

# Proposed streetscape management strategies for the main road of the core area of Saswad

Ar. Samiksha Ramesh Choure<sup>1</sup>, Prof. Naziya Mistry<sup>2</sup>

<sup>1</sup> Student, Allana College of Architecture, Pune

<sup>2</sup> Prof. Allana College of Architecture, Pune

**Abstract**—This proposal presents a plan for the streetscape management strategies by studying the mapping of historic main road in Saswad's core area. The main road is recognized as the cultural, social, and economic center of the area. The main road's historic character, consisting of traditional buildings, streetscape features, and even the intangible aspects of culture, are under threat. The proposal recommends a framework for an integrated streetscape management strategy that emphasizes the engagement of the community, the preservation of cultural heritage, and principles of sustainable development. Some of the key recommendations include documentation, development of appropriate design guidelines and standards for conservation, restoration of building fabric for facades, enhancing the pedestrian experience, control of utilities, and more importantly, a framework for a participatory management system. The intention is to ensure the conservation of Saswad's historic identity, while maintaining the streetscape of historic main road that is vibrant, working, and resilient for the community.

**Index Terms**—Streetscape management, conservation, mapping, Saswad's historic core, main road, strategies.

## I. INTRODUCTION

Saswad, a town of historical and cultural significance near Pune, Maharashtra, has a rich heritage that is embedded in its urban form. The center of the town, particularly the Main Road, represents the essential spine of the town and the historical core. This linear spine of the town has an urban form which includes historic Wada's, elaborate temples, vernacular shops, and public spaces comprised of distinct Maratha Peshwa architectural styles. The street reflects Saswad's unique identity, and is a site for traditional market sites, festivals and everyday social exchanges. This proposal identifies specific streetscape management strategies that will address the preservation of Main Road's historic identity in a way

that will enhance its functionality, sustainability which is a living heritage resource for the community and visitors.

## II. AIM, OBJECTIVES, SCOPE & LIMITATION

### A. Aim

To create and integrate a cohesive streetscape management strategy that will protect and enhance the distinctive historic, architectural, cultural, and social character of the Main Road in Saswad's central area.

### B. Objective

- To document the heritage of Saswad by analyzing the existing condition of streetscape.
- To study the of streetscape of main road of Saswad.
- To recommend the conservation strategies for Main Road of core area of Saswad through monitoring & mapping.

### C. Scope

This study focuses on the historical mapping and studying cultural history of Saswad's streetscape, specifically examining the main road in the core area, spanning from Shivtirth Chowk to Sangmeshwar Temple, and the adjacent heritage structures visible from the street.

### D. Limitations

This study focuses specifically on the Main Road in the center of Saswad, and its findings are not applicable to other locations. Implementing the proposed plans for the management and conservation of this heritage site will require stakeholder engagement before implementation.

### III. HISTORY & BACKGROUND

History & Timeline: - Saswad has changed significantly over the years from a medieval farming town to a modern satellite town. As we can see narrow, temple-lined bazaar streets alongside colonial streets dating back to 100 years, lined with various shops and people. While we don't have detailed records for every decade, the town's evolution mirrors larger trends in politics, economy, and urban development.

TIMELINE :- Saswad town	Streetscape of Saswad
<ul style="list-style-type: none"> <li>Pre-1300s: Ancient Era :-                             <ul style="list-style-type: none"> <li>Agricultural Settlements.</li> <li>Temples.</li> </ul> </li> <li>1300-1390s: Yadava &amp; Bahamani Influence:-                             <ul style="list-style-type: none"> <li>1310s-1330s - Saswad's Vitkoba Temple.</li> <li>1347-1390s - Purandar Fort.</li> </ul> </li> <li>1600-1690s: Maratha Era :-                             <ul style="list-style-type: none"> <li>1620s-1630s - Shahaji Bhosale's jagir .</li> <li>1665s - Mharabaji Dholpande</li> <li>1690s - Expansion of wadas</li> </ul> </li> <li>1700-1790s: Peshwa Era:-                             <ul style="list-style-type: none"> <li>1720s-1740s -Bhairavnath Temple.</li> <li>1770s: Increased trade links with Pune.</li> </ul> </li> <li>1818-1900s: British Colonial Era :-                             <ul style="list-style-type: none"> <li>1818-1820s: Saswad post-Third Anglo-Maratha War.</li> <li>1850s-1860s: Infrastructure upgrades.</li> </ul> </li> <li>1910-1940s: Pre-Independence :-                             <ul style="list-style-type: none"> <li>1910s-1920s: Limited modernization.</li> <li>1920s-1940s: Saswad participates in India's freedom movement.</li> </ul> </li> <li>1950-1990s: Post-Independence :-                             <ul style="list-style-type: none"> <li>1950s-1960s: Land reforms and cooperative farming initiatives.</li> <li>1970s-1980s: New residential colonies emerge near Karha River.</li> <li>1990s: Improved road connectivity.</li> </ul> </li> <li>2000s-2020s: Modern Era :-                             <ul style="list-style-type: none"> <li>2000s - Pune driven demand for suburban housing.</li> <li>2010s: Heritage conservation target Purandar Fort &amp; wadas.</li> <li>2020s: Smart city-inspired projects (e.g., waste management, digital services) introduced.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Pre-1300s :-                             <ul style="list-style-type: none"> <li>1700s-1800s: Winding lanes around temples and wadas define the core.</li> <li>1800s: Britn-built roads introduce straight, wider thoroughfares near administrative offices.</li> </ul> </li> <li>1900-1940s :-                             <ul style="list-style-type: none"> <li>1910s-1920s: Bullock carts dominate streets; mud roads connect farms to markets.</li> <li>1930s-1940s: First motor vehicles appear; colonial-era bridges reinforced with stone.</li> </ul> </li> <li>1950-1990s :-                             <ul style="list-style-type: none"> <li>1950s-1960s: Concrete replaces mud roads; bus services link Saswad to Pune.</li> <li>1970s-1980s: Shops with glass fronts emerge; old wadas repurposed as schools or offices.</li> <li>1990s: Streetlights and paved sidewalks installed in market areas.</li> </ul> </li> <li>2000-2020s :-                             <ul style="list-style-type: none"> <li>2000s: Multi-story buildings replace some wadas.</li> <li>2010s: Stakes of Shivaji and Mharabaji erected.</li> <li>2020s: Solar-powered streetlights; Karha Riverfront development begins.</li> </ul> </li> </ul>

Figure 1: Timeline of History Saswad & Streetscape of saswad.

### IV. LITERATURE REVIEW

1. Report on draft Development Plan of Saswad: -

#### CHAPTER – I – GENRAL

1.1. Introduction: -

Saswad is C class (Class C municipal corporations typically encompass smaller urban areas or towns with a relatively limited population and economic activities) Municipal town in Pune.

1.2 Brief History & Importance of Saswad town: -

History of town can be traced up to Peshwa period. Wada inhabited on other side of river Karha & is used as Tehsil office.

By middle of 19th century, Tehsil office was started & there after town began to carry influence.

1.3. Civic Administration: -

Municipal Council was established in 1869.

It has 17 councillors on general body elected from 4 Prabhag.

4 Subject Committees: -

Water supply & Drainage committee.

Women & Children welfare committee.

Public works committee.

Public health committee.

### CHAPTER – II – PHYSICAL SURVEY.

2.1. Regional Settings: -

Latitude - 18°-21'

Longitude – 74-1.

Altitude – 765m above mean sea level (about 626 m height).

2.2. Location and area: -

Situated in the south-east portion of the Pune district.

2.3. Topography and Landscape: -

Situated on top of Dive ghat & has a peculiar topography.

Area within the Municipal limit is 2256.23 hectares(22.56km).

2.4. Climatology: -

Dry climate.

Maximum temperature during summer is 37.9°C & Minimum during winter is 12°C.

Wind direction is west.

Wind generally flows from south west to north east for 8 months of the year.

Remaining 4 months it flows from north-east to south-west.

### CHAPTER – III – DEMOGRAPHIC CHARACTERISTICS.

3.1. Demography: -

Name of town	Area	Population
Saswad (municipal council)	Urban	Persons - 31925 Male -16393 Female -15532

Figure 2: Demographic Data.

### CHAPTER – IV– EXISTING LANDUSE.

Area of 1537.23 hectares is under agricultural use.

Out of total area 68.51 hectares is transport & communication.

Remaining 216.98 hectares is under residential, commercial & Public/semi.

Sr.no	User	Area in hector's	% with total area	% with developed area
1	Residential	132.63	5.87	46.45
2	Commercial	17.57	0.78	6.16
3	Industrial	31.68	1.40	11.09
4	Public / semi public	24.87	1.1	8.72
5	Transport & communication	68.51	3.03	23.99
6	Open space, garden, play grounds.	5.21	0.23	1.83
7	Public utility	5.02	0.22	1.76
<b>TOTAL DEVELOPABLE AREA</b>		<b>285.49</b>	<b>12.63</b>	<b>100%</b>
8	Vacant & barren lands	351.72	15.53	-
9	Agriculture	1537.23	68.21	-
10	Water bodies	81.79	3.66	-
<b>TOTAL AREA</b>		<b>2256.23</b>	<b>100%</b>	<b>-</b>

Figure 3: Distribution of land.

4.3. Slums: -

No notified slums.

Some slum type development: -

Khandobacha mal slum, Khandobacha mal.

Mahatma phule slum, hudco road.

CHAPTER –V– SOCIAL INFRASTRUTURE.

5.1. Housing: -

In year 2011, there are 9420 residential houses.

Majority of houses in gaothan area are of brick and mud with tin roofing.

New construction is of R.C.C structure.

2.Revitalization of Urban Streetscape within the Precinct of Heritage Building: The Case of Jalandhar, India

Context and Challenges:

Jalandhar’s heritage precincts face issues such as encroachment, traffic congestion, incompatible modern developments, and decay of architectural character. Loss of cultural identity and community disengagement from heritage sites are highlighted as critical concerns.

Methodology:

The study likely employs a mixed-methods approach, combining qualitative assessments (e.g., stakeholder interviews, field surveys) and quantitative data (e.g., spatial analysis, footfall metrics) to evaluate the condition of streetscapes. Case studies of specific heritage buildings and their surrounding areas in Jalandhar are analyzed to identify patterns of decline and opportunities for intervention.

Findings:

Physical Degradation: Heritage structures and streetscapes suffer from poor maintenance, unregulated construction, and inadequate public amenities. Socio-Economic Factors: Commercial pressures and lack of policy enforcement contribute to the erosion of historical character. Cultural Disconnect: Younger generations show diminishing attachment to local heritage, exacerbating preservation challenges.

V. METHODOLOGY

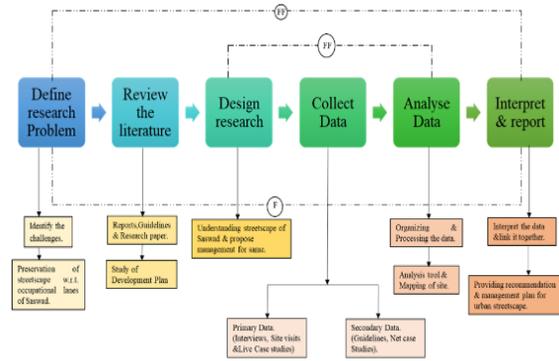


Figure 4: Research process flow chart.

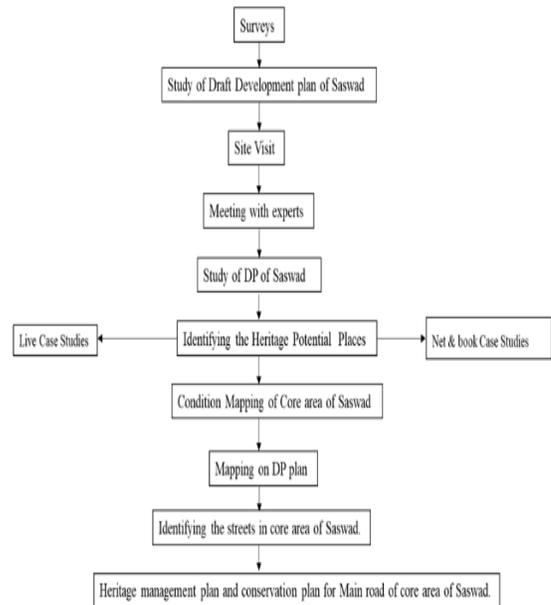


Figure 5: Research methodology.

VI. ANALYSIS

Reasons for Preservation: -

- Cultural Identity: People are connected to their traditional group ways of doing things, artistic skills, and a common memory.
- Sustainable Tourism: Preservation could turn Saswad into a heritage destination for travelers, thus, increasing the locality's economic activity and, at the same time, promoting respect for the local traditional past.
- Architectural Legacy: The wadas and temples exhibits the sustainable construction techniques

along with our traditional building materials such as lime mortar and stone work.

- Unplanned urbanization threatens replacing tradition with uninspired concrete buildings while erasing Saswad's visual identity.

Place	Photo	Key plan	Identified Heritage Potential Spaces	Issues / Problems	Proposed Preservation Strategies
Main Road from Shiv Chavak to Bhairampura Temple.			Shiv - Shiv Chavak	Poor road conditions leading to accidents, insufficient signage and street lighting, Green belt erosion.	Road widening and repair under Comprehensive, Local heritage signage and color identification, Sign
			Ladga Aali	Chaow lanes causing traffic congestion, Encroachment by unregulated vendors, Overcrowding of houses, loadshed.	Urbanization campaigns to reduce population, Vendor relocation to organized market, Heritage zoning under SUSTP Act to safeguard historic buildings.
			Amar Chowk	Congested traffic intersections, No pedestrian crossings, No adequate signage.	Modernization of traffic signals and additional lanes, Traffic domestic and auto-standees, Proper parking lot.
			Karha Wada	Structural deterioration of heritage buildings, Unplanned changes to heritage architecture.	Restoration of vada, Community workshops on heritage value.
			Pandhara Wada	Deterioration of roof-terrace, carriages and roof collapses, Inefficient drainage systems.	Adapt systems as a museum or library of cultural importance, Develop new management design intervention.
			Bhairampura Temple	Overcrowding during celebrations, Commercial encroachment around temple grounds.	Clear management plans to all local people, Buffer zone demarcation to avoid encroachment.
			Sagarwadi Temple	Overcrowding of vada, Mismanagement of vada.	Biodegradable waste collection system.
			Crack formation in upper storey partitions, Poor pilgrim facilities (Drinks, toilets).	Repair & Reinforcement of these partitions, Development of basic infrastructure.	

Figure 6: Proposed preservation Strategies.

- Encroachment by Vendors: Religious item shops (flowers, prasad), food establishments, and stalls with tents during festivals, presently line the road.
- Traffic congestion: Although there is severe traffic congestion associated with religious celebration events that require traffic management initiatives (temporary barriers or police).
- Maintenance: The municipality should improve conditions for access with ongoing maintenance and preparation for large festivals.

## 2. Heritage Mapping:

- Heritage concentration is much more visible from Amar Chowk towards the river banks of Karha, with Wada's, Temples, Mosques, Colonial Houses, and vernacular houses.
- Vernacular houses are commercials, colonial houses are dukan makan diversities and wada's are residential units where some are owner occupied and some are rentals.

Mapping of main road: -

### 1. Land use Mapping

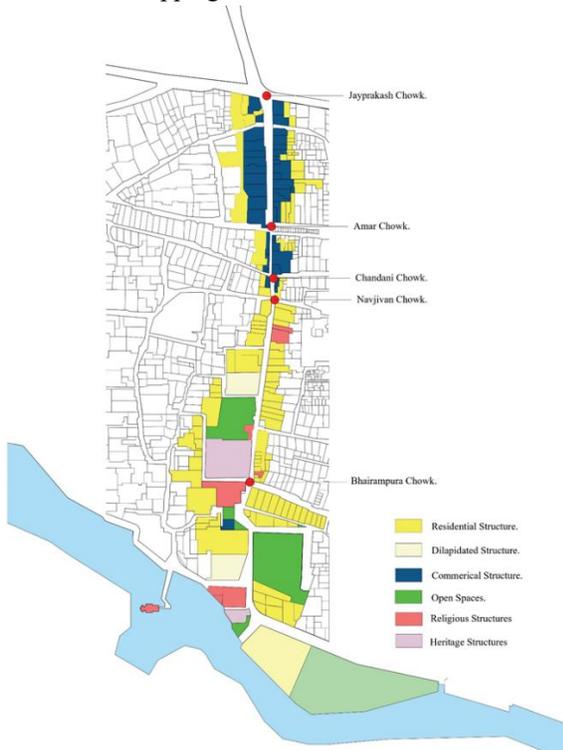


Figure 7: Land Use map.

- Cultural Landmarks: The potential to incorporate religious symbols, arches and deities into the road may enhance the spiritual aspect of the area.

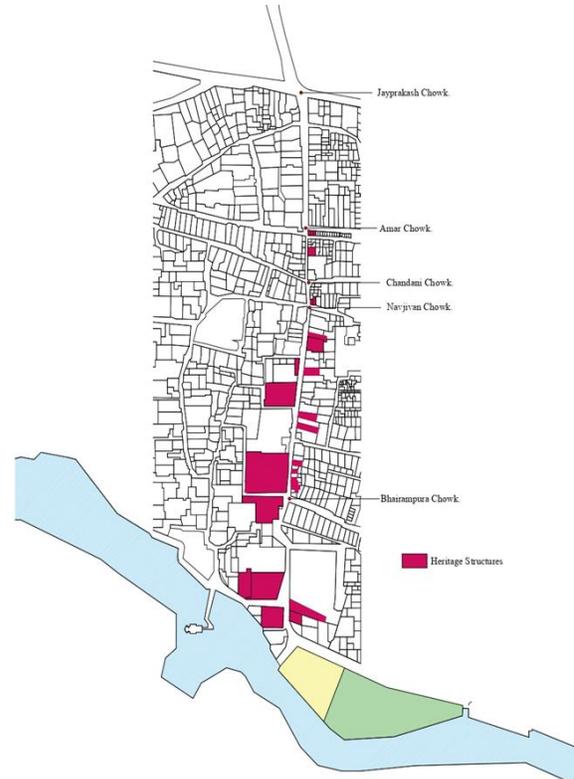


Figure 8: Heritage map.

### 3. Activity Mapping:

- There are different activities like Fruit-Vegetable vendors, bangles sellers and cobblers in the road.

- Flower vendors are commonly found in front of temples and there are other vendors who have a variety of religious goods to sell like essence sticks.
- Every monday is considered to be a day of Weekly Bazaar in Saswad for localite & local people in villages.
- The daily bazaar connects three bazaar as Fruit bazaar at Kacheri ground, Vegetable Bazaar at Mahatma Phule Mandai & Dhanya Bazaar at Kanhaiya Chowk.
- Paan Vendors are frequently sighted in front of Bagwan Aali.

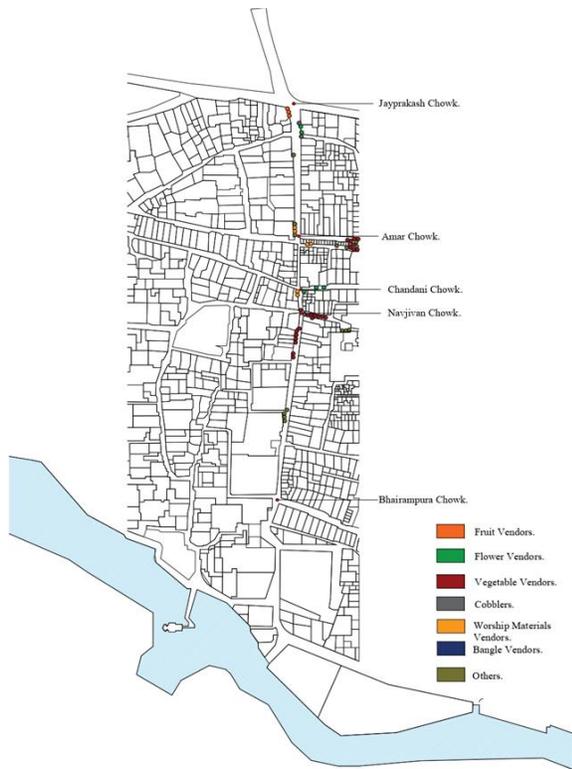


Figure 9: Activity map.

4. About services:

- The location of the electricity poles has been randomly placed to the street.
- The location of the Streetlight poles is also random and they are placed in random intervals.
- The Hanging Cables at every random interval impact the skyline of Saswad.
- Also, these hanging cables impact Vehicle clearance for more than 3mt. it may also lead to short circuit in rainy season.
- At the handpump near Bhairavnath temple, there is no water trench to drain the rainwater which is

collecting and gushing on the road. Small holes are made near the manholes to access the rainwater.

Activity based streetscape management strategies:

1. Traffic Congestion: Limit traffic delays, improve safety, and increase movement within the realm of pedestrians and vehicular activity.
2. Pedestrian Safety: Create a safe, inclusive, and comfortable walking environment for pedestrians of all abilities.
3. Vendor Management: Manage the needs of the informal economy in relation to a planned urban space.
4. Parking: Improve circulation and facilitate organized parking of vehicles.
5. Heritage Conservation: Protect architectural and cultural heritage whilst incorporating natural elements into the urban environment.
6. Waste Management: Ensure city hygienic standards and public health are maintained.
7. Lighting: Improve visibility and safety whilst promoting energy efficiency.
8. Signages: Improve user orientation, tourist experience, and safety.
9. Hanging Wires: Improve upper street aesthetics and local marketing conditions, reduce building maintenance issues, and improve safety.
10. Water Drainage: Reduce water pooling and ensure longevity of street surfaces.
11. Festival Management: Assist in the celebration experience by minimizing inconvenience to residents and their utilization of conditions and existing infrastructure.
12. Awareness: Build awareness of street conditions in relation to the behaviours and practices of users and help to create a community that recognizes the street space as their own for sharing the associated responsibilities.

Sl. No.	Activity	Issue	Proposed Action	Government authorities involved	Timeline	Priority in percentage
1	Traffic Congestion	Chaotic vehicle movement	Implement one-way routes, traffic signals, and designated turning points.	Nagarpalichad, Traffic Police	3-6 months	High (80-100%)
2	Pedestrian Safety	Lack of footpaths	Develop continuous, barrier-free footpaths with ramps	Urban Local Bodies, Urban Designers	6-12 months	High (80-100%)
3	Vendor Management	Street encroachments	Create designated vending zones with uniform stalls.	Municipal Corporation, Vendor Union	3 months	High (80-100%)
4	Parking	Illegal roadside parking	Designate paid parking areas, no-parking zones, Parking on odd & even dates	RTO, Urban Local Bodies	3-6 months	Medium (50-70%)
5	Heritage Conservation	Deterioration of old structures	Restoration of facades and reuse of historic buildings.	INTACH, Owners, PMC	1-2 years	Medium (50-70%)
6	Waste Management	Littering and overflow	Install bins at intervals, ensure daily waste collection.	Saunimim Dept., NGOs	Ongoing	High (80-100%)
7	Lighting	Poor night visibility	Install solar LED streetlights at regular intervals.	Electricity Dept.,	3 months	Medium (50-70%)
8	Signages	Lack of wayfinding signs	Install bilingual (Marathi + English) signboards.	Tourism Dept., PMC	2 months	Medium (50-70%)
9	Hanging Wires	Safety hazard from exposed cables	Shift to underground cabling, can be merged with building height.	MSEDCL, BSNL	1 year	Medium (50-70%)
10	Water Drainage	Monsoon waterlogging	Repair and desilt existing drains, add stormwater inlets	Urban Local Bodies, PWD	Pre-monsoon (yearly)	High (80-100%)
11	Festival Management	Congestion during events	Create pre-planned pedestrian-only routes & traffic control zones	Cultural Dept., Police, Volunteers	Annually (Event-wise)	High (80-100%)
12	Awareness	Lack of civic participation	Conduct community meetings & awareness drives	NGOs, Local leaders	Quarterly	Medium (50-70%)

Figure 10 : Activity based street management.

## VII. CONCLUSION

By implementing these Strategies, Saswad has the potential to:

- Provides a new direction to the town.
- By taking a holistic approach, Saswad has the opportunity to make sure the future historic Main Road is not just simply a historic street that honours the past.
- Provide an evolving, growing, and relevant experience in the heart of community for generations to come.

But vision, funding and commitment is required before it can be executed successfully.

The documentation, guidelines and standards for conservation, restoration, heritage management of building fabric for facades around the streetscape and more importantly, a framework for a participatory management system is required.

## VIII. ACKNOWLEDGMENT

This is a proposal as a statement of collective gratitude for the story of Saswad, and my hope is that it leads to significant action to create a sustainable future where heritage and development can coexist. I would like to thank: Prof. Naziya Mistry, for an academic rigor and academic intervention that honed the theoretical framework and methodology of this proposal in critically positive ways.

## REFERENCES

- [1] DP\_SASWAD\_OUTER\_SAN\_US\_31\_1\_24072\_015\_5
- [2] Draft development plan of Saswad (2nd revi.).pdf
- [3] Revitalizing urban streets as an identity of interactive public place - Case of mahatma gandhi road, pune, maharashtra, india.pdf.
- [4] [https://d1wqtxts1xzle7.cloudfront.net/120836959/Revitalization\\_of\\_Urban\\_Streetscape\\_within\\_the\\_Precinct\\_of\\_Heritage\\_Building\\_The\\_Case\\_of\\_Jalandhar\\_India-libre.pdf](https://d1wqtxts1xzle7.cloudfront.net/120836959/Revitalization_of_Urban_Streetscape_within_the_Precinct_of_Heritage_Building_The_Case_of_Jalandhar_India-libre.pdf)
- [5] [https://www.researchgate.net/publication/362175338\\_MARATHA\\_SYSTEM\\_OF\\_TOWN\\_AND\\_CITY\\_PLANNING](https://www.researchgate.net/publication/362175338_MARATHA_SYSTEM_OF_TOWN_AND_CITY_PLANNING)
- [6] Mapping%20OF%20Main%20Road.pdf