



DESIGN AND DEVELOPMENT OF A TRAFFIC ISLAND,
DON BOSCO SCHOOL JUNCTION , BORIVALI (W)



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The Project involves the study and redesign of a traffic island at a busy road junction in Borivali ,

The team interacted with BMC officials and identified the traffic island for development at the Don Bosco School junction.

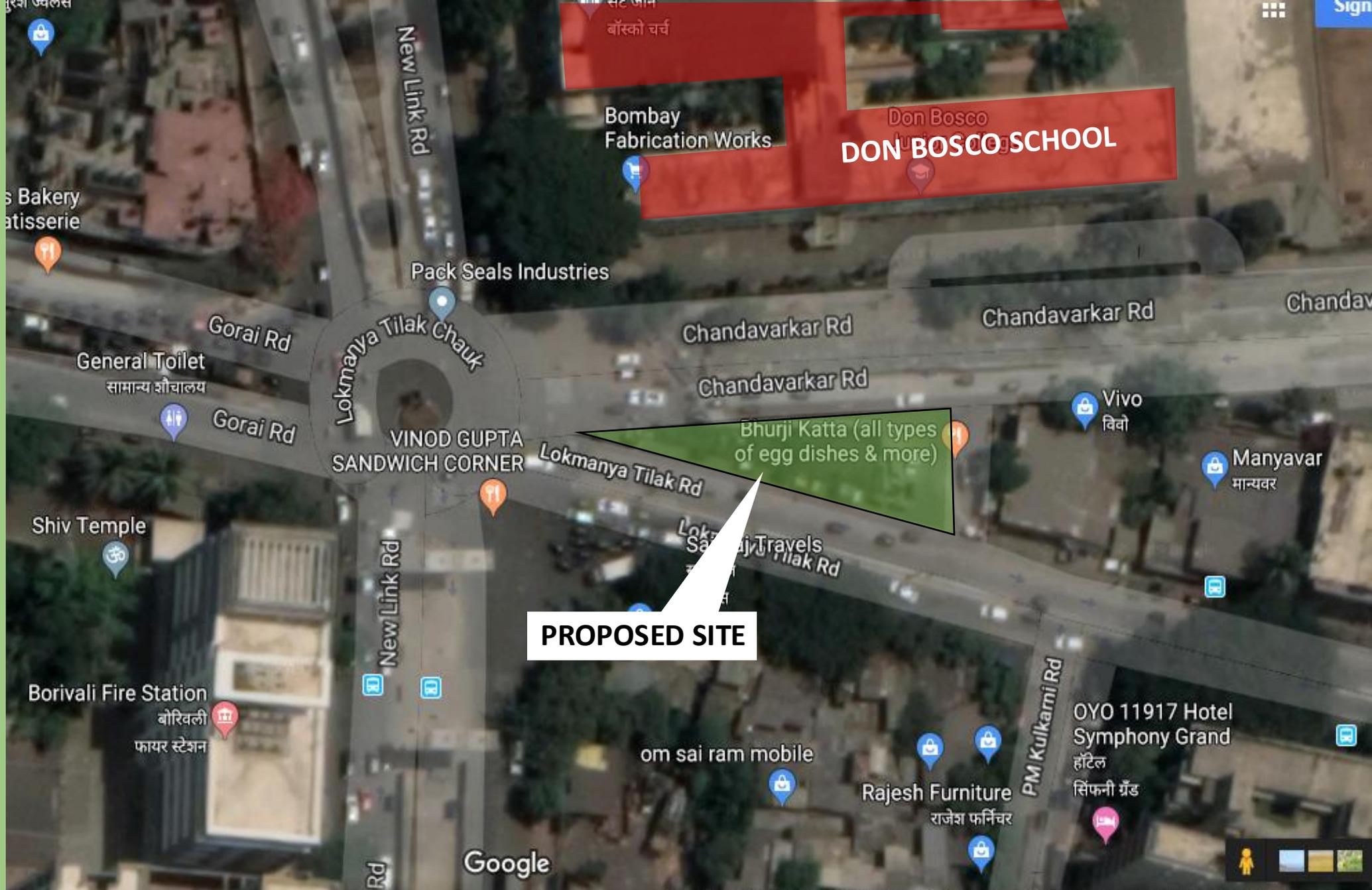
The team then visited the site and studied the same with respect to its location, surroundings and identified the issues that need to be addressed in the design.

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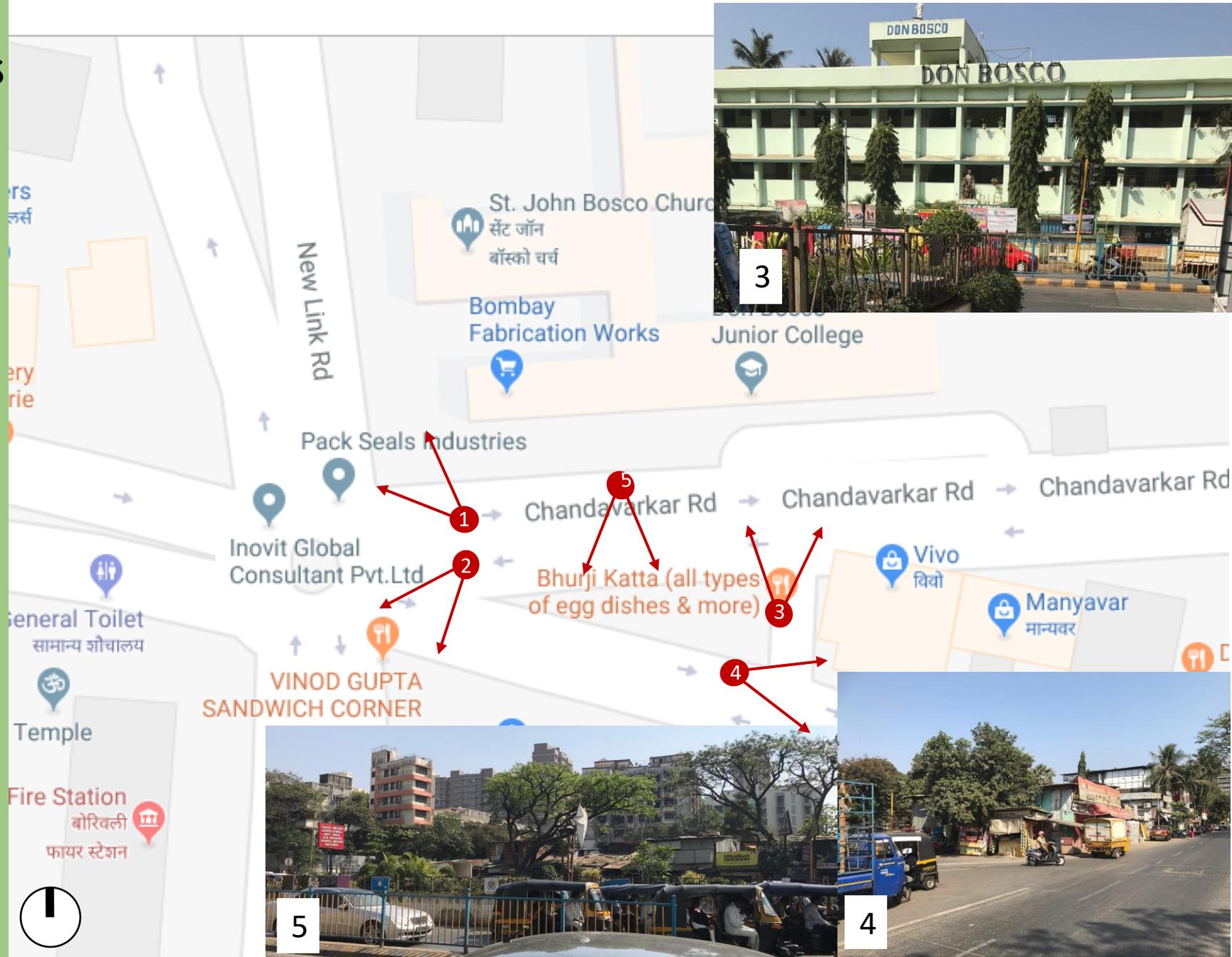
- The Junction
- The Site and its surroundings
- Site survey
- Issues that need to be addressed

THE JUNCTION

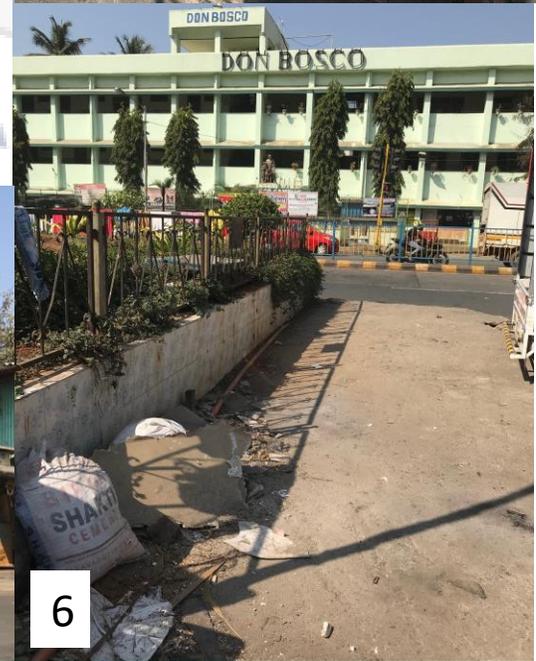
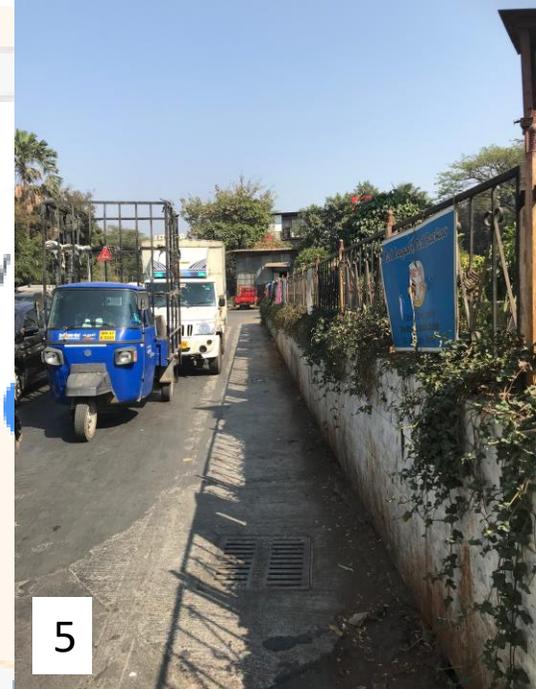
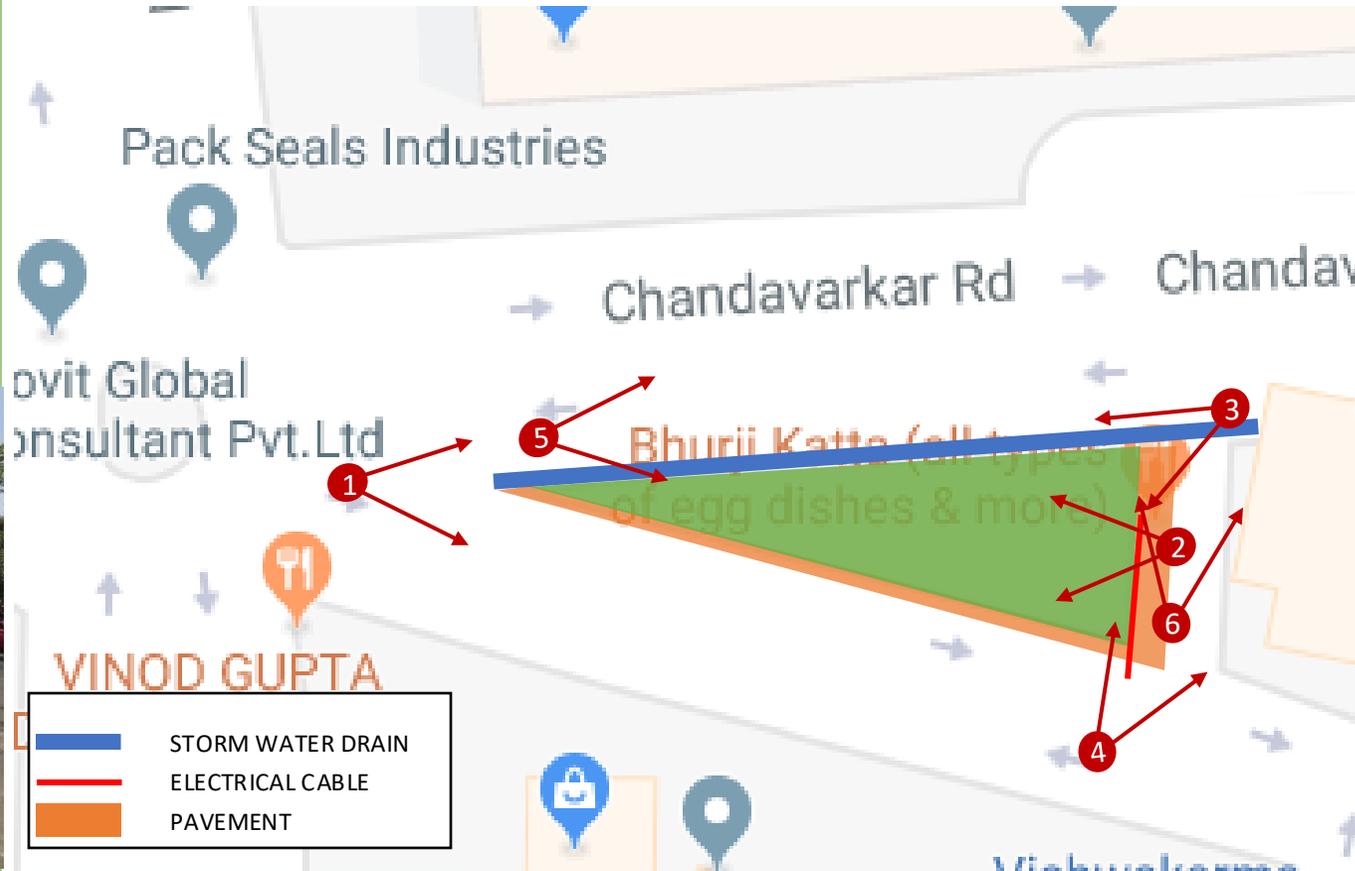
- Don Bosco School junction is one of the busiest junctions of Borivali West and serves as a node to five major arterial roads.
- The proposed site is a triangular portion of land flanked by Chandavarkar Road in the north and Lokmanya Tilak Road to its south
- The Don Bosco Campus is located on Chandavarkar Road
- It is expected that the Metro line will be built in the north-south Direction along New Link Road



THE SITE AND ITS SURROUNDINGS



SITE SURVEY



ISSUES TO BE ADDRESSED



The railing of the island is used to dry clothes of shopkeepers and those living in shanties in the area around

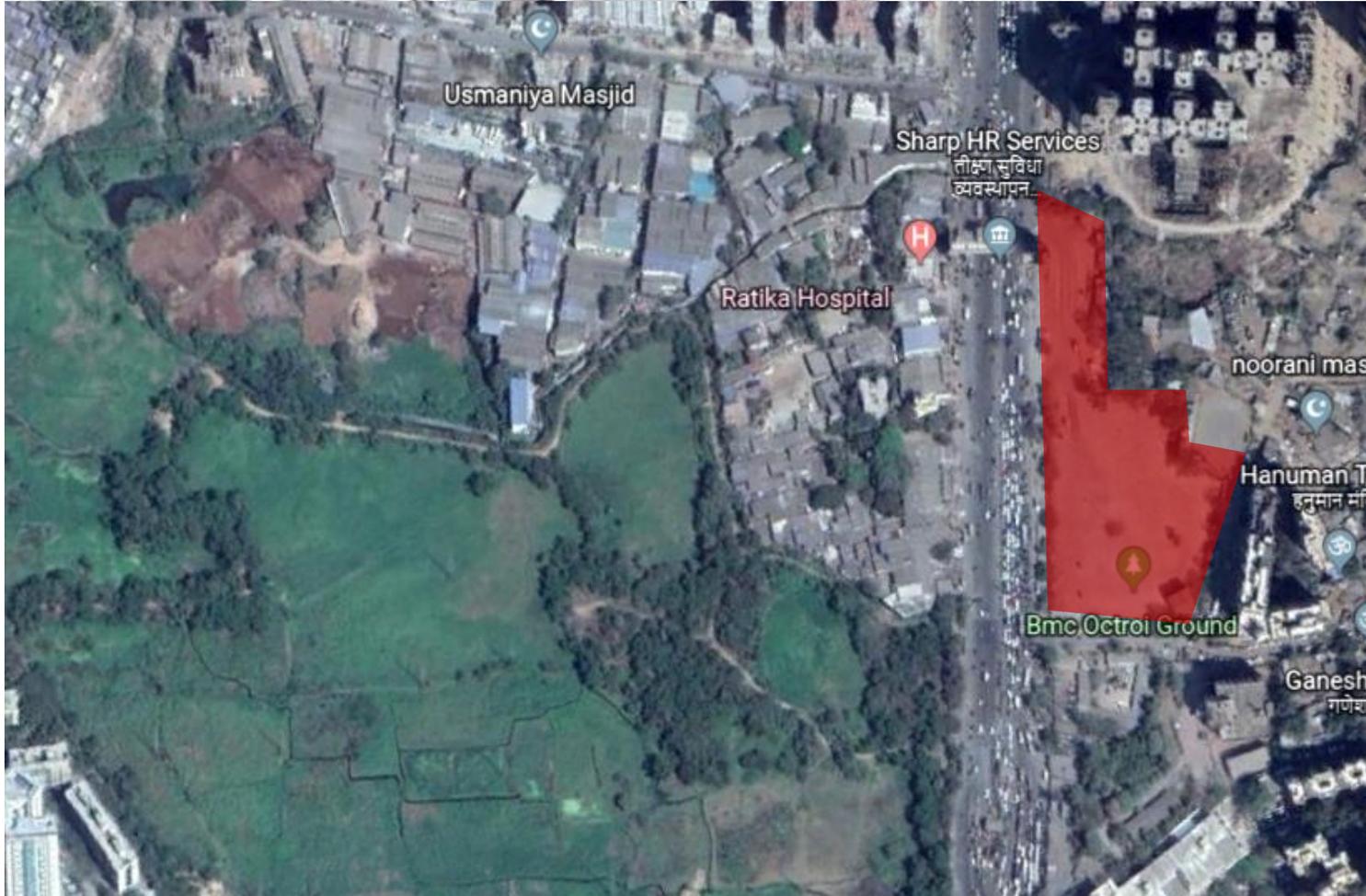
The sides of the island is used for illegal parking which reduces the efficacy of the road and walking space for pedestrians



The low height solid wall that retains the earth within the island is spit stained and is also used as a toilet making the pavement reek with an acrid stench. The pavement is also used as a space to dump unwanted material



Small shops on Lokmanya Tilak road use the road as spill over space for parking and storage of materials , thereby restricting the width of the road



Design for a Transport Hub, Dahisar, Mumbai

THE PROGRESS SO FAR...



BACKGROUND

The River March Team based in Borivali, Mumbai is a team essentially involved in a movement which seeks to rejuvenate our rivers by striving to free them from encroachments, save remaining mangroves and contribute

a non-polluted green environment.

CONCERN

Owing to the increasing transport issue in the city, The River March Team has expanded their spectrum to address the issues raised due to influx of buses which come to the city from different parts of Maharashtra and neighbouring states.

STATUS

The Hon' Chief Minister of Maharashtra Shri. Devendra Fadanvis has backed the River March Team and have been commissioned to take up the project at Dahisar Check Naka. The River March Team has approached Aditya College of Architecture to take this project up hoping a sensitive approach to the issue. The area under concern is Dahisar Check Naka bus terminus.

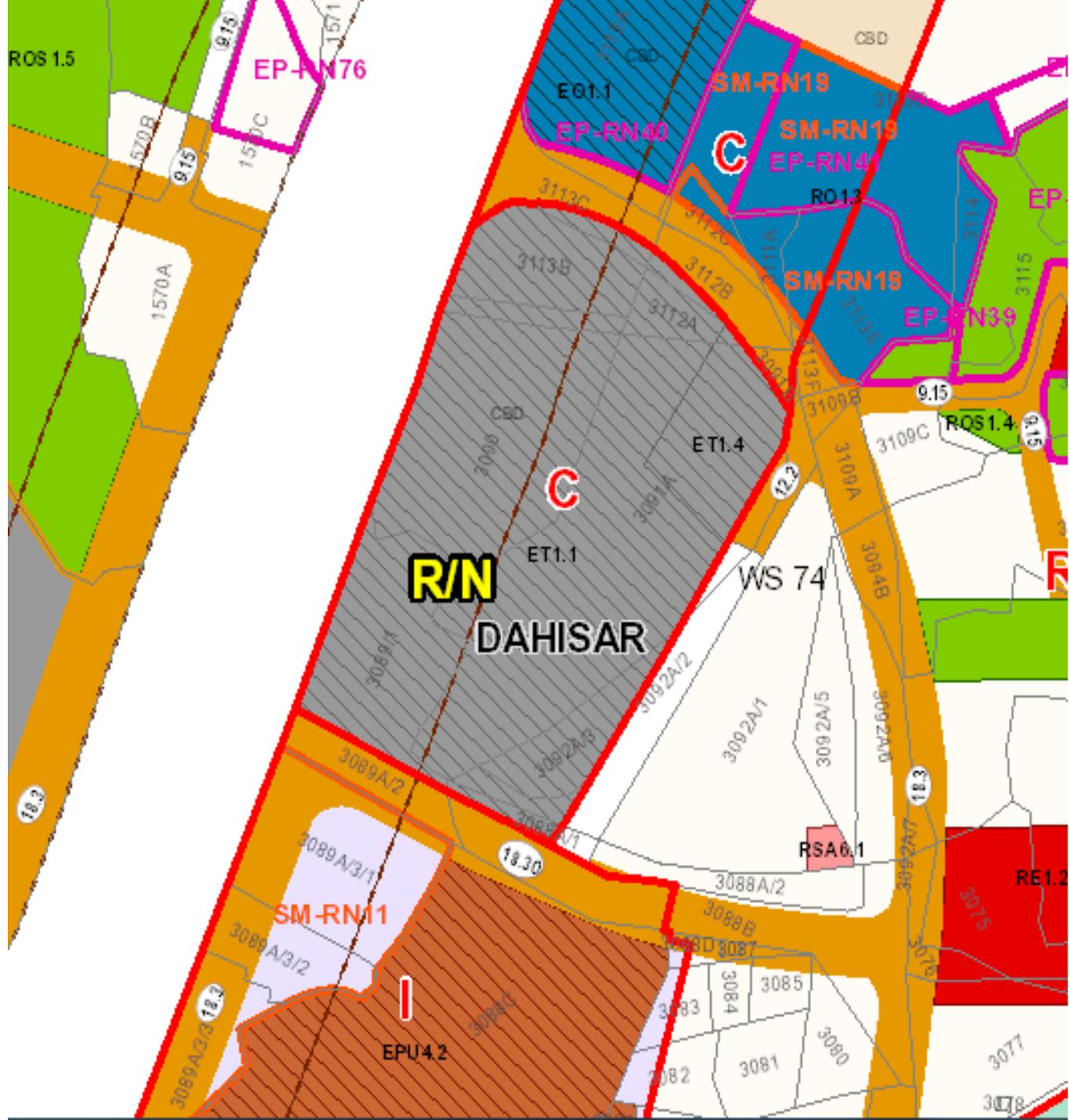
TASK

The proposal involves designing a Sustainable Integrated Transport Hub module that is located at the outskirts of the city thereby decongesting the roads within the city by providing alternative means of transport to the traveller's final destination.

Aditya College of Architecture has volunteered to collaborate with River March Team to create the State-of-the-Art facility to serve this purpose. The design is to be evolved and be presented to the Hon' Chief Minister of Maharashtra.

The progress so far has been as follows:

- Site study
- Research on Bus terminals data
- Case studies of Bus terminals in India



PROFORMA:

C.T.S. No.3113, 3112,
3090 , 3091, 3089.

DP-2034 RESERVATION :

ET 1.4= BEST BUS Facilities
ET 1.1= Truck Terminal

PLOT AREA:

18,674.00 sq.mt.

DP ZONE:

Commercial

BUFFER ZONE:

Western Express Highway

SUSTAINABLE
INTEGRATED
TRANSPORT
HUB

APPROACH ROAD

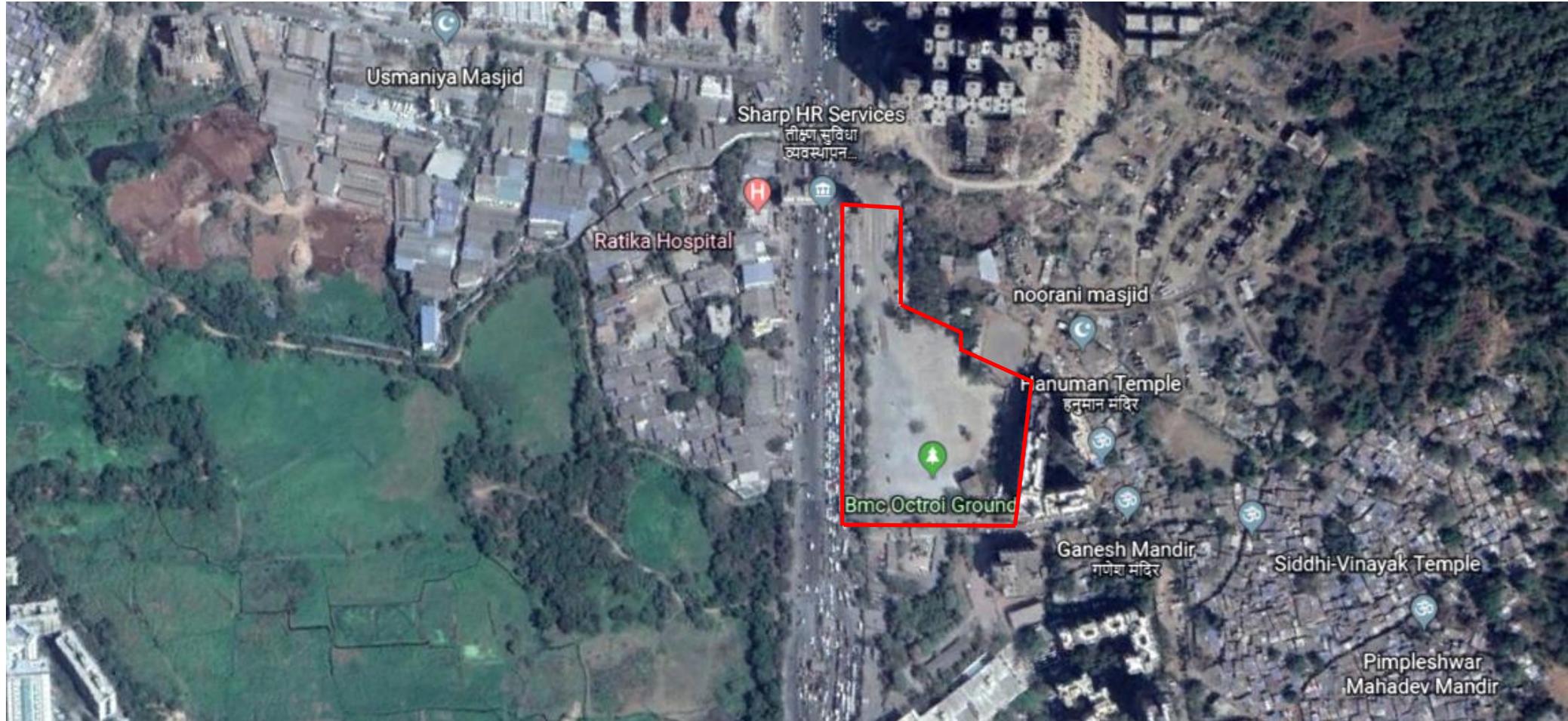
Western Express Highway
(40 Mt wide two way road)

Dahisar Check Naka



SITE LOCATION

BMC Octroi Ground

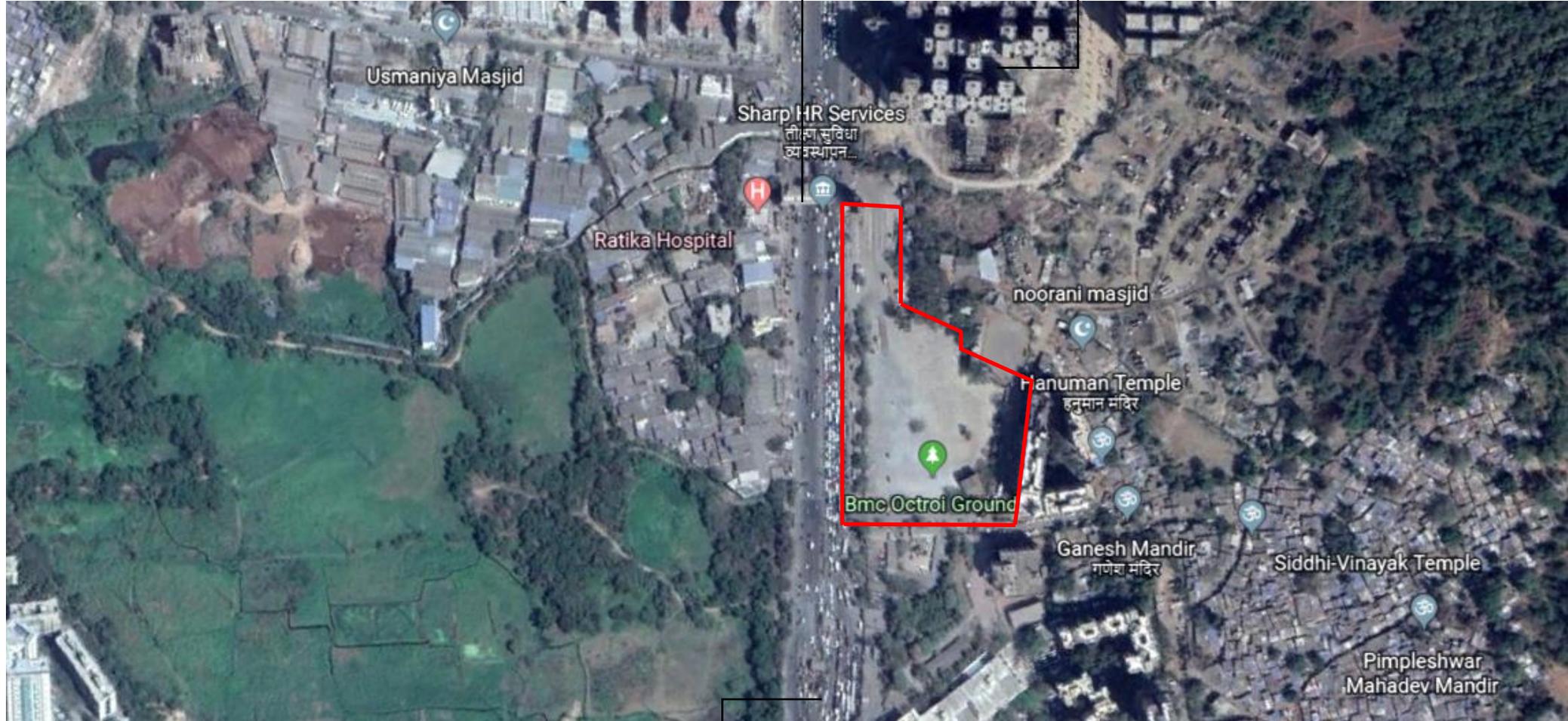


SITE CONTEXT

BMC Octroi Ground

Dahisar Check Naka ←

→ Lodha Apartments



Western Express Highway
(Towards Dahisar) ←



ACCESS

ENTRY POINT 1 ←

→ ENTRY POINT 2



← ENTRY POINT 3



ACTIVITIES

1. TRUCK PARKING LANE ←

2. TEMPORARY STRUCTURES ↑





1. TRUCK PARKING LANE



2. TEMPORARY STRUCTURES



ACTIVITIES (4 P.M)



ACTIVITIES



ACTIVITIES (8:30 P.M)





TRANSPORTATION HUB, DAHISAR.

CASE STUDY AND REQUIREMENT

By: Gayatri Sorte

Inter State & Local Bus Terminal UKKADAM, COIMBATORE



Proposed site for Bus terminal

- The Ukkadam bus terminal is located in the southern part of Coimbatore.
- A total site **area of 11,452 sq.**
- The terminal site is adjacent to a TNSTC depot, and sits at the edge of an existing natural **lake named Periya Kulam**. It also has a police station along the main entrance, and a multilevel housing complex on one edge.
- Proposes functions **for ISBT small terminal** and **local medium terminal**, the site is treated as hybrid terminal type.
- As per the guidelines, both options require 8658 sq. m. for ISBT terminal functions (As per the guideline 85% of the combined site area is required) and 5304 sq. m. for local terminal functions.
- Both proposals include one-way circulation for both buses and private vehicles, with access from Palakkad Road and exit on Ukkadam-Sungam bypass road.

PROPOSAL 1



Area allocation for ISBT and Local terminal

THE FUNCTION-WISE AREA USE OF THE SITE		
1.	ISBT bus circulation	2942 sq. m.
2.	Local terminal bus circulation	2728 sq. m.
3.	Terminal building,	1589 sq. m.
4.	For freight services	225.7 sq. m.
5.	Feeder service and private vehicle parking	364 sq. m.
6.	Common vehicular circulation	1147.3 sq. m.
7.	Passenger circulation	2456 sq. m.



Terminal Building Ground floor.



Terminal Building First floor .

TERMINAL BUILDING

THE GROUND FLOOR

1.	Administrative office and driver rest room area.	660 sq. m.
2.	Concourse area.	281.1 sq. m
3.	Toilet block	25 sq. m.
4.	Commercial/retail space	329 sq. m.

THE FIRST FLOOR

5.	Railway reservation office	301 sq. m.
6.	Area for bank and post office	304 sq. m.
7.	Toilet block	25 sq. m.
8.	commercial/ retail space	329 sq. m.



ISBT Bus circulation



Local Bus circulation

- The proposed terminal is planned for bus flow of
 - 45 buses per hour for ISBT functions, and
 - 95 for city service.

This is about 20% higher than current demand.

- Daily at the Ukkadam bus terminal,
 - 201 buses make -712 interstate and inter-district trips (20 minutes' layover), and
 - 273 local buses make -2273 trips (5 minutes' layover).
- Layover time is obtained from site observations and comparison with bus parking demand over five years.
- ISBT involves dynamic bay allocation,
- ISBT is provided 2, 7 and 11 bays for offloading, loading and idle parking respectively
- local terminal- fixed bay allocation
- local buses are provided 10 common bays.