

# Strategies for Rejuvenation of Central Business District, Dahod

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## Abstract

*The Central Business District (CBD) area of any city is characterized as the older part of the city, where all the public buildings along with the commercial area and residential area are present with high density of population. This portion of city often ends up as a victim of haphazard development resulting into overcrowding. This paper focuses on identifying the various prevailing issues in the CBD area of Dahod City and providing general suggestions and recommendations for rejuvenating it.*

**Keywords:** *Central Business District, Dahod, Rejuvenation;*

## INTRODUCTION

Dahod located in Gujarat, India, also called as “Dohad” due to the presence of boundaries of Rajasthan and Madhya Pradesh nearby, serves as the district headquarters for Dahod District. It was selected to be developed as one of the 100 smart cities. The CBD area, also called as the gamta area is located approximately in the geographic center of the city. Even with its economic importance to the city, due to the mixed land-use pattern found around the area. The people living in the CBD area face many issues of varying nature. The infrastructure facilities provided to the citizens in this area are inadequate and very old. This has resulted in a degradation in the living condition of people. One of the greatest challenges in transforming Dahod into a smart city would be rejuvenating its CBD area, which currently is a prime example of haphazard development resulting into huge amount of congestion.

## OBJECTIVES

- To study existing situation and analysing various prevailing problems of CBD area of Dahod.
- To recommend strategies for the rejuvenation of CBD area of Dahod.

## LITERATURE REVIEW

### 1. **Critical Study of Infrastructure Facilities in Walled city area for Smart city Vadodara, Ravi Brahmhatt, 2017;**

The concept of Walled city along with the existing condition on Vadodara CBD area has been studied. After carrying out extensive surveys, the author has identified issues related to storm-water drainage and solid waste disposal along with traffic congestion.

### 2. **Regeneration of Central Business District, Surat, Pavan Teja, 2014**

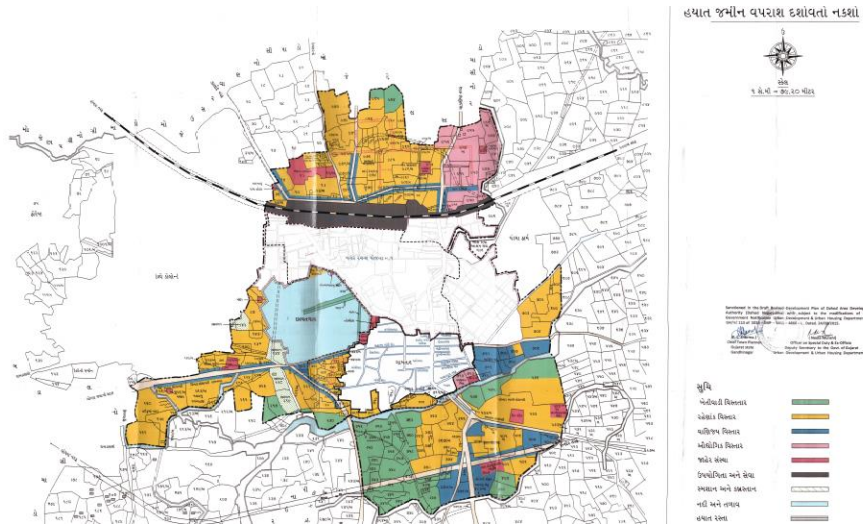
The existing situation of Surat CBD area was studied and various issues like insufficient infrastructure, poor housing condition along with traffic congestion, lack of parking space and the degrading condition of heritage sites had been identified. Solutions like providing certain areas as no vehicular zone, park and ride facilities and development of heritage walk were suggested. Special focus was given to the issues like haphazard development, flood prone slum areas and inflow of domestic and industrial waste prevailing along the river Tapi. Finally, a proposal for riverfront development was provided by the author.

**STUDY AREA PROFILE**

The total area covered under Dahod city is 6.62 km<sup>2</sup>. Out of that, the CBD area covers around 1 km<sup>2</sup>.

*Table 1: Dahod population data<sup>[4]</sup>*

Town	Population
Dahod (Municipality + Outgrowth)	118846
Dahod (Municipality)	94578
Freelandgunj (Census town)	11657



*Fig 1: Dahod Land-use Plan<sup>[5]</sup>*

Due to the presence of Railway colony (Freelandgunj area) in Dahod, along with portion of area under forest department, the scope of expansion becomes very limited for the area development authority, this has also resulted into land prices being very high in Dahod. [1]



*Fig 2: Dahod CDB Area*

Under usual conditions, when a city expands smaller pockets of commercial center get developed to cater to the needs of the immediate surrounding public. However, due to the lack of availability of desirable land for expansion coupled with a steady increase in population has meant that most people still depend on the CBD area for the commercial facility. The current condition of the CBD area is described as follows: -

### Traffic & Transportation

State Highway 58 passes through the CBD area of Dahod. From site visits, it was observed that the highest amount of traffic congestion occurs around the area surrounding the Municipality building and the post office and the entire patch of M.G. road (shown by blue line in the below figure). Due to the small nature of the city, there is no bus service running for transportation within the city and people rely on either auto-rickshaws or private vehicles. More than anything, the patch of M.G. road becomes the most critical portion as maximum traffic congestion occurs here.



*Fig 3: M.G. Road & Parking facilities location*

### Parking

Parking space is provided along a patch in the center of the road shown by the black dotted line, while this has released some parking load of the immediate surrounding area, it has also resulted in decrease in the carriage way width. Other than this, there is a severe lack of parking space in the CBD area of Dahod. On-street parking is found along the road almost everywhere.

Following image shows the extent of on-street parking in the CBD area along the Post Office and other commercial shops.



*Fig 3: Traffic Conditions*

### Dudhimati River

Dahod is said to have taken its name from the saint Dadhichi, who, also had an ashram along its banks. <sup>[1]</sup> Dahod has ever since grown into a bustling city but due to the lack of attention towards the Dudhimati river, which is located on the edge of the CBD area of Dahod, the river is now in a very poor condition. Even after the historical importance it has, it has become a dumping ground of sorts for the city waste.



*Fig 4: Dudhimati River*

### **M.G. Road & area within its vicinity**

As specified earlier, M.G. road is one of the most critical in need of rejuvenation in the CBD area. This stretch of 600m long road has a width of only 3.6m and has various shops located on each side of it, many of which, have kept no set-back distance. Few of the commercial shops are such that they utilize the ground floor, while the upper storey are used for residential purpose. Another issue existing along this road is of parking. Vehicle users simply park their vehicles on the side of the shop they wish to enter. It is a route often used by rickshaw drivers too, which further adds to the congestion. Couple that with the presence of densely packed residential area, it is also not possible to convert it into a non-vehicular zone.

The smaller lateral streets from this road lead to a densely packed pre-dominantly residential area and just like the shop along the M.G. road, even in these smaller connecting streets, many ground floors are utilized as commercial places and the upper floors as residential. This results in added traffic in these smaller streets and congestion due to parking along those shops. The houses constructed along its irregular and narrow street are also very uneven and do not give a pleasant aesthetic.



*Fig 5: M.G. Road Traffic Congestion*

In a survey conducted of the people living in the vicinity of M.G. Road it was noted that the water supply system of the municipality is satisfactory and all the households are pleased with the time and quality of the water supply. Storm water drainage however, ends up being a different matter. The streets surrounding the M.G. Road have downward sloping profile, which results into the accumulation of storm water in that area. The storm water drains are inadequate to handle the discharge. Multiple people noted waterlogging as a nuisance during monsoon.

## RECOMMENDATIONS & SUGGESTIONS

M.G. Road cannot be made a non-vehicular zone due to the presence of residential area combined with the commercial zone, but we can restrict access of auto-rickshaws in it by converting it into a no auto-rickshaw zone.

Dahod is a comparatively small city with many points of interests available at a short travel distance. This denotes the huge potential Non-motorised Transport (NMT) Systems have in the city. It would also help in decreasing air and noise pollution. People could be encouraged to use cycles instead of traditional two wheelers for short trip. For this however, detailed study needs to be carried out and safety of bicyclists have to be considered.

Conduct a comprehensive study regarding the pollution in Dudhimati river and implementing and governing strict restrictions on disposal of city waste in the river.

The storm-water drainage system of the area in the vicinity of M.G. road should also be validated and improved, due to the regular water logging in the area in monsoon.

## CONCLUSION

Due to the nature and densely packed population in the CBD area coupled with its importance to Dahod city has resulted into rise of various issues such are traffic congestion, lack of parking and open space, waterlogging, poor housing conditions, noise pollution, degradation of Dudhimati river. For the conversion of Dahod CBD area into a more efficient and sustainable city center, all these issues will have to be tackled. Future scope of this study includes detailed analysis of every problem and suggestion presented in this paper and analysing exactly how much impact it would have.

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