

Analysing Chowk as an Urban Public Space

A Case of Lucknow

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Abstract:- Urban public spaces have been described as places of gathering for social, economic or cultural purposes. It derives its form from the local context, land use and heritage of the city. Earlier the streets, the chowks, the open green spaces people wants to go to shop, to walk, to interact, to meet, to play and even to see. Then the time came when the automobiles, buildings, traffic, crowd came changing the concept of spaces, the people and places were shunted aside. With time the quality of spaces washed away with the new inventions. The proportion of urban areas dedicated to streets, nodes and public spaces is a crucial feature of the spatial plans of cities. Indeed cities that have adequate street and public spaces and greater connectivity are more liveable and productive.

Earlier the Chowks were the major urban public spaces in India solving different purposes such as promoting the access & movement but with encouraging the interaction & various activities at the same time. But with time the essence of chowks is been washed away due to many reasons. This focus is to analyse what are the physical & social factors that play major role in reviving the chowks of a city.

Through this study, an attempt is made to understand the various social & physical factors such as pedestrian movement, activities, accessibility, visual access plays an important role in defining the image of a city through these spaces. The study aims to understand the chowks, and how they act as an urban public space by considering the physical and social aspects of traditional and contemporary chowk in present scenario.

For the fulfilment various methods are carried out, the literature is studied that what has been said about the chowks & public places by different authors in different perspectives, then the data is generated & collected by the surveys at different timings for better understanding of the place. By analysing the current scenario some findings are generated on the basis of some parameters (physical & social aspects) such as the

importance of pedestrianisation in a public space, how the place should be accessed, the role of physical features etc.

The study concludes that all factors helps in making chowks a better place to think about, they gives an ideal imageability to chowks which becomes a highlight of the public spaces. These factors give a new enlightening path or ways of improvement in the existing chowk concept and make it a center point of attraction again, which will affect the vision of the passerby and set in the memories of the visitors forever.

Image of the city is duly enhanced with the advent of new modern concepts of chowks, they provide an imageability and bring out the vision behind the structural concept of chowks.

I. INTRODUCTION

There was a time in our cities & towns when moving from one place to another was pleasant and gives enriched experiences. Earlier the streets, the chowk, the open green spaces people wants to go to shop, to walk, to interact, to meet, to play and even to see. Like the urban spaces were the stage given to the community to interact & exchange ideas and at the same time various activities takes place. Then the time came when the automobiles came changing the concept of spaces, the people and places were shunted aside. With time the quality of spaces washed away with the new inventions. The activities on street are important element of urban structure as a street and a node acts as a social space, commercial space, cultural space as well as a channel of movement, sometimes a junction gives a symbolic representation of local tradition and culture. The proportion of urban areas dedicated to streets and public spaces is a crucial feature of the spatial plans of cities. Indeed cities that have adequate street and public spaces and greater connectivity are more liveable and productive. Street pattern, street junctions, plazas and public gardens, is the key element of personal interaction and communication between the citizens. In that sense, it defines the culture and political quality of city life.

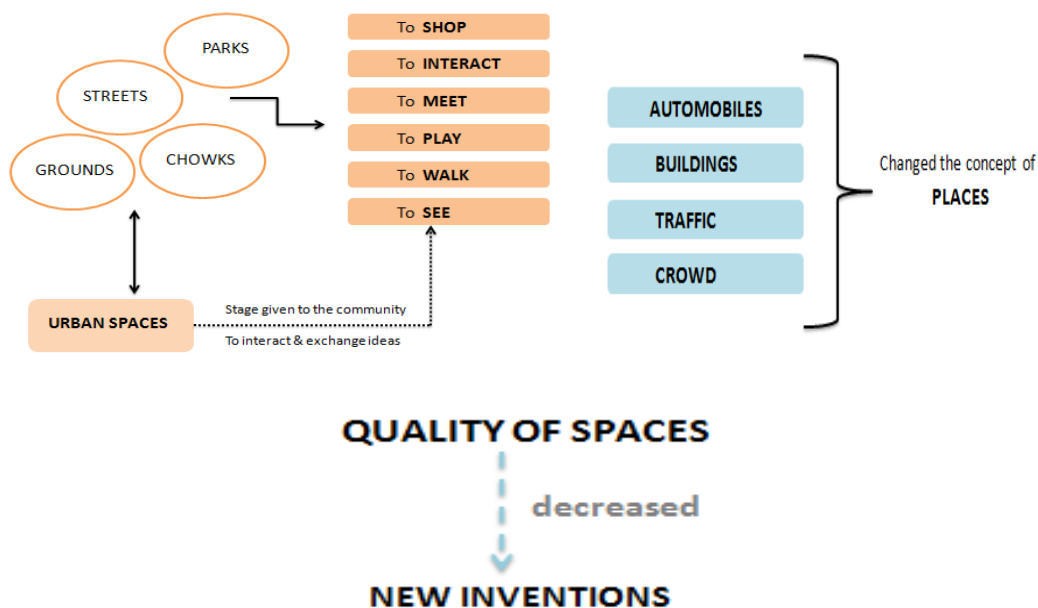


Fig 1.1: Need of Urban Spaces (Source: Author)

II. LITERATURE REVIEW

2.1 Urban Spaces

Many people have identified urban spaces with a number of different perspectives. Subsequently, Krier characterizes urban space as the “external space”, “all types of space between buildings in towns and other localities.” The concept of urban space needs to take into

consideration the physical, social and symbolic aspects at the same time (Krier, 1979, p.15).

Urban spaces are important segment of daily lives. Such activities of daily life take place both in public spheres and private spheres.

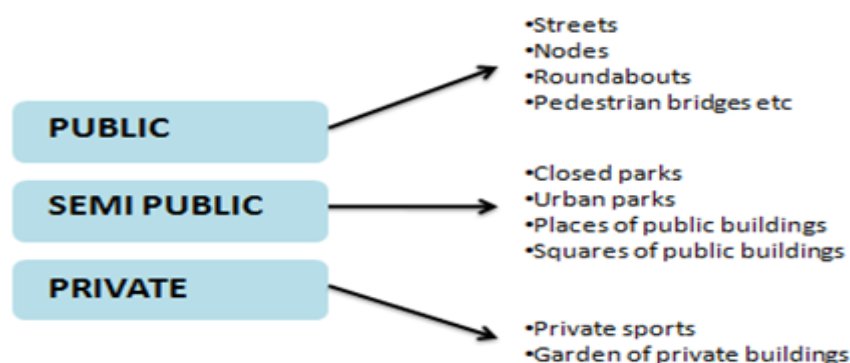


Fig 2.1: Classification of Urban Spaces (Source: Author)

2.2 City and Urban Spaces



Fig 2.2: City transformation pattern (Source: Author)

Historical cities have transformed their physical character to accommodate more which are not just people but buildings, cars, streets, and many more entities that makes a City “The City”. The physical development has its limitation against economic growth, leading to poor quality of life. This physical transformation is reflected in the elements of the city like Urban Spaces; which contribute to high quality of public life.

Historically, the urban spaces in any city have been important to everyone which is being over shadowed by the lost traditional sense of urban space. There is need to understand the relationship of a city and its urban spaces, and aid in generation of newer urban spaces. Developing countries like India face these challenges more than others as rapid urbanization is enormously extending the residential sector but has limited development in public areas. The demand of housing is so high that lacking in the public spaces occurred. And whatever new urban spaces are designed, are failing to gras

p the vast requirement of Indian public realm. This is result of visionless adaptation of designs and theories from parts of the world. Regional spatial characters are being overlooked, moreover the physical characters of regional urban spaces do not seem to have any place in the sensitive spaces. The spaces are designed without thinking the history of the place, which is leading to loss in sense of place.

2.3 Area of Concern

For centuries streets & chowks contributed to defining the cultural, social, economic and political functions of cities. They are key element in determining the form and function of a city neighbourhood and community. Historically, the purpose of streets was to carry pedestrian and nodes to facilitate movement and access while at the same time encouraged interaction within the community. Thus, streets define a city’s urban landscape & the chowks privileged people to interact.

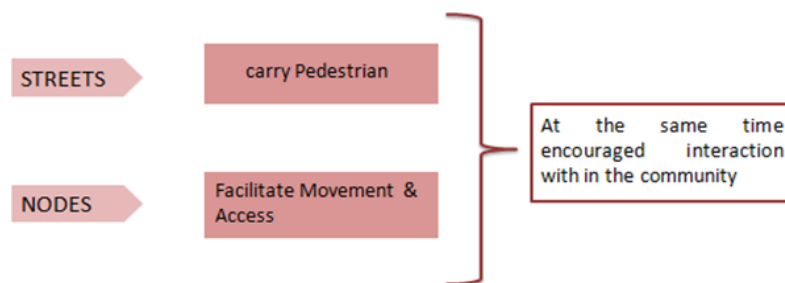


Fig 2.3: Street and Nodes Function (Source: Author)

Traditional streets, similar to past public places (i.e. Greek agora, roman forum), were developed based on the functional need of the people throughout time. The sidewalk was a western invention. The first sidewalk was said to have been built in Pompeii in 200 B.C. with the sole purpose of physically delineating walking individuals. The study of History provides an understanding on the evolution of the local urban context ensuring the cultural continuity in a city.

Earlier the chowks were majorly used by the people to interact. A tree aside of the chowk invites people to interact with a feeling of comfort and safety. People sitting and chit chat interact with each other in their leisure time at the main chowks of the town or place encourages the sense of safety to the people living in that place. The chances of crime reduced by it as they work as “eyes on street” for the community. But do we have that culture now-a -days? The

chowks are acting just as traffic nodes in today’s time losing their sense of place with time.

The chowks were welcoming people to interact, they were like having a temple and shops along inviting people to worship and provide space to have a social activity, these things were helping in promoting a better social life.

2.4. The concept of nodes (chowks)

The concept of a node is another element that needs to be considered when discussing space and place. A node is an intersection of two or more linear systems can be a generating point of a place, can be starting point of any community. Nodes are immaterial, representational points that describe just not the flows of movement & but the activities as well.

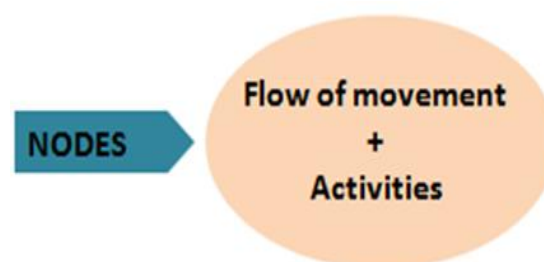


Fig 2.4: Nodes Function (Source: Author)

While nodes are not physical constructions, they define and shape how people and systems flow through a space. Nodes operate within spaces and are constrained by their physical form. Different nodes depict different special feature of it, it may be high speed automobile node or a node in parking, or a node in a walled city. High speed automobile or rail nodes require more space to work efficiently than pedestrian nodes.

The arrangement and density of nodes can reflect the use and character of spaces. Dense arrangements of nodes, as seen in older European cities, often facilitate social interactions, but the density itself is not what determines this likelihood of social interaction.

Rather, the speed at which flows are allowed to move through a node is what determines the possibility of social interaction. Social interactions occur in spaces where movement is at a pedestrian scale. Dense collections of

nodes often operate at slower speeds because they were designed to function at a pedestrian scale. Dense connections of nodes that allow faster flows (automobile) do not facilitate social interaction. An example of this is a parking lot, where the nodal intersections of drive aisles are dense but do not foster any interaction.

2.4.1. The concept of Kevin Lynch

Physical attributes of a place plays a major role on making an impact on one's mind. As physical qualities gives a high probability of remembering a place it makes a strong image on the observer, which is basically called imageability. We remember a place just by the arrangement pattern, the building styles, any repetitive element, any foci , any structure at the junctions, by the fragrance we get by entering any place that's creates the imageability of a place. He used five basic elements which people use to construct their mental image of a city, that are-

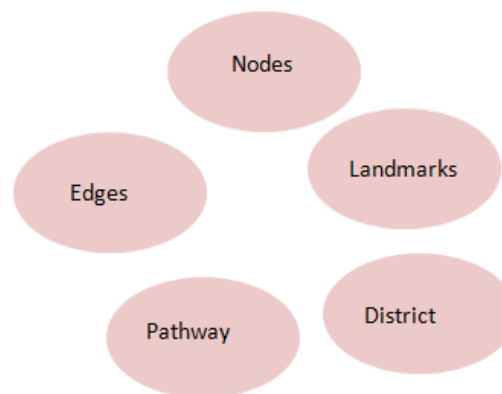


Fig 2.5: Elements of city (Source: Image of city, Kevin Lynch)

Lynch discussed the term 'nodes' in his study 'The Image of the City' as one of the five elements of a city. He made a classification into five types of elements, which are paths, edges, districts, nodes and landmarks. Lynch was the first person to discuss the importance of these elements in that manner. He studied each element's functions and each element's effects on the people who live in the urban environment, in terms of physical reality of a city, mental

image of a city, imageability, cognition, identity, orientation, way- finding, urban design and architecture.

Nodes are points, the strategic spots in a city into which an observer can enter, and which are the intensive foci to and from which he is travelling. They may be primarily junctions or concentrations.

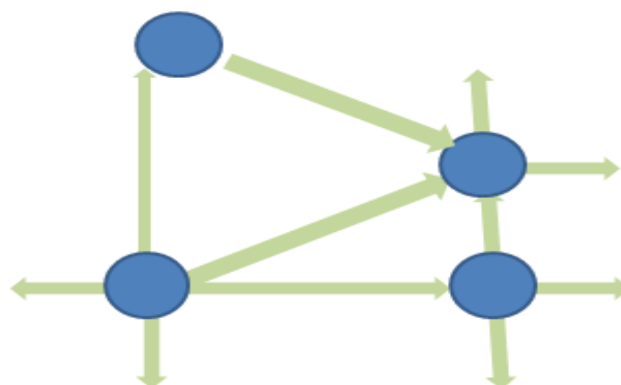


Fig 2.6: connectivity of various nodes (Source: Author)

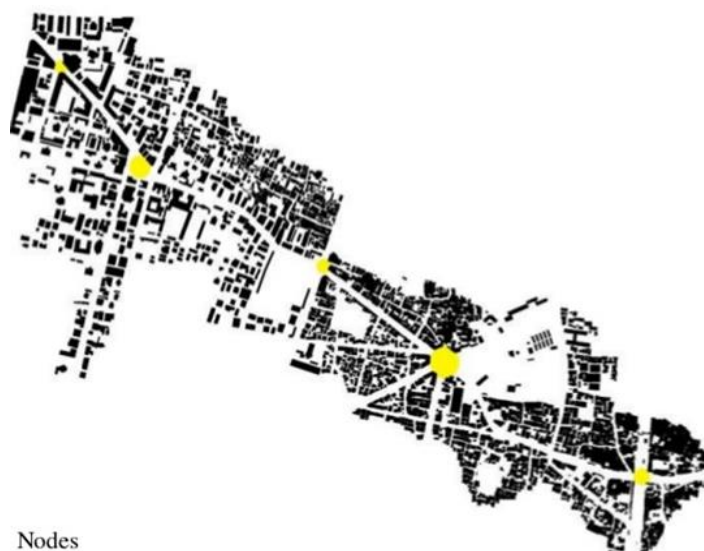


Fig 2.7: Plan showing various major nodes of the city (Source: Image of city, Kevin Lynch)

2.5 Chowk in Indian context

Cities in history are remembered for their public spaces, the Greek Agora, the Roman Forum, the European squares and Indian 'chowks' (quadrangle open spaces). The experience of 'public' is the experience of a city. This is as true for the visitors as for her inhabitants. In fact, public spaces have great value for the inhabitants than the visitors, as these spaces contribute greatly to enhance the experience of lived reality.

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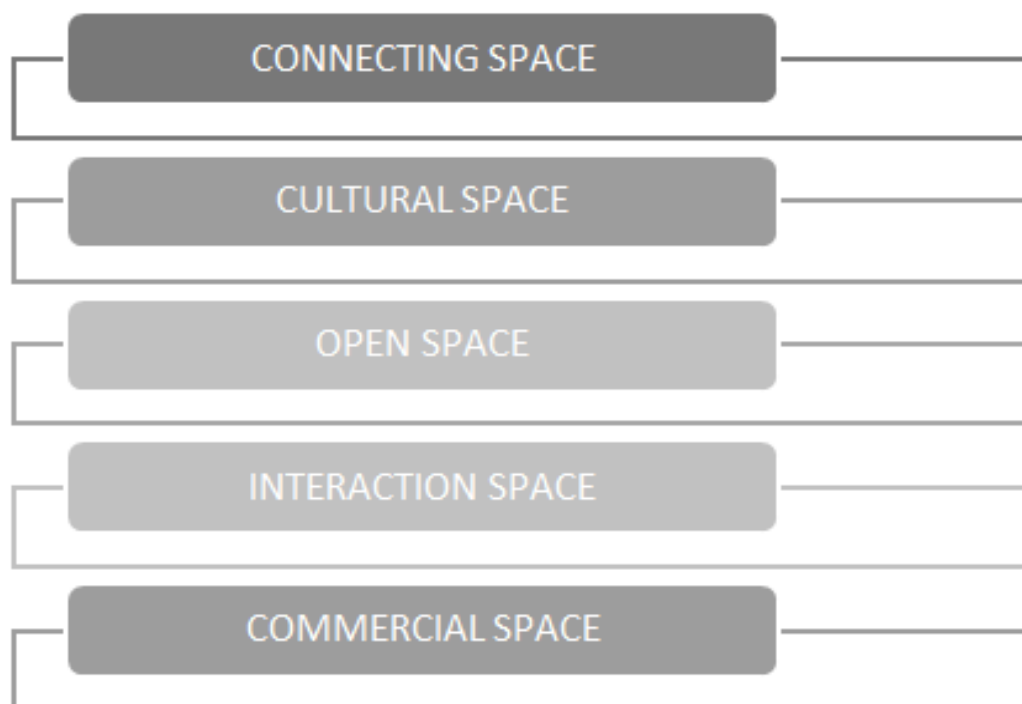


Fig 2.8: Chowk comprises of following spaces (Source: Author)

2.6 The Role of chowks

2.6.1 As Channel of movement:

As a channel of movement, street connects one place to another. The street provides as link between buildings and a node provide links between places, both within the street and in the city at large. As a link, it facilitates the movement of people, as pedestrians of within vehicles, and the movement of goods.

➤ Functional uses:-

1-Vehicular circulation

- Through movement
- Picking up/dropping off passengers

2- Pedestrian circulation

- Through movement
- Waiting for, boarding and alighting from vehicles (buses, cars)
- Entering and leaving subways
- Crossing street
- Entering and leaving buildings
- While shopping

2.6.2 As a Social space

Chowk also act as an arena for social interaction. People use streets as a media to interact with each other. It is in street space, where people can see and are to be seen.

- Social/amenities of street
- Window shopping
- Resting
- People-watching
- Vendors
- Newspaper
- Art works and banners
- Eating
- Waiting
- Information

➤ Necessary Activities

They refer to all the activities that have to be done regularly, such as going to school, waiting for the bus and going to work. These types of activities occur regardless of the quality physical environment because people are compelled to carry them out.

➤ Social Activities

They refer to the activities which occur whenever people move about in the same spaces. They involve passive and active participation of people with others like watching, listening and conversing.

➤ Recreational Activities

- Activities experienced on a traditional street
- Walking
- Social interaction
- Sitting
- Shopping
- Children's street games
- Some fairs or celebrating festivals

2.6.3 As Commercial Space:

Some chowk function as a place for exchange of goods or a place to do business. People use streets as a place to offer goods and a place for display as much as they were —allowed to pedestrian see, compare, discuss with their companions, bargain and decided whether to buy an item or not.

2.6.4 As Cultural Space:

The use of chowk by pedestrian is primarily culturally based. India is a fine example of the effects of culture on the streets and junctions use. There, the junctions provide a variety of activities and corresponding different sounds, smells and sights. A confusing mixture of animals, people, bicycles, rickshaw, trucks and buses moves continuously.

Activities are mixed together of an extremely fine grain. The intersections are full of great variety of people of different communities, not only walking and riding but standing, sitting, sleeping, cooking, eating, getting their hair cut and getting shaved doing laundry, fixing bicycle or trees manufacturing things snowing, playing, reciting, arguing, bargaining and even praying.

2.7 The eight principles focus on ways to attract people to a place and to tap into its community building potential

2.7.1 Great activities and destination

People need to have a reason to be, and stay, in a particular place. The more activities and options a street offers, but it's not enough to just have a great set of restaurants and shops and businesses that operate behind closed doors. Great streets have an —inside-outside quality where indoor activity spills onto the street – whether that's through sidewalk displays of merchandise, outdoor cafés, or special events or programming that take place in the right-of-way.



Fig 2.9: Streets with different activities and safety
(Source: <https://www.pps.org/article/8-principles-streets-as-places>, 2015)

2.7.2 Safe

The safety of a street works best. Most casually, and with least frequent taint of hostility. Precisely when people are using and most enjoying the streets voluntarily

2.7.3 Inviting and rich in detail

- Human scale signage on buildings and sidewalks
- Attractive and detailed building facades

- Diverse design of buildings
- Frequent building entrances

2.7.4 Design for lingering

Cities rarely measure the time people spend lingering on a street, despite its relevance to both social exchange and economic activity such as shopping and dining out.



Fig 2.10: Streets with Inviting, rich in detail, & design for lingering
(Source: <https://www.pps.org/article/8-principles-streets-as-places>, 2015)

2.7.5 Interactive and social

William Whyte used the term —triangulation, to refer to features and activities that create linkages between people in a public space. In his words, it is —a process by

which some external stimulus provides a linkage between people and prompts strangers to talk to other strangers as if they knew each other.



Fig 2.11: Streets showing intractiveness & social activeness with uniqueness
(Source: <https://www.pps.org/article/8-principles-streets-as-places>, 2015)

2.7.6 Unique

Streets have a tremendous capacity to communicate to us a place's history, culture, values, and assets. It's up to local communities to figure out what story they want their streets to tell. There are a multitude of ways to showcase a community's identity, history, or local assets, whether through building design, public art, landscaping, pavement materials and design, way finding or other signage, programming or special events, and the showcasing of local institutions, people, and businesses on the street.

2.7.7 Accessible

Great streets are true meeting grounds of local society – where people of different ages, ethnicities, and income levels intersect and interact. To make that happen, not only does a street need to have diverse destinations and activities, but it also needs to be easily accessible to all.

2.7.8 Flexible

Streets have enormous capacity to be flexible spaces that can meet multiple community goals, especially when they are designed with that purpose in mind. Lacking adequate civic space for special events, some communities have started to create flexible streets that can more easily be used for markets, shows, play streets, and local celebrations – often signified by special concrete paving or stamping on the street, as well as streetscape amenities and signage.

2.8 Norms & standards

The national urban transport policy, government of India states following vision under which Uttipec functions-

1. To recognize that people occupy centre stage in our cities and all plans would be for their common benefit and well being.
2. To make our cities most liveable and enable them to become the 'engines of economic growth' that powers India development in the 21st century.
3. To allow our cities to evolve into an urban form that is best suited for the unique geography of their location & is best placed to support the main social and economic activities that take place in the city.

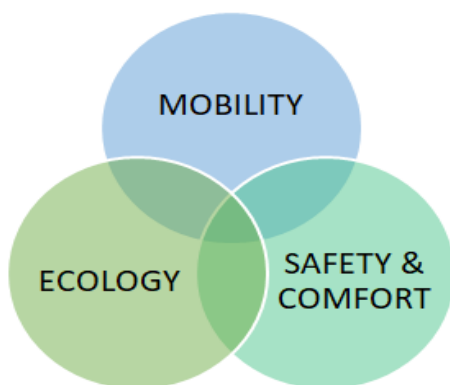


Fig 2.13: Norms & Standards (source: UTTIPEC Norms)

- *Mobility & accessibility:*

Maximum number of people should be able to move fast, safely and conveniently through the area.

- *Safety & comfort:*

Making streets safe clean & walkable, create climate sensitive design.

- *Ecology:*

Reduce impact on the natural environment, reduce pressure on the built infrastructure.

2.8.1 To ensure pedestrian safety:

- Creating “eyes on street” – by removing setbacks and boundary walls to the edge of the street row. This would allow people to from inside to look out on the pavement, thus discouraging misbehaviour, shady corners, peeing etc.
- In case enclosure of sites is required, transparent fencing should be used above 300 mm height from the ground level.
- Require commercial facades to have minimum 30% of transparency.
- Provide adequate street lighting for pedestrian & bicycles.
- Create commercial hawking zones at regular intervals to encourage walk ability, increase street activity and provide safety.

2.8.2 From climate comfort:

- Trees are the essential components of all streets- to provide shade to the pedestrians and reduced solar gain.
- High albedo materials for paving reduce urban heat island effect.
- Built to pavement edge buildings with overhangs, and arcades provide excellent protection to pedestrians.

2.8.3 To ensure universal accessibility and amenities for all street users:

- Provide at grade crosswalks at maximum intervals of 70-250m aligning with the location of transit stop, type of street/land use activities and neighbouring building entries and destination.
- Provide dustbins, post-box, signage and other public amenities at street corners for high usability.
- Provide accessible public toilets at every 500-800m distance preferably located close to bus stops for easy access by pedestrians & public transport users.
- Follow universal accessible design standards to make public streets & cross walks fully navigable by the physically handicapped.

2.9. Literature Study

➤ Badi Chaupar, Jaipur

The city of Jaipur has been planned based on the traditional texts on spatial organization. Public spaces emerged as cross roads (N-S roads connecting to E-W roads and forming public squares. One such important public square is the Badi Chaupar. Badi Chaupar is connected by roads from all the sides and includes structures of importance. On the west lies the Tripoli Bazaar, this is the hub of artisans, jewelers and craftsmen.

On the north are the City Palace and the Hawa Mahal. Presence of these structures in the vicinity results in an inflow of people in this area. The width of the square is approximately 100x100m, i.e. it is wide enough for both incoming and outgoing traffic, along with pedestrian movement. There are no landscape features except a fountain around which seating has been provided. A few trees are scattered here and there. Every road leading from

the chaupar has a clear vision from one end to the other.

Due to its hot and dry climate, the pathways are covered by the use of projections (chajjas). These also enhance the linearity of the space by creating strong horizontal projections. The number of pedestrians reduces around the central part as there is a lot of vehicular traffic.

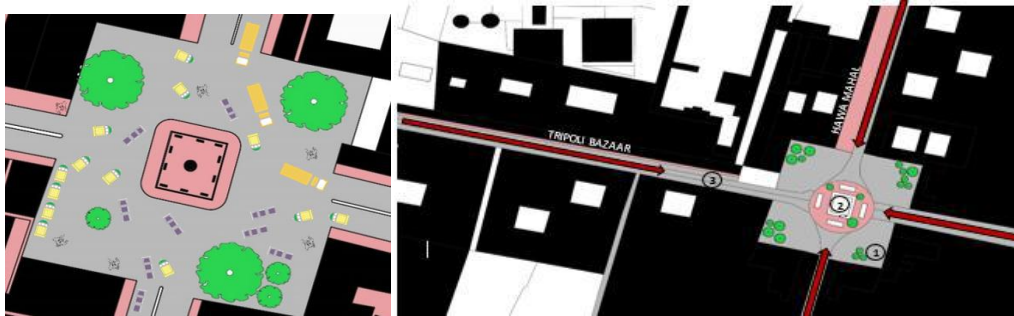


Fig 2.14: plan of badi chaupar (source: traditional jaipur study, 2014)

A 100X100m square accessible by two major roads- located centrally. The viewing angle of 10° reduces the feeling of closure and there is a clear visual connection from one end to the other.

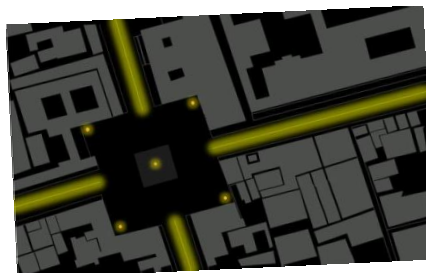


Fig 2.15: Street lights in badi chaupar (source: traditional jaipur study, 2014)

➤ Street lights:

Street lighting is just an element but it increases the safety level of badi chaupar and offers an welcoming environment (all day) to the people visiting there.

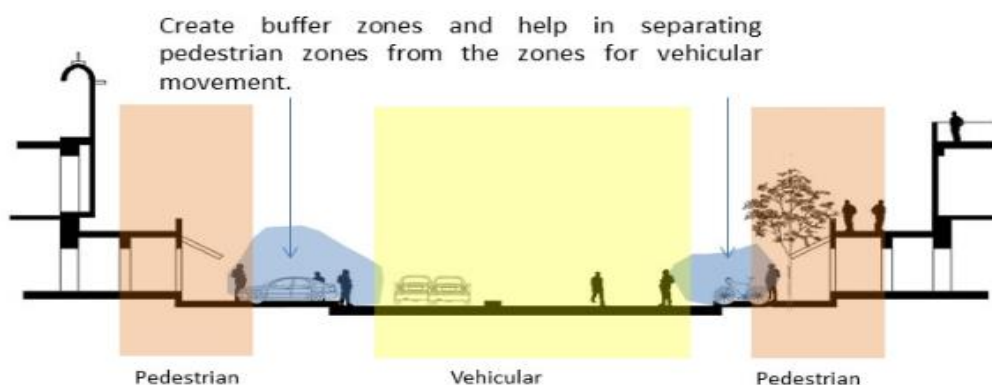


Fig 2.16: Buffer zones in badi chaupar (source: traditional jaipur study, 2014)

Zones created for pedestrian, parking of vehicle & for vehicular movement provide proper channelization for the people coming for any purpose here. Pedestrian friendly environment increases the rate of people accessing the

place. On the corners of the chaupar trees are planted which are for shading & sitting purposes. Landscape is not just increasing the aesthetics of the place but giving opportunities of social interaction.

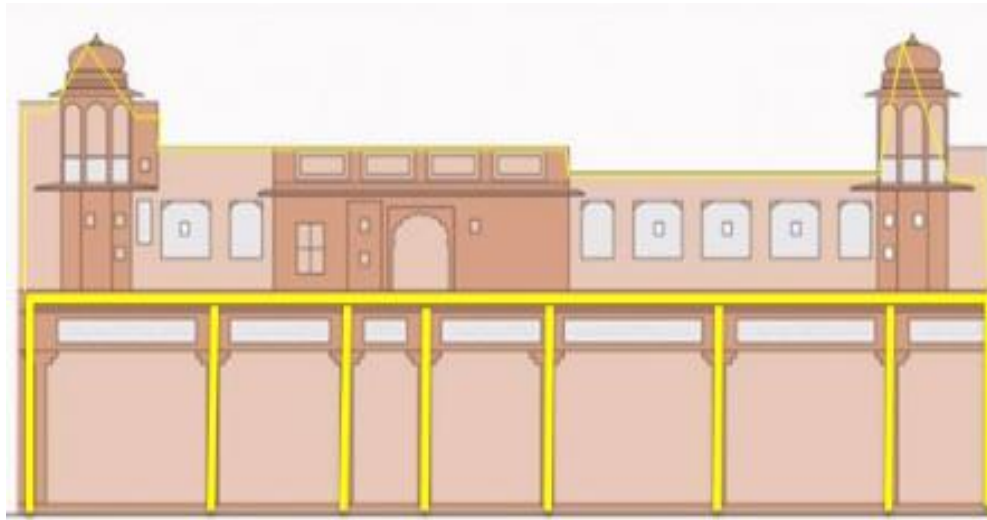


Fig 2.17 : Facade of badi chaupar (source: traditional jaipur study,2014)

The pedestrian zones made in the badi chaupar are in context of architectural style of Jaipur, providing uniformity to the place. The monotonous colour, texture & style making it visually attractive.

2.10. Parameters of a better urban public space

According to the description that is mentioned in the previous sections, we continue to address the issue of how to create these spaces and which measures and indicators to use to evaluate their effectiveness, open a huge field for assessment, discussions and action. Considering the substantial role of these spaces, not only in terms of what they are expected to prepare citizens and society as a whole, this type of spaces can be evaluated according to the following criteria:

2.10.1. Access

Inviting public spaces and easy access to these spaces has a significant impact on people's presence in spaces. Access to public spaces is in the sense of openness towards a social presence in itself.

- The linkages, connectivity, connecting roads, surrounding building.
- Visual Connection

2.10.2. Scale & Proportion

Scale & proportion creates an image to one's mind, if it is in proportion can give a feeling of comfort, feeling of safety can be felt by the proportions of a space.

- Enclosure ratio (building height/road width)
- Visual attractiveness

2.10.3. Transparency

Transparency increases the rate of people coming to the place, it gives a feeling of safety & helps in inviting people to the place.

- Building facades
- Activity pattern

2.10.4. Physical Attributes

- Landscape features
- Seating's
- Street lights
- Pedestrian Friendly

III. CASE STUDY

The case study is of the different chowks of lucknow that are-

- Kaisarbagh chowk (18th Century)
- Lalbagh chowk (19th Century)
- Husariya chowk (21st Century)

These are the chowks of different time period from the oldest to the modern time. Site selection criteria of these chowks-

➤ Kaiser Bagh Chowk

This is one of the oldest chowk catering major roads from the city to major destinations that are charbagh, ameenabad, Burlington etc.

➤ Lalbagh Chowk

This is the next traditional chowk catering various activities and connecting to major roads to hazrat ganj, charbagh etc.

➤ Husariya Chowk

This is the chowk of modern time catering different settlements of people & connected to the highway.

3.1. Case 1 Study Area- Lalbagh Chowk



Fig 3.1: A view of Lalbagh chowk (source:Author)



Fig 3.2: Lalbagh chowk (source: google earth,2018)

3.1.1. Accessibility

This chowk is accessible by 5 minor roads, providing connection to the major areas of the city i.e. to hazratganj, ameenabad, great post office etc.

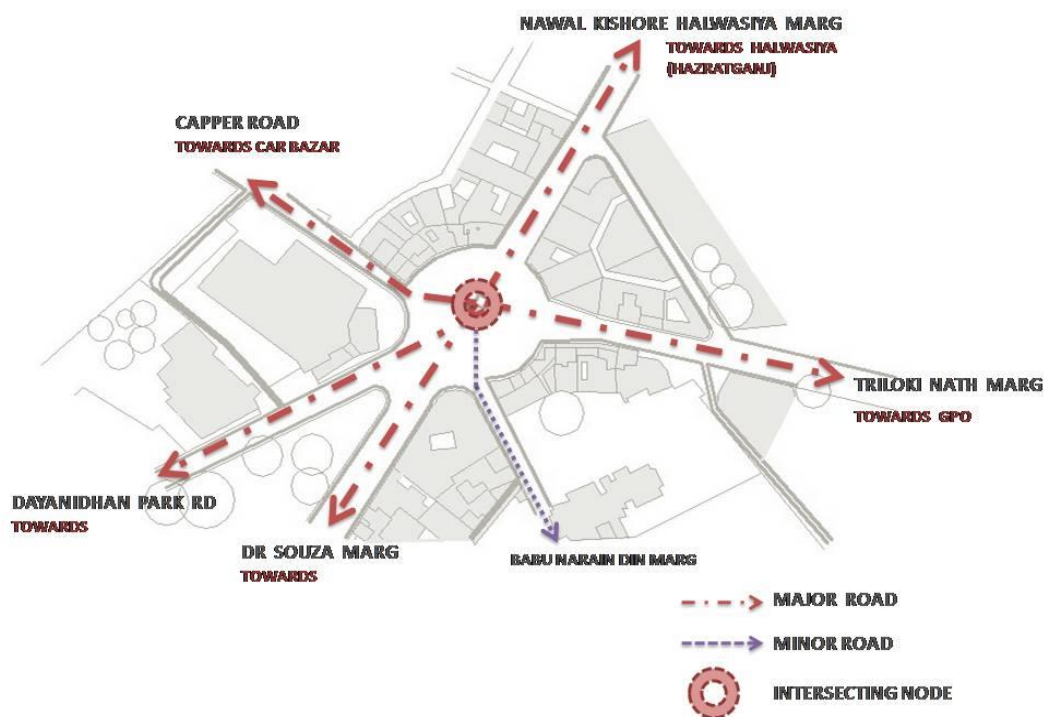


Fig3.3: Access of the Lalbagh chowk (Source: Author)

3.1.2. Pedestrian movement

This chowk is surrounded by pedestrian movement all along.



Fig 3.4: Plan showing Pedestrian movement at Lalbagh chowk (Source: Author)



Fig 3.5: pedestrian movement along at Lalbagh chowk (Source: Author)

3.1.3. Land use plan

- The first layer along the chowk is commercial & mixed use.
- The second layer is purely residential.
- The chowk is further surrounded by the open green areas.

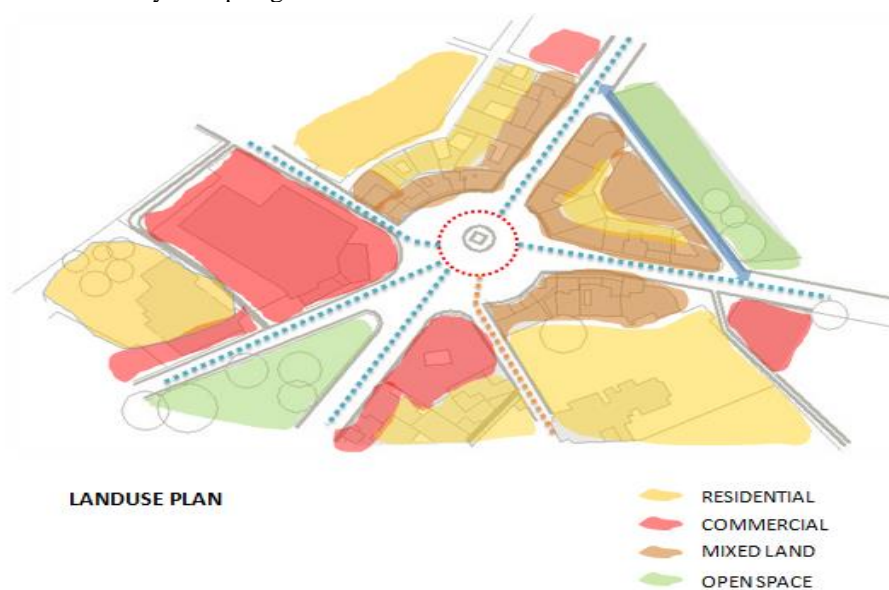


Fig 3.6: Land use plan (Source: Author)



Fig 3.7: Land use, Mixed (Source: Author)



Fig 3.8: Building Heights (Source: Author)

3.1.4. Building heights

In front the building heights are G+1, but further the building heights in that area is G+2.

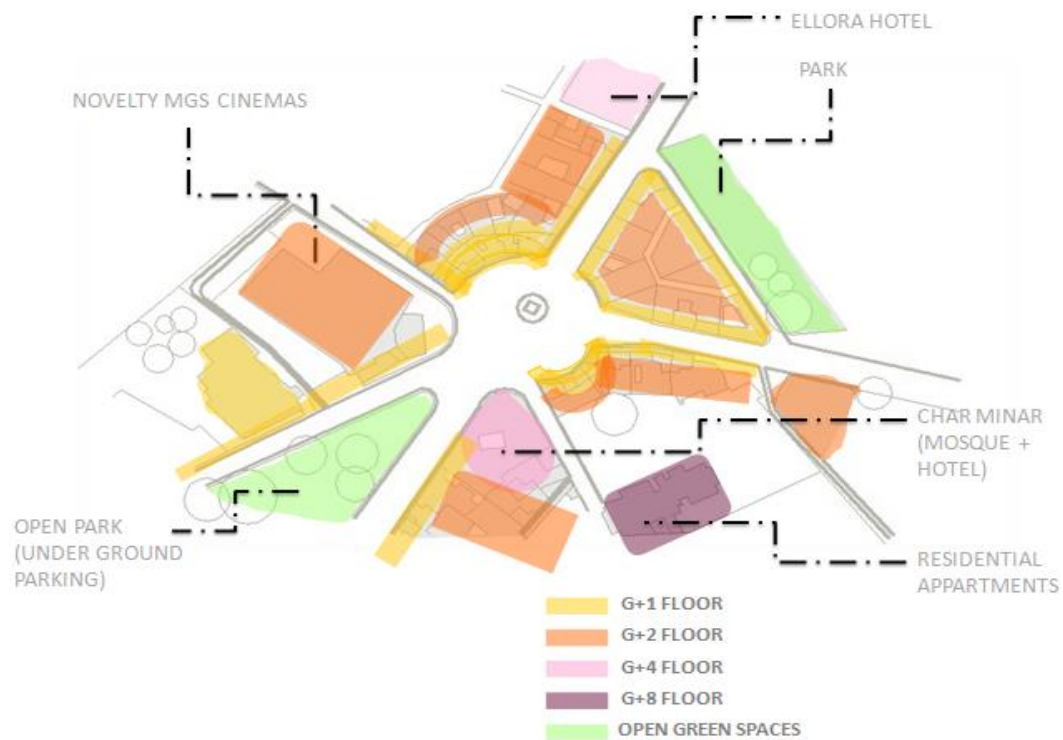


Fig 3.9: plan showing Building heights (Source: Author)

3.1.5. Activity mapping

Various activities on different timings of a day making the place more vibrant.

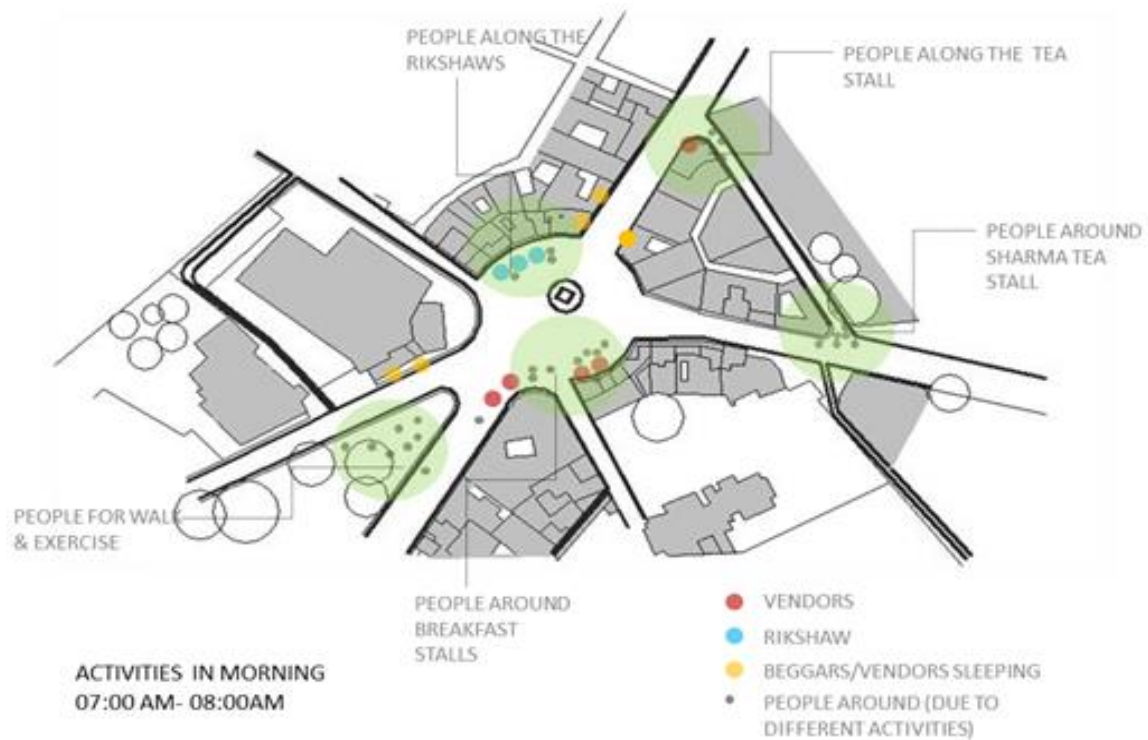


Fig 3.10: Activity pattern plan (Source: Author)

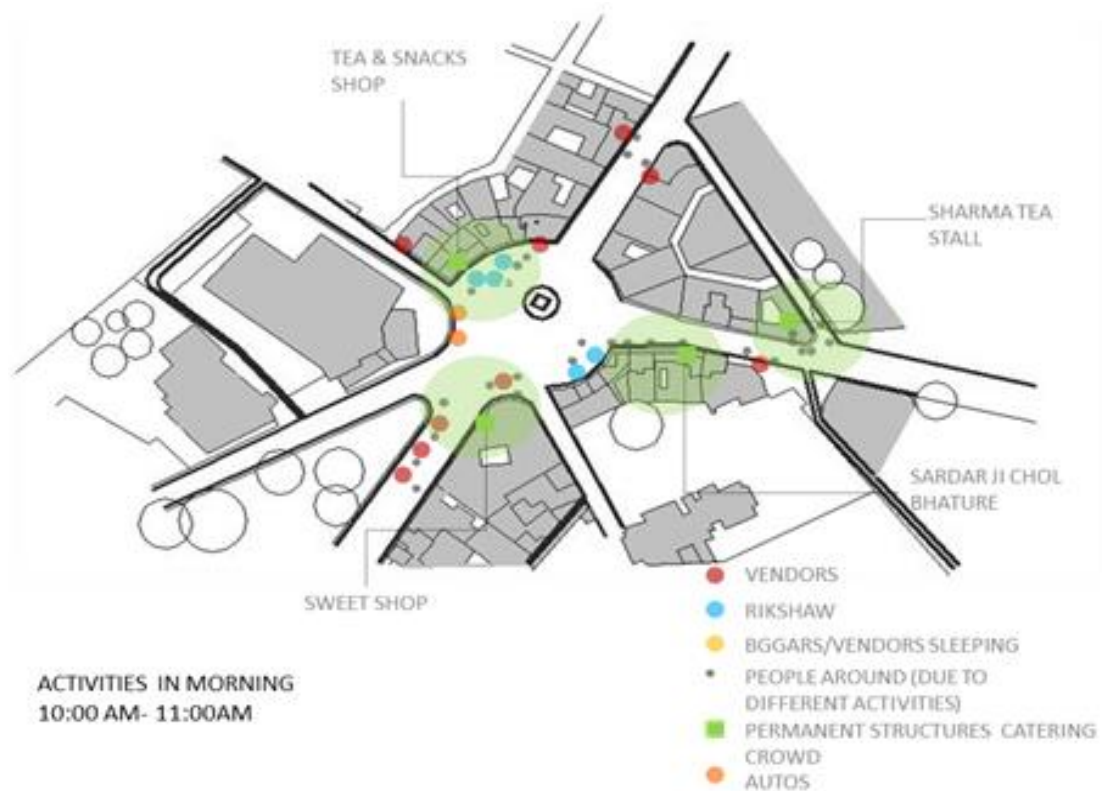


Fig 3.11: Activity pattern plan (Source: Author)

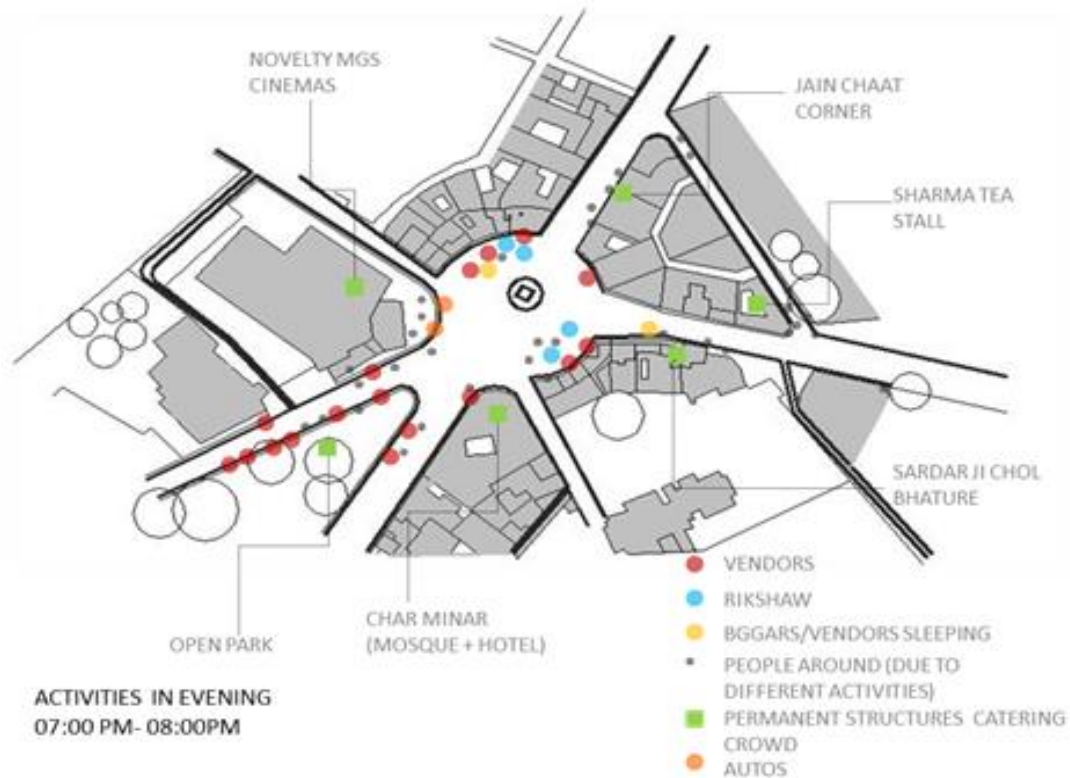


Fig 3.12: Activities at Lalbagh chowk (Source: Author)

3.1.6. Attraction to the place

Various reasons for coming to this place are present making this chowk active for most of the time in a day.

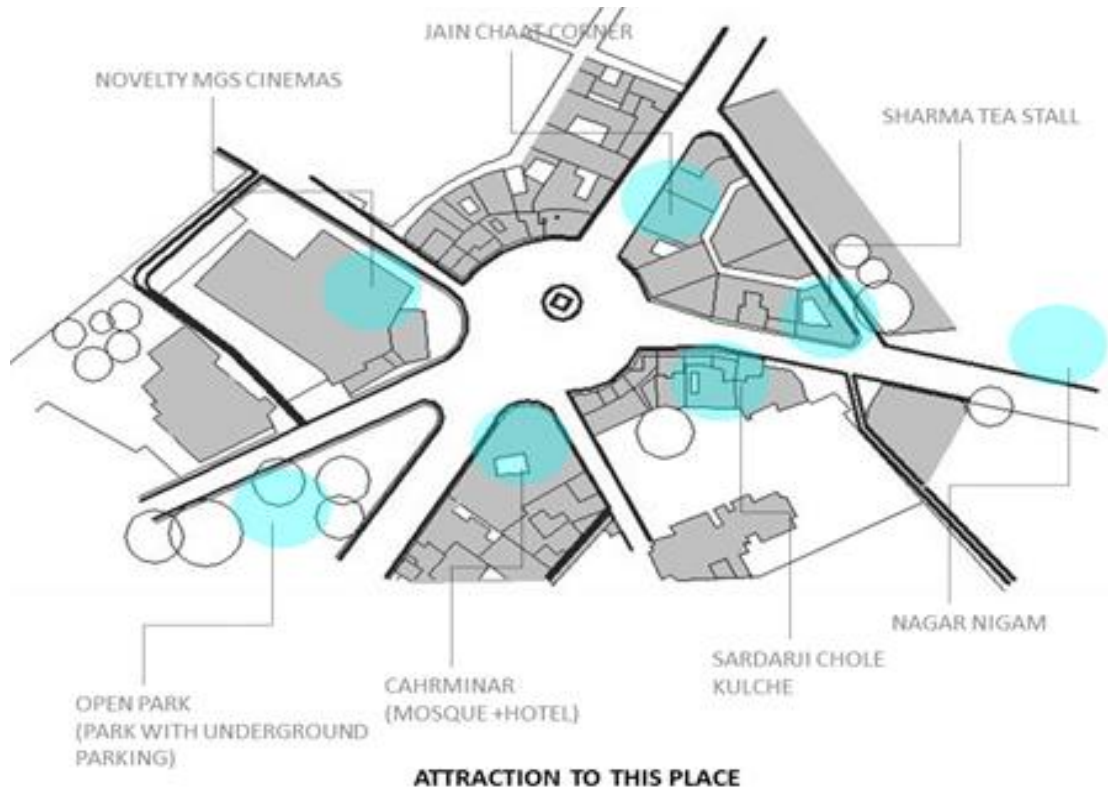


Fig 3.13: Attraction of Lalbagh chowk (Source: Author)

3.1.7. Parking

Parking along the chowk showing that where is organized parking & where is unorganized.

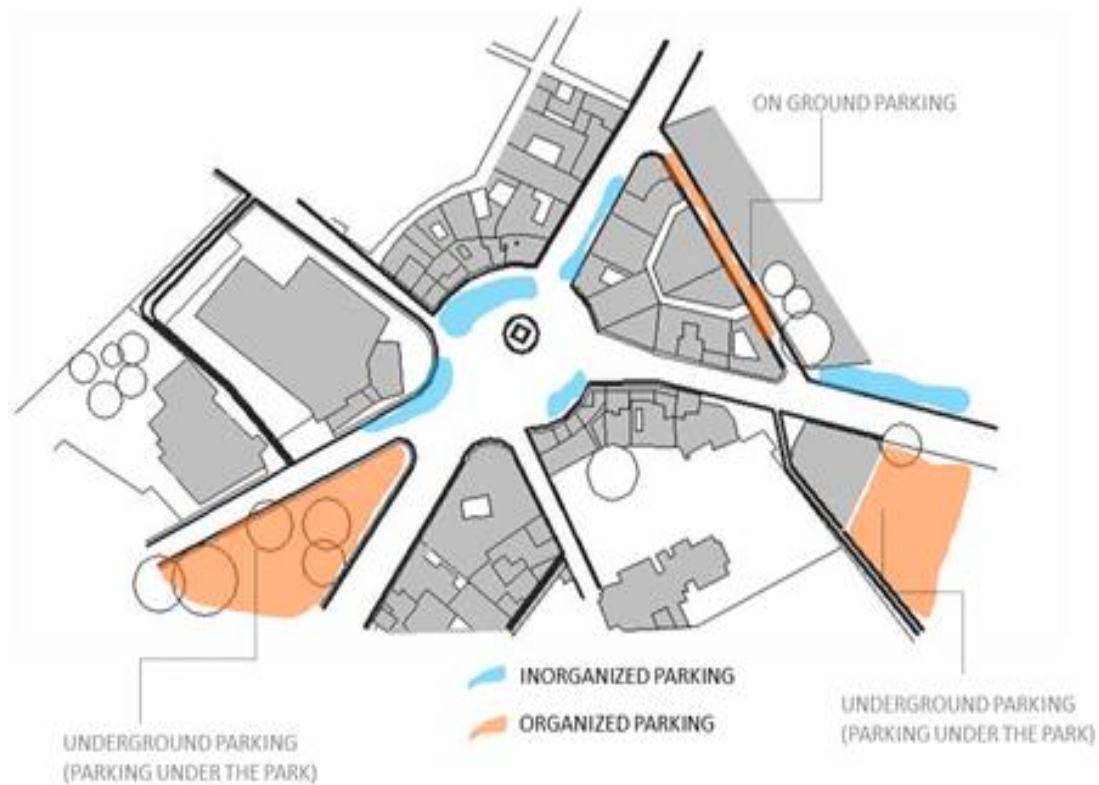


Fig 3.14: Parking at Lalbagh chowk (Source: Author)

3.1.7. Intensity of crowd

Intensity of crowd on different roads connecting to the chowk on different timings

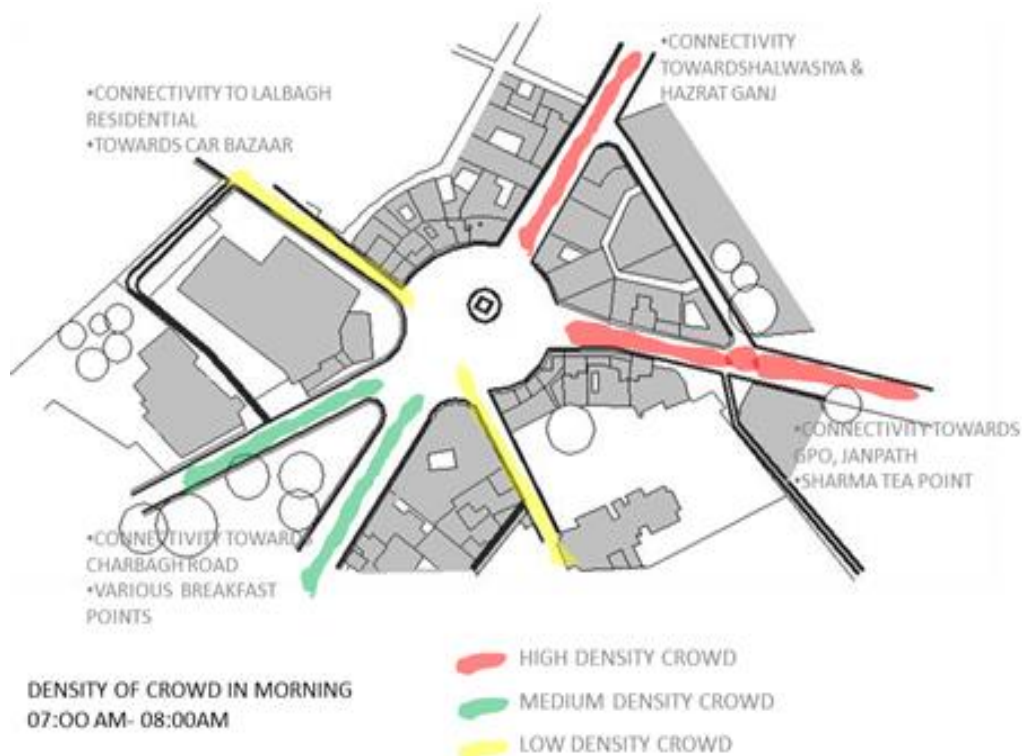


Fig 3.15: intensity of crowd Lalbagh chowk (Source: Author)

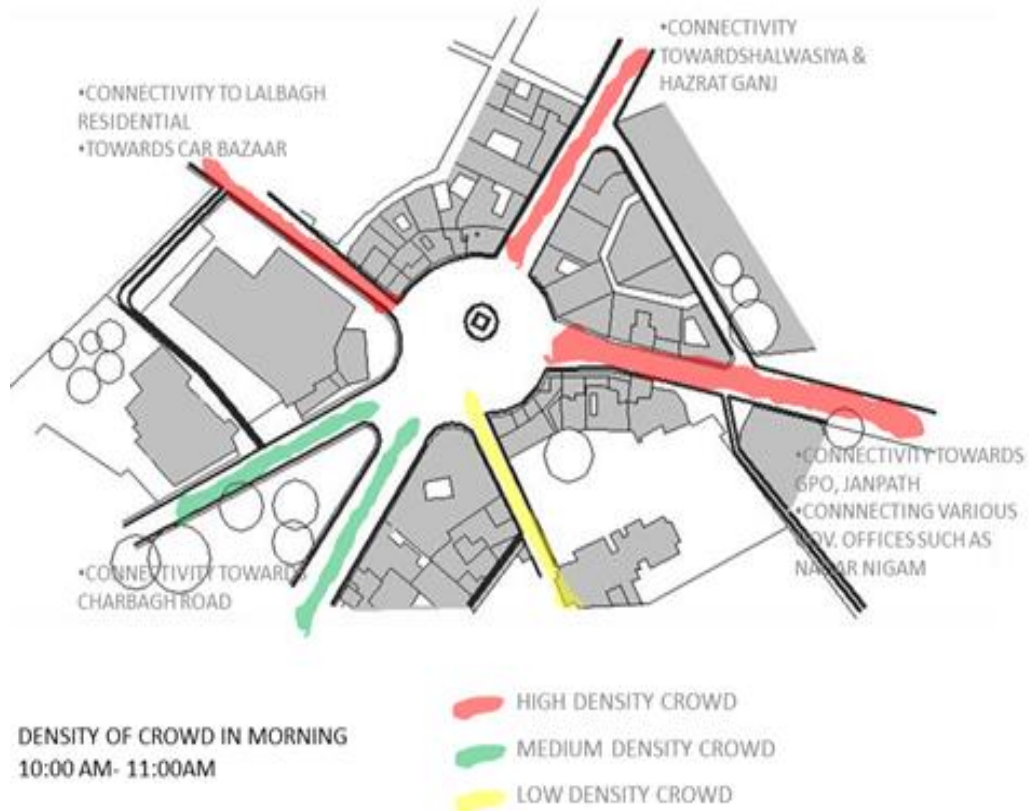


Fig 3.16: intensity of crowd Lalbagh chowk (Source: Author)

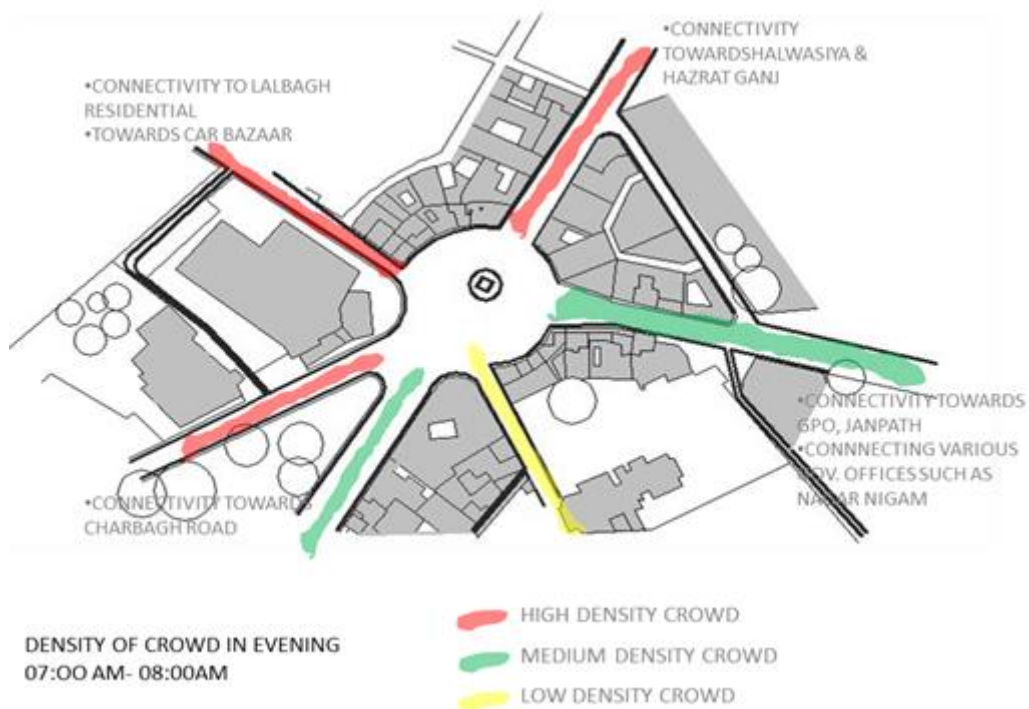


Fig 3.17: intensity of crowd Lalbagh chowk (Source: Author)

3.2. Case 2 Study Area- Kaisarbagh Chowk



Fig 3.18: A view of kaisar bagh chowk (Source: Author)

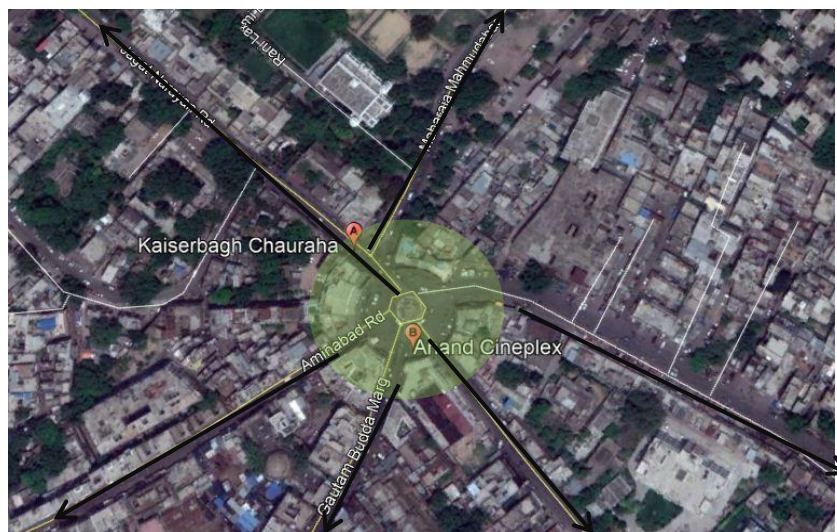


Fig 3.19: Kaiser Bagh Chowk (source: google earth,2018)

3.2.1. Accessibility

This chowk is accessible by 5 major roads-located centrally.it gives direct connectivity to the major area that are charbagh, ameenabad, kaisarbagh bus station, cantonment etc, that's why its is one of the most active chowk of the city.

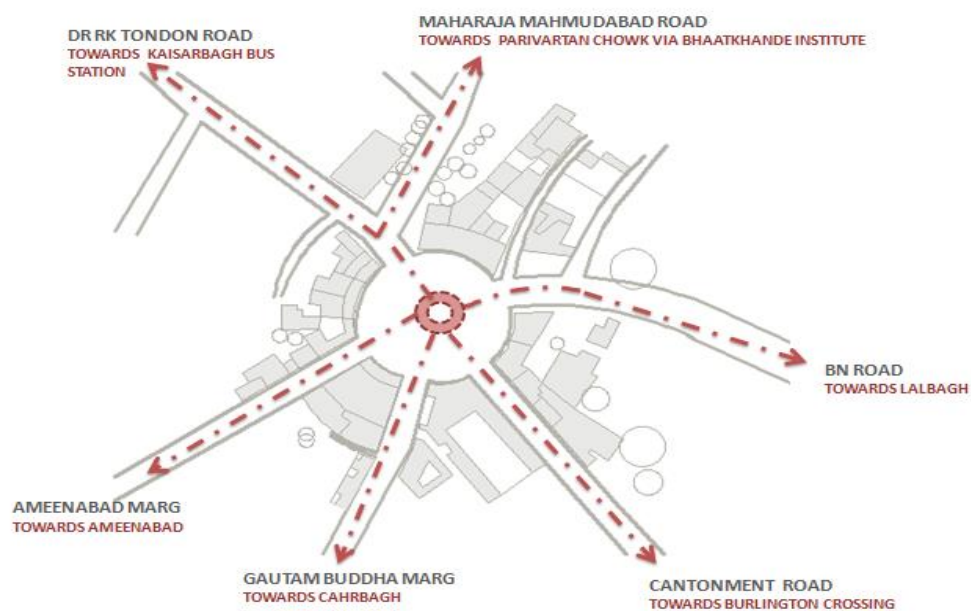


Fig 3.20: Access to Kaiserbagh chowk(Source: Author)

3.2.2. Pedestrian movement

This chowk is surrounded by pedestrian movement all along, but due to high traffic rate it is difficult to move from one side to another.

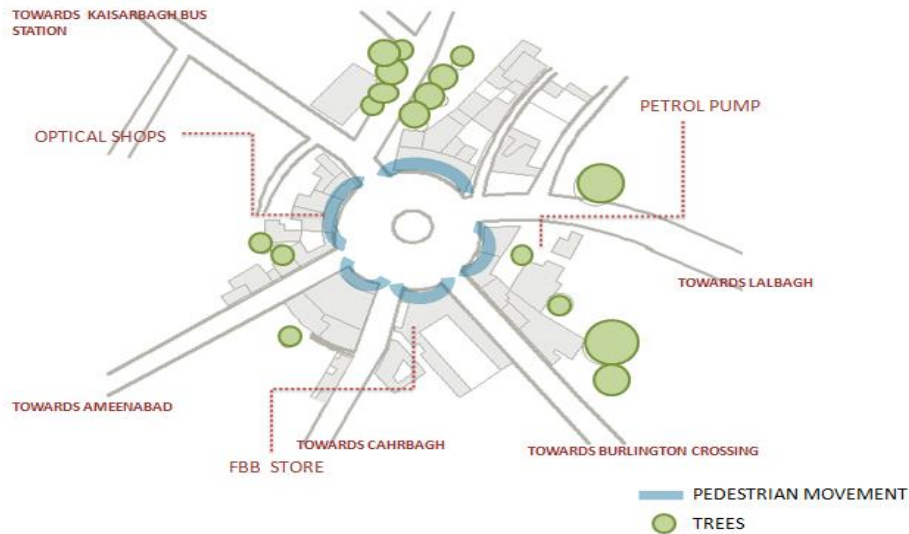


Fig 3.21: Pedestrian movement at kaiser bagh (Source: Author)



Fig 3.22: Pedestrian pathways (Source: Author)

3.2.3. Land use plan

The first layer along the chowk is commercial & mixed use. Inner sides of the chowk is purely residential, with the traditional typology.

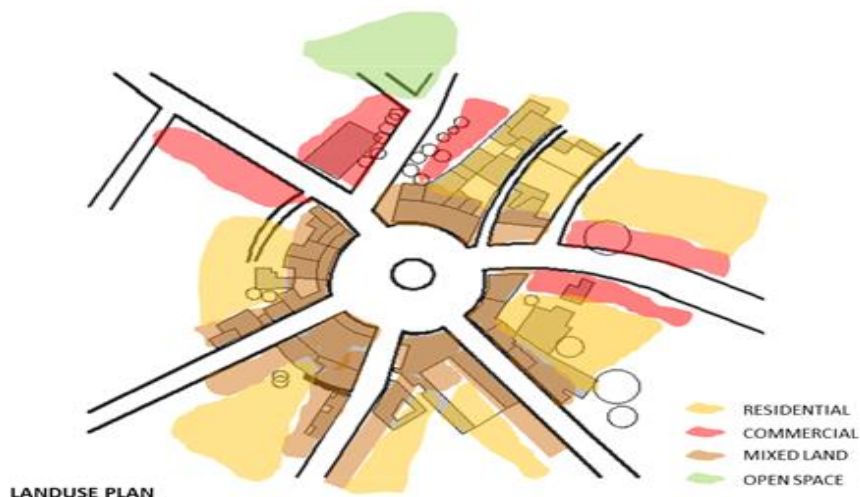


Fig 3.23: landuse plan at kaiser bagh (Source: Author)

3.2.4. Building heights

In front the building heights are G+1, but further the building heights in that area is G+2.

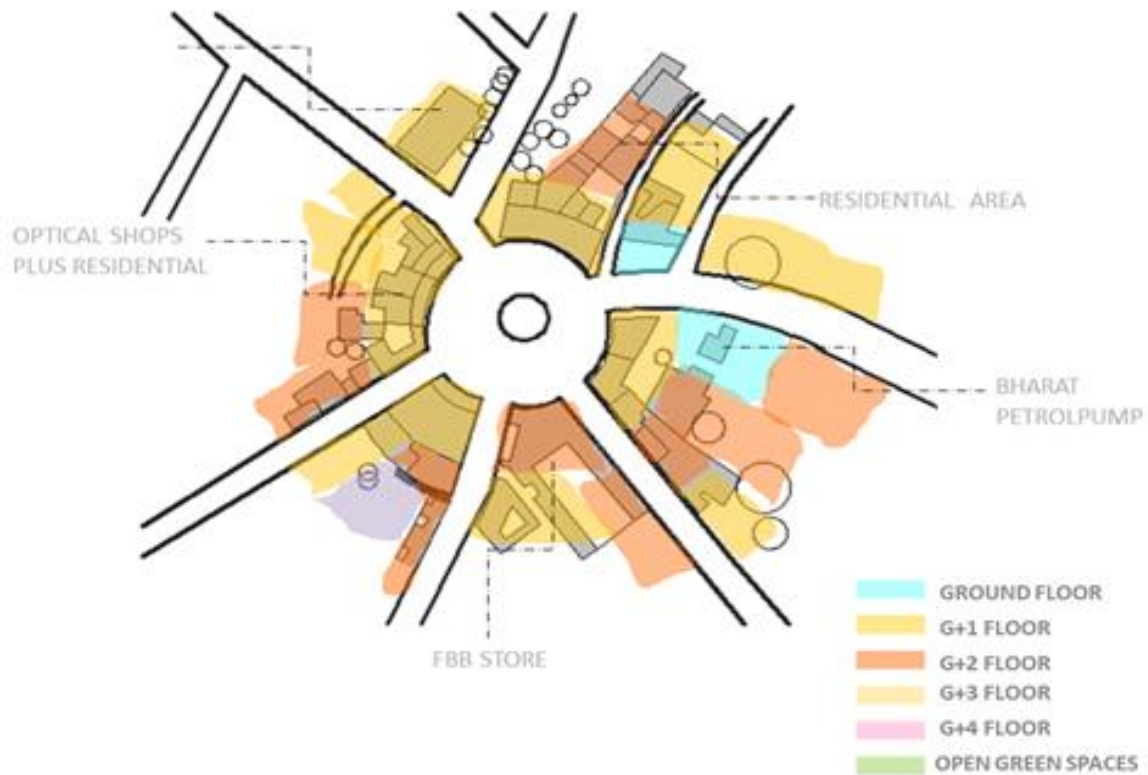


Fig 3.24: building height plan at kaiser bagh (Source: Author)

3.2.5. Attraction to place

Various reasons for coming to this place are present making this chowk active for most of the time in a day.

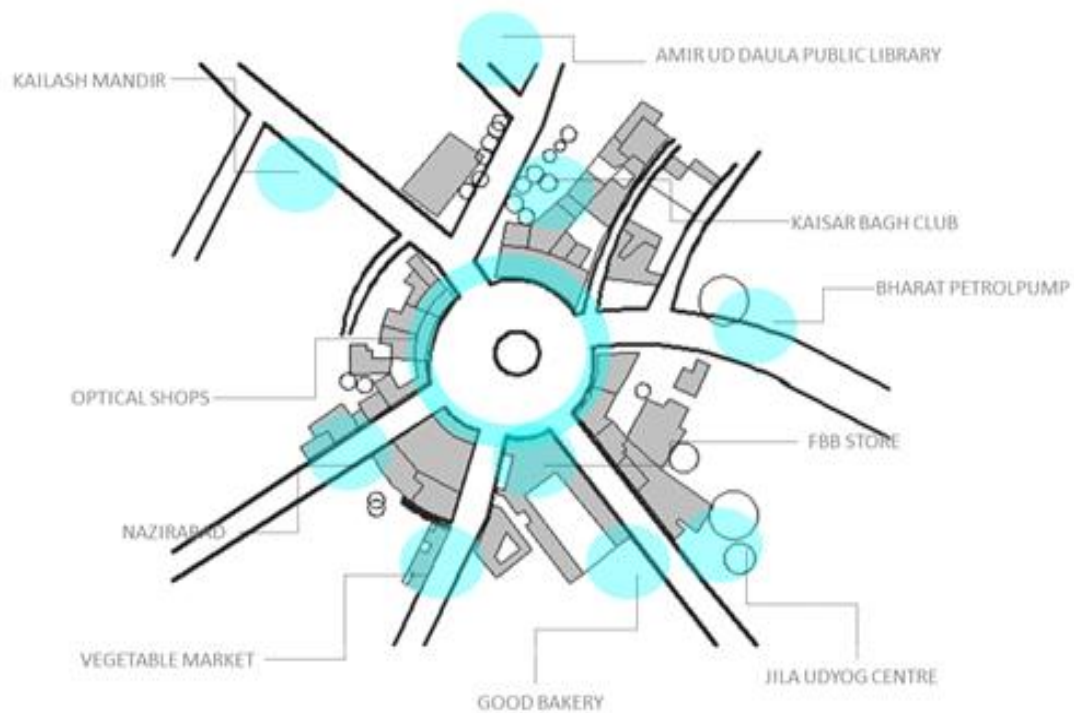


Fig 3.25: Attraction to the place (Source: Author)

3.2.6. Activity Mapping

Various activities on different timings of a day making the place more vibrant.

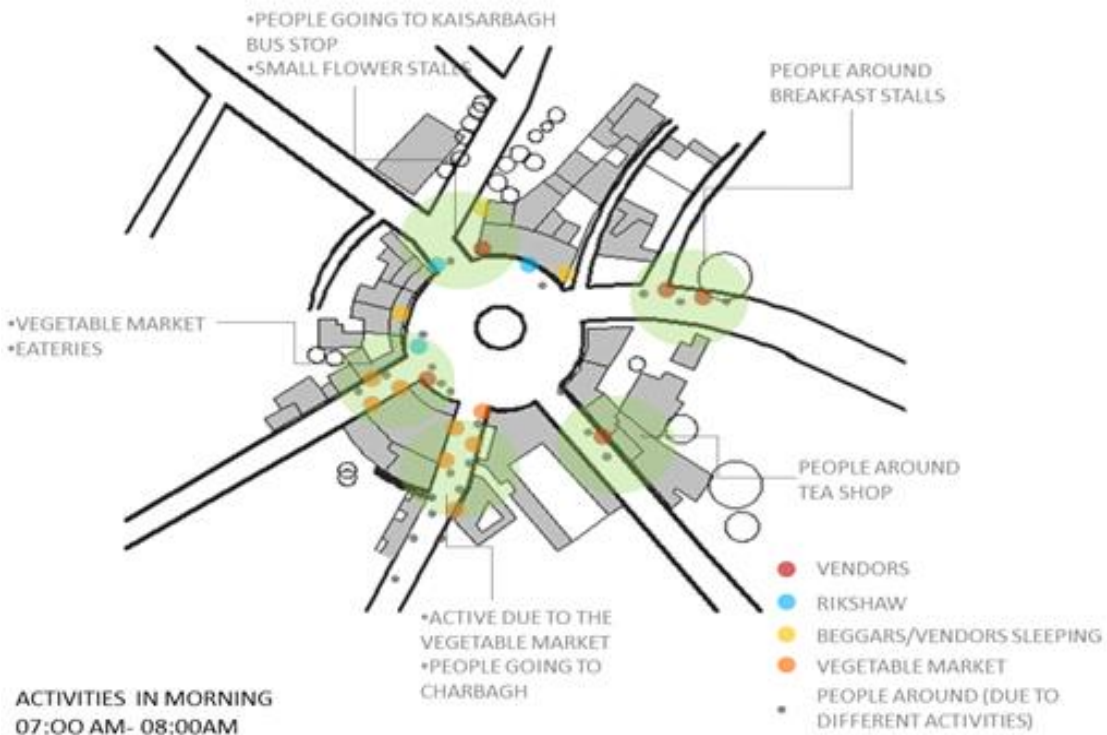


Fig 3.26: Activities at kaiser bagh (Source: Author)

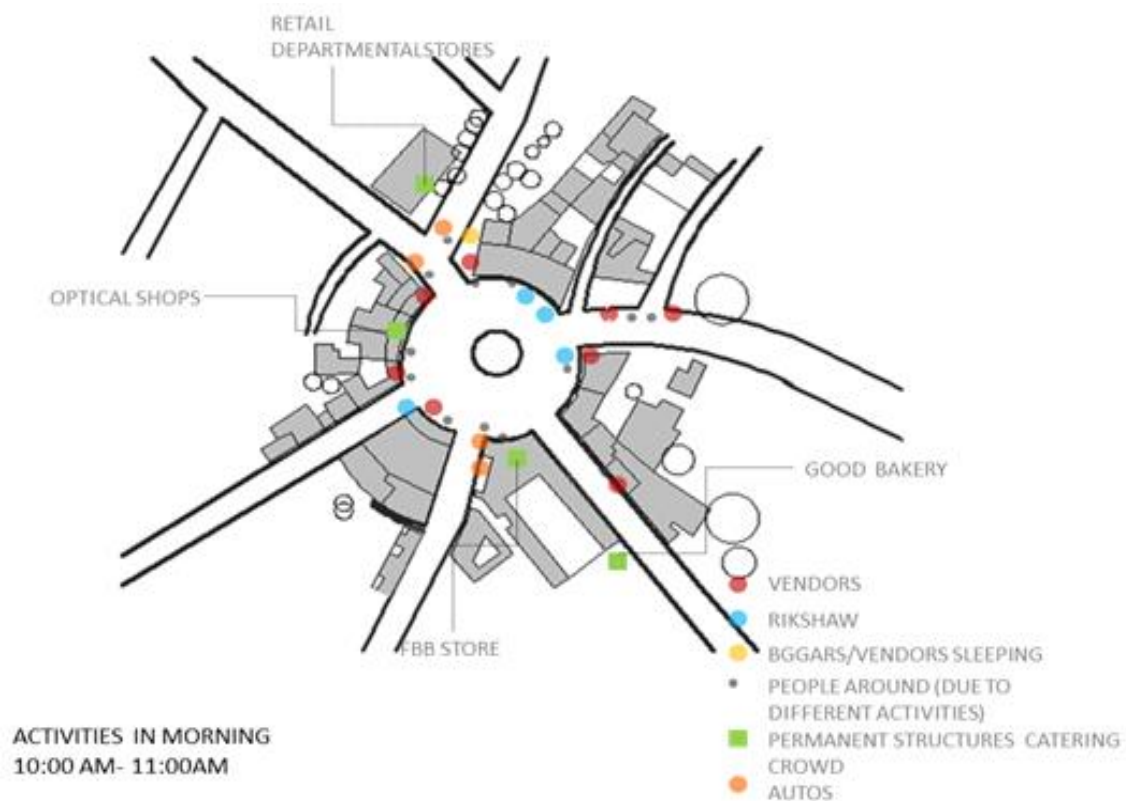


Fig 3.27: Activities at kaiser bagh (Source: Author)

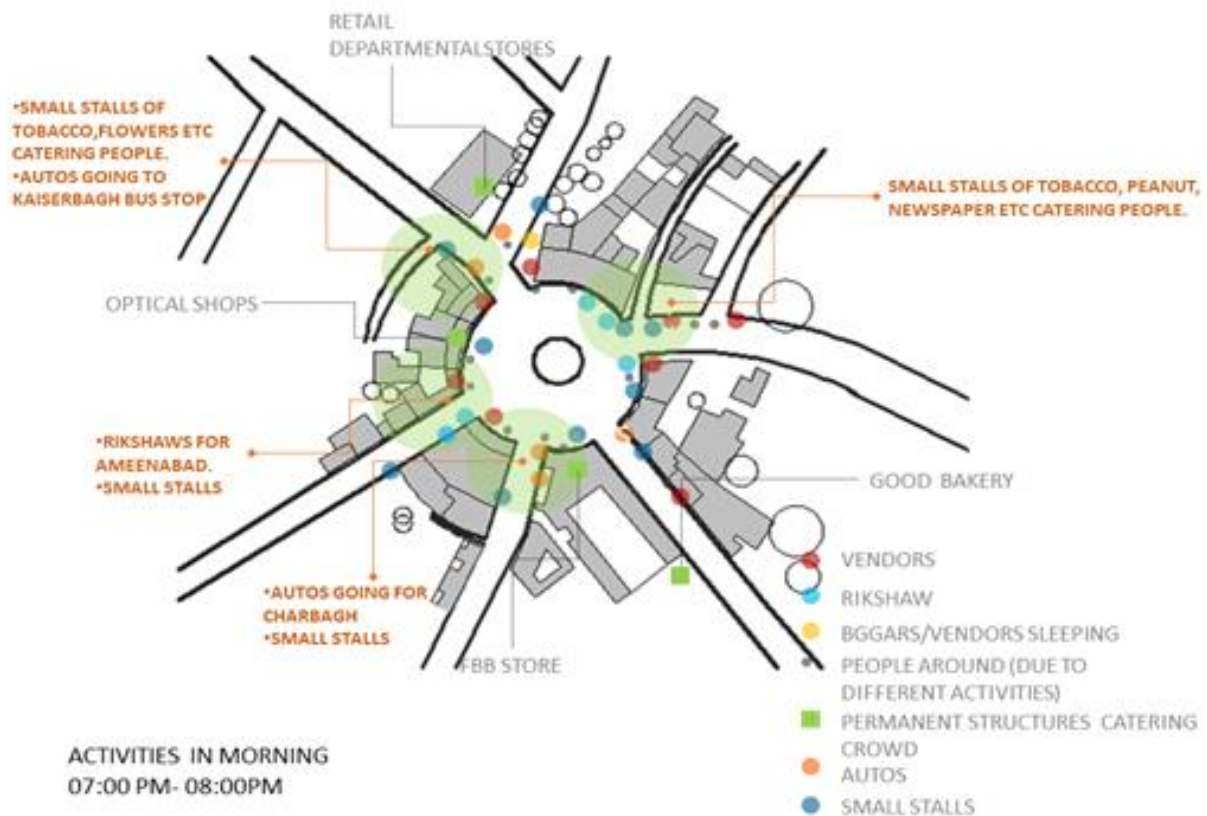


Fig 3.28: Activities at kaiser bagh (Source: Author)

3.2.7. Crowd Intensity

Intensity of crowd on different roads connecting to the chowk on different timings

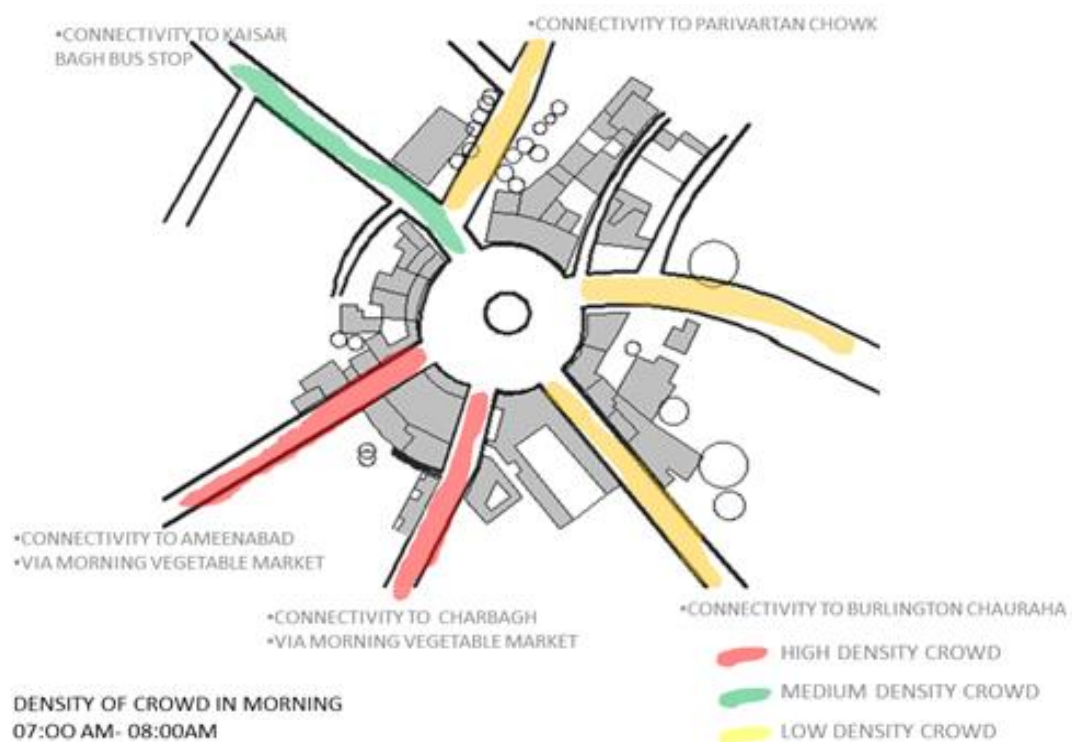


Fig 3.29: Intensity of crowd at kaiser bagh (Source: Author)

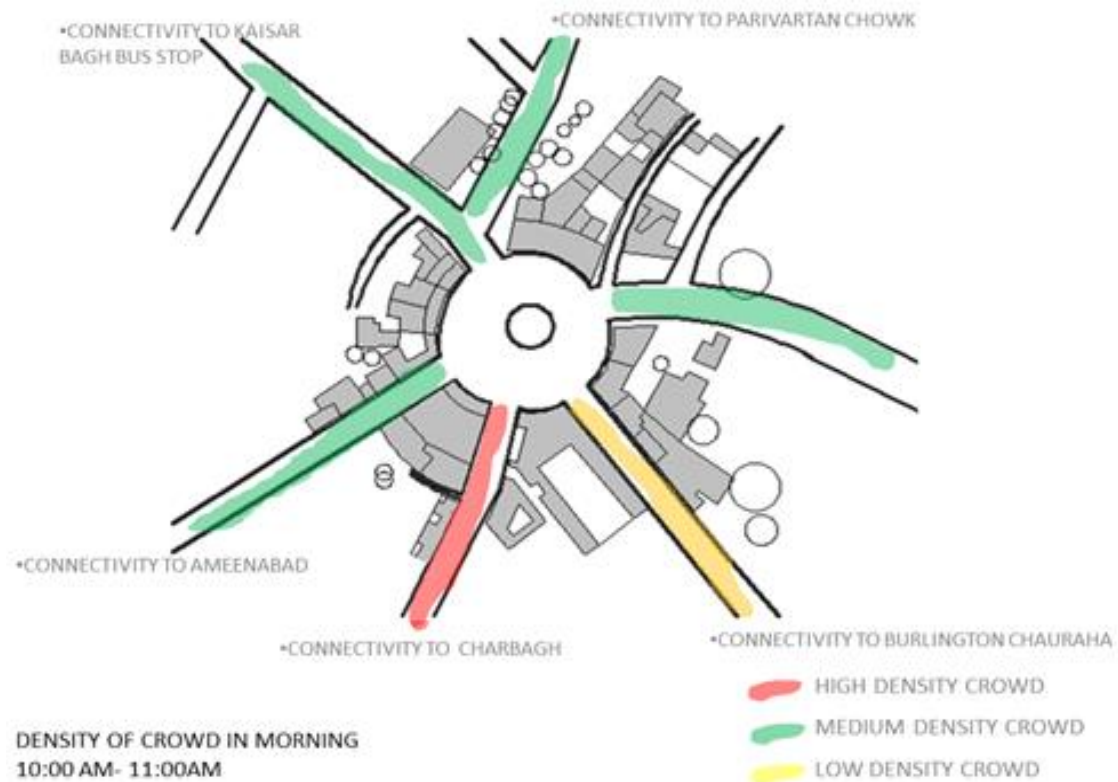


Fig 3.30: Intensity of crowd at kaiser bagh (Source: Author)

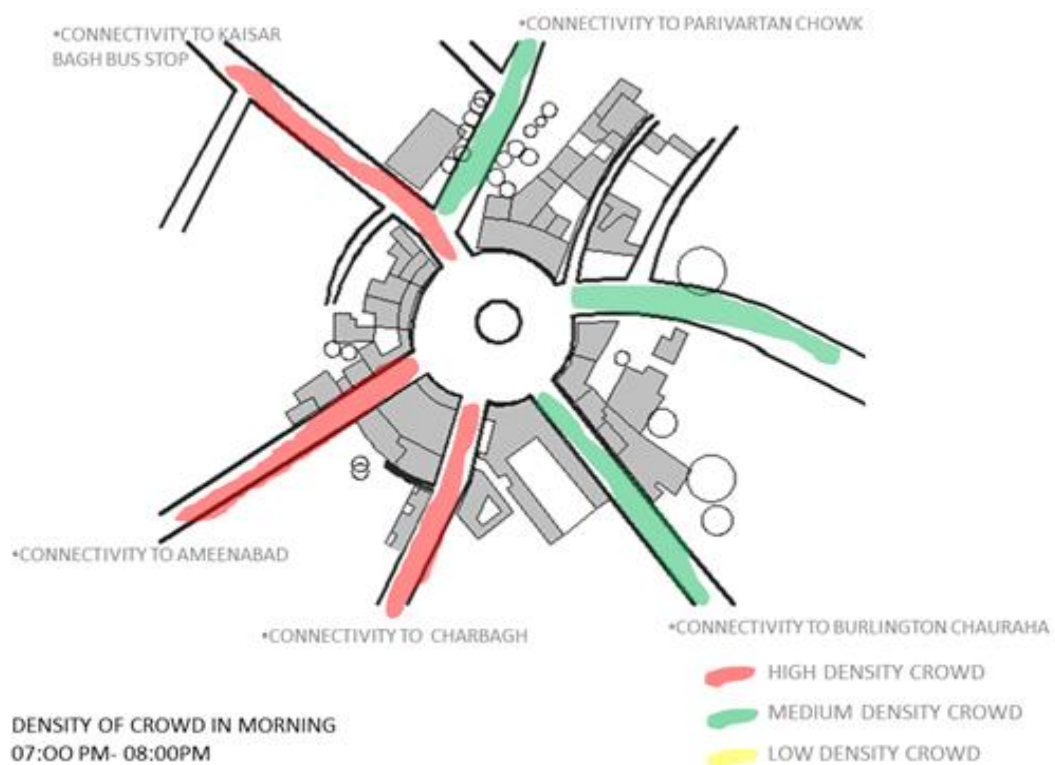


Fig 3.31: Intensity of crowd at kaiser bagh (Source: Author)

3.3. Case 3 Study Area- Husariya Chowk



Fig 3.32: A view of Husariya chowk (Source: Author)

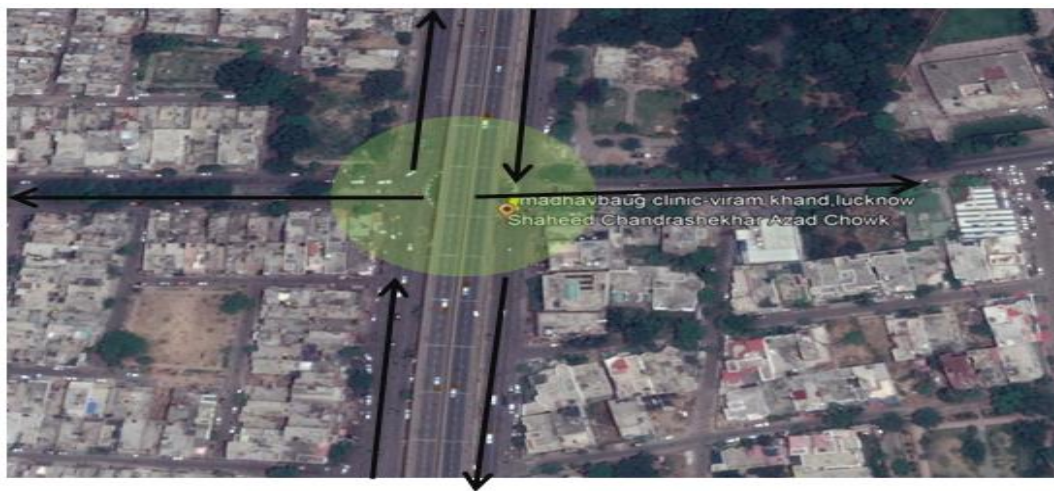


Fig 3.33: husariya chowk (source: google earth,2018)

3.3.1. Accessibility

This chowk is accessible by 4 major roads, which are further connected to major destinations that are hanhemann chowk, gomti nagar, patrakar puram etc.



Fig 3.34: Access to Husariya chowk(Source: Author)

3.3.2. Land use plan

The first layer along the chowk is commercial & mixed use. Inner sides of the chowk is purely residential, with contemporary style.

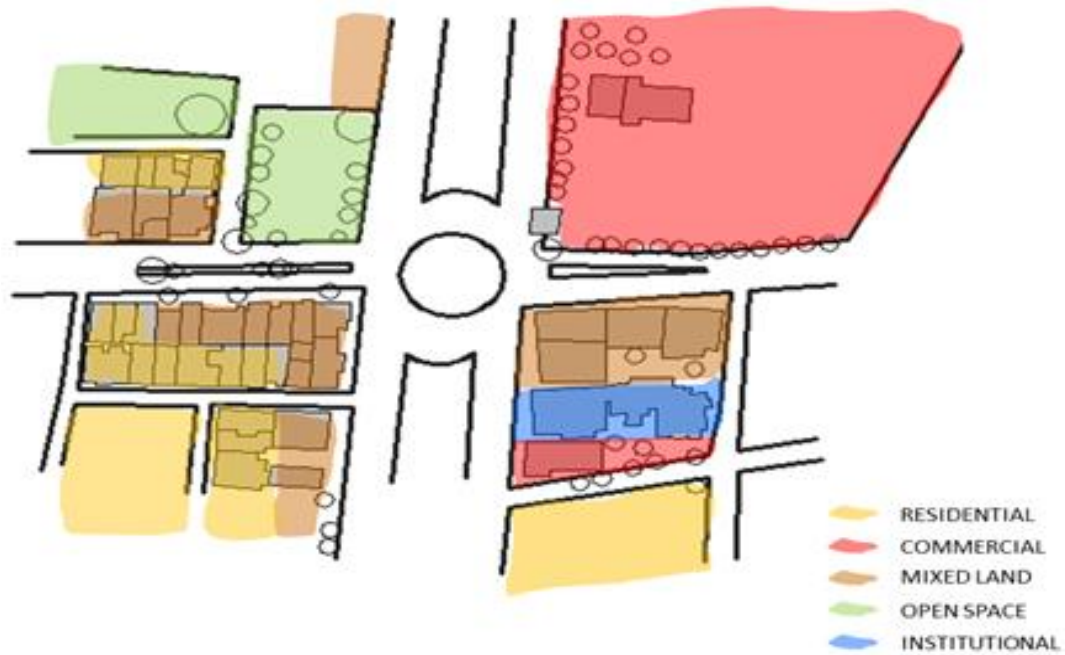


Fig 3.35: Landuse of Husariya chowk (Source: Author)

3.3.3. Pedestrian Movement

This chowk is surrounded by pedestrian movement all along, but due to high traffic rate it is difficult to move from one side to another.



Fig 3.36: pedestrian movement at Husariya chowk (Source: Author)



Fig 3.37: Pathways along chowk
(Source: Author)



Fig 3.38: Building heights variation with mix land use (Source: Author)

3.3.4. Building Heights

A variation of G+1 & G+2 are found in the area.

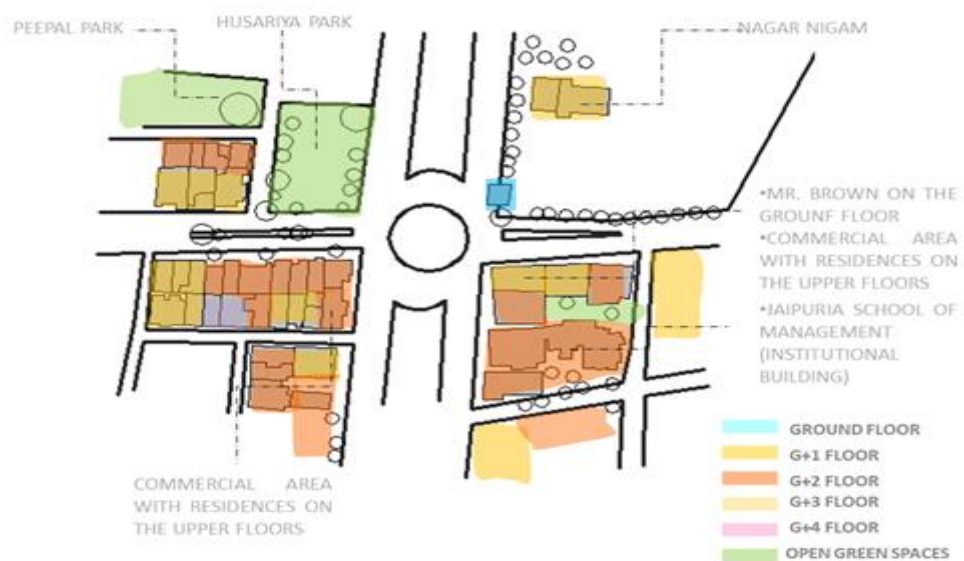


Fig 3.39: Building height plan (Source\$: Author)

3.3.5. Attraction to place

Various reasons for coming to this place.

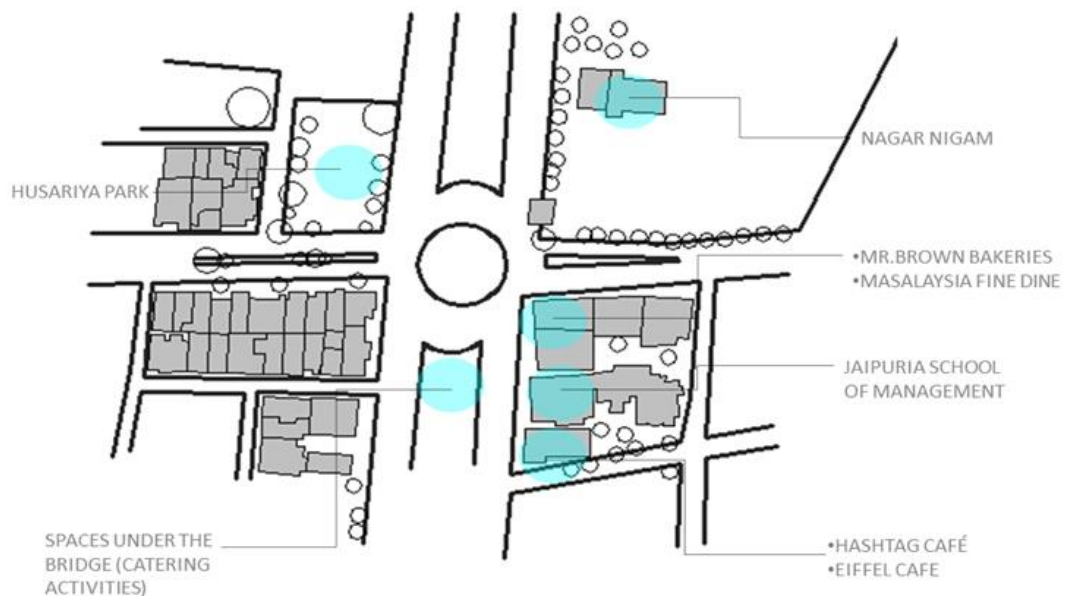


Fig 3.40: Attraction to the place (Source: Author)

3.3.6. Activity Mapping

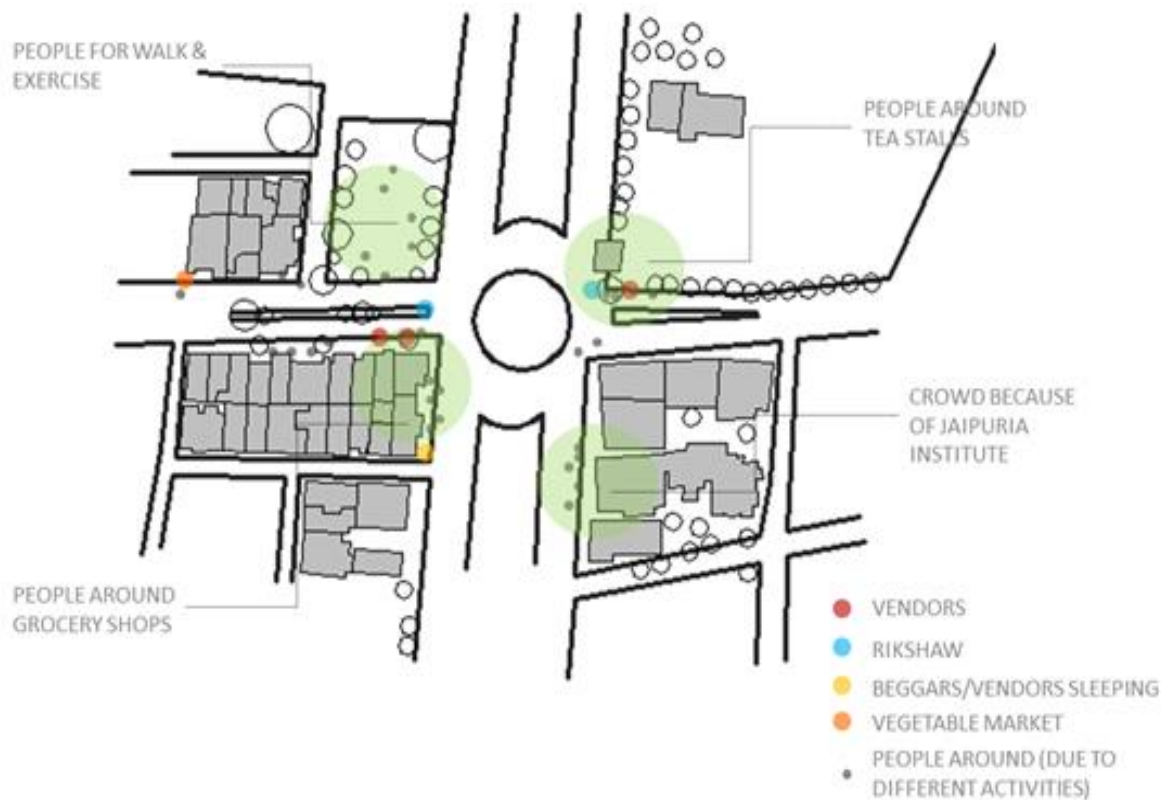


Fig 3.41: Activities at husariya chowk (Source: Author)



Fig 3.42: Activities at husariya chowk (Source:Author)

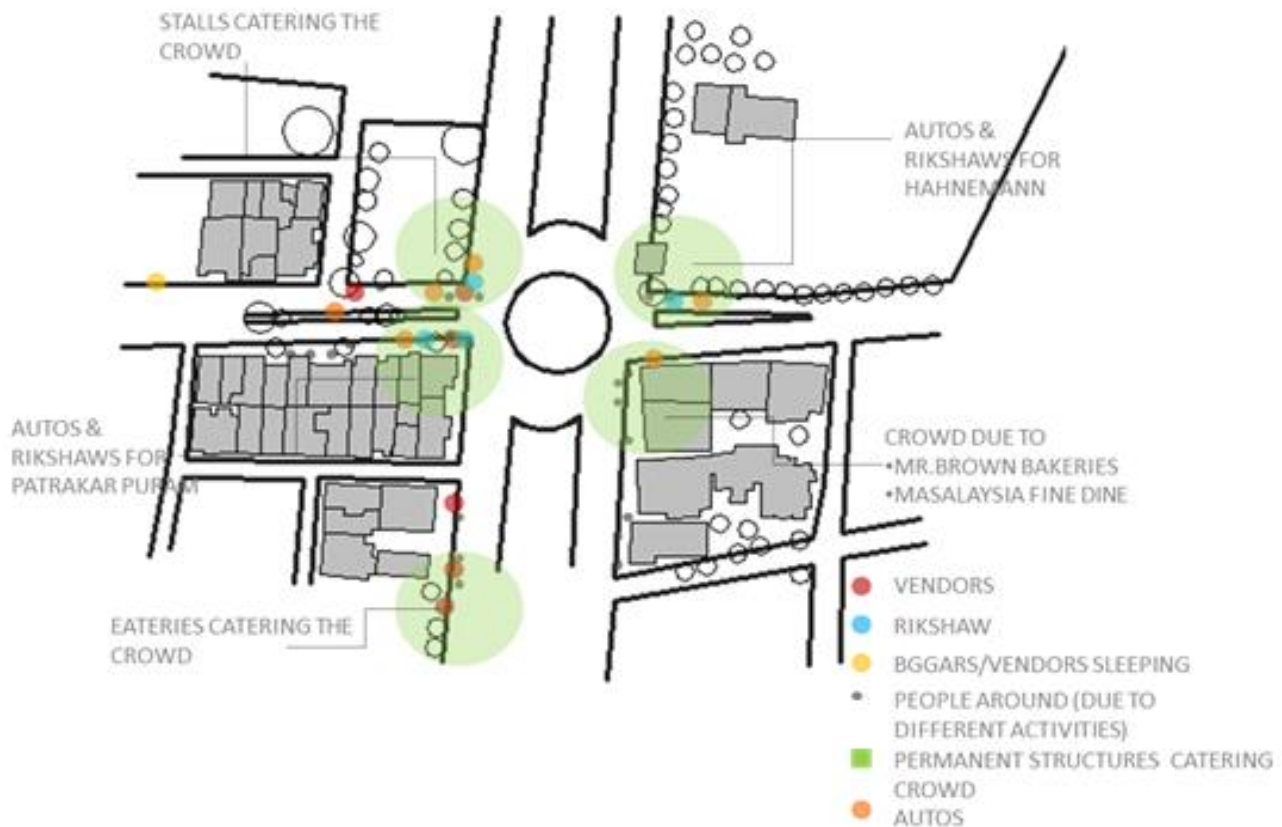


Fig 3.43: Activities at husariya chowk

IV. FINDINGS & DISCUSSIONS

- The access could terminate in a landmark or have an element of surprise, or any activity that attracts the visitors to the place.
- Pedestrian movement also gets enhanced by multiple activities happening in the area, as can be seen in lalbagh chowk. The number of pedestrians increases with market activity.
- The landscape features are also an important part, providing shades and maintaining the micro climate of the place.
- Physical features are also important as they add value to the place and give a feeling of sense of place.

From the case studies of the different chowks, it is possible to come up with guidelines related to designing it to a better urban space.

A. Access:

- should be accessible from major network of roads. The space should be designed as a fully pedestrian zone so that it is accessible to all without haphazardness. Specific landmarks should be visible from at least 100 m (walkable distance) to provide visual access.

B. Visual Configuration:

- An element of surprise can be added in the space to promote activity to the place.

- -Seating and landscaping elements should be provided in the centre and should be well-shaded to protect from the harsh sun. Shops and stalls should use overhangs for the same.
- -To promote unity and continuity in the space, a common element or façade treatment should be done. This will give enhance the sense of similarity among the users.
- -Use of tactile flooring has to be incorporated for the ease of visually-impaired people.

C. Activities:

- Shops, food stalls, etc should be provided for leisure. This will promote more people to use the space.
- Basic street furniture like benches, litter bins and public toilets should be provided within 500m distance.
- Smell can be used as a tool to attract people to food stalls.
- Promotion of activities should be done by utilizing proper space which is generally covered by unorganized parking.

D. Physical features:

- physical features such as street lights, seatings, hardscapes & softscapes, building features seems to be very little but all together they enhance space in a better way, so consideration of these should be taken seriously.

V. CONCLUSION

People are the main ingredients of the city and without public spaces it is impossible to establish a physical and mental connection between public and urban environment.

Earlier, the chowks were the places of giving opportunity to interact, giving a platform to socialize. The chowks were acting as a node giving access & movement parallelly acting as a social space, commercial space, cultural space etc. the chowks are rich with its cultural & historic references but With increase in population, increase in infrastructure, increase in automobiles and traffic congestions now a days has totally deteriorated the quality of public spaces & the ideologies of ancient chowks.

For that study carried out of various chowks of traditional & contemporary concept in present scenario. On the basis of different physical & social parameters through primary surveys concludes the actual situation of chowks. The deep analysis of chowk helps us to derive certain features that will promote or unfold the situation of chowk as a public space.

Pedestrianisation is a factor that must be indulged while designing a chowk, it enhances the user activities, providing a welcoming environment with a more vibrant approach. Landscape features should be kept in mind, as they just not enhance the aesthetics of the place but providing a pleasant environment. They provide opportunities to sit, stand, talk etc. There must be some solution given to unauthorized parking zones, so that the area can be better used for what it is pre defined or any activity can be done. Physical features seems to be small, but all together they enhances the visual attractiveness of a place. The new additions should be done with keeping the context of the place, so that loss of sense of place must be avoided. Proper channelization of space should be done so that it may be user friendly.

These all factors helps in making chowks a better place to think about, they gives an ideal imageability to chowks which becomes a highlight of the public spaces. These factors give a new enlighting path or ways of improvement in the existing chowk concept and make it a center point of attraction again, which will affect the vision of the passerby and set in the memories of the visitors forever.

Image of the city is duly enhanced with the advent of new modern concepts of chowks, they provide an imageability and bring out the vision behind the structural concept of chowks.

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