Parameter Analysis in Urban Planning: A Case Study of Street Culture Development in Surat

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Abstract: *Urban designing, as we know is an approach through which a city can be developed as productive place for its citizens. We being the sole planners, work for the people and hence, I believe that cities should be planned to develop it in a specific agenda keeping its people at prior. India is a country with diverse religion and cultures. Urban streets play a crucial role in how this growing number of people in our cities circulate about, interact, conduct business, and so forth. Many Indian cities have streets where people of the city socialize and spend time. Therefore, the design of streets is of utmost significance. Aim of this study is to understand the spatial ethnography on Udhana magadalla road in Surat city and analyses the spatial and social forces that triggered the development of a street as a public space in Surat city. The main factors that play a role in this thesis are people and hence primary data collection is considered the base.*

Keywords: Spatial; Ethnography; Development; Social forces; people; Urban

1. Introduction

Regardless of the way that roads are the passageways of framework they've generally occupied a vital space in public life of towns in India. Streets in cities play an important role in people's day to day life. Streets are the pathways through which people circulate about from home to work or work to home. In Indian context, many cities have streets that act as a public open space where people gather to spend their leisure time. Besides being used as a link or carrier of traffic, multifunctional streets should act as a public space where people can socialize. There should be pedestrian oriented design of the street that can be an effective approach which contributes to an improvement of the livability.
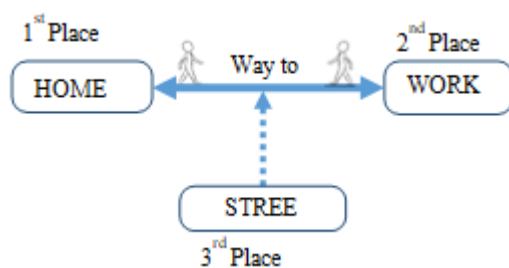

Figure 1-1: Concept of 3rd Place

The main aim of this study is to identify and analyse activities and interaction taking place on Udhana magadalla road of Surat city by understanding existing land use pattern and finding different factors acting as an attraction for the road within the communities.

2. Methodology

The initial step of this study was to identify problemon streets in Surat city. It was observed that people of the city are attracted towards street culture and owning the footpaths to spend their leisure time.Later, the main focus of the study and objectives for achieving aim are framed. To have a better understanding about the research and how these streets acts, literature study is also carried out. Public opinion was the main parameter of the study, so survey was carriedout and analysis is done to understand citizen's choices regarding public spaces in the city using random sampling method.
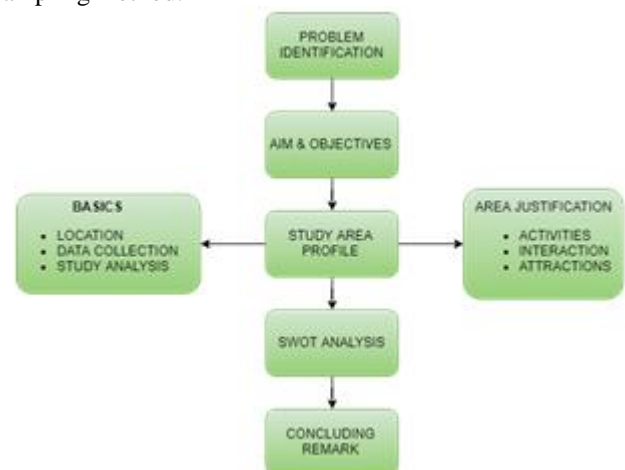

Figure 2-1: Methodology

3. Study Area

Surat city is situated in the West Indian state of Gujarat. The city is divided into 7 zones and its population and density is 44, 67,797 and 14000 sq.km. The municipal corporation area of the city is 326.515sq.Km. The study area is situated in the southwest zone of surat city. South-west zone is the largest in terms of area among seven zones and has major attractive corridor of piplod to dumas road The zone consist ofhuge shopping malls, theatres, café's, restaurants, etc for recreation & enjoyment. The major roads, udhana magadalla road and dumas road are well designed and hence it is a major attraction for people ofsurat city.
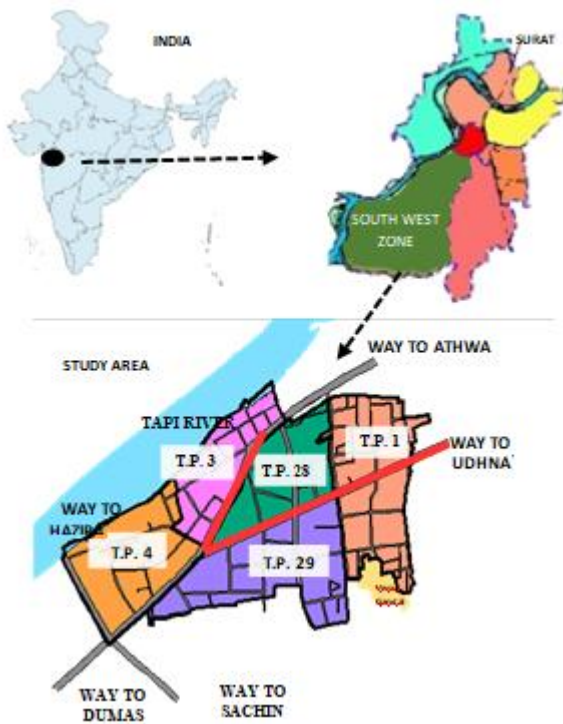
Figure 3-1: Study Area

Existing land use and road network

The study area consists of two major connecting roads viz. Udhana magadalla road and Surat dumas road. The Surat dumas road connects state highway 53 towards southwest. The Udhana Magadalla road connects Udhana towards north east. These are the major connecting roads of the study area. The study is based on this major connecting road which is acting as an attraction in Surat city.
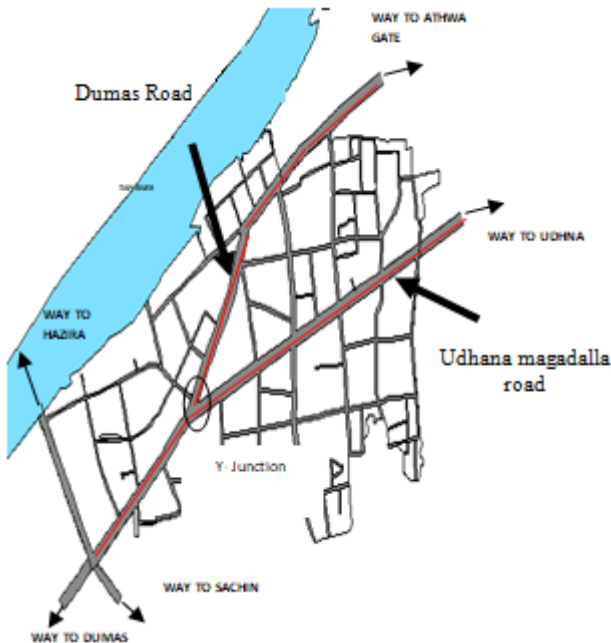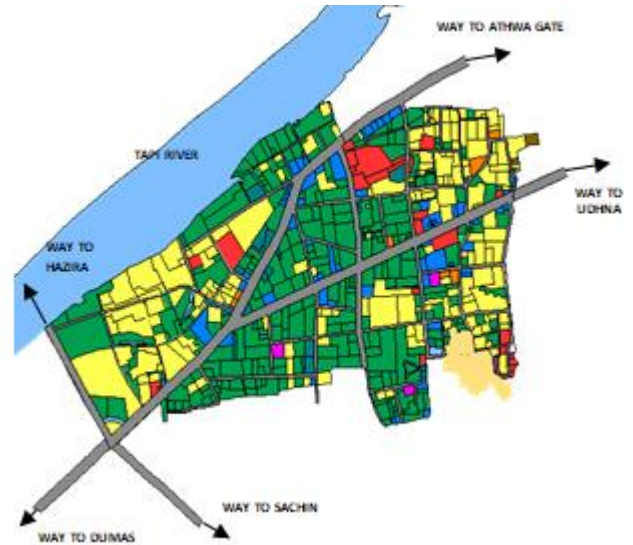

Figure 3-2: Road Connectivity

Figure 3-3: Existing Land Use

Data collection and Analysis

In this study, primary data plays an important role in understanding citizen's view about a public space. Survey was conducted using random sampling method and samples were collected from each zone of Surat city. The pie chart given below represents percentage of responses received from each zone.
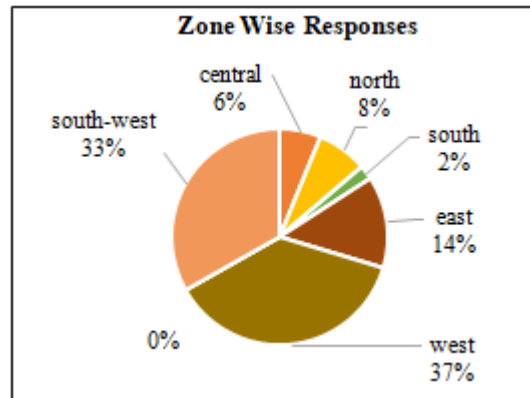

Figure 3-4: Zone Wise Responses

Type of public space in neighbourhood

Understanding the existing scenario of public place is important. Sometimes it occur that people are not satisfied with the existing public space either in terms of facilities or sometimes distance from the residence becomes a barrier. So while conducting the survey, citizens were asked about the type of public space near to the residence and it was found that majority of neighbourhood had parks/gardens nearby which is within the proximity of less than 1km.
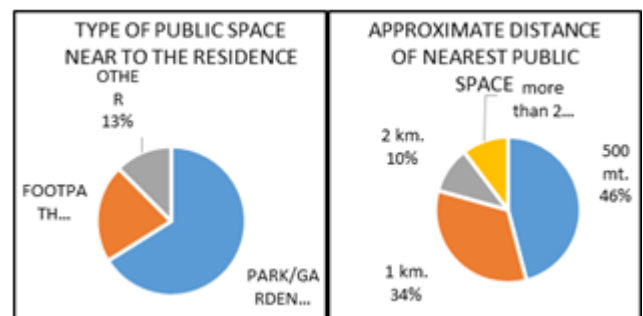

Figure 3-5: Type of Public Space

Preference for a public space in Surat city

To understand the preferences of citizens for public space, it was found that the culture of the city is pulled towards streets and when people were asked about the most preferred public space in Surat city, it was found that 33% surti's preferred going on footpaths while 25% preferred going to parks/gardens.
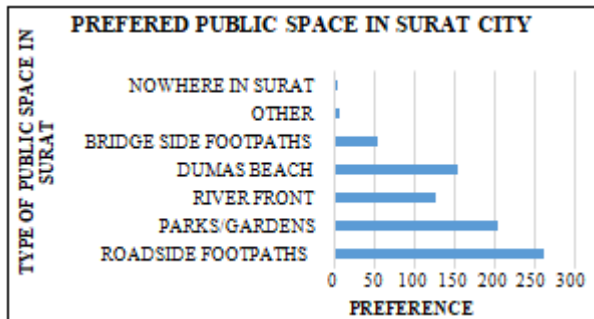

Figure 3-6: Preferred Space to Spend Leisure Time

Purpose of visit to preferred public space

It is observed that the major three factors acting as a purpose to visit the preferred public space (viz. roadside footpaths, parks/gardens) is to spend time, for food and for walking or jogging.
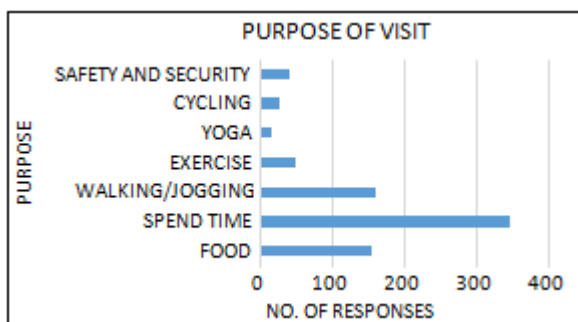

Figure 3-7: Purpose of Visit

SWOT analysis

An overview of existing site conditions including the present scenario as well as future possibilities.

4.   Concluding Remarks

People gather on street to socialize and perform activities like sitting, spending time, food, communication,etc. This scenario is commonly observed in most of the indian cities. After analysing the data collected it was observed that parks and gardens does not provide enough satisfaction of spending their leisure time even though it is situated within the proximity of their residence. it was found that people are attracted more towards roadside footpaths regardless of distance they need to travel. The reasons behind this attractions was found to be the street aesthetics, visual experiences, commercial landuse, etc.To overcome this scenario on streets, besides being used as a link or carrier of traffic, we can let multifunctional street act as public space. The idea is rather than shifting and forcing people not to do certain things, an approach to compensate between people and municipal corporation should be made.

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