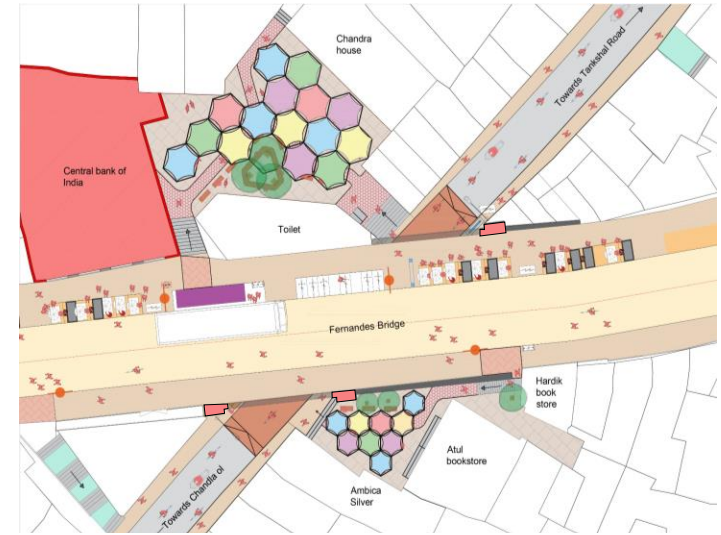
Existing Vending market, a case from Jodhpur Heritage Management Plan

Design Measures followed:

- Construction of platforms/ kiosks for vendors
- Installation of signages
- Installation of street lights
- Installation of waste collection bins
- Construction of an inclusive toilet block
- Development of a tourist information centre cum exhibition centre
- Allocation of space for 2-wheeler parking
- Installation of street benches
- Installation of public announcement system and public Wi-Fi

Creation of Plazas for Retaining Markets of Cultural & Heritage Relevance to the City through Pedestrianisation

A case of Ahmedabad Book Market under the Fernandez Bridge, a heritage structure



Proposed plan to preserve the book market and street library under Ahmedabad's historic Fernandez Bridge, featuring plaza creation, reading and book vending stalls, canopies, and enhanced pedestrian accessibility.



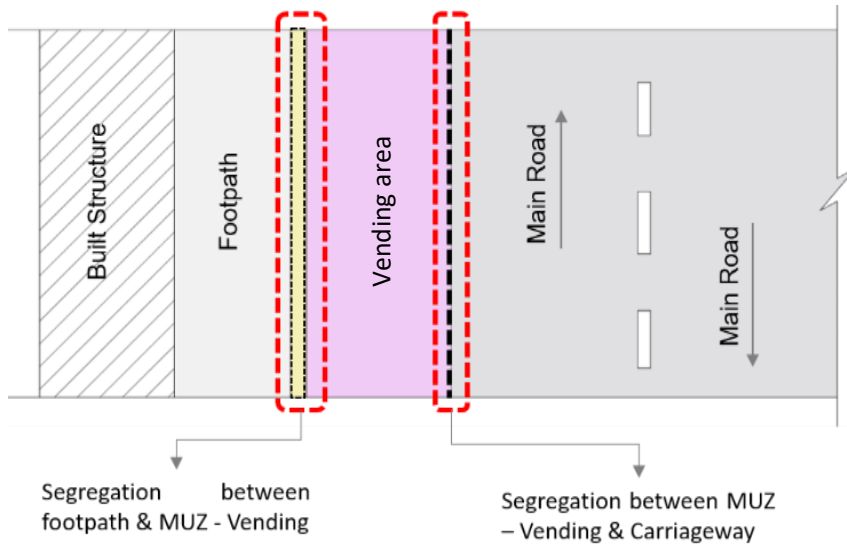
Proposed Section



D3 Create Visual Identification and Signage of Vending Zone

D3.1 Clearly define and mark the edges of vending spaces to create visual identification of vending zones, using distinct physical or visual boundaries for effective communication.

ULBs must implement interventions to clearly demarcate vending zones and spaces, ensuring their visibility and accessibility. This can be achieved by using highly contrasting colored paver blocks for clear identification, painting the edges of designated areas to highlight their use, and varying the heights of these spaces to visually distinguish different functions. Additionally, ULBs must install appropriate signage to guide users and enhance the identification and accessibility of vending zones.



Clear edge identification of vending space



A visual of a street showcasing a pedestrian-friendly vending zone with distinct surface treatments and clear signage

D3.2 Enhance access to vending zones by installing clear and consistent informational signage and guiding markers.

- Install the leading signage for “No-Vending Zone”, “Restricted Vending Zone” and “Restriction-Free Vending Zone” in the radius of 200 metres.
- 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 within the vending zone. These must be placed at an appropriate height.
- It is recommended that these signage be installed in multi-lingual format (the local and official languages), 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 MoHUA.



A street visual illustrating the integration of parking, vending, and pedestrian spaces, with clear signage for effective management



Signage indicating ‘No Vending Zone’ and ‘Restriction-Free Vending Zone’ for clear demarcation and organised street vending.



D4 Provide Amenities at Vending Zone

- ULBs must provide public toilets and drinking water.
- ULBs must provide waste disposal facility near to the vending zones.
- ULBs must install street lighting throughout vending areas to ensure well-lit streets.
- ULBs must establish dedicated storage spaces near vending zones, on a user-charge basis, to securely store goods overnight. Additionally, implementing community storage facilities that can optimise space usage and reduce individual storage costs for street vendors.
- Plant trees strategically to provide shade for street vendors while avoiding obstruction of pedestrian and vehicular movement.
- Ensure vending zones comply with fire safety regulations by maintaining clear pathways for emergency vehicle access.
- ULBs must engage their community development authority to mobilise childcare facilities by partnering with Self-Help Groups (SHGs), mobile contractors, NGOs, or other departments. Alternatively, vending associations can be encouraged to organise childcare facilities independently to support vendors and their families.



Toilets



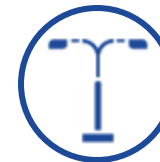
Waste Disposal Facility



Storage



Drinking Water



Street Lights



Canopy and Trees as shading elements



Fire Safety



Child care facility

Management Guide



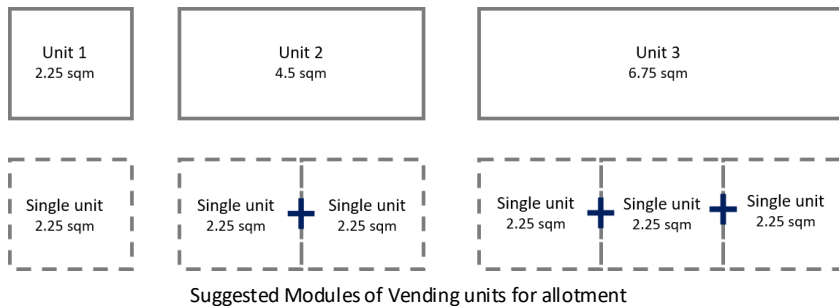
- M1. Allotment of Vending Spaces
- M2. Strengthen TVCs for Effective Management and Regulation of Street Vending

M1 Allotment of Vending Spaces

Standardise vending units by aligning them with the space assessments outlined in D1 and allocate vending spaces accordingly to ensure equitable and fair allotment to the street vendors.

Based on the typologies arrived as per the space assessment, cities can modularise them as per the standard unit sizes and allocate vending spaces in multiples of the standard unit based on the availability and the demand.

As per the Act 2014, a maximum of 2.25 sqm (Guiding principles to the local authorities for preparation of a street vending plan, MoHUA) of vending space is suggested which can be adapted as per the city's context.



Principles to be followed for allotment of vending spaces:

1. TVCs must periodically conduct a lottery system to allocate vending spaces based on demand, ensuring fairness and creating opportunities for new street vendors in the market.
2. Introduce provision of a fee for vending spaces as per the local context.
3. Prioritise the allotment of street vending spaces to women vendors, ensuring they have the first choice of selection for the available spaces with a vending zone.
4. Reserve 50% of allocated vending spaces for women, persons with disabilities and elderly street vendors to ensure equitable access and support for all.
5. Offer reduction for women vendors when they apply or renew a CoV, to encourage more women workforce participation.

M2 Strengthen TVCs for Effective Management and Regulation of Street Vending

TVCs must take the following actions to ensure effective coordination and support for vendors:

- Build consensus among vendors to promote cooperative decision-making and adherence to regulations.
- Encourage self-regulation for waste management, avoiding encroachments, and complying with advisories issued by ULBs.
- Facilitate regular consultations with vendors to address their concerns and secure support for essential facilities such as childcare, safety measures for vendors and visitors, and other necessary amenities.



Street Vending in Nagaon, Assam



Street Vending in the city of Ladakh (left) and Jaipur (right)





The Way Forward

The Way Forward

The success of this guide lies in fostering collaboration among street vendors, TVCs and ULBs. A unified approach is essential to address the diverse needs of vendors while ensuring the effective implementation of policies and operational frameworks.

Cities should integrate street vending plans into statutory documents like master plans, development plans, local area plans, and mobility plans to ensure cohesive and inclusive urban development.

Vendor associations must be encouraged to take an active role in shaping and implementing this guide. By organising themselves into representative bodies, vendors can amplify their voices, participate in decision-making processes and ensure that their unique challenges are effectively addressed. These associations can also play a pivotal role in promoting self-discipline by fostering adherence to designated zones, maintaining cleanliness and minimising conflicts with other street users.

TVCs should act as dynamic platforms for dialogue and problem-solving, bringing together vendors, municipal officials and other stakeholders to address issues amicably. Regular interactions with vendor representatives will ensure that solutions remain grounded in the lived realities of vendors while aligning with the broader goals of city planning and governance.



Street Vending in Udaipur

ULBs and TVCs must invest in capacity-building programs to improve vendors' understanding of operational guidelines, financial literacy and compliance requirements. Such initiatives will empower vendors to become proactive participants in managing their spaces and adapting to urban regulatory frameworks.

Enforcement strategies should emphasise collaboration between ULBs, Traffic police and TVCs over confrontation, with participatory approaches where vendors are consulted and informed before any enforcement actions are taken. Grievance redressal mechanisms must be established to address disputes swiftly and fairly, ensuring a sense of trust and equity.

Digital tools such as mobile applications and online portals can streamline vendor registrations, fee collections and zone management while also serving as platforms for feedback. This integration of technology will provide vendors with a direct channel to voice concerns and propose improvements.

By promoting collaboration, mutual respect and co-ownership of responsibilities, cities can create vibrant, well-managed vending zones that respect the livelihoods of street vendors while ensuring equitable use of public spaces. This framework sets the stage for a harmonious coexistence of diverse urban activities, contributing significantly to the social and economic fabric of cities.



Street Vending in Uran, Navi Mumbai



Voices



"I have been selling flowers from many years and have received a CoV and credit support under the PM SVANidhi scheme. I successfully repaid my loan and have been running my stall here. However, I have not been allotted a designated space. While no one has asked me to move yet, there's always a possibility."



"I am a regular vendor working with limited capital. This space is my sole livelihood and all I need is a designated spot to operate. I don't require anything beyond that."



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