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**SECTION:B**

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**QUESTION :01**

**ANSWER:**

**Slums in Peshawar** : Tajabad , changarabad , gulbahar , ring shaheedabad, nothia , hayatabad , and gujjar camp ,

**Tajabad** : Tajabad Lane 10 (MianganoMohallah) falls in Town III. It is located in southern part ofPeshawar city at longitude 71.4692°E and latitude 33.988°N, and at an elevation of 1,255 feetfrom mean sea level. A metalled Road (AchiniPayan Road) connects it to the Peshawar RingRoad which is located at a distance of 1 kilometre in the South. In the North this area isconnected with Canal Road and G. T. Road. Since its Eastern and South-Eastern parts aresurrounded by the agricultural land, it can be easily categorized as the urban-rural fringe The area of Tajabad is planned according to streets/lanes where each major lane is considered a mohalla; there are a total of 18 major lanes in Tajabad. The socio-economic and living conditions vary from lane to lane. Lane 10, also known as the MianganoMohallah, is a slum and consists of about 2,000 housing units with an average household size of 8 persons.Tajabad was developed in early 1970s by the Mian family, who subsequently sold land to private individuals. Due to its central location and proximity to the economic activities in the well-known Board Bazar, Tajabad has seen large inmigration trends. In fact, the number of families residing in the slum has doubled over the past 15 years All streets of Tajabad Lane 10 are unpaved and undulating. very poor drainage system and almost all the study area is inundated during the rainy season and water remains standing for days in streets, thereby making the population prone to water borne diseases. There is no government educational facility available in area. The nearest public sector middle school is located in SufaidDheri area 1.2 kilometres South East of Lane 10, Tajabad. Some private schools and Evening Tuition Academies are located in the vicinity. The availability of health services in the area is also poor. There are few private health clinics in the area but there is no public health facility operating here. The nearest public health facility is Khyber Teaching Hospital about 3 kilometres from the slum There is no recreational place or playground in the area. Young boys play games in the vacant area near graveyard while the children usually play in streets.



**Slum upgradation of tajabad :**

* Those house which are in bad condition , unsafe or illegal can be removed.
* Those houses and buildings which are in good condition can be retained.
* Those buildings which needs improvement can be improve instead of destroying it.
* Infrastructure of the area must be upgrated.
* Repaired all those structure which need maintenance .
* Proper units can be made with specific number of homes.
* Maintance of the roads and streets can be maintain and checked properly.
* Gas and water pipes can be repaired and change where needed.
* Width of the streets can be increase.
* Length of the schools can be increased along with class from , there are two schools in tajabad which are private government built one ideal school to over come on education crisis.
* Only one hospital found near tajabad and 3 towns patients depends on it , not the big one but a small hospital can be made of up to 70 to 80 patients.
* Streets shops can be decreased.
* Starting construction in tajabad permission slap from PDA must be made compercary
* Illegal construction must be banned.
* For sports a ground constructed near ring road because there found a lot of free space and not the big one but made to play specific games here instead playing in streets.
* Sanitary system can be made proper and check in every month.
* Place Drams in the beginning of the street for extra material.
* Length and width of the street is as much that rain water can be flow easly.

**QUESTION: 02**

**ANSWER**:

**Structure and pathern of Islamabad model plain:**.

**THE CONCEPTION OF THE MASTER PLAN**

**The Landscape Pattern and the Highways :** The backbone of the Islamabad Metropolitan Area MasterPlan is formed by two highways, Islamabad Highway andMurree Highway, the alignment of which was dictated bythe natural landscape pattern and the existing man madeobstacles.The chief characteristic of the landscape is that it runs fromnorth-east to south-west along valleys formed by a seriesof hills running in the same direction.The Murree Highway had to follow this direction through avalley formed by two hills: the Islamabad highway has beenaligned vertically to the Murree Highway between theexisting airport and Shakarparian hills.Two more highways, by-passing the existing town of

Rawalpindi, have been proposed.On the basis of the above ideas, a system of four highwaysbecomes the basic step for the metropolitan area. Theseaxes form a big square, which will define all futuretransportation systems and all major functions within themetropolitan area.The three parts of themetropolitan area

**Formation of the Metropolitan Area :**

The principal system of axes in the metropolitan area ofislamabad defines three distinctive areas:a. the area of Islamabad proper.b. the area of Rawalpindi, the center of which is the city ofRawalpindi.c. the National Park area which will retain certainagricultural functions for several years and where sitesmust be provided for a national sports center, the nationaluniversity, national research institute, etc.The areas of Islamabad proper and Rawalpindi are bothopen for expansion towards the south-west, while theNational Park area is rather districted from the surroundinghills and Soan river to the south-east.

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**The main high ways**



**The three parts of themetropolitan area**



**Dynametropolis**

The cities of Islamabad and Rawalpindi will develop as twincities serving each other in complementary ways.Islamabad will be the capital of the nation and will servemainly administrative and cultural functions. Rawalpindi willremain the regional center serving industrial andcommercial functions.The master plan for both cities has the flexibility to allowfor future expansions of the center. It has been designedon the basis of the ideal city of the future and to form adyna-metropolis. Each is planned to develop dynamicallytowards the south-west, their center cores growingsimultaneously and together with their residential and other

functions.

**Islamabad**

The whole metropolitan area is sub-divided into sectors,called Communities Class V, each for about 20,000-40,000people and each according to the income group it willserve. The sub-division of the metropolitan area intosectors resulted from the adoption of a pattern of principalroads placed 2,200 yards apart in both- directions.This pattern forms a modulus in the town and maintains a

unified scale for the whole metropolitan area. At the sametime, it facilitates the road traffic as well as theorganization of the various land-use zones into

communities of the same order.The field pattern provides for an hierarchical distribution ofroads, starting from the highways, which have 1,200 ft.rights-of-way. The secondary roads have 600 ft rights-ofway.The third category consists of roads 100-300 ft wideentering the sectors, and surrounding the residential

communities. The last category of roads, those leading toindividual houses and buildings, run into the residentialcommunities. These access roads are either for vehicles orfor pedestrians. There is full segregation of motorized andpedestrian traffic.Longitudinal sections of the roads follow the sameclassification. The highways are designed with the soleobjective of serving high speed motor-traffic. In the othercategories of roads, the landscape is more respected, andon roads for the pedestrian, there are even steps where theground rises steeply. The human scale and that of themachine are kept clearly distinct, and the elements of road

design strictly observe the requirements of this separation.The many zones of Islamabad serving various functionshave been planned to allow for future expansion. Theadministrative sector is placed at the heart of Islamabad,

from which it spreads first towards and then along the hills.The civic center is developed in a strip running south-west,which is the main direction of the town's growth. Theresidential and the light-industrial zones follow the same trend.Better master plain criticize :The original Master Plan of Islamabad, covering the urban area of Rawalpindi was never putinto practice. The main reason behind this weakness is the lack of institutional development to implement the original Master Plan. The plan was a masterpiece in physical planningterms. However, the plan has focused on building hardware (physical infrastructure) ascompared to develop software (institutional framework) necessary for implementing the plan.The implementation of the Master Plans for Islamabad and Rawalpindi prepared by C.A.Doxiadis in 1960, presents a complex picture of achievement and failure. The original MasterPlan for Islamabad was based on outstanding urban design by considering wholemetropolitan area. The plan was a rigid as well as flexible in nature and well implemented inthe new urban areas of Islamabad. However, the plan fails to accommodate existing urban

area of Rawalpindi. CDA implement the plan easily in vacant areas but fails to implement theplan where complex situation arise with Rawalpindi. The decision for building Islamabadclose to the existing city of Rawalpindi was a very wise one. Similarly to incorporate theurban area of Rawalpindi in the Master Plan for Islamabad is relevant today as well. Thesedecisions immediately helped Islamabad to better start. However, due to absence of properinstitutional arrangement, original Master Plan has become weak and problems were gradually appeared In fact, the plan was weak to developinstitutional framework necessary to deal whole metropolitan areas. Overall metropolitanplanning should be the responsibility of one organisation. However, many organisations inthree hierarchal government orders were become responsible to implement original MasterPlan for Islamabad. In the hierarchy, CDA under the Federal Government was well equippedwith technical people and finance to deal with the spirit of planning for Islamabad. On theother hand, Rawalpindi Municipal Corporation, Rawalpindi Development Authority (RDA),Rawalpindi Cantonment Board, Zila Council, and more recently Rawalpindi City DistrictGovernment were inadequate technical and financial resources to implement Master Plan of Islamabad on the urban areas of Rawalpindi. In fact there is no proper coordinationmechanism developed to fulfil the objectives of original planning. In reality, all organizations are working in their own planning and policy guidelines.

**Criticize :**

Islamabad was planned as a scenic cum modern capital, therefore rightly prides itself as ‘Islamabad, the Beautiful’. The city fascinates the visitors who are spellbound by the natural beauty as well as masterful planning of its architects that has made it a real gem in the foothills of the Margallas. It is a beautifully designed city. However, the urbanization influx has adversely affected the city, its dwellers and the working class of Islamabad. While the employment and educational opportunities are continuously attracting increased number of people from the surroundings as well as all over the country, the requisite infrastructure like residential areas – govt quarters, shopping areas and health/ educational facilities have not been able to keep pace with the requirement of the population dependent on the city. The need/ demand to review its master plan is therefore being heard quite frequently.The hottest issue is that as the capital lacks compatible residential facilities, hundreds of thousands of people working in Islamabad have to therefore unnecessarily commute on a daily basis to and from Islamabad. This not only puts unnecessary strain on meagre transportation resources but also wastes precious human hours. Moreover, these individuals despite working in Islamabad for prolonged durations are unable to rent/ buy any property in Islamabad due to exorbitant prices, resulting into very few middle class/ lower middle class people, other than govt servants, living in Islamabad.

The city has therefore been effectively turned into ‘The City of Elite’. This deprivation has caused heartburn and deepens the divide within the society. Lack of attention to the suburbs has marred the outlook of the surroundings – continuous neglect resulting into mushrooming of housing societies without appropriate planning and CDA oversight. The area around Islamabad is, therefore, being turned into haphazard dwellings which will be difficult to control and might prove hazardous from the security point of view. Unlike other capitals, Islamabad lacks life. The city does not have desired number of recreational spots where commoners could flock to. For this reason, Islamabad gives a haunted look on festivals, as majority of people proceed to their hometowns. As compared to other world capitals, Islamabad is very thinly populated with a lot of land underutilised. Govt accommodation is mostly single storey covering a lot of space, while housing only a few. Employees have to wait for approximately 15 years before any chance of getting govt residence. Construction of multi storeyed buildings for govt and private sectors duly supported by related infrastructure and facilities without compromising on international standards of open space, environment and recreational areas would ease the difficulties of citizens to a great extent, besides turning the city into a vibrant and dynamic destination. These measures are also required so as to create facilities that would generate sufficient revenue for the CDA for a considerable period of time. It has also been observed that to meet its developmental needs, CDA raises revenue through annual/ occasional selling of plots. One wonders as to how long this can continue; selling of precious assets for routine maintenance/ development can be suicidal. A study aimed at ‘Optimal Space Management of Islamabad Capital Territory’ should therefore be carried out with a view to recommend ‘Land Utilization’ and Spatial Policy that will provide required residential facilities to the masses employed in Islamabad, simultaneously recommending options that would provide sufficient revenues to the CDA for its annual budget. Course correction and review of the master plan of the capital after 55 years of its conception is the need of hour. Basic issues of non-availability of sufficient residences for govt employees, overall development of Islamabad Capital Territory (with due focus on suburbs) to include housing schemes for the common people, provision of requisite space for private educational institutions and hospitals within reasonable distance of living areas and environment friendly recreational projects in line with efficient Land Utilisation and Spatial Policy are mandatory so as to make the capital a vibrant, dynamic and buzzing city. The concentric zone model, also known as the Burgess model or the CCD model, is one of the earliest theoretical models to explain urban social structures. It was created by sociologist Ernest Burgess in 1925. The original Master Plan of Islamabad, covering the urban area of Rawalpindi was never putinto practice. The main reason behind this weakness is the lack of institutional developmentto implement the original Master Plan. The plan was a masterpiece in physical planningterms. However, the plan has focused on building hardware (physical infrastructure) ascompared to develop software (institutional framework) necessary for implementing the plan Islamabad Park and rural areas. Zone 5 controls the southern Islamabad and reserved forprivate housing development as well. These categories of Zones were clearly marked on the map of Islamabad. However, there was no physical boundary existed to separate Zone 5from the urban areas of Rawalpindi. In fact, original plan to build Soan Highway segregatedthese areas. However, both revisions of original Master Plans are silent about the status ofSoan Highway The implementation of the Master Plans for Islamabad and Rawalpindi prepared by C.A.Doxiadis in 1960, presents a complex picture of achievement and failure. The original Master Plan for Islamabad was based on outstanding urban design by considering wholemetropolitan area. The plan was a rigid as well as flexible in nature and well implemented inthe new urban areas of Islamabad. However, the plan fails to accommodate existing urbanarea of Rawalpindi. CDA implement the plan easily in vacant areas but fails to implement theplan where complex situation arise with Rawalpindi. The decision for building Islamabad close to the existing city of Rawalpindi was a very wise one. Similarly to incorporate the urban area of Rawalpindi in the Master Plan for Islamabad is relevant today as well. These decisions immediately helped Islamabad to better start. However, due to absence of proper institutional arrangement, original Master Plan has become weak and problems were Moreover, Islamabad absorbed the lion’s share of resources for development; even higher than the average spend on other cities. On the other hand, Rawalpindi received much less resources and developed very low level of service standards. Moreover, Rawalpindi had continuously absorbing huge overspill of low income government servant which could not accommodate in Islamabad or could not bear the cost of living in Islamabad .

**QUESTION :3**

**ANSWER:**

**Land use model:** multiple nuclei model

**Explanation:**

Peshawar is multi central business district due which concretic zone model is not applicable on Peshawar. Because concentric zone model is only applied on one "CBD". Therefore concentric zone model is not applicable on Peshawar.

For Peshawar we need such a model which having more than one central business district . Therefore we have multiple nuclei model.which is quite similar to Peshawar but not use 100%applicable because Peshawar is unplanned city..

Multiple nuclei model having more than one CBD's .. The central business of Peshawar is Peshawar city mainly, while saddar bazar, karkhano market are mini business district of Peshawar so we can objectionable that multiple nuclei zone model is more appropriate than concentric zone model. Multiple nuclei model having 10 zones which is presented in graph of Peshawar map as well as on another.Graph/formulae of multiple nuclei model.

**Layout of Peshawar:**



