

Development of Bus Port at Udaipur, Tripura

November 08 , 2019
Pre-Feasibility Report

A Joint Venture of The Government of National
Capital Territory of Delhi & The IDFC Foundation.
An ISO Certified Company



We help people move

1st Floor, ISBT Building, Kashmere Gate
Delhi - 110006 | Tel.: +91-11-43090100
E-mail: info@dimts.in | Website : www.dimts.in

Table of Contents

1.	INTRODUCTION.....	2
2.	SITE APPRECIATION	4
3.	SITE SURVEY	5
4.	CONCLUSION	9
5.	SITE PHOTOGRAPHS	10

1. Introduction

Udaipur formerly known as Rangamati, is the third biggest city in the Indian state of Tripura. It is also the headquarters of Gomati district. The city was a former capital of the state during the reign of the Maharajas and is about 51 km from Agartala, the present capital of Tripura. The city is famous for the Tripura Sundari temple also known as Tripureshwari temple.

Udaipur is located at 23.53°N 91.48°E with an average elevation of 22 meters. The Gomati River passes through the heart of Udaipur and helps in irrigation of its lands.

Demography

As of 2011 India census, Udaipur had a population of 32,758. Males constitute 50.65% of the population and females 49.35%. Udaipur has an average literacy rate of 94.84%, higher than the state average of 87.22%.

Year	1991	2001	2011
Population	18,223	21,758	32,758

The population of Udaipur has displayed a growth of 19.40% from 1991 to 2001 and 50.56% from 2001 to 2011.

Tourism

Udaipur is also known as tourism capital of Tripura. It is dotted with temples, the most famous of which is the Tripura Sundari temple, which is one of the 51 Shakti Peethas.

Udaipur is also known as "Lake City" and has many beautiful lakes. Some of them are Jagannath Dighi, Mahadev Dighi, Amar Sagar, Dhanisagar and Kalyan Sagar. It also has a national library named "Nazrul Granthagar", after Kazi Nazrul Islam. Tepania Eco Park, Puran Rajbari etc. are other attractions of Udaipur.

Connectivity

Road Connectivity	<p>Udaipur is well connected with NH 8 and it is the major city between Agartala and Sabroom. The city is well connected with 4 major areas of Amarpur, Karbook, Santri Bazaar and Bailonia.</p> <p>Buses to Agartala are available at every 7 minutes. Jeeps are also available for going to various places at an interval of every 10 minutes</p>
--------------------------	---

Rail Connectivity	Udaipur railway station is a beautiful railway station with fascinating architecture. It is situated near Matabari which comes under the Lumding railway division of the Northeast Frontier Railway.
Air Connectivity	Major Connecting points: Agartala and Sabroom Maharaja Bir Bikram Airport at Agartala is the nearest airport to Udaipur (~59 km).

2. Site Appreciation

The proposed bus port site is situated at 23°32'00.9"N 91°28'59.3"E in Udaipur city, adjoining the NH 8.



Figure: Proposed Bus Port Site

3. Site Survey

The survey was conducted on 29th and 30th August, 2019 and the information collected is provided in the below subsections.

Site Details

The following are the details of the site proposed for the development of the bus port at Udaipur.

Name of the State/ UT	Tripura		
Name of the District	Gomati District		
Name of the City	Udaipur		
Nodal Agency nominated for Project	Public Works Department, Government of Tripura		
Address	Rajarbag Motorstand, Udaipur		
Owner of Land	SN	Ownership	Area (in acres)
	1	Transport Department (TD), Government of Tripura	1.340
	2	Udaipur Municipal Council	2.580
	3	Tripura Road Transport Corporation (TRTC)	0.163
	4	Urban Development Department (UDD), Government of Tripura	0.060
	Total		4.143
Declared Land use	Transportation		
Site orientation	East: NH 8 West: Agricultural Area North: Mixed use development South: A 3.5m wide road and mixed use development after this road		
Present Usage	<ul style="list-style-type: none"> • The site is being used as a bus stand. • A Jeep stand is also being operated at the site. • Part of the site has paddy fields (on the west side). 		

Source of power	Local power utility. Electrical Poles are already installed on the site.
Water Source	Ground water (At a depth of ~30-40 feet) and Municipal water

Assessment of Alternate Bus Port Site

No alternate site has been proposed by the government for the said purpose.

Topography of the Site

- The site has low undulations of about 1-2 m.
- The east side of the site has few shops and is also being used for the movement of buses and jeeps.
- The site has an overhead water tank, transformers and trees/ vegetation.

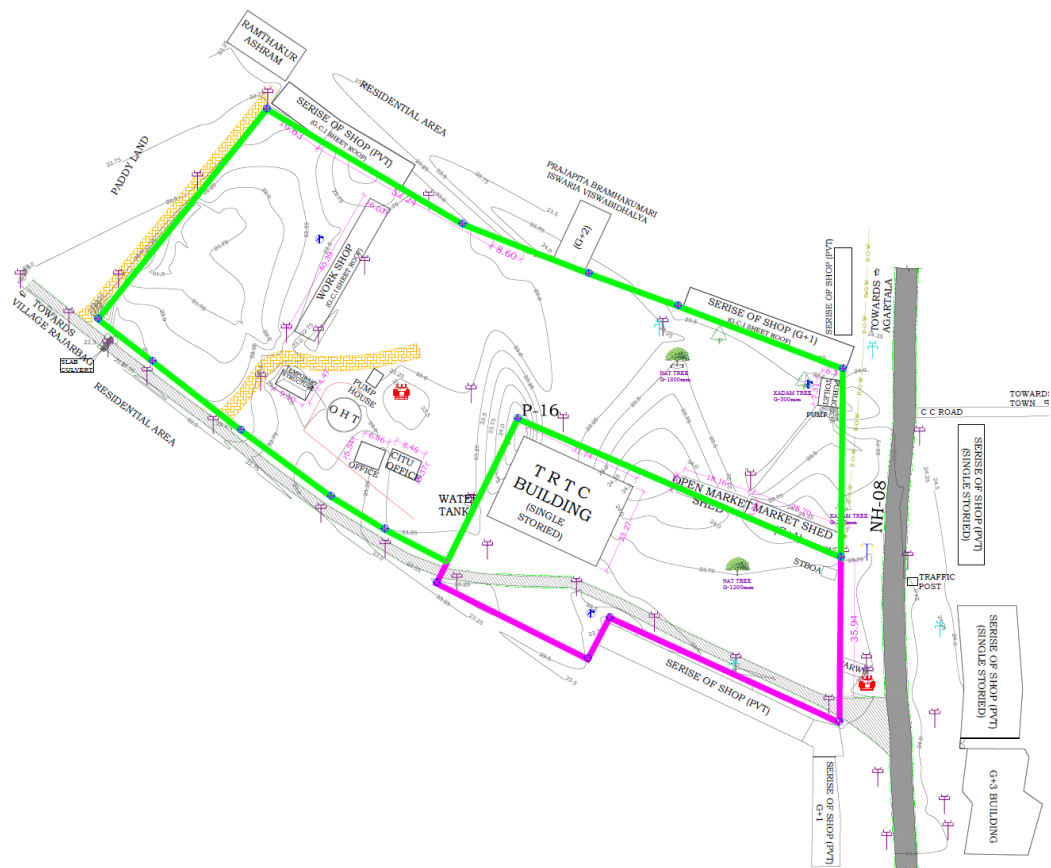
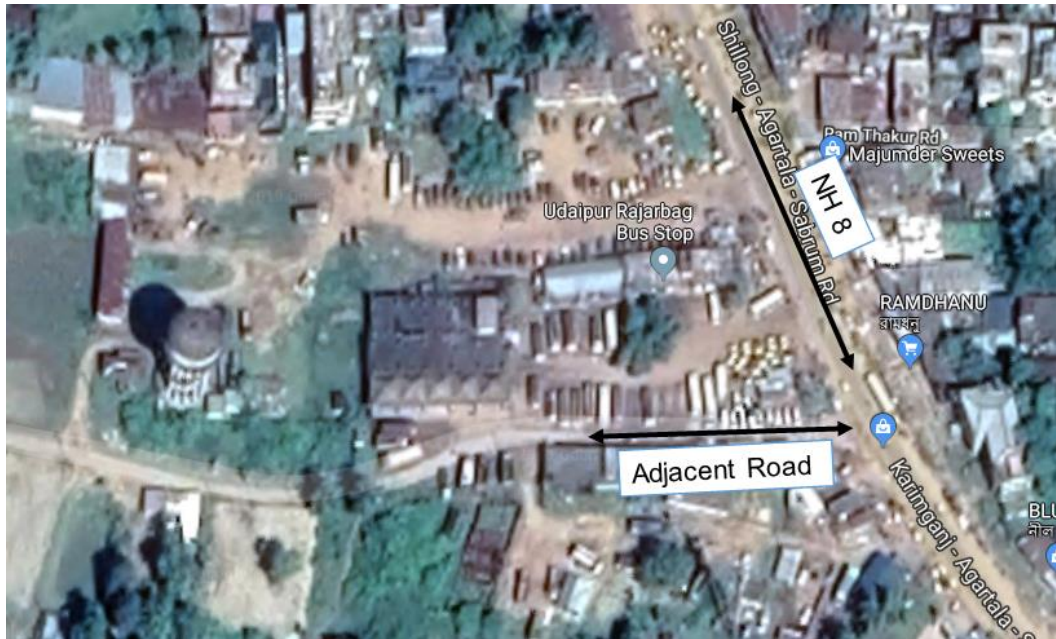


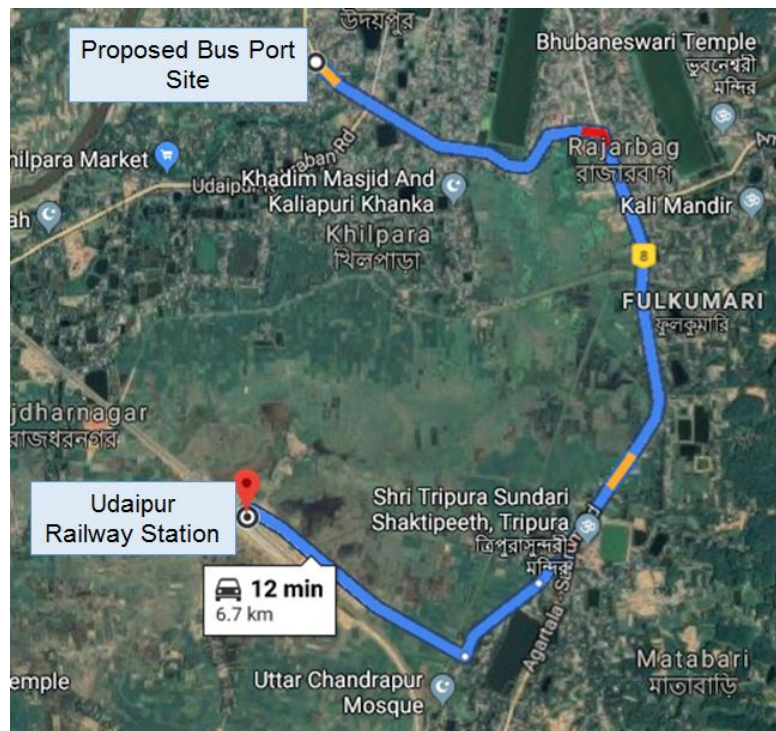
Figure: Proposed Bus Port Site – Topographic Map

Available Right of Way to the site and potential connectivity opportunities

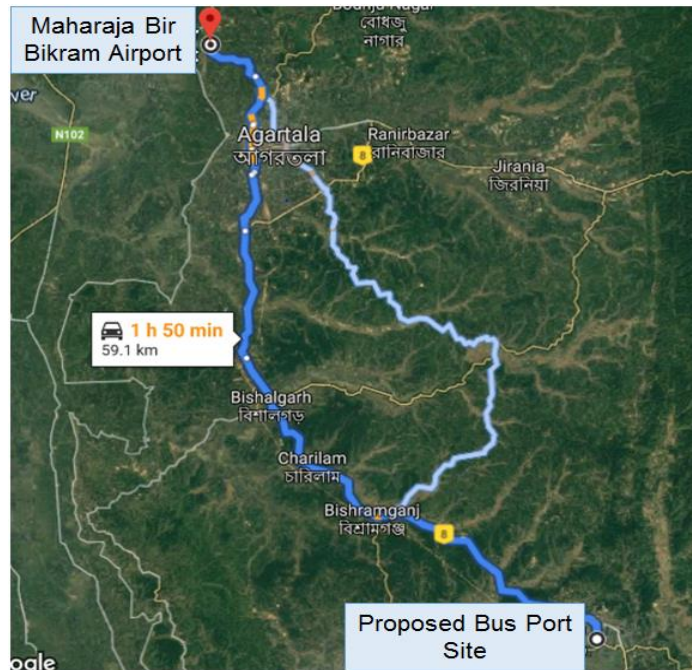
The site can presently be approached via NH 8 (~ 10 meters). The site also has road of approximately 3.5 meters in the south side.



Connectivity to Nearest Railway Station: Site is at an approximate distance of 6.7 Km from Udaipur Railway Station.



Connectivity to nearest Airport: Site is at an approximate distance of 59 Km from Maharaja Bir Bikram Airport, Agartala.



Potential integration points with other proposed facilities

Based on the discussion with the local officials it was concluded that there are no major transport interventions planned in the area which could substantially impact the current traffic pattern.

Traffic movement

The present Bus and Jeep operations from the existing Bus Stand are presented hereunder:

Number of buses	343 bus permits with 480 trips
Number of Jeeps	about 100 permits with 1152 trips

Real Estate Trends

The going market rentals for retail commercial development in the vicinity are in the range of Rs.15-25 per square feet on the ground floor. The sale price of the shops on the ground floor in the vicinity is about Rs.5000-7000 per square feet.

Environmental Issues

The proposed bus port site is not in the flood prone area. There is some minor vegetation. Since, the site is already being used as a bus stand, therefore, the proposed bus port development would not create any adverse impact on environment.

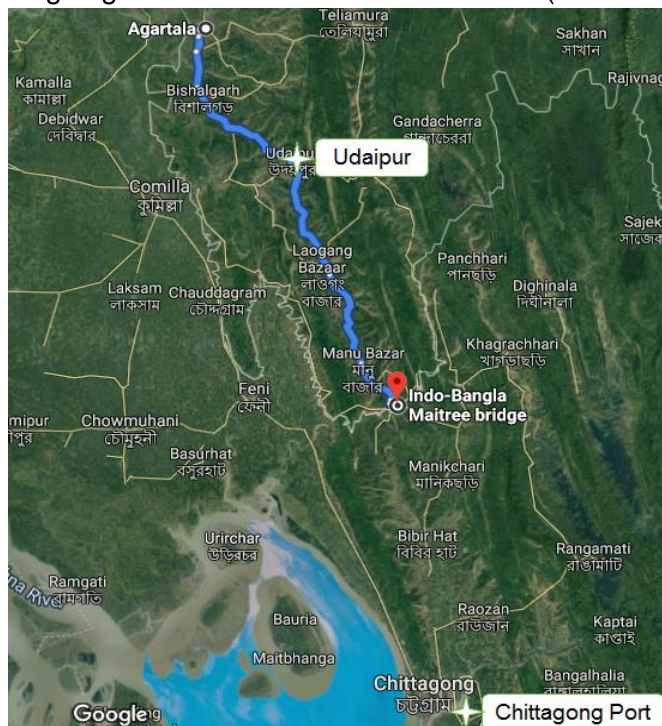
4. Conclusion

Based on the site visit, the following are broad contours governing the development of the bus port at the proposed site:

- (i) Site is readily available with state government and hence there is no need for acquisition.
- (ii) Applicable FAR for the land is 2.5.
- (iii) The proposed land use is Transportation.
- (iv) There is an operational Bus stand on the site.
- (v) The real estate prices in vicinity of the site are on the lower side therefore, the project may need substantial grant amount.

The following suggestions are being made for development of bus port at the proposed site:

- (i) Since, jeeps are also a prominent mode of transport in Udaipur, therefore, the proposed bus port should also serve as a jeep stand.
- (ii) Based on the discussion with the local officials, it was found that Indo-Bangla Maitree Bridge is going to be built over the Feni River (a trans-boundary river originating from South Tripura district and enters Bangladesh). This would provide the road connectivity to Chittagong Port in Bangladesh. This enables the improved logistics and transport of heavy machines and goods to North East India via Bangladesh. Since, Udaipur is the main city between Chittagong Port and Agartala, therefore the proposed development is expected to increase in traffic, in near future. This necessitates the development of modern bus port with commercial development in Udaipur.



5. Site Photographs



Proposed Site



Existing Operations at Proposed Bus Port Site




Access Road

Tripureshwari Temple (~5 Km from site)



Udaipur Railway Station



Development of Bus Port at Baddi, Himachal Pradesh

April 16, 2019
Pre-Feasibility Report

A Joint Venture of The Government of National
Capital Territory of Delhi & The IDFC Foundation.
An ISO Certified Company



We help people move

1st Floor, ISBT Building, Kashmere Gate
Delhi - 110006 | Tel.: +91-11-43090100
E-mail: info@dimts.in | Website : www.dimts.in

Table of Contents

1. INTRODUCTION..... 2

2. SITE APPRECIATION 3

3. SITE SURVEY 4

 3.1. SITE DETAILS 4

 3.2. ASSESSMENT OF ALTERNATE BUS PORT SITE 4

 3.3. TOPOGRAPHY OF THE SITE 5

 3.4. AVAILABLE RIGHT OF WAY TO THE SITE 5

 3.5. POTENTIAL INTEGRATION POINTS WITH OTHER PROPOSED FACILITIES..... 6

 3.6. TRAFFIC MOVEMENT 6

 3.7. ENVIRONMENTAL ISSUES 7

4. CONCLUSION 8

5. SITE PHOTOGRAPHS 9

1. Introduction

Baddi is an industrial town in the Solan district of Himachal Pradesh and the Baddi Municipal Council covers 14 wards catering to a population of 29,911 as per the 2011 Census. It is located on the border of Himachal Pradesh and Haryana in the foothills of Shivalik range. The town is situated at a distance of around 35 km from Solan.

Baddi is known as the industrial capital of Himachal Pradesh with more than 2000 factories belonging to pharma, FMCG, textile and agro sector. The town hosts some of the prominent names in the pharma sector such as Cipla, Dr. Reddy's Laboratories, Cadila Healthcare, Abbott Laboratories, Ranbaxy Laboratories etc. The town forms the backbone of the industrial activity in the state with an annual revenue of around 60,000 Crore which is approximately half of the industrial revenue of Himachal Pradesh

Baddi is connected to the rest of the country by Railways and Highways. The Kalka Railway station situated at a distance of 20 kms from the city is the rail linkage to Baddi. Pinjore-Swarghat NH 105 presents a robust road connectivity to Baddi city.

Baddi town has a population of around 3,50,000 which is majorly made up of migrants from neighboring states along with Uttar Pradesh, Bihar and Rajasthan. The population of locals in Baddi town has displayed a growth of 32% from 22,601 in 2001 to 29,911 in 2011.

Table: Demography

Year	2001	2011
Population	22,601	29,911

2. Site Appreciation

The proposed bus port site is situated at 30°55'49"N 76°47'35.2"E in Haripur Sandoli area of Baddi and adjacent to Truck union parking.



Figure: Proposed Bus Port Site

3. Site Survey

The site survey was conducted on March 29, 2019 and the information collected is provided in the below subsections.

3.1. Site Details

The following are the details of the site proposed for the development of the bus port at Baddi

Name of the State/UT	Himachal Pradesh
Name of the District	Solan
Name of the City	Baddi
Nodal Agency nominated for Project	HP City Transport and Bus Stands Management & Development Authority (HP CT BSM&DA)
Address	Haripur Sandoli, Baddi
Owner of Land	Himachal Road Transport Corporation
Land Details	Survey no: 1544/977&960/2 Area : 6.436 Acre (26045.0 sqm)
Declared Land use	Development of Bus Port including commercial activity is permissible
Site orientation	West : Slums East : Truck Parking North: Main road and commercial development South: Agriculture land
Present Usage	Presently flat area of site is partially vacant. A part of the area is used for idle parking of trucks and some part of the land is encroached by slums.
Source of power	Local power utility
Water Source	Ground water

3.2. Assessment of Alternate Bus Port Site

No alternate site was proposed by the state nodal agency. This site has been procured by the state, for the purpose of development of bus port.

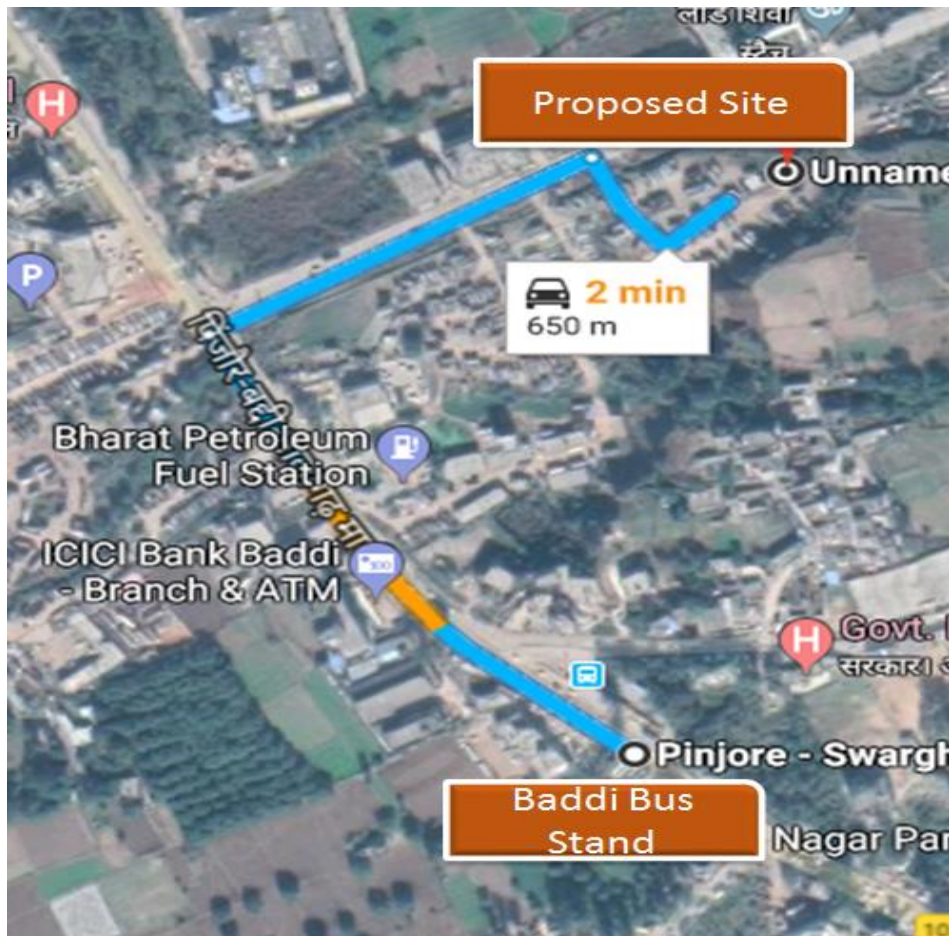
3.3. Topography of the Site

The site is flat and slightly sloping from east to west side. The area outside the south side of the site is at higher elevation of about 6-7 m.

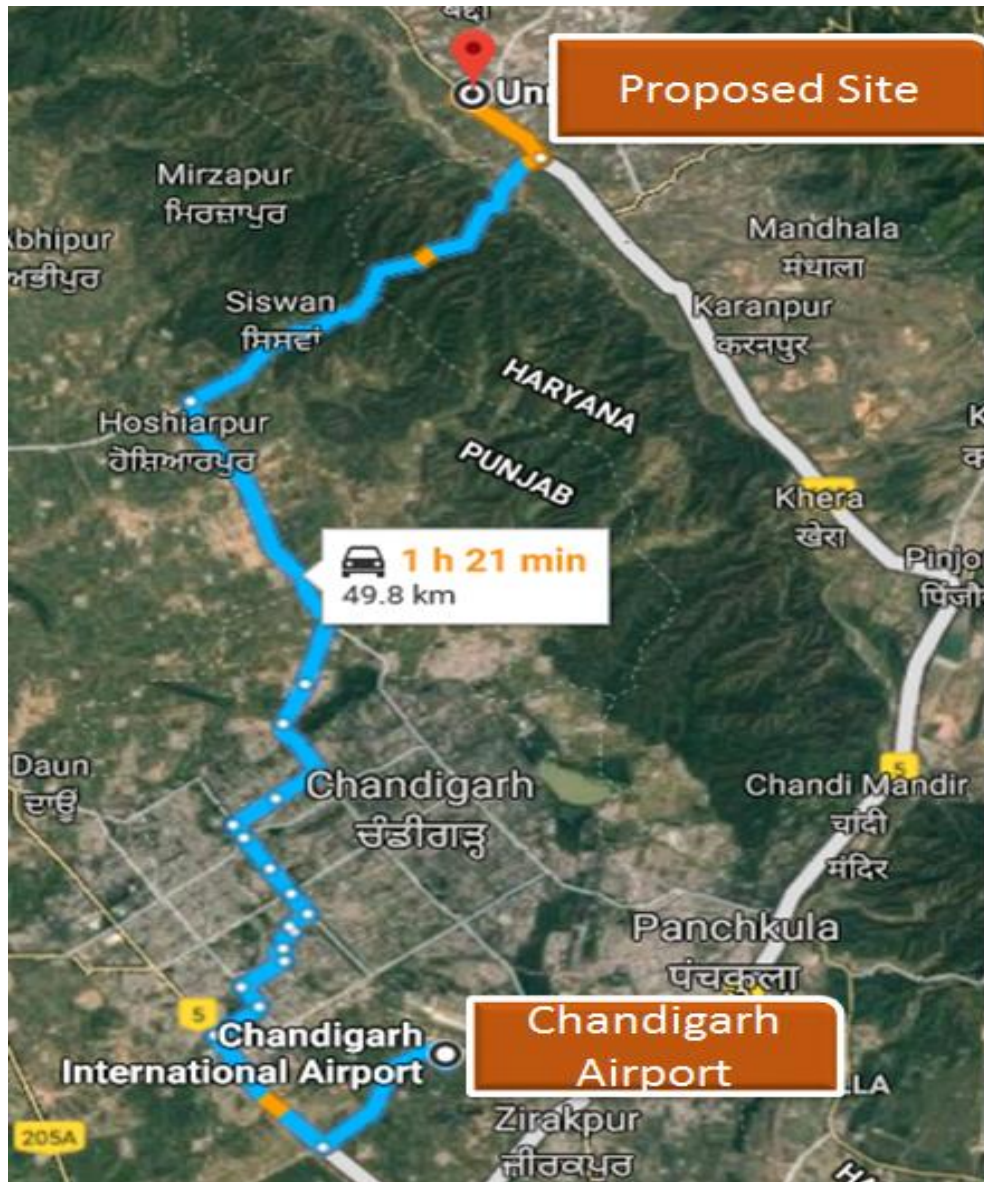
3.4. Available Right of Way to the site

Site is directly accessible from NH105 by connecting road of 12 m carriageway.

- **Distance from Bus Stand:** Site is at an approximate distance of 0.6 Km from main bus stand on Pinjore swarghat road.



- **Distance from nearest Airport:** Site is at an approximate distance of 50 km from Chandigarh International Airport



3.5. Potential integration points with other proposed facilities

Based on the discussion with the local officials, it was concluded that there are no major interventions planned in the area which could substantially impact the current traffic pattern.

There is formal commercial development comprising of shops, offices, showrooms and commercial complexes across the road from the site.

3.6. Traffic Movement

The majority of the buses in operation in Baddi presently are operated by HRTC. Approximate 22 bus trips per day are originating from the present bus stand with

452 buses (55 HRTC long route buses, 122 HRTC local buses, 264 Private buses and 11 Other STU buses) passing through.

3.7. Environmental Issues

There are no major environmental issue at site.

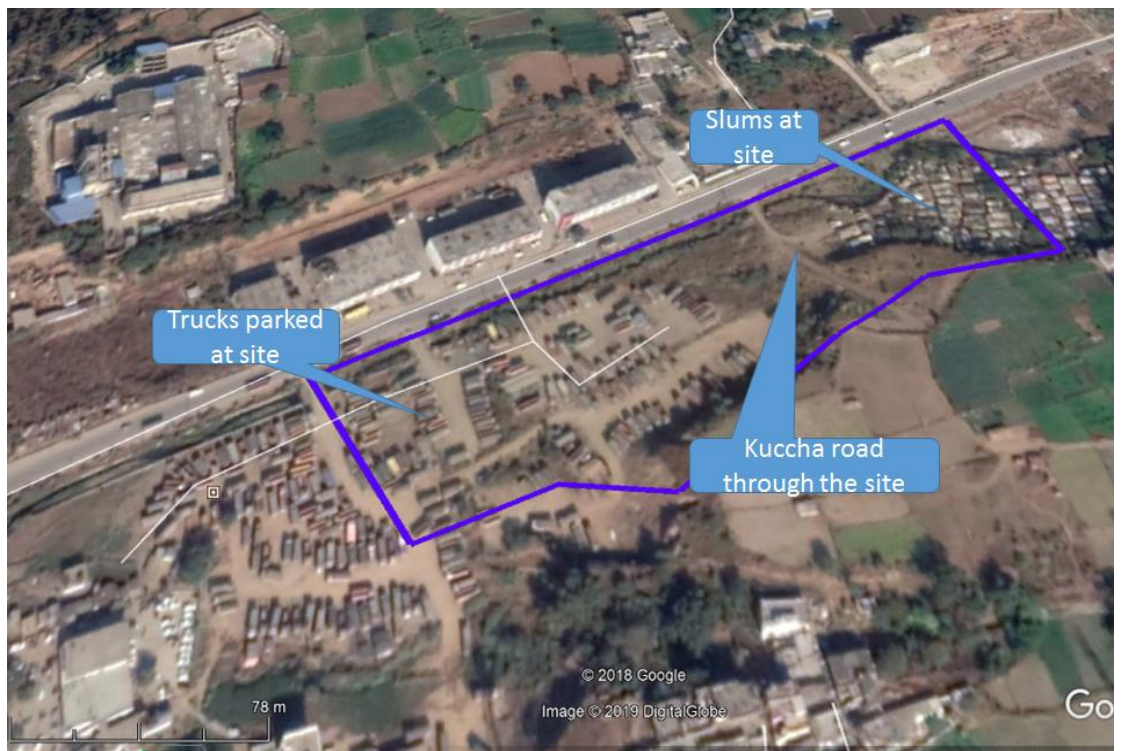
4. Conclusion

Based on the site visit, the following are broad contours governing the development of the bus port at the proposed site:

- (i) Site is flat and suitable for development of bus port.
- (ii) An FAR of 2 may be applicable for the development of bus port at the site based on the discussion with state officials, however, the same could not be confirmed.
- (iii) National highway NH 105 is at a distance of about 150-200 m from the site approachable via a connecting road of 12 m carriageway
- (iv) Bus port development is permissible
- (v) Surrounding area have already commercial and industrial development

The following suggestions are being made for successful completion of the project:

- (i) A portion of the site is presently used for parking of trucks and is partially encroached by slums. The state must assure that the truck parking and slums shall be relocated.
- (ii) A kaccha road of about 2 m width is passing through the site and may impact the viability of site. The mentioned road to be relocated along the periphery of the site.



5. Site Photographs



Proposed Bus Port Site with commercial development across the road



Site Approach



Slum encroachment at site



Trucks parked at site



Kuccha Road through the middle of site



Development of Bus Port at Port Blair, Andaman & Nicobar Islands (New Pahargaon Village)

June 25, 2019
Pre-Feasibility Report

A Joint Venture of The Government of National
Capital Territory of Delhi & The IDFC Foundation.
An ISO Certified Company



We help people move

1st Floor, ISBT Building, Kashmere Gate
Delhi - 110006 | Tel.: +91-11-43090100
E-mail: info@dimts.in | Website : www.dimts.in

Table of Contents

1.	INTRODUCTION.....	2
2.	SITE APPRECIATION	3
3.	SITE SURVEY	4
4.	CONCLUSION	8
5.	SITE PHOTOGRAPHS	11
	ANNEXURE 1: LAND RECORDS	13

1. Introduction

Port Blair is the headquarters of South Andaman district and is the capital and largest city in the Union Territory (UT) of Andaman and Nicobar Islands. It is located on the east coast of the South Andaman Island and serves as the entry point for visiting the Andaman and Nicobar Islands.

Port Blair being the capital city, with an airport to provide connectivity with the rest of world, has very large floating population of tourists. Visitors expected in the present year 2018 are more than 5 lakh with an annual growth rate of more than 20% based on the trends observed in the recent years. Its economy is driven primarily by tourism and fisheries industry. It offers water based recreational activities like snorkeling, scuba diving, sea-cruises, along with glimpses of the history and culture of the region. Most of the restaurants and hotels are around Aberdeen Bazaar which forms the centre of the city.

The Master Plan for Port Blair comes into operation with effect from the date of Notification i.e. on 1st March 2012. It covers Port Blair town and the immediate surrounding 31 villages which were notified as Port Blair Planning/Development area and parts of villages viz, Austinabad and Minnie Bay and Viper Island. The surrounding villages cover up to Beadonabad in the South and Wandoor in the South-West, Tusnabad in the West, Wimberlygunj in the North, extending an area of 157 sq.km. Informal estimates of present population including that of nearby areas put the population at about 2 lakh.

Port Blair is governed by Municipal Council and is divided into 18 wards. The population of Port Blair has grown 44.16% from 74,955 in 1991 to 1,08,058 in 2011.

Table: Demography

Year	1991	2001	2011
Population	74,955	99,984	1,08,058

As compared to the district population growth rate at 14.23%, the city has grown at a pace of 8.07% in the last decade.

Road Transportation

Port Blair has a Central Bus Terminal catering to city and UT level bus services. These services are provided by Transport Department and referred as "State Transport Services". Besides, State Transport Agency issues permits to private bus operators' along with regular time table of operations. Both State Transport Service and Private operators are allowed to ply stage carriage services in the city. Apart from buses, city also has abundance of auto rickshaws as a means of transportation to get around the city.

2. Site Appreciation

The proposed bus port site is situated at 11°37'38.02"N 92°43'18.68"E in New Pahargaon village, adjoining airport boundary and about 500 m from NH – 4.

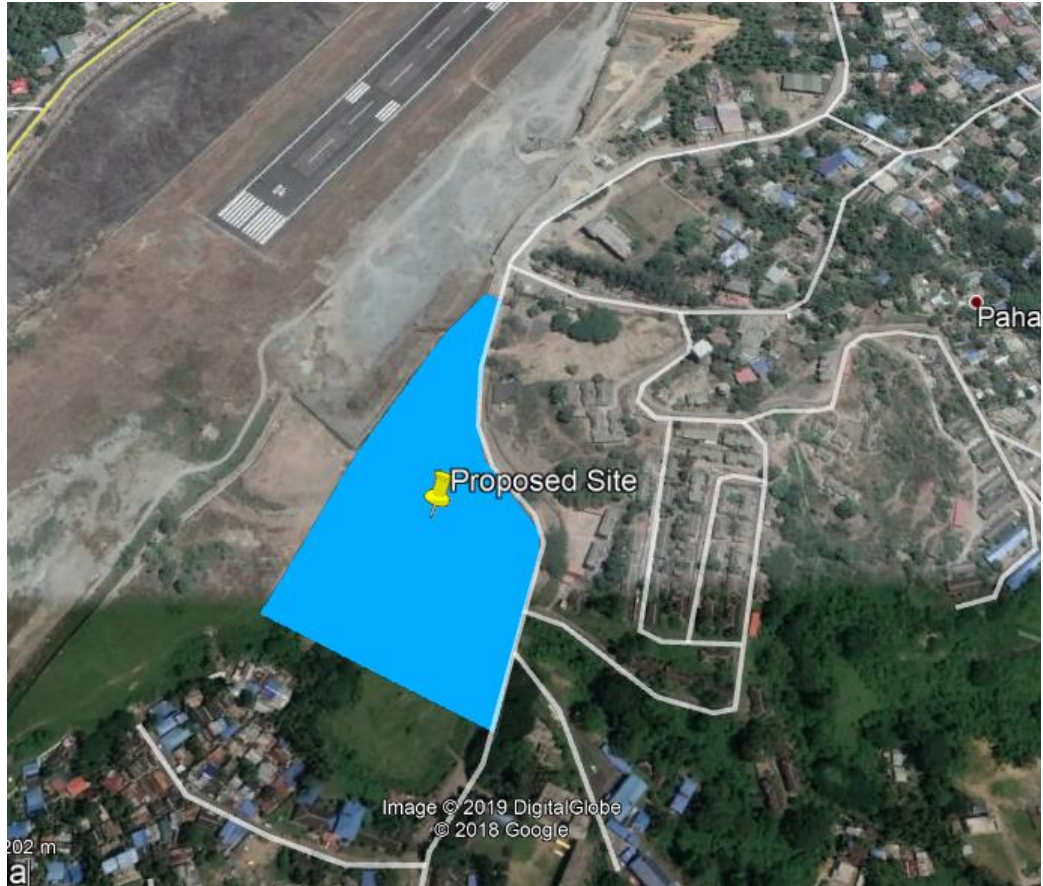


Figure: Proposed Bus Port Site

3. Site Survey

The survey was conducted on 4th and 5th February, 2019 and the information collected is provided in the below subsections.

Site Details

The land parcel is under the possession of Director of Transport, Andaman & Nicobar, allotted vide DC S/A order no. 1156 passed on December 12, 2011 in RC no. 489/DC(SA/2011) & TPB RC no. 1270/12 for construction of a bus port (for details ref. Anenxure 1). The following are the details of the site proposed at the New Pahargaon village for the development of the bus port at Port Blair.

Name of the State/UT	Andaman and Nicobar Islands
Name of the District	South Andaman
Name of the City	Port Blair
Nodal Agency nominated for Project	Transport Department, Government of Andaman and Nicobar
Address	New Pahargaon Village, Port Blair
Owner of Land	Director of Transport, Andaman and Nicobar Islands
Land Details	Survey number: 160/7 Area : 3.0 Hectares or 30,000 sqm
Declared Land use	Transportation and Communication
Site orientation	West : Military Engineering Services (MES) land parcel and Airport boundary East : Arterial Road North: Airport boundary South: Open Area with residential development in the vicinity
Present Usage	Presently site is being used by NHIDCL for batching plant which is expected to be dismantled within few months. The proposed land use of the site is Transportation and Communication

Source of power Local power utility

Water Source Ground water and municipal water

Assessment of Alternate Bus Port Site

A 3 Acre site located at Mohanpura, Aberdeen, Port Blair was proposed earlier by Transport Department, Government of Andaman & Nicobar. A site visit was conducted on November 28-30 to gauge the feasibility of the site. The site was not found suitable due to its location in a congested area away from highways and in a low lying flood prone area. The restriction on building in Coastal Regulation Zone (CRZ) also impacted the feasibility of the bus port at the site.

Topography of the Site

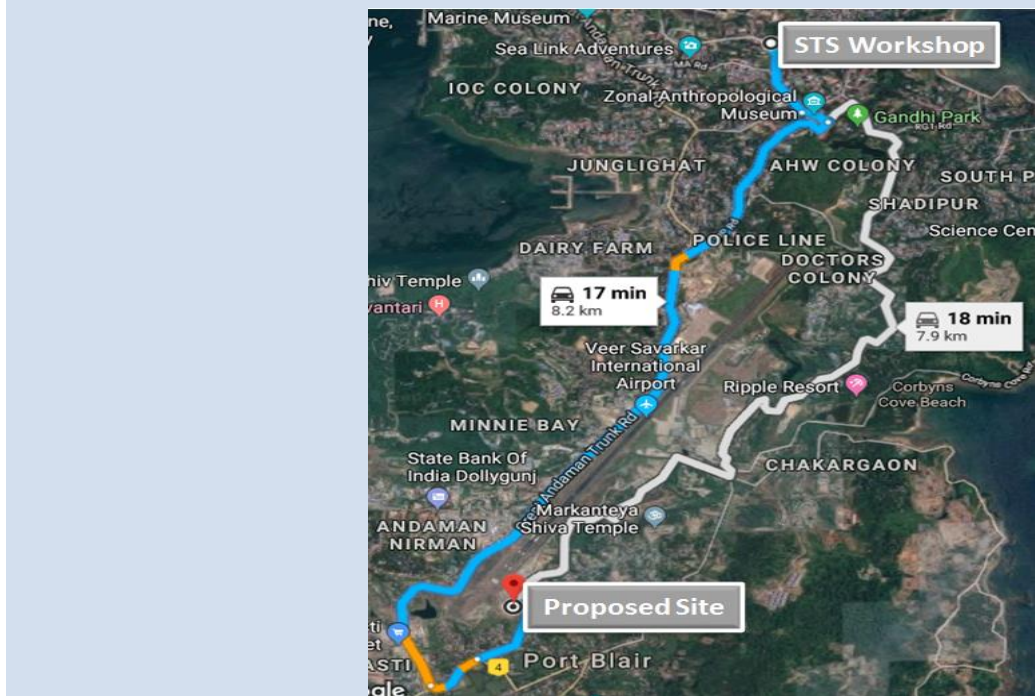
The site has an undulations of 5-6 m from the ground level. The vicinity of the site was observed to be slightly hilly.

Available Right of Way to the site and potential connectivity opportunities

The site can presently be approached via an access road having an ROW of 9m.

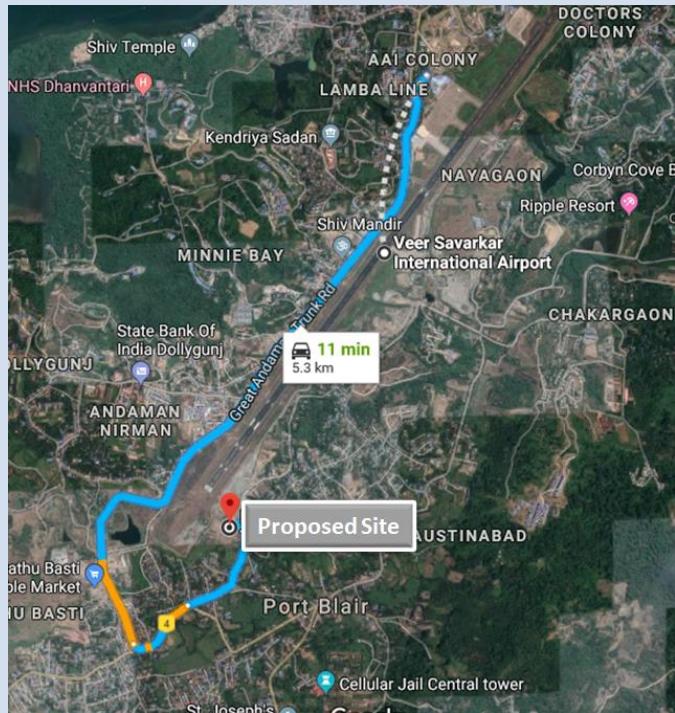
The connectivity of the proposed site from the STS workshop, Veer Savarkar International Airport, existing Government Bus Stand and nearest Jetty were also assessed and are as follows:

Distance from the STS Workshop Site is at an approximate distance of 7.9 Km from STS Workshop.



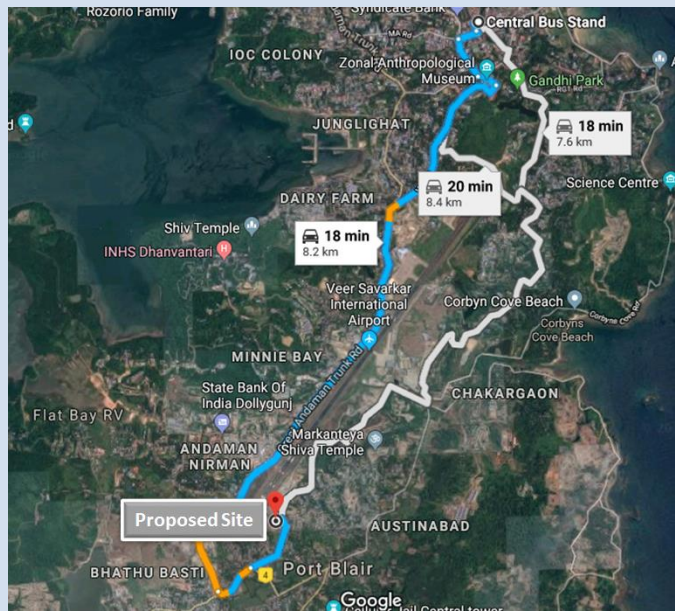
Distance from nearest Airport

Site is at an approximate distance of 5.3 km from Veer Savarkar International Airport. However, the site is at the end of the airport runway.



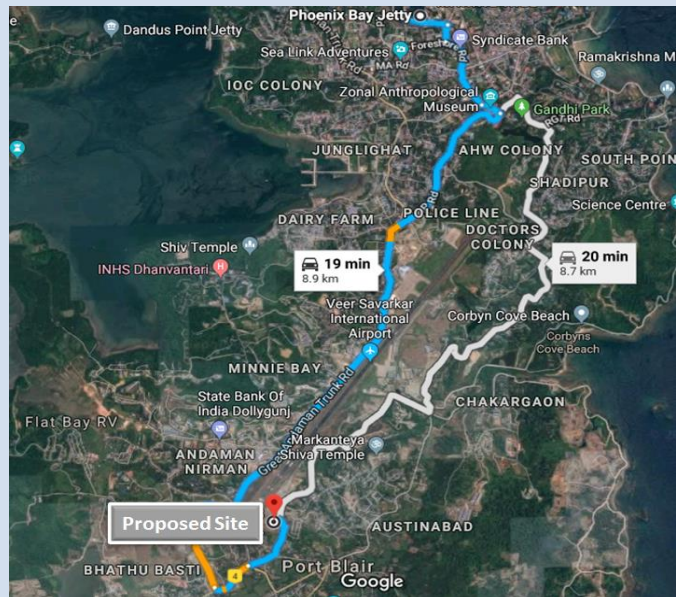
Distance from nearest government bus stand

Site is at an approximate distance of 7.6 Km from Central Bus Stand, Mohanpura, Port Blair.



Distance from nearest Jetty

Site is at an approximate distance of 8.7 Km from Phoenix Bay Jetty.



Potential integration points with other proposed facilities

There were no commercial development observed in the vicinity of the site. Further, based on the discussion with the local officials it was concluded that there are no major interventions planned in the area which could substantially impact the current traffic pattern.

Traffic movement

The access road is currently having an ROW of 9m which passes through residential areas. This may lead to congestion on the access road in future.

The present bus in operation and bus trips per day are presented hereunder:

Number of STS buses	100
Number of Private buses	140
Scheduled trips	1082 bus trips per day, however actual trips may be slightly lower

Alternate route connecting the site to the arterial Andaman Trunk Road is suggested along with other measures to improve the traffic movement in the subsequent chapter.

Environmental Issues

The site is already being used for a batching plant of NHIDCL and is clear of any vegetation. Therefore bus port development would not create any adverse impact on environment.

4. Conclusion

Based on the site visit, the following are broad contours governing the development of the bus port at the proposed site:

- (i) Site is readily available with state government and hence there is no need for acquisition.
- (ii) Applicable FAR for the land is 100.
- (iii) The proposed land use is Transportation and Communication.
- (iv) Batching plant of NHIDCL on site.

The following suggestions are being made for successful completion of the project:

- (i) Veer Savarkar International Airport is just 5.3 km from the site with boundary on the west side of the site. However, the proposed site is adjacent to its airstrip and restrictions on building height shall apply due to the air funnel.



- (i) The following two alternate routes with divided carriageway may be developed to provide a direct access to the Great Andaman Trunk Road (ATR). These alternate routes may help in reducing the future traffic impact caused by the development of the bus port. The aforesaid connectivity options to the Great ATR are discussed hereunder



Option 1: This connectivity option connects the site to the Great ATR at a distance of 0.7 km. Approximately 400 m out of 700 m of the proposed connecting road is already developed and is being used by the local populace for their daily commute. This portion shall have to be upgraded to cater to the traffic emerging from the bus port. The land for the balance 300m of the connecting road will have to be procured for the development of connecting road.

This connectivity option lies adjacent to the airport boundary and consent from the Airport Authority of India and Airport officials may be required prior to the development of the road.

Option 2: This connectivity option connects to the Great ATR and spans 500 m. This option passes through an area with residential development and private land may have to be acquired for the development of this connectivity option.

The consultant opines that the Option 1 may be preferred as it is partially development and land procurement may be less challenging as the Option 1 does not pass through any residential development.

- (ii) The present batching plant needs to be dismantled.
- (iii) Due to large functional requirements, following may be explored:
 - a. Special sanction for basement parking.
 - b. For bus bays, semi-covered parking (cantilever projection) not to be part of FAR.
 - c. FAR need to be increased to 150.

5. Site Photographs



Proposed Site



Undulation on Site



Batching Plant on Site



Development in the vicinity



Access Road



Existing Public Bus Stand

Annexure: Land Records



Andaman & Nicobar Administration
Office of the Tehsildar

[Back](#)

FORM-F

(See Rule 132)
Record of Holding Register

P.C.No:10		R.I.Ctr.No:04	Village:Pahargaon		Tehsil:			District:South Andaman		
SI No of the Holding	Name of the Tenant with Father's/Husband's Name & Address	Nature of Right	Survey /Plot No	Area (Hect)	Land Revenue	Soil Class	Nature of Use	other rights if any	Details of Change	Remarks
Old	New									
			160 /7.	3	0	Hilly				
			Remarks: Allotted vide DC S/A order no. 1156 passed on 9/12/11 in RC no. 489/DC(SA)/2011 & TPB RC.no. 1270/12 in favour of Director of Transport for Construction of New Bus Terminus.							
Total					1	3	0			