Development & Management of Vending & Parking Zones - Integrated Approach for Social Security & User Convenience

under

the theme 'Facilitating Vending Zone & Social Security Linkages under NULM'

Research Study

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Preface

ULBs of small and medium cities have limitations in available resources and funds for development. Major of their focus is on provision & maintenance of basic infrastructure.

In this study, Navsari a medium sized city in the state of Gujarat has been studied for its existing condition of Vending & Public Parking and plausible solutions towards development and management of Vending & Public Parking are explored. This includes, identification and documentation of existing models of development and management, Identification & assessment of demand and supply of Vending & Public Parking Areas, and finally identifying challenges and potentials in development and management of vending and public parking.

Stakeholders were identified to document current scenario from different perspectives; governing officials, vendors, shopkeepers and end users. A large part of the study comprised of the stakeholder interviews / questionnaire surveys in the chosen areas. After preliminary documentation of the around 16 locations & discussions with various stakeholders, three areas were selected for detail study. These areas were Dudhiya Talav (for on-street parking and vending), Lunci Kui (for on-street parking and vending), Jalalpore (for on-street vending) and MG road (for on-street parking). The study findings highlight the gaps between the on ground scenario and suggestions in regulatory documents

They also bring forward the general problems for small and medium sized cities. However, it was noted that certain challenges identified were specific to the given area. The study will be helpful in future to the ULBs of the cities with a similar size to that of Navsari.

Acknowledgement

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Director
RCUES, AIILSG, Mumbai

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List of Abbreviations

BMC	Brihanmumbai Municipal Corporation (BMC)
CEPT	Centre for Environment Planning & Technology
CGDCR	Common General Development and Control Regulations
CUE	Centre for Urban Equity
FSI	Floor Space Index
ECS	Equivalent Car Space
GoG	Government of Gujarat
NUDA	Navsari Urban Development Authority
DAY-NULM	National Urban Livelihood Mission
NVM	Navsari-Vijalpore Municipality
ROW	Right of Way
SMC	Surat Municipal Corporation
SVAnidhi	Street Vendor's Atmanirbhar Nidhi
TDR	Transferable Development Rights
TPS	Town Planning Scheme
TVC	Town Vending Committee
UDRI	Urban Design Research Institute
ULB	Urban Local Bodies

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1 Introduction

The research attempts to formulate strategies for integrated development & management of vending & parking w.r.t small and medium towns. The rationale here is that the demand, supply and user preferences for vending and parking are intrinsically linked as space for vending and public parking are carved out in from Urban Public realms and streets. Among others, the demand, supply and user preferences for vending & parking also have correlations with the predominant land-use development across city.

Vending

The National Urban Livelihood Mission (DAY-NULM), Govt. of India, addresses the concerns of urban street vendors by Street Vendor's Act 2014, state level action plan etc. ULBs are trying to develop street vending plans and infrastructure development of vending zones in the city, apart from addressing recommendations given by DAY-NULM. While larger cities have resources and know how to experiment with various development and management model it is the smaller cities which are struggling to find contextual solutions.

Figure 1: On-street vending and on-street parking in Navsari

Parking

The number of privately-owned vehicles is rising and most of the cities, especially small and medium once find it challenging to address the parking needs. The parking norms within the buildings are fairly provided in the development control regulations; however, due to absence /difficulty of parking spaces within the building premise users park their vehicles in front of the buildings often encroaching roads resulting into chaotic situations.

The problem is further compounded as there are no norms or guidelines for public parking within the Right of Way (ROW) or for developing dedicated plots for parking. It is difficult for smaller cities to find contextual solutions as they lack resources which sometimes are easily available to larger cities.

1.1 Aim and Objectives

The research attempts to formulate strategies for integrated development and management of vending and parking with respect to small and medium towns.

The major objectives considered for this research are,

1. To identify and document existing models of development and management of vending and parking areas, predominantly in commercial use zone
2. Identify and assess the demand and supply of vending and parking area
3. Identify challenges and potentials for development and management of vending and parking areas

1.2 Scope and Limitation

For demonstration purpose, Navsari City in Gujarat was taken as a case study. Primary surveys were limited to ULB of Navsari. This study gives directions & clues for effective strategies. With more detail studies across similar cities, we can move towards specific strategy / policy guidelines which can be implemented or used as tool kit by various cities & appropriate development and management models can be adopted by ULB of similar scale cities.

1.3 Research Methodology

The research methodology has focused on raising appropriate questions to address the study objectives. These include:

- What are the development and management models recommended or adopted in other cities (secondary case studies)?
- What is the Development and Management related sections mentioned in the regulatory documents?
- What is the ground situation in Navsari as compared to various sections?
- What is the condition of existing vending and parking areas across commercial and mixed-use streets in Navsari City?
- What are the existing situation w.r.t Vendors & Vending areas in Navsari?
- Willingness of stakeholder’s to-pay across all public parking spaces and vending areas?
- What is the quantum and duration of on-street vending with respect to adjoining activity zone?
- What is the quantitative and qualitative supply of dedicated vending space in Navsari?
- What is the quantitative and qualitative supply of formal parking with respect to building bye-laws?
- What is the quantum and duration of on-street parking with respect to adjoining building use?

- What are the challenges faced by the stakeholders and their needs. What is the willingness of stakeholders' to-pay across all public parking spaces and vending areas?
- How is Navsari Municipality generating revenue from Vending or Public Parking?

1.4 Stages of Research & Sample Size

In the first instance NULM data for Navsari City was collected, stakeholders and office bearers in Navsari Municipal Council were interviewed and 16 locations spread across Navsari City were documented. This stage also included extraction of relevant guidelines from the regulatory framework (Street Vendor's Act, State level action Plan) as well as secondary case studies to explore work done on parking and vending by various cities.

In the second stage of work, based on the observations across 16 locations, NULM data analysis and feedback from the stakeholders a total of 6 locations were shortlisted and studied in more detail for Vending as well as Public Parking (three locations each). A total of 1.5 Km of Streets were documented for parking & user inputs while the gross sample size for questionnaire survey of Vendors was 17% covering the three locations.

Case Studies

1.5 Development and management models recommended or adopted in other cities

1.5.1 Bhubaneshwar, Odisha

The Regularization of Street Vending in Bhubaneshwar, India: A Policy Model by Randhir Kumar

- Bhubaneshwar is probably among the first cities in India to acknowledge street vendors as an integral part of the city and to regularize them through a public, private and community partnership model in the year 2011
- The key ideas behind designing the policy framework were to bring all the relevant stakeholders together for joint planning and then to implement it through partnership among them
- Under this model proposal legally sanctioned, fixed kiosks were to be constructed in the vending zones and handed over to the vendors working in the area

1.5.2 The Conceptual Design: A Public-Private-Community Partnership Model

The process of conceptualizing and designing the vending zone model was initiated through the partnership between town authorities (public) and street vendors (community). Representatives from all the stakeholders together constituted a body called the City Management Group (CMG).
The action plan devised was to be implemented in three phases

Figure 2 Temporary bamboo structure provided by BMC to vendors, Bhubaneshwar

Phase I and II focused on Identification of sites & Identification of vendors for Probation period. This included:

- Mapping vendors' spatial distribution throughout the city and propose the potential sites for creating the vending zones.
- Locating the sites identified into consideration under a probation period of six months, only the public land was to be considered for vending zones. In case the plot of land used by vendors' belonged to private entity, the government proposed an alternative place for rehabilitating the vendors and due care was taken to ensure the new place was not too far from the previous one.

- Some of the vending zones were demolished to widen the roads and unclog traffic congestion; however, this occurred only after provision of an alternative place to rehabilitate the affected vendors
- During this probation period, only temporary bamboo structures were allowed to be erected

Phase III Construction of iron structures. This included:

Figure 4 Provisions for vendors by BMC, Bhubansehwar

- Issuing vending licences
- Construction of fixed kiosks with specified guidelines which could be locked safely during non-operating hours providing safe storage and eliminating costs involved in transporting the goods daily to the vending place
- Certain companies agreed to finance trader infrastructure in exchange for advertising rights atop the shops.
- For BMC, the vending zones proved to be a new source of income in the form of an annual fee of Rs. 500 /per kiosk. The collection of the annual fee was delegated to National Association of Street Vendors of India (NASVI), which collected it from the vendors and deposited it with the BMC, thus saving municipal authorities the effort.
- The Government provided electricity and water. The cost however was not covered under this licence fee; instead, a bill was generated for each vending zone and payment was collected through the vendors' federation.

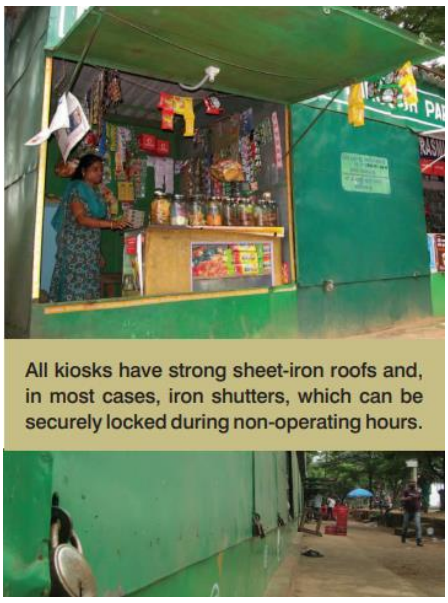


Figure 3 Kiosks provided to vendors by BMC, Bhubansehwar

1.5.3 Fort, Mumbai

Fort Area Management Plan by UDRI (2007-2010)

The proposal was suggested for Fort area in Mumbai, Maharashtra. The management plan by UDRI undertakes the development of the entire Fort region. The **overall approach was to develop the area through interventions like façade design, setback control, signage control, public space design, solid waste management, social infrastructure and designing road sections.**

The boundaries of areas within Fort were redefined. The streets were also re-designed. **Governing Authority here is the Brihanmumbai Municipal Corporation (BMC).**

Some solutions given for vending in this area included prioritising pedestrian movement, rulebook/handbook for hawkers, limiting vending only to the unitarily parts of the footpaths, rotation system for the hawkers, marking on footpath for licensed vendors, a hawkers' plaza or vending square, monitoring system for the hawkers and maintain cleanliness.

One of the major solutions given for vending in this area included charging vehicle by hour and type **(money ranging from Rs.1 to Rs.17).** Suggestion was given to increase charges based on time of parking with **range Rs.30 to Rs.60** per hour and lower the rates after 6pm in evening (off peak hours). If anyone would want to park based on their convenience the parking fee is to be Rs.100 per hour.

It was also mentioned to make sure that the building with provision of parking is used as expected instead of on-street parking. In addition to that, the parking is to be incorporated in footpath design and behind the curb line.

1.5.4 Surat, Gujarat

(Research Paper on Vendors and Informal Sector: A Case-Study of Street Vendors of Surat City by CUE, CEPT)

Surat has an estimated 17,717 vendors in 2011. Surat Municipal Corporation (SMC) is the responsible body for maintenance, management and collecting revenue from the vendors.

In the report the solutions were given for vending providing space for vending and defining hawking and non-hawking zones clearly. Another suggestion was to distance hawkers from formal shops by at least 2m to avoid congestion in shop front and to have sufficient space for pedestrian movement. In addition to that, vendor and shop which are selling same articles (e.g. clothes) should be separated. There was also a suggestion to collect revenue, which was to be used for better infrastructure for vendors, like toilets and drinking water. The study also mentioned about reworking on area requirement of hawker based on surrounding land use. There should be a public and vending square design. SMC representatives should be appointed for proper monitoring. Issuing ID cards for registered vendors. Lastly, there should be timely garbage collection, waste disposal, regulate cleaning, proper sanitation and proper electrical supply.

1.5.5 Sonipat, Haryana

Research Paper on Issues and challenges faced by vendors on urban streets: a case of Sonipat city by Ar. Manoj Panwar, Vikas Garg. (2015)

Sonipat is a medium sized city catering to industries in Delhi. There are approximately 500 vendors throughout the city, however, there is no registration process for vendors.

The markets in the city lack general infrastructure. Moreover, the vendors responded positively in large number about requirement of customer parking facility, electricity, public toilet, garbage collection and solid waste disposal.

Major solution given for vending and parking in the paper was to pay attention to design of transport and street infrastructure as the vending often interfere with the traffic. There should be clear marking vending areas and street vendors should be part of market area planning and design. The parking sites for customer and vendors should also be highlighted and in proximity to the market for seamless navigation.

It was noted that certain vendors were not registered. Therefore, it was suggested that vendors should be registered, have thorough awareness about registration process and should be provided with ID card for vending.

The suggestion regarding infrastructure given here included provision for vending stalls with proper shading, facilities like gas, electricity, first-aid kit, drinking water and storage spaces. If the existing area falls short to provide enough space to accommodate these infrastructures, there should be a dedicated vending space which has these amenities.

1.5.6 Ahmedabad, Gujarat

Local area parking plan for Ahmedabad city by AMC

TOI / May 13, 2021

- The Ahmedabad Municipal Corporation has proposed a local area parking plan for the entire city. It has also proposed to set up traffic and parking cell (T&PC) cell to implement the parking policy.
- The policy makes it mandatory to have a local area level parking plan in vision with the Ahmedabad parking policy and give right of way to motorised and non-motorised vehicles.
- The local area plan has to identify parking strategies, define desirable outcomes, identify sets of strategy-mix to achieve the outcomes of parking plan, conduct traffic and parking surveys, identify area with parking demand based on the analysis of the data, identify parking zones and bring about a change in parking behaviour.
- Meanwhile, the T&PC will have officers from various departments such as city traffic police, estate or TDO, traffic engineering, city planning, and regional transport office. The cell will be responsible for effective management and implementation of the parking policy, by-laws which include jurisdiction, duties and responsibilities of officers, standards, procedures, and

charges among others. It will be empowered to manage all public parking facilities within the city. It will also be able to take decisions regarding all aspects of parking with the approval of the municipal commissioner.

Managing off-street parking

- Off-street public parking includes public parking plots and multilevel parking structures. These must be strategically located near public transit stations to incentivise commuters to park their vehicles and use public transit.
- Off-street private parking includes parking provided on individually owned plots with commercial and residential uses.
- The policy aims to introduce an incentive scheme to encourage owners of vacant plots to lease their plots to the local body for off-street parking for a mutually agreed period.
- The scheme will have exit clauses that facilitate an owner of the plot to opt out of such arrangements as and when he requires the land for construction.

Pay and park

- Base parking rate will depend on the type of vehicle
- Parking charge will vary in different zones
- Charges will be directly proportional to parking demand
- Short-term parking will be encouraged in order to encourage high turnover
- Charges will vary on peak hours and off-peak hours, on weekdays and weekends
- Night parking charges will be kept at discounted rates
- On-street parking will attract higher charges than off-street parking

Park and Ride scheme

- Park and Ride — a system in which drivers leave their cars in car parks on the outskirts of a city and travel to the city centre on public transport — has proved very popular as a means of tackling traffic congestion.
- The idea behind P&R is that they seek to divert traffic which is bound for the city centre off radial routes and into parking spot where designated public transport is available to complete the journey
- It is a frequent, reliable and fast service
- Access to P&R site will be relatively easy
- The cost, as perceived by vehicle drivers, has to be lower than the cost of fuel and parking in the city centre
- Real-time parking information and use of CCTVs
- Valet parking facility shall be provided at large parking spaces and multilevel parking complexes
- Shuttle services may be provided at parking lots far away from markets

- Cycling is healthy and sustainable mode to travel for short to moderate distances
- AMC shall facilitate transit users especially around the congested core walled city areas and near BRTS and MRTS stations by fulfilling their first- and last-mile connectivity via public e-bike and bicycle share system.

Traffic management

- The policy mentions listing trades that need to be relocated from the walled city by incentivising with additional FSI in the current location for development of alternate facilities.
- Comprehensive Freight Movement Plan for city has to be prepared to avoid conflict between local and regional freight.
- This plan shall be prepared by the city traffic police. It may include specific routes and timings to allow freight traffic in the city. It will also identify regulations for freight parking.

1.6 Inferences from the Case Studies

Each case study has its unique challenges and recommendations. However, there are some common suggestions given in all these case studies.

The case studies show that there is one or other way of demarcating the areas for vending, parking, pedestrian movement and traffic through design. In Navsari, after the stakeholder interview, it was suggested that the margins drawn on sides of road were considered the periphery for vending and parking. For vending the footpath was used directing the pedestrian crowd on the carriageway.

Vending

In terms of the design guidelines the case studies plazas for vending at periodic intervals. In case of Surat and Sonipat, the vending areas fell short of infrastructure for public and the suggestions were given accordingly.

The case of Bhubaneshwar presents a more holistic approach:

- The regularization of street vending in Bhubaneswar seems to present most efficient and successful Vending model.
- From the initiation, by bring all the relevant stakeholders together for joint planning, & designing the policy framework, mapping vendors', identification of potential sites, conceptual design, proposal for legally sanctioned fixed kiosks for vendors and then to phase it for implementation through **a Public-Private-Community Partnership Model.**
- It's a win-win model; everyone benefitted from this model, government is generating revenue, street vendors have a dedicated and secured location to carry their business and for private companies in exchange of financing the infrastructure they got advertising rights.

Parking

- Recommendations by Ahmedabad Municipal Corporation in the Local area parking plan are partially applied in Ahmedabad city. Many areas like CG Road, Prahaldnagar and Riverfront areas have successfully implemented paid public parking system on hourly basis.
- Although, the recommendations in this policy are relevant to larger cities, they can be referred for deriving parking policy for small and medium cities as well.
- Recommendations like Pay and park and incentivising private land owners to carve out spaces for off-street public parking can be adopted in small and medium cities also.

Documentation

1.7 Navsari City

Figure 5 Location of Navsari

Navsari is a medium sized city with approximate population of 2.5 lakhs (including Navsari and Vijalpore as per 2011 census). 37 km from Surat, It is a situated in South-Eastern Gujarat and well connected to major cities through NH 48, SH 6 and SH 88. Historically, Navsari was occupied by traders. It still maintains the same character with multiple markets throughout the city. The most significant areas in Navsari are Dudhiya Talav and Lunci Kui. Dudhiya Talav has the largest vegetable market in the city near Municipality office.

In 2020, Navsari Municipality and Vijalpore Municipal Council were amalgamated to form Navsari-Vijalpore Municipality (also known as Navsari – Vijalpore Nagarpalika) which is responsible for the provision and maintenance of the city's civic infrastructure and its administration. Additionally, Navsari Urban Development Authority (NUDA) looks into planning and development of the city.

1.8 Quantitative and qualitative supply of dedicated vending space

Figure 6: On-street vending near Municipality, Navsari

Navsari has many vending areas throughout the city. Most of these are on-street and as the roads are comparatively narrow, it results into congestion.

Major Markets:

- **Major Non-food Market (Vegetable and fruit):** Dudhiya Talav, Shantadevi, Jalalpore, Junathana, Kaharwad and Bandar road
- Vithal Mandir Market in Vijalpore area which became part of Navsari Municipality in 2020, has also significant number of vegetable and fruit vendors which are not covered under DAY-NULM Survey 2016
- **Major Food Vending Areas (Vegetable and fruit):** Lunci Kui, Fuwara, Area near railway station and Viraval road
- **Full day Market:** Dudhiya Talav Vegetable Market, Area near Railway Station, Fuwara
- **Day time Market (7:00 am to 2:00 pm):** Jalapore, Shantadevi, Kaharwad, Bandar Road
- **Evening Market (6:00 pm to 10:00 pm):** Lunci Kui, Junathana, Vitthal Mandir, Viraval Road
- As per DAY-NULM survey and discussion with officials from Municipality, areas considered for documentation are: Ashapuri Road, Charpul, Dashera Tekri, Dudhiya Talav, Fuwara, Jalalpore, Junathana, Lunci Kui, MG road, Market near railway station, Shahid Chowk, Shantadevi road, Tower road, Vandri Mohallo, Viraval road and Vijalpore (Vitthal Mandir Market)

According to the DAY-NULM survey 2016, there were 26 locations for on-street vending in Navsari. The vending areas are located in figure 6, in which the size of circle represents relative volume of street vendors vending in that particular area as mentioned in DAY-NULM survey.

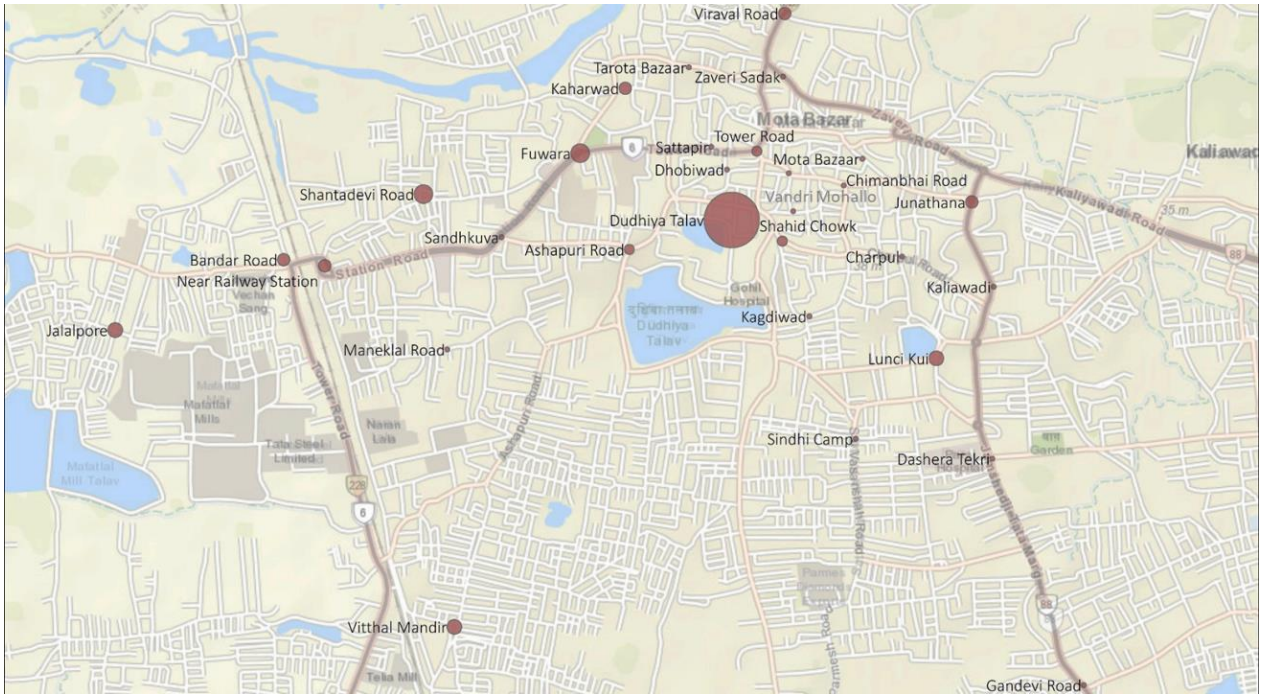


Figure 7: Market locations as per DAY-NULM survey*[1]

[1] Refer appendix -2 for detail

Based on preliminary site observation of areas having issues and challenges and consultations with ULB officials, vending areas with higher number of street vendors were identified from the DAY-NULM survey and 13 major vending areas as shown in figure 7 were selected for preliminary survey.

Preliminary survey included site observations, activity mapping of vending areas, photo documentation, vendor's interview and collection of relevant documents from ULB.

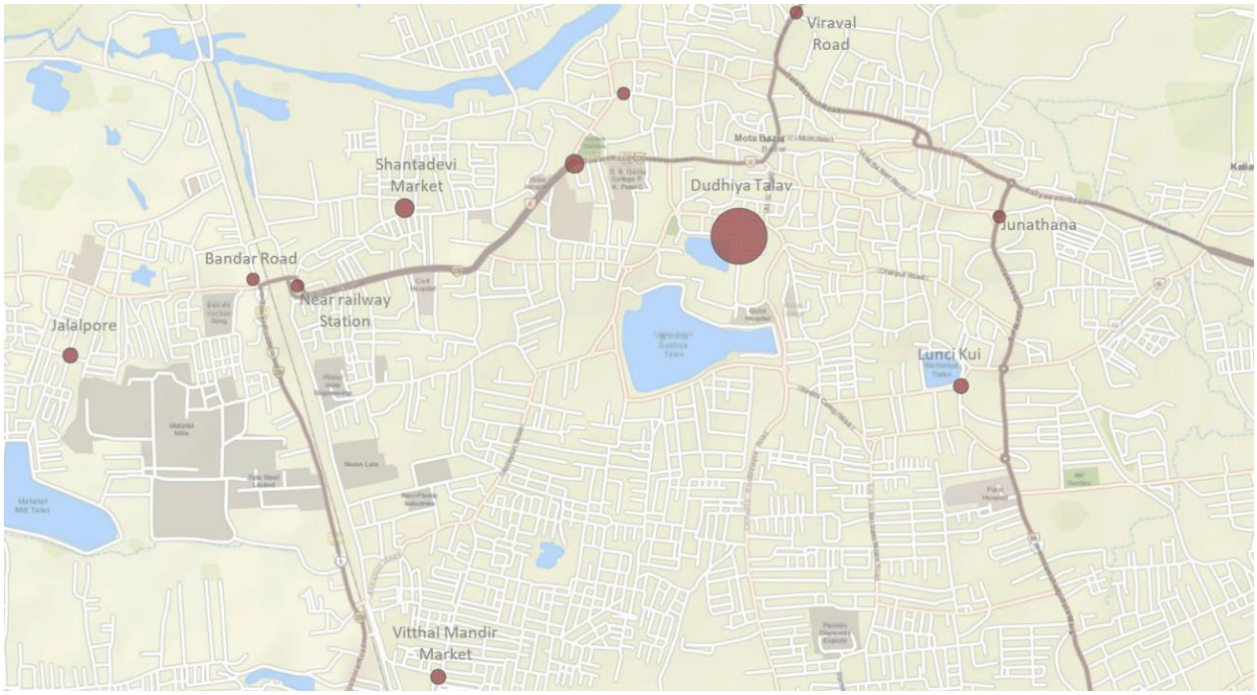
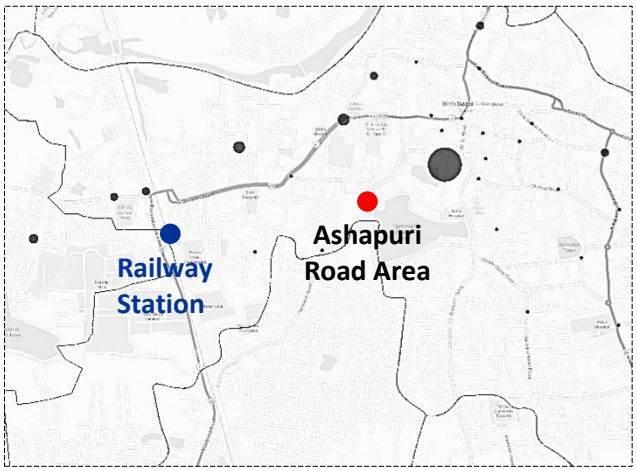


Figure 8: 13 numbers vending areas selected for preliminary documentation

Areas selected for preliminary survey in Navsari City are Ashapuri Road, Dashera Tekri, Dudhiya Talav, Fuwara Circle, Jalapore, Junathana, Lunci Kui, MG Road, near Railway Station, Shahid Chowk, Shantadevi Road, Tower Road, Viraval Road and Vithal Mandir. Further for each vending area overview of preliminary survey has been briefed.

1.8.1 Ashapuri Road



Issues and Challenges faced by Stakeholders:

- Lack of public amenities, and unorganised vending space

Site Observations:

- 24 Non-food and 9 food vendors along 200mt stretch
- Traffic congestion observed at peak hours around 6 pm

Figure 9: Key Plan- Ashapuri Road

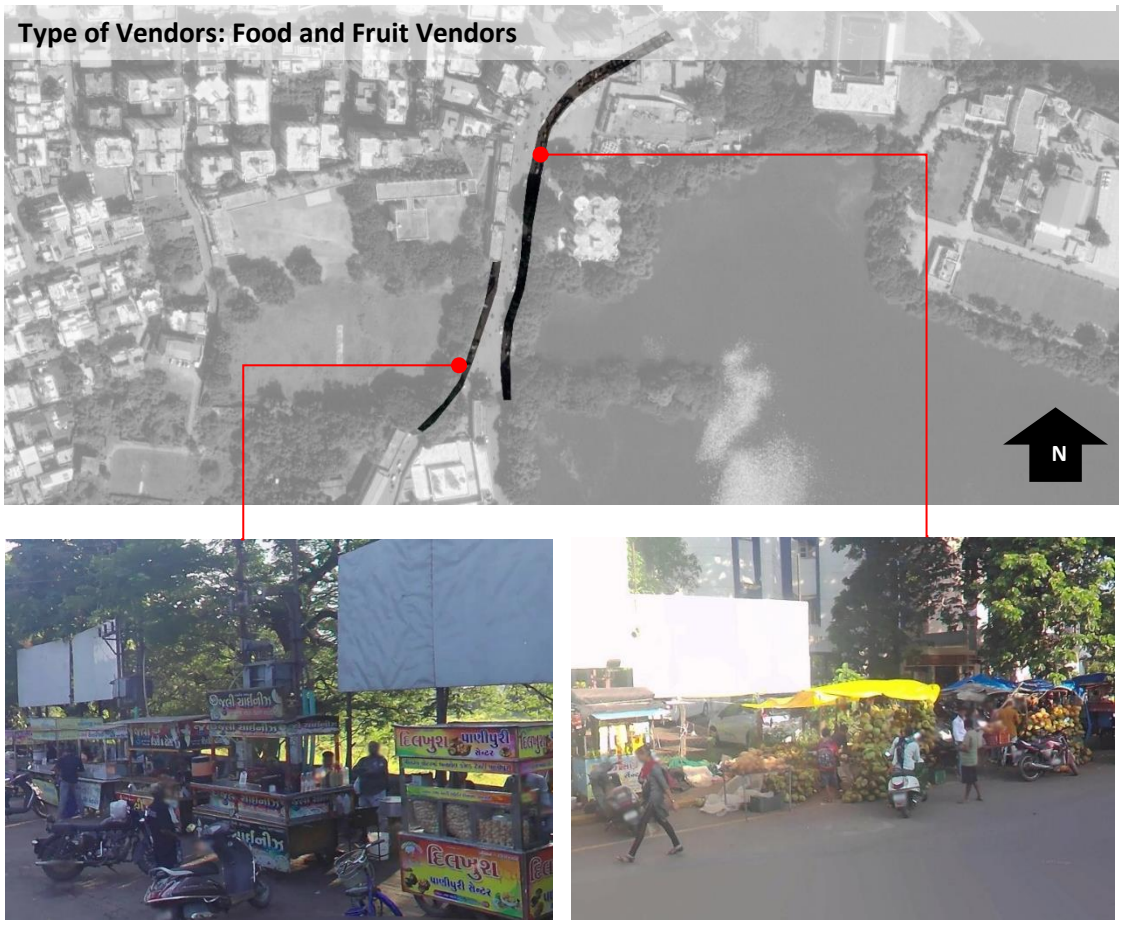


Figure 10: Food Vendor, Fruit Market on Ashapuri Road

1.8.2 Dashera Tekri Area

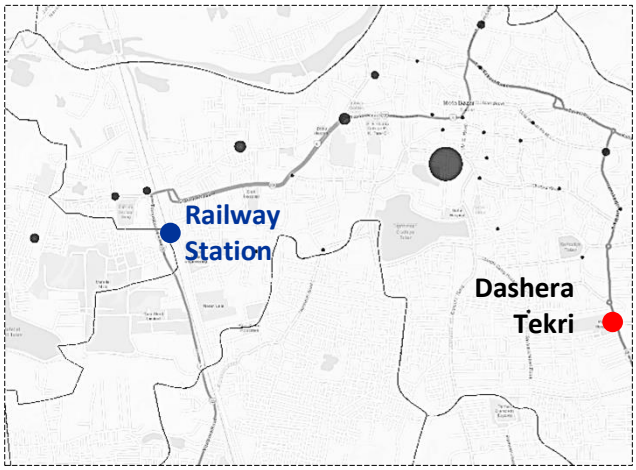


Figure 11: Key Plan – Dashera Tekri Area

Issues and Challenges faced by Stakeholders:

- Congestion during evening time due to on-street parking.
- Lack of public amenities

Site Observations:

- 10 Non-food and 2 food vendors along 100 mt. stretch
- Unorganised vending space leading to mix of pedestrian traffic, vehicles and public transportation

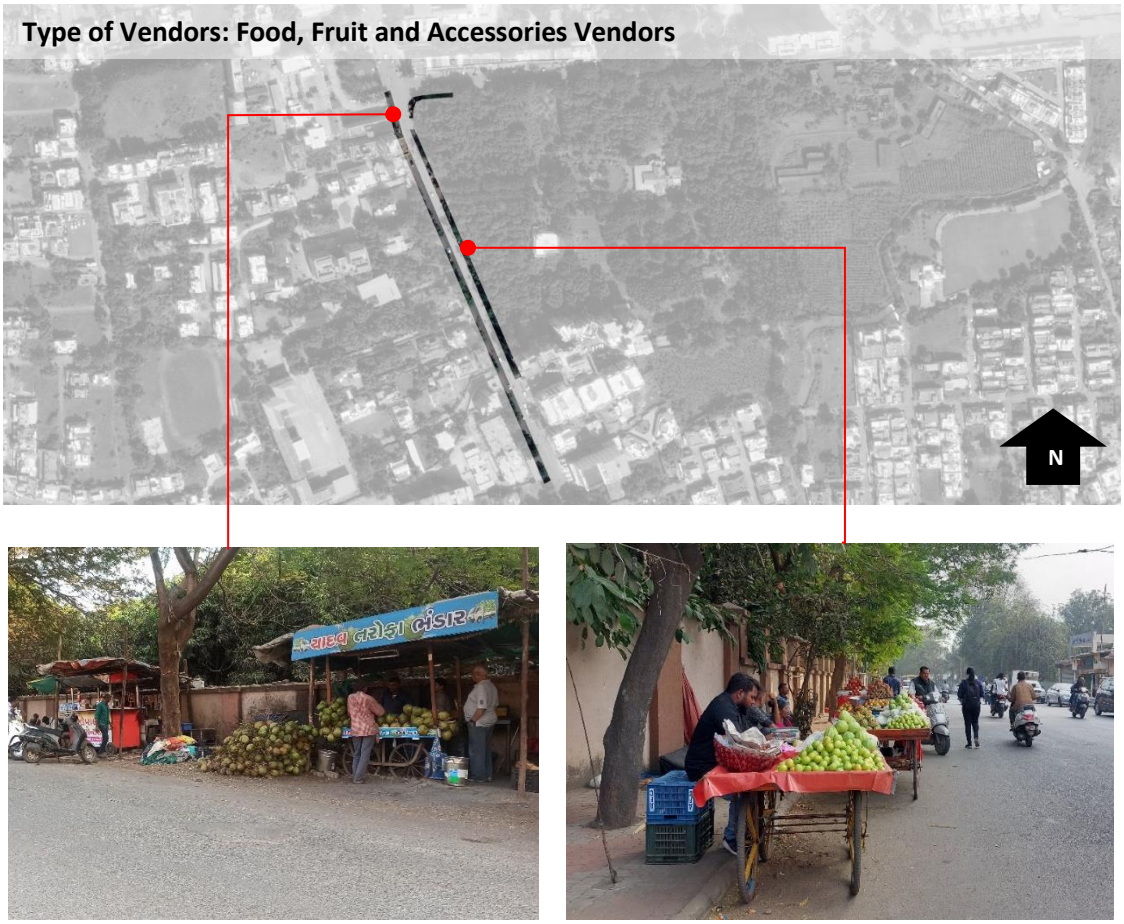
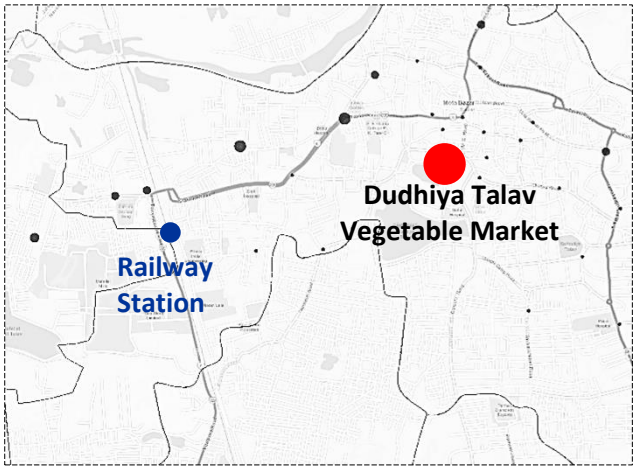


Figure 12: Food Vendors, Fruit Vendors in Dashera Tekri

1.8.3 Dudhiya Talav Vegetable Market



Issues and Challenges faced by Stakeholders:

- Traffic congestion due to dense and unorganised on-street vending, as well as lack of space for vending.
- Lack of hygiene
- Poor infrastructure of vegetable market building
- Poor quality of public amenities and facilities

Figure 13: Key Plan – Dudhiya Talav Vegetable Market

Figure 14: Public Amenities near Vegetable Market, Vegetable Market - Municipal Corp. Building

Figure 15: Vegetable vending on other side of Market Building, Dudhiya Talav Market at 1:00PM, Dudhiya Talav Market at 6:00PM

Site Observations:

- Approx. 400-500 vendors in approx. 3000 sq. m. area
- Lack of regulation for vending
- Due to lack of space within the vegetable market, on-street vending taking up space on roads and other public spaces
- Also, unorganised on-street vending leading to mix of pedestrian, vehicles and public transportation

1.8.4 Fuwara Circle Area

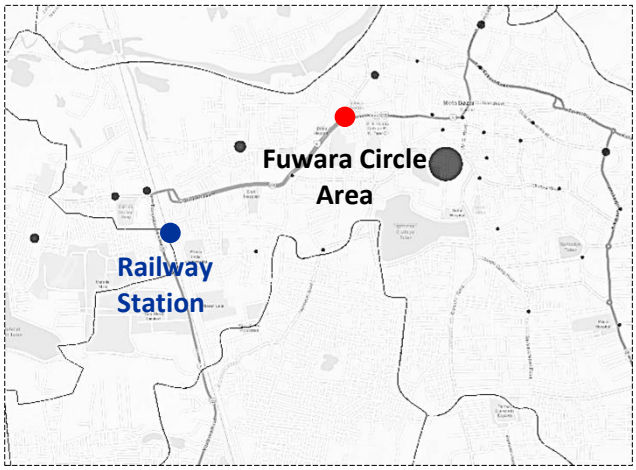


Figure 16: Key Plan – Fuwara Circle Area

Issues and Challenges faced by Stakeholders:

- Lack of public amenities, facilities and unorganised on-street vending space

Site Observations:

- Approx. 50 vendors along the stretch of 200 mt.
- Footpaths are obstructed by on-street vendors
- In this area traffic congestion is not observed as ROW is wider.

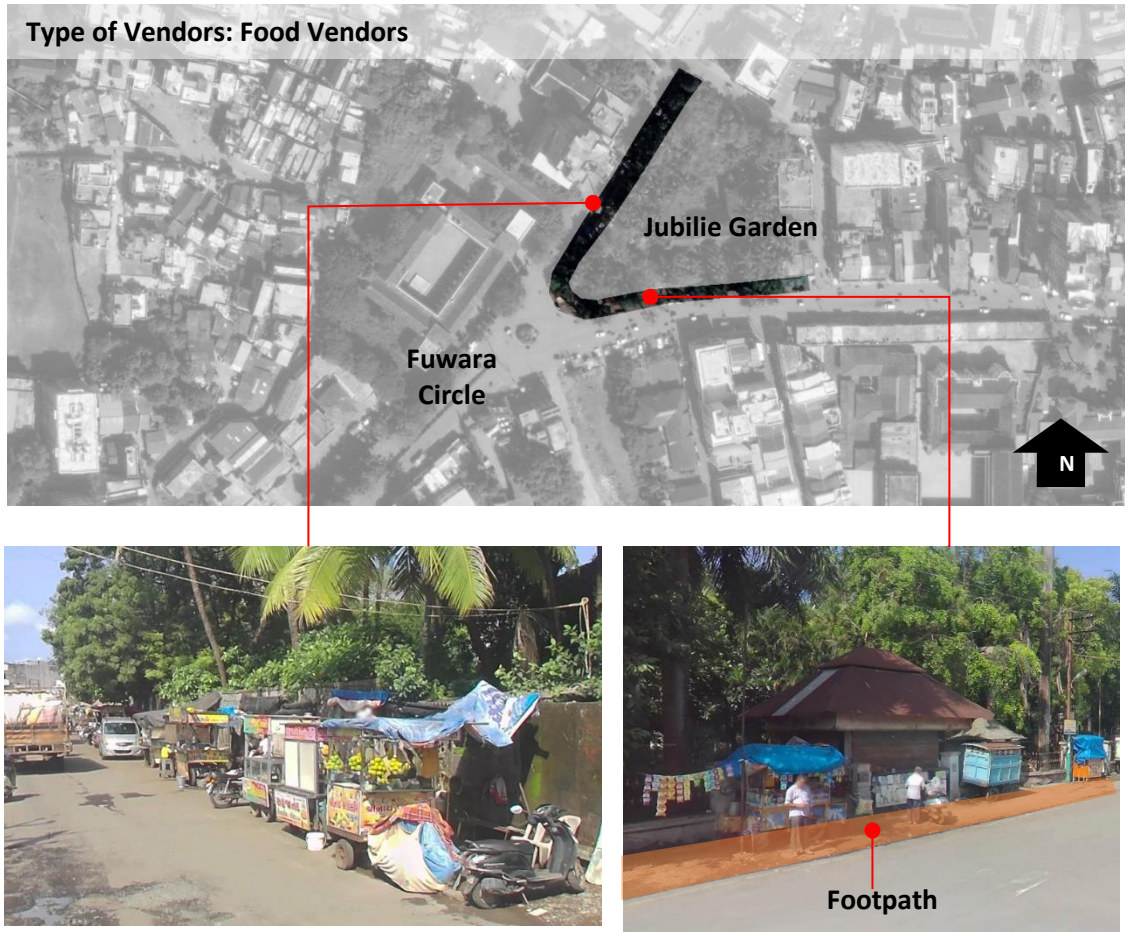


Figure 17: Food Vendors, Footpath occupied by Vendors

1.8.5 Jalalpore Area

Figure 18: Key Plan – Jalalpore Area

Issues and Challenges faced by Stakeholders:

- Lack of public amenities
- Accessibility issues for visitors due to unorganised vending

Site Observations:

- Approx. 70- 80 vendors long the stretch of 250 mt.
- Road edges are occupied by on-street vendors, reducing the carriage way leading to congestion.

Figure 19: Vegetable and Fruits Market

1.8.6 Junathana Area

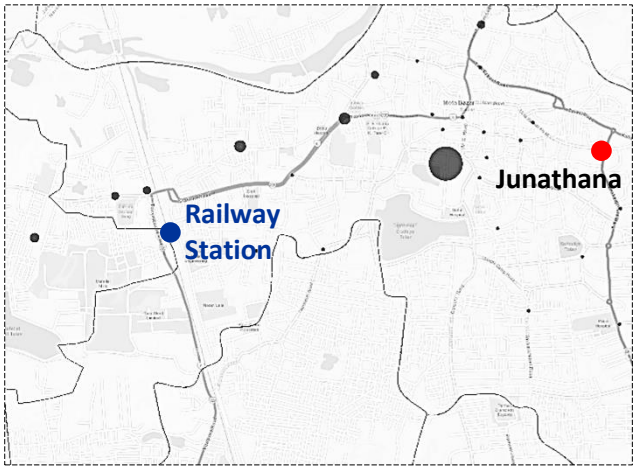


Figure 20: Key Plan – Junathana Area

Issues and Challenges faced by Stakeholders:

- Lack of public amenities, facilities and unorganised on-street vending space

Site Observations:

- The vegetable market was run-down and in poor condition due lack of maintenance, which is why it was shut down around 2019

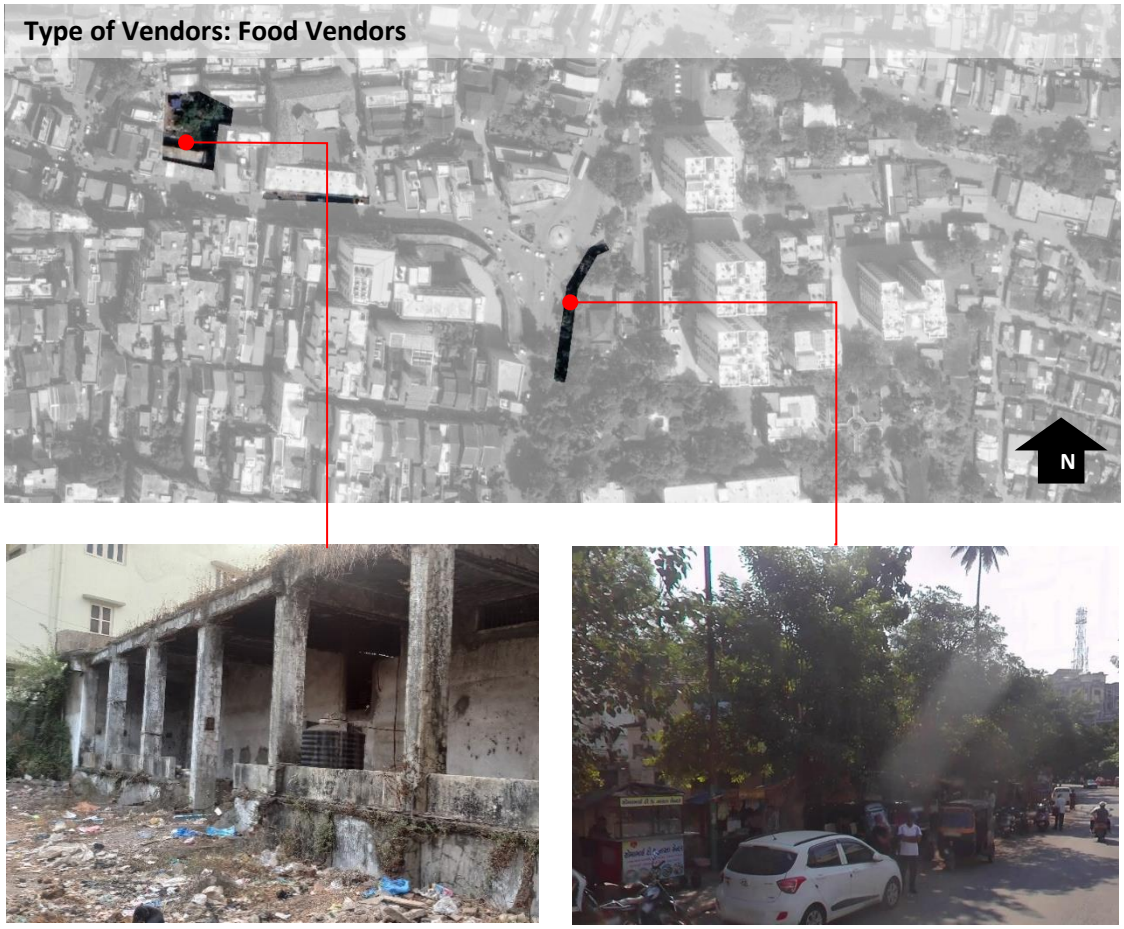


Figure 21: Closed Vegetable Market, Food vending nr. Junathana Circle

1.8.7 Lunci Kui Area

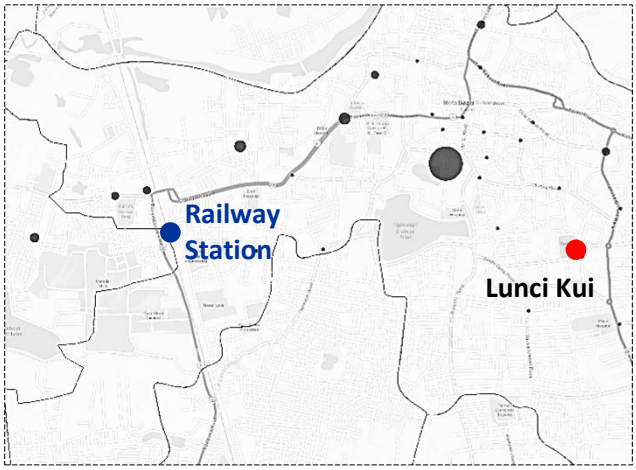


Figure 22: Key Plan – Lunci Kui Area

Issues and Challenges faced by Stakeholders:

- Poor infrastructure of public amenities, facilities and waste disposal system

Site Observations:

- Footpaths are occupied by on-street vending.
- Lack of space for on-street food vendors for visitor seating and parking

Figure 23: Food Vendors, Toy Vendors

1.8.8 MG Road

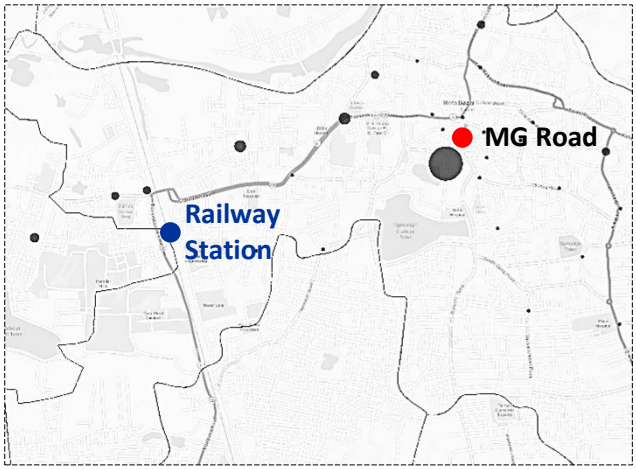


Figure 24: Key Plan – MG Road

Issues and Challenges faced by Stakeholders:

- Lack of public amenities and facilities
- Lack of space for vending

Site Observations:

- Absence of Footpath and narrow ROW
- Carriage way is occupied by on-street vendors.
- Mix of pedestrian and vehicular traffic

Figure 25: Garment Vendors, Sofa & Table Cover Vendors

1.8.9 Area near Railway Station

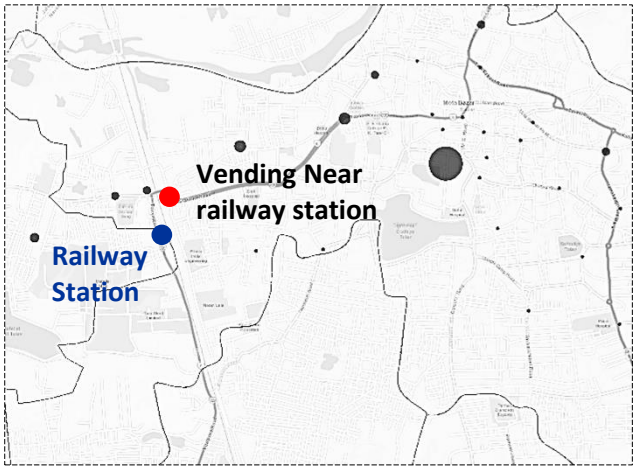


Figure 26: Key Plan – Area near Railway Station

Issues and Challenges faced by Stakeholders:

- Lack of public amenities and facilities
- Poor infrastructure maintenance and sanitation

Site Observations:

- Multiple activities happening at the same place, mix of pedestrian traffic, heavy vehicles and light vehicles traffic leading to congestion

Figure 27: Fruit Vendors, Food Vendors

1.8.10 Shahid Chowk

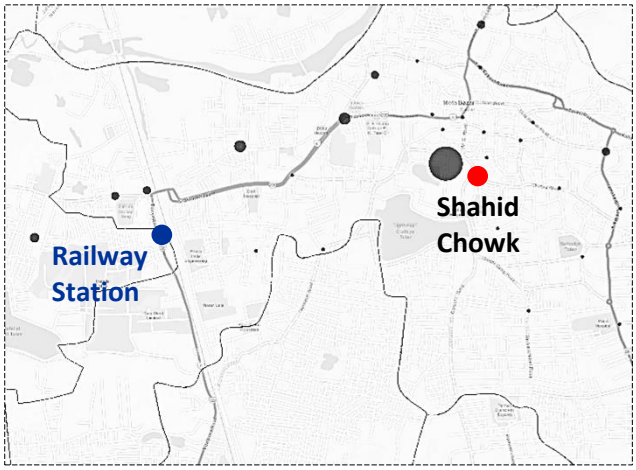


Figure 28: Key Plan – Shahid Chowk

Issues and Challenges faced by Stakeholders:

- Lack of public amenities and facilities
- Lack of space for vending

Site Observations:

- Absence of Footpath
- Carriage way is occupied by on-street vendors.
- Mix of pedestrian and vehicular traffic

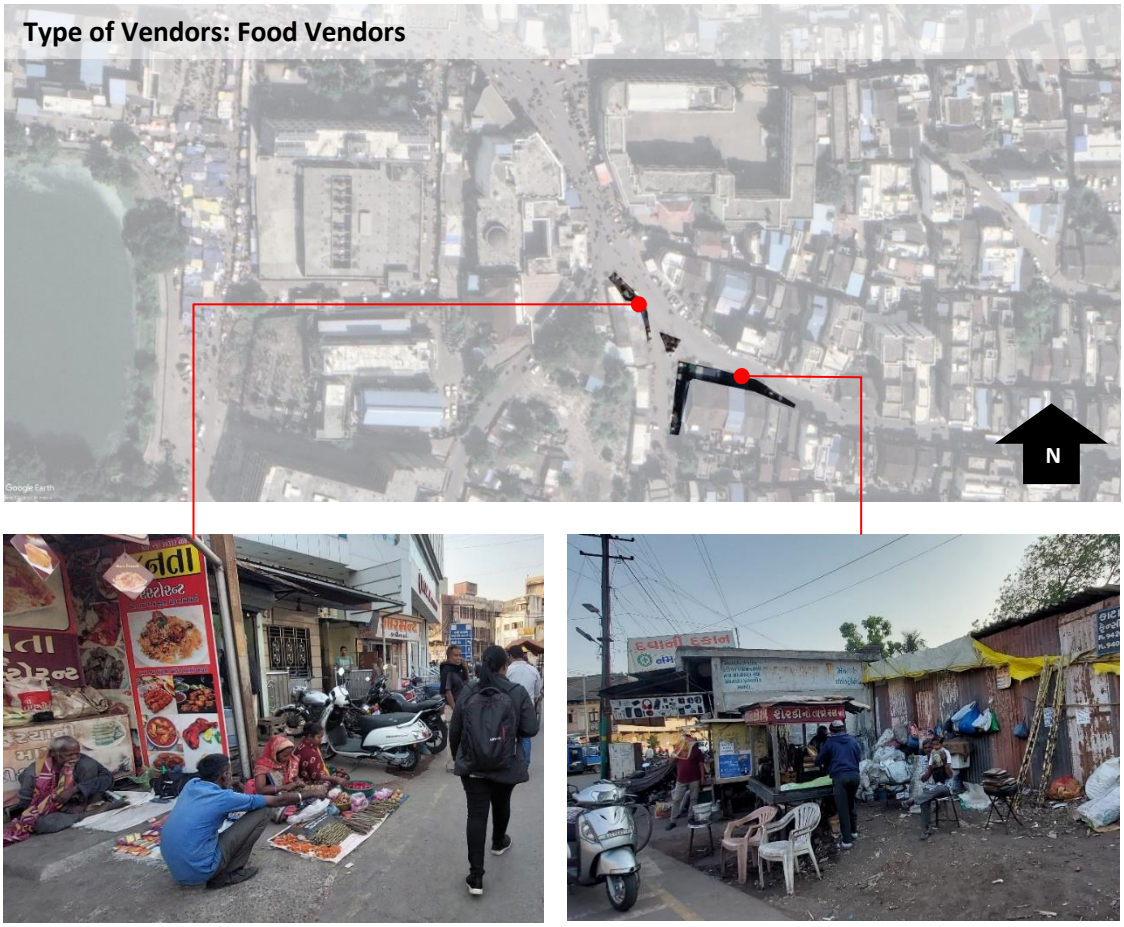


Figure 29: Vending on Sheet, Food Vendors

1.8.11 Shantadevi Road

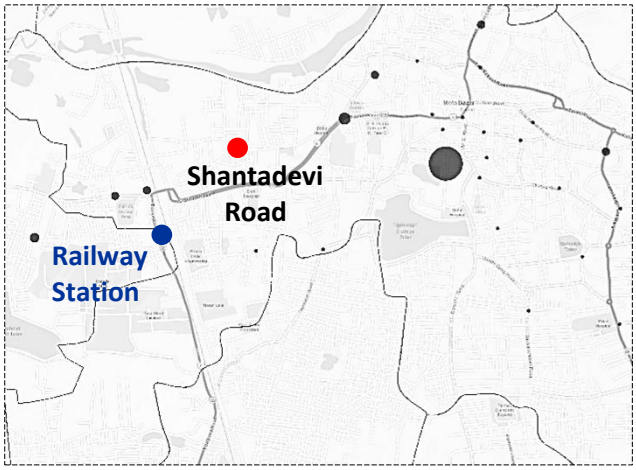


Figure 30: Key Plan – Shantadevi Road

Site Observations:

- Due to morning being the peak time, congestion is faced from 8 - 10 am
- Footpaths are encroached by vendors
- ROW is wide to accommodate vehicular and pedestrian traffic
- Lack of awareness among vendors about their requirements, laws and regulations

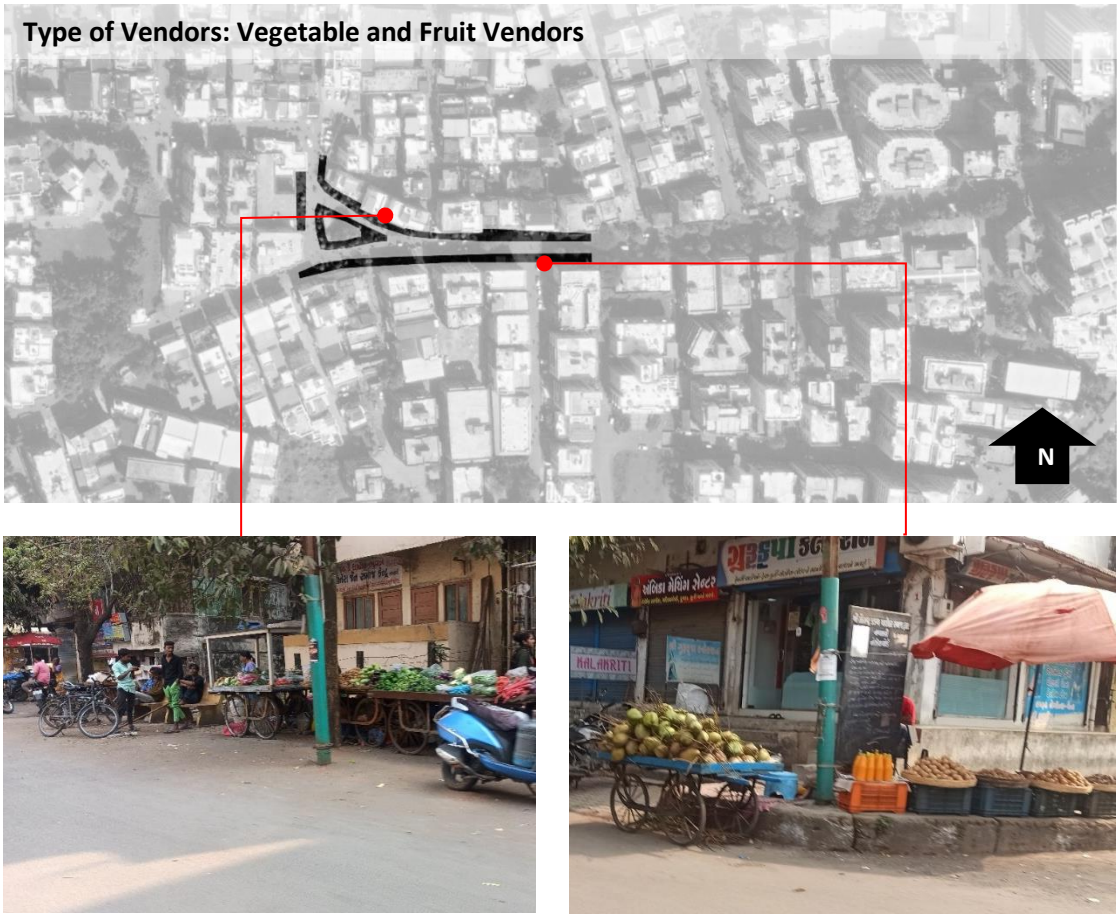


Figure 31: Vegetable and Fruit Vendors

1.8.12 Tower Road

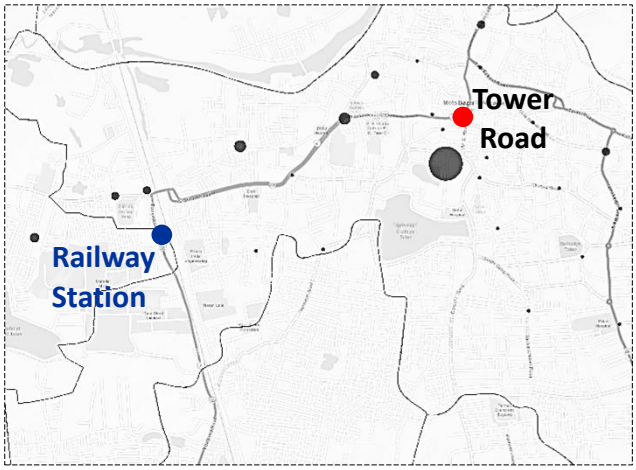


Figure 32: Key Plan – Tower Road

Issues and Challenges faced by Stakeholders:

- Lack of space for vending

Site Observations:

- Absence of Footpath and narrow ROW
- Carriage way is occupied by on-street vendors and encroachment by shopkeepers
- Mix of pedestrian and vehicular traffic

Figure 33: Fruit Vendors

1.8.13 Viraval Road

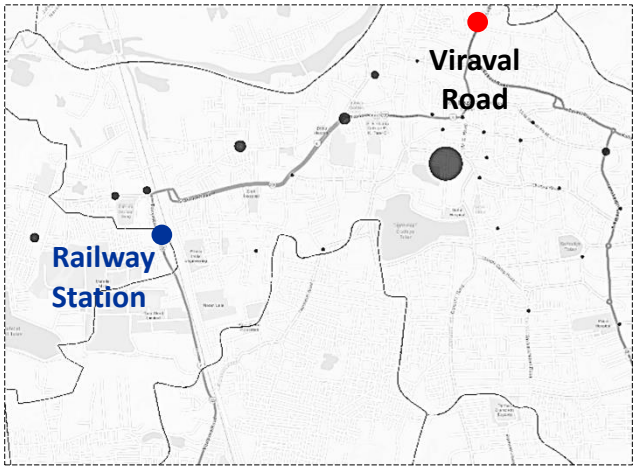


Figure 34: Key Plan – Viraval Road

Site Observations:

- Sparsely located 8-10 daily vendors
- Carriage way is occupied by on-street vendors and encroachment by shopkeepers
- The area is densely occupied during Sunday market
- The land for Sunday market has private ownership and vendors pay charges to private owner, which is illegal practice.

Figure 35: Food Vendors, Cloth Vendors

1.8.14 Vithal Mandir Area

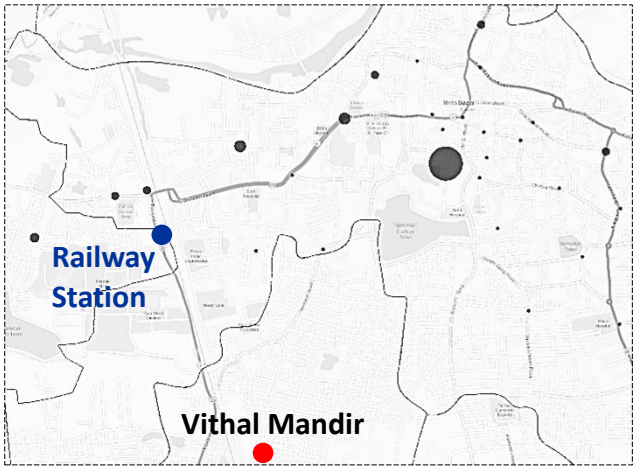


Figure 36: Key Plan – Vithal Mandir Area

Issues and Challenges faced by Stakeholders:

- Newly laid railway line had reduced customers were from the other side of the track
- Cattles blocking road traffic

Site Observations:

- This area has been newly added to Navsari Municipality
- Market is at peak from 6 to 11 in evening. This location has

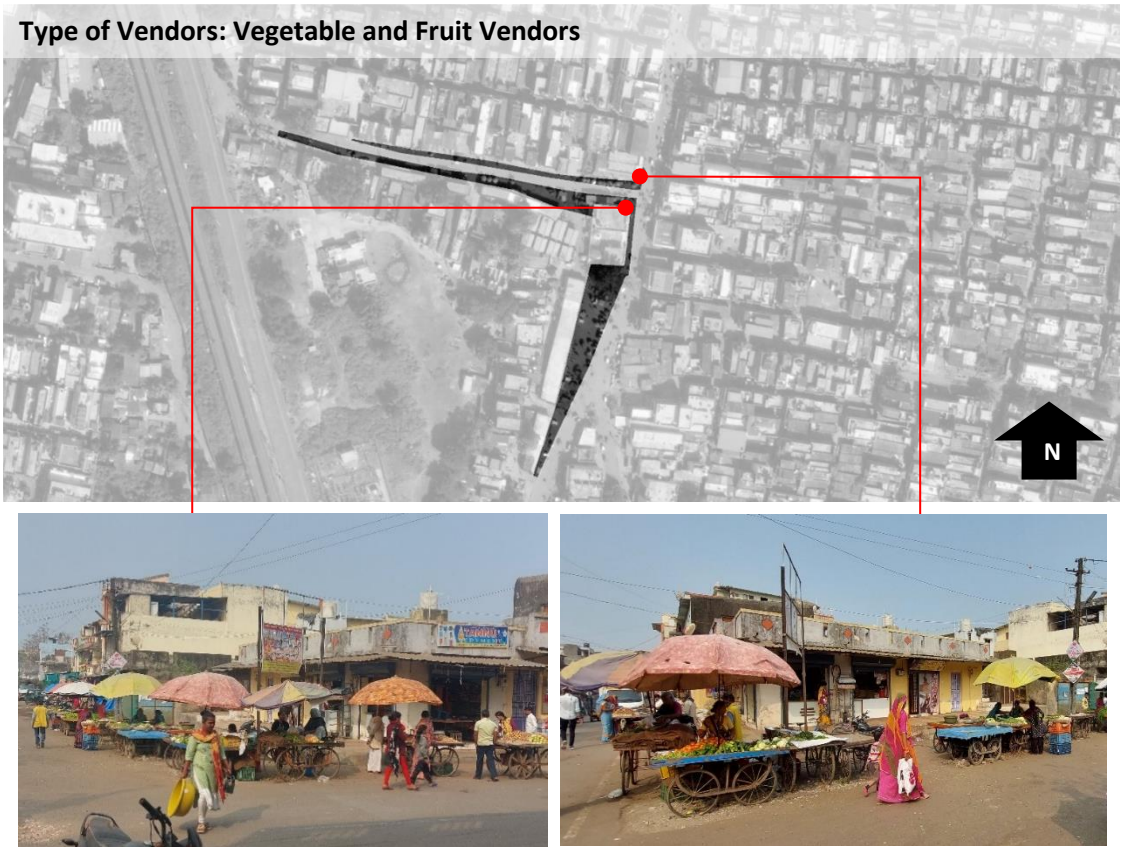


Figure 37: Vegetable and Fruit Vendors

1.9 Detailed case study of vending areas in selected commercial and mixed-use streets in Navsari City

Based on scale, timings of market, categories of vendors and land use, three areas were selected for detailed questionnaire and surveys. The total numbers of interviews taken for the surveys are in the range of 15% - 27% of the existing vendors for the selected areas

1. Full Day Market in Predominantly Commercial Mixed-Use Areas – Dudhiya Talav
2. Food Market in Predominantly Institutional Mixed-Use Areas – Lunci Kui
3. Time Based Market in Predominantly Residential Mixed-Use Area - Jalalpore

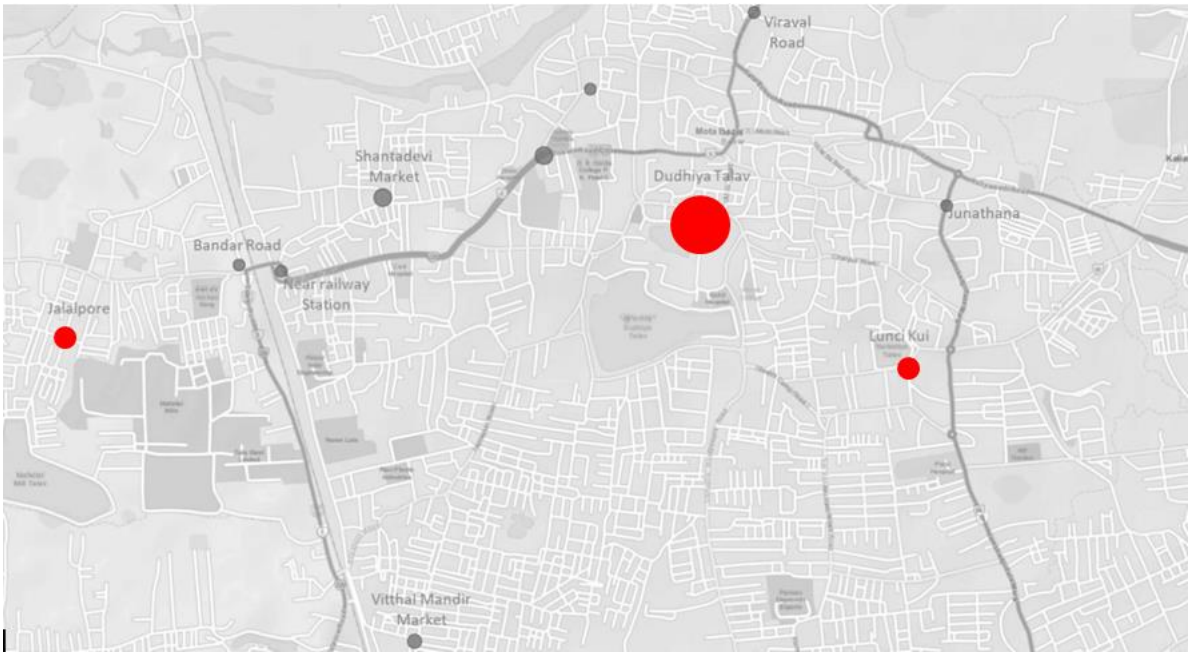


Figure 38: Location of the 3 markets

1.9.1 Full Day Market in Predominantly Commercial Mixed-Use Areas – Dudhiya Talav

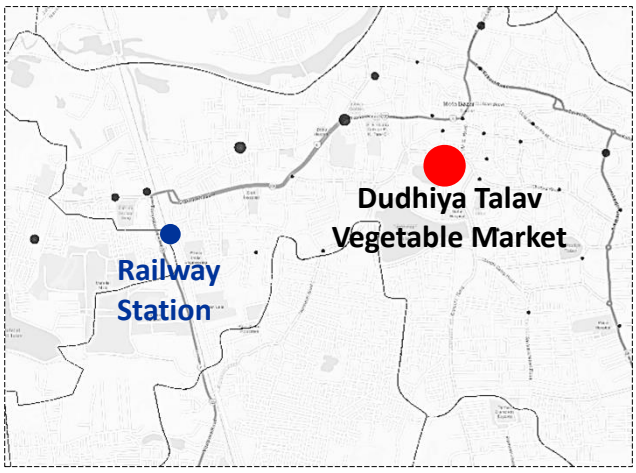
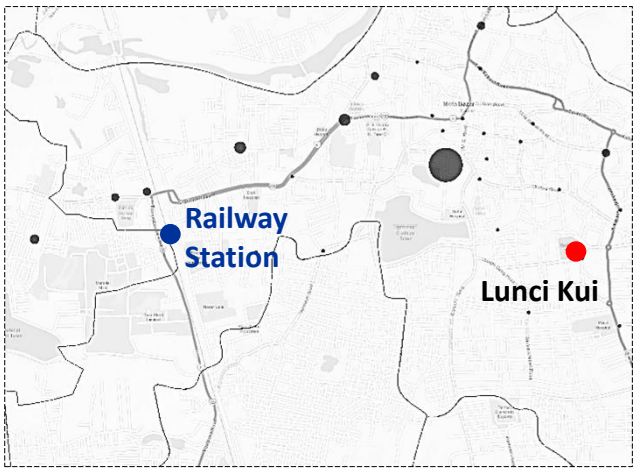


Figure 39: Key Plan – Dudhiya Talav Vegetable Market

- Dudhiya Talav, a Vegetable Market, is a full day market with majority of non-food vendors and it is a full day market from 7:00 am to 8:00 pm.
- It is spread over plot area of 1575 sqm and 440 mt total length of stretch along the road.
- It is **predominantly commercial-residential mixed-use area**

Figure 40: Public Amenities near Vegetable Market, Vegetable Market - Municipal Corp. Building

1.9.2 Food Market in Predominantly Institutional Mixed-Use Areas – Lunci Kui



- Lunci kui near Sharbatiya Talav is majorly a food vending area in Navsari spread along 293 mt. stretch.
- The timings here are 6:00 pm to 10:00 pm.
- It is **predominantly institutional mixed-use area**.

Figure 41: Key Plan – Lunci Kui Area

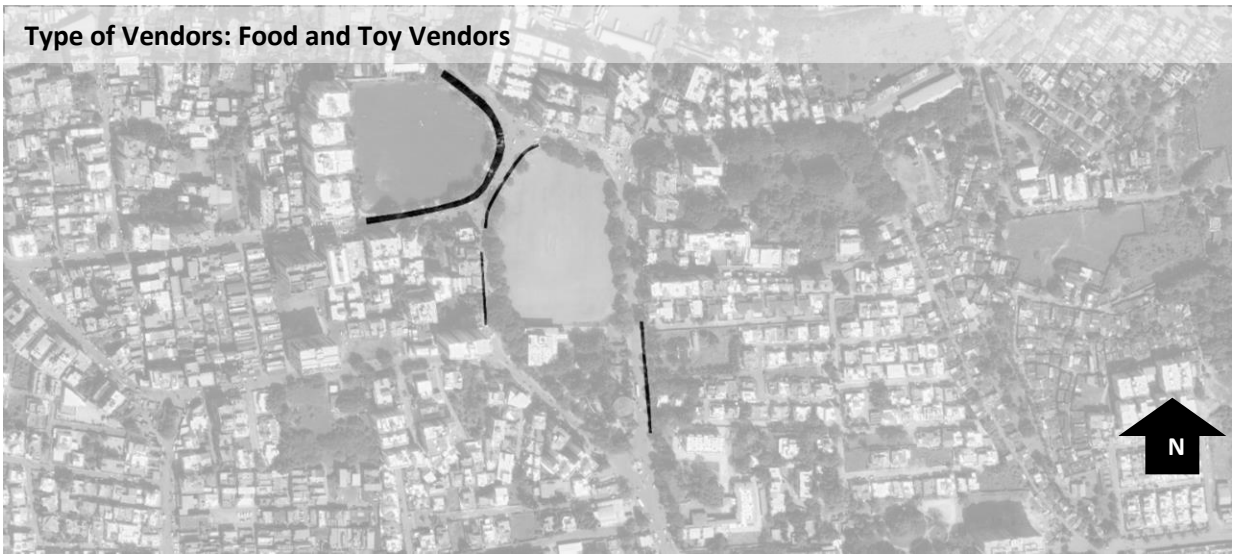


Figure 42: Food Vendors, Toy Vendors

1.9.3 Time Based Market in Predominantly Residential Mixed-Use Area - Jalalpore

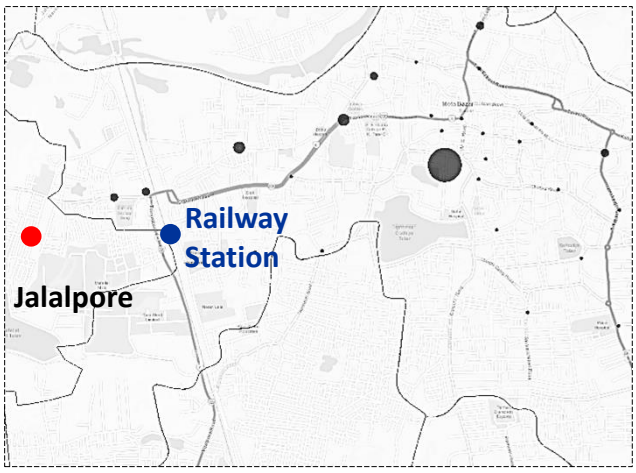


Figure 43: Key Plan –Jalapore Area

- Gauri Shankar Mohallo in Jalalpore spread along 218 mt. stretch along the road
- It is a day time where vending happens from 7:00 am to 2:00 pm with majority of them being non-food.
- It is **predominantly residential** with few shops.

Figure 44: Jalalpore Vegetable and Fruit Market

Analysis and Findings

1.10 Regulations & ground situation in Navsari

The Gujarat Street Vendors Rules (2016) and The Gujarat Street Vendors Scheme (2018) have been built upon the Street Vendors Act (2014). Points relevant to this research have been extracted from all the three documents. These include:

1.10.1 The Street Vendors Act (2014)[2]

The Street Vendors Act (2014) was aimed at protecting the rights of the street vendors. There were some important notes which can be taken from the act:

Section 3 (1) – *Conduct a survey of all existing street vendors, within the area under its jurisdiction, and subsequent* ***survey shall be carried out at least once in every five years****.*

Section 3 (2) – *The Town Vending Committee shall ensure that all existing street vendors, identified in the survey, are accommodated in the vending zones subject to a norm conforming to 2.5% of the population of the ward or zone or town or city, as the case may be, in accordance with the plan for street vending and the holding capacity of the vending zones.*

Section 6 (3) – *Every street vendor who has been issued certificate of vending shall be issued identity cards in such form and manner as may be specified in the scheme.*

Section 14 – *Where a street vendor occupies space on a time-sharing basis, he shall remove his goods and wares every day at the end of the time-sharing period allowed to him.*

Section 17 – *Every street vendor shall pay such periodic maintenance charges for the civic amenities and facilities provided in the vending zones as may be determined by the local authority.*

Section 21 (1) – *Every local authority shall, in consultation with the planning authority and on the recommendations of the Town Vending Committee, once in every five years, prepare a plan to promote the vocation of street vendors covering the matters contained in the First Schedule, which elaborates on plan for street vending .*

Section 32 (a) – *organise capacity building programmes to enable the street vendors to exercise the rights contemplated under this Act*

Section 32 (b) – *undertake research, education and training programmes to advance knowledge and understanding of the role of the informal sector in the economy, in general and the street vendors, in particular and to raise awareness among the public through Town Vending Committee*

The first schedule, Plan for street vending –

Sub-section 1 – *The plan for street vending shall,*

a) ensure that all existing street vendors identified in the survey, subject to a norm conforming to 2.5% of the population of the ward, zone, town or city, as the case may be, are accommodated in the plan for street vending;

b) ensure the right of commuters to move freely and use the roads without any impediment;

c) ensure that the provision of space or area for street vending is reasonable and consistent with existing natural markets;

[2] The Street Vendors Acts by Ministry of Law and Justice (Legislative Department) published in 2014

d) *take into account the civic facilities for appropriate use of identified spaces or areas as vending zones;*

Sub-section 2 – *The plan for street vending shall contain all of the following matters**,***

a) *determination of spatial planning norms for street vending;*
b) *earmarking of space or area for vending zones;*
c) *determination of vending zones as restriction-free-vending zones, restricted vending zones and no-vending zones;*
d) *making of spatial plans conducive and adequate for the prevalent number of street vendors in that city or town and also for the future growth, by adopting such norms as may be necessary;*
e) *consequential changes needed in the existing master plan, development plan, zonal plan, layout plan and any other plan for accommodating street vendors in the designated vending zones.*

Sub-section 3,

a) *any existing market, or a natural market as identified under the survey shall not be declared as a no-vending zone;*
b) *declaration of no-vending zone shall be done in a manner which displaces the minimum percentage of street vendors;*
c) *overcrowding of any place shall not be a basis for declaring any area as a no-vending zone provided that restrictions may be placed on issuing certificate of vending in such areas to persons not identified as street vendors in the survey;*
d) *sanitary concerns shall not be the basis for declaring any area as a no-vending zone unless such concerns can be solely attributed to street vendors and cannot be resolved through appropriate civic action by the local authority;*
e) *till such time as the survey has not been carried out and the plan for street vending has not been formulated, no zone shall be declared as a no-vending zone.*

1.10.2 The Gujarat Street Vendors Rules (2016)[3]

Review of The Gujarat Street Vendors Rules (2016) exercise of the powers conferred by Section 36 of the Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014, the Government of Gujarat hereby makes the following rules, namely: -

Chapter 3 (4): Constitution of Town Vending Committee

Chapter 3 (14): Functions of Town Vending Committee

- *To conduct surveys for street vending*
- *To decide vending zones along with their holding capacity, while making recommendations and suggestions regarding any changes considering the bye-laws, road width, traffic flow and the pedestrian movement in the concerned area*
- *Allotting vending area to individual vendor*
- *To regulate timings for vending to ensure non-congestion of public spaces*
- *To ensure enforcement of corrective measures against defiance by street vendors*
- *To raise awareness among the people, the role of street vendors in the economy*

[3] Gujarat Street Vendors Rules by Urban Development and Urban Housing Department, Government of Gujarat, published in 2016

- *To declare, on the recommendation of the local authority, the natural market, weekly market, heritage market, festive market, seasonal market, night bazaar and niche market with their exact location and the specific period in case of seasonal market or festive market. Where such markets are evolving a new thing, the committee shall get the necessary survey carried on of the area and such other aspects as it deems necessary and declare the place as a market of any of the aforesaid mentioned categories, depending on the situation*

Chapter 4 (24): *Maintenance of Records of Street Vendors*

1.10.3 The Gujarat Street Vendors Scheme (2018)[4]

The Gujarat Street Vendors Scheme (2018) in exercise of the powers conferred by Section 38 of the Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014, the GoG in consultation of ULBs and TVC hereby makes the following scheme, namely:

Chapter 3 (4): *The Town vending Committee (TVC) shall issue a certificate of vending within one year from the date of survey*

Chapter 4 (10):

- *Vending fees to be paid on basis of commercial potential of the site of vending*
- *TVC shall fix vending fees to depending category of street vendor, status of the market and foot fall of the area, but such fees shall not be less than Rs 150/- per month. Every year 10% fees shall be increased.*
- *TVC shall decide maintenance charges, use of parking space for mobile stalls and availing of civic services*
- *For the natural market, weekly market, heritage market, festive market, seasonal market, night bazaar and niche market with their exact location and the specific period in case of seasonal market or festive market, the local authority shall fix vending fees by auction*

Chapter 4 (10):

- *Relocation and eviction of street vendors for public purpose with one month written notice prior of eviction.*
- *In case of failure to evict fine of Rs.250/-. However, it shall not exceed the value of the good seized*

Chapter 9:

21. Conditions for private places as vending zones: Compensation shall be given inform of FSI or TDR prevailing in that area

22. Provision proper infrastructure at vending areas for public health and hygiene

24. Maintenance of proper records and documents in respect of street vendors

25. Manner of carrying vending activities on time sharing basis

26. Principles for determining vending zones:

[4] The Gujarat Street Vendors Scheme by Urban Development and Urban Housing Department, Government of Gujarat, in 2018

- *Intensity of footfall, road width and density of the vehicular and pedestrian movement shall be considered for deciding no vending zone, restriction free vending zone and restricted vending zone.*

27. Principles for determining holding capacity of vending zones and undertaking comprehensive census and survey to indicate the maximum number of vendors that can be accommodated in a defined vending zone

- *Space occupancy norm for street vending units: To provide vending area to each vendor for business, passage of up to 1meter width to be provided for pedestrians in front of extension space depending on the road width, the carriageway should not be included in the vending space*
- *Vending from open plots: To provide vending area to each vendor for business, passage of up to one meter width in front of stalls as extension for consumers to stand or buy goods and walkway of up to one meter width for pedestrian movement in between two lanes of vendors in the plot*
- *Space occupancy norm for street vending units by providing vending area to each vendor for business, passage of up to one meter width to be provided for pedestrians in front of extension space depending on the road width, the carriageway should not be included in the vending space*

1.10.4 Ground situation in Navsari as compared to various sections from the regulatory documents

- As per section 3(1) of the Street Vendors Act (2014), survey of all the existing street vendors **shall be carried out at least once in every five years**. In Navsari street vendors survey was done in 2016 under DAY-NULM and it is essential that the Survey is repeated to get an updated record for better decision making.
- Section 3(2) of the Street Vendors Act (2014) mentions that **2.5% of the population** of the ward or zone or town or city should be considered as population of street vendors. We found that in case of Navsari this percentage differs drastically. According to the DAY-NULM survey of 2016 there were a total 1022 registered vendors in Navsari. As per NUDA Development Plan Report, the population of Navsari in 2016 was only 168521. As such the percentage of vendors was 0.6% of the total population of Navsari in 2016, considerably less than what is mentioned in the act.
- Fore mostly, each mentions the importance of conducting the survey of street vendors. In Navsari, survey to identify the vendors was done by DAY-NULM in 2016.
- Another survey was carried out by SVAnidhi, recently. The interval for both the survey comes to more or less 5 year. However, the DAY-NULM survey data is referred by the Navsari Municipality.
- Vending tickets are given to unregistered vendors. The recent record that the Municipality has is the DAY-NULM survey. However, the data by SVAnidhi shows 389 more vendors. There is no record of this.

- Moreover, the DAY-NULM data has a gap in data of vendor details 11 rows missing. The numbers should be precisely calculated and vendors' details should also be noted. The survey needs to be updated and should be used accordingly by ULBs.

Considering the DAY-NULM survey, in 2016, the number of vendors was 0.6% of the population of Navsari. As per the recent survey done by SVAnidhi, percentage of vendors come down to 0.76% of the total population[5]. As per the literature there can be 2.5% vendors in a ward or zone or city. The vendor population of Navsari falls within this number.

In Navsari, the revenue is collected from vendors through ticket system. Not all vendors that pay for ticket are registered. Additionally, there are registered vendors who do not pay for ticket. This is due to lack of monitoring system. Regardless, 94% of vendors are registered and has issued ID cards, as per the guidelines.

The Gujarat Street Vendors Scheme (2018) mentions that the vending charges should be based on commercial potential of the site. The current fees of vending tickets in Navsari are based on the site and set-up of vending.

The guidelines also mention that the fee shall not be less than Rs.150/- per month, with 10% increment every year. The lowest fee for the vendors is 176/- per month[6]. Municipality officials mentioned that the rent is regularly increased by approximately 20% each year.

There are multiple markets in Navsari that are only held for few hours. Moreover, in the all-day market not all vendors sit there throughout the day. For time sharing vending activities, the guidelines state that the vendors must clear up the place before they leave. In Navsari, the vendors who move have mentioned that they take their Lari with them but it was observed that they might leave waste behind. As of now there are no specific timings of the market. The regulatory frameworks suggest that the vending timings can be regulated. Moreover, sharing based time slots should be defined for vending.

There are vending areas near railway station and tracks. Parts of railway land are vacant. These lands cannot be given as dedicated vending spaces.

Planning authority is well versed with the scenario of vending. However, this report will aid in adding to that knowledge. It is not sure that planning recommendation are given by TVC or similar body and are incorporated.

There are no proper civic facilities provided at the moment nor any maintenance fee are taken. Vendors have mentioned extensively that such facilities should be made available. As of now in terms of available amenities, there are pay and use public toilets for which the vendors do not appreciate being charged.

[5] Vijalpore not included in the calculation

[6] Minimum fees are taken as Rs.**8**/- daily for vendors with topla (basket). Monthly rent would be the product of daily charges and the working days, i.e. 8*22.

The natural markets must have infrastructure for better public health and hygiene. TVC or similar governing body should decide the charges for maintenance for these public amenities.

The pedestrian movement in the market is haphazard. People often walk on the carriageway and have shown concern about traffic. The area seems much congested even for the vendors. There are rarely any proper civic facilities other than toilet. Stakeholders suggested that there is a need for drinking water, cleanliness; weather protected vending slots, storage and electricity.

As unorganised vending is one of the reasons for hindrance in traffic in Navsari. There should be clear demarcation highlighting the area for vending, restricted area and no-vending area to ease this. Number of vendors with respect to the space available should be predicted by understanding the growth of the city. The vending zones have to be defined based on their holding capacity. Additionally, recommend changes in bye-laws, with of the road, the flow of traffic and movement of people. It would also be ideal to incorporate the given solution in the master plan of the city.

No such decisions have been taken in Navsari where the natural market was declared as no-vending zone, despite having concerns related to overcrowding and sanitation. While proposing the solution this has to be considered as well. To define a restriction free vending, restricted free vending and no vending, footfall intensity, ROW, vehicular density and pedestrian movement should be considered.

If vendors are to be relocated or evicted from a particular location, for public purpose, they should be given written notice a month prior.

Vendors in Navsari are unaware about their rights. Moreover, some vendors are not aware if they need to be registered for vending. Most of the time vendors are perceived as nuisance by shopkeepers and visitors. However, it is because there is lack of awareness among people. It is necessary to have programs to raise public awareness as stated in the regulatory framework.

1.11 Quantum and duration of vending with respect to adjoining activity zone

Quantum

There are total 29 dedicated vending areas in Navsari including food and non-food vendors.

Duration of vending
Full day - Dudhiya Talav, Shahid Chowk
Morning (7:00 to 2:00)- Jalalpore, area near Railway Station, Tower Road, charpul, Mota Bazaar, Sattapir, Bandar Road, Chimanbhai Road, Kagdiwad, Kaharwad, Kaliawadi, Madhumati Colony, Sandhukuva, Sindhi Camp and Tarota Bazaat, Dhobiwad, Maneklal Road
Evening (2:30 to 11:30)- Lunci Kui, Fuwara, Vitthal Mandir, Ashapuri, Dashera Tekri, Gandevi Road, Vandri Mohallo, Viraval Road, Junathana, Zaveri Sadak

Adjoining activity zones
Predominantly commercial – 9
Dhobiwad, Dudhiya Talav, Fuwara, Junathana, Maneklal Road, area near Railway Station, Tower Road, Viraval Road and Zaveri Sadak
Predominantly Institutional - 2
Dashera Tekri and Vandri Mohallo
Predominantly mixed use – 7
Ashapuri, Charpul Road, Lunci Kui, Mota Bazaar, Sattapir, Shahid Chowk and Shantadevi Road
Predominantly Residential- 11
Bandar Road, Chimanbhai Road, Gandevi Road, Jalalpore, Kagdiwad, Kaharwad, Kaliawadi, Madhumati Colony, Sandhukuva, Sindhi Camp and Tarota Bazaat, Vitthal Mandir

1.11.1 Number of vendors & Growth rates in Navsari

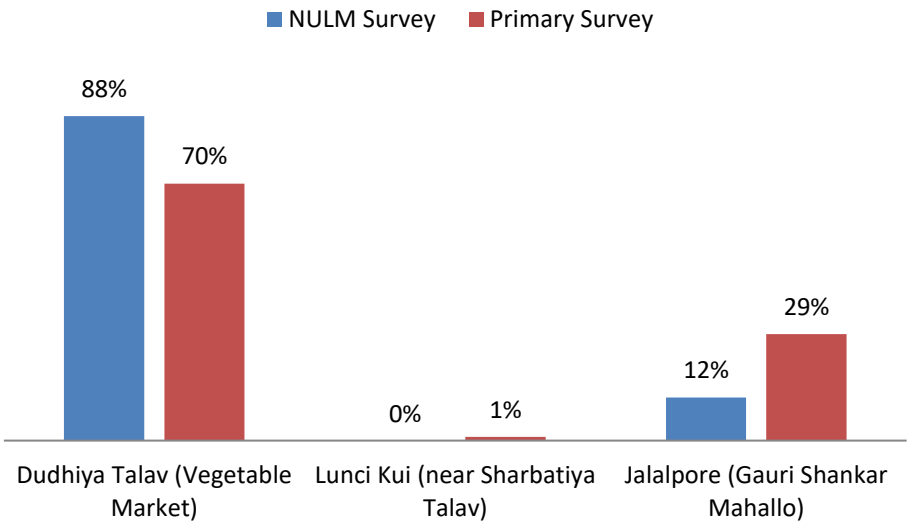
As per 2016 survey, there were **1011 street vendors** registered under DAY-NULM, out of which **300 were food vendors** and **711 were non-food vendors.** Percentage of vendors as per 2016 survey and 2011 census is **4 street vendors per 1000 people** which is **0.4% of total Navsari population**.

However as per SVAnidhi Survey 2023 the number of Vendors has increased to 1411. Extrapolating the estimated population in 2023, the percentage of street vendor's against city current population comes to around 0.76%.

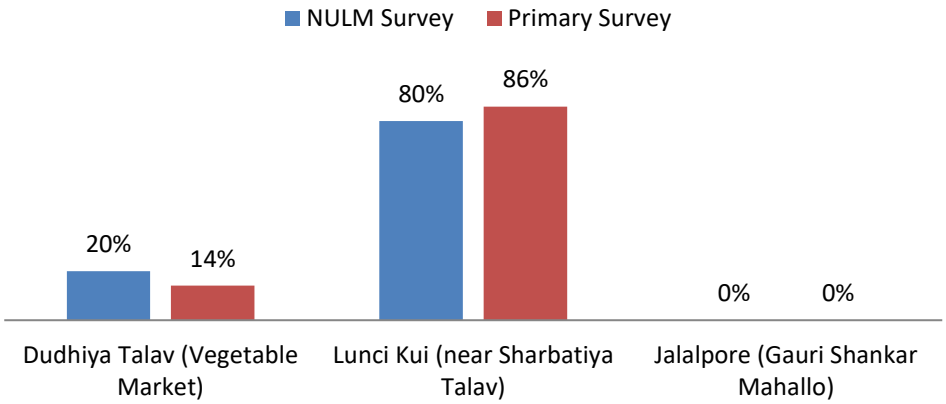
Year	2016	2023
Navsari Municipality total Population	168521	183370
No. of vendors as per DAY-NULM Survey	1011	-
No. of vendors as per SVAnidhi Survey	-	1411

The DAY-NULM survey 2016 data was compared with the data collected on site (2023) for the selected areas to check the change in the proportion of vendors' w.r.t to population of Navsari city over the period of 6 years.

- Comparing vendor population from DAY_NULM survey and primary survey for the selected three areas, it is observed that number of non-food vendors in Jalalpore area has considerably increased (graph1). As Jalalpore is predominantly residential land use with few commercial establishments, it is convenient in terms of travel distance for both vegetable vendors and customers.
- In Dudhiya Talav area, number of non-food vendors has reduced (graph1).and number of food vendors has reduced (graph2)
- In Lunci Kui area there is only (graph2) addition in food vendors, even though Lunci Kui area is major food vending area in Navsari city.
- Overall at gross level the Vendor Growth Rate comes out to 5.6% per annum



Graph 1. Non-food vendors



Graph 2. Food vendors

Table 1 Number of Vendors w.r.t. Vending Categories from DAY-NULM survey data

Location	Food	Non-food	Total no. of vendors
Dudhiya Talav (commercial mixed-use)	15	422	437
Lunci Kui (institutional mixed-use)	61	0	61
Jalalpore (residential mixed-use)	0	56	56
Total	76	478	554

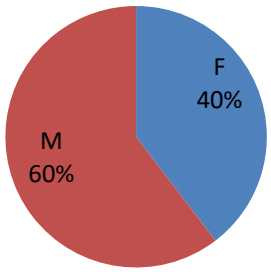
Table 2 Number of Vendors w.r.t. Vending Categories (Primary survey)

Location	Food	Non-food	Total no. of vendors
Dudhiya Talav (commercial mixed-use)	11	333	344
Lunci Kui (near Sharbatiya Talav)	68	5	73
Jalalpore (Gauri Shankar Mahallo)	0	138	138
Total	79	476	555

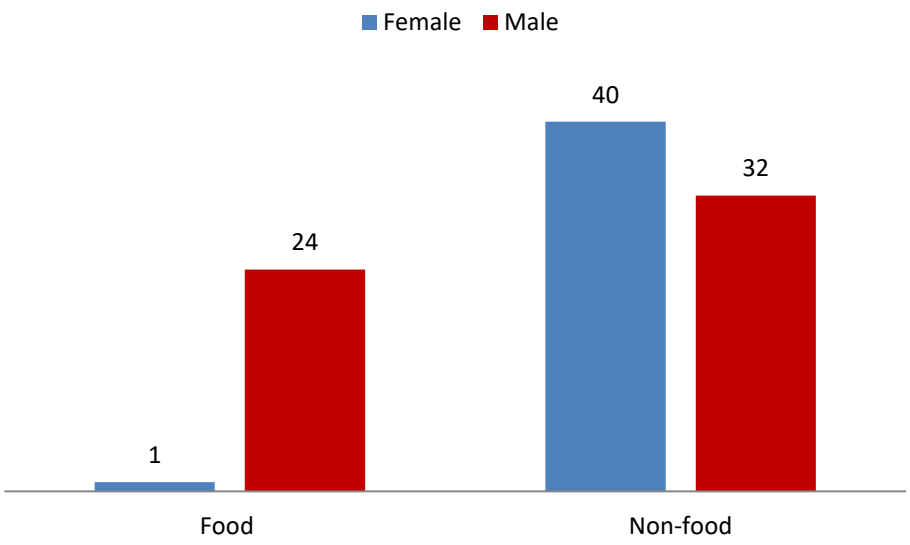
Vegetables and fruits are main product for vending. **Out of 711** non-food vendors **there are 623 vegetable and fruit vendors**. 502 are vegetable and 121 fruits. Out of 623 vendors **Dudhiya Talav has 409 vendors**.

1.11.2 Gender ratio across Vendors

Ratio of male to female vendors is 1.5:1, approximately for 1.5 male vendors there is one female vendor. Number of female vendors in non-food items is 12% higher than male vendors. However within food vendors it is significantly less wherein 96% of vendors are males (graph 4). The major reason attributed for this difference is that non-food vending requires comparatively less efforts in the setup and women vendors are able to move their belonging more easily as compared to food handcarts.



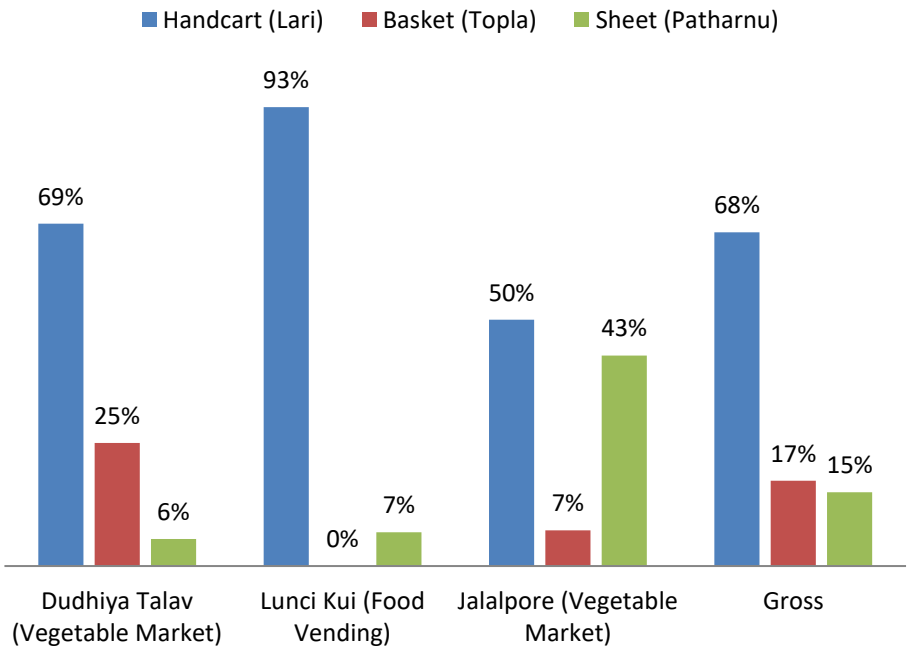
Graph 3. Gender ratio across vendors



Graph 4. Proportion of gender in categories of vending

Proportion of vending setup

- Three categories of predominant setup are used by Vendors. These are Handcarts, Baskets & Sheets.



Graph 5. Vending setup w.r.t to vending areas

Table 3 Primary survey data on type of vending setup

Sr. No.	Location	Handcart (Lari)	Basket (Topla)	Sheet (Patharnu)
1	Dudhiya Talav (Vegetable Market)	239	86	19
2	Lunci Kui (Food Vending)	68	0	5
3	Jalalpore (Vegetable Market)	69	10	59
	Gross	125	32	28

1.12 Challenges faced by the stakeholders and their needs

For identifying challenges and needs of the stakeholders following Stakeholders groups were taken into consideration:

1. Municipality officials
2. Street vendors
3. Shopkeepers
4. Visitors / Customers

Officials from Navsari – Vijalpore Municipality, from whom inputs have been taken:

1. Chief Officer
2. Chairperson
3. Chief Engineer
4. Jr. Urban Planner
5. DAY-NULM Mission Manager
6. Vendor Registration Officer at Municipality Vegetable market

Meetings & Consultations with Government Officials

Figure 45 Consultations at Navsari Municipality

Inputs from officials:

Chief Officer– Suggestion to study demographics of the city to understand the vending area.

Chairperson – There needs to be control over vendors' registration. There has been limitation in resource due to unification of Navsari with Vijalpore.

Chief Engineer– Some common improper parking and vending spots were highlighted by him.

Jr. Urban Planner– Suggested various locations for vending and parking. The records collected by the Municipality are limited to Navsari and there has been difficulty in dealing with a larger area now.

DAY-NULM Mission Manager– He said that DAY-NULM did a survey for vendors in 2016. However, the survey after merger of Navsari is yet to be done. Even the **survey conducted is limited as there are many unregistered vendors (approx. 300-400 additionally).**

Vendor Registration Officer at Municipality Vegetable market – Provided details about revenue generation, prominent vending locations and vendor registration statistics.

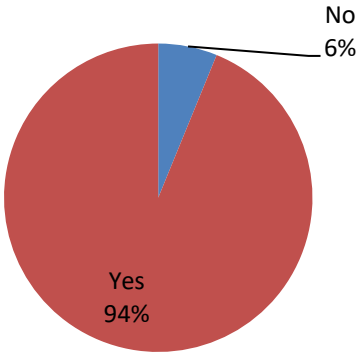
Other common inputs from officials:

- Unification of Navsari and Vijalpore raised many challenges for Municipality. Despite doubling in area, the government officials were less in number. There is **limitation in both Human and Financial resources.**

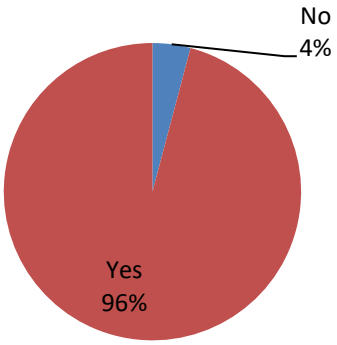
- Prominent vending areas – Dudhiya Talav, Lunci Kui, Fuwara, near railway station, Gauri Shankar in Jalalpore, Ashapuri Market, Vithal Mandir Shak Market, Shantadevi Road

Inputs from vendors:

- Most of the vendors got registered in 2020, after the pandemic, as it was made mandatory by Municipality. They registered in order to run the vending business. There are still 4% of vendors, who are not aware about the registration and its process, this is the major challenge.



Graph 6. Registered Vendors v/s Non-registered vendors



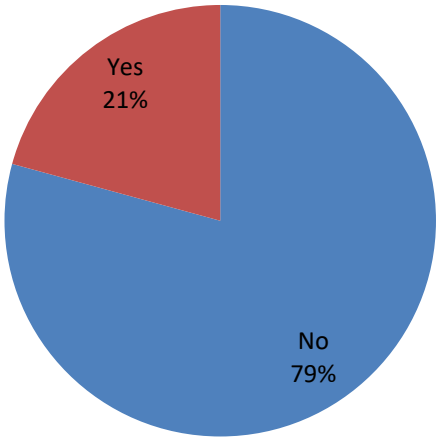
Graph 7. Awareness in vendors to get registered

21% vendors have been harassed. **77% of which was due to location of vending being a hindrance** and causing traffic congestion.

- Despite regular cleaning of the roads there are issues of hygiene due to **waste being thrown at various junctions, open grounds or spaces**.
- Most of the food products are to be sold fresh or requires storage. We have interviewed 61 vendors in Dudhiya Talav and Gauri Shankar Mohallo, Out of these **60.7% vendors didn't have access to any type of storage facility**

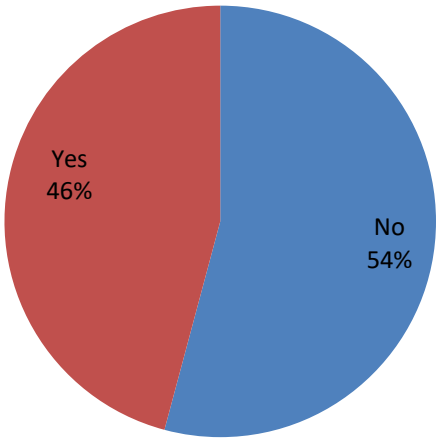
Illegal charges paid by vendors

- Almost 21% of vendors are facing harassment from officials, police, shopkeepers and sometimes even other vendors.



Graph 8. Harassment on vendors

- 46% vendors have to pay illegal charges once in a month to run their business, by paying double the ticket charges in cash or in terms of other saleable items.
    - Fine charges ranges between 500-1500 rupees, when the cart is towed by officials



Graph 9. Vendors paying illegal charges

1.13 Infrastructure provision in vicinity of vending areas

Toilets

- There is no proper hygiene in the public toilets.
- In Dudhiya Talav there are 2 public toilets each with 6 nos. capacity for male and female between approx. 350 vendors and 9500 visitors per day.

Figure 46: Toilet behind Market Building, Dudhiya Talav

Figure 47: Toilet near City Square, Lunci Kui

- In Lunci Kui there is only one public toilet each with 6 nos. capacity for male and female between 73 vendors and almost 5000 visitors per day.

- In Jalapore there are no toilet facilities for 138 vendors and approximately 2000 visitors. As the vendors are from nearby area and as the market is set up during daytime, with 4-5 hr of vending, vendors occasionally require the facility.

Provision for Drinking Water

There is no provision for drinking water by government. Around 40-60% vendors buy water bottles for private seller.

Solid Waste Collection

Figure 48: Waste Disposal Area, Jalalpore

- There is no proper waste collection system. Most of the vendors dispose their waste in nearby garbage disposal point and some vendors take it back to their home for disposal.

Figure 49: Waste Disposal Area, Dudhiya Talav

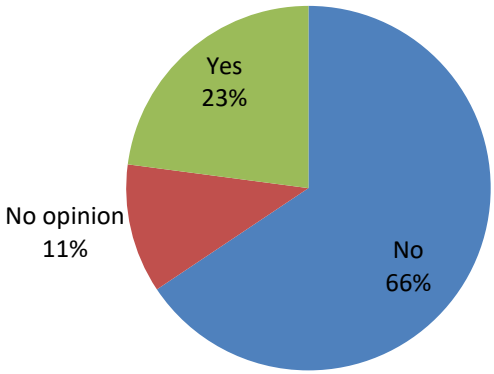
Storage of Carts post Vending

- 10-30% of vendors have rented private go downs at 200 rupees per month rent.
- Almost 50 % keep the cart at their regular location without any provision of safety. Rest of the vendors take their cart back to their home

Provision for Electricity

- There is no provision for electricity in any of the vending areas
- In Dudhiya Talav, 37% people take the connection form streetlight, 4% of the vendors use rechargeable batteries. While rest of the vendors do not need it as they mostly vend during daytime or use the light of streetlight.
- In Lunci Kui, 53% of the vendors use rechargeable batteries, 14 % of the vendors do not need it as they mostly vend during daytime. While 33% people expressed the need of electricity.
- In Jalalpore, the vendors do not need provision for electricity as they mostly vend during daytime.

1.14 Vendors' willingness to relocate



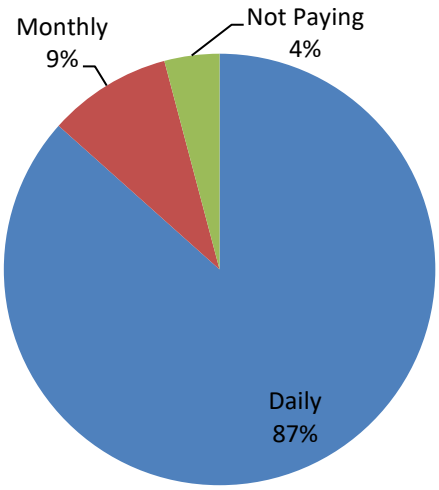
Graph 10. Willingness to relocate at dedicated vending area

- According to the primary survey, 66% vendors are not willing to relocate because it will affect their business. They have been vending at same location for 30-40 years and they believe that relocating will reduce the number of neighbourhood customers.
- 23% of vendors are willing to relocate for better facilities and security provisions.
- 11% of the vendors were not able to make that decision.

1.15 Rental Charges from Vending

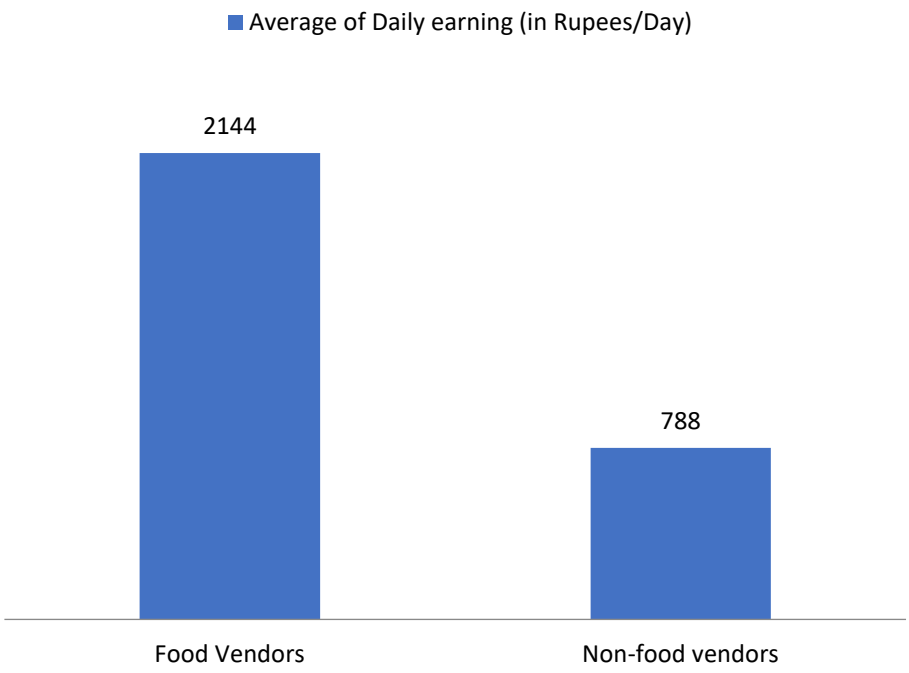
Charges paid by Vendors to Municipality:

1. Basket (Topla) - 8 Rupees per day
2. Non-food Vendor Handcart (Lari) – 35 Rupees per day
3. Food Vendor Handcart (Nasta Lari) in lunci cui area – 103 per day
4. Food Vendor Handcart (Nasta Lari) in other areas - 52 per day

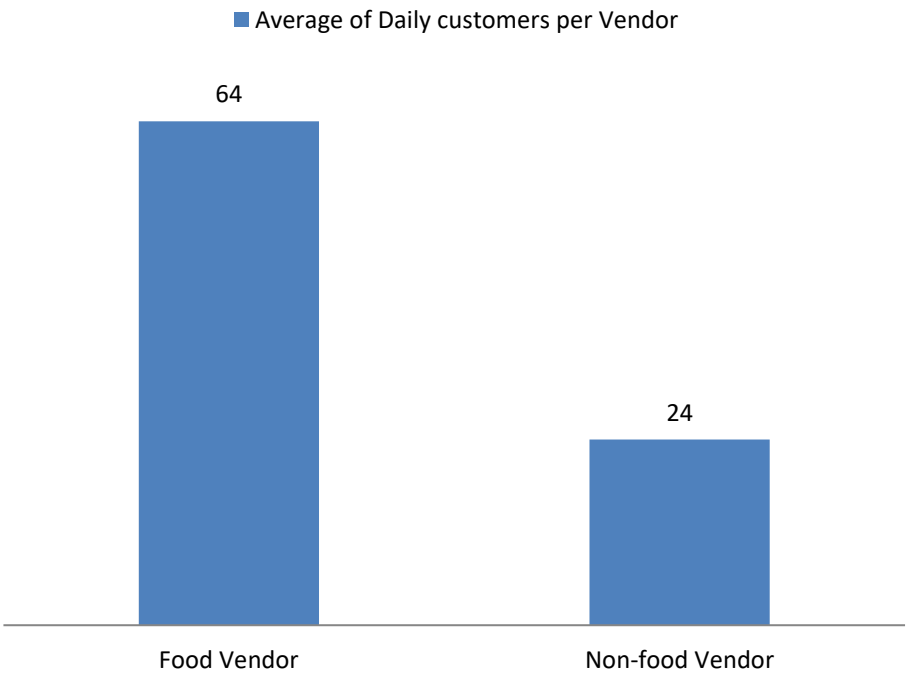


Graph 11. Rent paying system

- 4% of vendors do not pay rent
- 87% of vendors pay rent daily. Major of them are non-food vendors as it is convenient for them to pay charges when they vend so they prefer paying daily
- While 9% pay rent monthly, most of these are food vendors.

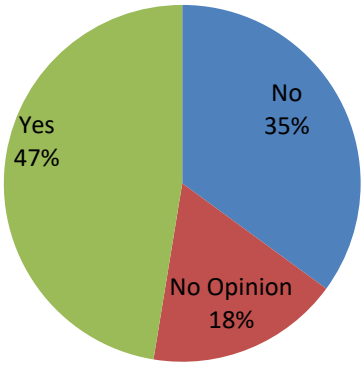


Graph 12. Average Daily Earning of vendor (in Rupees/ day)



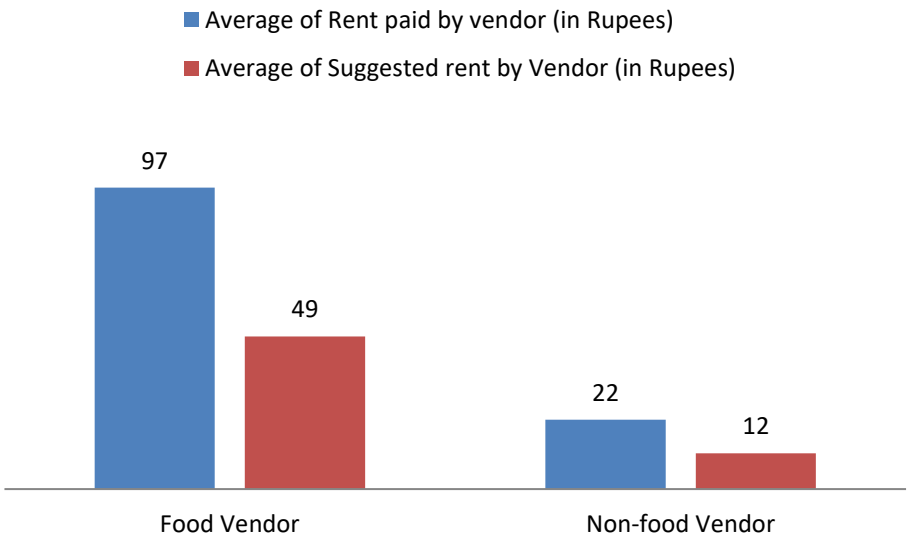
Graph 13. Average Daily Customers per Vendor

- Average daily earning for Non-food vendor is approx. 800 rupees and for Food vendor is 2400 rupees



Graph 14. Vendor's opinion on reduction of ticket charges

- Vendors are paying the charges willingly, although they consider the rent is high



Graph 15 Average suggested ticket charges by vendors (in Rupees)

- According to the vendors, based on their daily expenditure (charges for ticket, storage, expense to buy vegetables or raw material for vending and other services required for vending) the ticket charges seems relatively high.

2 Recommendations – Vending Area

- A survey needs to be conducted under DAY-NULM to **identify the registered vendors, ticketed vendors, and un-registered vendors**.
- If the current vending space is not enough, certain number of vendors can be considered for relocation. This includes the vendors willing to relocate and the vendors who have no registration or are not paying the rent.
- **Infrastructure needs to be provided by governing bodies** and near vending zone, like toilets, drinking water, electricity and storage at no charges basis or minimal rates
- Specific to Navsari, Dudhiya Talav has maximum number of vendors mostly with lari and the area is also the most congested. There should be dedicated zone to park lari with enough space for vendor to move around and keep their articles on display, if possible, storage too. There should be enough pedestrian space. There could be a small plaza at an interval. Dudhiya Talav has a triangular space which can have organised vending and a plaza which is undisturbed by the vehicular traffic. As for Lunci Kui, the width of the vending area varies between 5m to 8m. There could be breakout spaces at interval with no cart, seating or storage. The arrangement of lari can be same for Lunci Kui with extra space for seating (where customer can eat). In places were the set-up of vendor has pathernu (sheet) or topla (basket) plinths can be provided. Alternatively, the dedicated vending area can be highlighted with colour and the vendor should accordingly orient themselves to avoid traffic congestion.
- Instead of designating a point for waste disposal within the market area, Vendors may be provided dustbins which can be carried by waste collection agencies.
- There may be storage facilities or lockers near to their vending place. There should also be provision for keeping the vending lari's if required, which does not need to be in immediate proximity and can be in a different location nearby

Facilities that may be provided

Table 4 Facilities that may be provided in food market

Food Market			
Facilities to be provided	**Full day Market**	**Morning Market**	**Evening Market**
Storage and security for articles and cart/setup	Yes	Yes	Yes
Toilets	Yes	Yes	Yes
Drinking Water	Yes	Yes	Yes
Electricity	Yes	No	Yes
Shed	Yes	Yes	No
Waste collection system	Yes	Yes	Yes
Sitting space/ plazas	Yes	Yes	Yes
Parking plots	Yes	Yes	Yes
Monitoring and fine system	Yes	Yes	Yes

Table 5 Facilities that may be provided in non-food market

Non- Food Market			
Facilities to be provided	**Full day Market**	**Morning Market**	**Evening Market**
Storage and security for articles and cart/setup	Yes	Yes	Yes
Toilets	Yes	Yes	Yes
Drinking Water	Yes	Yes	Yes
Electricity	Yes	No	Yes
Shed	Yes	Yes	No
Waste collection system	Yes	Yes	Yes
Sitting space/ plazas	No	No	No
Parking plots	Yes	Yes	Yes
Monitoring and fine system	Yes	Yes	Yes

3 Parking

3.1 Existing situation of parking areas in Navsari

Figure 50: On-street parking near Municipality vegetable market, Navsari

Figure 51: Shop front parking near Municipality, Navsari

In context of Public Parking, Navsari City as a whole does not have a working Public Parking system. There are very limited formal parking provisions even within the private and public building premises, as the building are either old or development control regulations for parking provisions have not been followed. This has resulted into parking in front of the buildings often encroaching the roads.

Based on the consultations with ULB officials, major parking areas with unorganised on-street parking were identified and 16 major locations areas as shown in figure 51 were selected for preliminary survey. The survey included site observations, activity mapping of parking areas, photo documentation and interviews.

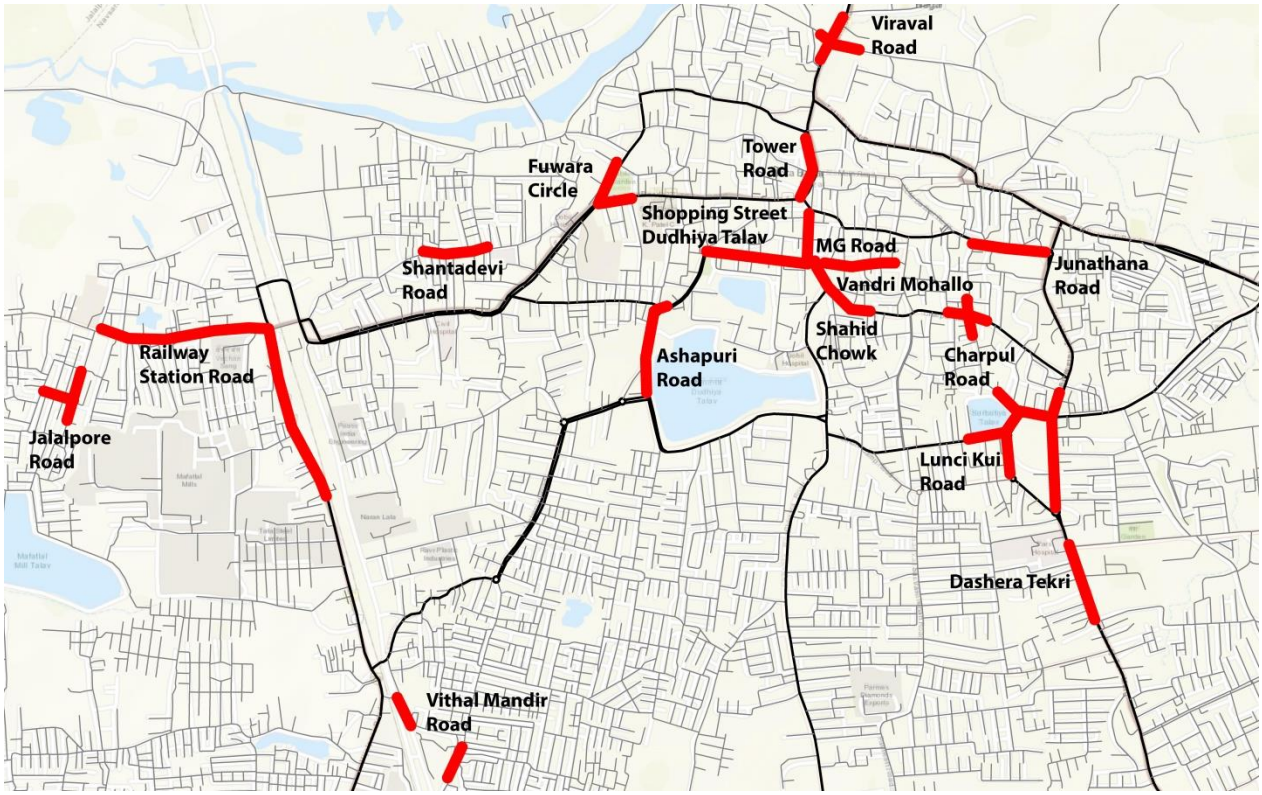


Figure 52: Location of major On-street Parking Areas

Preliminary documentation of parking areas of Navsari City

3.1.1 Ashapuri Road

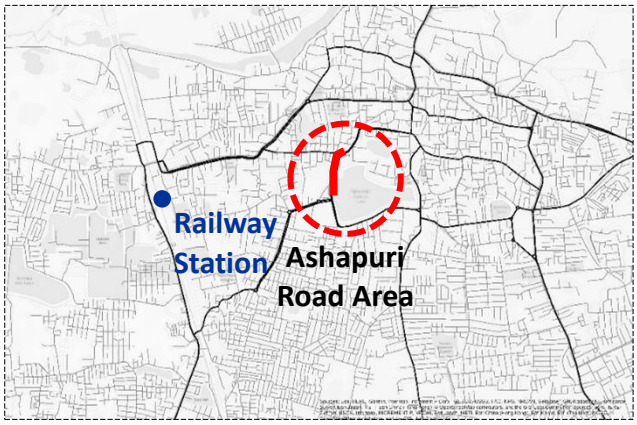


Figure 53: Key Plan – Ashapuri Road

Issues and Challenges faced by Stakeholders:

- Accessibility issues for shop visitors and Traffic congestions due to on-street parking

Site Observations:

- Shop front and carriage way is occupied by 2,3 & 4 – wheeler parking
- Shop front parking of approx. 80mt. long stretch with approx. 50 no.s of 2-wheelers parked

Figure 54: Auto-rickshaw parking nr. Temple, Shop front two & four-wheeler parking

3.1.2 Charpul Road

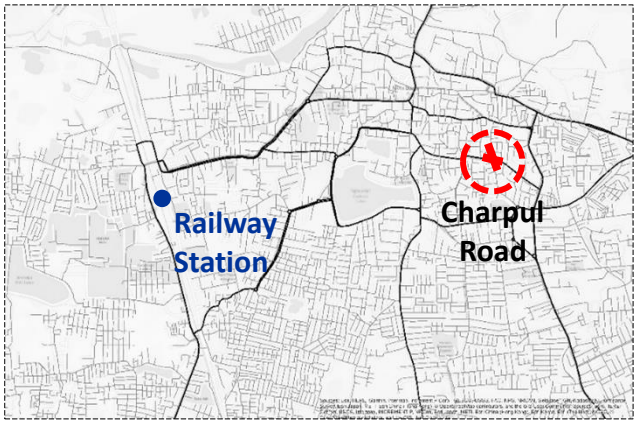


Figure 55: Key Plan – Charpul Road

Issues and Challenges faced by Stakeholders:

- Accessibility issues for shop visitors and Traffic congestions due to on-street parking and narrow ROW

Site Observations:

- Road edges are occupied by 2 & 4 – wheeler parking

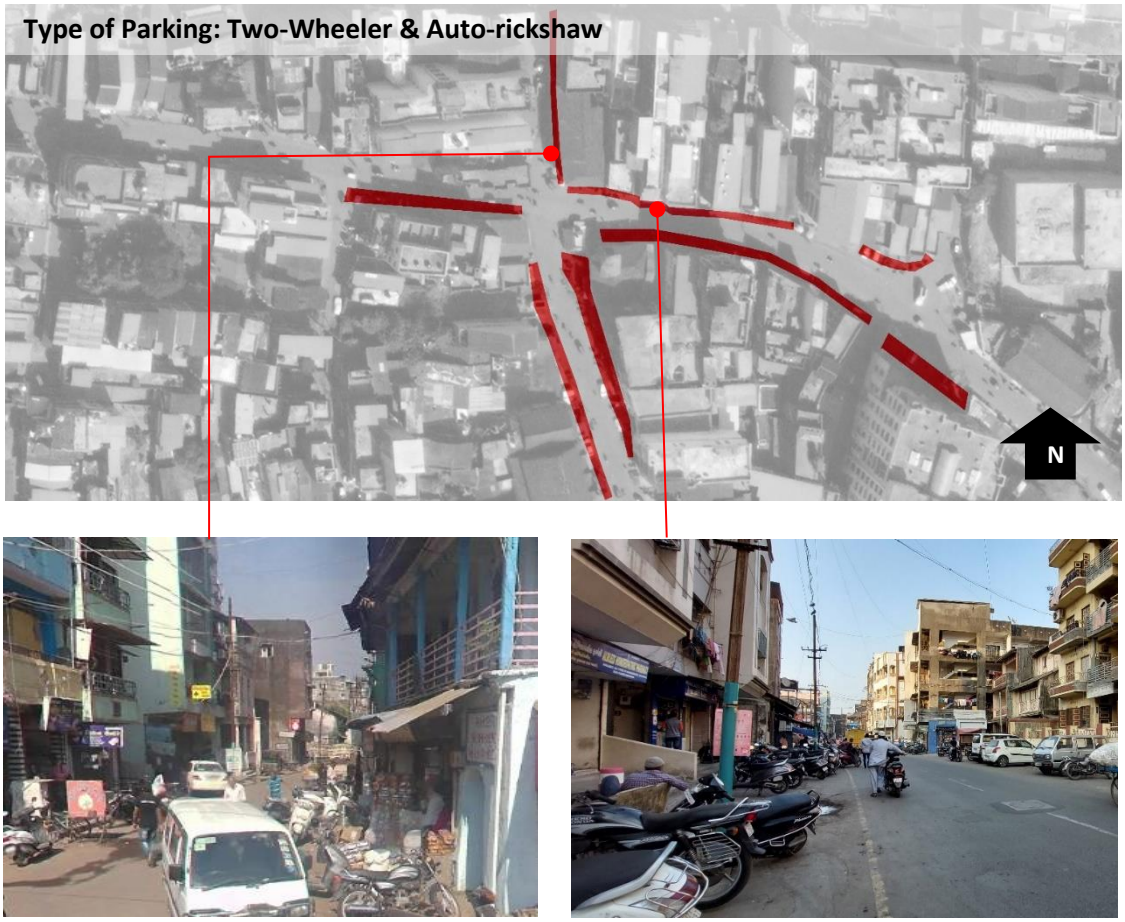


Figure 56: Two-wheeler parking in shop front

3.1.3 Dashera Tekri Road

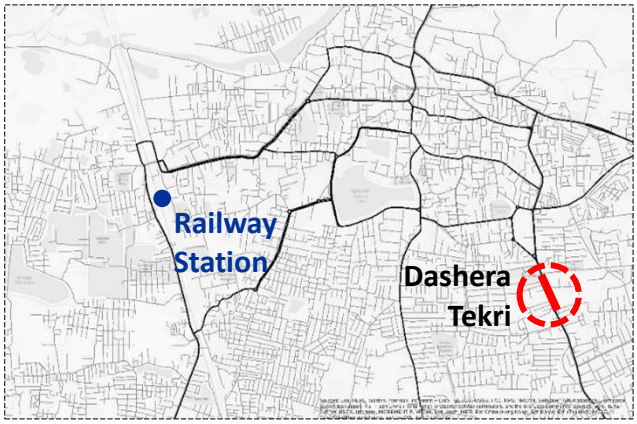


Figure 57: Key Plan – Dashera Tekri Road

Issues and Challenges faced by Stakeholders:

- Accessibility issues for shop visitors and Traffic congestions due to on-street parking and narrow ROW

Site Observations:

- Road edges and footpaths are occupied by 2 & 4 – wheeler parking
- Approx. 150mt. long stretch of on-street dedicated parking

Figure 58: Two & Four-wheeler parking on road edge

3.1.4 Shopping Street near Dudhiya Talav

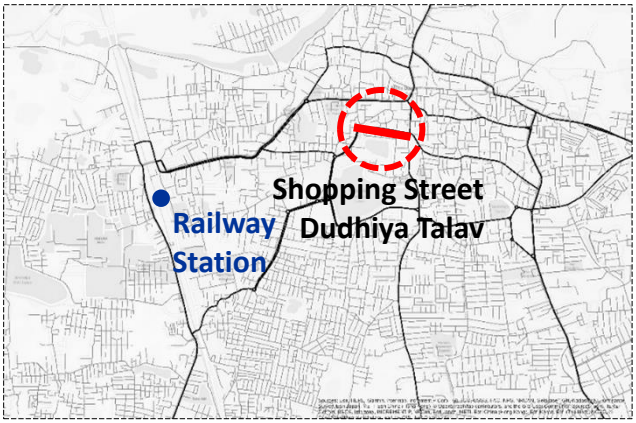


Figure 59: Key Plan – Shopping Street, Dudhiya Talav

Issues and Challenges faced by Stakeholders:

- Accessibility issues for visitors due to shop front parking
- Traffic congestions due to mixed activities of vending and on-street parking of 2 & 4-wheeler and auto rickshaw stand besides having narrow ROW
- Dedicated free parking plots are not fully utilised

Figure 60: Two-wheeler shop front parking

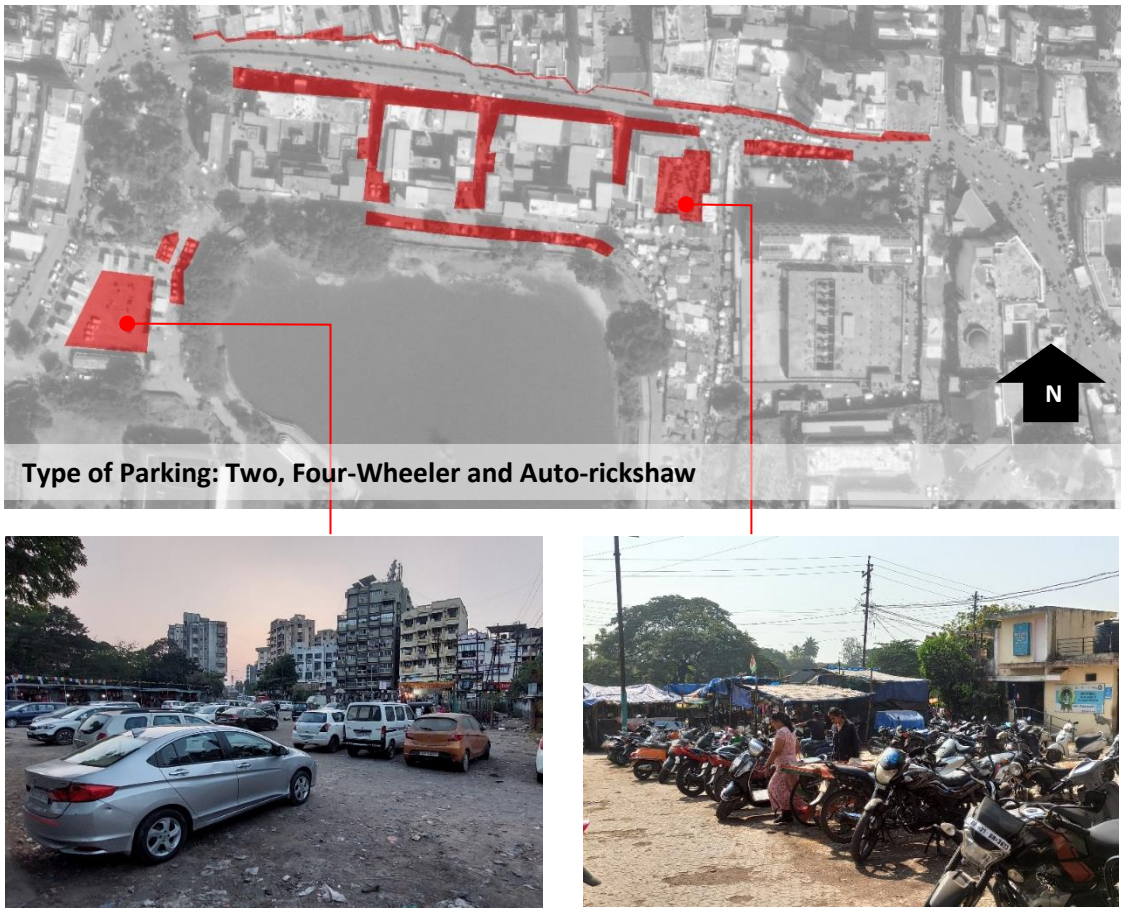
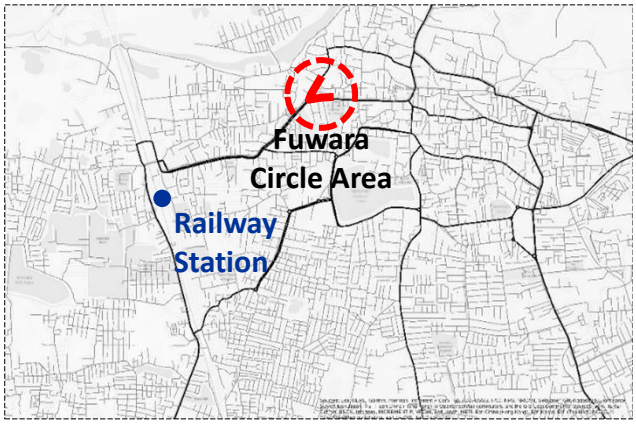


Figure 61: Four-wheeler parking plot, two-wheeler parking plot nr. vegetable market

Site Observations:

- Parking on shop front and road edges for 20mt. of length (on an average 5 no.s of shop) there are 25 no.s of 2- wheelers parked daily throughout the day for 300 mt. of road length
- On an avg. 7 no.s 4-wheeler, 4-5 auto rickshaws and 2-3 tempo are parked in front of Municipality for a length of 80 mt. throughout the day
- Approx. 60 2-wheelers are parked around day time on dedicated parking plot of approx. 400 sq. m provided near vegetable market
- Approx. 450 sq. m free parking plot along dudhiya talav ring road is provided, which is used for car and bus parking

3.1.5 Fuwara Circle



Issues and Challenges faced by Stakeholders:

- Accessibility issues for visitors due to shop front parking
- Traffic congestions due to mixed activities of vending and on-street parking of 2 & 4-wheeler and auto rickshaw stand besides having narrow ROW
- Dedicated free parking plots are not fully utilised

Figure 62: Key Plan – Fuwara Circle

Figure 63: Two & Four-wheeler shop front parking and road edge

3.1.6 Jalalpore Road

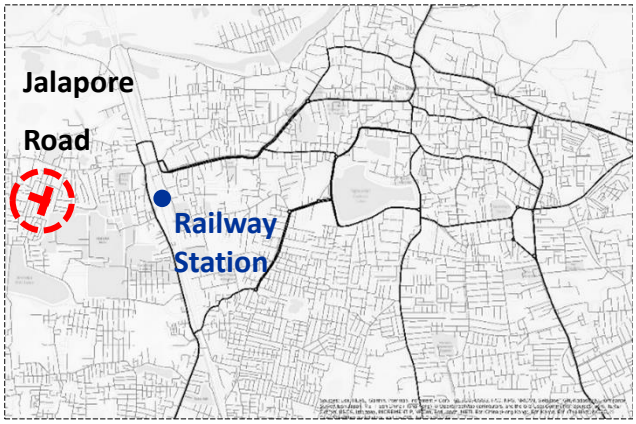


Figure 64: Key Plan – Jalalpore Road

Issues and Challenges faced by Stakeholders:

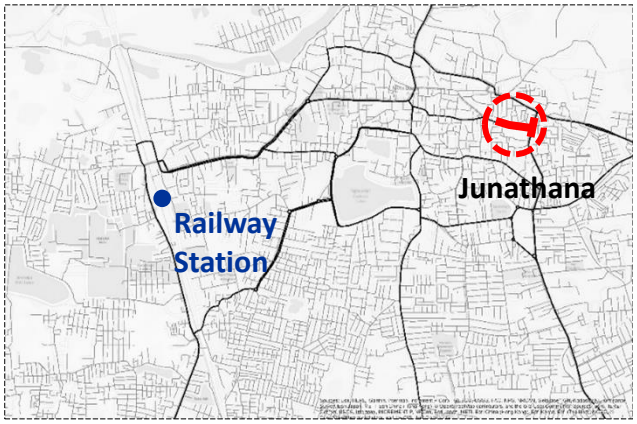
- Accessibility issues and lack of space for parking due to on-street vending

Site Observations:

- Type of shops in this area are general stores
- Majority of shop owners parking 2-wheeler in front of shop
- Parking is observed here for approx. 5-15 minutes due to presence vegetable market

Figure 65: Two-wheeler shop front parking

3.1.7 Junathana Road



Issues and Challenges faced by Stakeholders:

- Accessibility issues for visitors due to shop front parking

Site Observations:

- General stores, dairy shops, hotel, institution building types are observed here
- Short term parking of approx. 10 mins. is observed
- Traffic congestion due to narrow ROW

Figure 66: Key Plan – Junathana Road

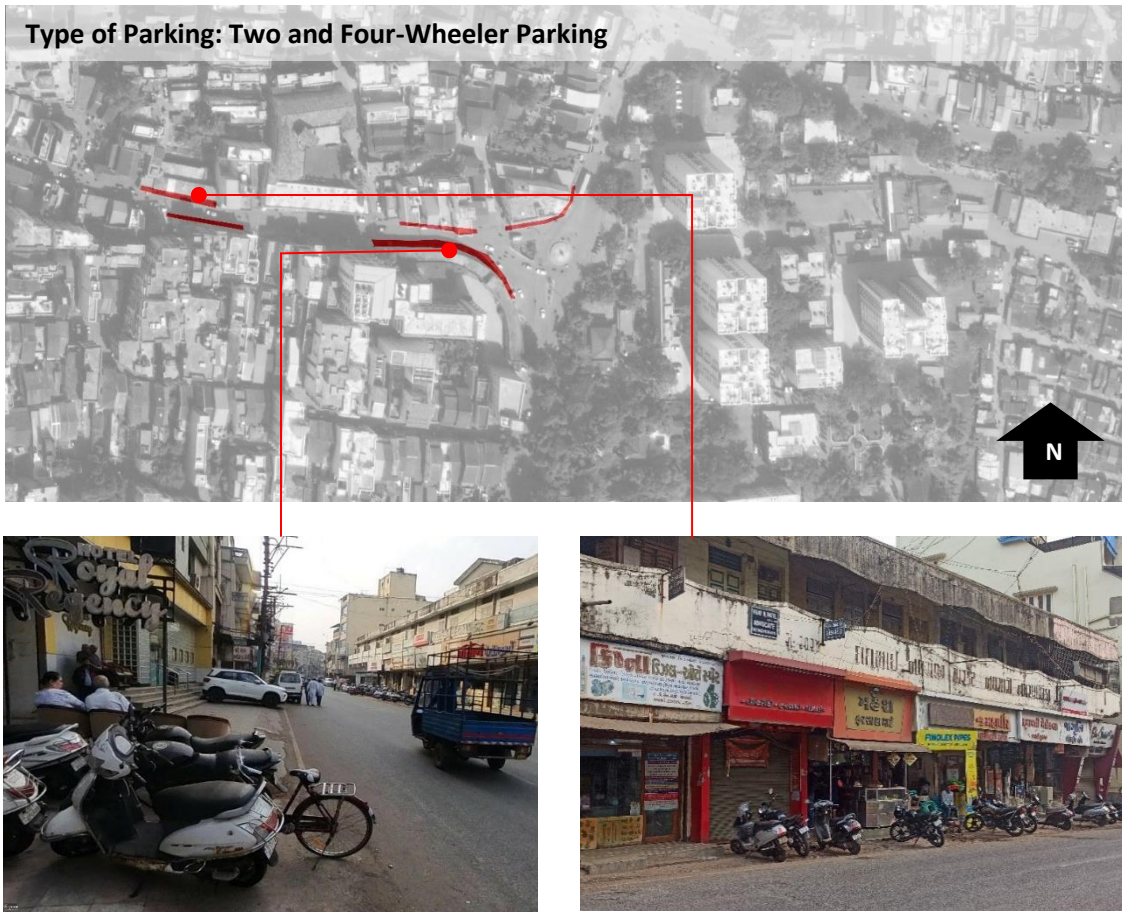


Figure 67: Two-wheeler Shop front parking

3.1.8 Lunci Kui Road

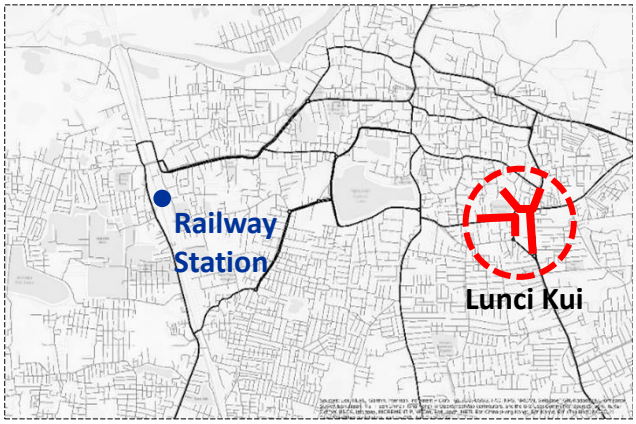


Figure 68: Key Plan – Lunci Kui Road

Issues and Challenges faced by Stakeholders:

- Accessibility issues for visitors due to shop front parking

Site Observations:

- Majority of parking is observed along the edge of lunci Kui ground and in front of commercial buildings
- Comparatively organised parking is observed and no traffic congestion due to wide ROW.

Figure 69: Two-wheeler parking along the Lunci Kui Ground, Two-wheeler shop front parking

3.1.9 MG Road

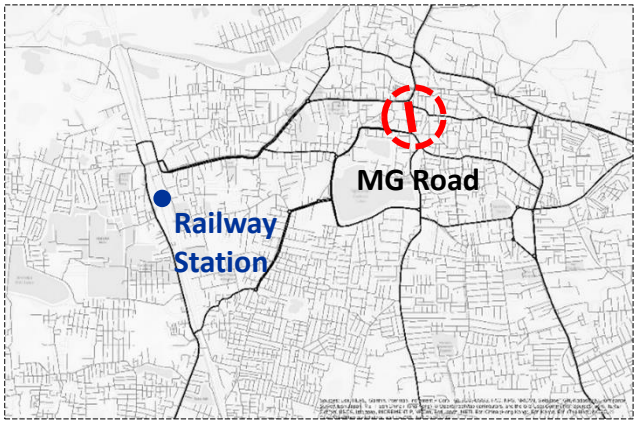


Figure 70: Key Plan – MG Road

Issues and Challenges faced by Stakeholders:

- Accessibility issues for visitors due to on–street vending and parking

Site Observations:

- Traffic congestion due to on-street vending, encroachment by shops and mix of pedestrian and vehicular traffic and lesser ROW
- Clothing shops and medium to long term parking is observed

Figure 71: Two-wheeler parking on road edge

3.1.10 Railway Station Road

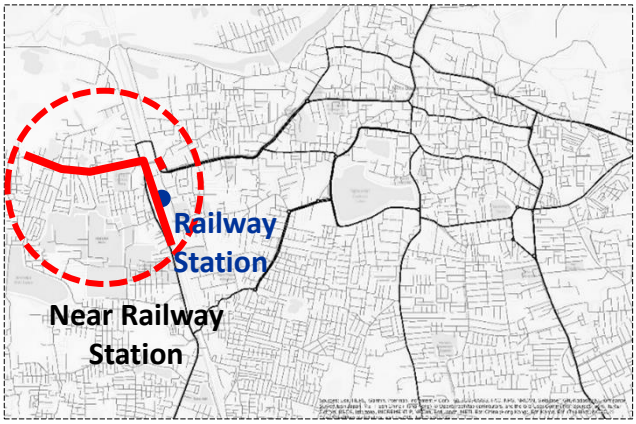


Figure 72: Key Plan – Railway Station Road

Issues and Challenges faced by Stakeholders:

- Paid parking plot are available which is rented by private owner. 300 Rupees for 2-wheeler, 1200 Rupees for 4-wheeler monthly and daily is 5-10 rupees due to which it is not fully utilised
- Due to narrow ROW, congestion is caused by on street parking, large vehicles and cattle

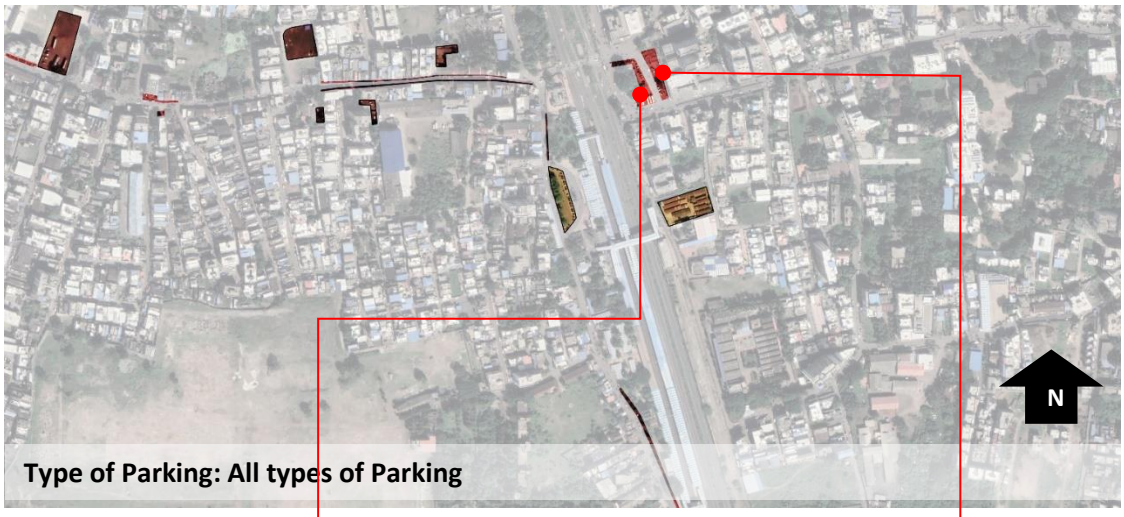


Figure 73: Private bus parking, Tempo parking

Figure 74: Private paid parking, parking along railway station

Site Observations:

- 2 grounds are available where buses and large vehicles are parked
- Shop owners park their vehicle in dedicated parking plot and shop front
- At peak hours during morning around 8-10 am and evening around 6 pm traffic congestion is observed

3.1.11 Shahid Chowk

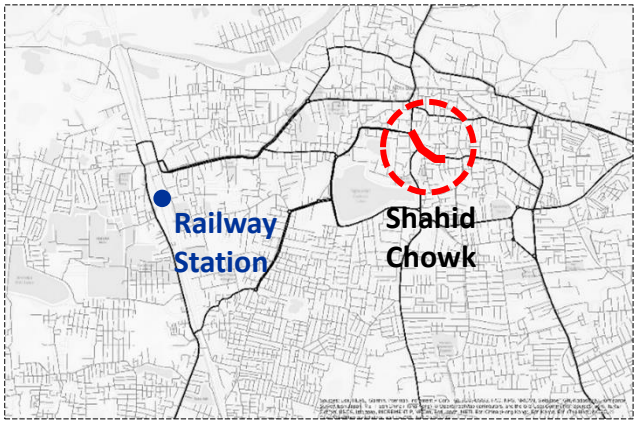


Figure 75: Key Plan – Shahid Chowk

Issues and Challenges faced by Stakeholders:

- Accessibility issues for visitors due to on–street vending and parking

Site Observations:

- Traffic congestion due mix of pedestrian and vehicular traffic
- Medium to long term parking is observed here
- Garment shops and general stores are observed

Figure 76: Two-wheeler shop front parking

3.1.12 Shantadevi Road

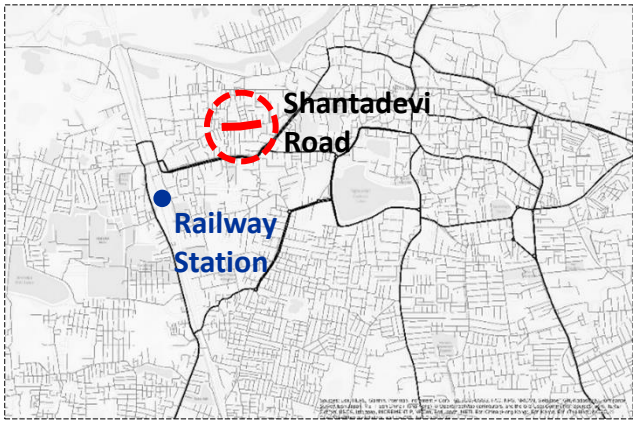


Figure 77: Key Plan – Shantadevi Road

Issues and Challenges faced by Stakeholders:

- Accessibility issues for visitors due to on–street vending and parking

Site Observations:

- Traffic congestion observed only in morning from 8 – 10 am due to vegetable and fruit market
- Short, medium- and long-term parking is observed as the area is of commercial and residential mix character.

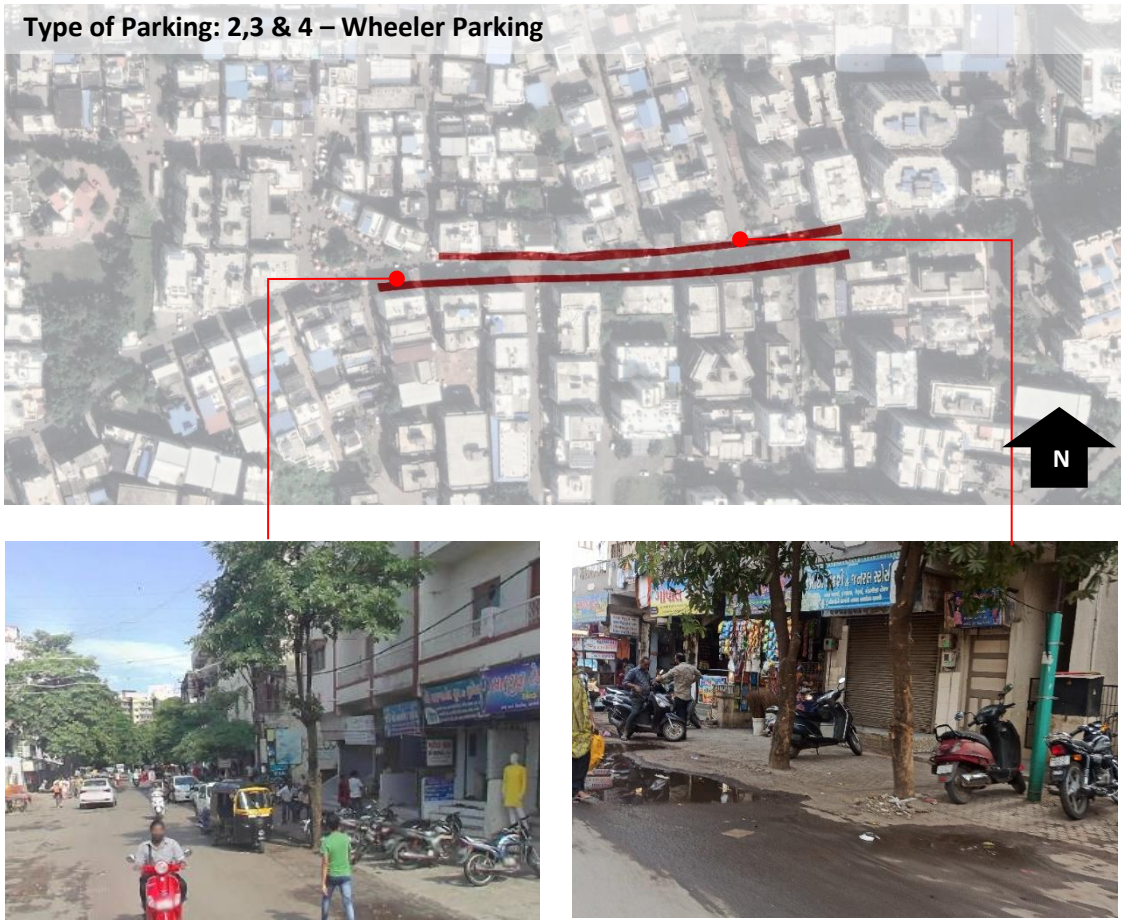


Figure 78: Two-wheeler shop front parking

3.1.13 Tower Road

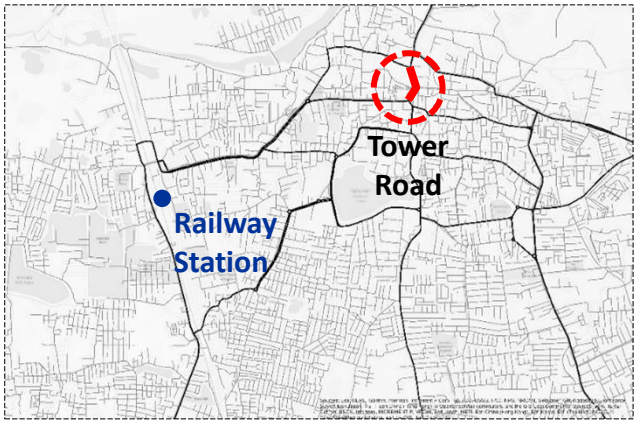


Figure 79: Key Plan – Tower Road

Issues and Challenges faced by Stakeholders:

- Accessibility issues for visitors due to on–street vending and parking

Site Observations:

- Traffic congestion due to on-street vending, encroachment by shops and mix of pedestrian and vehicular traffic and lesser ROW
- Clothing and general shops, medium to long term parking are observed here

Figure 80: Two-wheeler shop front parking

3.1.14 Vandri Mohallo Road

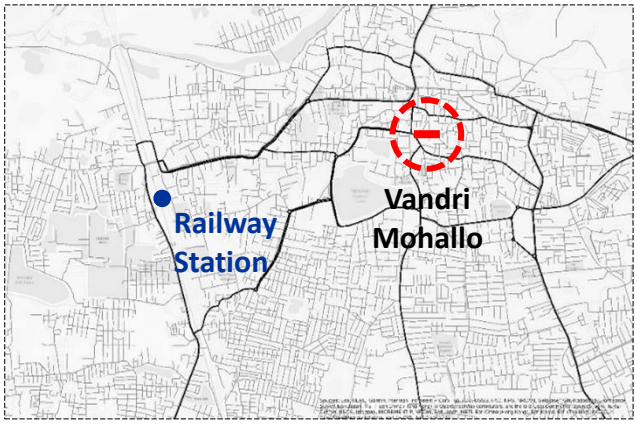


Figure 81: Key Plan – Vandri Mohallo Road

Issues and Challenges faced by Stakeholders:

- Accessibility issues for visitors due to on–street parking

Site Observations:

- Traffic congestion due to on-street vending, encroachment by shops and mix of pedestrian and vehicular traffic and lesser ROW
- Clothing and accessories, medium to long term parking are observed here

Figure 82: Two-wheeler shop front parking

3.1.15 Viraval Road

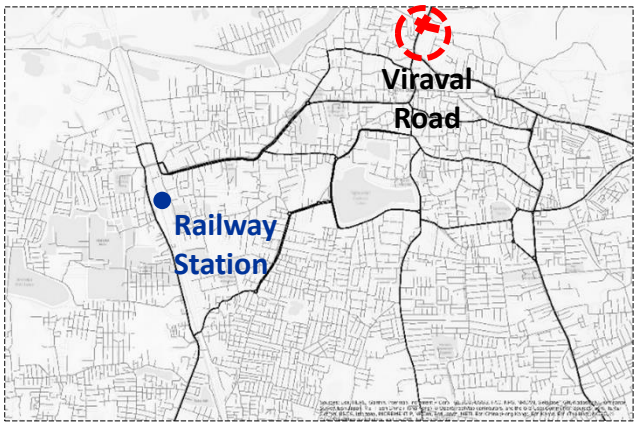


Figure 83: Key Plan – Viraval Road

Issues and Challenges faced by Stakeholders:

- Accessibility issues for visitors due to shop front parking

Site Observations:

- Majorly traffic congestion is observed due to weekly market on Sunday
- Commercial residential mix building use are observed here and medium to long term parking is observed here

Figure 84: Two & Four-Wheeler parking, Auto-rickshaw stand

3.1.16 Vithal Mandir Road

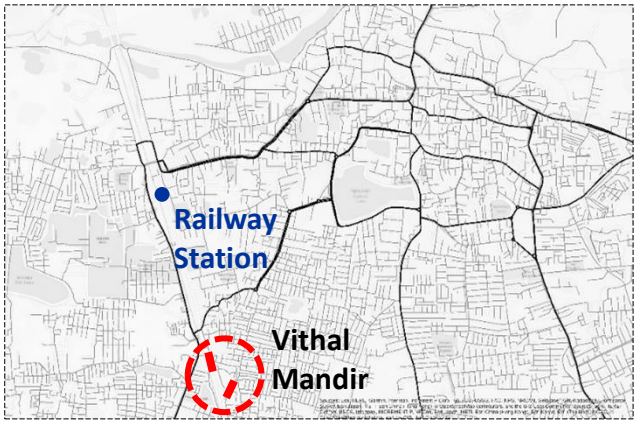


Figure 85: Key Plan – Vithal Mandir Road

Issues and Challenges faced by Stakeholders:

- Accessibility issues and lack of space for parking for shop owners and visitors due to on-street vending

Site Observations:

- Types of shops in this area are general stores. Majority of shop owners park 2-wheeler along the railway line wall
- Traffic congestion observed during peak hours 4 to 11 pm

Figure 86: Two-wheeler parking, Auto-rickshaw stand

Detailed Case Study – Parking Areas

3.2 Detailed case study of public parking areas in selected commercial and mixed-use streets in Navsari City

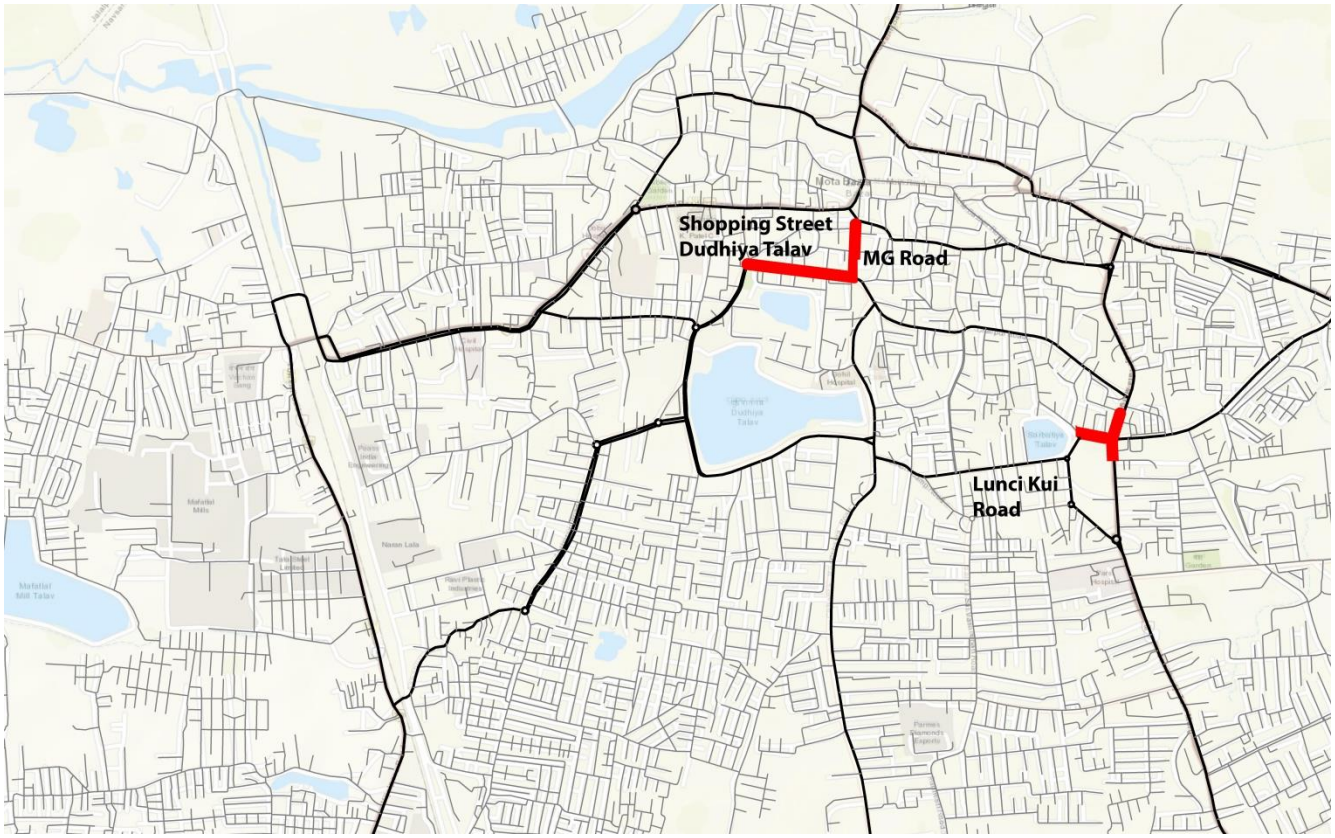
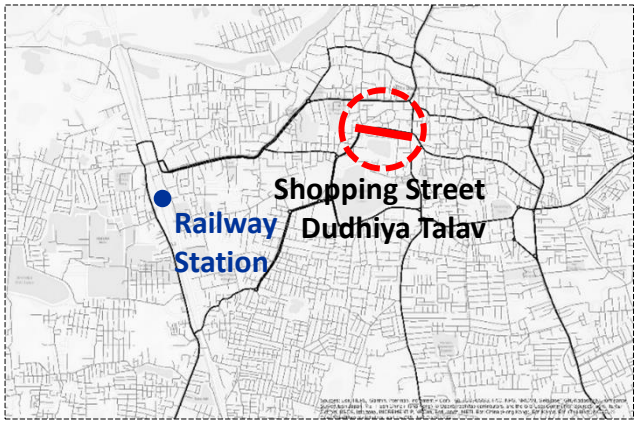


Figure 87: Locations of 3 major areas selected for the detailed study of on-street parking

Based on scale, timings of on-street parking, and adjoining built use, these three areas were selected for detailed primary research

3.2.1 Shopping Street near Dudhiya Talav



- Shopping Street near Dudhiya Talav is predominantly commercial.
- Types of Establishment in this area are Restaurants, electronics and gadgets, Clothing, Accessories, Jewellery, Bank, offices, provision stores, confectionery, medical, Govt. institutions
- Length of road considered for primary survey was 660mt with a ROW of 24 mt.
- The space occupied by parking along the road within the ROW is 2 mt.

Figure 88: Key Plan – Shopping Street, Dudhiya Talav

Figure 89: Two-wheeler shop front parking

3.2.2 Lunci Kui Road

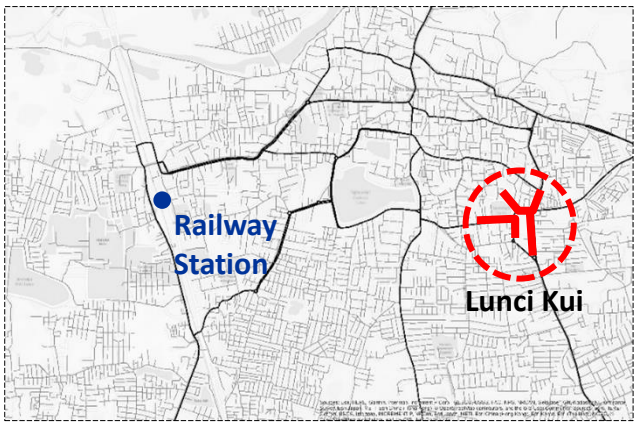


Figure 90: Key Plan – Lunci Kui Road

- Lunci Kui Road is pre-dominantly Mixed-use (Small business, institutions, shopping, Residential).
- Types of Establishment in this area are Restaurants, coaching classes, Jewellery, Bank, offices, provision stores, confectionery, medical, public institutions, service centres.
- Length of road considered for primary survey was 570mt with a ROW of 24 mt.
- The space occupied by parking along the road within the ROW is 2 mt.

Figure 91: Two-wheeler parking along the Lunci Kui Ground, Two-wheeler shop front parking

3.2.3 MG Road

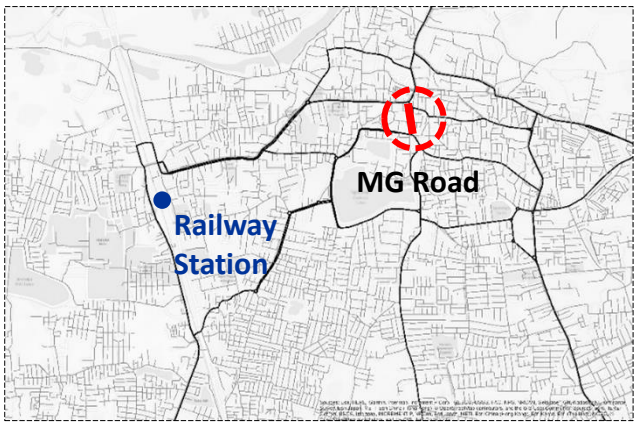


Figure 92: Key Plan – MG Road

- MG Road is pre-dominantly Commercial area.
- Types of Establishment in this area are widely clothing, accessories, jewellery, bank, offices, provision stores, confectionery, electronics and gadgets, medical.
- Length of road considered for primary survey was 330mt with a ROW of 10 mt.
- The space occupied by parking along the road within the ROW is 1.8 mt.

Figure 93: Two-wheeler parking on road edge

3.3 The quantitative and qualitative supply of formal parking w.r.t. building bye-laws

- In Navsari there is a gap between provision of formal parking as per building bye-laws
- In the old buildings parking space was never provided. The new building plans are sanctioned with the provision of parking, however during construction of building, the formal parking is turned into shops
- Because of the commercial establishment the demand for parking is increased and as there is lack of parking within the building premises, on-street parking is the current way.

3.4 Quantum and duration of public parking with respect to adjoining built use

Quantum

There are total 16 areas where public parking is observed in Navsari with 2 dedicated parking plots near Dudhiya Talav adjacent to Ashapuri Road and near vegetable market adjacent to shopping street.

Duration of vending

Long Term – Shopping Street near Dudhiya Talav, area near Railway Station, MG Road, Tower Road, and Lunci Kui

Medium Term - Fuwara Circle, Shahid Chowk, Shantadevi Road and Viraval Road, Vandri Mohallo, and Vitthal Mandir

Short Term – Jalalpore Road, Dashera Tekri, Ashapuri Road, Charpul Road and Junathana Road

Adjoining activity zones

Predominantly commercial

Dudhiya Talav, Fuwara Circle, area near Railway Station, MG Road, Tower Road, and Viraval Road

Predominantly Institutional

Dashera Tekri and Vandri Mohallo

Predominantly Mixed Use

Ashapuri, Charpul Road, Lunci Kui, Shahid Chowk and Shantadevi Road

Predominantly Residential

Jalalpore, and Vitthal Mandir

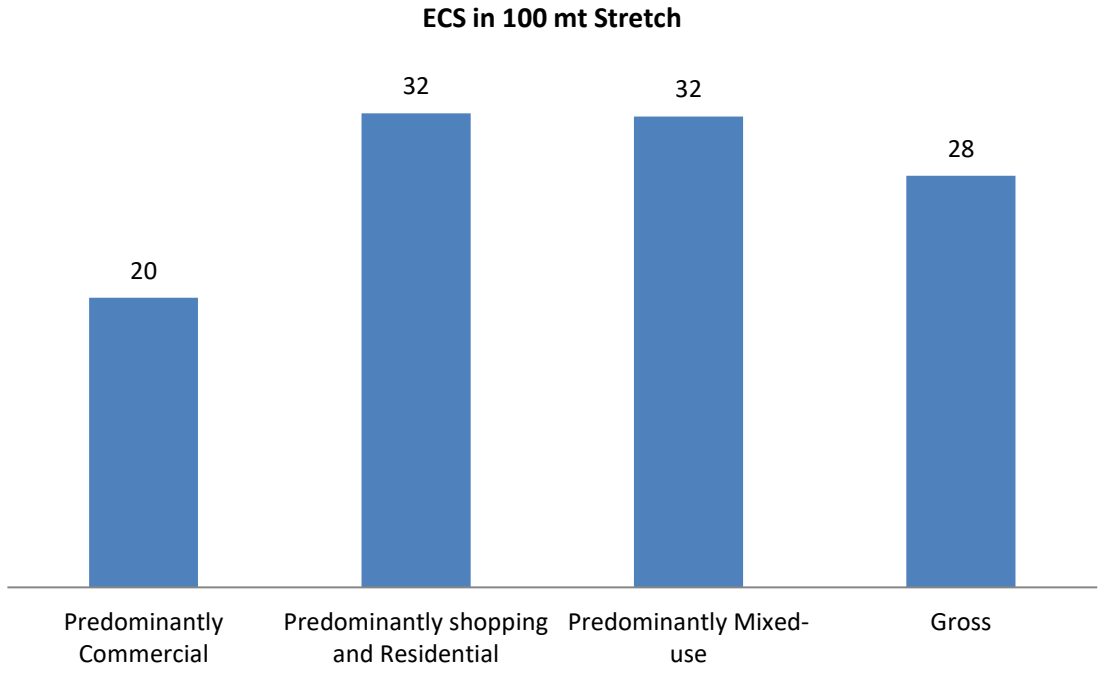
- Dedicated parking plots are not fully utilised because there is no strict enforcement for parking.
- Lack of willingness among people to park their vehicle in the dedicated parking plots and absence of formal parking spaces for commercial establishment leads to on-street parking.
- At present, the quantum and duration of on-street parking in commercial and mixed-use areas is higher when compared to other areas.

Table 6 Overview of the selected area

Sr. No.	Location	Character	Type of Establishment	Stretch Length (in mt)	ROW (in mt)	Footpath (in mt)	Median (in mt)	Space occupied by parking (Width in mt)
1	MG Road	Predominantly Commercial	Clothing, Accessories, Jewellery, Bank, offices, provision stores, confectionery, electronics and gadgets, medical	330	10	1.8	0	1.8
2	Shopping Street, Dudhiya Talav	Predominantly shopping and Residential	Restaurants, electronics and gadgets, Clothing, Accessories, Jewellery, Bank, offices, provision stores, confectionery, medical, Govt. institutions	660	24	2.5	1	2
3	Lunci Kui Road	Predominantly Mixed-use (Small business, institutions, shopping, Residential)	Restaurants, coaching classes, Jewellery, Bank, offices, provision stores, confectionery, medical, public institutions, service centers	570	24	2.5	0	2

Table 7: No. of vehicles based on primary survey

Built use Character	Stretch Length (in mt.)	2-wheeler	3-wheeler	4-wheeler	cycle	tempo	Street vendors	Towing Vehicle	Total no. of vehicles
Predominantly Commercial	330	132	5	3	0	0	13	0	153
Predominantly shopping and Residential	660	437	10	60	0	0	17	2	526
Predominantly Mixed-use	570	534	5	32	23	2	4	0	600



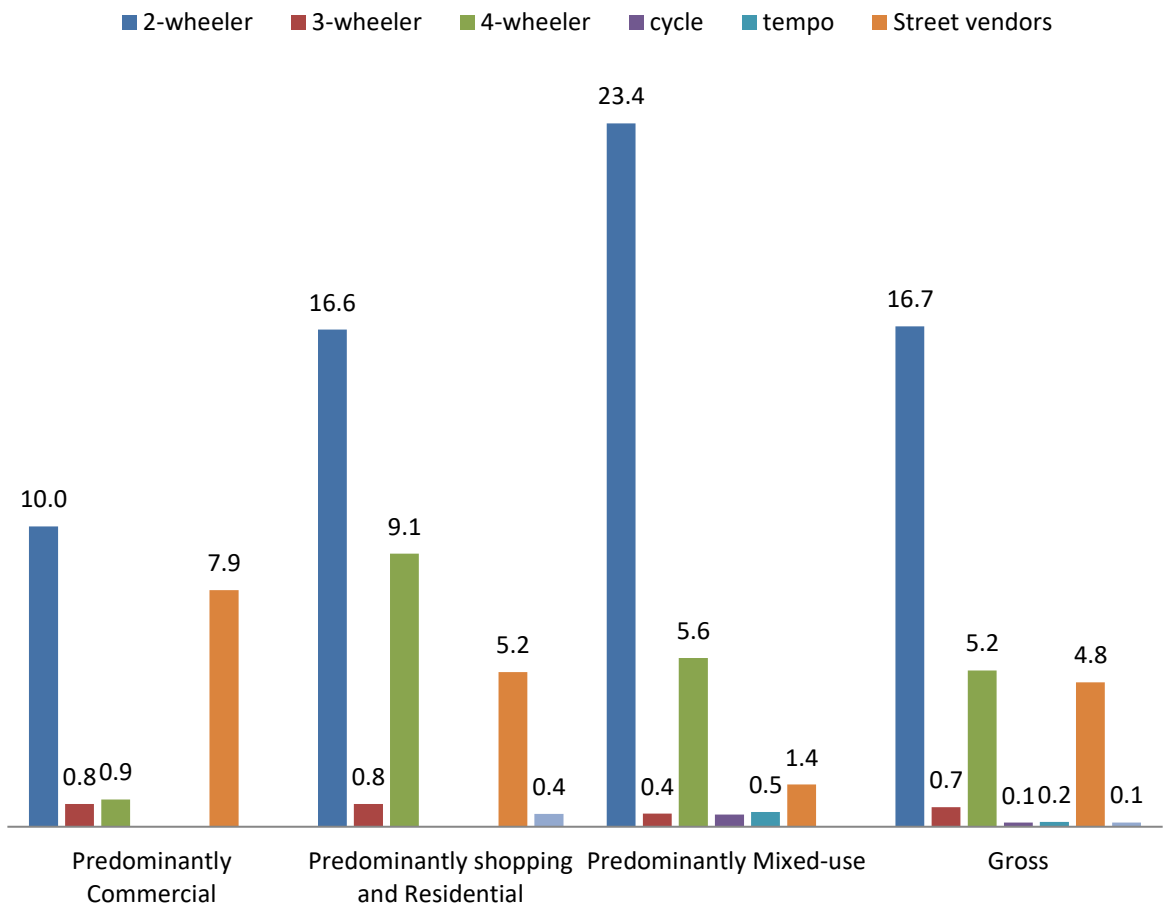
Graph 16. ECS in 100mt Stretch

ECS- Equivalent Car Space*

Table 8: ECS in 100mt Stretch

Built use Character	ECS in 100 mt Stretch
Predominantly Commercial	20
Predominantly shopping and Residential	32
Predominantly Mixed-use	32
	28 Average

Modal split for on-street parking



Graph 17. Modal Split

Table 9: Modal Split in 100mt Stretch

Modal Split in 100 mt stretch (in ECS)								
Built use Character	**2-wheeler**	**3-wheeler**	**4-wheeler**	**cycle**	**tempo**	**Street vendors**	**Towing Vehicle**	**Total ECS**
Predominantly Commercial	10.0	0.8	0.9	0.0	0.0	7.9	0.0	20
Predominantly shopping and Residential	16.6	0.8	9.1	0.0	0.0	5.2	0.4	32
Predominantly Mixed-use	23.4	0.4	5.6	0.4	0.5	1.4	0.0	32
Gross	16.7	0.7	5.2	0.1	0.2	4.8	0.1	28

3.4.1 Findings for Pre-dominantly Commercial Streets

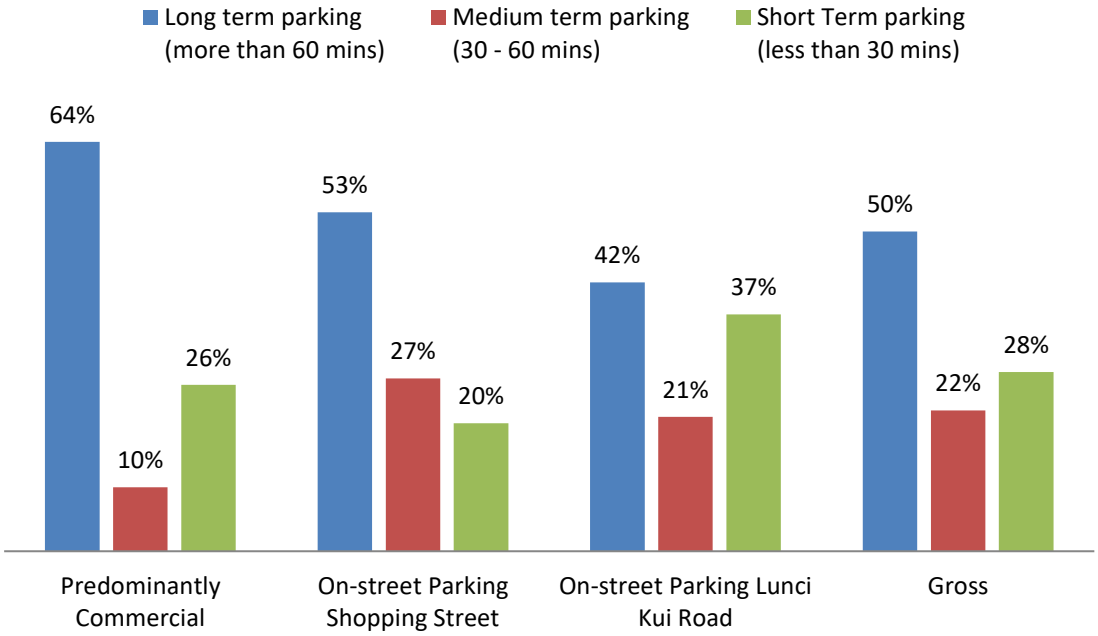
- For predominantly Commercial Streets 20 ECS is required per 100 mt stretch of Street. Out of this 36% space can be assigned for short term and medium-term duration parking
- The ratio of 2-wheeler to 4-wheeler is 10:1

3.4.2 Pre-dominantly shopping and residential Streets

- For predominantly shopping and residential streets 32 ECS per 100 mt stretch of street is required. Out of this 47% of space may be used for short and medium-term duration parking
- The ratio of 2-wheeler to 4-wheeler is 1:1

3.4.3 Pre-dominantly Mixed-Use Streets

- For predominantly Mixed-use streets 32 ECS per 100 mt stretch of street is required. Out of this 58% space may be used for short and medium-term duration parking
- The ratio of 2-wheeler to 4-wheeler was found to be 18:1



Graph 18. Duration of on-street parking

Table 10: Duration of on-street parking in 100mt Stretch

Character	Long term parking (more than 60 mins)	Medium term parking (30 - 60 mins)	Short Term parking (less than 30 mins)
Predominantly Commercial	64%	10%	26%
On-street Parking Shopping Street	53%	27%	20%
On-street Parking Lunci Kui Road	42%	21%	37%
Gross	50%	22%	28%

3.5 Challenges faced by the stakeholders and their needs

As pointed out by officials from Navsari ULB,

- Jr. Urban Planner– Majority of buildings in Navsari does not have formal parking provisions as per CGDCR guidelines and therefore there are parking issues.
- NULM Mission Manager - The city is highly congested to implement ROW road sections or other design guidelines.
- Chief Engineer– There should be regularised parking system. Dedicated parking plots are not utilised properly as people are not willing to pay for it. Government parking plots in Navsari were highlighted by him.
- Chief Officer– He pointed out that parking is limited in the city and suggested locations for prominent parking locations in the Navsari.
- Chairperson– Strict management and maintenance is required in parking near the markets. Paid parking is not appreciated by the users.

Other common inputs from officials:

- Unification of Navsari and Vijalpore raised many challenges for Municipality. Despite doubling in area, the government officials were less in number. There is limitation in both Human and Financial resources.

- The ULB has earlier provided dedicated parking plots, but the response was negative because of the inconvenience for the user group caused due to distance between parking plots and destination, lack of security of vehicles and lack of parking infrastructure.
- In past ULB has tried to implement paid parking in dedicated parking plots but there was no enforcement to restrict and disincentives on-street parking.
- Due to presence of many old structures and city planning it is difficult to implement CGDCR and ROW guidelines.

- Paid parking is not appreciated. Nor there is awareness for proper parking even when parking is free.

Inputs from vendors for Public Parking:

- Lack of availability of formal parking spaces
- Inconvenience to park at dedicated parking plots because of distance, security and lack of parking infrastructure.
- Accessibility issues for shop visitors due to unorganised parking in front of commercial buildings.
- Traffic congestion on road due to on-street parking, encroachment by shops over footpaths and carriage way, resulting in mix of pedestrian and vehicular traffic

3.6 Willingness of stakeholders' to-pay across all public parking spaces and vending areas

- No availability of convenient parking space
- No strict enforcement system (Towing, fine, monitoring)

- People are not willing to pay charges for organised parking areas
- In the existing scenario, Navsari does not have any development and management model for parking areas.

4 Recommendations – Parking Area

Recommendation related to spatial planning norms and guidelines for on-street parking

- For organised parking, spatial norms and guidelines are required.
- Carving out open spaces for dedicated parking plots along major markets
- Prioritizing provisions for footpath, cycle lane and street infrastructure over on-street parking

- On-street parking should be allowed for only short and medium term of duration of parking by enforcing hour base charging system
- Formalising long term duration parking, by providing parking within the building and dedicated parking plots within walking distance.
- Enforcing laws for provisions of parking within the building

Suggested ECS for Public parking

ECS value may be taken as 23 Sq. m. / ECS

Built use Character	**ECS per 100 mt Stretch**
Predominantly Commercial	20
Predominantly shopping and Residential	32
Predominantly Mixed-use	32
	28 Average

The above areas may be provided as part of On-street Parking & Off-street Plots. The ratio of space for on street parking may be kept between 30% to 60% of the total Public parking. The vending space may be kept between 15% to 20% of the total ECS

- The calculation in the above table is on thumb rule basis, formulated from primary survey done in Navsari.
- Areas mentioned in the above table for particular built use character are the approx. area required for parking provisions respectively.

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Appendix 1: Questionnaire for Stakeholder Interview

A. Parking Questionnaire

1) **What is the quantitative and qualitative supply of formal parking with respect to building bye-laws?**

Document total number of buildings having designated parking space and buildings not having the parking space, along with their building use

1) If parking is available,

   Document:

   a) The type of parking area provided
      i) Parking in the plot margins
      ii) Basement parking
      iii) Ground level parking within the building
   b) Type and number of users of the parking area
      i) Shopkeepers/ Establishment owners
      ii) Residents
      iii) Visitors
      iv) Others _____
   c) Document capacity of the designated parking area for 2-wheeler and 4-wheeler respectively.
      i) Calculate the capacity of parking area based on observation in ECS
   d) The available parking space is paid or unpaid?
      i) If it is paid then what are the charges?
      ii) Do the charges vary based on user group? Document it.
   a) If the parking is being used
      i) Is the parking area sufficient?
         (1) If yes, then document if there are any unorganised parking in front of the building?
      ii) Is the parking area provided in excess?
         (1) If yes then how much capacity of parking area remains unused?
            (a) Calculate the vacant parking area based on observation in ECS
      iii) Is there a shortage of parking?
         (1) If yes, then how much area is the required for 2-wheeler and 4- wheeler respectively?
   b) If the formal parking is not being used, document why it is not being used?
         (1) Is it because of any accessibility issue?
         (2) Is it because of paid parking?
         (3) Is it being used for some other purpose? Document its current usage.
   c) Is the parking space as per the building bye-laws? What are the bye-laws followed?

   Document:

(1) As per bye-laws, specify the minimum number of parking spaces that must be provided for a given type of building use
(2) Document the current provision of parking space in terms of capacity depending on building use

2) **What is the quantum and duration of on-street parking with respect to adjoining building use?**
Document:
a) Dedicated parking provided within the ROW
i) If yes, then at how many places in the city authorised on-street parking is provided?
(1) How much area is provided for on-street parking for how many vehicles (2-wheeler and 4-wheeler)
(a) Is the parking area sufficient?
(i) If yes, then document if there are any unorganised parking in front of the building?
a. In terms of parking system of vehicles and also observe if there are any issues like difficulty to access the building, parking spill over on the carriage way, footpath, traffic congestion etc. due to the same.
(b) Is the parking area provided in excess?
(i) If yes then how much capacity of parking area remains unused?
a. Calculate the vacant parking area based on observation in ECS
(c) Is there a shortage of parking?
(i) If yes, then how much area is the required for 2-wheeler and 4- wheeler respectively?
(2) If the on-street parking is paid
(a) What are the charges?
(i) Minimum charges to be paid is 5 Rupees for 2-wheeler and 10 Rupees for four-wheeler?
(ii) Or is it metered system? Charges as per the duration of parking
a. Are the per hour charges 5 Rupees for 2-wheeler and 10 Rupees for 4-wheeler?
(3) Who monitors the on-street parking? And also, the monitoring system
(a) Is it government department or private agencies?
ii) If dedicated parking is not provided, then
Document:
(1) Places were on-street parking is happening
(2) Length of the stretch where parking is happening
(3) The adjoining building uses along the stretch

(4) Why the demand for on-street parking is generated in that particular area?
    (a) Is the demand because of building use?
        (i) Commercial
        (ii) Institutional
        (iii) Mixed use: Mix of Residential and commercial / specify other mix uses
        (iv) Others_____
(5) How many vehicles (2-wheeler and 4-wheeler) are parked in the selected stretch (study area)
(6) What is the average duration of parking?
    (a) When is the highest demand for parking: document time and duration?
        (i) Morning
        (ii) Afternoon
        (iii) Evening
        (iv) Night
(7) Document if people are willing to pay for organised on-street parking?
    (a) On what basis-
        (i) Ticket system: Minimum charges to be paid is 5 Rupees for 2-wheeler and 10 Rupees for four-wheeler?
        (ii) Or Metered system: Charges as per the duration of parking - Per hour charges 5 Rupees for 2-wheeler and 10 Rupees for 4-wheeler?

3) **What is the quantum and duration of off-street parking plots with respect to type of surrounding development?**

Document:

a) Total dedicated authorised parking plots provided in the city
    i) Authorised parking plots
        (1) The capacity of parking plot based on observation in ECS
        (2) Is it government or private plot?
        (3) Observe the number of vehicles parked at different timings- morning, afternoon and evening
        (4) What is the type of adjoining development?
            (a) Commercial
            (b) Residential neighbourhoods
            (c) Others: Specify the type of development
        (5) Is the parking paid or unpaid?
            (a) On what basis-
                (i) Ticket system: Minimum charges to be paid is 5 Rupees for 2-wheeler and 10 Rupees for four-wheeler?

(ii) Or Metered system: Charges as per the duration of parking - Per hour charges 5 Rupees for 2-wheeler and 10 Rupees for 4-wheeler?

(6) Who monitors the parking plots?

(a) Is it government department or private agencies? And also, their operating and monitoring system

4) **What are the challenges faced by the stakeholders with respect to parking? And their preferences with respect to usability and operation of the parking area**

1) On-street parking
    1) Paved or unpaved parking plots
    2) Any support infrastructure?
2) Off-street parking plots
    1) Paved or unpaved parking plots
    2) Any support infrastructure?

5) **To undertake willingness to-pay assessment across all public parking spaces?**

1) On-street parking
2) Off-street parking plots

6) **To identify revenue generation strategy for public parking (both on-street and off-street) spaces**

1) Advertisements
2) Metered parking
3) Ticket system

B. Vending Questionnaire

1) **What is the quantum and duration of on-street vending with respect to adjoining activity zone?**

Document:

a) **Dedicated space provided within the ROW for on-street vending**

i) If yes, then at how many places in the city authorised on-street vending is provided?

(1) How much area is provided for on-street vending and for how many vendors?

(a) Is the vending area sufficient?

(i) If no, then document if there are any unauthorised vendors?

a. Also observe if there are any issues like spill over of vending activity on the carriage way, footpath, traffic congestion etc. due to the same.

(b) Is there a shortage of vending area?

(i) If yes, then how much extra area is the required for how many vendors?

(2) Who monitors the on-street vending? And also, the monitoring system
   (a) Is it government department or private agencies?

(3) If the on-street vending is paid?
   (a) Licensing system
   (b) Other: specify the monitoring and revenue system
   (c) What are the charges?

i) If dedicated vending is not provided, then

Document:

(1) Places were unauthorised on-street vending is happening
(2) Length of the stretch where unauthorised vending is happening
(3) The adjoining building uses to the stretch
(4) Why the demand for on-street vending is generated in that particular area?
   (a) Is the demand because of building use?
      (i) Commercial
      (ii) Institutional
      (iii) Mixed use: Mix of Residential and commercial / specify other mix uses
      (iv) Others_____
(5) How many vendors are there in the selected stretch (study area)
(6) What is the average duration of vending?
   (a) When is the highest demand for vending: document time and duration?
      (i) Morning
      (ii) Afternoon
      (iii) Evening
      (iv) Night
(7) Document if vendors are willing to pay for organised on-street vending?
   (a) On what basis-
      (i) Licensing System: Minimum charges to be paid is 1000 Rupees per year
      (ii) Monthly charges: Minimum charges to be paid is 100 Rupees per month
      (iii) Duration wise: Charges as per the duration of vending - Per hour charges 10 Rupees

2) **What is the quantum and duration of off-street vending plots with respect to type of surrounding development?**

Document:

a) Total dedicated vending plots provided in the city
   i) Authorised vending plots

(1) The capacity of vending plot based on observation
(2) No. of vendors allowed on the plot v/s no. of vendors vending on the plot
(3) Is it government or private plot?
(4) Observe the number of vendors at different timings- morning, afternoon and evening
(5) What is the type of adjoining development?
    (a) Commercial
    (b) Residential neighbourhoods
    (c) Others: Specify the type of development
(6) Is the vending paid or unpaid?
    (a) On what basis-
        (i) Ticket system: Minimum charges to be paid?
        (ii) Or Metered system: Charges as per the duration of vending - Per hour charges 5 Rupees for 2-wheeler and 10 Rupees for 4-wheeler?
(7) Who monitors the on-street vending? And also, the monitoring system
    (a) Is it government department or private agencies?
1) Is there unorganised vending?
    (a) If yes, in terms of vending system of vehicles and also observe if there are any issues like difficulty to access the vending plot, vending spill over on the ROW, footpath, traffic congestion etc. due to the same.

ii) Unauthorised vending plots

Document:

(1) The capacity of vending plot based on observation in ECS
(2) Is it government or private plot?
(3) Observe the number of vendors at different timings- morning, afternoon and evening
(4) Is there any fine system for illegal street vending?
(5) Impact of the unauthorised vending on the surrounding area.
    (a) In terms of issues like vending spill over on the carriage way / footpath, traffic congestion etc. due to the same.
(6) Document if people are willing to pay for organised off-street vending plot?
    (a) On what basis-
        (i) Licensing System: Minimum charges to be paid is 1000 Rupees per year
        (ii) Monthly charges: Minimum charges to be paid is 100 Rupees per month
        (iii) Duration wise: Charges as per the duration of vending - Per hour charges 10 Rupees

What are the challenges faced by the stakeholders with respect to vending? And their preferences with respect to usability and operation of the vending area

1. On-street vending
2. Off-street vending plots

To undertake willingness to-pay assessment across all public vending spaces?

1. On-street vending
2. Off-street vending plots

To identify revenue generation strategy for public vending spaces (e.g. metered vending, ticket system)

1. Licensing system
2. others

Appendix 2: DAY-NULM Data

Table 11 DAY-NULM Survey of Vendors

DAY-NULM Survey of Vendors			
Area	**Food**	**Non-food**	**Grand Total**
Ashapuri Road	2	0	2
Bandar Road	2	21	23
Charpul	3	3	6
Chimanbhai Road	6	0	6
Dashera Tekri	0	4	4
Dhobiwad	1	1	2
Dudhiya Talav	30	423	453
Fuwara	38	5	43
Gandevi Road	8	2	10
Jalalpore	14	60	74
Junathana	10	46	56
Kagdiwad	2	0	2
Kaharwad	0	44	44
Kaliawadi	2	0	2
Lunci Kui	70	4	74
Madhumati Colony	5	1	6
Maneklal Road	6	1	7
Mota Bazaar	5	1	6
Near Railway Station	38	2	40
Sandhkuva	6	1	7
Sattapir	11	0	11
Shahid Chowk	1	0	1
Shantadevi Road	11	84	95
Sindhi Camp	3	0	3
Tarota Bazaar	1	0	1
Tower Road	7	1	8
Vandri Mohallo	1	0	1
Viraval Road	15	6	21
Zaveri Sadak	2	1	3
Total	**300**	**711**	**1011**

Appendix 3 – Parking Primary Surveys

i. Shopping Street near Dudhiya Talav

Table 12 Shopping Street near Dudhiya Talav Parking Survey

Sr. No.	Establishment	Building Use	Building age	Shopkeeper parking	Type of vehicle	Parking duration	Building parking	Was formal parking converted to shop
1	Clothing	Commercial	NA	Dudhiya Talav, Tata Hall, shop front	4-wheel, 2-wheel	Full Day	No	No
2	Provisional	Mixed Use	60	Shop front	2-wheel	Full Day	Yes, in shop front	No
3	Clothing	Mixed Use	30	Shop front	2-wheel	Full Day	Yes, in shop front and behind the building	Yes
4	Clothing (in Commercial complex)	Commercial	NA	Near Tata Hall	4-wheel	Full Day	Partially in basement	No
5	Clothing (in Commercial complex)	Commercial	NA	Shop front (shop do not face the road)	2-wheel	Full Day	Partially in basement	No
6	Clothing (in Commercial complex)	Commercial	NA	Shop front (shop do not face the road)	2-wheel	Full Day	Partially in basement	No
7	Cosmetics and cutlery	Mixed Use	50	Shop front	2-wheel	Full Day	Yes, only for residents	NA

Table 13 Shopping Street near Dudhiya Talav Parking Survey

Sr. No.	Establishment	Customer Parking	Type of vehicle of customers/visitor	Customer Duration	Visitor parking duration	Accessibility issue	Issues in traffic
1	Clothing	Shop front	2-wheel	30 mins	30 mins	Yes	Yes
2	Provisional	Shop front	2-wheel	15 mins	All day	Yes	Yes
3	Clothing	Shop front	2-wheel	30 mins	All day	Yes	Yes
4	Clothing (in Commercial complex)	Shop front (shop do not face the road)	2-wheel	20 mins	All day	Yes	No
5	Clothing (in Commercial complex)	Shop front (shop do not face the road)	2-wheel	30 mins	All day	Yes	No
6	Clothing (in Commercial complex)	Shop front	2-wheel	20 mins	All day	Yes	No
7	Cosmetics and cutlery	Shop front	2-wheel	30 mins	All day	Yes	Yes

Table 14 Shopping Street near Dudhiya Talav Parking Survey

Sr. No.	Establishment	Initiative taken	Enforcement system	Fine	Suggestions
1	Clothing	None	Towing	200-500	Large space needed for parking
2	Provisional	None	Towing	200-500	Park in the nearby dedicated parking spaces
3	Clothing	None	No	No	None
4	Clothing (in Commercial complex)	None	NA	NA	More organized parking
5	Clothing (in Commercial complex)	None	Towing	NA	More organized parking
6	Clothing (in Commercial complex)	None	Towing	NA	More organized parking
7	Cosmetics and cutlery	None	Towing	NA	People should park near Dudhiya Talav or Tata Hall

Table 15 Shopping Street near Dudhiya Talav Parking Survey

Sr. No.	Establishment	Suggested charges	Other issues	Remark
1	Clothing	30	Vendors vending in front	Has bought shop from Nagarpalika. However, the rent in general is 40,000-45,000
2	Provisional	20	None	The ground floor also had community hall but then was converted to shops
3	Clothing	NA	None	None
4	Clothing (in Commercial complex)	NA	No maintenance of place by nagarpalika	Shops and godowns in basement
5	Clothing (in Commercial complex)	NA	No provision for electricity	Shops and godowns in basement. After the talav was developed the basements started flooding in monsoon. The shops in basement were general and vegetable shops. The rent is 300-400
6	Clothing (in Commercial complex)	NA	No proper cleaning or drainage during water logging	Shopkeeper pay maintenance charge but the facilities are not sufficiently provided. There is no electricity in open spaces of the commercial complex
7	Cosmetics and cutlery	10	Vendors vending in front, traffic congestion due shop front parking and encroachment	None

ii. Lunci Kui Parking Survey

Table 16 Lunci Kui Parking Survey

Sr. No.	Establishment	Building Use	Building age	Shopkeeper parking	Type of vehicle	Parking duration	Building parking	Was formal parking converted to shop
1	Optician	Mixed Use	NA	Shop front	2-wheel	Full Day	Yes, only for residents	No
2	Computer coaching class	Mixed Use	NA	Shop front	2-wheel	Full Day	Yes, only for residents	No
3	Ice Cream	Mixed Use	NA	Shop front, around ground	2-wheel	Full Day	Yes, only for residents	No
4	Ice Cream	Mixed Use	15	Shop front	None	NA	Yes, only for residents	No
5	Bank	Mixed Use	NA	Shop front, around ground	4-wheel, 2-wheel	Full Day	Yes, only for residents	No
6	Resident	Mixed Use	30	Shop front, around ground	4-wheel, 2-wheel	Full Day	Yes, only for residents	No

Table 17 Lunci Kui Parking Survey

Sr. No.	Establishment	Customer Parking	Type of vehicle of customers/visitor	Customer Duration	Visitor parking duration	Accessibility issue	Issues in traffic
1	Optician	Shop front	2-wheel	30 mins	30 mins	Yes	No
2	Computer coaching class	Shop front	2-wheel	15 mins	2 days or more	Yes	No
3	Ice Cream	Shop front	4-wheel, 2-wheel	15 mins	2 days or more	No	No
4	Ice Cream	Shop front	2-wheel	30 mins	30 mins	No	No
5	Bank	Shop front, around ground	4-wheel, 2-wheel	1 hr.	1 hr.	No	No
6	Resident	Shop front, around ground	4-wheel, 2-wheel	30 mins	30 mins	No	No

Table 18 Lunci Kui Parking Survey

Sr. No.	Establishment	Initiative taken	Enforcement system	Fine	Suggestions
1	Optician	None	NA	NA	More organized parking
2	Computer coaching class	Has actively Complained about parking issues	Towing	200-500	Residents should allow shopkeeper to park
3	Ice Cream	Not allowing people to park	Towing	500, for 4w	Large space needed for parking
4	Ice Cream	None	Towing	NA	Large space needed for parking
5	Bank	Barricades	Towing	NA	None
6	Resident	None	Towing	NA	None

Table 19 Lunci Kui Parking Survey

Sr. No.	Establishment	Will to park in new plot	Suggested charges	Other issues	Remark
1	Optician	Don't know	NA	Parking in front of entrance gate	None
2	Computer coaching class	If enough space is available	15	Parking in front of entrance gate	People who travels by bus parks here for more than a day as there is a bus stop nearby
3	Ice Cream	Yes	10	None	None
4	Ice Cream	If enough space is available	NA	None	None
5	Bank	Don't know	NA	None	None
6	Resident	Don't know	NA	None	None

iii. MG Road Parking Survey

Table 20 MG Road Parking Survey

Sr. No.	Establishment	Building Use	Building age	Shopkeeper parking	Type of vehicle	Parking duration	Building parking	Was formal parking converted to shop
1	Electrical	Mixed Use	25	Shop front	2-wheel	Half Day	No	Yes
2	Clothing	Commercial	20	Shop front	2-wheel	Full Day	No	NA
3	Utensil shop	Commercial	53	In residential zones	2-wheel	Full Day	No	No
4	Utensil shop	Commercial	50	Shop front	2-wheel	Full Day	No	No
5	Provisional	Mixed Use	40	Shop front	2-wheel	Full Day	Yes, in shop front	Yes

Table 21 MG Road Parking Survey

Sr. No.	Establishment	Was formal parking converted to shop	Customer Parking	Type of vehicle of customers/visitor	Customer Duration	Visitor parking duration	Accessibility issue	Issues in traffic
1	Electrical	Yes	Shop front	4-wheel, 2-wheel	20 mins	All day	Yes	Yes
2	Clothing	NA	Shop front	2-wheel	20 mins	20 mins	Yes	No
3	Utensil shop	No	Dudhiya Talav	2-wheel	30 mins	30 mins	No	No
4	Utensil shop	No	Shop front	2-wheel	15 mins	15 mins	Yes	Yes
5	Provisional	Yes	Shop front	2-wheel	15 mins	2 days or more	Yes	Yes

Table 22 MG Road Parking Survey

Sr. No.	Establishment	Initiative taken	Enforcement system	Fine	Suggestions
1	Electrical	Placed table in front of shop	Towing, locking	No	Apartment nearby should give provision to shopkeeper
2	Clothing	None	No	No	People should park near Dudhiya Talav or Tata Hall
3	Utensil shop	Not letting anyone park. Shop owners rarely parks in front	Towing	NA	People should park near Dudhiya Talav or Tata Hall
4	Utensil shop	Not allowing any 4-wheeler even for customers	Towing, locking	200-500	Improve the Dudhiya Talav parking plot
5	Provisional	Metal stand was placed to avoid shop front parking. Parking their vehicle tilted so no one can park	Towing, Security Cameras	200-500	There should be more organized parking

Table 23 MG Road Parking Survey

Sr. No.	Establishment	Willingness to park in allotted plot	Suggested charges	Other issues	Remark
1	Electrical	If nearby	10	Vendors vending in front	The owner lives above and has shop on ground floor
2	Clothing	If enough space is available	20	None	People other than the ones visiting railway also park in railway parking
3	Utensil shop	If enough space is available	NA	Vendors vending in front	Parks their vehicles behind the building near apartments. No shop front parking done hear only one vehicle observed possibly of one of the shop owner
4	Utensil shop	If enough space is available	0	Customer vehicles are towed even if they park for 10 mins.	Only allows customer to load bought articles from shop
5	Provisional	Yes but only visitors and customers	5	People visiting the hall above also parks here during events. Metal stand was taken away by Nagarpalika. Conflicts with other shopkeeper regarding parking	There is a community hall above. Towing system was put on hold as a court case was filed against it. Security cameras are installed by Nagarpalika and later memos are raised for people who does not follow

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