

HISTORICAL PERSPECTIVE OF URBAN DEVELOPMENT OF GUJRANWALA

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ABSTRACT

Since the dawn of civilization, cities have gone through a process of physical change: they expand, shrink, decay, or regenerate. The transformation has been not only in physical and spatial terms but in political, social, economic and cultural arenas as well. Major cities of the developing world are changing drastically and Pakistan is no exception. Nevertheless, what makes the change of 21st century different from historical precedence is the pace. Gujranwala, the 7th largest city of Pakistan is undergoing through rapid changes in terms of its spatial and traditional social fabric. The city is known for being the birth place of Maharaja Ranjit Singh. It is playing a major role in the country's economy as an agricultural marketing center and a commercial and industrial center. Being a stronghold of Sikh rulers (1762- 1849) and British administrative centre, it is embellished with many historical landmarks. Due to its proximity to Lahore, it has been benefiting from the spillovers of the capital of Punjab. However, it has not received its due share in terms of development, infrastructure provision and social uplift as against other large cities of Punjab. Since the last few decades, the city is being seriously threatened by unplanned growth of housing colonies, traffic congestion, land mafia, industrial waste etc. Nothing can be more valuable than the compilation of a sincere historical account for future reference. Hence, major objective of the research paper is two fold. First, to unravel historical layers of different phases that have transformed Gujranwala from a small town to a divisional headquarter city. Secondly, to analyze different facets of the development planning which have changed the traditional pattern of life within the city. Due to death of written literature on Gujranwala, existing information available with the development authorities, website of the District Officer, Spatial Planning, informal interviews with prominent personalities, oral history, personal observation, and photography make the major bulk of information.

Keywords: Gujranwala, British rule, Maharaja Ranjit Singh, Outline Development Plan, Sikh rule in Punjab.

1. INTRODUCTION

Cities, like any other man made creature, change and develop as time passes. This transformation is a continuous and dynamic process during which the physical environment and spaces increase in number and change in quality. Population growth is one of the main contributor to the changes and expansion of cities in developing countries like Pakistan. According to *City Mayors Statistics: The world's fastest growing cities and urban areas from 2006 to 2020*, Gujranwala ranks 27th in the world (City Mayors Statistics, 2006-2020). The city represents a unique flavor of Punjabi traditions and is commonly known for being the birth place of Maharaja Ranjit Singh and city of wrestlers or "*Pehlwaan da Shaheer*", as called in the local language. The city is famous for dairy products and arguably has some of the best barbecue food in Punjab including such specialties as kebabs, chicken tikka, chiray and lamb chops.

Gujranwala located in the North East of Punjab is the seventh largest city of Pakistan. It is situated on both sides of the Grand Trunk (G.T.) Road from Rawalpindi to Lahore. To its South lies the provincial capital, Lahore, to its North lie Sialkot and Gujrat and to its South West lies Faisalabad. Being a commercial and industrial nerve center of Pakistan, the city is playing a major role in supporting Pakistan's economy. It ranks as the third largest industrial centre in the country, after Karachi and Faisalabad. It occupies this position mainly due to the availability of raw material and skilled labour here. Gujranwala, Gujrat and Sialkot makes the "golden triangle" of the division, playing important role in national economy, which has been acknowledged by foreign trade delegations during their visits to the city (see Figure-1).

Due to its proximity to Lahore; like a number of secondary cities, it has been benefiting from the spillovers of the capital of Punjab. In spite of being an industrial region and potential agricultural trade base of Pakistan, the city has not received its share in terms of development. Gujranwala is an extremely

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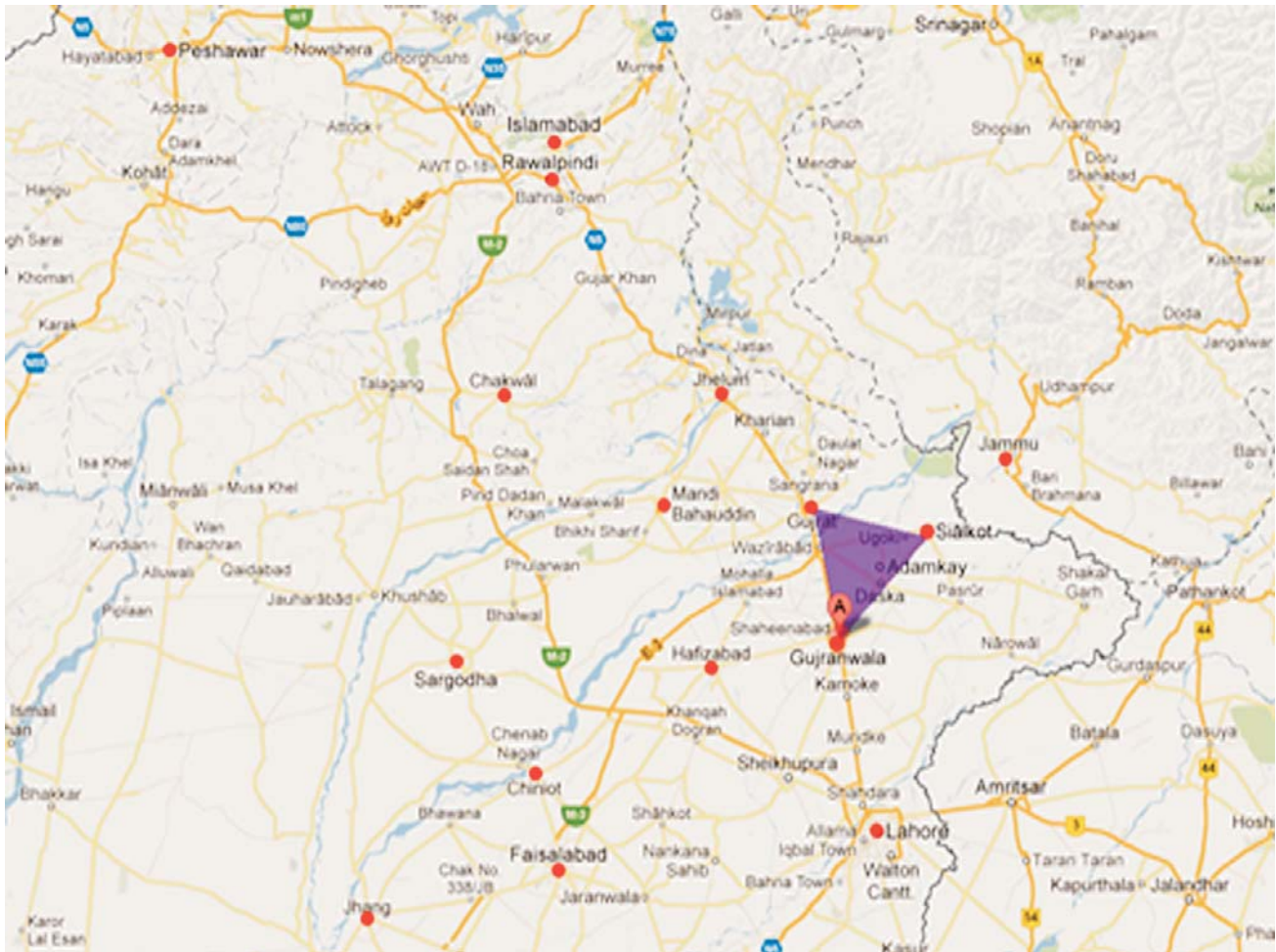


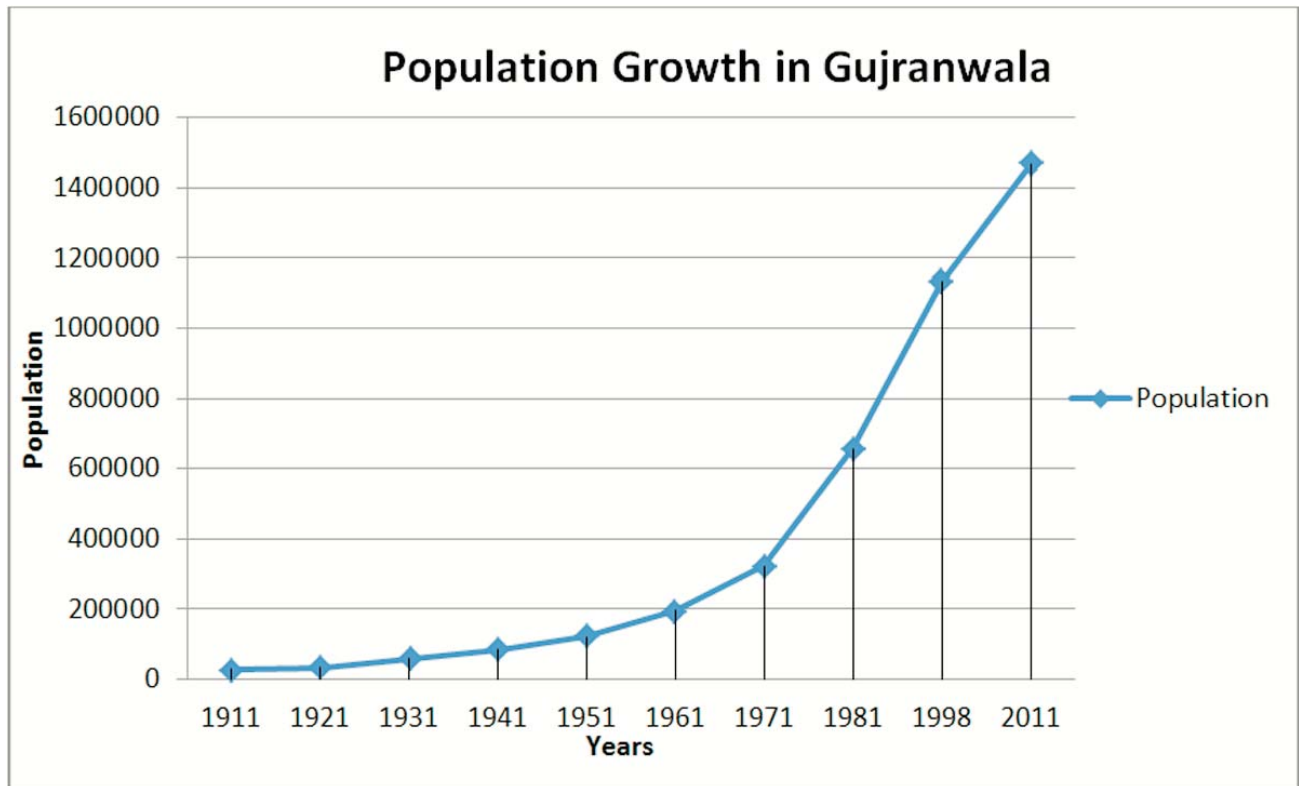
Figure-1: Map highlighting the Golden Triangle of the Division

Source: <http://www.itdunya.com/t350926/>

accessible city. The excellent road and rail links, built during the British rule have allowed the city to grow and prosper. Thus its population has been increasing steadily during early decades of the twentieth century. However, its growth got impetus during 1971 and 1998 when its population grew from 323,880 to 1,132,509. This is the period when a large number of manufacturing industries were installed in this city. The table and chart below show the population growth over a span of hundred years (1911-2011) indicating approximately fifty times increase during a period of 100 years (GoP, 1986).

It may be noted that there has been a sharp increase in the rate of growth of population during 1971 and 2011. This trend is likely to continue for many decades in future also.

Census Year	Population
1911	29, 472
1921	33, 887
1931	58, 716
1941	84, 515
1951	120, 860
1961	196, 154
1971	323, 880
1981	658, 753
1998 (census)	1,132, 509
2011 (estimated)	1,466, 063



2. HISTORY OF GUJRANWALA

The origin of Gujranwala is shrouded in mystery. According to the Imperial Gazetteer of India, the town was originally founded by Gujjars, and renamed Khanpur by some Sansi Jats of Amritsar who founded 11 villages in the nearby area. Charrat Singh, a Sansi Jat took possession of this collection of Gujjar Villages, raised a fortification around it in 1756 and called it Gujraoli (Rashid, 1992). According to a narrative the town was named after “Chaudhry Gujjar”, owner of the Persian wheel in the town supplying water to the whole region (GoP, 1986). Dr. Waheed Quereshi in his essay, "Gujranwala; past and present" names four villages: Sirai Gujran, Sirai Kachi, Sirai Kambohaan and Thatta in the vicinity at the time of Abdalies’ invasion in the late 18th century. Sirai Gujran village existed in the area inside the current Khiyaaly Gate in the city. Hafiz Abdul Haq in his "Tareekh-e-Gujranwala" and " Molvi Adbul Malik in his " Shahan-e-Gujran" also mentioned Sirai Gujran.

Gujranwala gained prominence under the Sikhs in the later part of the 18th Century, including a brief spell as their capital. Charat Singh, grandfather of Maharaja Ranjit Singh, established his stronghold in Gujranwala in 1763. Maharaja Ranjit Singh who himself was born here became the most

powerful of all the Sikh rulers. The Gujranwala Khalsa Council established in 1889 C.E. was the community’s main social organization. The Council established Khalsa High School in a modest building outside the walled area which was upgraded to Khalsa College in 1917. The city was the first place in the region where Sikh domination was established; so it witnesses many associations with Sikh community (Chattha, 2011).

Gujranwala was annexed by the British in 1849 and became one of the original districts in the British-administered Punjab until the Independence in 1947. The municipality of Gujranwala and the Gujranwala District Board were created in 1867 and 1892 respectively. With the arrival of the Christian missionaries, educational institutions, medical missions and churches were built along with a number of new public buildings such as district court, treasury, jail and police lines. Construction of the railway line in 1881 added immensely to the city’s commercial importance as it linked principal market-towns of Wazirabad, Nizamabad, Hafizabad, Kaleke, Sukheki, Kamoke and Eminabad with Gujranwala. The Colonial period was especially important in increasing the mobility, technical skills and capital of the local artisan communities (Chattha, 2011).

Gujranwala lost all its record in 1919 when on 4th April people of the town revolted against the tyranny of the Britishers at Jaliyanwala Bagh resulting in a huge human and property loss (GoP, 1986). The demonstrations were staged in almost every area of the Indian subcontinent with the most violence in Gujranwala (Saleem, 2006).

“...the crowd set the railway station on fire, damaging a train. The crowd got divided into different groups and rushed to different areas of the city to set government buildings on fire. They burnt Tehsil Office, Clock Tower, Dak Bangla, kutcheri, and the houses of British officials...The people stayed home and the city wore a deserted look. On the same day, a procession from Dhullay was coming to help Gujranwala people against the British government when the military aircrafts bombed the procession, killing scores of people... On April 15, the British army arrested many famous leaders of Muslim, Hindu and Sikh communities. On April 16, emergency was imposed in Gujranwala and the army took over”.

Though the Muslims of Gujranwala formed more than 70 percent of the city’s population but lagged behind the non-Muslims not only in terms of education but also in trade and finance (Chattha, 2011). Both Hindus and Sikhs owned more than two-third of the city’s properties and business activity. Sikhs were concentrated largely in Guru Nanak Pura, Guru Gobind Garh, Dhullay Mohallah. Important Muslim concentrations were in the old city’s Rasul Pura, Islam Pura and Rehamn Pura suburbs. Gujranwala was badly hit by violence in 1947 and bombs were manufactured in the inner city and a number of episodes of injuries took place while making bombs (Chattha, 2011). The properties in the Hindu and Sikh localities of Guru Nanak Pura, Guru Gobind Garh, Hakim Rai, Sheikhpura Gate area, Hari Singh Nalwa Bazaar etc were looted and destroyed. The city earned notoriety for the systematic attacks on some of the “refugee special” trains and convoys. The most chilling killings of Hindus and Sikhs were perpetrated by the members of *Lohar* (blacksmith) community. One of the worst train massacres occurred at the Kamoke railway station, a satellite town of Gujranwala on September 24, 1947 carrying 3000 non-Muslim refugees towards East Punjab (Chattha, 2011). The motivation for cold blooded attacks on the minorities was in revenge of attacks on Muslims in East Punjab. After the division of Indian subcontinent, all the Sikhs and the Hindus migrated to India while many of the Muslim refugees from the Eastern Indian-Punjab moved to Gujranwala. The refugee influx mainly from Amritsar, Ludhiana, Patiala belonged to the middle ranking families consisting of Arains, Ansaris, Sheikhs, jewelers and Pathans. A large number of

refugees from the state of Jammu and Kashmir also arrived in Gujranwala because of their pre-existing connections. This mass migration on both sides resulted in sudden demographic changes and challenges. The city was transformed and balance of power switched from one dominant community to other in terms of linguistic and racial proportions.

After the creation of Pakistan in 1947, the population of Gujranwala grew rapidly and it is now one of the large cities of Pakistan. Gujranwala was given the status of a district in 1951, which paved way for its progress and gave rise to new industries in the city. As a district it was run by a Deputy Commissioner until it became a Division. Many prominent civil servants worked as its Deputy Commissioners, renowned among them are Mr. Mansur Zaimur Rehman and Khushnood Akhtar Lashari who initiated many development projects. Gujranwala Development Authority (G.D.A.) was created in 1989 under the Punjab Development of Cities Act, 1976 to establish a comprehensive system of Planning and Development in order to improve the quality of life in Gujranwala, since the introduction of the local government system in 2001 the city has been governed by a Nazim. In 2007, Gujranwala was reorganised as a City District administered by City District Government Gujranwala (CDGG) which is composed of seven autonomous towns as given below:

1. Aroop Town
2. Kamonke Town
3. Khiali Shahpur Town
4. Nandi Pur Town
5. Nowshera Virkan Town
6. Qila Didar Singh Town
7. Wazirabad Town

Gujranwala, like other large cities in Pakistan has a number of bodies and institutions that are concerned directly and indirectly with controlling, managing and promoting development in the city such as City District Government Gujranwala (CDGG), Municipal Corporation Gujranwala (CDGG), Municipal Corporation Gujranwala (CDGG), Gujranwala Development Authority (G.D.A.), Water and Sanitation Agency (WASA) etc.

3. URBAN GROWTH AND DEVELOPMENT PLANNING OF GUJRANWALA

The significance and appearance of the town has altered during the course of history and left its marks in the shape of important archaeological and historical sites which are spread all over the district. The city is endowed with a rich cultural heritage, particularly from Sikh and British rule. The shadow-ground maps below show the spatial growth of the city since 1914 (see Figure-2). During 1947-65 the growth was to the North West and South Easterly directions but during 1965-1985, the growth directions were almost reversed and the North Eastern and South Western directions dominated. During the 1985-2009 period, the city has grown almost equally towards the West, North and East (UNICON, 2009). In general, three periods seem to be significant for its development: Sikh Period (1762-1849), British period (1849-1947) and Post-Independence (1947 onwards).

3.1. Sikh Period

Gujranwala was founded by Charat Singh and Mahan Singh, heads of a Sikh clan. Mahan Singh constructed four towers which fixed the boundaries of the town. He also laid a foundation of “Sheranwala Bagh” adorned with statues of lions which still exist today. Mahan Singh on his death in 1792 was succeeded by his son Maharaja Ranjit Singh. The growth took place particularly during the reign of Maharaja Ranjit Singh (1780-1839) and extended by his military commander, Sardar Hari Singh Nalwa (1791-1837). Sardar Hari Singh built a high mud wall around the town for its protection and a fort to the North of the city (Ali, 1847). The grid pattern suggested that the town had a planned layout to facilitate better civic amenities. This new town enclosed within the circular road is polygonal in shape and divided into several square and rectangular blocks. The primary streets or Bazaars intersect each other at right-

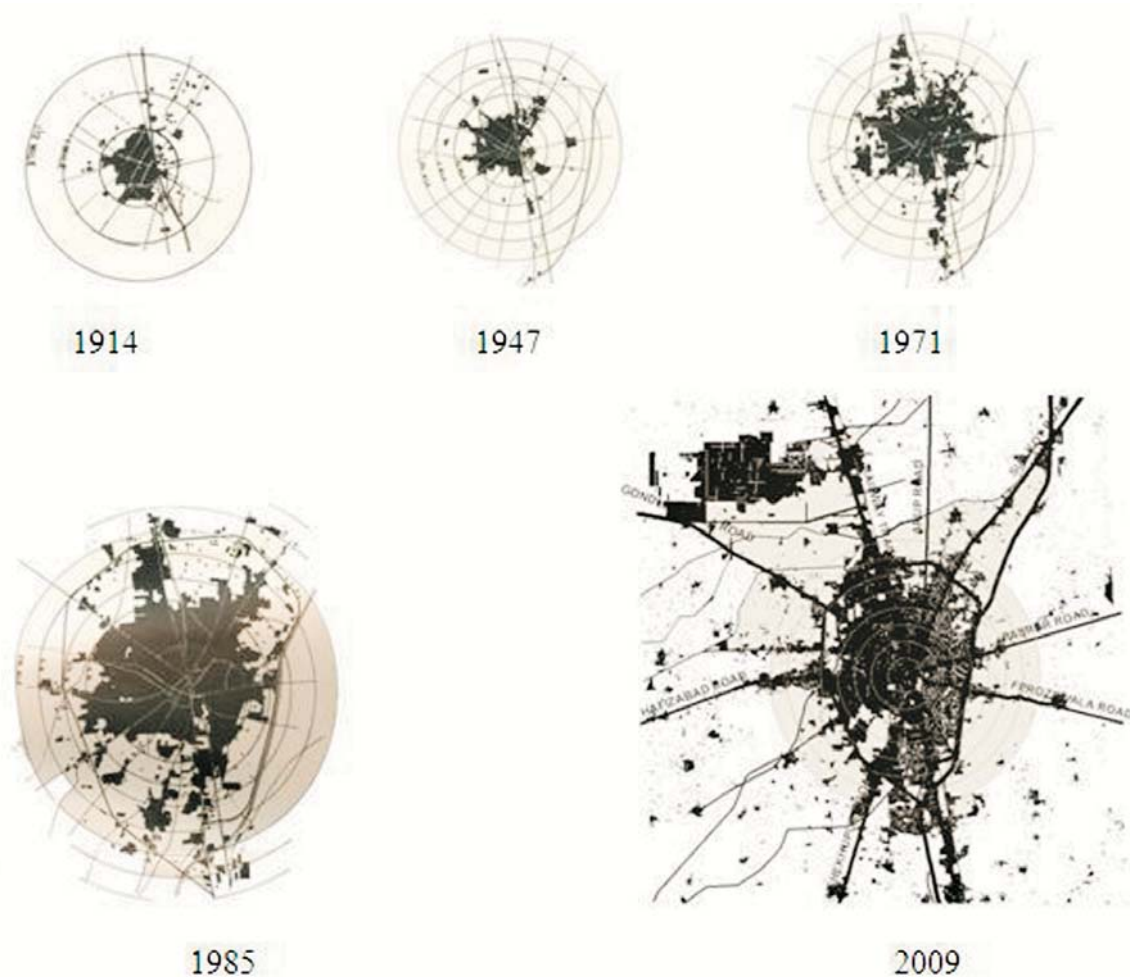


Figure-2: Shadow-ground Maps of Gujranwala from 1914 to 2009

Source: UNICON (2009) Developing a Comprehensive “City Boundary” for the City of Gujranwala, Final Report

angle. The secondary streets, which provide access to the residential areas, are also rectilinear (Nalwa, 2009). The existing settlement was well incorporated in the new design (see Figure-3).

Sardar Hari Singh Nalwa being a great admirer of nature laid a large and beautiful garden in Gujranwala. According to the Gazette of 1935 the garden became famous through Punjab for its variety of rare trees and plants, and the first Malta oranges were planted here. Baron Carl von Hugel, an Australian traveller visited Sardar Hari Singh Nalwa in 1836, described it the most beautiful and best kept in India (Rashid, 1992).

In 1839, Shahamat Ali visited Gujranwala and explained the place as very populous with a good bazaar of 500 shops

where every thing could be found (Nalwa, 2009). David Ross (1883) narrates that “...There are several large houses of Sikh architecture, but most of the streets end in a cul-de-sac. The town stands on a level plain and possesses a mausoleum of Mahn Singh, the father of Ranjit Sing” (Ross, 1883). Mufti Ghumal Sarwar Lahori (1870) states that there were thirty mosques and numerous mandirs. By the end of Sikh period Gujranwala was surrounded by a number of fine gardens (Rahman, 1997).

3.2. British Period

The area came under the direct rule of the British in 1847. During 1857-1918 the town made a rapid development and emerged as a progressing commercial center. The British soon after their occupation set about rebuilding Gujranwala

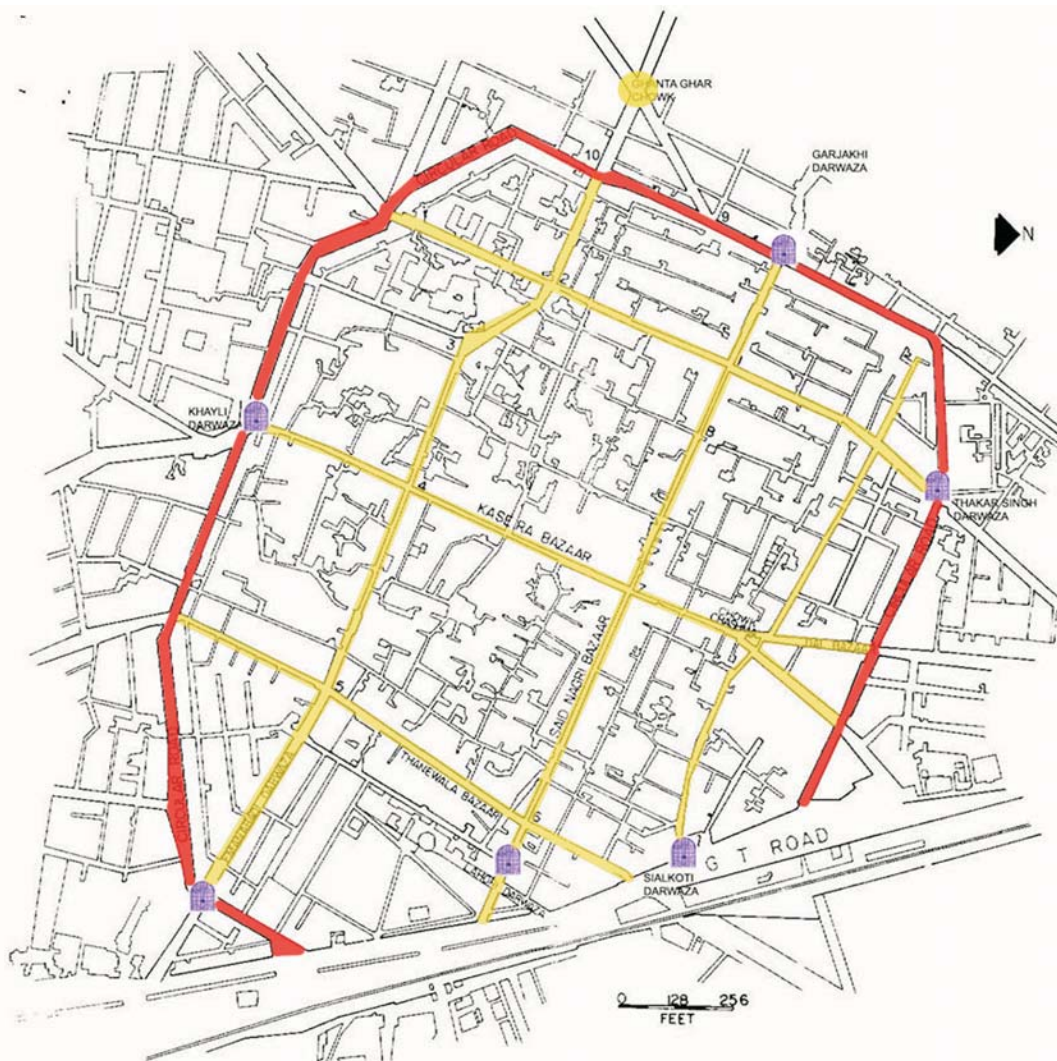


Figure-3: Plan of Walled city Gujranwala enclosed within Circular Road and Gates adapted from Rehman, A. (1997) *Historic Towns of Punjab: Ancient & Medieval Period*, Lahore: Ferozsons (PVT.) Ltd.

according to their own standards. The town started sprawling out of the confines of walled city and new bazaars were laid out (Rashid, 1992). Colonel Clark, a Deputy Commissioner, after demolishing the Haveli of Sardar Mahan Singh constructed the square bazaar named Ranjit Ganj (GoP, 1986). Mr. Arthur Brandreth, another Deputy Commissioner, gave a new impulse to the town by adding new structures on the remains of old buildings. He constructed Sialkoti Darwaza (also known as Brandreth Gate, 1869), Lahori Darwaza and Khyali Darwaza. E.A. Estcourt, Deputy Commissioner Gujranwala constructed a red brick clock tower (locally called *Ghanta Ghar*) to mark the center of the new city [Plate 1]. During 1914 to 1947, the city grew steadily trebling in size and in population, with most of the city keeping to the West of the railway line except for the North-eastern sector between the railway line and Sialkot Road (UNICON, 2009).

Civil Lines, was established for the Europeans on the northern side of town at a distance of one mile separated from the old city by the railway line (see Figure-4). Spacious bungalows, railway station, district courts and offices were constructed in Victorian style. The First Presbyterian church was constructed in 1875 [Plate 2]. Theological Seminary, Gujranwala was first founded by United Presbyterian missionaries from North America in 1877. The seminary is situated on a spacious campus in the Civil Lines, providing a peaceful environment for worship, study, reflection and recreation. The Christain Technical Training Center (CTTC) established in 1900 is one of the premier institutions in the field of technical education in the country (Prospectus Christian Technical Training Center, 2011-12). The establishment of these institutions increased heightened awareness of communal identity and led to the establishments of Arya Samaj, Singh Sabha and Ahmadia organizations. They competed not only with Christain missionaries, but with each other in the race to popularize their views.

With the settlement of small European population, the urban population experienced enormous social and urban change. The upper classes, of Hindus and Sikhs became the beneficiaries of the new amenities. Charan Singh and Banarsi Shah were among the first who exchanged their inner-city dwellings for spacious residences in the civil lines (Chattha, 2011). Mr Charan Singh house was used as the local passport office but is now lying vacant [Plate 3]. The factory adjacent to the house which was about two acres in size has been pulled down. The house of Banarsi Shah is still in good shape and is occupied by Kazim Ali Shah [Plate 4]. These splendid mansions still speak the glory of that period. Ram Gopal Arora established a well known form called Prabhat

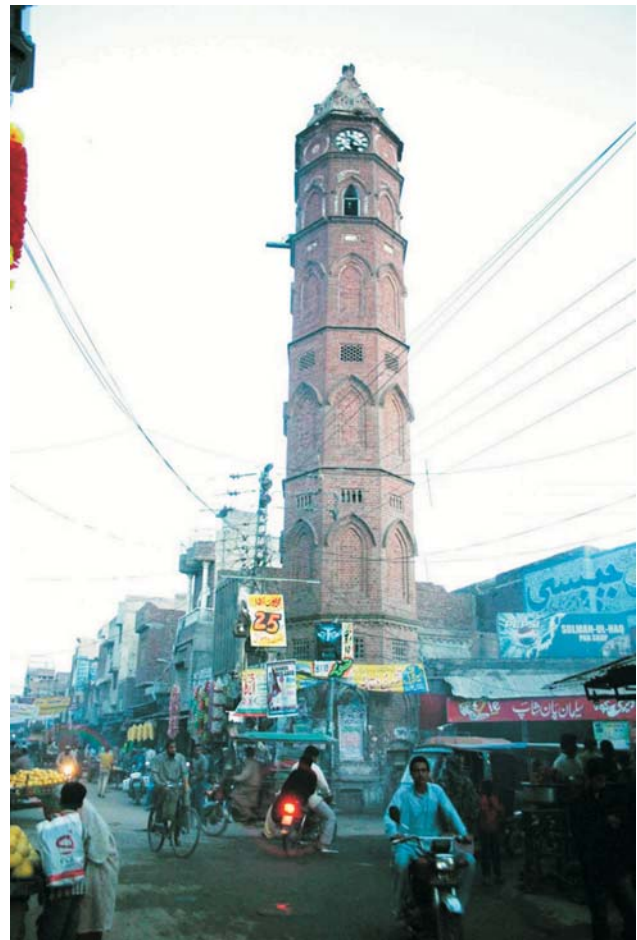


Plate-1: A view of Ghanta Ghar



Plate-2: Church in Gujranwala (1865)

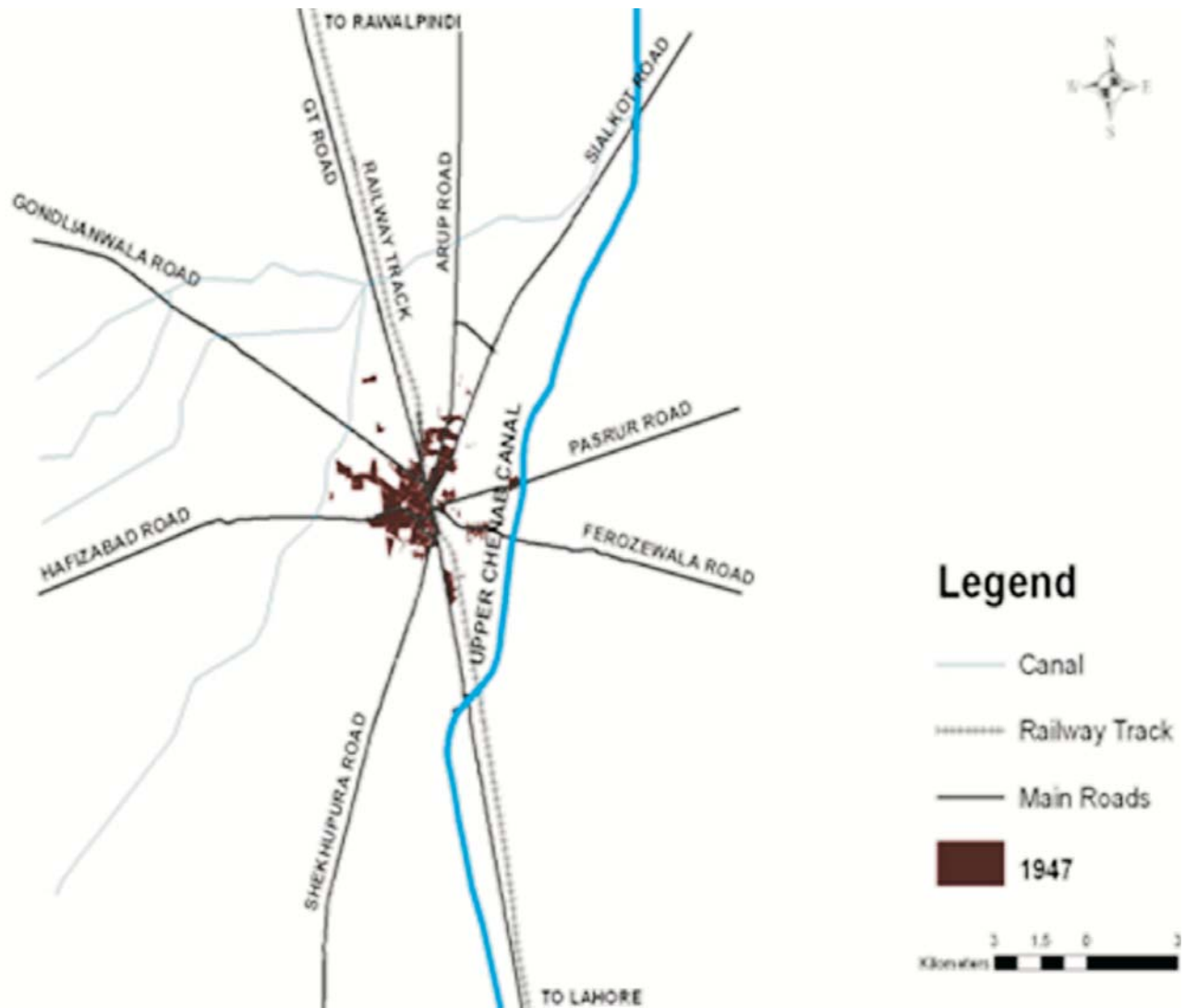


Figure-4: Map of Gujranwala during 1947
 Source: UNICON (2009) Developing a Comprehensive “City Boundary” for the City of Gujranwala, Final Report



Plate-3: Villa of Charan Singh in Civil Lines



Plate-4: Villa of Banarasi Shah, Gujranwala

Engineering Limited in the early 1940s. Ram Gopal Arora sold off his iron workshop and other businesses to local Muslim foremen and shifted his assets to India. Govt. Islamia College (1917), and Iqbal High School (1921) on G.T. Road were important in determining future growth of the city. Khurshid Manzil commonly known as “Darzian di Haveli” constructed in 1929 on College Road is a master piece of architecture [Plate 5].

3.3. Post Independence

Gujranwala’s strategic road and railway connections made it a logical destination for many refugees. The influx of refugees led the state to build new settlements which brought a considerable change in the urban landscape, subsequently. The urban fabric of Gujranwala has been profoundly influenced by the major radial routes converging to the G.T. Road in radial manner (see Figure-5).



Plate-5: Darzian di Haveli



Figure-5: Figure 5: Plan showing different radial routes, By-pass & Upper Chanab Canal adapted from Gujranwala Guide Map, Survey of Pakistan (1990)

The Satellite Town stretched over an area of 247 acres started in 1950 in the South-West side at Daska Road comprised hundreds of plots ranging from five to twenty marla in size. As an extension of Satellite town a D- type colony was started in 1956 exclusively for the settlement of Kashmiri refugees. In addition to immigrants, there has been a continuous influx of workers seeking job opportunities in its manufacturing and commercial centers. Model Town, another planned housing scheme was developed after 1960s which propelled growth in this direction. St. Mary's School which was constructed especially for Christian Students at Khokharki was renamed to St. Joseph's School in 1958. The Quaid-e-Azam Divisional Public School & College, Gujranwala established in 1987, comprising 65 acres donated by the Punjab Government on the G.T. Road is a significant contribution to the city as a purpose built educational campus. The Upper Chenab Canal formed an effective barrier to the city's Eastwards expansion, and the Rawalpindi and Sialkot bye-pass roads established the de facto limits of the city, with more of the expansion being to the North of the Hafizabad and Pasrur roads. But the expansion of the city has continued a pace, virtually developing the whole of the area bounded by the Bye-pass Roads (see Figure-7).

“An Outline Development Plan (ODP) for Gujranwala was prepared in 1971 to guide and monitor its future growth which was updated in 1985. Most of the proposals were not implemented due to institutional and financial limitations. Two major proposals of 1971 ODP i.e. Bypass Road and three Overhead Bridges over Peshawar-Lahore-Karachi main railway track were completed as per recommendations of the Plan. During 1993-96, Government of the Punjab managed World Bank funded Feasibility Studies and Urban Master Planning of ten cities of Punjab project. The project was undertaken by the project management unit of the Housing, Physical Planning and Public Health Engineering Department (HPP & PHED) of Punjab. The report of the proposed development plan highlighted various planning and infrastructural issues and proposed a number of projects but those were also not implemented” (District Office (SP&G) Gujranwala, 2011).

No tangible developments have taken place for the implementation of these proposals despite the lapse of considerable time. The apparent reasons for this failure are mainly financial limitations, institutional infancy and absence of comprehensive Master / Spatial Plan for integrated infrastructure development. Although an ODP for Gujranwala was available but it was not properly enforced which resulted in unplanned growth of the city. Most of the non-implemented proposals of ODP and Ten Cities Project still hold good and

have been incorporated and reinforced in the recently prepared Gujranwala Strategic Plan 2007-2010 (see Figure-6).

In fact, there is no comprehensive Town Planning Law in Pakistan at federal or provincial level. Therefore, no proper guidelines are available at local level for the preparation of Master Plan. Thus various terminologies such as Outline Development Plan, Master Plan, Structure Plan, Strategic Plan have been used for the preparation of comprehensive development plans for Gujranwala, as for other cities of Pakistan. This lack of legal backing is one of the main reasons for non implementation of the development plans. The other reasons for the failure of the development plans include lack of institutional framework or capacity of the existing planning and development agencies, lack of financial resources, lack of coordination among various development related departments, non involvement of target group population and other stakeholders, lack of proper building and development control activity, multiple planning and development agencies working under their own regulatory framework and lack of monitoring and evaluation of plans to ensure continuity in the planning process. As a consequence to this situation, more than 80 percent of the Gujranwala city has developed without planning, which comprises of slums and squatter settlements (*Katchi Abadis*).

3.3.1 Residential Area Development

Most of the residential area in Gujranwala has grown without proper planning resulting in the mushroom growth of slums and '*Katchi Abadies*' spread all over the city. More recently, developments have been undertaken beyond the Bye-pass, both Southwards along the GT Road and the Canal, and Northwards, again along the GT Road and Sialkot Road and the Canal. The Northwards expansion has been given an additional impetus by the development of the Cantonment some 15-20 kilometres away. In the recent past, the role of town planners has increased in the development of Gujranwala. As a result, most of the new developments taking place during the last 15 years have been in the form of public and privately developed housing such as WAPDA Town (1999), Judicial Colony, Asad Estate, Jalil Town, New City and Canal View, Magnolia Park (2006) developed in the South, and Gulshan Iqbal Town, Johar Town, Prime City, Gulberg City, Johar City, Shalimar City, Gulshan Rehman Town, Multi Town, Professors' Town and Garden Town developed in the North, with DC Colony developed adjacent to the Cantonment. The Cantonment Board has been developing housing schemes for (former) defence personnel in its area of jurisdiction.



Figure-6: Strategic Plan for Gujranwala 2007 retrieved from <http://ctpgujranwala.gov.pk/images/>

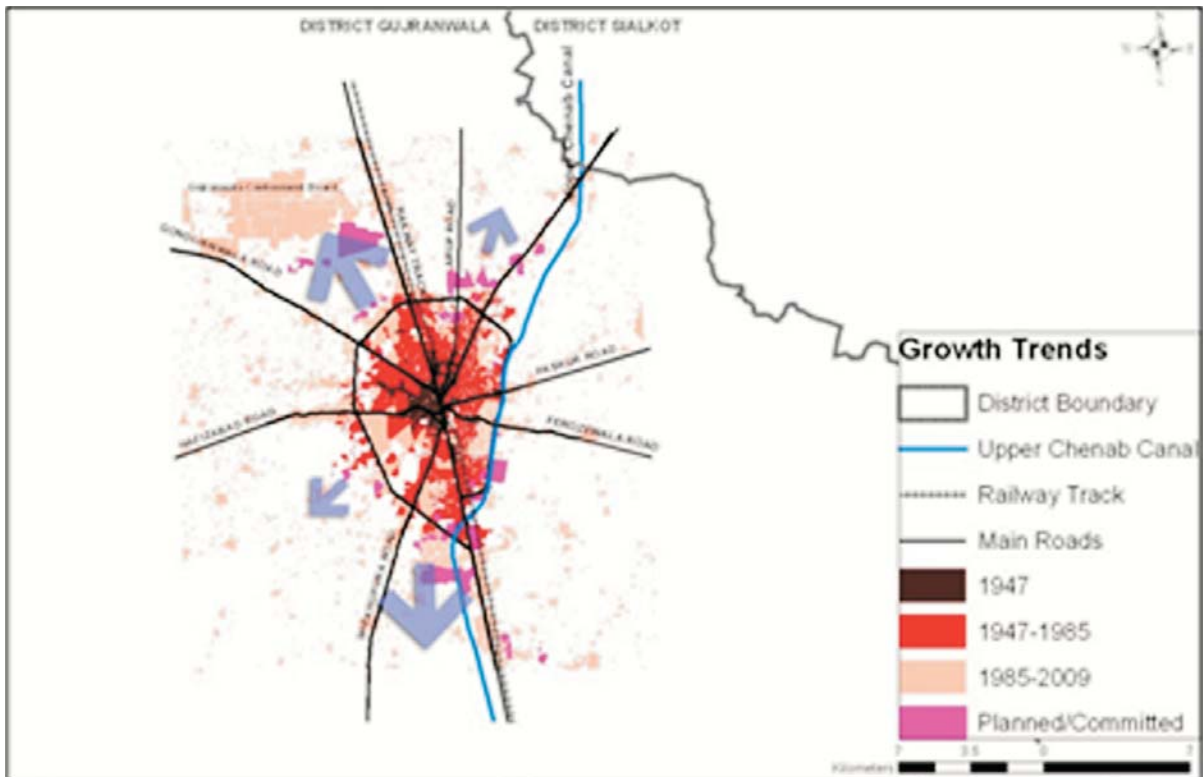


Figure-7: Growth Trends beyond Bye-pass Road
Source: UNICON (2009) Developing a Comprehensive “City Boundary” for the City of Gujranwala, Final Report



Plate-6: CITI Housing Scheme

Recently, a number of private housing schemes have been launched in the vicinity but have yet to be developed. Most of them are facing the problem of non-availability of approach road or a proper passage leading to these schemes. Two large housing schemes have been developed within the jurisdiction of Gujranwala Cantonment due to which massive construction activities have been seen there. Some of the recent residential developments have taken place in the North East of the city along Sialkot Road and on GT Road. Most recently CITI Housing has been launched at the Bank of Upper Chanab Canal over a vast expanse of land, which is an extraordinary real estate development and is a complete town in itself [Plate 6]. The scheme has revolutionized the previous planning trends by providing astounding facilities to its residents through a fusion of parks, mosques, school, hospital and a high class community center. There are occasional protests by the farmers against the Gujranwala Development Authorities (GDA) for ruthless conversion of farmland into real estate but unheard. These new developments have been mainly related to middle and upper-income housing at much lower densities than the previous housing schemes and older parts of the city. As a result, the footprint of the city now covers a much wider area. The opening of the areas to the East of the canal through the development of a bridge in the South of the city is likely to be the most dominant new driver of development.

3.3.2 Industrial Development

Gujranwala has witnessed rapid industrial growth, especially during 1970s and 1980s. It is a large industrial city with numerous textile mills, cutlery industry and large agricultural processing plants. The manufacturing industries include rice, sanitary fittings, textiles, plastic furniture, pots, room coolers and heaters, gas stoves, agricultural tools and equipment, electrical equipment, carpets, glass goods, surgical

equipment, leather products, metal utensils, automotive machinery parts, and machinery for military uses, transformers, electric fans, hosiery, washing machines, rice husking plants, agricultural implements, motorcycles, food products, domestic & industrial motors. Most of these items are displayed in Made-in-Gujranwala exhibitions every year. However, most of the industries have come up without any planning. This industrialization has attracted rapid urbanization for which the city was not prepared, neither in terms of infrastructure nor basic municipal services. No specific industrial zone has been set up in the city. The dispersed location of the industries along the main arterial network of the city radiating from the city centre and has disturbed the peaceful living environment of the city. The mushroom growth of manufacturing industries in Gujranwala has resulted in the increased air, noise and solid waste pollution. Ultimately, this may cause the spread of diseases and epidemics.

3.3.3 Commercial Development

The main commercial development in Gujranwala is in the form of traditional bazaars found in the center of the city. These are very congested commercial areas which provide space neither for circulation of customers nor for parking place. The street width is further reduced by temporary and permanent encroachments along the bazaars. The lack of any open space in the commercial areas causes a rise in the air pollution level in these areas. Recently, a trend of building multistory shopping plazas has come up, particularly along G.T. Road [Plate 7, 8, 9, 10]. However, even these plazas do not fulfill the requirement of open space and parking areas as per standards.

3.3.4 Roads, Railways, Traffic and Parking

Gujranwala is very well linked with other cities such as Lahore, Gujrat, Sialkot and Hafizabad through roads and railways. The proximity to Lahore Metropolis and its link through the Grand Trunk Road (G.T. Road) and Peshawar-Karachi main railway line is a great advantage for the citizens of Gujranwala [Plate 11]. With the increase in population, the G.T. Road had become too congested and traffic jams were observed frequently near the city center of Gujranwala. Taking this into consideration, the first Outline Development Plan prepared by Housing and Physical Planning Department had proposed two bypass roads on the Northern and Southern sides of the city. These bypasses were developed and provided a great assistance in managing traffic on G.T. Road. In addition, Gondlawala overhead bridge was constructed in 1978 near railway station connecting G.T. Road and



Plate-7: New Shopping Plaza



Plate-8: Pace Centre



Plate-9: CITI Centre



Plate-10: Aleena Shoppnig Mall (2012)



Plate-11: Railway Station

Ketchehry Road. However, since these bypasses were not developed as free-ways, encroachments took place along these bypasses and reduced their right of way at many points. Today, these bypasses take even more time than G.T. Road passing through the center of the city. The haphazard street pattern in the slums, *Katchi Abadis* and the old city area presents a miserable situation. Most of these roads are broken and the mixed traffic hinders the smooth running of traffic on these roads. The air pollution level on the roads of the city has dangerously increased beyond the National Environmental Quality Standards. The car ownership rate has risen during the last two decades which has tremendously increased the demand for parking. Even the new multistory commercial developments have failed to provide sufficient parking space in the vicinity of these buildings. The traffic

on G.T. Road is mixed and haphazard resulting in traffic jams especially near the old railway station. The City District Government has installed few overhead bridges at different crossings designed and manufactured by HMC, Taxila to regulate traffic but no visible improvement has taken place [Plate 12]. In order to resolve the problem on permanent basis, the district administration took a very bold step of demolition of Gondlawala overhead bridge in 2012 and constructed a new 5774 feet long flyover at a cost of Rs. 3, 616 Million [Plate 13 & 14]. The construction of this flyover has drastically changed the urban fabric and skyline of the city.

3.3.5 Public Facilities

The public facilities such as schools, colleges, universities, dispensaries, hospitals, community centers etc. have not been adequately provided in the city of Gujranwala. Although some new facilities such as Punjab University, Gujranwala Campus [Plate 15], have come up during the last decade but they have not kept pace with the rapid growth of population. Since the provision of the public facilities has been made without any conformity to the Outline Development Plan or any other comprehensive development plan, the location of these facilities does not fulfill the town



Plate-12: Overhead Bridge by HMC, Taxila

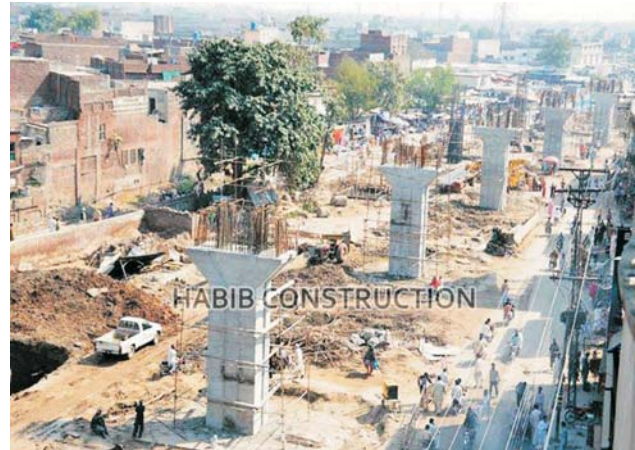


Plate-13: Construction work of Fly-over in 2012



Plate-14: View of Fly-over



Plate-15: University of the Punjab, Gujranwala Campus

planning criteria of serving the entire community. Resultantly, some areas have a large number of schools and health facilities while others have an inadequate number of schools and health facilities. A large number of primary and high school children are forced to travel a long distance on automobiles to reach their schools. Thus they suffer from fatigue, air pollution and noise during their travel to and from schools. This situation may have arisen due to multiple systems of education prevalent in Pakistan. Similarly, the health facilities are extremely deficient, particularly in the inner city dense areas of Gujranwala city. The other public facilities are also either deficient or improperly located in the city.

3.3.6 Utility Services

The utility services such as water supply, sewerage, drainage, electricity, and gas have always been a cause of concern for the city dwellers in Gujranwala. The inner city, unplanned and congested areas suffer from the lack of sewerage system. Thus open drains passing through the center of the city present a very unhygienic condition in these areas. The solid waste management system is also very deficient in the city. The power shortages, as in other cities of Pakistan, have badly affected the commercial and industrial sectors of the city. The situation is leading to increased unemployment, poverty and crime in the city.

3.3.7 Parks and Open Spaces

The unplanned growth of Gujranwala has led to the shortage (and absence) of open spaces and parks in the residential areas of the city. However, the development of Gulshan-e-Iqbal park and a few open spaces near the municipal buildings provide some relief in the situation. The old slum areas and *Katchi Abadies* have not reserved any green space, since no planning control was applied at the time of their development. However, due to the promulgation of Punjab Development of Housing Schemes Regulations, it is expected that the new private housing schemes will provide at least 7 percent area as open space and parks. On the other hand, it may be noted that the purchase of plots in these private housing schemes is out of the reach of the majority of common people who are from low or middle income category.

4. ANALYSIS OF THE DEVELOPMENT PROCESS IN GUJRANWALA

The development process in Gujranwala is marred with politically motivated adhocism. Thus developments are carried out in a piecemeal and fragmented fashion under the

direction of the political leaders and mostly do not follow the proposals contained in the Master Plan. For example, there is no mention of the recently constructed flyover on the G.T. Road in the central area of the city in the Outline Development Plan of Gujranwala. There is no system of involving local people in the decision making process of planning and development. Thus in the absence of people's participation, the entire financial load of development works and their maintenance is born by the government and people do not own these development projects.

In the past, there has been a complete neglect and rather absence of development control system in Gujranwala. This had resulted in the unplanned growth of the city. However, during the last decade, the Gujranwala Development Authority and the Town Municipal Administrations (TMAs) have ensured that the private housing schemes are developed after getting their plans approved by the concerned local planning authority. This has resulted in the development of some decent housing schemes in the city; although these schemes serve the high and upper middle income groups only.

The development process in Gujranwala also suffers from a lack of coordination among the line departments such as WASA, Gujranwala Electricity Supply Company (GESCO), Sui Northern Gas Corporation, Telephone Department etc. These agencies and departments have their own plans for development which considerably vary and contrast with each other in time and geographical jurisdiction. Thus it frequently happens that a development carried out by one department is damaged by another department, resulting in the waste of time and public money. There is a need to follow the phasing and programming of developments proposed in an approved Master Plan.

5. CONCLUSIONS AND RECOMMENDATIONS

Gujranwala has grown from a small rural settlement to a large city. The city presents a typical example of unplanned development along its approaching roads in all directions in contrast to the prediction in Outline Development Plan that it will grow in all directions except towards Upper Chanab Canal. The lack of proper planning of the city has led to the mushroom growth of slums and *Katchi Abadis* which present an awful level of poor living conditions. The inner city is congested and there is little room for expansion of roads and streets there. This area has a number of buildings of archeological value, mostly developed during Sikh period. These historical buildings are not being preserved and are suffering from decay and deterioration, which might deprive

the city from its cultural heritage. There is a need to develop a Conservation Cell in the Gujranwala Development Authority to preserve these buildings and make them accessible to the tourists. More over, an integrated spatial information system with the relevant historical monuments and cultural sites database must be developed to help in the preservation efforts.

Since there is no comprehensive planning law at federal or provincial level, there is no legal backing available for the proposals of the local plans such as Outline Development Plan or Strategic Development Plan. Thus the development works are carried out at the mercy of bureaucrats or political leaders. In the absence of a statutory master plan, there is no vision for the future development of Gujranwala. Therefore, it is strongly recommended that a comprehensive planning law should be enacted at provincial or federal level which should provide adequate guidelines for the preparation and implementation of a statutory Master Plan for Gujranwala. At present, there is no system of involving people at the stage of development planning, implementation of development works and their maintenance. It is, therefore, necessary to develop a system of public participation and self-help housing, so that the low income people may also be accommodated in planned residential colonies at affordable cost. Here, *Khuda Ki Basti* project (of Hyderabad Development Authority) can be mentioned as a best practice of self-help housing, which may be institutionalized and Gujranwala Development Authority must be directed to develop a number of such housing schemes for the low income people in Gujranwala. Similarly, the old slums and *Katchi Abadis* in Gujranwala may be improved on the pattern of Orangi Pilot Project (OPP) in Karachi. The planned housing schemes' developers in the private sector, may also be directed to ensure the provision of sufficient small plots for low income people in their schemes at affordable costs through cross subsidy.

The traffic congestion on GT Road and the two bypass roads cause delays and traffic jams frequently. The large flyover

on GT Road has been completed recently and is expected to reduce conjection in the central areas of the city. The conjection on bypass roads can be overcome by converting the bypass roads into signal free express-ways so that the inter city traffic can be passed through them at an appropriate speed. This will also help the citizens of Gujranwala to commute to Lahore and Gujrat or Rawalpindi in a short travel time. The encroachments along roads and streets must be removed and proper parking lots or parking buildings should be provided in the central area of the city. This job should be done by the Gujranwala Development Authority by enforcing its building control regulations. All commercial plaza owners should be forced to pay for the additional parking arrangements since they themselves have failed to provide adequate parking space as per existing standards in their buildings.

The utility services such as water supply, sewerage and drainage system, solid waste management etc. also need to be improved particularly, in the older parts of the city area. The WASA and Gujranwala Municipal Corporation must prepare an adequate program under the guidelines of the Gujranwala Strategic Plan 2007 to improve these utility services on an urgent basis. The local population may be involved in these programmes and projects on the pattern of OPP. The environmental pollution caused by the mixed industrial and residential land uses needs to be checked by gradually shifting industry from the inner residential areas to a planned industrial estate. The environmental degradation of the city can also be checked by the provision of planned parks and open spaces at sites created by shifting of the industries from the inner city areas. However, this job must be done in a planned manner under the directions of the Strategic Development Plan.

Last but not least, there is a need for a rigorous campaign and collaborative action by policy makers, government officials, academics, journalists and above all the community to make Gujranwala a liveable city for future generations.

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