

Redevelopment of Pandharinath Temple Area - A Case Study of Indore, M.P., India

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Abstract: Redevelopment is not just merely demolishing existing or old structures and constructing new buildings; but it ensures, residents of a community to be empowered to enhance their life standards and the state of environment with the use of strategic planning. Redevelopment is usually seen as the physical placement and regulation of land uses and structures. However, it is necessary that our redevelopment goals should not limit to these definitions only but they should also consolidate other facets of community development such as design concepts, preservation of historic assets, rethinking public spaces, promotion of environmental aspects, environmental re-mediation and adaptive reuse of leftover or unutilized spaces, even issues that enhance the level of social services provided for the neighborhood residents.

This document discusses the need for improved redevelopment planning, key redevelopment planning concepts and policies about use of these spaces as although so far the present laws and regulations, do not provide many options.

India's socio-economic transformation and change can be attributed to a great extent to the cities in India. These are the center-point of innovations and hub of many activities. However, when cities are so densely inhabited infrastructure and facilities are subjected to a great burden. In the inner areas of cities problems of dilapidation, depravity and desertion exist widely. This can deteriorate the economy considerably. Numerous researches on human settlement analysis have shown that the rapid and haphazard growth of urban straggle and increasing population pressure brings up several serious issues. These issues primarily consist of decline of infrastructure facilities, unutilized open spaces, agricultural lands turning sterile, green open spaces, reduction in surface water bodies, depletion of ground water aquifer zones, rapidly increasing air pollution, water contamination, health risks and many micro-climatic changes. Indore is the most heavily populated and the largest metropolitan city in Central India. It lies on the southern edge of Malwa Plateau, situated in 530 Sq.km. making it the most crowded major city in the central region. It is a significant tier 2 city in India.

This research is based on analyzing the urban space, laying stress on the "adaptive reuse of existing space" concept, trying to give a new outlook on the present concerns regarding urban space, process of urban development and existing scenario, and the way to utilize adaptive reuse or modify "spaces" to their fullest are discussed. Public viewpoint can also be explored so as to come up with new opportunities to utilize spaces in innovative ways in the time to come, and this research might serve as a reference and to bring up some new ideas to explore the rethinking of redevelopment of spaces and their planning.

In this paper one such location in the center of the Indore city, which is known as Pandharinath Temple square, and area near Saraswati river, a selected stretch was studied.

Keywords: Redevelopment, Rethinking, adaptive reuse, neighbourhood, Reinvestigation.

1. Introduction

This city holds the important position of commercial capital of the state and hence is of great significance to central India. It operates as the financial capital of the state. All commercial activities related to all goods and services have a centre place here. There is a town of Pithampur close to the city which is popularly known as the Detroit of Madhya Pradesh.

Indore is well linked to other parts of the nation having direct connections with the Mumbai, Bhopal, and Delhi etc. Indore lies halfway on the 1000 km long Mumbai Agra National Highway – NH-3. Different National and State highways connect this city to all the Metro cities of India. The Indore Junction falls under A-1 class of Rail-way Station. In 2017 the Airport of Indore was deemed as the best Airport.

Indore is the educational core of central India. Indore and surrounding area is rich in terms of heritage structures, sightseeing, picnic and pilgrim centers.

In spite of a long history of leading in strategic development, this city is now falling prey to the issues that prevail in most of the Indian cities namely traffic and transportation, air pollution, water shortage and environment degradation, inefficient systems of solid waste management and disposal, lack of adequate revenues and the caprices of the current democratic and bureaucratic institutions.

This City has a history of about 400 years. Before 16th century the core of this city was a riverside village, situated on the bank of river Saraswati. Saraswati river and its tributaries travel through the crowded city. Ujjain on the bank of River Narmada and Omkerashwar were greatly popular religious places. Pilgrims travelling in Indore would halt in Indore at a place which later came to be known as Juni Indore,

During the ruling period of Maharaja Malharao Holkar second, the temple of Vishnu, i.e. The Pandharinath Temple was constructed on the banks of Saraswati river. This area was the centre of the old city, amidst the main market area, near Rajwada and surrounding area connecting North (old) and South (Old and new) Indore.

The problem of parking, in the inner city is crucial. It is evident more clearly in the commercial and shopping areas in

the city. However recently it has become a major problem on the streets and crowded roads as well. Last 4-5 years have witnessed this problem grow multiple folds.

A. Study objectives

The objectives of the study are as listed below:

1. To analyze the present status of the selected area.
2. To identify the reasons influencing the present scenario.
3. To analyze and to lay the base for the improvement in traffic condition,
4. Overcrowding, parking problems especially at peak hours.
5. To analyze the commercial activities e.g. florists and fruit merchants and other vendors causing impediment in vehicular and pedestrian movements. And identify the alternative spaces for relocation.
6. To examine the existing situation of basic facilities and amenities.
7. To assess and cater the environmentally compatible urban planning.

B. Problems faced during study

The parking in the old Indore commercial areas has become critical because of heavy concentration of activities, narrow road widths, and encroachments on roads, non-motorized traffic and limited space available for parking.

- Problem of informal marketing on road side-Hawkers, road side vendors, informal squatting of vegetable /grocery/fruit /florist item vendors are a serious problem in the city, affecting the road efficiency.
- In spite of space allocated to the vendors, they do not prefer to use the space and turn back for their business along the road side, areas irrespective of penalized by Nagar nigam time to time
- Traffic congestion: Disruption in the regular traffic flow occurs when traffic demand is high., immobilized vehicles cover up the entire width of the road, informally known as a traffic jam.
- Capacity Constraint: Most of the roads have Capacity Constraint, the width or road especially in inner built up areas, inner cordon roads and even at some points the regional and outer cordon roads have lesser width/related infrastructure in context to the traffic volume they have to bear.
- Inadequate Road hierarchy: Road hierarchy is not as per the acceptable level, so the traffic movement is not smooth, the primary corridors, secondary corridors do not follow the norms.
- Mixed Traffic-The most of the roads in the city are subjected to mixed kind of traffic, the slow, very slow, fast moving traffic move on the same roads /traffic corridors, due to which the average speed of city is lowered down.
- Traffic management: The city has very weak traffic management; the traffic is regulated by traffic police, which

is mostly untrained/not properly trained in traffic affairs, which fails in regulating traffic.

- Absence of Traffic Management Plan: No comprehensive Traffic Management Plan is prepared for the Area, the only methodology adopted is the traffic plan by police which is done in non-technical way.
- Lack of safety: Proper considerations have not been kept for safety of people on the roads, especially for pedestrians, cyclists and people moving on two wheelers. Speed controls, use of helmet are not in practice, the traffic violators are hardly penalized.
- Enforcement of Traffic rules-The traffic rules are not properly enforced, the reason being the lack of willingness in administration and extremely less and untrained manpower deputed for this purpose.

2. Need of study

In spite of the decentralization of the commercial centers to the outskirts of the city, the old city portion is still the commercial heart and hub of the city. In today's context, Revitalization of City as a whole or in parts becomes essential due to the growth pattern, rapid expansion and economic development to keep pace with the fast changing scenario The structures/areas planned long back keeping in mind the existing situation at that time, seems out of place in the changing city structure and are at the verge of losing its usefulness to the cause for which they were planned. It therefore becomes essential to redefine and revitalize these age-old city areas in terms of its usefulness in general to the city as a whole and in particular, to the area in which they are located. which due to various constraints are always in bad situation.

A. Study methodology

The methods adopted to collect data for the surveys can be summarized as follows:

1. Literature study regarding, the redevelopment of an area.
2. Referring and analyzing Book case studies of areas developed in Surat, Ahemadabad city to understand the issues and process of development.
3. Study and analysis of various records and reports maintained by the government offices, municipal offices, revenue department, etc. to collect information regarding selection of area.
4. Identification of area for study from city map.
5. Physical Surveys conducted to experience the existing status of a selected area.
6. Questionnaire form was prepared and information was collected by categorical investigation.
7. Analysis of data collected for finding key issues.
8. Conclusions drawn from the findings.
9. Formulation of policy for better uses of the open spaces.

3. Study area profile

The city of Indore is the commercial capital of the state and is of significant importance to country. Indore functions as the financial capital of Madhya Pradesh, and is a commercial centre for goods and services. Rajwada and surrounding areas, are densely populated market areas, such as cloth market, Grocery market, Khajuri Bajar books and Stationary market, fancy items,utencils,sarafa, food stalls, vegetable market etc. Pandharinath Temple area, is situated @ 1km from the Rajwada palace campus and connects Y.N.Road, Rajwada market area, Aada bajar, Krishnapura Chhatri etc.

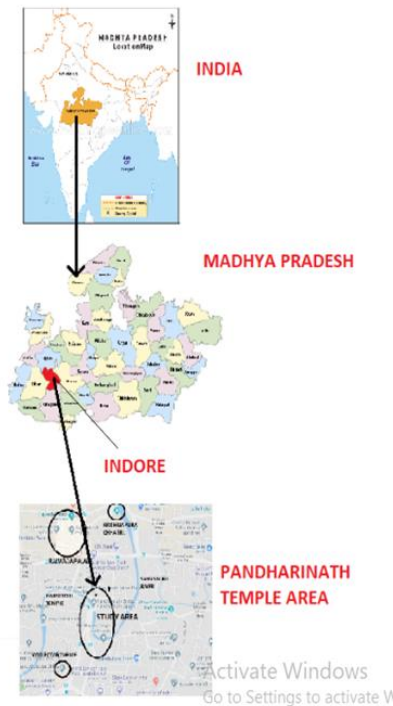


Fig. 1. Study area location

Identifying the study area, especially nearby the old city center, Rajwada and surrounding market area, still serving as a connection between old and new developed area.

The Land use survey was conducted to analyse existing status of the residents. Most of the buildings are ground plus one or two storeyed.

Traffic survey conducted to analyse pedestrian and vehicular flow on the selected stretch. The analysis is carried out by extracting the vehicular data. The data is being analyzed for the pedestrian speed, pedestrian space, pedestrian flow and pedestrian density.

4. Data collection

A. Primary data

The primary data are the major data which form the basis of the surveys conducted Along length & breadth of the selected stretch. Such as

1. Land use survey.
2. Transportation Survey for Vehicular and pedestrian flow movement analysis.
3. Utility survey for assessment of basic services amenities and facilities.
4. Study of parcels open spaces, public and privately owned.
5. Study of building heights
6. Study of existing Vegetation.
7. Because of the encroachment of small commercial shops, on both sides of road at all the six locations the width of road is not found to be constant throughout the length of the selected stretch. An average value is surmised as the width from all the readings taken.

B. Secondary data

The secondary data are the data which are of secondary importance to the study, but without which the primary data collection cannot precede includes,

1. Census, information collected by government departments, organizational records and data which was originally meant for other researches.
2. Procuring the general details of Indore town from Indore Nagar Palika.
3. Getting the map of Indore town from Indore Na-gar Nigam.
4. Getting land use map of Indore city.
5. Getting traffic flow records from transportation department.
6. Physical survey and data regarding existing traffic situation.
7. Physical survey and data regarding existing vegetation.
8. Physical survey and data regarding existing building heights.

5. Conclusion

After analyzing the findings based on the theory and analysis, it is concluded that the redevelopment of an urban space can be achieved through several efforts, such as re-designing new functional-activities and elements that contribute to a new vitality in concomitance with its appearance as an urban magnet and generator in the area.

Given the strategies to revitalize unused urban space proven by the new functions and activity which are based upon local daily activities help to establish and enliven the time frame usage of the urban areas. It is also observed that the urban continuity through the pathways can be considered in this case. Besides, forging a linkage between various functions that exist in the study area it also leverages several elements that already exists around the traditional market and the daily life of the local culture of the people within the city.

Urban Voids have huge potential of improving the place and creating a stronger urban fabric of the city. Reclaiming the dead spaces by intervening could solve the perception of these spaces and thereby create better shared spaces by increasing the imagination and comfort. These spaces can be seen as great potential in this expensive world and exploited as urban public spaces such as public gathering spaces, pocket parks or plazas

or just place for activities which make people get engaged and enhance the public realm. Efforts are needed to locate study and find solutions to increase the public spaces in these dense contemporary cities.

1. It acts as a Catalyst for public space (Community, govt., leaders, NGO'S) a strong local leadership is required to encourage the importance of public space.
2. The process (Strong vision, Desire to change) Vision is very important since the willingness to change the area in context can help in creating great neighborhood.
3. Identifying the opportunities identifying the dead spaces in the area and using the full potential of that place using community in the process helps a lot.
4. Enjoy great public spaces key to great public spaces is people, if people are involved in creating public spaces, we get great public spaces.
5. Transform underused spaces into exciting laboratories that citizens can start using right away and see evidence that changes can happen.
6. Represent an "Action planning process" that builds a shared understanding of a place that goes far beyond the short term changes that are made.
7. Leverage local partnerships that have greater involvement by a community and results in more authentic places.
8. Encourage an interactive approach and an opportunity to experiment, assesses, and evolves a community's vision

before launching into major construction and a long term process.

9. Employ a place-by-place strategy that, over time, can transform an entire city. With community buy-in, lighter, quicker, cheaper approach can be implemented across multiple scales to transform under-performing spaces throughout an entire city.

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