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AN ASSESSMENT AND VIRTUAL MAPPING OF STREET VENDORS IN ZONE-D, LUDHIANA

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Abstract:

Informal work is universal phenomenon. The informal sector makes up a significant portion of the economies in developing countries. It is often stigmatized as troublesome and unmanageable. However, the informal sector provides critical economic opportunities for poor and has been expanding rapidly since the 1970s. There are some other factors also contributing to such expansion like unemployment and poverty, cross border and rural urban migration. Most of people, who were employed earlier in formal sector, tend to opt for informal sector in order to survive after losing their jobs. Trade forms an integral part of urban Indian life both, for trader and consumer. Declining agriculture sector in rural areas coupled with limited jobs in the formal sector in urban areas, forces many of the workers to earn their livelihood through informal means like street vending. Street vending has also been part of the urban Indian fabric, with many of the goods of daily use including food items available on streets, by stationary or mobile vendors.These street vendors, generally concentrated around Institutes, Govt sectors, Main Roads and provide a character to the Indian street as well as work as 'eyes on the street'. In Indian cities, it is estimated that 2% of the urban population is engaged in street vending activities.

1. Introduction

Informal sector is defined as that part of the economy which employs both skilled and un-skilled workers in small scale activities with a low level of organization with basic objective of employment and income. The definitions above leads to a conclusion that informal sector constitutes the majority of the part of the economy and acting as a one of the solutions to the problem of unemployment. Definition have helped to understand the term informal sector in better way and enhanced the curiosity to study the literature associated with it. [1]

2. Growth of informal commercial sector in India

In past few years there has been a drastic increase in number of street vendors across the country.Also, policies related to structural adjustment and liberalization have boosted the growth of informal sector. According to national sample survey organization a survey conducted on employment/ unemployment in the nation reveals that 99.5 percentage of workforce is engaged in informal activities i.e1999. The data reveals that overall employment in informal sector has decreased over the years i.e. 99.5% in 1999 to 91.9% in 2011 but the informal sector still accommodates more than 90% of work force of the country where as only 8.1 % of workforce has jobs in formal sector of the economy. [2]

3. Legislation and Policy Framework

More than 90% of the workforce in our country is involved in the informal sector, which contributes about 63% to the country's Gross Domestic Product. According to the Ministry of Housing and Urban Poverty Alleviation, there are 10 million street vendors in India, roughly 2% of urban population. As per the National Association of Street Vendors of India (NASVI), of these vendors only a small fraction (about 4%) have legal licenses which allow them, by the state, to work as self-employed individuals in the Labour force.

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Caps on licenses and the attitude of 'street vendors as a nuisance' in most cities results in 'illegal' hawking and vending, rise of harassment, bribery and extortion by police and local authorizes under threat of fines, evictions, confiscation of goods and even imprisonment. In past few years, the informal sector movement has gained significant strength leading to a few legislative motions and policy directives from the government at the central and State level. Since urban planning is a state subject, and the orderly maintenance of cities is left to municipal and local bodies, central legislation on street vending has remained contentious.

The Supreme Court Judgment of 1989, a National Street Vendor Policy in 2004, Policy & Model Act in 2009, [3] interim State legislations and Supreme Court Judgment in 2011 & street vendor Act, 2014 all laid emphasis on the need for a concerted approach to street vending in urban development and planning and exhorted states to approach the issue afresh. A few states have pioneered the drafting and passage of street vending laws, including Rajasthan, Odisha, Bihar, and Gujarat, but progress has been very slow.

In 2013, the Central government passed The Street Vendor Bill,2013 in parliament to ensure a uniform approach to street vending across the country, and ensure implementation in all urban centers. The Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act-2014, which was reworked after recommendations of the standing committee, aims to take away arbitrary powers of civic authorities and police and vests the power to frame rules and regulate street vending in the hands of a Town Vending Committee (TVC), which would have majority of members from among street vendors. TVCs would have 50% representatives from government, including police, local administration and officers from health division, while the remaining 40% comprise representation from street vendor associations and 10% of the elected representatives of vendor organizations. [4]

4. Introduction to Study Area

Ludhiana is one of the prime educational centers and industrial of northern India. The city is commonly known as the "Manchester of India", the "hub of the Indian Hosiery Industry" and also as Industrial Capital of small-scale Industry in the country. Ludhiana contributes around 16 percent to Punjab's GDP due to its industrial base but continues to be amongst the top most polluted cities in India and 12th most polluted city worldwide as per WHO reports of 2016.

Ludhiana is faced with increased migration population, due to economic base, presence of administrative, commercial and industrial potential, from highly populated states like Uttar Pradesh, Bihar, West Bengal .Some people who are unemployed and unskilled are not able to get jobs get into Informal sector Unclean roads are also one of the major factors contributing to the rising levels of air pollution.

Lack of paved sidewalks and defined green spaces leaves a lot of dust on the roads and insufficient space for street Vendors which in effect add to the problem of pollution. Street vendors are present in almost every corner which cause many problems like traffic and congestion.

As per census data 2011, Ludhiana had a population of 1,618,879. The literacy rate is 82.50%. There are about 950,123 males and 743,530 females.

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Table 1: Total Distribution of Population in 4 Zones of Ludhiana MC

Zones in Ludhiana MC	Population	2.5% of Total Population
A	298837	7471
B	459457	11486
C	405054	10126
D	448584	11215
Total	**1611932**	**40298**

Source: Primary Survey

The selected area of Ludhiana is Zone 'D' which comprises of a mix of residential neighborhoods falling within 11 Blocks and high population of 448584 due to large number of public amenities, educational institutions and commercial centers For serving the high population of Zone D there are various informal markets which are established along major roads of Zone D providing daily need goods to the residents like fruits, vegetables etc. Vendors can be seen all over the city and in the whole area of Zone D as well but concentration is very high on major roads which cause problems to consumers as well as the vendors. There are total6769 vendors in the MC D Zone during the Survey (except Private Mandis). D Zone is situatedin the west direction, North West direction and little area towards South west direction of theMC Ludhiana. According to the Street Vendor act 2014 and its norms,11215 vendors can beaccommodated in these 11 blocks of Zone D area of Ludhiana MC. A large amount of street vendors which are scattered in Zone D area which are needed to be registered and organised.[5]

5. Analysis of Social and Physical Infrastructure

Only 40% stationary vendors are Registered with MC. Those vendors which are Registered with MC have to pay Rs 1600 and Rs 800 Respectively for covered and uncovered mode of vending every month. For the first time vendor with covered mode has to pay 3200 and then 1600 per month (refer figure: 1) and the vendors with uncovered mode of vending has to pay 1600 for first month and 800 for rest of the months. For the registration vendors have to go to MC office and they feel lazy to go there.

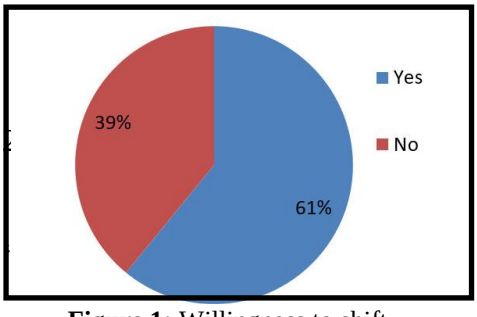

Figure 1: Willingness to shift
Source: Computed Values

Figure 2: Harassment faced byvendors
Source: Primary Survey

As only 40% vendors are registered with MC rest of them face problems like harassment by police in terms of free goods or they are asked to evacuate the place where they are vending. 61% of the vendors are willing to shift to a secure place where they are not harassed by police

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and are provided with infrastructure facilities for which they are ready to pay. As for now they have to pay to MC as well the shop keepers or the residence for the facilities outside which they are located.

Provision of physical infrastructure facilities are very essential for vendors as most of vendors work for the whole day and require facilities like water, toilet facility, solid waste, electricity are very essential for them.

5.1 Water Facility

Water is essential for various purposes for drinking, washing utensils and for other purposes Majority of vendors don't have access to water i.e.>36% 18% have access to MC Taps which is not sufficient.eg at Rishi Nagar vendors wash their utensils on road which may cause physical illness.3% Vendors located in BRS Nagar take water from the gurudwara nearby.4% vendors in Rishi Nagar go to nearbyhospital.

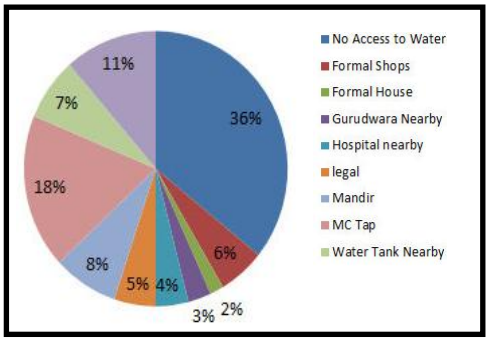

Figure 3: Availability of Drinking Water
Source: Computed Values

Figure 4: Vendors washing utensils on Road
Source: Primary Survey

5.2 Toilet Facility

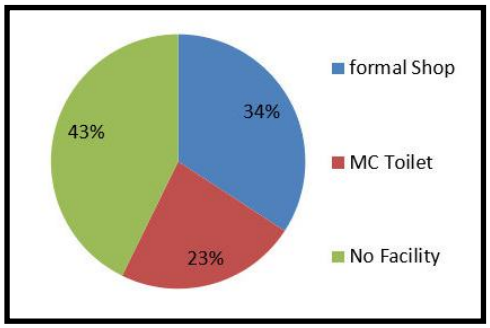

Figure 5: Toilet Facility
Source: Computed Values

Figure 6: Toilet at Hambran Road
Source: Primary Survey

43% Vendors do open defecation as only four toilets are identified on Major Roads of zone D which are not sufficient and their condition is very poor and are located on the encroached stretch of BRS Nagar Hambran road and Ghumar Mandi road but poor conditions of the urinals resulting in open defecation along the green areas or vacant land .Due to open defecation people are facing various health issues and these issues should be taken care off and more number of public toilets should be provided on the main stretches of Zone D.

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5.3 Electricity

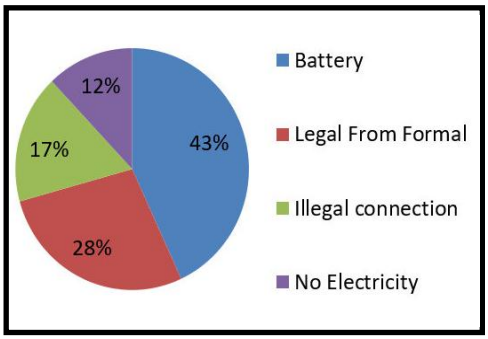

Figure 7: Source of Electricity
Source: Computed Values

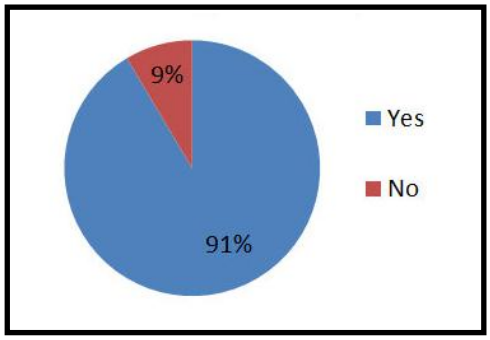

Figure 8: Availability of StreetLights
Source: Computed Values

There are various sources on which vendors are dependent during late working hours such as Battery etc. It has been analysed that almost 43% vendors use battery as a source of electricity during late working hours whereas 28% vendors are dependent upon abutting land use like formal shop or residence(refer figure: 7) by paying them fixed amount for the facilities on monthly basis which lead to rise in the expenditure of the vendors Almost 12% vendors have no access to electricity so they use street lights during late working hours as 91% vendors located on the main road have provision of street light facility (refer figure: 8) 17% take illegal connection because MC don't provide any initiatives other sources include gas lamps and self-charged batteries. Vendors on every road use Battery as source of electricity but in Kachehri road vendors are dependent upon street lights in the evening.

5.4Solid Waste

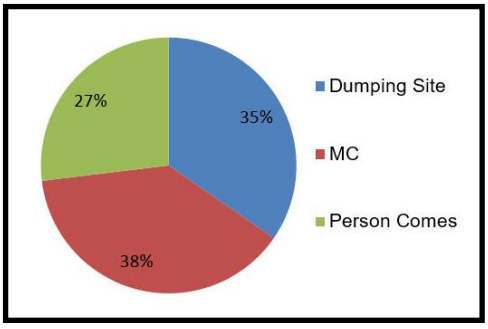

Figure 9: Disposal of Waste
Source: Computed Values

Figure 10: Open Disposal of waste by vendors
Source: Primary Survey

One Dumping site is located each on every major road. Majority of vendors through their waste at road side which get scattered later on. It also attracts the stray animals cause unhygenical environment over the informal markets. Dustbins aren't placed by authorities but vendors have their own dustbins35% vendors dump their waste themselves From 27% vendors waste picker collect waste from them and dump at the dumping site nearby(refer figure: 10)Some of the vendors dispose waste on road at the end of the day. Dump zone in kacheri road should be shifted somewhere else as its out the court of Ludhiana and creates

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foul smell. A landfill site is located in BRS nagar due to which the people living in abutting landuse face problems like health issues and foul smell.

Figure 11: Dumping Area outside court
Source: Primary Survey

Figure 12: Landfill site at BRSNagar
Source: Primary Survey

5.5 Traffic and Encroachment

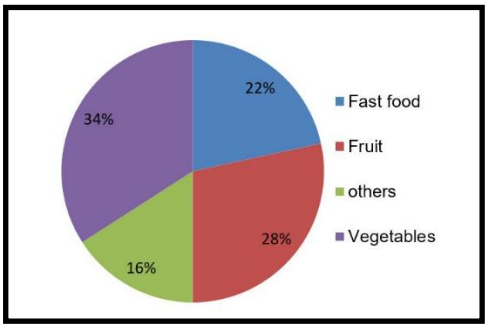

Figure 13: Composition of vendors
Source: Computed Values

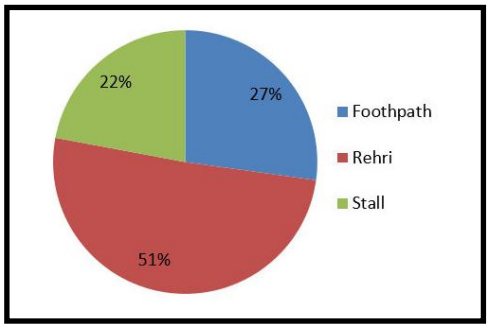

Figure 14: Type of Platform
Source: Computed Values

Composition of vendors is different at different in every place according to abutting land use of that area but most of the major roads connects the residential areas so the markets served the population of that area and also the people who travel through that market. e.g. BRS nagar, Haibowal main road consist of 70% Residence so fruits and vegetable vendors are located there in higher number. Kachehriroad,Ferozpur road have majority of the abutting land use as commercial area so fast food vendors are in higher number.

5.5.1 Restricted pedestrian movement

Compositor 51% Vendors Rehri is the mode of selling goods but economic conditions of a large number of vendors are so poor that they can even afford any sort of raised platform to place their goods. Hence, 27% vendors are using footpath as raised platforms to place their goods leads to encroached footpath hence restrict the pedestrian to move on footpaths. E.g. at Pakhowal road, Pavilionchowk vendors encroach the footpath disturbing the flow of pedestrian

Chowks have accommodated most of the vendors which lead to encroachment in peak hours whereas in street vending policy Chowks are considered as no vending Zone and vending is restricted on 50 Meters from any crossing of two or more roads on all sides.At Haibowalchowkvendors encroach the carriageway even when there is traffic problem in peak

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hours and VC Ratio is highest 2.1. At Aarti chowk vendors made their temporary structure near the bus stop and used footpath for sitting area.

Figure 15: Encroachment at Haibowal
Source: Primary Survey

Figure 16: Encroachment at Aarti Chownk
Source: Primary Survey

5.5.2 Encroachment due to on street parking

58% People park their vehicles on road even if proper parking is provided e.g. at Pakhowal road parking is provided but encroached by vendors. As the halt time of 56% buyers is less than 10 minutes, they don't park in parking area and 45% visit 2-4 Times a week.

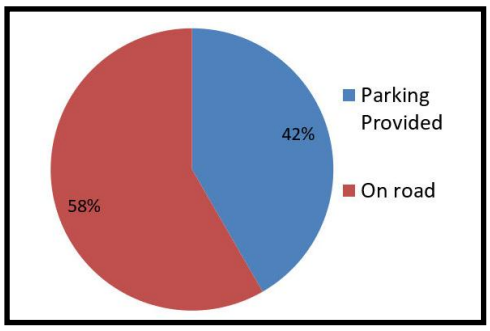

Figure 17 : Parking by Buyers

Source: Computed Values

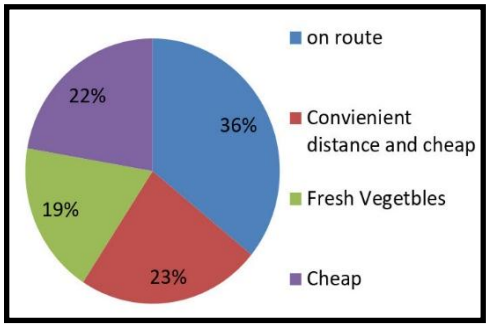

Figure 18: Reason of Preference

Source: Computed Values

Figure 19: Encroachment by buyers at
Source: Primary Survey

Figure 20: Carriage way encroached by buyers at Rishi Nagar road
Source: Primary Survey

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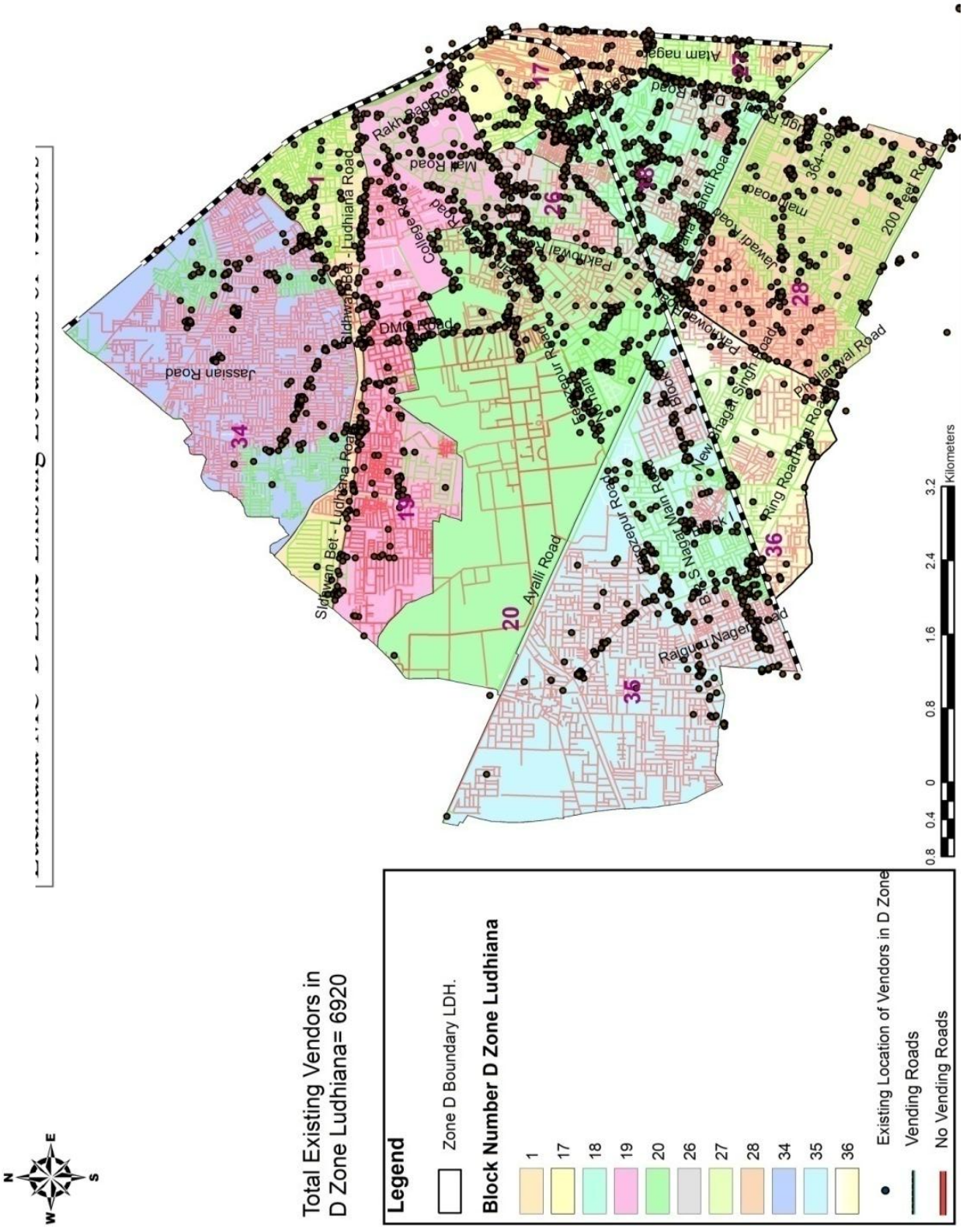

Figure 21: Location on Street Vendors in Zone D, Ludhiana

6.Recommendations

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There are various ways by which planning for street vendors can be done which are as follows:

Separate vending space to be allocated- Separate area is to be allocated for informal activities as per the need and mass of street vendors. The allotted area must include various amenities for the street vendors i.e. sheds, electricity, water supply etc to be provided.

Utilising incidental spaces - Incidental spaces and left over spaces near the existing informal markets can be used for vending activities such as areas under bridges, Elevated roads etc and this can easily be implement through simple demarcation in the identified spaces.

Solid waste Management- Waste management is a very important part of vending activity. Every street vendor must pay due attention to the public health and hygiene in the vending zones/vendors market concerned and the adjoining area.

Registration with MC- Registration is very important for vendors if they will not be registered they will be harassed by police in terms of free goods and this would increase by time.

Relocating vendors - Generally the vendor market occupies a large outspread area but they can be shifted to a multi-storey building as it will accommodate more vendors by spreading them vertically across the floors and this maximises per unit utilisation of space. Relocation of vendors can be done while different zones are provided Vending, No vending & Restricted vending Zones.

7. Conclusion

Traffic and Transportation problems like as encroachments on the road, congestion problem and traffic jams are need to be reduced in the cities (especially in the Metropolitan cities) by taking the solutions of their major root causes due to which, it creates barriers in smooth traffic mobility in the city. Because 30%-40% of the roads are encroached by the shopkeepers, hawkers and illegal parking of vehicles. Hawkers also create problem by doing encroachment of the parking areas and parking bays near the realm commercial centres and business centres areas by doing their vending activities along their carts and temporary built up structures due to which, people use to park their vehicles on the road and cause congestion by reducing the widening of the road.

These traffic problems also badly affect the economy of the city. The main effects of traffic congestion and jams on the roads are wastage of precious time (Especially during peak hours), lag in movements, brutal accidents, Inefficiency or Incompetence during emergency, over consumption of fuel, noise and air pollution etc. Provision of physical infrastructure facilities are very essential for vendors as most of vendors work for the whole day and require facilities like water, toilet facility, solid waste, electricity is very essential for them Rishi Nagar vendors wash their utensils on road which may cause physical illness.

Four toilets are identified on Major Roads of zone D which are not sufficient and their condition is very poor. Majority of vendors through their waste at road side which get scattered later on. It also attracts the stray animals cause un-hygenical environment over the informal markets. Dustbins aren't placed by authorities but vendors have their own dustbins. Chowks have accomodated most of the vendors which lead to encroachment in peak hours whereas in street vending policy Chowks are considered as no vending Zone and vending is restricted on 50 Meters from any crossing of two or more roads on all sides. Buyers use various modes like by walk, public, two wheelers and four wheelers to travel to this market

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but as no market have a designated parking hence out of various modes two wheelers and four wheeler get directly parked on road leads to leads to reduction of functional width of carriage way and creates bottle necks results in congestion at major spots. Vending, No vending and restricted vending zones are not provided and vending happens on both side of roads which create traffic problems. Design of vending space along the roads is not as per norms at any road. Parking meant for buyers is encroached by vendors so buyers park their vehicles on road and encroach the carriageway reducing its width.

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