

Disquisition on the Transforming Marketscapes in Historic Residential Neighborhoods of Bangalore- Case of Malleshwaram

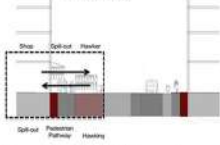


Source: Author

The 8th cross road shows high levels of activity- vehicular & pedestrian. The residual spaces, haphazard organisation and conflict points can be reduced by periodic pedestrianisation, uniformity in footpaths, organisation of vendors & design guidelines to retain character.



Source: Author



Scenario 2 deals with the creation of an underpass to deviate the traffic that has no bearing on the activity on Sampige road. This would reduce the pressure by nearly half- allowing for the extension on both sides by 1m- thereby increasing the effective pedestrian pathway, and creating a strip 1.5m wide for vendors- who are becoming increasingly vulnerable in Malleshwaram. This scenario is also inspired by Correa's Bazar street where it transforms with time and use. Here, transformative furniture is used by the walkers/ residents in the morning & by vendors after 11 am

Approximately **40%** of the vehicles using Sampige Road do so as a transit route, connecting different parts of Bangalore without engaging with the local businesses or the cultural environment. These through-traffic users contribute little to the area's social or economic vitality, as they typically do not stop to shop, dine, or participate in local activities.

Source: Author



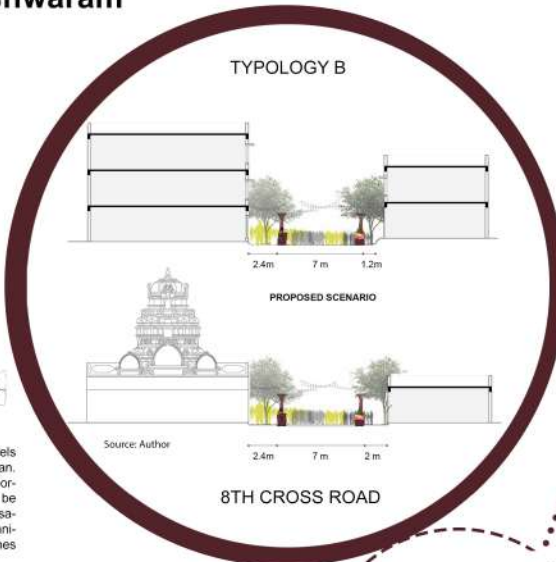
The BBMP park has been locked and turned into an urban void. This space presents an opportunity as part of the public realm.



The intervention would open up the space to the public- for temporal markets (by constructing temporary structures and kattes) & for public use.



Source: Author



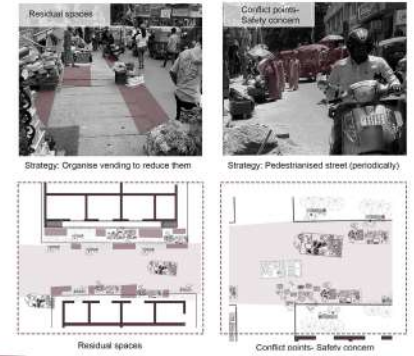
Source: Author

8TH CROSS ROAD



8TH CROSS ROAD

AI generated image



Strategy: Organise vending to reduce them

Strategy: Pedestrianized street (periodically)

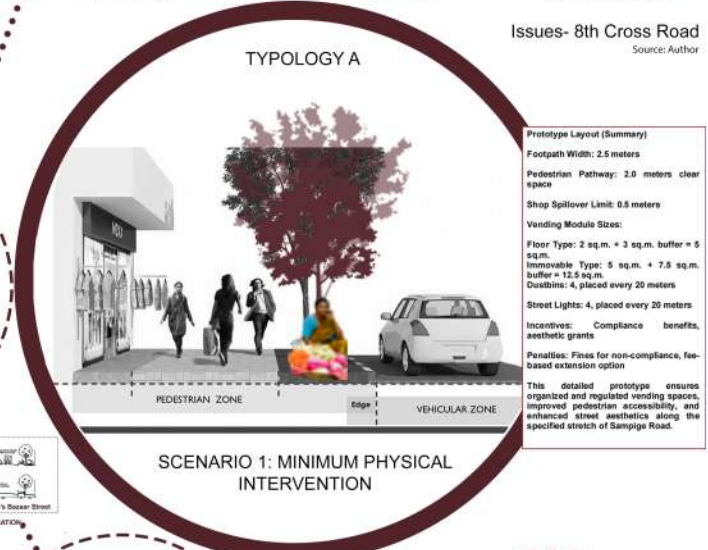
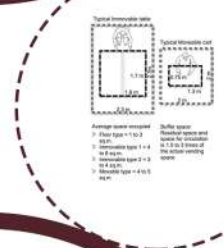
Residual spaces

Conflict points- Safety concern

Issues- 8th Cross Road

Source: Author

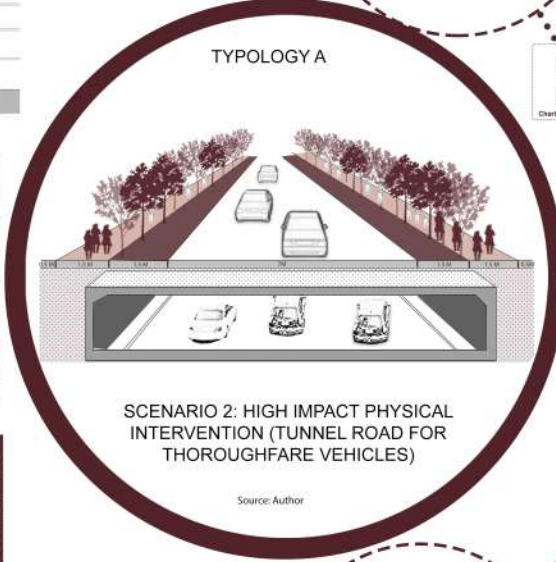
The effective pedestrian pathway on Sampige Road is reduced to approximately 1.5 meters due to spillover from shops and informal vendors. On 8th Cross Road, the situation is even more constrained, with only about 0.95 meters available for pedestrian use.



SCENARIO 1: MINIMUM PHYSICAL INTERVENTION

Prototype Layout (Summary)
 Footpath Width: 2.5 meters
 Pedestrian Pathway: 2.0 meters clear space
 Shop Spillover Limit: 0.5 meters
 Vending Module Sizes:
 Floor Type: 2 sq.m. + 3 sq.m. buffer = 5 sq.m.
 Immovable Type: 5 sq.m. + 7.5 sq.m. buffer = 12.5 sq.m.
 Disabled: 4, placed every 20 meters
 Street Lights: 4, placed every 20 meters
 Incentives: aesthetic grants
 Compliance: benefits
 Penalties: Fines for non-compliance, fee-based extension option

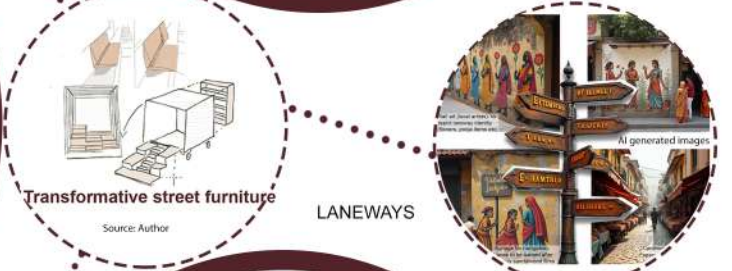
This detailed prototype ensures organized and regulated vending spaces, improved pedestrian accessibility, and enhanced street aesthetics along the specified stretch of Sampige Road.



SCENARIO 2: HIGH IMPACT PHYSICAL INTERVENTION (TUNNEL ROAD FOR THOROUGHFARE VEHICLES)

Source: Author

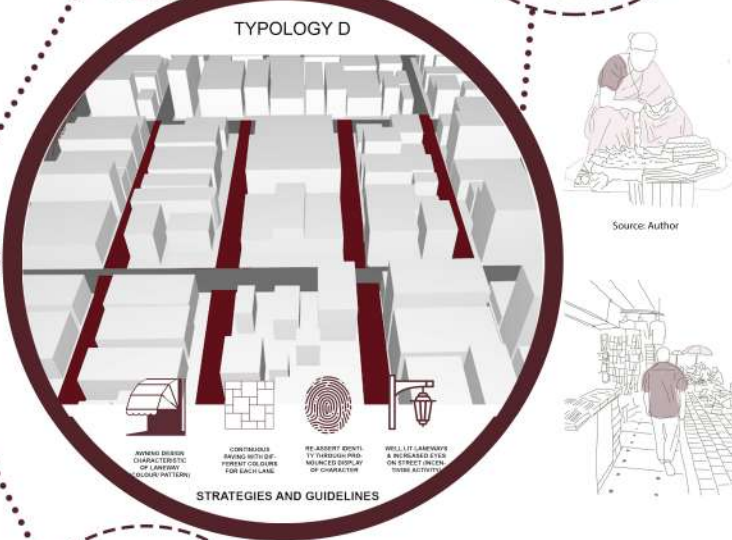
A major component of the research inquiry lies in addressing the future of marketscapes in the study area & how would it negotiate with the kind of pressure acting on it to transform. Due to the nature of heritage buildings & the already narrow carriage-way, it was imperative to explore legacy planning & interventions that would address the increasing vehicular hegemony while protecting the integrity of the marketscape- leading to the exploration of a tunnel road as a scenario of high impact intervention.



Transformative street furniture

Source: Author

LANEWAYS



TYPOLOGY D

STRATEGIES AND GUIDELINES



The identified heritage precinct comprises of a stretch of historic religious institutions and the two streets on either sides of this stretch- have been home to the natural markets of Malleshwaram since time immemorial. The eroding heritage, pockets of decay, urban voids (park), increasing vulnerability of the vendors and failed interventions of the government informed the need to create a pedestrianised heritage precinct with vending stalls that offer visibility to the vendors, make use of Malleshwaram's architectural history (katte's and wooden columns), rejuvenate the activity- market, street and religious and makes for a secondary market space that reduces the pressure on Sampige road- all while protecting the heritage market spaces from developmental pressure and identity erosion.



PROPOSED SCENARIO: NATURAL MARKET VENDOR UNITS INSPIRED BY MALLESHWARAM'S HISTORY

Source: Author

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NEED TO PROTECT HERITAGE: NATURAL MARKETS

Malleshwaram's temples have been catalysts for its markets/ market spaces & still behave as anchors



The streets emanating from the temples have behaved as natural markets- and containers of market activities. This typology is part of the market ecosystem (nodes, spines and spillover)

The study area is also home to various periodic temporal events- during weekends & festivals



APPROACH TO THE INTERVENTIONS

The employment of extensive ground truthing and ethnographical approaches (empirical documentation and interviews), led to identification of the issues that were categorised based on their nature, activities and possible strategies. This was informed by the documentation of layers as well as the SWOT that followed. The complexities of a historic neighborhood with heritage anchors, markets and streetscapes had to be negotiated with to arrive at the strategy plan.



NEED TO PRIORITISE PEDESTRIANS?

The place is no longer catering to its biggest stakeholder- the pedestrian. The streets & pavements have no space for movement & are unsafe



Increasing pressure on the streets- disorganised & vulnerable vendors



FAILED INTERVENTIONS

The un-responsive, failed interventions by the government highlights the need to re-look at Indian markets in cities



The study area caters to a wide range of stakeholders- whose activity & movement requires organisation

RICHNESS AND VITALITY OF THE MARKETSCAPE



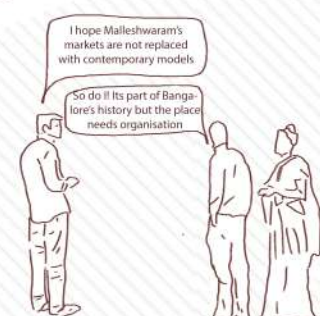
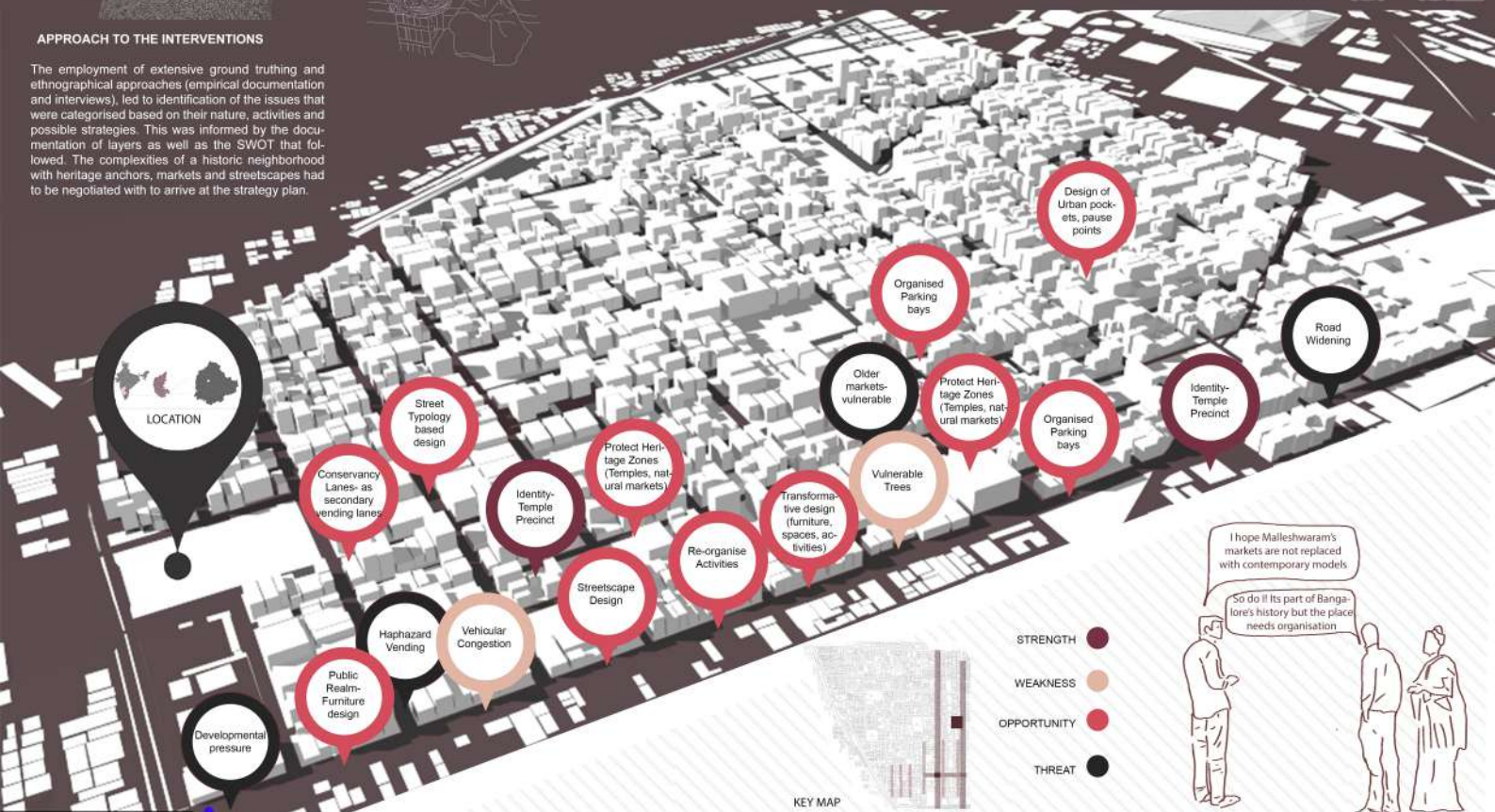
LIVELIHOODS



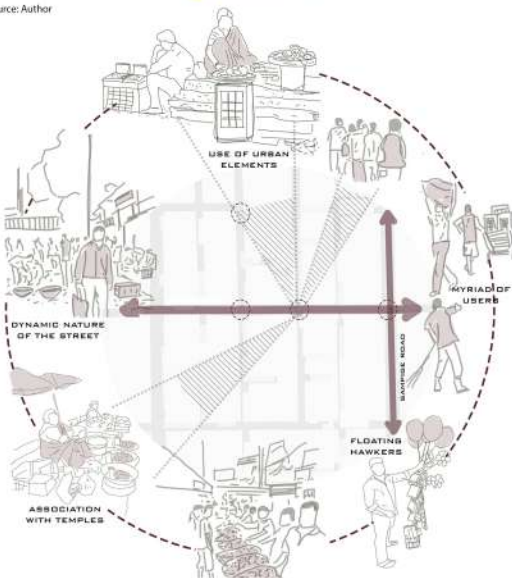
Increasing vehicular hegemony: resulting in conflict points, stagnant traffic, illegal parking & dampening of the marketscape



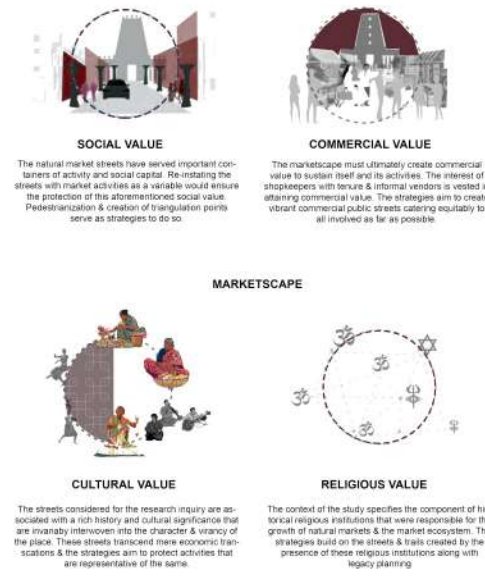
MOBILITY



Source: Author



Source: Author



Source: Author

