

Cuncolim Bus Station

N-17, Cuncolim village, Salcete Talluka
Cuncolim, India

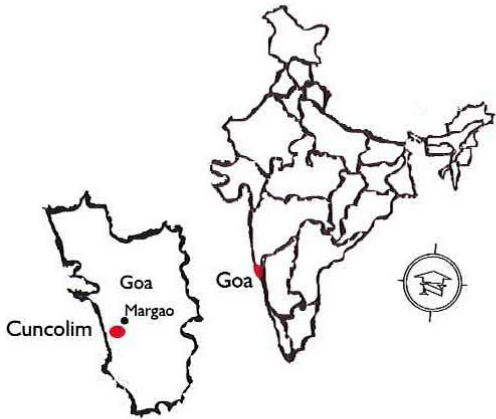
Architects	Rahul Deshpande & Associates Merces, India
Clients	Goa State Urban Development Agency Goa, India
Commission	2005
Design	2006
Construction	2006 - 2007
Occupancy	2007
Site	9,213 m²
Ground floor	1,349 m²
Total floor	1,997 m²
Costs	755,540 USD

Programme Seventy percent of people in Goa use a bus every day and the government wants to increase this figure to fight global warming, urban congestion and pollution. This new stand is located in a small rural town so the building height is kept below the surrounding palms and proportions are human-scale. As fish is the staple diet of this coastal community, the form of a dolphin and waves inspired the design, translating to elegant steel trusses. Low-cost and maintenance finishes have been used and the building plan ensures complete separation of passengers and vehicles other than at boarding points. Other facilities, rare in such stations, include shops, a canteen and toilets.

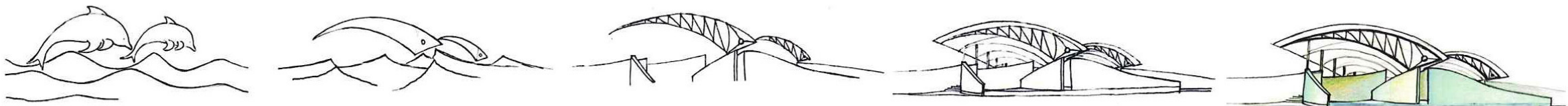
Cuncolim Bus Stand
Goa-India



Aiming to promote mass transportation in Goa and reduce road congestion, environmental pollution, and dependence on oil imports while improving road safety, the State Government envisioned the brief of several congenial bus stations designed to enrich the public travel experience, each along the narrow corridor of available Goan road space, in its endeavor to take public transport to the countryside.

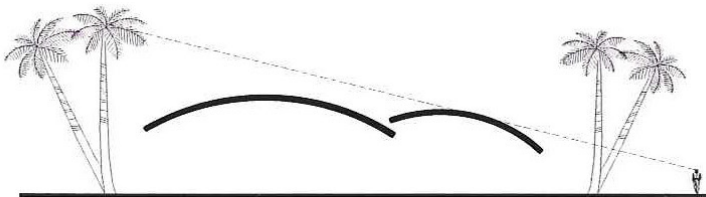


The location, Cuncolim, a rural township ten kilometers away from Goa's commercial city, Margao.



A survey established that “fish”, the Goan dietary staple, was bound up intimately with local life and living, leading to the piscine motif governing the bus station design. Goa's coastal location and aquatic abundance indicated the use also of water.

The dictates for the architect lay in ensuring a design reflecting Goan life and living, giving the local, predominantly rustic, rural residents a feel of modern architecture, blending with the palm-fringed countryside.



The design was rendered to scale, the final product standing one-third short of the height of the coconut palm that defines the rustic Goan skyline, thereby precluding an intimidating feel.



Front View by night

Front View

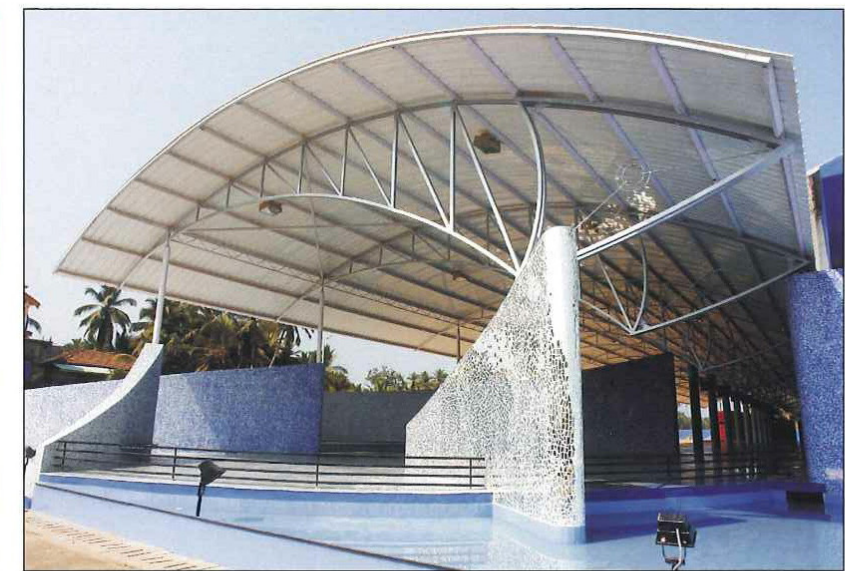
Front top view

Rear view



View of Commuter entry

The design had to be pleasing the eye, easy of use, solicitous to commuter difficulties, answering to minimal human-vehicle contact, and becoming an interface for urban-rural contact.

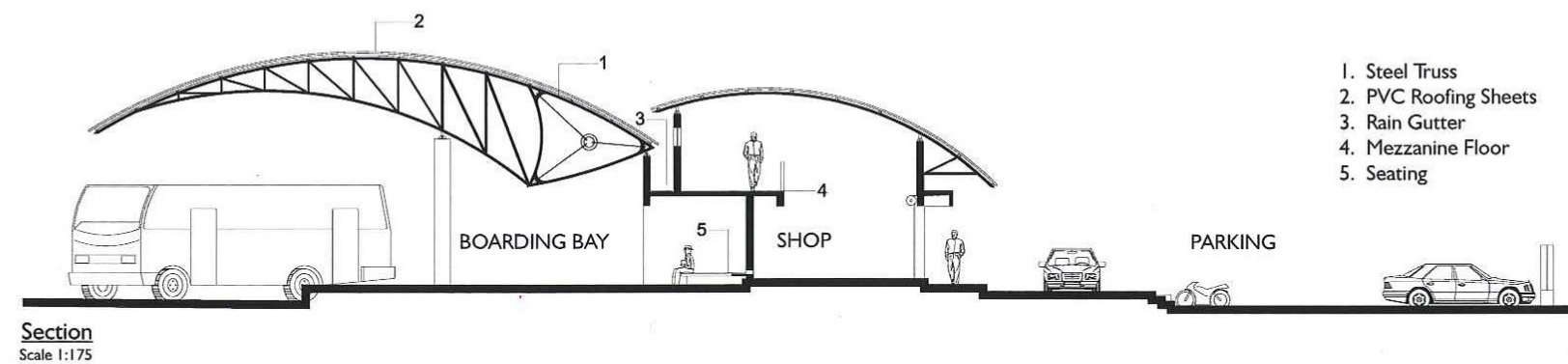


View of Lobby

The fish, the waves and related visual features are not mere design embellishments but are integral structural elements, creatively and aesthetically deployed to convey the metaphor.



The commuter's probable difficulties were visualised and rendered in details like the bus bay design which ensures a commuter with luggage steps in, not climbs, into a bus.



View on a busy evening

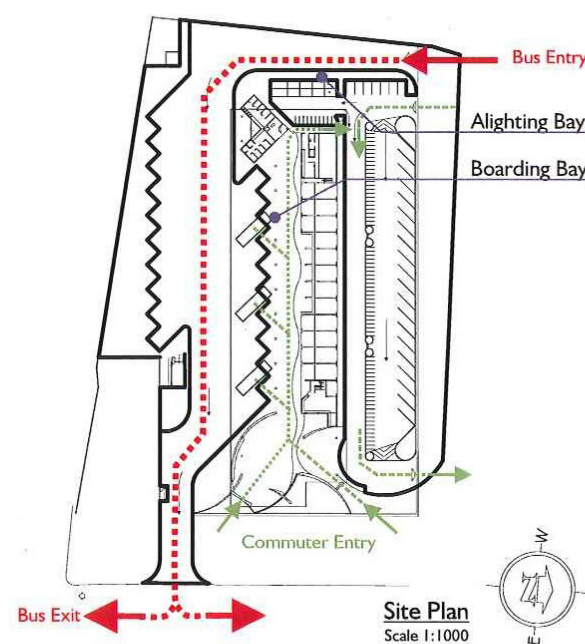
Visually interesting interiors yet functional and easy-to-use conveniences were included- waiting areas, washrooms and shopping, normally absent in rural public buildings.



Waiting Area



Sitting Area



Commuter safety was ensured by rendering the design such that vehicular and human paths do not meet except at alighting and boarding points.

