



Saijpur Bhoga

TOD based Economic Node

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1. Introduction to Saijpur Bhoga



□ Precinct

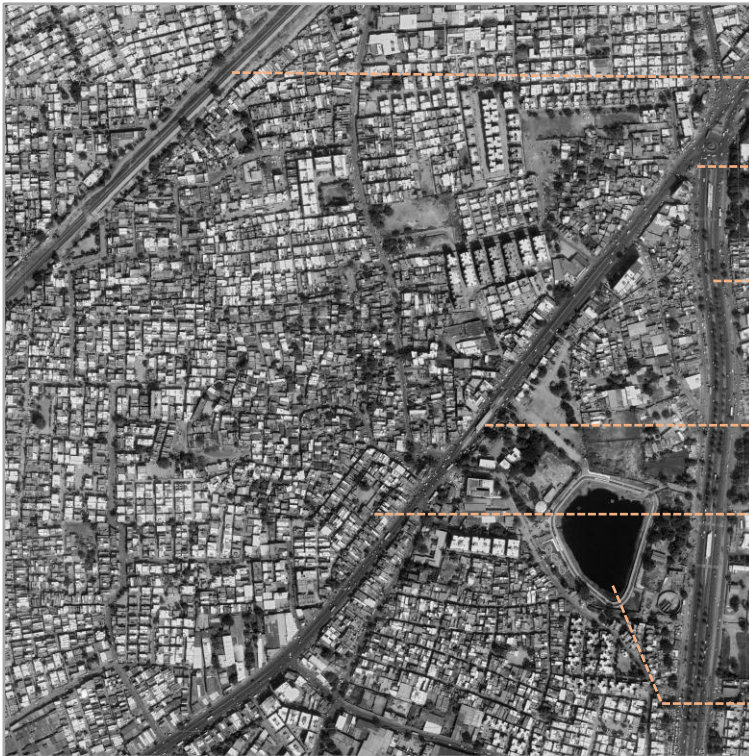


■ Precinct

1.1 Location

The studied precinct, located in the city of Ahmedabad. The Precinct with 100 hectares of land is situated in northeastern region near the Sardar Patel International Airport, is divided into four distinct wards: central Saijpur Bhoga, southeastern Kuber Nagar, northern Thakkarbapanagar, and northern Potalia. Notable landmarks include Naroda Patiya circle, Saijpur Lake, and Saijpur Tower. Its strategic significance lies in its proximity to the bustling Naroda industrial area, home to numerous businesses. The Major areas of Roads dividing the precinct are of Naroda Road and Narol Naroda Road. The Junction of these two roads, Naroda Patiya Circle is one of the important crossroads of the City.

1.2 Attributes of Saijpur Bhoga



Saijpur Railway Line Connects with the nearest Kalupur Railway Station.

Naroda Rd, NH-8 acted as major development factor in the precinct.

132 FT. Ring Road acted as major development factor in precinct.

BRTS gave a boost to activities along corridor increase in price of land.

Old Gamtal Area has no major transformation change and is densely populated zone.

Saijpur Lake acts as factor in increase of Residential area along the lake.

Image Source: Image taken from Google Earth Pro.



2. History and Evolution of Saijpur Bhoga

2.1 Timeline

Arvind textile mill started near Saijpur



1931

New Employment and Residential Opportunities



1931-1940

Agriculture as main source of Livelihood



1931-1940

GIDC Establishment



1962

Downfall of Textile Industry



1974-1978

2013



Rejuvenation of Saijpur Lake

2011



BRT was initiated

2009



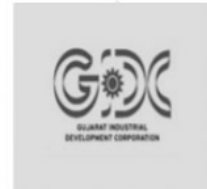
First TP Scheme was Drafted for Naroda and Saijpur Bhoga

1980-2005



Urban Sprawl of Ahmedabad City

1980



Naroda GIDC Establishment

Phases of Continuous Development,
Introduction of SBM Projects

2013-2023

2.2 Recent Transformation of the Precinct

2013



2017



2019



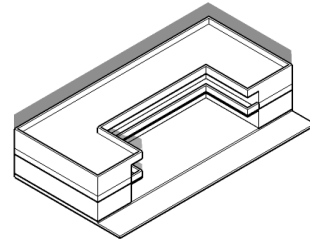
2022



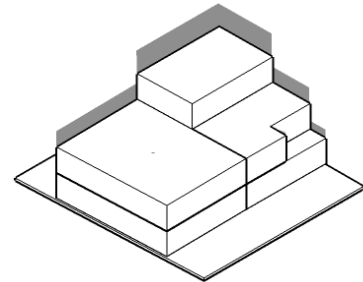
■ New building ■ Building demolished ■ Re-development
■ Ecological changes ■ Transport - Infrastructure change

In the past six years, Naroda Patiya circle has seen considerable development, altering the landscape around the area. The nearby lake has also undergone changes due to this growth, raising concerns about its ecological balance.

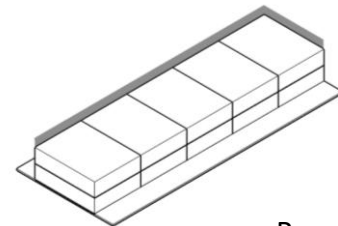
Transformation of Built Typology



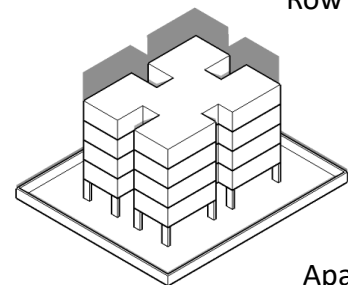
Chawl



Semi-Detached



Row Housing



Apartments

3. Streets Network Connectivity of Saijpur Bhoga

Saijpur Bhoga's road network, featuring two arterial roads, Naroda Road and Narol Naroda Road, enhances accessibility to Ahmedabad.

These roads, including a part of National Highway No. 8, and a 132-ft. Ring Road efficiently connects the neighborhood to the city. Saijpur Bhoga features an efficient road network, with Arterial roads like Naroda Road and Sub-Arterial roads such as Anil Starch Mill Road as the main arteries, connected by collector and local roads creating an efficient network for people to move around.

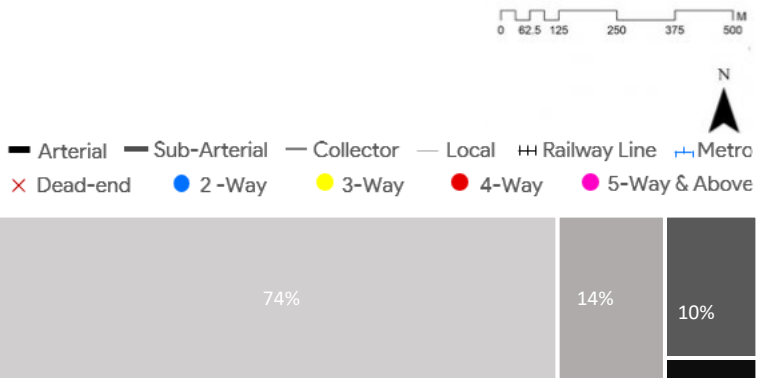
Saijpur Bhoga features a complex street network with a high Link Node Ratio of 1.49, signifying strong connectivity. The CNR of 0.7 highlights the efficiency of the transportation system, with 70% of nodes connected.



Area under Roads = **19.1%**

Connected node ratio = **0.79**

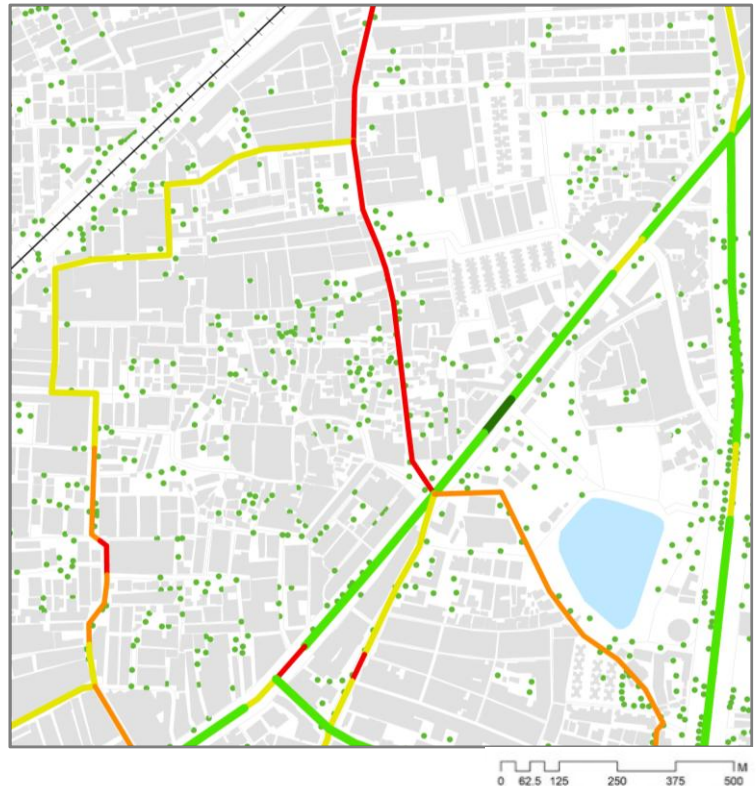
Link node ratio = **1.49**



3.2 Walkability of Precinct

About 31% of streets exhibit a walkability score below 6, indicating a lack of continuous footpaths, particularly in areas with heavy traffic. Another 33% fall into an average category, with footpaths available on one side or discontinuous paths, usually about 1 meter wide. Non-designated pedestrian spots, often bordered by long compound walls, are common.

However, approximately 35% of streets demonstrate good walkability, exemplified by Anil Starch Mill road. These streets boast continuous, wide (over 1.5 meters), well-paved footpaths adorned with trees, ensuring pedestrian safety. Zebra crossings are primarily available on Narol-Naroda road, with limited street activities observed.



Footpaths of the Precinct



Walkability Score

■ 0-3
 ■ 4-6
 ■ 7-9
 ■ 10-12

Very Poor **15.3%**

Poor **16.1%**

Average **32.5%**

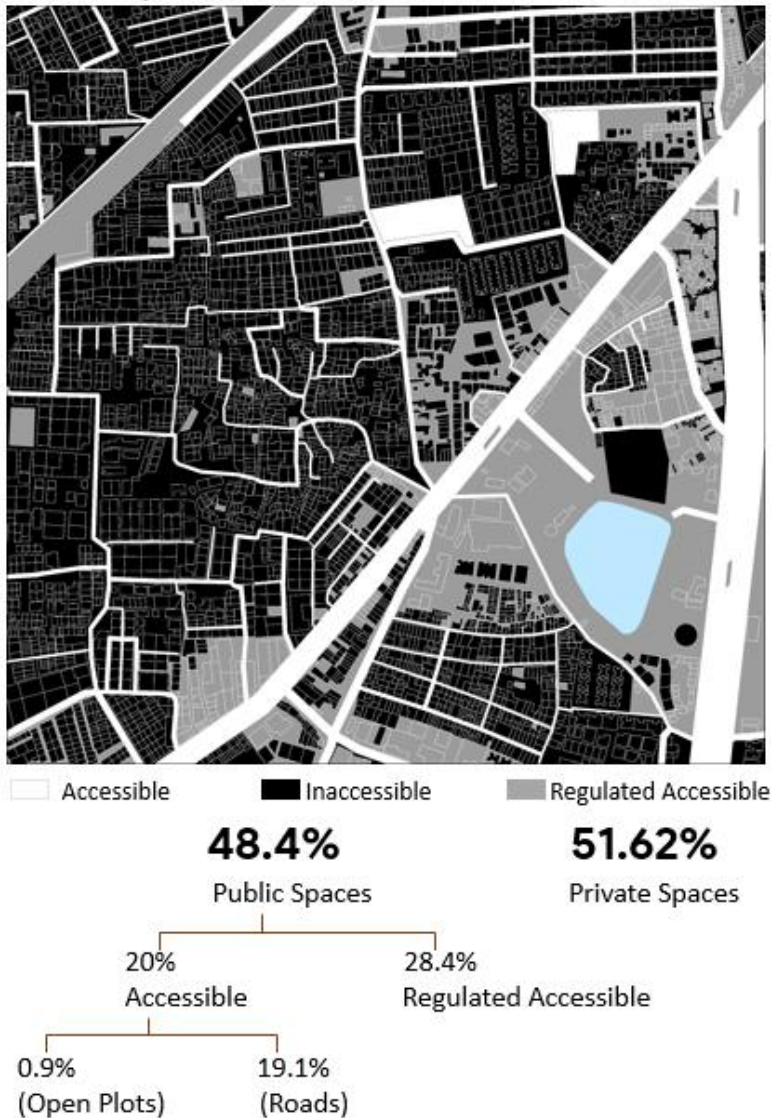
Good **35%**

Excellent **1.1%**



Block perimeter sizes vary, with some having above-average perimeters, around **518**.

4. Street as Public Spaces



“The heartbeat of this precinct resonates through its vibrant vending activities and bustling commercial shopfronts, defining its character.”

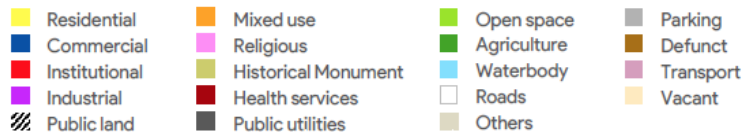
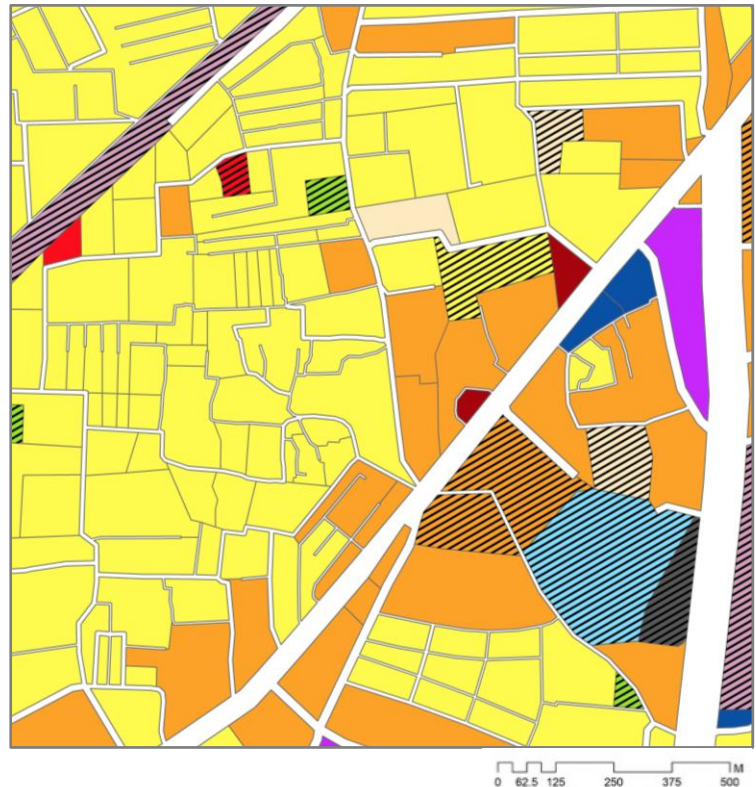
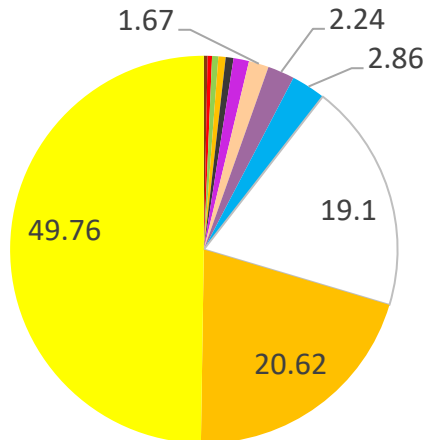
Portraying the character of the Precinct in terms of Streets



5. Mixed land use and Housing Typology

Saijpur Bhoga has a diverse mix of land uses, comprising 50% residential and 20% mixed-use land uses, of the precinct. The remaining land serves diverse purposes, encompassing industry, public utilities, commerce, open spaces, institutions, health services, and water bodies. The road network, essential for connectivity, covers about 19.1% of the land. Approximately 10% of the land is allocated for public use, including institutions, open spaces, water bodies, public utilities, and areas initially designated for Economically Weaker Section (EWS) housing.

Land Use Distribution



Significant land under mix use as the area was at periphery when DP was proposed, connectivity to core city and nearby railway line.

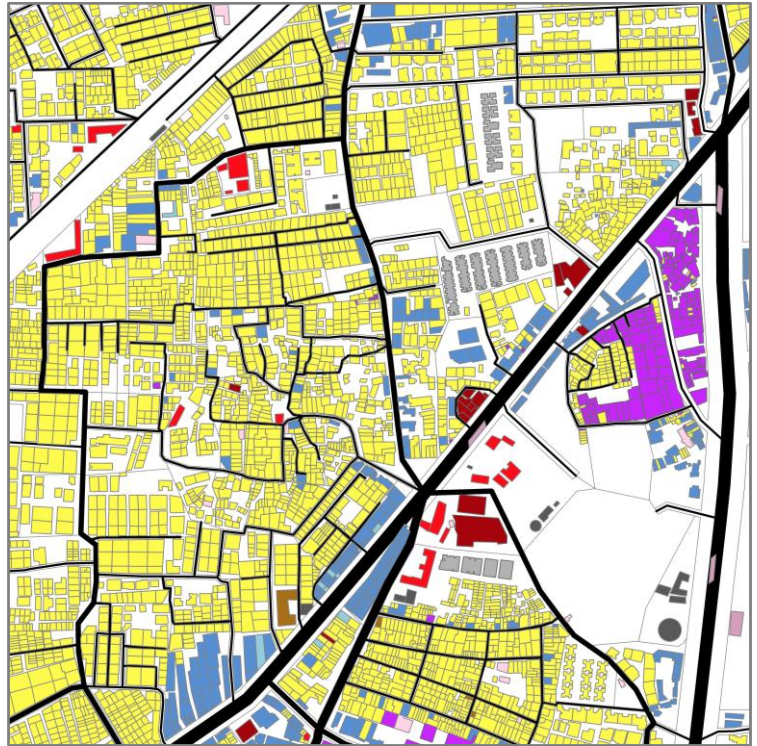
5.2 Formation of plots in term of mixed use

Within the precinct, approximately 21% of the land serves a mixed-use purpose, typically combining residential typology with either commercial or industrial typology.

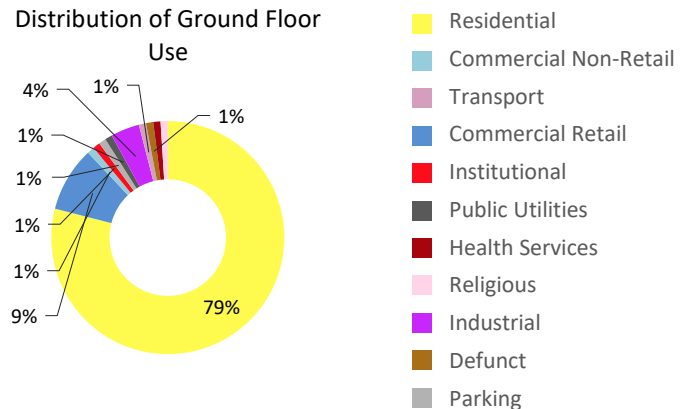
In terms of the buildings themselves, a prevailing trend emerges – the ground floors are predominantly designated for commercial activities. In this location, one will find a group of businesses such as shops, cafes, and offices, creating a dynamic view of streets.

These ground-level spaces are created to be easily accessible, catering to the everyday needs of residents. Simultaneously, the upper floors are primarily for residential purposes, creating a seamless integration of residential and commercial spaces.

It is noted that this mixed-use development mostly happened along the Naroda Road which is an arterial road, responding to the high market demand in these areas.



Distribution of Ground Floor Use

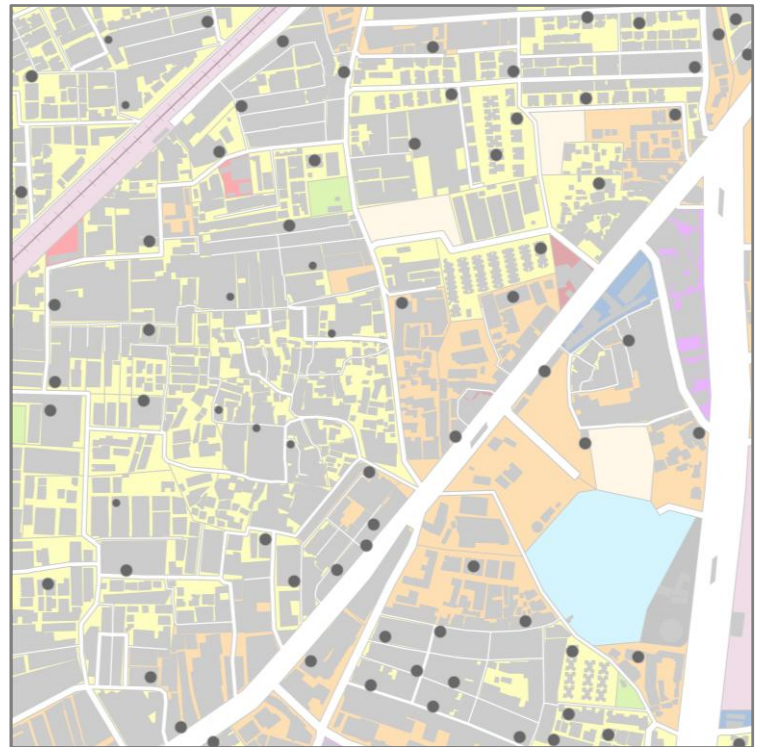


A 3D perspective view of a building model, colored yellow and blue, situated within a street grid. The building is a multi-story structure with a flat roof, colored yellow, and a base, colored blue. It is located at a street intersection, surrounded by other buildings represented by simple white outlines. The street is shown as a grey surface.

13.

5.3 Affordable Land Prices with under consumed F.S.I

Property prices within Saijpur Bhoga exhibit significant variation, primarily driven by desirability and location factors. On average, the property price stands at ₹29,371 per square meter. However, this average conceals the diverse range of values seen across different property types. The lowest property prices are associated with semi-detached residential buildings, averaging at ₹16,684 per square meter. In contrast, apartments command the highest prices, reaching ₹46,178 per square meter. Notably, Krishna Nagar stands out with higher rates due to its strategic location near the Naroda-Narol road, benefiting from BRTS and AMTS connectivity.



Property Price in per sqm

● < 20,000

● 20,001-50,000

● 50,001-1,00,000

● > 1,00,001

1.6

Net F.S.I.

7764
Total
77.64/ha.

Dwelling Units

34938
Total
349.38/ha.

Population

6. Deficit Infrastructure Services

6.1 Waste Generation and Management

Total Solid Waste Generation from Precinct
15.8MT/Day

Semi-Detached **12.2MT**
Population **27000**

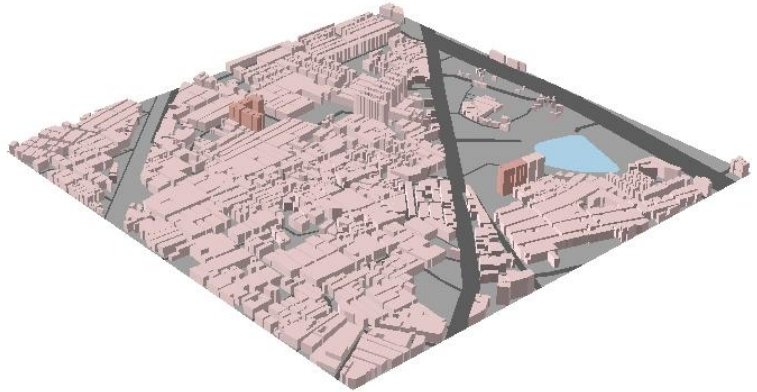
Apartment **1.8 MT**
Population **4000**

Detached **0.9MT**
Population **2100**

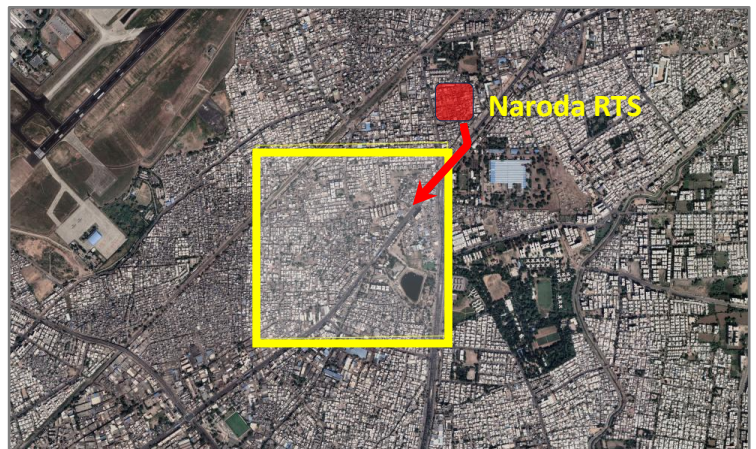
Row Houses **0.5MT**
Population **900**

Chawls **0.4MT**
Population **700**

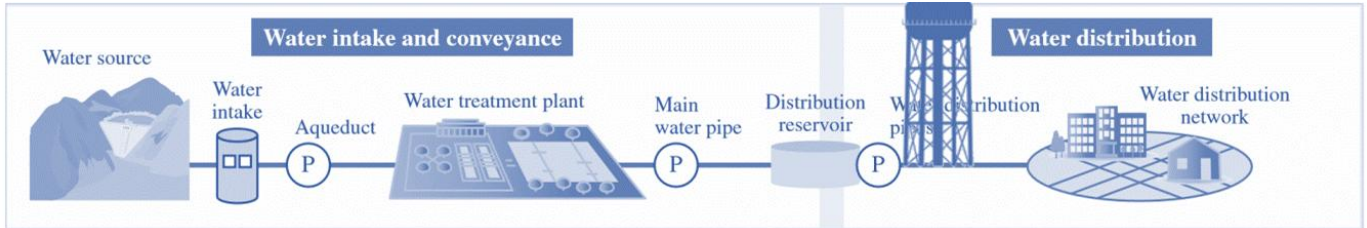
There's no planned route for solid waste collection in the precinct as the waste collector gets money for the amount of waste collected so they collect the waste according to their convenience.



From the data, it is clearly identified that Most of the Solid Waste is generated from Semi-Detached Units.



6.2 Water Supply System in the Precinct



Total Estimated Water Demand – 4.7 MLD

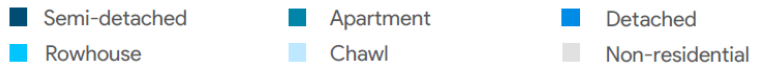
The data clearly indicates that semi-detached housing is responsible for a significant 78% of the total water consumption, leaving the rest of the housing typologies to share the remaining 22%.

Ground Water Dependency

Primary Water Supply – AMC Pipeline

Secondary Water Supply – Borewell and Handpump

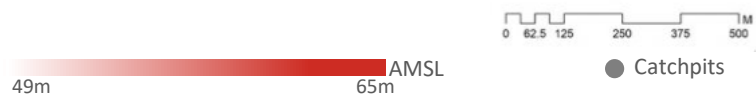
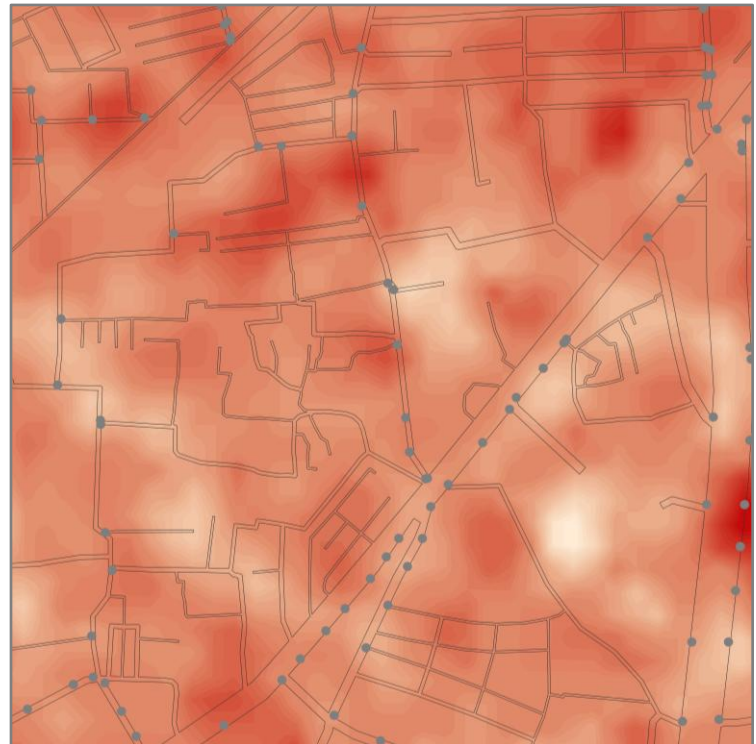
Based on my field survey, I discovered that people in the Saijpur Gam area don't receive an adequate water supply from the AMC. As a result, they rely on groundwater from hand pumps in the Gamtal area.



6.3 Topography and Storm Water Management



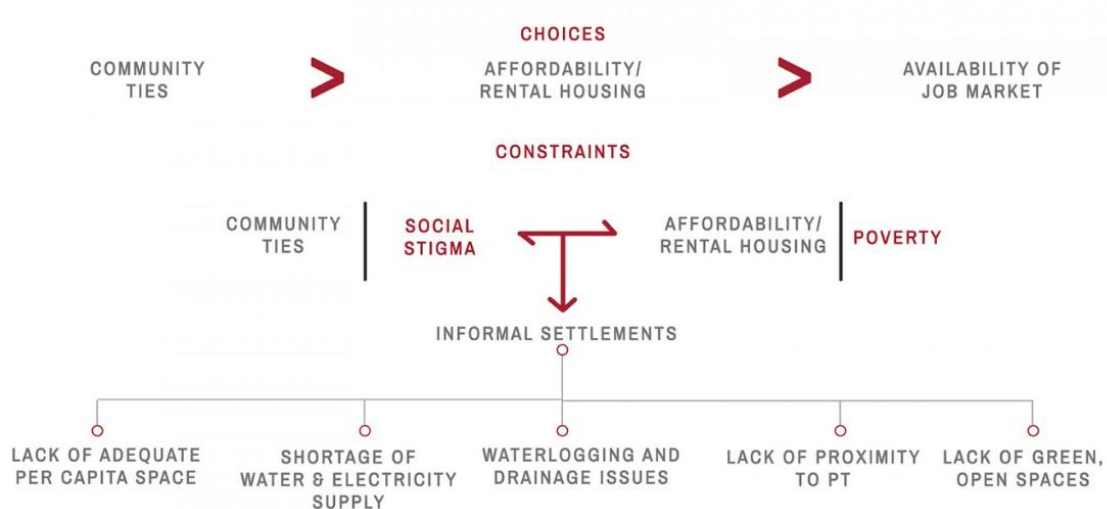
Storm Water Coverage – 55%



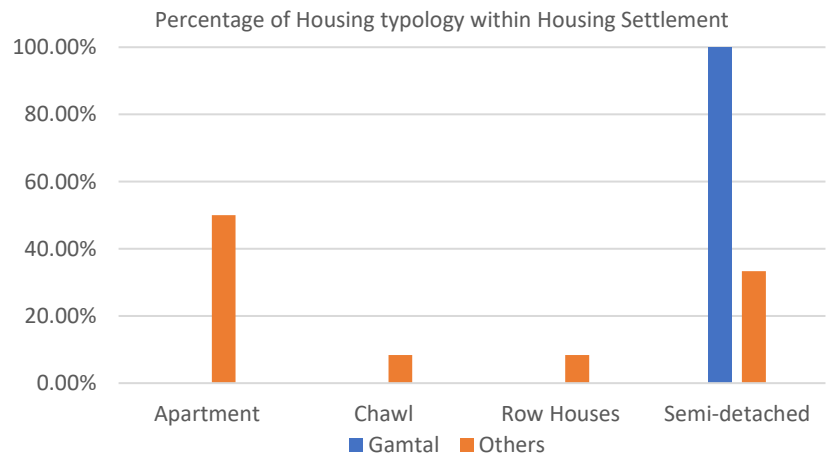
The blockage of catch pits results from their design, location and their distorted condition. These catch pits have larger openings than standard ones, and their proximity to a market area leads to people disposing of garbage directly into them.

7. Liveability of the Saijpur Bhoga

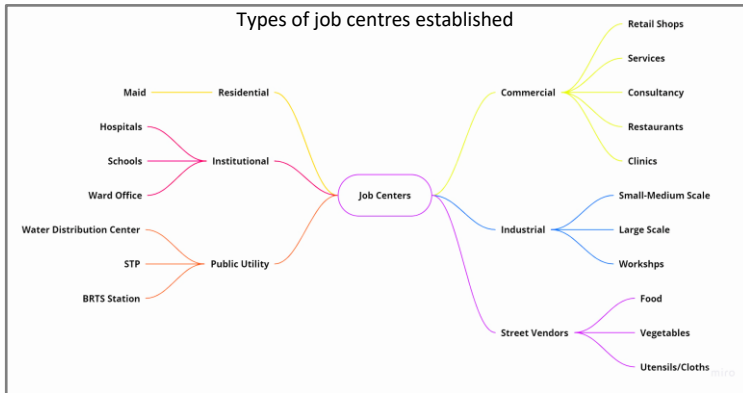
7.1 Housing choices & Constraint



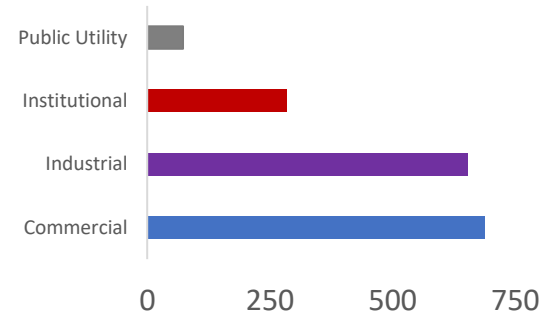
With the closure of small-scale industries and the emergence of diverse job centers within the precinct, coupled with the introduction of BRTs for improved citywide connectivity, migrants now view Saijpur as a residential option with different Choices and Constraint.



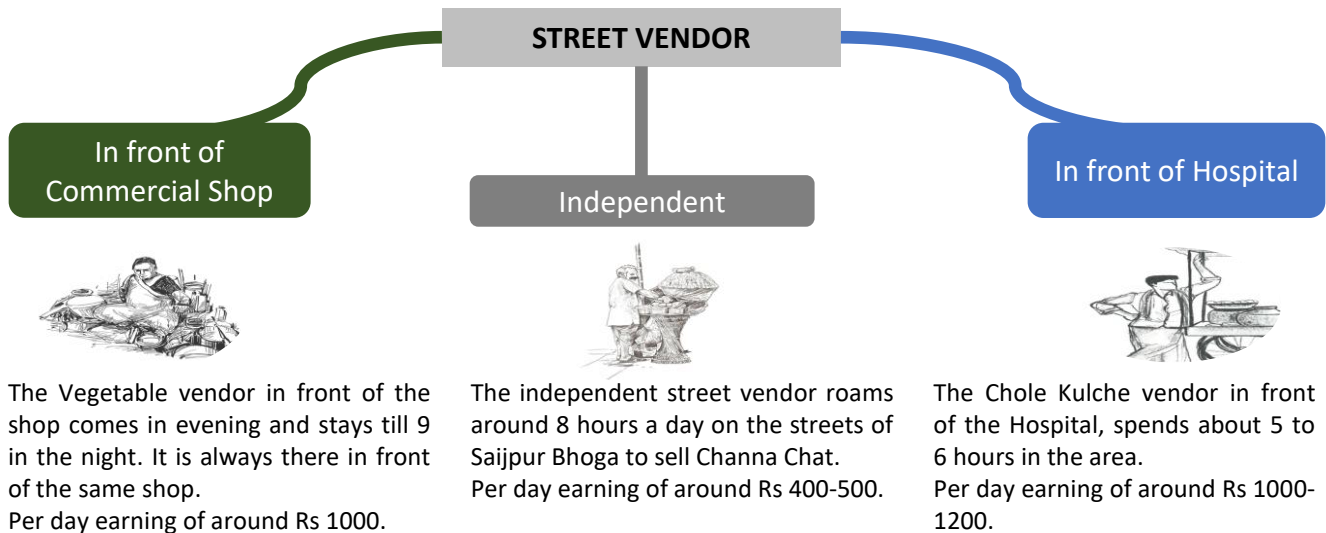
7.2 Saijpur Bhoga as Economic Centre



Number of job centres established



I have researched diverse job centers in the precinct , with a focus on **Street Vendors**. As They play a vital role in the **Informal Economy** and urban life.

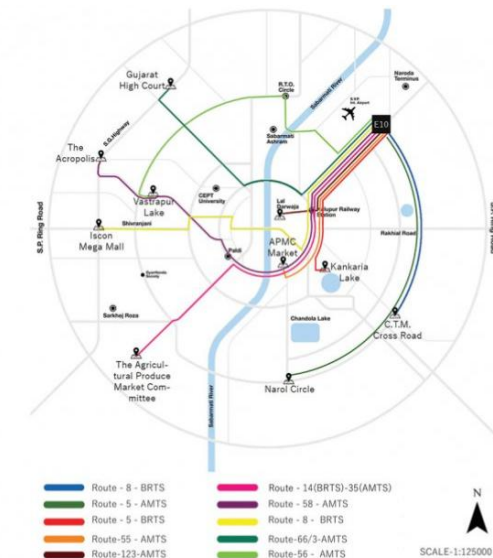
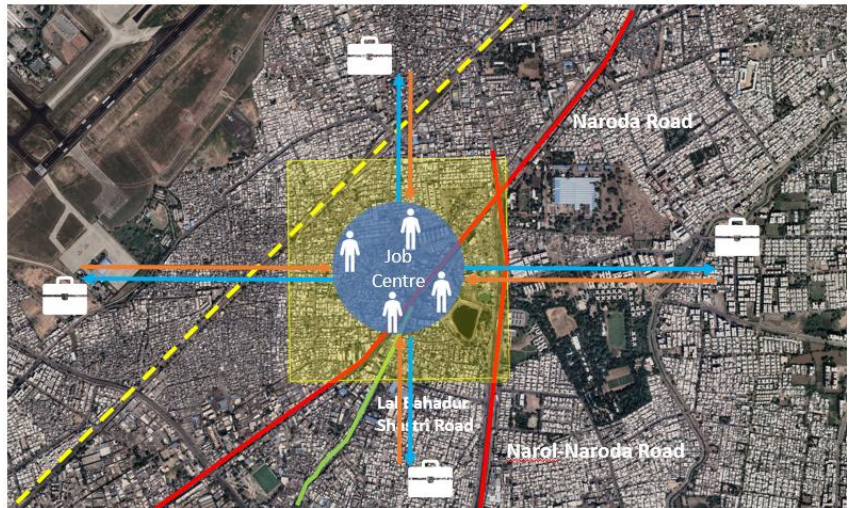


They play a significant role in the job and livelihood sector, contributing to the informal economy and providing essential services to urban communities.

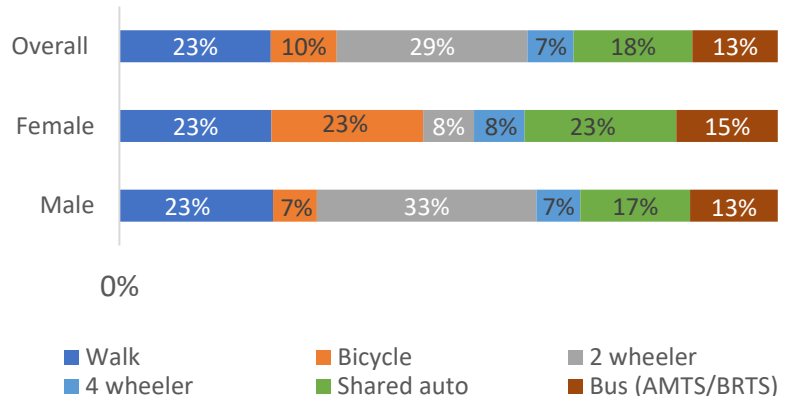
7.3 Connectivity to Job Opportunities

Public Transport system leading to wider job opportunities.

The improvement of the public transport system has expanded job opportunities in the area, attracting both locals seeking work elsewhere and outsiders coming in for job prospects within the precinct, fostering increased **economic activity**.



Gender Based Mode Share for Work trips

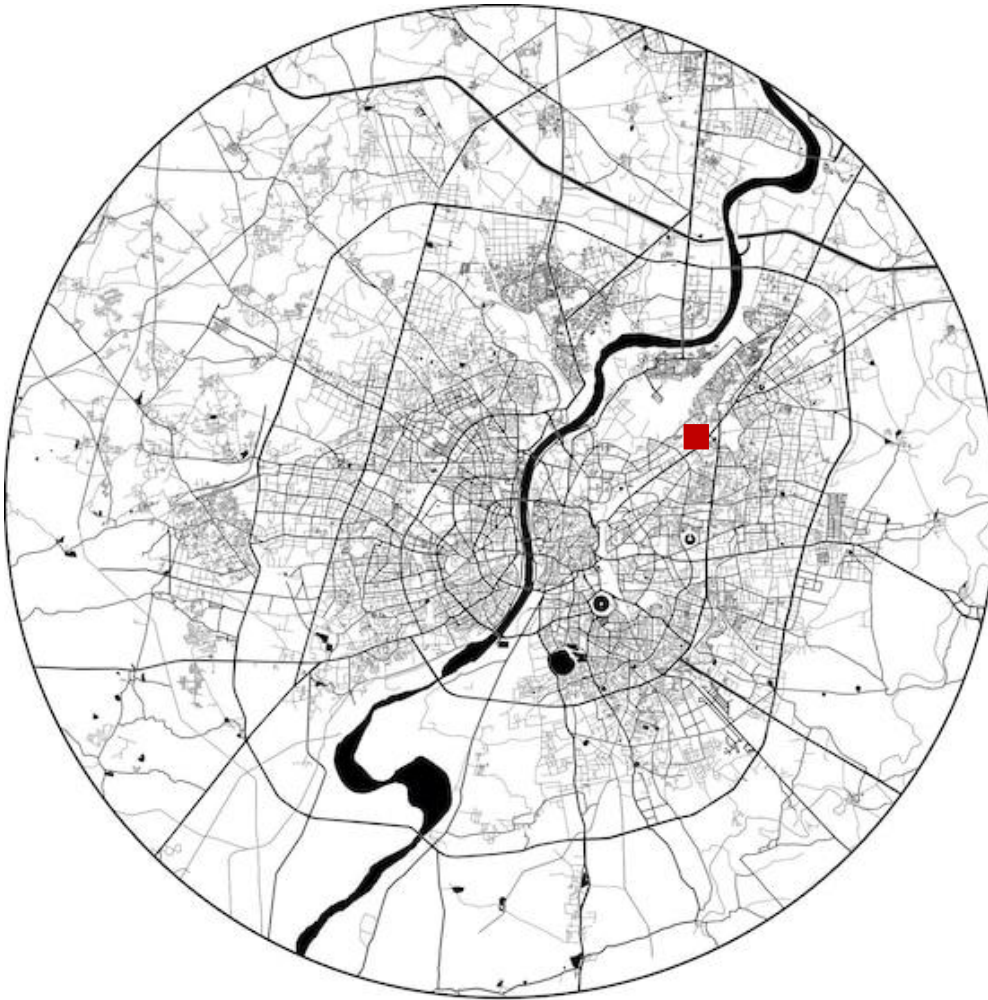


One of the major reasons for the development of Saijpur crossroad and commercial activity there, is due to the high footfall bus route and the **TOD caused** due to BRTS.

Conclusion

Saijpur Bhoga's journey from a rural area to an urban hub is marked by several key factors. The growth of the Naroda Industrial Area in the 1960s attracted industrial workers in need of housing, kickstarting urbanization. Governance initiatives and infrastructure development, like Town Planning Schemes and road networks, between 1990 and 2015 furthered this transformation. The introduction of the Bus Rapid Transit System (BRTS) in 2007 greatly improved transportation, enhancing residential development, healthcare services, and commercial growth. The road network, with major roads like Naroda Road and Narol Naroda Road, forms the lifelines of the area, connecting it to Ahmedabad. Well-organized arterial, sub-arterial, collector roads, and local roads ensure efficient connectivity. The precinct has a well-designed network of streets that make transportation easy and efficient.. The land use in the precinct is diverse, with residential areas, mixed-use zones, and various other purposes. The built form transitioned from semi-detached houses to high-rise apartments, creating a dynamic landscape. The precinct's vibrant ground-floor commercial activities and active margin spaces promote community interaction. Property prices vary, and the area's high population density provides room for more vertical development, offering opportunities for continued growth.





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