

# Understanding the Urban Issues of Chakan & Rajgurunagar Town & Proposals of Urban Design Policies

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**Abstract:** *As Chakan is declared as a municipal town for nagar palika in 2015, the basic infrastructural facilities needs to be developed. Chakan has to be flourished as a satellite town around Pune city to reduce an excessive load on Pune city. Though it has 5 star MIDC, Chakan is facing serious problems like traffic, narrow roads, unplanned market spaces, disturbed & congested social & physical infrastructure. There is still lot of dependency of local people on nearest Pune city like healthcare, cultural activities.*

*Rajgurunagar (Khed) is named after iconic Indian freedom fighter Shivaram Rajguru. Khed is birthplace of Shivram Rajguru. Rajgurunagar is also declared as a municipal town for nagar palika. This town lacks in basic infrastructural facilities. Rajgurunagar has a great potential in having agro product market. As there are many famous temples & 'Hutatma Rajguru' background Rajgurunagar possesses good potential for tourism. Some urban design parameters has to be set for flourishing tourism there that will be resulted in revenue generation. Due to 'Khed city' proposal overall supporting infrastructure needs to be planned out to solve current problems.*

*This paper aims at identification & nature of problems & their solutions in terms of design policies & building proposals Chakan & Rajgurunagar for betterment & smooth working of the towns. By observing the potentials & future aspects this paper suggests that there is need of development in physical infrastructure & provision of urban design policies to cope up with the rapid development in a systematic way.*

Keywords:

*Satellite town, potential, urban design, policies, infrastructure*

## I. Introduction

Chakan is a census town in India, in the Pune district of the Indian state of Maharashtra. Agriculture is the main occupation of Chakan but after industrial development from last 20 years it has become an industrial town also. It has been declared as Five star MIDC. Chakan has strong connectivity from Mumbai Highway & NH-50 Pune-Nasik highway. Due to this large type of commercial & residential development

happened since last 20 years. The density is also increased the Chakan due to planned proposal of airport previously by Maharashtra Government. This was not thought before in the development plan therefore now it is now much burden on city infrastructure. The social infrastructure is totally disturbed due to traffic problems, lacking in the management of sewage disposal, no cultural & social places, unemployment due to lack of skill development centers etc. These issues needs to be solved immediately to decrease this town dependency on Pune city.



**Fig. 1. Chakan Map & Rajgurunagar Map**

Source: Site visit report, fourth year, 2016-17, SCOA

Rajgurunagar is a town situated at the bank of Bhima river. There are several temples in Rajgurunagar. It also has a historical background. Siddheshwar Temple complex, freedom fighter Rajguru memorial, a masjid near wada road are some of the tourist attractions in the town. The town has a tremendous growth in population due to migration from nearby villages as it is at closest proximity of Pune & Chakan and also has a good connectivity from NH-50 Pune-Nasik highway.

Khed infocity SEZ area is proposed spread over 1000 hectares in the Rajgurunagar. Therefore it is going to be very busy town in near future. It also possesses a potential of agro market & related activities. Though it has good opportunities the town is facing major urban design problems due to sudden development & growth. The major problems are like lesser road widths, no separation of roads considering functions of places & vehicle typology, no revenue generation from historical places, parking problems, loading –unloading spaces for daily & weekly market, river pollution, improper waste management etc. The town has no relaxing and cultural spaces for having entertainment & quality of life.



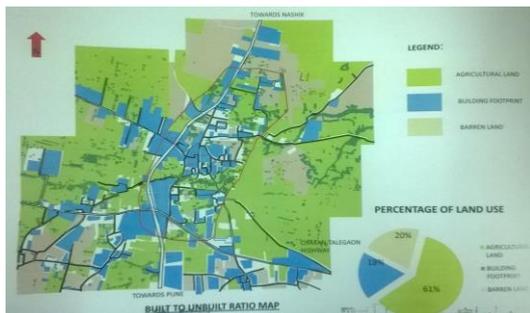
**Fig. 2. Chakan - Rajgurunagar Corridor Map**

Source: Site visit report, fourth year, 2016-17, SCOA

Chakan and Rajgurunagar both towns have similar problems and characters considering current & future scenario. Therefore these towns should be urbanised in a comprehensive way. The development of Chakan – Rajgurunagar corridor could be a real gear to distribute the traffic, services & to flourish this patch in a commercial way. This development could improve connections to places like Talegaon, Shikrapur, Ozar, Sinnar etc. The design of the corridor road benefits more than 8 cities in the vicinity including Chakan, Rajgurunagar, Nasik & Pune. Currently this corridor gets used by traveller, government transport & for the daily trade of vegetables, specially onions, which are transported to Pune, Mumbai, Nasik & Gujrat.

## II. Problem Identification & Methodology

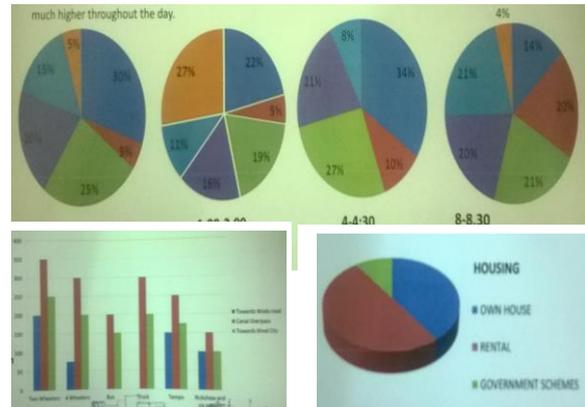
The type of research methodology was used in the research is Qualitative research & Quantitative research through questionnaire, data collection, counting charts & computer generated analytical charts as tools. Total data collection reports were divided into following group heads such as Location & Geographical & Physical characteristics, Demography, Traffic condition & Transport Services, Socio Economic & Culture, Traditional aspects, Amenity survey, Housing survey & visual survey through photographs & statistical data collected through municipal corporations. These groups were made according to division of regions in both of the towns & in between corridor.



**Fig 3. Built to unbuilt ratio of Chakan Town mapping**

Source: Site visit report, fourth year, 2016-17, SCOA

The questionnaire was made for the travellers, resident people of the both towns to identify their issues & problems. The traffic count was taken at a different timing slot & on different roads to evolve the average traffic of both towns.



**Fig 4. Computer generated bar graphs showing vehicle typologies & housing distribution in Chakan & Rajgurunagar**

Source: Site visit report, fourth year, 2016-17, SCOA

The major & primary problem of Chakan is Traffic. All types of vehicle typologies, many entries to the Chakan & it's location on highway creates much traffic jam throughout the day. The internal roads are about 6.0 m wide. However due to shops, street side vendors, hawkers etc. Traveller gets only 4.50 m road width to drive a vehicle. The major traffic problem arises especially at the MIDC truck timings, vegetable vehicle timings & school, college opening timings. It disturbs the highway traffic also & creates tough situation for Nasik or on th other side i.e. Pune travel. The other problem is that there are no gardens, recreational spaces for the people reducing their quality of life & increasing dependency on Pune for their entertainment. It also adds more pressure on traffic. The Chakan fort is the heritage structure but it is not maintained. The ground in front of Chakan fort generally utilised for the political rally. The possibility of revenue generation from Chakan fort is none in the current scenario. Chakan possess five star MIDC but the people especially young group is not getting the employment due to unavailability of skill development center in Chakan. Actually one skill development center is existing in Rajgurunagar bur it is nor properly working & have minimal facilities. Chakan lacks a fire station which is very essential from the safety point of view due to upcoming public buildings, Industries & residential schemes.

Rajgurunagar is possessing the same problems as Chakan. The major reason of the traffic is due to trucks, bus stand & the market yard of the town are placed around the main Y junction of the city. The maximum town is located along wada road & small arterial lanes are getting connected to main road. Due to this the wada road becomes non manageable considering vehicular, parking & pedestrian percentage. The market area is also open and not supported with any loading – unloading & parking spaces for vegetable vehicles causing

inconvenience to the seller & buyer. Hutatma Rajguru smarak is maintained well but observing it's location from tourism point of view it could be developed more systematically to attract the tourists.

### III. Policies, Discussions & Results

The primary policy for avoiding the traffic problems in Chakan is to relocate the market spaces, administrative building & bus stand to other zone. These all structures are concentrated at central Y junction on the highway. The current bus stand is located on inner arterial road of Chakan. Old Chakan is situated on left side of the highway & at the right side there is complete new residential development. It is difficult for new Chakan people to approach towards bus stand. Even many buses due to placement of bus stand on inner roads don't take stops & traveller gets affected. Therefore tendency of people to bring their own vehicle gets increased & it puts more pressure on traffic. The space proposed for the bus terminus is along the highway at the central position. The cloverleaf road arrangement is proposed in Chakan to distribute the vehicles as highway oriented & city oriented. The MIDC heavy utility vehicles, cars, tempos can take their left turn to MIDC by service road which starts before cloverleaf.



**Fig 5. Proposed Cloverleaf arrangement at Chakan Chowk**

Source: Site visit report, fourth year, 2016-17, SCOA

The policy was to shift the hawkers & vendors to a separate market place in order to reduce the crowd on the streets. This policy was suggested in Zone A i.e. Manik Chowk area of Chakan. There is another proposal of Chakan fort development to create cultural & entertainment space for Chakan people.

Rajgurunagar is facing the critical problem regarding traffic on wada road. There is a proposal of bye pass road from outside the city towards the wada road, will create a diversion for the traffic congestion on wada road & highway. It could also create a systematic circulation to the vehicles entering into the city avoiding the heavy traffic zones.



**Fig 6 Proposed ring road to connect with wada road & proposed bye pass for accessing relocated bus stand at Rajgurunagar**

Source: Site visit report, fourth year, 2016-17, SCOA

The another bye pass is proposed to relocate bus stand from highway to other area. It could avoid heavy traffic jam in the core city & highway. It could also help growing the city on the other side of Rajgurunagar which could reduce load on existing infrastructure.

Rajgurunagar is having good potential for agro market. Therefore the proposal of agro market center is proposed near to highway for keeping good transport connection with nearer villages. It could be a good policy to cater all types of market under one roof with designed segregation. It could also free the congestion on internal roads. It is very important to decrease the load on wada road. There is another policy to make some internal roads as pedestrians & at some areas foot over bridges are proposed to cater town people & tourists. The consideration of tourists comes under the context of revitalization of Rajguru Smarak. It could be very much workable & systematic development proposal by having riverside plaza proposal. The location of Rajguru smarak is seen when we enter into Rajgurunagar town boundary from bridge on the highway. As the water level of Bhima river is at lower topography considering the city level the whole ghat proposal is not possible but this level difference could be negotiated with intermediate contour step planning & these levels could be worked as relaxation spaces such as sitting, yoga, jogging & cultural programmes etc.



**Fig 7 Bhima river & Rajgurunagar town**

Source: Site visit report, fourth year, 2016-17, SCOA

The tourist could be attracted towards these spaces with context of Hutatma Rajguru smarak & revenue generation will be increased due to this. The other policy with the context of these is to connect Rajguru smarak with Siddeshwar temple which is situated at the east side of the highway in same alignment by creating water transport. These boats could be a good alternative for the tourists to cover these two historical structures with pleasing travel. It could also create employments for local people. These complementary policies can really gear up the future of Rajgurunagar town & could be a good solution for existing problems.

#### IV. Conclusion

The Chakan and Rajgurunagar both towns are emerging as industrial towns but from last many years they are well emerged as agricultural towns also. It is very important to balance & to promote these activities through different urban design policies & projects. The national highway also goes through these town therefore it is very much important that to identify its commercial value for revenue generation which could be utilized for these towns only. The another aspect is to achieve quality of life for resident people by proposing some interactive cultural spaces which will decrease their dependability on the other satellite cities for entertainment & general buying. It is found that the proposed policy application is very much applicable in these towns because of good connectivity, commercial value and physical topography of land.

#### Acknowledgements

The work on urban design study reported in this paper is the effort of fourth year B.Arch batch 2016-17 team from Sinhgad college of Architecture headed by Ar. Sudhir Deshpande, Ar. Kedar Nirgude & Ar. Hemant Butte in a 4 months period. The efforts of members of the team who have spent considerable amount of time in R&D and survey activities while developing the pattern for the urban level study are thankfully acknowledged.

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