



LAHORE DEVELOPMENT AUTHORITY

**INTEGRATED MASTER PLAN
FOR
LAHORE-2021**

EXECUTIVE SUMMARY

**NES
PAK**

NATIONAL ENGINEERING SERVICES PAKISTAN (Pvt.) Ltd.

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FOR
LAHORE-2021**

**FINAL REPORT
EXECUTIVE SUMMARY**

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urban master plan
urban plan
entire*



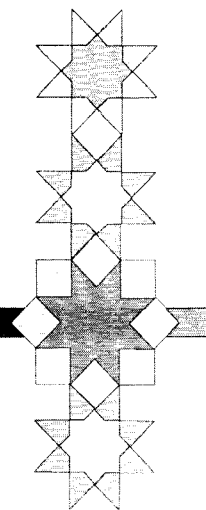
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THE PROJECT AND TERMS OF REFERENCE

The terms of reference required that the consultants should review the existing state of urban development, urban services/utilities and infrastructure for the preparation of an Integrated Master Plan for Lahore. The integrated master plan was to include a long-term framework for identification of form and direction of physical growth of Lahore for the next 20 years. Also required was a short-term plan for identification of projects with preliminary cost estimates for the five years in the sectors of urban development, utility services, traffic and transportation, urban management and environmental improvement. The consultants were also required to prepare three action studies pertaining to urban renewal methodology, solid waste management, and monitoring programme for air and water quality. The Inception Report, the Report on Existing Situation, and the three final Action Studies have already been submitted to LDA.

Based on the Contract for Consultancy Services signed in July 1997, the first version of the Master Plan Report was submitted to LDA in July 1998. In the same year, Population and Housing Census was conducted by the Government of Pakistan in the month of March and hence to have more realistic data base it was decided to revise the Master Plan Report based on the results of 1998 Census. The census results in the form of a published report were made public in February 2001. Based on the new Census data, additional investigations/ surveys by NESPAK and the comments received from LDA and other agencies/departments, the preparation of revised draft was commenced in May 2001. The Report was thoroughly revised and the second updated Draft Master Plan Report was submitted to LDA in November 2002.

The Master Plan Report from time to time has been presented to various agencies and the concerned professionals in the relevant disciplines including the Project Steering Committee, the City District Government, Town Planners, Architects, Engineers, Builders, Administrators etc. at various forums to invite their suggestions/ comments which were duly incorporated in this document. The Project Steering Committee cleared the report on June 23, 2004 and Lahore District Council approved this document on October 06, 2004.

This report is presented in the following three separate Volumes:

- Volume - I Existing Scenario
- Volume - II Analysis and Proposals
- Volume - III Short Term Plan

This document entitled Executive Summary contains the salient features of the above listed three Volumes of the Master Plan Report.

In order to accomplish the assigned tasks under NESPAK's contract with the Lahore Development Authority, comprehensive studies have been carried out to prepare the Master Plan. The Plan covers the entire Lahore Metropolitan Area (LMA) and aims at assessing the nature and extent of problems faced by the metropolis and provide guidelines for its future growth in various sectors. Salient features of the Master Plan are summarised below:

A. EXISTING SCENARIO

In order to comprehend the existing situation, data on socio-economic characteristics, spatial development, urban transportation, infrastructure, utilities and community facilities like education, health and recreation have been compiled. Current status of physical infrastructure comprising water supply, sewerage, solid waste management, drainage and flood protection, electricity, gas supply and telephone have been assessed. Causes of environmental degradation have also been identified. In view of the Devolution Plan, the role of the existing agencies/organisations as well as the newly formed City District Government and Town Municipal Administrations responsible for managing the urban services in the metropolitan area has been analysed. Based on the above, framework for the implementation of Integrated Master Plan for Lahore has also been proposed.

The LMA is spread over 2,300 sq. km and comprises of most of District Lahore (except for 307 sq. km. in the south across Butchar Khana Distributory). Also included in LMA are 628 sq. km of Tehsil Ferozewala of Sheikhpura District across the river in the north and 263 sq. km of part of Tehsil Kasur in the south.

The total population of LMA, as estimated for year 2001, is around 7.7 million. More than 91% of this population lives in Lahore District. Though under the Devolution Plan, the dichotomy between urban and rural areas has now ended, but going by the pre-devolution terminology, 77% of LMA's population lives in urban areas. Lahore being a City District, has been divided into six towns. The average population per town is 1.06 million. Data Ganj Bukhsh Town with a population of about 1.4 million is largest of the six towns, while Aziz Bhatti Town is the smallest (0.55 million). Population growth rate has been consistently declining. The average annual urban growth rate of District Lahore was 4.3% during 1951-61, which declined to 3.32% during 1981-98. It is still however, one of the highest in the world. Contrary to most other districts, the growth rate of population in rural parts of District Lahore has been faster (4.16%) than in urban areas of the District (3.32%). The existing urban population of 5.77 million (2001) will soar to 9.89 million by the year 2021.

Most of the new housing schemes are being developed towards south-west of the city, in the corridor between Multan Road and the railway line. The plots in these schemes are mostly lying vacant, but for speculative purposes, the developments are continuing further south, even across Defence Road/Hudiara Drain, and are approaching Raiwind Town. This trend is resulting in piecemeal expansion, costlier services, missing links and trunk infrastructure, low densities and wastage of prime agricultural land. The trend

needs to be curbed and further developments south of Hudiara Drain/Defence Road must be discouraged.

There is a need to update and computerise land records. Present land record keeping is obsolete facilitating malpractices such as duplicate claims. Comprehensive zoning and sub-division regulations are also lacking.

The main city is confined to an inner core of about 7 km radius where 78% of the urban population lives. Household size of Lahore Urban has increased from 5.8 persons in 1961 to 7.1 in 1998 which shows consistent densification process within the built-up areas. Thus while new developments are taking place in outer areas such as in the south-west, people prefer to live within the present built-up areas.

Current housing stock is more than 731 thousand while the backlog is about 137 thousand. The demand for residential plots is around 30,000 per year while the (formal sector) response is only about 2,000 plots per year. Even this meagre supply is beyond the affordability of the common man. The result is the continuous growth of Katchi Abadis and illegal land sub-divisions on the urban periphery. Over a million people are living under sub-human conditions without adequate utilities and services.

Housing affordability of middle and low-income groups is low and taxation/legal policies and stringent financial terms depress house-building activities. Private sector is mostly interested in upper income housing.

The radial pattern of city road network lacks inter-radials. Riding quality and road capacity has improved through recent investment of Rs. 3.41 billion spent towards this end. Delays and safety problems still persist at junctions. Facilities for pedestrians and cyclists are either non-existent or inadequate. These are the most vulnerable groups and are the victims of 50% of road accidents. Encroachments are wide spread and absence of sustainable road maintenance mechanism is resulting in frequent pavement failures. Road maintenance is ignored till reconstruction becomes due.

Public transport operations are solely serviced through private sector. Public transport fleet mainly comprises of 4,500 mini-buses and 18,000 rickshaws. About 25% of operating mini-buses are without valid license. Average annual traffic growth rate is 3.75% and the maximum up to 9.63% is observed in mini-buses. Almost 350 quality buses are operating on 10 franchised routes. In spite of relief provided through introduction of high capacity bus operations, nothing is materialising towards limiting the number of highly polluting, environmentally hazardous and low capacity para-transits. Inter-city public transport terminals are neither properly developed nor properly operated. Among the operating vehicles, 46% are cars and 44% are two-wheelers.

Commercial and trading activities are concentrated in Central Business District causing congestion and strain on road network. Inter-radial connections are missing, many of