



TRANSIT ORIENTED DEVELOPMENT (TOD) IS AN INTEGRATED APPROACH TO LAND USE AND TRANSPORT PLANNING



INDIVIDUALS HAVE THEIR OWN BUDGET THAT REMAINS A PRIME CONSIDERATION

EXPERTS&INSIGHTS

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WHAT'S NEXT?

Enriching urbanisation



Transit oriented development (TOD) ensures a holistic development of the cities, by maximising access to the city's transit and transport

Indian cities are urbanising at a rapid pace. Today, rural-urban migration and population growth is tremendous. With growing cities, urban challenges are also growing for civic bodies day-by-day. To channelise growth, reduce dependence on private vehicles and improve urban transport, planners and policy makers are giving emphasis to the adoption of new solutions to manage Indian cities. One of such many solutions is transit-oriented development (TOD).

Transit oriented development (TOD) is an integrated approach to land use and transport planning. It refers to vibrant, compact, high-den-



PHOTOS: BHADRESH GAJJAR

sity development, with walk-able communities located within easy walking distance of a centrally-located public transit station or stop(s). The development has a rich mix of land uses (residential, commercial, civic, and institutional) designed to maximise access to transit and transport. The term transit means a variety of modes and systems including metro rail, heavy rail, sub-urban rail, commuter rail, light rail, bus rapid transit and express buses. The land use generated by these modes is diverse and inter-dependent. Western countries already have TOD, as a planning concept, in practice.

Sensing the need recently, the planning authority of Ahmedabad has introduced transit. The benefits of TOD are that it has the potential to boost transit ridership and minimise the traffic impactst launches on BRTS (Bus Rapid Transit system) and Metro Rail corridor are buzz words. Land prices are soaring new highs on these corridors. The main reason for the same is the availability of 4 permissible floor space index (FSI) on 200 metres on either side of BRTS and Metro route. For the first time, the development

authority is making area development plan for each and every area demarcated under the development plan of Ahmedabad. Recently, Ahmedabad Urban Development Authority (AUDA) has displayed specific nod-wise detailing under transit oriented zone (TOZ) plan for public consultation as part of public participation. A mammoth task of demarcation of existing built structure, overlapping and synchronisation of proposals and envisaging future requirement of each development project has been done in one plan that is TOZ plan.

The benefits of TOD are that it has the potential to boost transit ridership and minimise the traffic impacts. In cities like Ahmedabad that have a population of more than 60 lakh, the need of the hour is alternate transport means. The pedestrian-oriented environment offers

greater mobility. The efficient use of land, energy and resources will cause less environmental degradation and foster a healthier lifestyle. Transit-oriented development will not only fulfill above mentioned needs, but will also help in mitigating sprawl by increasing densities near the metro and BRT stations. It enables corridor development in a city, making it easier to provide infrastructure to make our own Ahmedabad vibrant in the true sense of the word! Specifically looking at the housing point of view, a variety of mixed-use projects will be on offer to cater housing demand across all segments.

—Anushrav Bhatt
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