The City of Peshawar (Walled city) is historically known as "City on the Frontier", and strategically located on the crossroads of Central Asia and South Asia. It has remained one of the most culturally vibrant and lively cities in the sub-continent region. The city also carried different names under different periods. Paraspin, Shahpur, Poshpur and Peshapur are some of the names given to the city which are available in historical records.

Peshawar has seen the rise and fall of many civilizations which includes Persian, Greek, Buddhist, Hindu, Muslim, Sikh and British before independence. The present day Peshawar is a large metropolis with nineteenth century British Cantonment, Nishtarabad, University Town and Hayatabad. But the old city, which has been built on successive layers of previous civilization also known as the Walled City is now bounded by Grand Trunk Road on its north, the railway-line to its northwest and the Circular Road surrounding it from east, south and southwest sides.

At the beginning of the nineteenth century a fortification wall was built around the city by the Governor of Ranjeet Singh, and for the purpose tax was imposed on local residents. Sixteen gates were provided for entering and exiting the city. The wall is no longer there except for a few stretches and so are most of the gates, but the areas are still identified by their names.

The Walled City (Peshawar)
The Walled City is the "core" and oldest part of historical Peshawar, but the city “spilled over” beyond its walls engulfing the surrounding agriculture areas. The wall's perimeter and

Map of Peshawar City

Continued....
features also kept shifting in the past 3000 or so years of Peshawar’s existence, being destroyed and rebuilt innumerable times. All these areas are now regarded, along with the existing walled core, as the original Peshawar City area. This site is the ancient “living city” often referred to by historians.

The walled portion itself is laid out in an irregular trapezoidal form. At its heart lies the ancient elevated mound of the Gor Gatri, which largely served as a Hindu shrine complex. The defensive citadel or “Bala Hisar” lies immediately outside the walled area at its northwestern tip by the side of the main road route, on a mound of considerable elevation with a view of all surrounding areas making it important from the point of view of its defense.

The inner Walled City of Peshawar is extremely rich in tangible and intangible heritage representing a long time span and many cultural players. At present, however, it is in very poor shape and a state of decay and breakdown the result of neglect and mismanagement. Within its original wall it comprises an area of almost 500 acres taking the form of a typical Indo-Central Asian close-knit community.

The cohesive character of which is encouraged by its traditional layout: Narrow alleyways and streets open into public bazaars, which in turn lead to the gateways which controlled access to the inner city.

The wall of Old Peshawar in its last and latest form built in 1901 - had sixteen gates, namely Kabuli Gate, Bajauri Gate, Dabgari Gate, Ramdas Gate, Sarasia Gate, Sard Chah Gate, Sarki Gate, Kohati Gate, Yakkatut Gate, Ganj Gate, Lahori Gate, Hashtnagri Gate, Rampura Gate, Raiti Gate, Katcheri Gate & Asa Mai Gate. Among these only two (Sarasia Gate, Sard Chah Gate) are still exist in its original form, and several other were rebuilt since 2008.

It is of utmost importance to adopt people centered approach while dealing with the issue of conservation and preservation for a city or large geographic area; it is

On the surface at least current observable process of transformation in the walled city points out an innate tension. That exists between any rehabilitation of old buildings of architectural importance and “continued evolution, growth, development, even transformation and continues regeneration”.

The problem is not the conservation of the old Walls or other buildings but rather the restoration & preservation of all elements of historical, cultural and architectural significance present within the walled city for future generations.

Due to rapid population growth rate and very weak legal and institutional framework the building stock of historical/architectural significance is rapidly diminishing. There is a real apprehension that unless proper corrective measures are immediately taken, all buildings of historical/architectural value and other assets of social and environmental significance will disappear forever and nothing will be left for future generations.

Keeping in mind the importance of the area and rapidly changing social and environmental conditions, there is a compelling need to initiate solid efforts for restoring past glories the oldest city of Asia. In this regard the Urban Policy & Planning Unit (UPU) is working to prepare a detailed Master Plan for Conservation and Urban Renewal of the Walled City of Peshawar. Along with many other effects the proposed plan will help in the economic revival of the core area by making the city as a tourist destination and creation of other employment opportunities for local residents.
totally different from conserving individual buildings. Any piecemeal approach intended for conservation of one building, out of its context is not going to bring out any fruitful results. This approach thus not limits to deal with individual buildings or elements of historic or cultural significance in the walled city of Peshawar, but impinges upon itself in dealing with historic area as one whole and then identifying and conserving its various parts & parcels in a stage-wise program.

It is emphasized here once again that any proposal dealing with individual element without setting up of necessary environment & framework will only be an exercise in futility. The individual projects, on the other hand, should be so designed as to have a catalytic effect on the conservation of the whole area.

**The basic objectives of the proposed Master Plan would be:**

a. To document the state of all buildings of historical/cultural significance (cultural and antiquity buildings) and developed a detail profile of each building;

b. To prepare a conservation rehabilitation plan for buildings of historical/cultural significance;

c. To assess the provision of municipal services including water supply, sewerage, sanitation & solid waste management, street lighting, open spaces, accessibility & encroachments (both vertical and horizontal);

d. To suggest measures for resolving parking issues and introduce pedestrian percents for better pedestrian movement in the area;

e. To analyze the existing legal and institutional framework including building byelaws for conservation, rehabilitation of buildings of historical/cultural significance, grant of planning permissions (development, re-development, alteration, change of use etc).

**BENEFITS OF THE PROJECT:**

1. The proposed master plan for the walled city of Peshawar will provide appropriate tools that will help to control and regulate the physical growth of the city in accordance with
proposed strategies to preserve the integrity, environment and cultural and heritage resources of the most ancient living city of the area.

2. The project will provide guidelines for feasible and high priority investment in urban infrastructure.

3. The project will help to identify and strengthen the government policies/programmes in urban sector. It will provide an opportunity not only to strengthen the existing local government institutions but will also to develop new urban management institutions responsible for growth and development of the wall city creating opportunities for investment and jobs creation.

4. The project will provide a venue to public for debates regarding cultural and heritage conservation, population, housing, land use conversion, transport & other infrastructures for fulfilling needs of the city dwellers. It will provide a framework to upgrade the existing infrastructure and meet the demands of the growing population of the area.

5. Preparation of a detailed base map of the city on a suitable scale with all necessary information's will help different organization for various purposes particularly for preservation of buildings of heritage and architectural significance.

6. The project will devise strategies to fulfill the housing and municipal infrastructure requirements of the people living in the traditional core area of the city.

7. Help in tracking the dynamics of urban land uses and other developments in relation to environment and economy in future and more reliable data will become available for planning, monitoring and rational decision making.

8. Availability of a GIS / RS facility in Urban Policy Unit where all the line department will have access for up to date data / information acquisition. Through proper training and capacity building measures the skills of the concerned departments on using GIS and remote sensing techniques for implementation and up-dating of the master plan will be developed and institutionalized. This will greatly save on future planning costs. The establishment of Geographical information system lab/center at provincial level which will have maps of various urban land uses which can be overlaid, updated or re-produced at any desired scale and a comprehensive status of each area marked for various uses. Similarly the area for each use can be quantified and highlighted.

9. The Master Plan will strictly enforce land use planning and zoning policies that will ensure protection of the heritage assets of the city.

10. Will ensure the availability of basic facilities including neighborhood parks and open spaces, and will also enhance the economic activities in the area.

11. Finally the project will improve the environment aspect of the city and will prevent the substantial loss of buildings of cultural and heritage value.

12. The ultimate beneficiaries will be the people living in the urban core and surrounding areas. Urban Policy & Planning Unit, P&D Department, Government of Khyber Pakhtunkwa has prepared PC-1 in line with the objectives of the project and taken this initiative as to bring back the historical glories of the dilapidated Walled City of Peshawar.
Connectivity through roads network of any city is very important for efficient transport system to ensure higher productivity and saving of time and cost. Peshawar road network is dependent on a single main artery (GT Road, Khyber Road and Jamrud Road), which is already suffering from severe congestion in peak hours.

In a city such as Peshawar a proper roads network is the need of time. Several measures are still needed to be taken to deal with the traffic issues. For better roads connectivity, Peshawar Mass Transit concept is also introduced for reducing traffic congestion in the Peshawar city. A pre-feasibility study has already been completed by the provincial government through the Cities Development Initiative for Asia (CDIA) Asian Development Bank (ADB).

However, Peshawar is an east-west linear sprawl, with Ribbon development along major roads (Kohat Road, Warsak Road, Charsadda Road etc.). There are many areas in between these roads, which are very near city centre and yet undeveloped. Infill development of such areas needs to improve the city shape and structure because a city with proper planning can be managed efficiently.

The provision of alternate routes, which provide access to such infill areas, will also lessen pressure on arteries, and control urban sprawl along major roads. It will also ensure opening new lands for infill development.

In light of the above Urban Policy & Planning Unit, P&D department has planned to improve transportation system in Peshawar through diverting the traffic flow from main corridor to other linked roads for controlling traffic congestion. Therefore, the following five main branch roads are being refurbished & widened through ADP scheme. The roads included:

1. Improvement of Canal Road to Ring Road Via Tajabad.
2. Improvement of Spin Jumat to Ring Road Via Sufaid Dheri.
3. Improvement of Old Jamrud Road to Bara Road.
4. Improvement of Tambwano Chock Tehkal Bala till Warsak Road
5. Up-gradation and widening of canal patrol road along Kabul River Canal

**FIVE BRANCH ROADS BEING REFURBISHED FOR BETTER ACCESSABILITY**

**MAIN OBJECTIVES OF THESE ROADS TO INCLUDE IN ADP ARE:**

1. To improve the Geometry of existing Road/Track.
2. To provide reliable communication facilities.
3. To reduce travelling time.
4. To provide better safety to road users.
5. To enhance economic activities by contributing positively towards the economy through reduction of vehicle operating and other social cost.
6. To divert the traffic from major roads onto these branch roads during emergencies.

The physical work on all above roads is in progress & will be completed very soon.

**THE UNDER CONSTRUCTION ROADS**
A widely recognized fact is that road and traffic engineering measures play an important role in contributing to safer roads for minimizing economic and human losses.

There has been a significant emphasis on the treatment of accident black spots and significant remedial programs targeted at improving the safety of sites that have a demonstrated accident record. More proactively, good road design and well-developed traffic management measures produce roads that are safer and less likely to develop as black spots, while road safety audit procedures can be used to ensure that both new and existing roads have potential safety problems removed before they lead to crashes.

Traffic Engineering, being a branch of civil engineering, is used by applying its various engineering techniques to achieve the safe and efficient movement of people and goods on roadways. It also focuses on research for safe and efficient traffic flow, such as road geometry, sidewalks and crosswalks, segregated cycle facilities, shared lane marking, traffic signs, road surface markings and traffic lights.

Traffic engineering deals with the functional part of transportation systems, except the infrastructures provided. Traffic engineering applies engineering principles that help in solving transportation problems by considering the psychology and habits of the transportation system users.

The contents of the workshop were designed in a manner that aimed at introducing transportation officials/professionals to the basic aspects of transportation engineering & safety. The main objectives included in the course were:

a. To educate participants regarding basic engineering techniques to achieve the safe and efficient movement of people and goods on roadways.

b. To devise a plan for access to all destination points.

c. To design safer roads for people movements.

d. To plan for parking facilities at intermodal and destination points.

e. To design sufficient lane width, so that vehicles could pass safely, maintain a smooth and clear road surface unobstructed by potholes and debris with proper maintenance of drainage components.

Traffic Engineering being a branch of civil engineering is used by applying its various engineering techniques to achieve the safe and efficient movement of people and goods on roadways. It also focuses on research for safe and efficient traffic flow, such as road geometry, sidewalks and crosswalks, segregated cycle facilities, shared lane marking, traffic signs, road surface markings and traffic lights.

Traffic engineering deals with the functional part of transportation systems, except the infrastructures provided. Traffic engineering applies engineering principles that help in solving transportation problems by considering the psychology and habits of the transportation system users.

KEEPING IN VIEW THE IMPORTANCE OF TRAFFIC ENGINEERING & SAFETY Urban Policy & Planning Unit, P&D Department in collaboration with United State- Agency for International Development organized three days workshop. It was aimed to train the relevant stakeholders among concerned provincial departments for devising a better and efficient plan for roads safety to avoid any future risk.

The workshop was held in Pakistan Academy for Rural Development (PARD), Peshawar. The workshop, after the registration of the participants, was started with the recitation from the Holy Quran. Muhammad Sharif Khan, Senior Finance/Account Officer, UPU welcomed the participants on behalf of UPU and thanked them for sparing their valuable time for attending a three days workshop. While opening the first session of the workshop Mr. Sharif Khan thoroughly explained the vision of UPU and the specific objectives of the workshop. The Resource Persons for the workshop were Dr. Imran Hafeez, Dr. Naveed Ahmed, & Dr. Jawad Hussain from University of Engineering & Technology of Taxila.

The target groups that participated in the workshop were the employees of provincial line departments (Irrigation Department, C&W, Local Government, Khyber Pakhtunkhwa Highway Authority, Cantonment Boards, Planning & Development Department, Transport Department, Traffic Police, academia and other relevant stakeholders both from government and private sectors.

The workshop was held in Pakistan Academy for Rural Development (PARD), Peshawar. The workshop, after the registration of the participants, was started with the recitation from the Holy Quran. Muhammad Sharif Khan, Senior Finance/Account Officer, UPU welcomed the participants on behalf of UPU and thanked them for sparing their valuable time for attending a three days workshop. While opening the first session of the workshop Mr. Sharif Khan thoroughly explained the vision of UPU and the specific objectives of the workshop. The Resource Persons for the workshop were Dr. Imran Hafeez, Dr. Naveed Ahmed, & Dr. Jawad Hussain from University of Engineering & Technology of Taxila.

The contents of the workshop were designed in a manner that aimed at introducing transportation officials/professionals to the basic aspects of transportation engineering & safety. The main objectives included in the course were:

a. To educate participants regarding basic engineering techniques to achieve the safe and efficient movement of people and goods on roadways.

b. To devise a plan for access to all destination points.

c. To design safer roads for people movements.

d. To plan for parking facilities at intermodal and destination points.

e. To design sufficient lane width, so that vehicles could pass safely, maintain a smooth and clear road surface unobstructed by potholes and debris with proper maintenance of drainage components.
During the first day of workshop four lectures were delivered by Dr. Naveed Ahmad and Dr. Imran Hafeez respectively. The lectures were about "Introduction to Transportation Engineering and Road Safety", "Components of Traffic Stream and their Characteristics", "Introduction to Traffic Control Devices" and "Conflicts and Accidents".

The first lecture of the workshop was aimed to introduce & provide guidance to the participants about the basics of Traffic Engineering and Pavement Engineering and how these two key areas of Transportation Engineering contribute towards the safety of commuters using the available transport infrastructure facilities. During this the standard design practices and specifications that are being used throughout the world for the pavement and traffic facilities design were discussed. And the situation of the standard national practices or lacks of these were also highlighted along with local traffic conditions, personal experiences, and the relevant issues.

The remaining lectures were focused to train the participants regarding highway safety with introduction to traffic control devices, and components of Traffic Stream Characteristics. The articles that were discussed during interactive sessions included safety through better road designs, geometric features, road functional performance, cost components in road economy, road safety causes, crash patterns, prevention and reduction of crashes, safety during road works, elements of traffic engineering, traffic studies, traffic data collection, and traffic stream characteristics.

The 2nd day sessions was started with the recaps of first day lectures and practical activities. During 2nd day four comprehensive lectures were delivered by Resource Persons regarding “Speed, travel time and delay studies,” “Intelligent transportation system and their applications in urban areas,” “Traffic congestion and mitigations,” and “Channelization and introduction to junctions / intersection.”

The purpose of day-2 was to review the basic parameters of traffic stream studied in day-1 and to suggest the implementation and applications of those parameters in a road traffic system. And was also discussed how to measure the basic traffic stream characteristics through different traffic studies. Different parameters and factor affecting such studies were also explained to understand their effect on traffic flow parameters.

The participants were also guided about advanced traffic control devices and application of advance techniques through intelligent transportation system in an urban area and the mitigation of different issues like traffic congestions, traffic accidents and conflicts and intersection.

In the final session of the workshop the representatives of the departments were trained about the “Sign boards as traffic control devices and applications for different types of highways,” “Traffic management techniques,” and “highway work zone safety.”

The session was started with the review of basic parameters of traffic stream studies and their practical applications discussed in day-1 & 2 and for their implementation in urban areas. Lectures were focused on minimizing the traffic related issues in an urban area like Peshawar city. A number of examples of urban issues with facts were discussed and engineering solutions were suggested in the lectures.

At the end of the workshop, a review of whole discussion was made in order to realize the objectives and goals which were achieved through this practice during the workshop. During interactive sessions the audience asked several questions to clear their queries.

The event provided a brainstorming platform for the participants to share their knowledge and relevant experience. During detailed discussion sessions of the event the participants highlighted the relevant issues and shortcomings in transportation engineering practices/techniques. Solutions were suggested for the mitigation of traffic related issues specifically for Peshawar and generally for the whole country which included the following non exhaustive list:

1. Physical road way design should cover all the standard design requirements followed internationally.
2. Standardization of vehicle design requirements
3. Generating awareness in the community regarding road safety and traffic rules.
4. Required maintenance budget should be allocated for timely maintenance of traffic facilities
5. Removal of illegal advertisement boards from and around a road facility.

To conclude, Mr. Mohammad Sharif Khan, Senior Finance/Account Officer, UPU, thanked the participants for actively participating in the subject Workshop.