Exploring the Level of Locational Affordability In Rawalpindi-Islamabad based on Household Survey and Spatial Planning.

Introduction: This research aims to assess the impacts of combined monthly housing and transportation costs and residential location choice on locational affordability to propose policies for land-use integration and affordable housing projects near BRT for better access to public facilities.

Figure 3 Selected Study Sites in Rawalpindi-Islamabad Metropolitan Area (RIMA)

Methodology:

This research will perform comparative analysis of **H +T index and built environment** to assess the locational affordability.

It proposed *nine* survey sites (Figure 1) based on **density, distance to the city centre, housing type** (attached/detached apartments and townhouse), and **development types** such as public or private developers and self-built.
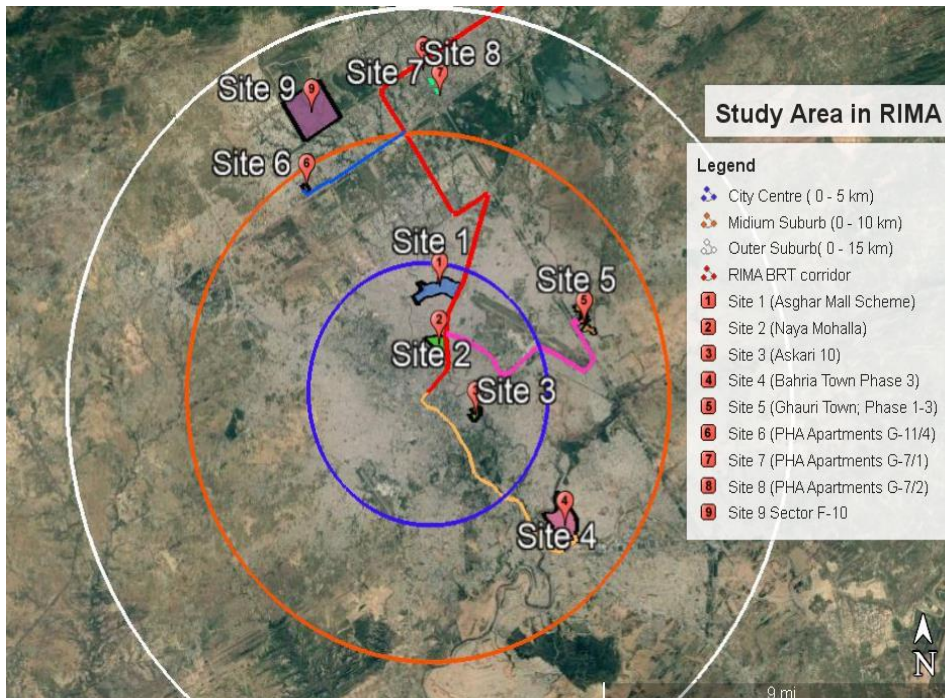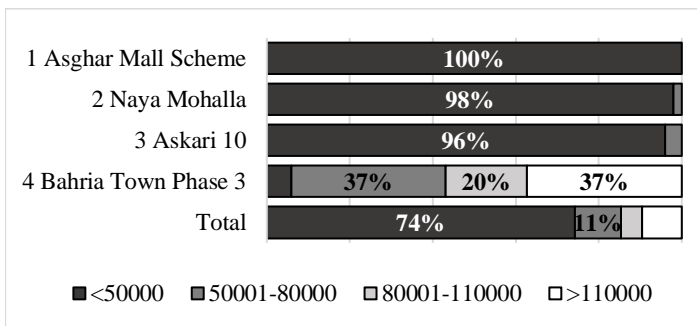

Figure 1 Frequency Distribution Housing and Transportation Cost at Four Surveyed Sites

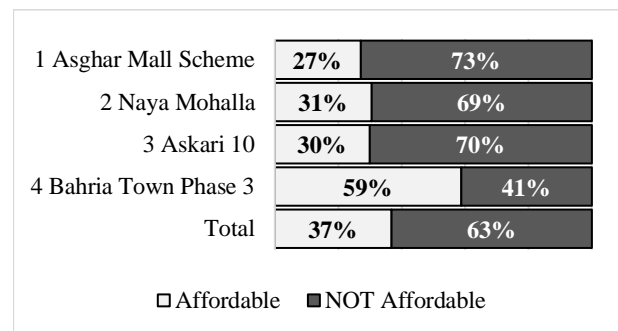**Figure 2** Frequency distribution of Location Affordability at Four Surveyed Sites

Results:

Gender of HH Head	Frequency	%
Male	182	92%
Female	16	8%
Total	198	100%
Last Month's Salary	Amount	
Mean	89601.0101	
Minimum	10000	
Maximum	500000	

Discussion:

Housing and Transportation Index: 30% housing Cost + 15% Transportation Cost.

Figure2*: Bahria Town Phase 3* showed higher combined costs of H+T cost; probably because it is away from city center and mostly people own cars.

Figure 3: *Bahria Town Phase 3* was identified as Affordable; probably because people own houses and are economically well-off.

Asghar Mall Scheme was considered highly NON-Affordable site; probably because low-income, large families.