

# Indore As A Traditionally TOD City

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**Abstract:** The incorporation of Transit-Oriented Design in a city supports it in every phase - social, economic and overall development. With Indore being a commercially and industrially active city, the incorporation of TOD shall be highly beneficial for the city. This paper discusses the growth patterns of Indore and how the city is readily acceptable for the concept of Transit-Oriented Development.

**Keywords:** Transit-Oriented Development, Indore, Land-use pattern

## 1. BACKGROUND OF MIXED LAND USE IN THE CITY

Two major arteries M.G. Road and Jawahar Marg are developed over a period of nearly 100-125 years in organic growth pattern earlier up to 1920 and later as a part of plan development as per Master Plan prepared by Sir Patrick Geddes in year 1918. Sir Patrick Geddes had also proposed mixed land use for M.G. Road near Rajwada area.

The success of mixed land use pattern can be judged by the increase in density and congestion on M.G. Road and Jawahar Marg. Major markets of Indore like Bartan bazaar, Sarafa market, Cloth market, Khajuri bazaar, Itwariya bazaar, Kothari market, Ranipura, Marothiya bazaar, all are developed as mixed land use having shops on ground floor and residences on upper floors. In this regard the city of Indore has witnessed, lived and grown with the concept of mixed land-use on major roads like M.G. Road and Jawahar Marg. In modern Urban Planning practices, mixed land use on circulation arteries on high densities are termed as Transit Oriented Development (TOD). So to say, the concept of TOD is not new for Indore.

## 2. THE CONCEPT OF OLD AND NEW INDORE

The city which was majorly confined upto railway track on eastern side, Piliyakhal on western side, Mill area on northern side and Navlakha on southern side in 1970's. With the construction of two bridges; Regal bridge and Patel bridge on M.G. Road and Jawahar Marg respectively, New systematic development took place on M.G. Road, Tukoganj, Old and new Palasia. There came a drastic difference in socio-economic representation of city which was on western side of railway track commonly referred as 'Old Indore' and the newly developed city which was on the eastern side commonly known as 'New Indore'.

The key reasons for these socio-economic differences were-

- Density –  
As the plot sizes were small and were developed organically in mixed land use, the density was more on western side. On eastern side as the development was new, land cost was less. Road widths were governed by Master Plan. The development that took place was having openness, less density and properly laid out services. After 1980's, the growth direction has been on east side of A.B. Road. In 1990's, the Ring Road was proposed by IDA to decongest A.B. Road, which also supported the growth and became densely populated by year 2000.

Bypass was proposed in year 2002 to further reduce the National Highway Traffic on Ring Road. Today, Residential townships have been developed even on the other side of the bypass. During this period till 2005 there has been minimal development on western side. In year 2010, it gave boost and various IT Companies. Institutions and Townships are coming up on Super Corridor. Although Super Corridor did not succeed to the expected level because of various issues but it opened the way for more such projects as the demand was already established in surrounding areas of Super Corridor.

- Government Initiatives-  
IDA has brought various ambitious housing schemes like Scheme 54, Scheme 74, Scheme 114, Scheme 134, Scheme 140 on eastern side of A.B. Road only. No major and ambitious scheme was launched on western side. This also added to such Socio-economic differences. Both Ring Road and Bypass were proposed on eastern side only which acted as growth catalysts. The similar Ring Road on western side was never executed in totality. Only some patches were developed but complete Ring was never formed.

Industrial area on North-west side of Indore was never given due importance like Pithampur. AKVN focused on Pithampur Phase 1, Phase 2, SEZ, etc. which are around 20 kilometers away from Indore. Proper initiative to develop, facilitate and re-organize the industrial zone on North-west was never done leaving a huge area and its surrounding to the fate of time.

- **Mindset of People-**  
The residents of old Indore always wanted to live close to their workplace (shops) and they were always skeptical about the distances. Whereas, immigrants from the other cities had no such mental barrier of distance. They kept on opting for albeit distant but economical land parcels.
- **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 travelling to those areas and hence the development was confined to one particular area.

### 3. JUSTIFICATION OF TOD

The benefits of a properly incorporated TOD system outweigh its consequences by a huge margin. Not only does it improve the scope of sustainability of the city, but it also helps the residents and occupants of the supporting zones in their development, not to mention the convenience and the ease of access provided on the amenity front. Bringing the attention to focus on Indore, Madhya Pradesh, it is a city that efficiently masters the mixed land-use patterns in its urbanscape and is surrounded by the industrial nodes at the periphery of the city. If we take a look at the growth pattern of the city, it has developed around a central node, with the Centre-to-Periphery approach, where the Periphery becomes the new 'Centre'. This development approach also works well with the transit-oriented design to be implemented in Indore.

Although the road RW-2 has been proposed a long time back as marked in last three master plans, it is still not been constructed.

If we see the growth of Indore along the two sides of AB Road, it can be noticed that the Western side and the eastern side of the city haven't been developing proportionately. With properly developed ring road and by-pass roads on the eastern side of the city, that phase receives easy connectivity and infrastructure. On the other hand, due to the lack of the similar road development on the western peripheral area, the city lacks connection, and hence lesser growth, in the areas within the western phase. The scale of development at the western side of the city is a significant mismatch in the aspects of size, quality and amenities of the eastern side.

Being the commercial capital of the state, Indore has tremendous potential to develop a successful Transit-Oriented Development design. In order to achieve the same, this paper suggests a design solution by developing a ring road on the western outskirts of Indore that could focus on the fore-mentioned ideology.

The Western Ring Road development is proposed keeping the following pointers into account:

- The site under consideration in a proposed ring road of the city connecting with the 'Economic Corridor' as per the Master Plan.
- The Land-use pattern of the influence zone of the suggested road follows in continuation with the 'Economic Corridor'.
- The proposed 'Node' in the site-under-consideration is developed in order to attract a big variety of transit users, including residents, employees, retailers etc. The node allows containing a larger population density and more diverse land-use patterns as compared to the transit lane.
- Residential zones runs along the road covered by other land-utilities to conform to the walkability test of an efficient TOD design.

### REFERENCES

1. Super Corridor Master Plan & Schematic Infrastructure Report, June 2012