

Bus Ports that improve quality of life

The concept of developing a transit oriented design in India is a fairly new one. **Architect Parin Shah** has been appointed to design a transit oriented development (TOD) master plan in four major cities of Gujarat



Transit oriented design is a new upcoming sustainable approach to planning large spaces. The method used for the following designs are centered around a transit hub. Other zones that compliment the transport hub are placed around it. The sole

purpose of such a space is to change the micro infrastructure, diminishing auto transit and encouraging a more transit centric design. Enveloped around terminal space are many different functions that add to the footfall of the terminal providing a huge advantage for the retail and other commercial activities.

These projects designed by Parin Shah are centered around the bus terminal facilities in cities Ahmedabad , Surat, Vadodara and Mehsana. Hubtown Limited has partnered with the Government of Gujarat to reinvent bus depots benefitting millions of bus travellers.



All projects have two primary spaces. One space is the bus terminal facility which will be handed over to the Gujarat State Road transport Corporation. The other space being the mixed use saleable area to be operated and maintained by Hubtown Limited for a period of 30 years in a private public partnership scheme. Residential areas, Hotels, Service apartments, Commercial areas and Retail shops together comprise of the saleable area.

Each terminal facility has its own entry and exit which makes it a unique entity. Surrounding the space on at least three sides are the commercial blocks. This in turn uplifts the business of the people in those blocks and on the other hand it will also encourage people to use the bus terminal facility. This way of designing is a sustainable approach to planning as it encourages public transport and non vehicular travel.

In terms of design special care has been taken to provide the maximum benefit to the commuters as well as the shop owners. Amenities like general shops, parking for the public and private vehicles, drinking water and sanitation have also been incorporated in abundance.

Supporting infrastructure includes solid waste management , rain water



harvesting, water supply and sanitation and facilities for the handicapped .

To ensure a good design for the bus terminal facility, the management of the inflow and outflow of buses was given a lot of importance. Separate areas of bus bays, idle bus parking and a good circulation of the bus and other traffic was designed. Systems and spaces for information and communications, including the public address system and collection of fees and lease rentals were conceptualized and integrated into the design. Preparations have been made to ensure a quick response to any emergency; these vary from break down services for the vehicles to emergency response units for passengers and emergency response teams in terms of security. With all of this, a Management information >>

The areas are designed keeping in mind natural ventilation so as to reduce the load of mechanical ventilation. Semi-open areas coupled with areas having double heights ensure that the temperature inside the structure is maintained.





system (MIS) has also been implemented to aid the operations and maintenance of the entire terminal.

The water supply and sanitation and storm water drains are not additional features of the structure. These functions have been incorporated into the structure and well concealed. Rain water harvesting and landscaping have been designed to provide a greener solution for the project. All these have been given without leaving out the essential service areas like the electrical sub station and service lanes. These

components are segregated with a compound wall to ensure there are no overlaps.

Finally to ensure that congestion is put to a minimum, certain design principles have been put into play. For instance the traffic from the bus terminal and the regular traffic are segregated and have no spillovers. Apart from that, regular traffic and passenger traffic have also been segregated.

Segregation has also been made to meet and separate all user groups. The flow has been designed to minimize passenger





and vehicular processing time and also to achieve overall function and space efficiency.

Courtyards acting as buffer or congregational spaces promote social activities and also help in the

natural ventilation. The finishes used in the interiors are unique and play an important role to the quality of area. A very modern design is created by making use of light weight sleek elements.

Residential buildings are included in the master plan and thus care has been taken to ensure the privacy and security of the residents.

The commercial spaces, transport hub and retail shops are connected internally.

The TOD development in Mehsana has larger opportunities to diversify as the site has a much larger area. The Bus terminal facility is designed in such a way that the traffic load is not concentrated in one area. Separate entries are provided for private vehicles and a large basement is provided to create ample parking space for private cars. The zoning is done in such a way that the Bus terminal facility is placed in the centre with the commercial zones placed around it.

