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Enhancing Urban Livability through Pedestrianization: Evidence from Kohinoor Market, Faisalabad

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ABSTRACT
The rapid increase in vehicular dominance on streets and roads undermines the human scale in an urban fabric. The need to establish an environment of safety and nurturing public space should be pedestrians urgently.This study explains how public areas in Pakistan face a decline in providing a safe an healthy environment for pedestrians and how Pakistan could improve pedestrianization through accepting strategies from international urban case studies. The research uses a qualitative case study approach with Kohinoor market Faisalabad a renowned urban square in Faisalabad the 3rd largest city in Pakistan along with development of understanding some of international urban squares case Studies.
A case study of Kohinoor market in Faisalabad Pakistan highlights some of the problematic conditions faced by pedestrians. Kohinoor market is arguably one of the largest commercial centers, and appears to be in worst shape for pedestrian travel, and has decreased walkability in the area. In order to make some adaptable design rules, these condition were compared to excellent pedestrianized environment internationally. In comparison to the selected pedestrian friendly environments the case study suggests that, pedestrian-friendly solution like, traffic ban, sharing the street and re-design of public realm, can have positive effect on walkability and quality of life in Pakistani cities. This instruction provides the best model, which is to be implemented in third most populous city in Pakistan to improve the public space. Research would contributes to the wider debate of urban improvements and urban sustainable environment.

Keywords: Pedestrianization, Public Spaces, Architectural Urban, Urban Design, Walkability, Kohinoor Market, International case studies, Street Transformation,, Faisalabad

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Introduction:

Background of the Study:

The change of urban public areas into walkable friendly spaces is a critical aspect of urban expansion for sustainable cities worldwide. In Pakistan, which is speedily urbanizing, municipalities face high vehicular jams and pollution. A reduction in the quality of public life and community gathering weather affects this country significantly. The country was the hub of enlightening and communal engagement expanses in the late 1960s. Now a days rise in vehicular activities urban areas throughout Pakistan are struggling with these issues. Faisalabad, being the third largest city and a chief industrial commercial midpoint, has been largely disregarded for urban reform (Qureshi & Khalid, 2018). This neglected behavior has led a city where pedestrian requirements take a backseat to vehicular interests.

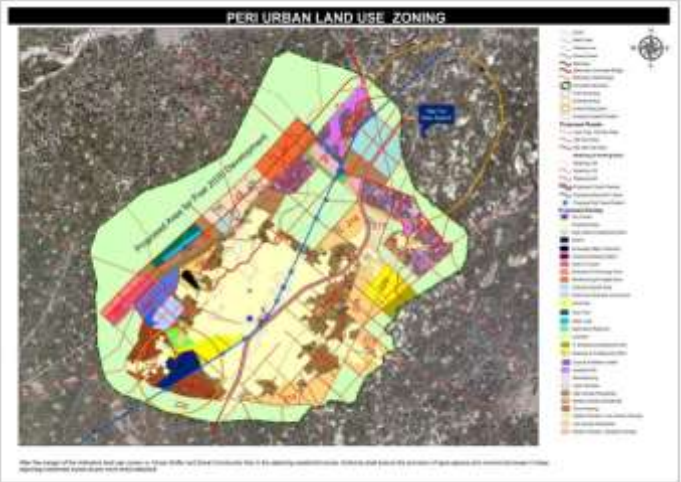

Figure 1:Aireal View of Faisalabad main 8 bazar market area -Faisalabad Realtor's

Figure 2:Pakistan, Traffic chaos in Lahore – Seem nazir-express tribune

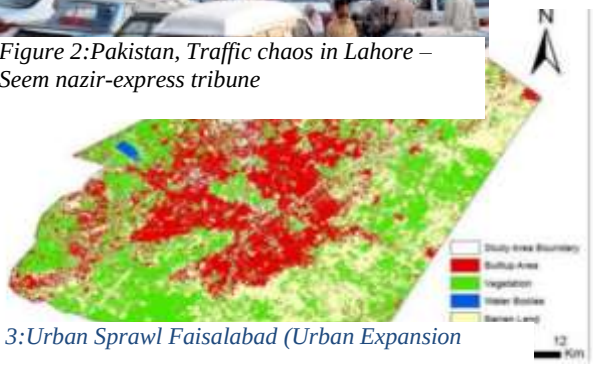

Figure 3:Urban Sprawl Faisalabad (Urban Expansion

Kohinoor Market is a vigorous mixed-use compound consisting of Commercial and residential buildings like apartments and plazas. It includes commercial facilities like branded stores and shopping zones. Varied food and beverages industry, hotels,gyms, event facilities and even schools exist there. The market signifies its position at the heart of the city social and economic fabric. Yet the market has become a traffic driven space with little regard for pedestrian comfort. Accessibility and social interaction remain compromised in this busy commercial zone. Pedestrianization offers a multi-facade resolution for regenerating town activity when embodied through architectural measures.

It improves flexibility, safety, quality of the environment, and economic performance. It supports inclusive and lively community places as glowing as international metropolises. Copenhagen, Barcelona, and Istanbul have managed to install pedestrian zones to reclaim streets for people. Comparable policies are currently under deliberation in South Asian cities (Gehl, 2010). The research intends to investigate how pedestrianization can redesign Kohinoor Market as a more livable space. Contextual analysis and design investigation inform the body of knowledge on walkability in Pakistan.

Problem Statement:

The drastic transformation and growing number of congestions have decreased the quality of public spaces. Absence of pedestrian infrastructure and lack of regulation on vehicular movement creates major hindrances for users. This vehicular domination has

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resulted in extremely constricted walkable spaces and absence of vital green areas. Major hindrances to pedestrian movement and user experience exist within the Pakistan major urban areas of most of cities.Pakistan is progressing country and for progressing we have so many people who travel from public transports and in major cities people prefer walking with in the bazars and markets

The sample site was originally created as a commercial area and a mixed-use public space. Rapid urbanization occurred without proper planning to accommodate people who want to walk. Reduced walkability, unauthorized encroachments, and decreased user

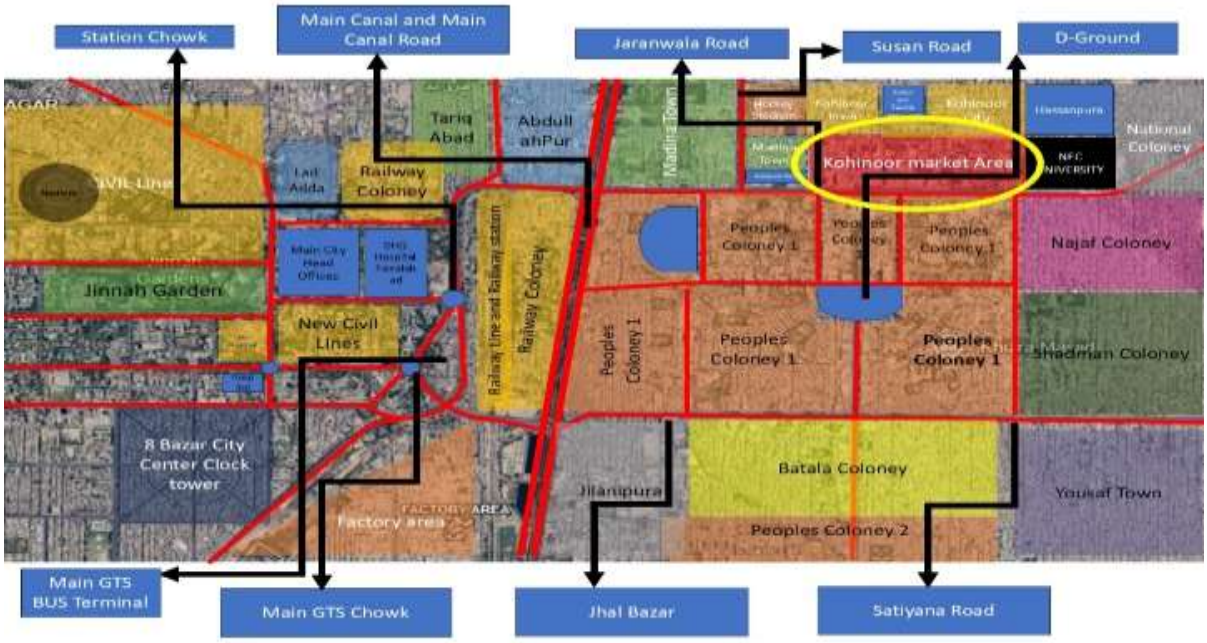

Figure 4 Faisalabad city some of main areas map with identification of Case study site within the city (Authur)

comfort affect the market. Under-occupation or even abandonment of residential and commercial buildings occurs as public space loses charm. Devoid of spatial organization and architectural intervention,like this Kohinoor Market areas requires urgent reclamation of public spaces.

Aim and Objectives of the Study:

The reason of this research is to find how international pedestrianization models can be adapted and helpful to enhance the quality of public spaces with in Pakistan urban areas. The objective is to beautify and put value in the quality and usability of public junctions.To achieve the aim and changing the perspective for walkable people the study first examine the existing challenges of public spaces in Pakistan including traffic congestion ,inadequate pedestrian infrastructure and the dominance of private vehicles. Further analyses international some of urban example case studies to identify effective design strategies and urban improvements. Through a comparative valuation, the research pursues to develop endorsements and a context-searching agenda for improving walkability, accessibility and public life in Pakistan urban environment.

Research Questions:

What are the challenges affecting public spaces in Pakistani urban areas like faced by pedestrians in Kohinoor Market? How does ignorance of architectural infrastructure create social and economic dynamics? What rules have been successfully implemented in similar pedestrianized commercial junctions? How can pedestrianization of urban areas effectively address the problems of urban squares? What will be the healthy impacts of

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pedestrianization on urban livability and public space quality?

Significance and Scope of the Study:

The study holds critical importance by addressing the need for pedestrian friendly urban environments. Rapidly urbanizing cities like Faisalabad often receive less attention compared to major metropolises and where urban development remains largely vehicular centric despite a high proportion of people depending on walking and on public transports.By analyzing Successful international Pedestrianization models, the research study the major aspects of creating a healthy environment with in the urban squares and facilitate people with healthy and comfortable environment. Kohinoor Market faces problems including vehicle congestion and traffic snarls. Insufficient pedestrian facilities and deprived quality of public areas exist there. This training chases to advance sustainable urban evolution by spacing pedestrianization. Outcomes of this study help as an important case study for revitalizing other shopping districts. The analysis builds idea for planners, architects, and local authorities. It approves a shift from automobile centered preparation to human focused project. This research improves limited literature on pedestrianization in mid sized Pakistani cities.the Scope of the study to examine the international pedestrianized public spaces to extract key design principles and checking Pakistan urban square issues then apply international urban rules with in Pakistan urban squares .This study is limited to commercial and public areas, particularly streets and urban squares and emphasizes on architectural and spatial interventions relatively than wider transportation rule agenda.

Literature Review:

Introduction to Pedestrianization:

Pedestrianization is a process of healthy culture and city development by designing pedestrian ways. Vehicle traffic is prohibited or restricted to facilitate human centered place making. The objectives support walkable, safe, social, environmentally friendly, and economically vibrant places (Gehl, 2010). The idea derives from a larger philosophy of sustainable urban design. Taking back public space from automobiles and giving it to people creates connectivity. Jane Jacobs (1961) claimed for vibrant people oriented boulevards as primary public spaces. Social and economic life takes place where pedestrian centered design strategies are implemented. The growing dominance of vehicles has led to traffic load and congestion. Air and noise pollution along with dysconnectivity of communities emerged as challenges (Carmona et al., 2010). Pedestrianization has emerged globally as a plan for transforming urban areas. According to UN Habitat (2013), pedestrian friendly surroundings contribute to town prosperity significantly. They endorse accessibility, social impartiality, and environmental sustainability.

Figure 5 Solutions for the Road Side Walk for Pedestrians (Ghal)

pedestrianization is typically applied in commercial areas and ancient high-density

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environments. Extreme vehicular traffic has congested pedestrian flows to necessitate intervention. By restricting or removing car circulation, pedestrians stay encouraged to be lively. Optimistic impact on retail activity and local culture expression follows (Project for Public Spaces, 2016). Pedestrian parts have been established to ameliorate air quality and reduce urban heat islands. An intelligence of community is built through such interventions (Litman, 2021).

Architectural Interventions in Pedestrianized Public Spaces:

Architectural interferences play an amazing role in transforming traditional city streets. Such planned revisions provide responses to the endless qualities of the city. These interventions are not just about taking carriages out of the pedestrianization equation. They need a more deliberate reshaping of space for higher human interaction (Gehl, 2010). As Jan Gehl stated, first life then spaces formerly buildings the other way never works.

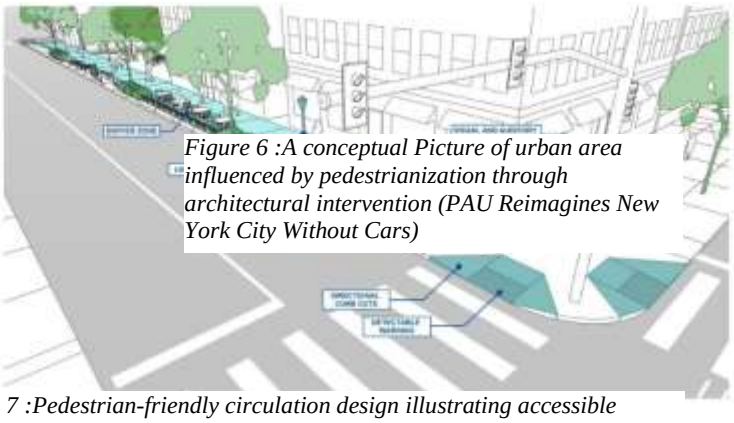

Figure 6 :A conceptual Picture of urban area influenced by pedestrianization through architectural intervention (PAU Reimagines New York City Without Cars)

Figure 7 :Pedestrian-friendly circulation design illustrating accessible sidewalks, safety buffers, clear crossings, and intuitive wayfinding elements. (Valley Transportation Authority)

Functional interventions include circulation design for good walk friendly places. Enhancing walkability involves dedicated pathways, set nodes, and informed directional signage. People will walk in pleasant environments if given the chance (Southworth, 2005). They will avoid walking in hostile ones. In tightly crowded market environments, pedestrian flow must be mapped and directed. Accessibility features must promote inclusivity for all users. Inclines, tactile paving, and correct signage ensure easy tactic for children and elderly (Gehl, 2010). Seating and rest areas with shaded well distributed furniture promote comfort. What attracts people most, it would appear, is other peoples as Whyte (1980) stated.

Aesthetic forms and cultural enhancements require construction that expresses time and place. Architectural feature elements and materials should show elaborative motives

Figure 8:Clock Tower Faisalabad as an identity of culture and history of city Faisalabad (The nation: Ahmed Jamal Nizami)

Figure 9:Historical Cultural Identity Faneuil Hall Marketplace (Quincy Market) in Boston, USA. (Rethink the Future)

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from Faisalabad cultural values. Using green and natural aspects generates luxury and attractiveness. Art in public seats has the power to improve urban surroundings (Carr et al., 1992). Public art such as murals and sculptures enriches pedestrian experience as cultural landmarks.

Environmental considerations include recycled materials for construction. Eco-friendly materials and energy efficient lighting like solar poles reduce environmental impact. Thermal comfort in outdoor spaces improves by water features and shading devices. Climate responsive design is not an option but a necessity in cities facing environmental stress (Olgyay, 1963). Green drainage channels and permeable pavements help reduce urban runoff.

Urban integration requires vehicular cutoff areas using buffer zones. Car parking at the periphery supports transition to pedestrian only zones. Connectivity links pedestrian areas to public transport and adjacent markets. The success of a public space lies in its connections to the surrounding city (Carmona et al., 2010). Mixed use spaces combine retail, leisure, and public service functions. The best public spaces support a wide range of uses throughout the day (Project for Public Spaces, 2016).

Safety and comfort require good lighting for people walking around. Security cameras and security guards create eyes on the street as Jacobs (1961) suggested. Shades and canopies protect from sun as Faisalabad lies in a hot temperature region. Community and social impact involves public connectivity through surveys. If people are involved in designing their environment, they are more likely to care for it (Alexander, 1977).

Urban Public Spaces and Walkability:

Urban public spaces are essential components of a mixture of cultural identity. They offer opportunities for social involvement and interaction of people with varied activities. These spaces include plazas, parks, sidewalks, markets, and pedestrian streets. They contribute to quality of urban life and shape human behavior. Walkability is one point which should be the most element in community building. From ages people walk accordingly but growing automobile markets discourage walking. People refuse to walk in public areas which were key attributes of successful public soul.

Walkability is the extent to which built environment encourages walking. Walkable settings foster healthier lifestyles and reduce reliance on private vehicles. They enhance communal interaction and support resident economies (Southworth, 2005). Gehl (2010) stated that liveliness of public spaces is directly proportional to pedestrian activity. Urban chunks that value walking have livelier civic chunks. Human scale method, safety, multi land uses, and connectivity matter greatly. Walkable public areas are closely connected with urban sustainability. Jacobs (1961) emphasized eyes on the street where pedestrian activity contributes to safety. Public spaces designed with walkability are more inclusive and self governing.

Speck (2012) fields the walkable city as a model for town reform. Compressed urban design with pedestrian infrastructure reduces vehicular dependency. Shade, greenery, seating, signage, and traffic calming generate supportive environments. Walkability is crucial in commercial junctions like Kohinoor Market. Pedestrian admission influences shopping behavior and business performance (Litman, 2021). Poor walkability discourages foot traffic leading to underused public areas. In developing nations like Pakistan, walkable public places gain consideration. Widened sidewalks, integrated green belts, and shaded walkways can transform conventional streets.

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Methodology:

This investigation employs a qualitative and site reactive approach for data collection.This study is qualitative data collection of international Case studies with higher number of visitors, tourists or locals and understand that how international Pedestrianization model can inform the development of public spaces in Pakistani urban areas.Spatial inspection, stakeholders interviews, and a proportional case study from international background are combined.understanding of Spatial ,social, and design - related and cultural characteristics of pedestrianized environments.

First the method of doing such study is to consider international aspects of urban improvements and study the frame work in all case studies this study based on the comparative case study frame work such as taking worldwide best places Stroget street in Copenhagen, Times Square in New York, La Rambla in Barcelona, Istaklal Street in New York, Madina walkways. These cases are analyzed to extract common Design implementations such as Traffic restrictions, public space activation, Human Scale design and Urban flexibility Management.

After studying the international rules and aspects for the local context considering a site that having issues for public gatherings and have margin to upgrade with in the context Kohinoor market area in Faisalabad the 3rd largest city of Pakistan is used as a case study to understand existing urban challenges in Pakistan commercial areas. Data for the local case study is collected through site observation; the on-site documentation and analysis of pedestrian activity occurred in Kohinoor Market. Urban enterprise case studies applicable to commercial ordinary zones were examined. Development of architectural offers suited to local climate and culture occurred. Appointment with stakeholders such as users and sellers helped understand community needs. The research identifies key components and shortages with opportunities in that current urban region.

The research relies on secondary data source including academic literature, urban design report, and Published Studies on Pedestrianization.by addressing the local case study issues and compare it with international solutions and provide the insight solution for the site as a role model urban space in Pakistan.

International Case Studies of Pedestrianization:

Perusing from all-inclusive examples of pedestrianization so that it will help in Pakistani market area the valuable insights within cities and have successfully reclaimed public spaces and kick available such car centric connections to promote sustainability, walkability, and city vibrancy. These circumstance studies they are all finished the world chart and having a significant impact on community and play vital role in urban reform so to figure out what capacity work in a place similar Faisalabad this is pretty much treasure chest samples as context-specific interventions in site.

Strøget Street, Copenhagen, Denmark

Strøget, one of Europe's longest pedestrian streets (approximately 1.1 km), was not fair transformed into a car-free zone in 1962 but a place for communal wellbeing. When the impression introduced first local business were freaked out of assuming reducing of customer current through such intervention, the place got way livelier,

Figure 10 The Pedestrian Street starts at the Town Hall Square and ends at Kongens Nytorv - or vice versa (Copenhagen-Portal dk)

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and businesses ended up making bank. Residents and tourists started flocking there, turning it into the go-to hangout spot. addition, goodbye to that nasty car exhaust and the constant honking and the intervention significantly improved the street's life. Amplified foot flow, vibrant social life, and improved commercial performance followed. That developed the attraction for everyone, significantly less litter and noise. According to Gehl (2010), this transformation imitates his philosophy of *"life between buildings,"* build cities for actual persons, not just cars. Strøget's glow-up was such a hit that Copenhagen went ahead and pedestrianized even more streets. Now everybody points at them like, "Yep, that's how you do city life right." Sustainable, lively, and honestly, just method more fun.

Figure 11 An Aerial View of the Street Copenhagen Denmark(unidentified)

Times Square, New York City, USA

The New York City Section of Transportation (NYC DOT) take an inventiveness of shutting the public and isolated vehicles private the times square for some period but the idea hits initially it was an impermanent pedestrianization pilot in 2009 by closing portions of Times Four-sided to traffic. That initiative developed permanent walking there got a whole lot safer (like, 40% fewer people getting hurt). More folks presented up, businesses made more cash, 17% increase in foot traffic, proceeds increased, and improved air quality (NYC DOT, 2010) and the place just felt better. timely seating, bigger sidewalks, and artistic connections further valued user experience. This whole trial kind of changed the method of American cities. Unpleasantly, community space wasn't just a dull afterthought.

Figure 12 Pedestrianize city area of New York Times Square (Stacy K Advisors)

Figure 13 Aerial view of La-Rambla Street (Source-Unidentified)

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La Rambla, Barcelona, Spain

La Rambla is a 1.2-kilometer walkable area and a spot in the heart of Barcelona the fact that is livelier than most cities' entire downtown. Its concept allows walkable movement and energetic public activity, regardless of it agrees limited vehicular entree. Its design upkeeps for pedestrian movement and lively public action. this place allows the people like Street performers doing their performances, a lively environment & flower stalls, folks just soaking up the vibe with Integrated culture and ethnicity, safety surveillance, overhead shaded pathways, and transit accessibility make La Rambla a model for blending tourism with everyday urban life. commercial old-school architecture right up in contradiction of flashy shops and all sorts of art tucked in random angles. This place is a blend of so many cultures and showing the ages history with its color. According to Monclús and Guardia (2006), its success lies in the protection of historical identity while supporting modern commercial and cultural functions.

Figure 14 A master top view of La-Rambla street (source -unidentified)

Nanjing Road, Shanghai, China

Nanjing Road, a place of people busy and hustling in shopping, went to become a pedestrian only area back in 2000.Its east side part is now a full-time pedestrian area featuring interactive lighting features, digital sign boards, urban furniture for flexibility and relief, and cultural exhibits. Since then, way more people come here and walk around there every day, stores are doing better, and there's way less traffic nearby (Zhang & Wang, 2014). This area attracts social media influencers and also entertains street performers and there so many other activities happing whole day, which increase the city like Shanghai look like a city full of abilities and attraction.

Figure 15 Activities in Day time on Streets of Nanjing (shhuangpu.gov.cn)

Figure 16 Night View of the Nanjing Road Pedestrianization (shhuangpu.gov.cn)

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Case Study	Walkability	Pedestrianization Strategy	Architectural Interventions	Cultural Integrity	Urban Squares	Economic Growth	Community Development

Figure 19: Park connecting to pathway quba front (Saudia, Madina Gov.)

Istiklal Street, Istanbul, Turkey.

Istiklal Street was pedestrianized to absorbed its cultural fabric in this street, support market, and manage increased foot traffic. An old tram line running along the passage links the area's historical past with modern mobility. These historic places valued after getting the non-vehicular access by achieving the cultural and community building by interactions. Before setting its pedestrianization, the street saw a huge increase in tourism, it improves its air quality, and a revival of its iconic cafes, eateries, bookshops, and cultural centers (Kaya, 2012). Architectural restoration efforts complemented the mobility redesign, reinforcing cultural continuity.

Figure 17 Istiklal Avenue from a rooftop

Figure 18 One of the most enjoyable ways to see the street is to ride the charming red Nostaljik Tramvay (Istanbul Tour Studio)

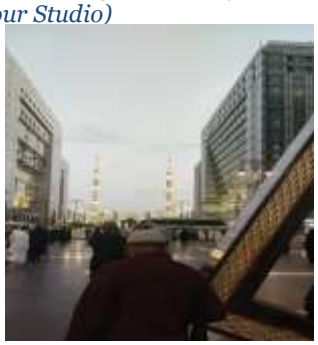

Figure 20 Pedistranized partial pathways for pilgrims towards the holy Mosque of Madina (Authur)

Madinah Walk, Saudi Arabia.

The Madinah shareef walk from masjid haram to masjid Quba,stretching approximately 3.5 km, is one of the largest pedestrians focused urban corridors in the Islamic world. Designed for spiritual, social, and environmental benefits, it features shaded paths, fountains, rest zones, signage in multiple languages, and greenery. People walk through this corridor from one spiritual mosque to another in morning to evening whole year get-together families and combine different Islamic ethnicities. This place makes people walk through a sense of attraction with essence spirituality. There are shady paths, fountains, places to rest, signs in lots of languages, and plants. This encourages people to walk when they're on their pilgrimage, helps people connect, is good for the city's nature, and saves old landmarks (Al-Qahtani, 2021). It shows how you can religious, social, market economy and environmental aims by making a city easy to walk around.

Figure 21 Quba Front Walkway to Masjid Quba a Pedestrianize pathway with jogging Track (Author)

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Strøget, Copenhagen	Exceptionally pedestrian-friendly	Full pedestrian zone since 1962	Street furniture, widened paths, storefront transparency	Strong Nordic cultural preservation	Central gathering areas	Significant increase in retail and tourism	Highly active, inclusive public space
Times Square, New York	Highly walkable	Pilot to permanent pedestrian plazas	Colored pavements, movable seating	Blend of commercial and urban identity	Redesigned plazas	Boost in business and tourism economy	More foot traffic and civic activity
La Rambla, Barcelona	Very walkable	Shared space with restricted vehicle access	Public art installations, detailed paving	Deeply rooted Catalan character	Continuous linear plaza	Stable economic performance through tourism	Hosts cultural parades and events
Nanjing Road, Shanghai	Comfortably walkable	Converted to pedestrian mall (2000)	Digital signage, urban furniture	Combines heritage with modern elements	Limited but functional	Strong commercial returns	Increased urban participation
Istiklal Street, Istanbul	Highly accessible to pedestrians	Pedestrian priority with tram access	Restored building facades, traditional stone pavements	Maintains Ottoman influence	Historic street squares	Revitalized local economy	Strengthens historic community values
Madina Walk, Saudi Arabia	Functionally walkable	Pilgrimage-focused pedestrian corridor	Shaded arcades, paving stones, lighting	Strong religious and cultural context	Informal gathering spaces	Boosts seasonal and religious economy	Reinforces spiritual and social bonds

Table 1 Comparative framework of global pedestrianization strategies, demonstrating the relationship between architectural interventions, cultural preservation, and socio-economic outcomes.

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Local Case Study: Kohinoor Market Area, Faisalabad.

Relevance to Faisalabad urban Context:

Faisalabad was first called Lyallpur and founded in 1892 for agricultural and industrial purposes. The city was established during the British Colonial period in the late 19th century. Faisalabad has grown quickly in recent years but this growth has not been well managed. The city favors cars and does not have good infrastructure for people walking (Qureshi & Khalid, 2018). Key shopping parts like Kohinoor Market, D Ground, and the old Clock Tower show these issues clearly. Walkways are often difficult which makes it hard for people to walk carefully.

Figure 22 :administrative map of the Faisalabad District, illustrating the spatial distribution of its eight constituent towns, with Madina Town serving as the primary commercial and residential jurisdiction for the Kohinoor Market study area.

Faisalabad urban uplift involves unbending gaps at the control and denser building. This chaotic and uneven growth has broken up city spaces. Comfortable walk friendly areas are missing in significant business and cultural areas. Faisalabad Master Plan 2021 to 2041 wants to kick cars out of the Eight Bazaar area. The plan includes sidewalk improvements and better signage to promote walkability. Policies like shaded walkways and leafy barriers align with Gehl and Appleyard theories. This sets the platform for converting Kohinoor Market into an accessible junction.

Case Study & Data Analysis:

Faisalabad metropolitan is the third biggest city of Pakistan. Faisalabad is a city of growing economic and commercial activities. City lies in between two major motorways M3 and M4.A growing City with lots of potential and opportunities that shape the city Fabric.Kohinoor Market is among the most important and prominent commercial, recreational and residential hubs of Faisalabad. It is located in the center of Faisalabad city on the main Jaranwala road (Shown in Picture). Its central location, variety of retail and refreshment activities, and concentration of food outlets attract a high number of both vehicular and pedestrian traffic. The locality has become an unplanned public meeting space, especially the times of evenings and weekends, although it was not originally planned to accommodate such heavy pedestrian flow. This makes it a good case study to test the effectiveness of pedestrianization as an urban design and architectural intervention. This chapter explains in detail the comprehensive analysis of the case study of Kohinoor Market in Faisalabad and those

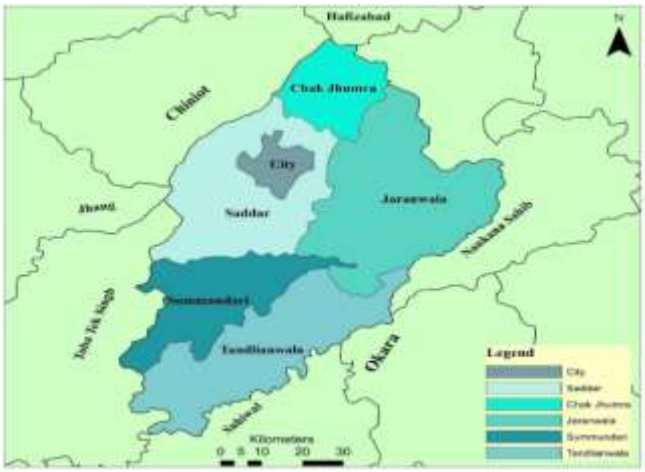

Figure 23 Map of Faisalabad Division in Districts (FDA Master plan 2021-2041)

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testing devices, methods and data collection techniques offered in research applying and testing. The basic and main objective is to evaluate the ways in which current urban planning and spatial arrangements affect pedestrian behavior, movement, and public space usability in a commercial context.

Figure 24 Master plan of specific portion of Faisalabad introducing Site (google earth. Author)

Site Context and Background:

Kohinoor Market is situated along Jaranwala road one of the main roads in Faisalabad coming from Jaranwala city to main city Faisalabad and it's a big business hub in Faisalabad, inside the Kohinoor City development, one of Faisalabad's major commercial corridors. This region developed in the early 2000s as part of a planned urban expansion initiative, integrating
residential, commercial, and leisure functions in a mixed-use layout (Graana, 2023a).

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The market, which is anchored by landmark developments such as Kohinoor Plaza I and

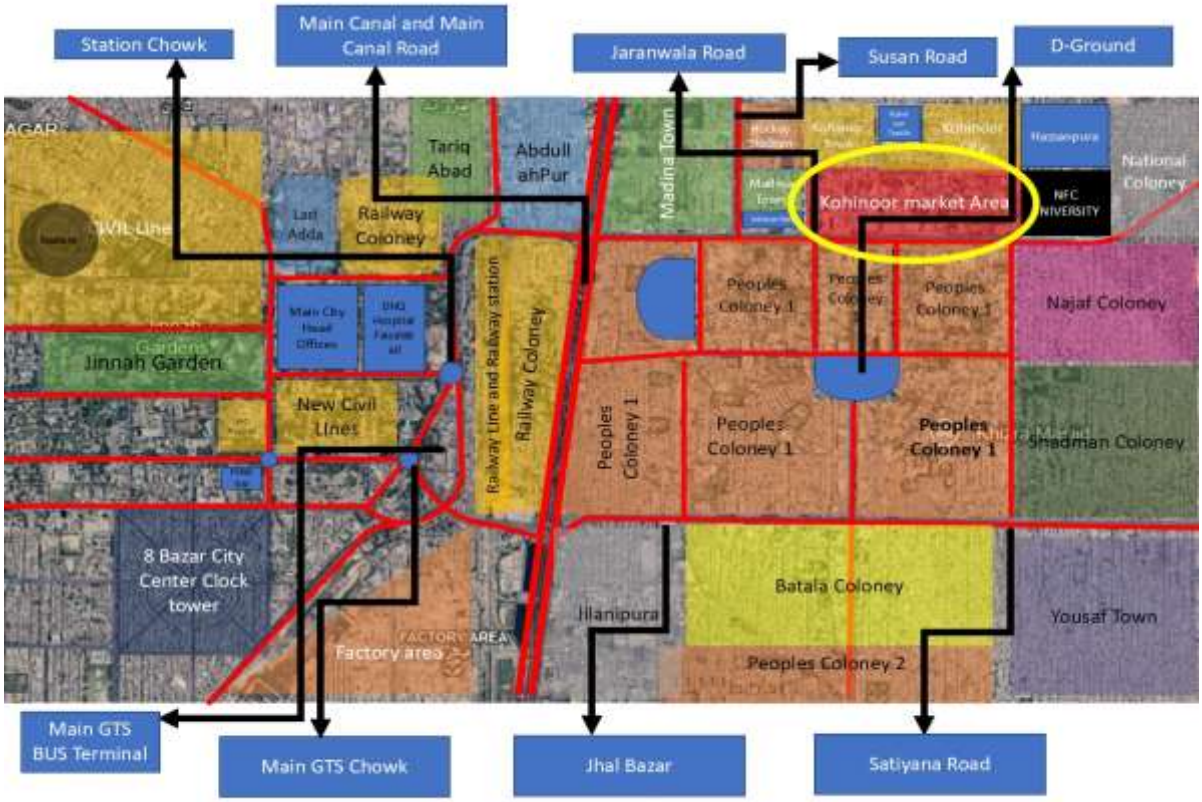
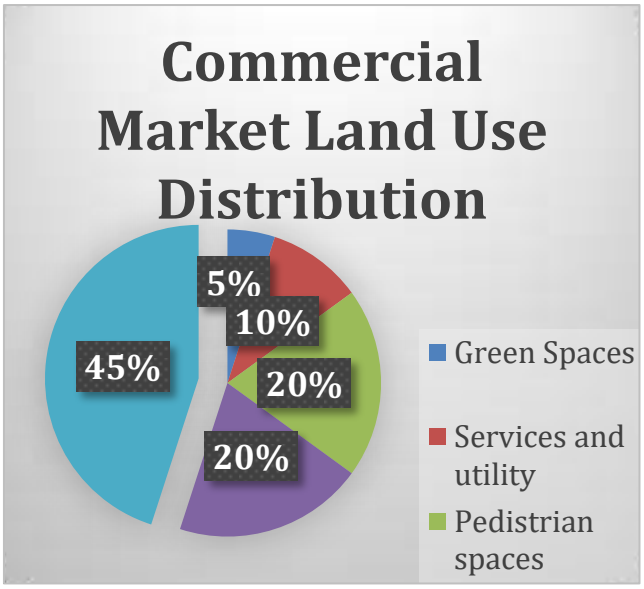


Figure 25 Faisalabad city some of main areas map with identification of Case study site within the city (Authur)

II, the market has evolved into a major commercial retail and business hub, that give this site a major footfall and gather majority of city public in this area as well as a major city attraction point after D-Ground as this is due to its concentration of branded outlets, offices, restaurants, and entertainment facilities (Faisalabad Realtors, 2023).

Spatial Configuration Analysis:

Kohinoor Market in Faisalabad presents a vibrant planned layout that consists a complex interplay of land use, transportation patterns, and pedestrian flow. The site parameters comprise approximately **350 multi-story commercial buildings,** primarily used for **mixed-use functions and** we have retail outlets on the ground floor, offices and clinics on upper floors, and occasional dining, entertainment, and hospitality spaces are all scattered throughout. The existing **road is minimum 80 feet in width infrastructure spans**, but despite this spatial allowance, there is still a lot of



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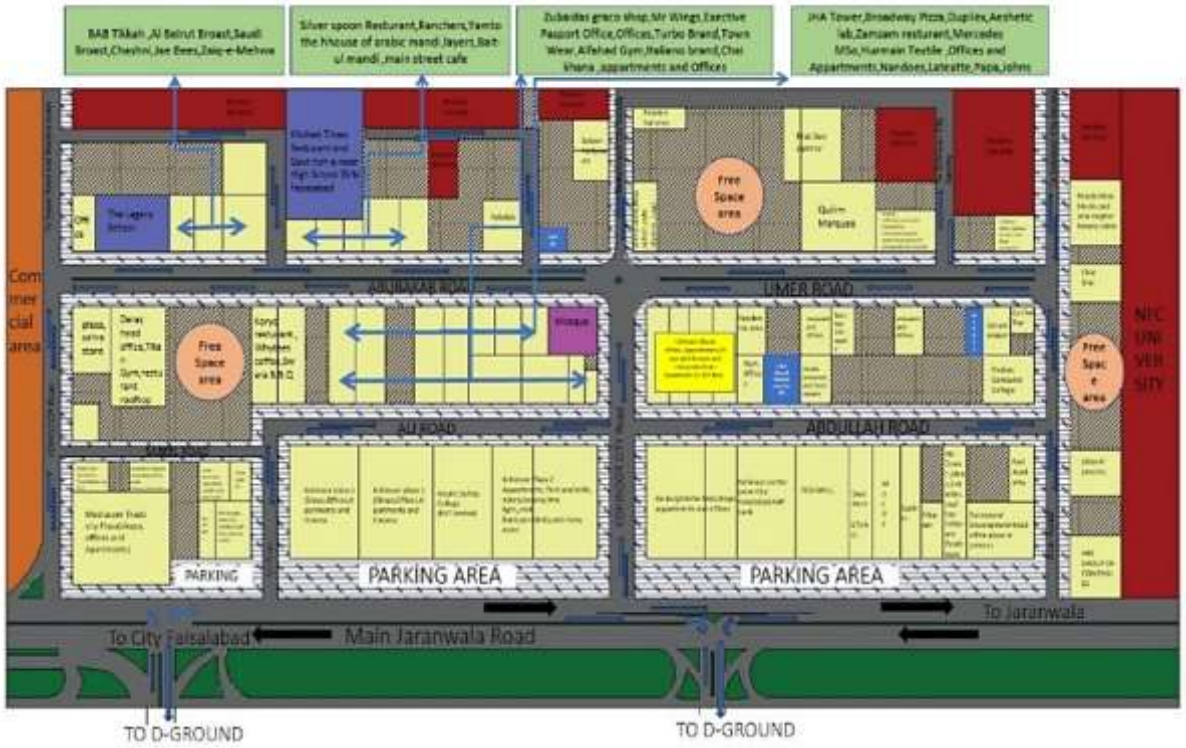
traffic and pedestrian crowding in the area, particularly as rush hour times.
Consequently, in the study site area 2,398,229 square feet with constructed 350+ including shops, offices, restaurants the overall estimate of 50,00–20,000 daily visitors give a balanced and evidence-led indication.

User Behavior and Observation:



Inadequate Pedestrian Infrastructure:

The pedestrian substructure around Kohinoor Chowk is highly inadequate, generating contests for safe and comfortable movement. Footways are frequently thin, wrecked, or congested, which depresses people from walking and services them onto the roadway. Moreover, the lack of safe and obviously marked pedestrian crossings makes it risky for

Figure 26 Detail Master plan of the site explaining the site existing condition and what outcome could derived (Author)

Figure 27 people walking on the streets and there is place for pedestrians (Author)

Figure 28 Existing lack of pedestrian infrastructure and problems (Author)

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users to direct crossways busy streets. The situation is further degenerated by the absence at ramps conditions, tactile tile paving, and other universal admission characteristics, production the area particularly difficult to use for differently-abled entities, elderly citizens, and parents with strollers. This overall negligence of pedestrian-friendly design lessens walkability and limits inclusive mobility in the area.

Traffic Congestion & vehicular Dominance:
On-street and double-parking knowingly reduce the interplanetary available for pedestrians, often convincing them to stride on the road instead of designated pathways. The problem is worsened by rickshaw and ride-hailing provision pick-ups, which frequently block pedestrian movement and create unsafe situations. Additionally, the continuous flow of traffic with no pedestrian importance kinds crossing difficult and dangerous, stress the absence of a pedestrian-friendly environment in the area.

Encroachments & Loss of Public Realm:
Because of street vendors and pushcarts, pedestrians do not have much room for comfort

Figure 30 pictures show the

Figure 29 pictures show the traffic congestion and pointing over the existing plan (Author)

and space to walk. Street vendors have placed their carts in pedestrian walkways and sidewalks. In addition, shop owners also place their merchandise, signboards, and advertisement billboards into the pedestrian pathway, which makes the areas available to walk much smaller. People are frequently forced to walk in the roadway, exposing themselves to a greater level of risk in highly-trafficked areas. Furthermore, these types of activities create visual clutter and impede visibility for pedestrians, thus making it harder for pedestrians to navigate their surroundings. The combination of all the barriers and limited pedestrian circulation not only creates hazardous conditions, but also reduces the overall quality of the walking environment and the openness of the area.

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Findings and Discussion:

The analysis reveals that Kohinoor Market suffers from extreme vehicular congestion. Pedestrian infrastructure is either absent or in poor condition. Unauthorized encroachments have reduced walkable spaces significantly. User comfort and safety are compromised throughout the market area. The absence of green areas and shading devices creates thermal discomfort. Social vibrancy has declined due to inadequate pedestrian facilities (Qureshi & Khalid, 2018).

International case studies demonstrate that pedestrianization increases foot traffic and business revenue. Copenhagen Strøget, Times Square, and La Rambla show positive economic outcomes. Architectural interventions such as shaded paths and seating enhance user experience. Vehicular cutoff areas and buffer zones improve safety and comfort. Mixed use spaces with retail, leisure, and public services increase wellbeing. These findings support the implementation of pedestrianization in Kohinoor Market.

From a **depth systematic perception,** the whole study explains that the unplan or just vehicular dominated plan market area with in a country like Pakistan has produced both challenges and with that also create opportunities. While with the natural growth of the public gatherings and social interactions with vibrant and economic activities with entertainment and also business. And due to lack in pedestrian's amenities people walk on roads which led to congestion, safety risks and low public space quality.so as for street vendors culture should be improve in pedestrian method. The behavioral planning outcomes verify the argument that people still attracted toward active public junctions even in the absence of valuable infrastructure so define Gehl's (2010) notion that "people attract people." This natural bent for public audience authorizes the potential victory of formal pedestrianization once adequate spatial interventions are applied.

An **assessment of the powerful influence of pedestrianization interventions** suggests that solution design formula could prominently convert the markets on ground and social atmospheric condition by giving the place a respected and meaning full purpose. Proposed interventions are very significant such as vehicular cutting of areas, bigger walkways, shaded sitting areas, greenery addition, and better illumination such things could be likely to enhance walking habit**, safety, and social connection which is important in an urban interactive area**. Same preventions we have already studied in global case studies like Barcelona super blocks and Copenhagen's Street and all discussed above have shown amazing growth in pedestrian tactic, environmental quality, and local business lift. Applying such strategies in Kohinoor Market would not only address instant spatial inefficiencies but also value to Faisalabad's bigger goals of **urban sustainability and livability**.

Recommendations and Conclusion:

In conclusion, there is a significant issue of too many vehicles being in one area around Kohinoor Market. In addition, the existing pedestrian facilities are insufficiently provided and of poor quality. Furthermore, there are multiple illegal encroachments that have resulted in reducing the area available for walking and/or standing by pedestrians. The general level of comfort and safety of pedestrian movement throughout the market area has been negatively impacted. In addition, the lack of vegetation in the market area has created thermal discomfort for pedestrians. There is a lack of facilities to support pedestrians and reduce pedestrian traffic volume in Kohinoor Market, which, in turn, has decreased the area's social vibrancy. Pedestrianization of areas with a high density of shops has historically led to an increase in pedestrian traffic and greater income generation for the retailer. Some of the most notable examples of pedestrianization of

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high-traffic areas are as follows: Copenhagen-Strøget; New York City's-Times Square; and Barcelona-La Rambla. Architecture enhancements such as shaded walkways and seating have increased the experience of pedestrianized areas. Further measures to create safety and comfort for pedestrian users include establishing vehicle cut-off zones and buffer zones. Developing mixed-use developments (e.g., retailers and service providers) in pedestrianized areas will also enhance the health and well-being of pedestrian users. Recommendations for developing Kohinoor Market area include creating shaded pathways and mid-block service road widenings along pedestrian routes, installing a green belt adjacent to vehicle cut-off zones, developing peripheral parking types that give pedestrians priority to use the parking facilities, and creating adequate sidewalk and public art and water feature usage. Developing pedestrianized areas that contain lighting and security cameras also supports the development of user safety. Finally, the proposals outlined herein have the ability to create an improved livable public space through pedestrianization in Kohinoor Market and potentially serve as a model for improving urban living conditions in Pakistan.

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