

TOD – Transit-Oriented Development

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Abstract

Transit-oriented development (TOD) is a planning strategy that emphasizes the development of compact, walkable, mixed-use communities centered around high-quality public transit systems, such as buses, light rail, and commuter trains. The goal of TOD is to create communities that are less reliant on cars and more supportive of sustainable transportation options, while also promoting economic development and social equity.

Introduction

Transit-oriented development is a planning and design approach that focuses on creating compact, mixed-use developments that are centered around public transportation. TOD aims to encourage the use of public transportation, walking, and cycling, while reducing the dependence on private vehicles.

The benefits of TOD are many, including reducing traffic congestion and pollution, improving access to jobs and services, increasing economic development, and promoting more sustainable and liveable communities.

Need for a National TOD Policy

As the cities are experiencing rapid growth, transit systems like metro rail, BRTS, etc. are being implemented to cater to the growing travel demand. It has thus become inevitable to have TOD for all such cities which have existing mass transit systems or are planning to do so.

It is the responsibility of the state government to manage the urban spaces, however, a National TOD policy would serve as guidelines and play a catalytic role in formulating state/city-level policies for the promotion of transit-oriented development.

The vision of the TOD Policy

Enable Transformation: to assist in the transformation of cities from private vehicle-dependent cities to public transport-oriented development,

Accessible Public Transport: to promote the usage of public transport by making it accessible, encourage green mobility by encouraging people to walk and cycle, and at the same time curb pollution and other negative impacts of motorization.

Compact Walkable Communities: to create livable and affordable communities, which are compact and walkable.

Road Widths and Transportation Networks

Due to the lack of transportation facilities during that period and narrow road widths and poorly constructed roads, people didn't prefer traveling to those areas and hence the development was confined to one particular area.

Literature Review

several gaps in the literature still exist. One of the main gaps is the lack of research on the impact of TOD on employee well-being. Studies have shown that the design of technology can have both positive and negative impacts on employee well-being, including their stress levels, job satisfaction, and work-life balance.

Case Study

Indore is a rapidly growing city in central India and has been recognized as a model city for its urban development initiatives. Transit-Oriented Development (TOD) has been a key focus area of the city's development plans in recent years.

Indore's BRTS (Bus Rapid Transit System) has been a major catalyst for TOD in the city. The BRTS covers a network of over 110 km and connects various parts of the city with dedicated bus lanes, which have significantly reduced travel times and improved public transportation options. In addition, the city has also launched a bike-sharing program, and pedestrianization initiatives to encourage walking and cycling.

One of the key TOD projects in Indore is the development of the Super Corridor, a 12 km stretch of land along the BRTS corridor. The Super Corridor is being developed as a mixed-use development with commercial, residential, and recreational facilities. The development is planned to be high-density and walkable, with a focus on creating a vibrant and inclusive community.

TOD project in Indore is the redevelopment of the Rajwada area, a historic neighborhood in the city center. The project aims to improve pedestrian and public transportation connectivity, create more public spaces, and preserve the heritage character of the area while also allowing for modern amenities.

The Indore Development Authority (IDA) has been the driving force behind TOD in the city and has been working closely with stakeholders, including the private sector, to ensure the successful implementation of these projects. The IDA has also launched various initiatives to promote affordable housing and incentivize developers to include affordable housing in their projects.

Conclusion

It is evident that the city has recognized the importance and potential benefits of Transit-Oriented Development. TOD principles have been incorporated into Indore's urban planning strategies, aiming to create a more vibrant, sustainable, and connected city. By integrating land use and transportation planning, TOD in Indore seeks to enhance accessibility, reduce congestion, and promote sustainable modes of travel.

Indore, being a commercially and industrially active city, stands to gain significant advantages from TOD. The concentration of development along transit corridors can support economic growth, attract investment, and create opportunities for residents. TOD in Indore aligns with the larger objective of creating Smart Cities in India, with a focus on efficient transportation, livability, and sustainability.