



## TRAVERSE CULTURAL DISTRICT AND STREETS AS 'LIVED SPACES': CASE OF PUNE

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### ABSTRACT

*Public spaces are influenced by the form and functions of cities and the daily interactions and activities that take place at the community level. These are linked to ideas of universal access, the common ground, and shared amenities. It also includes the social, economic, and environmental viability of communities. One such important public realm includes market spaces. Markets can be studied since the Greek Agora's till today. It also sustains neighbourhood for various needs of life. These places are open air living spaces which contribute to city's economic growth and are spaces for social and cultural public interactions. Market spaces are recreational spaces where people are found gathering, eating, sitting, watching and watched by others, these can be complex area or a street space. Market Streets can be traced in city of Pune since a long period in history. Markets that are still surviving from histories like from the period of Peshwa can also be seen here. And even the recently developing markets can be observed here like markets spaces in Koregaon Park, FC Road, MJ road, etc.*

**Keywords:** Lived spaces, spatial triad, futuristic approach, public realm

### INTRODUCTION

The publicly owned places and the spaces that belong to and are accessible by everyone are defined as the public realm. These include squares, plazas, sidewalks, municipal streets, lanes, trails, parks, open spaces, waterfronts, public transit systems, conservation areas, and civic buildings and institutions. It can be a passive environment, an active environment or an



as sitting at a cafe, such as cycling in a bike lane, or a combination of both. It can also be an interior space such as a library or a recreation center, or an exterior space such as a multipurpose trail or a public square. Market spaces are places where different people can go out to interact with each other on a commercial and social level.

There are many types of markets depending on character of place, the requirement, and the culture, which can be classified into three major types: Streets (street markets); Open spaces (Market Squares); Enclosed (Market as a building). This project focuses on the market streets from urban open public spaces, which will be studied as 'lived spaces. Lived space is a space that can be felt. The ways we experience spatial dimensions of our day-to-day existence is one of the categories which can be enquired by Lived spaces. Henri Lefebvre and Edward Soja has effectively used the term lived spaces in their works, it is also called the space of representations. The actively that can be experience in everyday life and the space where social relations take place can also be said as Lived spaces.

### **RELEVANCE OF THE TOPIC**

Public spaces are influenced by the form and functions of cities and the daily interactions and activities that take place at the community level. These are linked to ideas of universal access, the common ground, and shared amenities. It also includes the social, economic, and environmental viability of communities. One such important public realm includes market spaces. Markets can be studied since the Greek Agora's till today. It also sustains neighbourhood for various needs of life. These places are open air living spaces which contribute to city's economic growth and are spaces for social and cultural public interactions. Market spaces are recreational spaces where people are found gathering, eating, sitting, watching, and watched by others, these can be complex area or a street space. Market Streets can be traced in city of Pune since a long period in history. Markets that are still surviving from histories like from the period of Peshwa can also be seen here. And even the recently developing markets can be observed here like markets spaces in Koregaon Park, FC Road, MJ road, etc.

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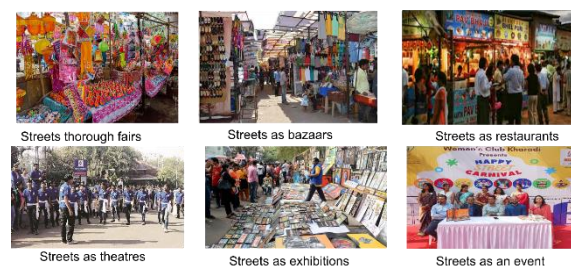
### Streets

Streets form the backbone and determine spatial characteristics and are also the core elements of city structure. Every street has its own role, unique identity, and historic value. People, their behavior patterns, physical infrastructure and mobility are significant structural elements of any street. Streets do not serve just transportation needs, but also provide platform for social and entertainment activities. The pattern, design or character of the street has greatest impact on users and determines people's perception of the city's character and urban identity. The streets are in the state of deterioration in the historic city core due to urban transformation and have become dynamic losing its authenticity. There is growing evidence that urban transformation with traditional setting has diminished the meaning of place. The physical fabric of the historic core area is under constant development pressure. Heritage along the street is more vulnerable of transformation and losing its identity.

Streets in India have traditionally been the general public spaces around which social life has revolved. They constitute the urban public realm where people congregate, celebrate, and interact. The hypothesis that forms the idea of this thesis is that there's a desire to know and style these urban streets as living corridors through which one perceives and understands the town, and therefore the places where one has daily social encounters. The hypothesis that forms the idea of this thesis is that there's a requirement to grasp and style these urban streets as living corridors through which one perceives and understands the town, and also the places where one has daily social encounters. Streets also function canvases for public expression against political regimes, for social issues and non secular beliefs. it's the sole open space within the city that effectively belongs to the people. Streets not only act as a mode for movement or transport but also, they need multiple activities like some streets would be known for the food stalls they need, some



**Figure 1. Activities on streets**



**Figure 2. Activities on streets**

streets have daily hawkers and markets, festive celebration happen on streets, political activities like rallies, speeches, marches run on streets, marriage processions are there, even some worship activities may also be seen here.

### Why Pune?

Cities in India are divided because the Tier 1, Tier 2, and Tier 3 with Tier 1 being the foremost developed ones and Tier 3 being the developing ones supported 7th Pay Commission. Metropolitan cities come under the Tier 1 category. and the cost of living in these cities are comparatively beyond the low tier cities. Indian cities are classified as X (Tier 1), Y (Tier 2), and Z (Tier 3) which are other names for the Tier.

Necessity for classification:

- Helps the govt. can settle on the salary of its employees supported it.
- Various schemes that are brought out by the govt will be planned effectively
- Taxation depends on the classification in addition.

Diversity comes naturally during this third-largest state by area and second most populated state in India. Maharashtra is split into various regions; Marathwada, Vidarbha, Khandesh, Konkan, etc. and every region has its own cultural identity within the style of different dialects of Marathi language, folk songs, food, ethnicity. The state is home to a wealthy spectrum of heritage and intriguing diversity of culture. Maharashtra is understood for its purogami culture (forward culture)

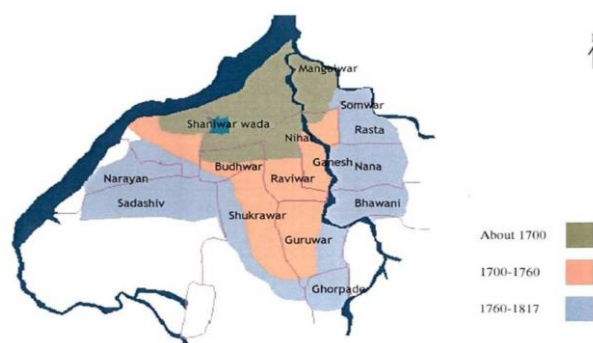


Fig 4.7 Growth of Pune, 1700 - 1817

### Figure 3. Pune Peth map

[https://images.hindustantimes.com/img/2021/09/21/1600x900/9f50ef34-1aed-11ec-8372-9724726ad21c\\_1632252133838.jpg](https://images.hindustantimes.com/img/2021/09/21/1600x900/9f50ef34-1aed-11ec-8372-9724726ad21c_1632252133838.jpg)

Rank	Metropolitan area	Urban planning authority	State/Territory	Population (2011)	Area (in km <sup>2</sup> )
1	Mumbai Metropolitan Region	Pune Metropolitan Region Development Authority	Maharashtra	24,814,288 <sup>[2]</sup>	5,354.5 <sup>[3]</sup>
2	Mumbai Metropolitan Region	Mumbai Metropolitan Region Development Authority	Maharashtra	7,849,968 <sup>[4]</sup>	8,616.79 <sup>[4]</sup>
3	Nagpur Metropolitan Region	Nagpur Metropolitan Region Development Authority	Maharashtra	3,530,000	3,567.37
4	Nashik Metropolitan Region	Nashik Metropolitan Region Development Authority	Maharashtra	2,123,000 <sup>[5]</sup>	2,681

Figure 4. Tier cities in Maharashtra

[https://en.wikipedia.org/wiki/List\\_of\\_cities\\_in\\_Maharashtra](https://en.wikipedia.org/wiki/List_of_cities_in_Maharashtra)



### About Pune

of Peths: seventeen Peths Seven of them are named after the times of the week in Marathi because traders and craftsmen in each locality mainly conducted business only thereon day of the week. Some Peths were named after famous personalities and others from the varied gods and goddesses of the Hindu pantheon. Kasba Peth: urban cluster; Narayan Peth: Narayanrao Peshwa; Sadashiv Peth: Sadashivrao Peshwa; Navi Peth : derived from the term "new; Narayan Peth: Narayanrao Peshwa; Rasta Peth : Raste ; Nana Peth: Nana Phadanvis; Ganesh Peth : God Ganesh.

A major educational and cultural center. Also known as "Oxford and Cambridge of India." The Bhandarkar oriental research institute (1917): more than 20,000 ancient manuscripts. Poet-saint Tukaram: well-known commentary on the Bhagavad-Gita, a Hindu scripture.

Indian has a rich architectural heritage where in each element finds its roots in abstract beliefs. With so many states rich in cultures, every nook and corner of the country attracts great attention from the entire world for its diverse architecture. Even the small villages have preserved the jewels that represent their traditional architectural heritage. Wadas' of Pune are the best example of how houses from centuries ago have shaped the entire neighbourhood of the city. Traditional houses of Maharashtra are called 'Wadas'.

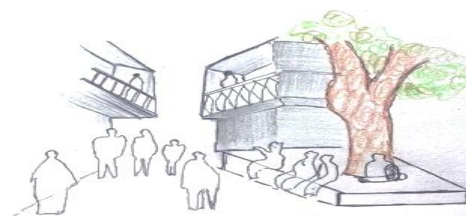
### Site (Shaniwar Wada to Mandai patch)

The site I chose for the study purpose was from Pune core city area, part of Peth area that began from Shaniwar Wada at North, Mandai at South, and Bajirao Road at West and Shiwaji road at East. The reason for choosing this site was the present scenario of the site regard to the 'Wada' architecture which still exists, and the cultural and festivity ambience which is one of the known heritages of the place. These areas have retained their identity by keeping old culture alive.

Mutha river has played an important role in north-south complex of the Peshwa city. The river today faces ecological degradation with effects of urbanization. But still the river holds a great importance in memories of people where direct engagement with river was possible during festivals and recreation.



**Figure 5.** *Trees with paars form an important social interaction space, found almost in every chowks* Source: Author



**Figure 6.** *Trees with paars form an important social interaction space, found almost in every chowks* Source: Author



**Figure 7. Site orientation**

Source: Author

reservoir for new economy and impact / cater to the existing. Underground metro runs 25-30ft. (8-9m) below the road level. Underground metro line is affecting the old aqueducts running underground as they are being destroyed.

### Intangible part of the site

The site has multiple activities which can be seen from morning to night, weakly to monthly. So, if we analyze activities from morning those include people with their daily routine, children leaving for schools and elders leaving for their jobs, loading unloading at shopfront at Tulsi Baug market, Morning garbage collection in the areas, Students gathering near colleges and schools, Storage racks are kept at the same place by the venders who are active when the bazar starts, small mini temples at chowks became active at morning, etc.

There are different types of hawkers and vendors. Clothes and snacks or drinks are the most common categories. Leading up to festivals, specific festival related goods are sold. Goods are displayed on handcarts, bicycles, blankets on the ground, boxes, temporary tables, the railings on the sidewalk and bamboo constructions along the long wall etc.

Festivals have been crucial part of the Pune's culture since the Peshwa's. one of the most celebrated festivals include Ganpati, Diwali. The processions carried out during these times still follow the old routes and thus have association with fabric, streets and chowks. Streets offer pause points and space for gathering. The main objective of the Ganpati festival is to achieve Swarajya. To achieve independence and to drive the British out of India. Without independence, the Ganesh festival would have no significance. Then for the first time, people understood this purpose of Lokmanya Tilak very seriously.

The upcoming metro line connecting the north (PCMC) to the south (Swargate) passing through the city center, generating wider range of economy and new infrastructure along the stretch. The underground passageway would create a

Pune is the local arrive of the Ganesh Celebration presently celebrated across the country with unparalleled pizzazz and eagerness. It was here that Lokmanya Tilak presented the conception of the 'Sarvajanik Ganeshotsav'. The Ganesh Celebration is celebrated with preeminent ceremony and fervor in Pune each year within the month of Admirable or September. At the same time with the 10 days long Ganeshotsav, the Maharashtra Tourism Advancement Enterprise organizes the month-long Pune Celebration.

### S.W.O.T Analysis and Issues

<b>S</b>	<ul style="list-style-type: none"> <li>Rich historical background</li> <li>Diversity of goods &amp; services</li> <li>Location/Streets</li> <li>Beautiful architecture</li> <li>Transportation access</li> <li>Opportunities to enter into old city by creating or maintain heritage</li> <li>Central area</li> <li>Rich build typology from period of Peshwas</li> <li>Thriving bazars and markets</li> <li>Upcoming metro catering more business</li> <li>Hospitality and harmony</li> <li>Eyes on the streets</li> </ul>
<b>W</b>	<ul style="list-style-type: none"> <li>Parking loads can be treated.</li> <li>Traffic congestion</li> <li>Excessive area used as parking</li> <li>Noise and air pollution</li> <li>Garbage disposal</li> <li>Events and markets combinations</li> <li>Catering public on various junctions by creating such spaces</li> <li>Availability of public spaces within private land parcels, institutions, etc</li> <li>Enhancing Street to shop to pedestrian engagements</li> <li>Unidentified and ignored structures on the site.</li> </ul>
<b>O</b>	<ul style="list-style-type: none"> <li>High traffic density</li> <li>Opportunity to reimagine the area</li> <li>Pune metro will make roads more accessible reducing the need of motorised transportation.</li> <li>Narrow road restricting vehicular flow</li> <li>Upcoming new buildings irrelevant to the location context</li> <li>Guideline for facade development</li> <li>Congested settlement</li> <li>Road side parking</li> <li>Pedestrianisation of streets</li> <li>The river edge along the old city acts as a great tourist and visitor potential during the early hours</li> <li>Best utilisation of the government land parcels for public realm</li> <li>Adaptive reuse of old structures.</li> </ul>
<b>T</b>	<ul style="list-style-type: none"> <li>Heavy vehicular traffic on holidays</li> <li>Excessive area occupied by parking</li> <li>Noise and air pollution</li> <li>Loss of traditional fabric</li> <li>Unsatisfactory use of public transport</li> <li>No proper pedestrian infrastructure</li> <li>Importance of markets and bazars to be maintained due to upcoming development</li> <li>Destruction of ecological edge banking of Mutha river.</li> <li>Garbage disposals, mud heaps on roads creating congestion</li> <li>Religious structure constructed touching heritage monument</li> <li>Loss of the fabric due to unmaintained and unidentified structures</li> </ul>

Figure 8.

Source: Author

<p style="text-align: center;">Lack of public utility services</p> <p style="text-align: center;">+</p> <p style="text-align: center;">Under use of public transit services</p> <p style="text-align: center;">+</p> <p style="text-align: center;">Conflicting points at junctions between pedestrian and vehicles</p> <p style="text-align: center;">+</p> <p style="text-align: center;">lack of footpath at places of greater public use</p>
<p style="text-align: center;">Places at junction of markets</p> <p style="text-align: center;">+</p> <p style="text-align: center;">Affects health and hygiene due to negligence</p> <p style="text-align: center;">+</p> <p style="text-align: center;">Upcoming metro infrastructure would bring in more crowd along the main line</p> <p style="text-align: center;">+</p> <p style="text-align: center;">Narrow lanes for truck loads limit the time hours for markets</p> <p style="text-align: center;">+</p> <p style="text-align: center;">Narrower footpaths reduce peddling time at shopfront due to flow in movement</p>
<p style="text-align: center;">Improper hawking at streets</p> <p style="text-align: center;">+</p> <p style="text-align: center;">Network infrastructure in turmoil due to burdening from external agents</p> <p style="text-align: center;">+</p> <p style="text-align: center;">High FSI proposed resulting along the route would lead to further exploitation of existent resource</p>

Figure 9.

Source: Author

Design



## **Intervention**

Futuristic guidelines were proposed as the design intervention which would benefit the area development, which could be used while upcoming development on site. The kind of guideline that can be proposed could be related to the pedestrianization around the Mandai, for convenient shopping experience. Facade design guidelines were proposed which would promote 'Wada Architecture', the traditional fabric of the city. Amalgamation of plots could be avoided so that high rise building can be avoided to maintain the traditional fabric of the city. New construction to follow the character of the existing development. Scale and proportions to be maintained as per the existing fabric. Height restrictions for new development in the core for the specified buffer area for certain roads. This space at forming a chowk can be well utilised as a small social gathering space which small green spaces and a small patch for parking.

## **CONCLUSION**

The dynamic exercises within the ancient town of Pune still marks its position solid on the urban framework. The layers which come together to make the city scape gives Pune it's one-of-a-kind personality. Nowadays Pune's circumstance isn't much distinctive than numerous cities in India. Separated from Pune there are numerous city centers who have lost their work on urban scale and are being supplanted quickly by the money-making industries. The challenge before Indian cities is the building the bridge which can interface the urban economic development agendas and the idea of socio-cultural preservation. The integration of the two philosophies to advance the idealize picture of worldwide city could be an assignment most of the improvement specialists battle with. The essential portion of the extend pointed at understanding the complex urban framework within the ancient town in arrange to come up with a self-sustaining traditional neighborhood within the age of globalization which is able energize the conservation of social legacy locales as well contribute within the city level financial current. To get it the covered-up stories and moderate the spaces to its exceptionally miniature detail collabo apportion ventures ought to come in arrange where the inhabitants and the neighborhood designers alongside the central specialist come on a comparable stage to examine their sees. The neighborhood skilled worker ought to be empowered to take part within the prepare to realize the bona fide result.

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D.C.P.R Pune 2017 Clause No.39.2

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Planning with focus on pedestrians and sustainable transport in Pune, India: Diploma Work/Master's degree thesis, 30 ECTS, Autumn Semester 2011 Programme for Spatial Planning at Blekinge Institute of Technology (BTH) Karlskrona, Sweden Tutors: Rolf Möller, ark SAR/MSA Hans Sahlin, MSA Architect and Urban Designer Prasanna Desai

Energizing the Future with Memories of the Past: The Wadas of Pune City by Shilpa Nagapurkar<sup>1</sup>, Parag Narkhede<sup>2</sup>, Vaseem Anjum Sheriff<sup>3</sup> <sup>1</sup>MIT ADTU's School of Architecture, Pune. <sup>2</sup>BKPS College of Architecture, Pune. <sup>3</sup>BMS College of Architecture, Bangalore.