
Assessment of Urban Entrances in the City of Samawa

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Summary

The research aims to shed light on the urban entrances in the city of Samawah and evaluate them if they suffer from neglect and lack of services and knowing the volume of traffic on those entrances. The results of the research, the entrances to the city of Samawah have an important role in regulating the traffic in the city streets, and in completing the required security measures. The entrances to the city of Samawah suffer from the neglect of the municipality in organizing the roads for the checkpoints, not using the roads with green spaces and afforestation where they lack a green belt.

The introduction

As a result of rapid urbanization in most countries, especially developing countries, this has led to a significant increase in the size of cities, and this represents a major challenge to the nature of urban services, especially urban transport and traffic, so urban planners are trying to search for upgrading urban life, including the advancement of services, and city entrances in Iraqi cities are among the services. The mission suffered from problems as well as neglect and deterioration, due to the lack of attention to the design and organization of the entrances and the lack of urban services in many of them, as well as the clear traffic congestion that the entrances suffer from. The entrances to the city are of great importance as they represent the first destination that meets the visitor who came to visit the city, as it gives him the first impression of the city and its cleanliness and coordination. The service it provides, which is to facilitate the movement of traffic into the city and its streets, and to implement the required security measures.

Research problem

The research problem is represented by the following questions (How are the entrances to the city of Samawah, do they suffer from neglect and the lack of urban services?, Do the movement and volume of traffic vary at the entrances to the city?)

Research Hypothesis

The city's entrances suffer from environmental, service and traffic problems, and there is a discrepancy in the volume of traffic at the level of those entrances.

Research importance

The importance of the research is highlighted by highlighting the urban entrances, and the need for the local government in Samawa to pay attention to the state of neglect that the city entrances suffer from by directing the attention of the service departments to the delivery of services to the urban entrances, because the entrances are of great importance in organizing and controlling traffic.

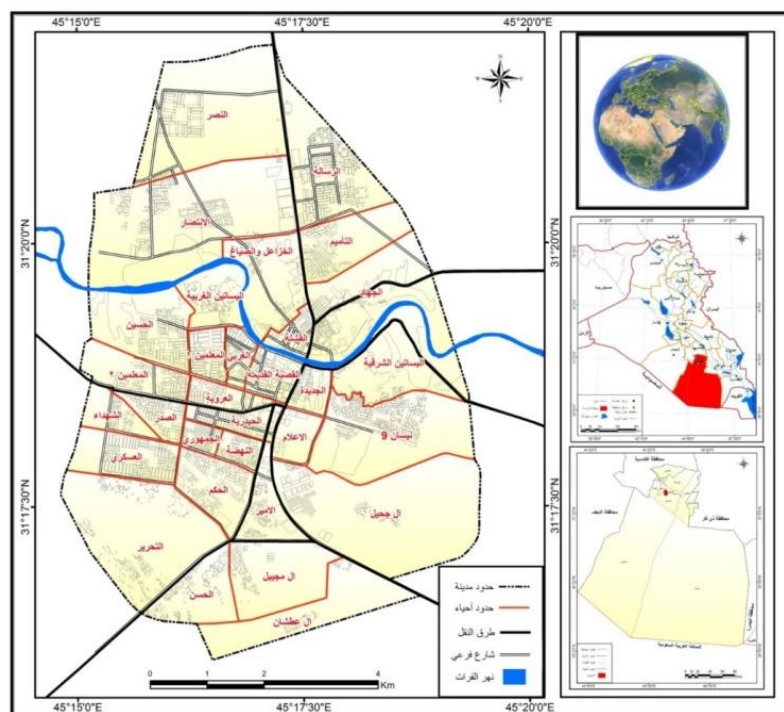
Research Methodology

The research relied on the descriptive approach in organizing the research axes, their interpretation and analysis, and in order to obtain the facts and concepts related to the research, and to extract the significant conclusions presented in the essence of the research, and then suggest recommendations at the end of the research.

Spatial and temporal boundaries

The study area is spatially determined in the city of Samawah, which is located astronomically at the intersection of the latitude ($10^{\circ} 16' 31''$ and $20^{\circ} 22' 31''$ north) and the arcs of longitude ($40^{\circ} 14' 45''$ and $20^{\circ} 19' 45''$ east), Map (1), which is the center of the Muthanna Governorate, bordered to the north by the Rumaitha district. To the east, the districts of Al-Warka and Al-Khidr, to the south, the districts of Al-Khader and Salman, and to the west, it is bounded by the district of Al-Salman and Al-Majd sub-district of Al-Rumaitha district. The study was determined chronologically by studying the environmental quality of life variables in the city for the year 2021.

Map (1): The astronomical and geographical location of the city of Samawah, Muthanna Governorate, Iraq



Source: Republic of Iraq, Ministry of Municipalities and Public Works, Directorate of Samawa Municipality, Urban Planning Department, (unpublished data) for the year 2021.

First: The concept of the entrance to the city (its classification, types and characteristics)

1: The concept of urban entrances

The entrance to the city has many concepts and definitions. It is a specific area with spatial dimensions in the urban outskirts of the city, and it represents a specific traffic and security area

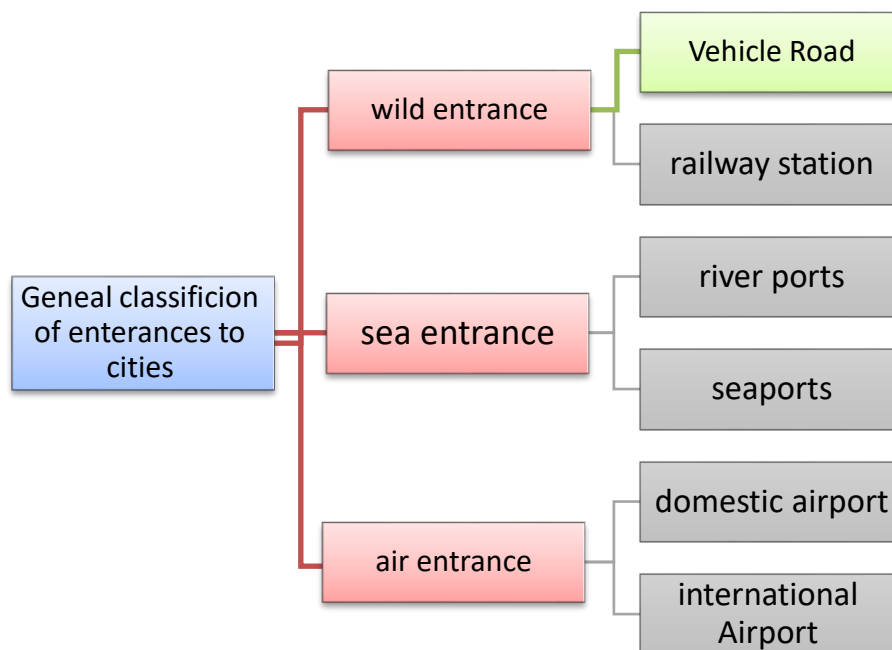
with spatial dimensions in the urban outskirts of the city. Inspection, surveillance and security control, and entrances are among the linear elements that are used as corridors and traffic routes for the city and may represent points of the municipal borders between the city's lands and the surrounding agricultural lands, which are corridors of traffic that connect the city In the surrounding regions and other regions, the interest in developing sustainable urban development, which contributes to enabling cities to create a sound and suitable environment for living, is done by finding cities free of carbon and pollutants and able to reduce their environmental footprint by achieving efficiency in the use of available energy sources, as well as Enhancing a sense of place motivates residents to build a better life and create a strong commitment to the city and its development.

Urban development works to create a strong interdependence in the individuals of the community between the local environment and the city's heritage and distinct culture, and this may be evident in the entrances to the cities, their billboards and advertisements, and in their design and architecture.

The entrances to cities are of various types, including land entrances used by car roads and railways, which are the most important and widespread, including water entrances such as rivers, seas and oceans, which are represented in port cities (Beirut - London) and river cities such as Basra, Cairo and Budapest.

There are air entrances to the city, which are represented in the airports located on the outskirts of large cities, such as Baghdad Airport and Istanbul Airport (1). The entrances to cities can be classified into several types (2), as can be seen in Figure (1)

Figure (1) General classification of entrances to cities



Source: Mohamed Abdo Hamed Al-Fayoumi, "Cities Entrances in the Framework of Comprehensive Urban Planning for Urban Clusters", Ph.D. thesis, Faculty of Engineering, Ain Shams University, Cairo, 2008.

2: qualitative classification of entrances to cities

The qualitative classification of entrances to cities is based on their common characteristics, and this is through several classification criteria, which are represented by:

A- Regional classification: This classification depends on the nature of the region in which the city is located, it may be desert cities or coastal cities etc., and this depends mainly on the nature of the region and not on the planning regions.

B- Administrative classification: cities can be divided according to this classification into several types and according to their administrative rank, such as (the capital of a state, the center of a governorate, a city)

C- The nature of the surrounding area: the area surrounding the entrances to cities sometimes differs from one entrance to another and in the same city. The entrances may be (coastal, desert, mountainous, agricultural).

D- Classification of roads leading to the entrance: This classification is represented by three types of roads (main regional road, secondary regional road, and local road).

Despite this multiplicity of entrances to the cities, the entrances that are found in the city of Samawah are the land entrances, which are divided into two parts:

(a) a railway station:

The entrances to cities from railway stations are the second most important entrances, considering that a large percentage of transport users use railways, and these entrances vary according to the types and gradation of stations and the nature of the area around each station (3).

b- The way:

It is the main type of entrances as it considers the logical feeling of entering the city, whether it is for the multiplicity of roads around most cities and their gradation on one side, or most of the rest of the other types of entrances are the last part of them through a road, where the entrances differ from the roads according to the different gradation of the road or the nature of the area around the entrance , where the methods are divided into several types (4).

(1) Major urban roads: These roads link the main centers of activities in urban areas and are linked to the regional network and bear the largest traffic load during the urban area.

(2) Secondary urban roads: These roads collect vehicles from the main roads and distribute them to the grades of roads that are less dense.

(3) Third-class urban roads (local): they collect vehicles through residential and activity areas to higher road grades and carry the least amount of traffic in the network.

3: Characteristics of the entrance to the city

The entrance to the city has several characteristics that distinguish it, whereby the person entering the city can sense that he has approached the city, and has already become inside the city. These characteristics vary so that they can be divided as follows:

A-Functional characteristics:

It is the factor through which other elements are crystallized in terms of achieving visual condensation and controlling the spatial and plastic aspect, and in laying the foundations and

functional standards for entrances in terms of transferring movement from outside to inside the city easily and without obstacles or traffic jams, and taking into account the design of the entrance in terms of the relationship of elements Coordination of the site with turning, lighting and distinctive signs (5).

B - steric properties

It is considered one of the most important characteristics that give weights to the strength of the entrance in terms of feeling of containment, and distinguishing the entrance space according to the nature of each area and its difference from the other, and from here the condition of the entrances through the roads gives the factor of containment and void as vertical elements such as: Trees, palms, lampposts, and then the design elements and the activities surrounding the entrance. This is on one side and on the other hand a sense of emptiness when entering the city through railway stations and airports, and also ports have a more important and essential aspect in designing the space opposite the entrance and considering the void element as a main element for the person entering the city (6)).

C- perceptual characteristics:

It is considered the last important element in terms of the interaction of all the previous elements to give a visual, spatial and plastic perception to the person entering the city, where the feeling of the entrance becomes clear to him when he realizes that he has approached the city through several factors and integrated characteristics to give the visual perception required at each entrance or each city according to its gradation Its nature, its regional description, its importance at the level of cities, and the gradation of its entrance at the level of entrances (7)

Second: The entrances to the city of Samawa, their distribution and importance

1- Distribution of entrances to the city of Samawah

The three entrances to the city are administratively and technically affiliated with the Directorate of the Municipality of Samawah, which is located on the outskirts of the city and on the external roads. See map (2). As for the checkpoints located in them and supervising inspection, control and traffic regulation, they are affiliated to the Muthanna Police Command / Directorate of External Controls. It contains police and security personnel in varying numbers according to the importance of the entrance and the volume of traffic in it. In the following specializations:

A- Police Officers and Ranks Inspection Directorate.

b-unit - k9 intelligence officers and ranks.

C- Traffic police directorate for officers and ranks.

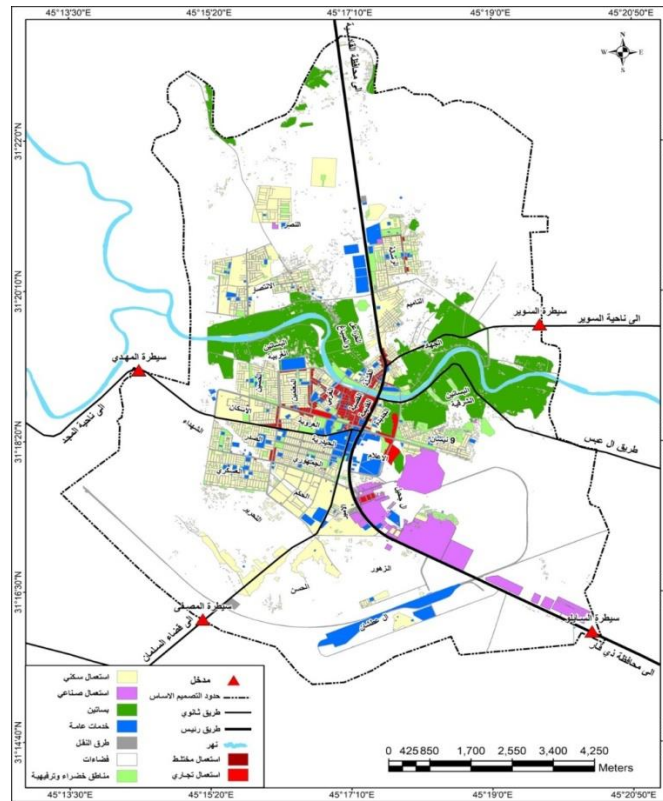
D- Affiliates of the Information Calculator Unit.

The following are the most important urban entrances to the city of Samawa, represented by the main and subsidiary controls according to the administrative divisions, represented by the following:

2- The main entrances

They are considered important entrances to the city and vital and commercial areas through which vehicles loaded with construction and oil materials pass, in addition to the daily traffic of residents of neighboring cities and other governorates. The most important main entrances are the southern entrance (the silo) and the western entrance (the refinery control).

Map (2) The spatial distribution of urban entrances in the city of Samawa



Source: The researcher's work is based on the Republic of Iraq, Ministry of Municipalities and Public Works, Directorate of Samawa Municipality, Urban Planning Department, (unpublished data) for the year 2021.

A - The southern entrance (the silo's control):

It is one of the main entrances and is considered a vital entrance to the city of Samawa because it connects the Southern Governorates Road. It is considered the oldest and most important entrance to the city of Samawah and its widest, as it was designed with a width of (100 meters) and contains two lanes to go and return, one of them (Line 4) that is roofed and (30 meters) wide, in addition to the military line Unroofed with a width of (60 meters), it is used to inspect the flow of petroleum products tanks (the oil police). This control is also used for the flow of incoming and outgoing wheels and the inspection of people as well. This control is due to the Muthanna Governorate Police Directorate, Controls Section. It is also located along the right silo entrance road, Messrs. Al Bughanima and Asharia Al Ziyad, in addition to the Iraqi army camp, The traffic coming towards this entrance towards the city of Samawah is Dhi Qar governorate, Al Batha district, which is part of Dhi Qar governorate, Al Daraji district, Al Khader district, in addition to Al Huwaishli, which is affiliated to Al Daraji district. And Salik, but in the period following the events of 2003, it was subjected to a terrorist attack and explosions near the entrance, causing victims as a result of terrorist acts.

The silo entrance road is overcrowded with traffic congestion at the time of religious occasions and seasonal visits, as the movement of wheels passes through it with momentum heading towards the holy shrines. From all of the above, we do not forget that it is a commercial road through which

commercial vehicles carrying foodstuffs, construction, sanitation and other materials coming from the port of Basra pass. towards the city.

Picture (1), south entrance, silo control



Taken on 6/5/ 2021

B- The western entrance (the refinery's control)

It is one of the main entrances to the city. This entrance is located within the basic plan of the city. This entrance is designed with a width of (20 meters) and length (30 meters) containing one path, the control is not roofed and contains a guard cabin, along the length of its right and left axes. Most of its residents live from Only two decades, the Ziyad and the clans of wonders. It is a public road that leads to the industrial city, salted Samawah, as well as the Samawa desert, and for the tourists of Lake Sawa there is a road through this entrance, in addition to the Al-Salman district and the Al-Rehab area Trails for transporting stone and construction materials. The road is also prepared for the arrival of camels and sheep, as it is an open road to the plains of Samawah, as this road leads to four cement factories, Mustafa al-Samawa, limestone quarries, sand and sabis, as well as Al-Rehab farms for grains to the city of Samawa. Load wheels are transported, especially during the harvest period. To the silo of Samawah. This entrance was closed several times due to clan conflicts and was later resolved with the state. The entrance is of security importance, as it was tight during the days of the previous regime to prevent smuggling into Saudi Arabia.

As for the time of religious visits, as it is a one-way road, it suffers from the momentum of the wheels coming from the holy shrines through Abdullah Abu Najm towards the southern road to the southern governorates and its districts, in addition to being a public road to Najaf governorate and Salman district.

C- North entrance (Grokhi control)

It is also considered one of the important main entrances that was canceled by a ministerial decision according to the Joint Coordination Center in Muthanna affiliated with the Ministry of Interior. The purpose of this decision is to reduce the momentum at the entrance and the smooth running of wheels on the public road.

It contains four ladies with roofs about 20 m in width and about 25 m in length. On the other side of the roofs, there is a large building to serve the members.

This road is considered strategic and a northern entrance to the city, as it links the city of Samawa with its districts (Al-Rumaitha, Al-Warka and Al-Majd), in addition to linking the districts of Al-Hamza, Al-Sudair and Al-Diwaniyah governorate, and from it there is also a connection point in the Al-Amaya district that connects with the highway (Basra - Baghdad).

As for the residents on the road to the entrance to the control (Groukhi), they are from the clans of Al Bu Jayash Al Zawalim Al Bu Hassan, as it was named by this name in relation to Sheikh Joroukhi, one of the sheikhs of the Shanbara clans, and it is one of the old checkpoints through which university students and employees of state departments pass daily. The northern entrance is one of the most Entrances are an impetus for traffic, as temporary controls are set up within the basic control to organize daily movement, especially during peak hours.

Picture (2) The northern entrance to the city of Samawah (Groukhi control)



The photo was taken on 5/6/ 2021

3-Sub-entries

These entrances are less important than the previous ones as they are concerned with the movement of the population within the city, as mentioned in the following:

A- The northern entrance (Mahdi control)

This entrance leads to areas near the Samawah district, such as Qasabat, villages and agricultural areas, and the entrance has a branch belonging to the control of Umm Al-Akf towards Al-Majd district, adjacent to the Euphrates River.

Most of the agricultural yields of seasonal vegetables (okra, watermelon, cucumber, corn and millet, as well as wheat and barley) pass through this control, because there are field projects that include farms and laboratories, and the population living in the area passes through it.

B - the entrance to the control wall

It is one of the sub-entries in the city of Samawah. It is a side road, one way, back and forth, and does not exceed (5) meters. It contains a cabin for the residents' accommodation. There are no roofs located within the municipality of Samawah. The first is Umm Al-Asafir and the second direction is the entrance to the city from the side of Al-Suwayr and the third is towards the Euphrates River.

With daily movement, the presence of the slaughterhouse in the city of Samawah near the entrance contributed to the transportation of meat products through this road

Third: The importance and role of city entrances

The city's entrances have traffic, environmental, economic and security importance, as they contribute to regulating the traffic entering and leaving the city, in addition to their environmental and religious importance. The entrances to the cities occupy an important place in the planning of the western city, as they represent the first place that gives an impression to the viewer and the next visitor to the city. Their importance is represented in:

1- Traffic importance:

Urban transport plays an important role in the city's economic and social life. It also works on the growth and expansion of the city, as well as reflecting the regional relations of the city and its surroundings.

The location of the city of Samawah on the international road linking southern Iraq and the capital Baghdad on the one hand and the border areas in the province with the holy religious areas in Najaf and Karbala on the other hand contributed to an increase in traffic movement and traffic pressure at the entrances to the city.

And the statement of the traffic importance of the city's entrances is represented in their absorptive capacities to enter this large number of different cars into and out of the city. The traffic flow of the city from its five entrances varies in size and the number of means of transport used see Table (1).

Table (1) The traffic flow into Samawah through its main entrances at rush hour

Total	rescue wheel	Trill of different types	Tractor	excavator	disguise water	pick up wheel	big bus	small bus	Taxi of different sizes	hurry up private salon	City entrances
343	8	173	6	16	4	30	0	60	28	18	south entrance
100	0	26	6	3	3	21	0	16	12	13	West Entrance
144	3	44	2	3	8	27	8	17	32	0	North Entrance
101	-	6	3	3	7	23	-	13	18	28	east entrance
688	11	249	17	25	22	101	8	106	90	59	Total

Source / field study to calculate the number of vehicles at rush hour between 7-8 am during the studied day 5/6/2021

This large traffic flow, which amounts to 688 cars, entering the city of Samawah during daylight hours (from seven to eight in the morning) can be added to 50% of the volume of traffic inside the city during the night hours. This means that the volume of traffic entering the city during one day, which is estimated at (1,376) vehicles, is double the number of cars entering during the hours of one

day, which indicates the huge numbers that enter the city as well as other entry through the dirt roads surrounding the city.

The role and importance of city entrances is clear in serving the city's urban economy and facilitating the flow of traffic from the city's four entrances towards the city's main streets and for transit users who do not need The stop in the city also contributes to the service of car users who want to enter the city's markets, institutions and various state departments from the residents of neighboring cities and villages, where they return to their original areas after completing their transactions and work through the same entrances. Despite the role of city entrances in facilitating traffic and its service, traffic congestion is a chronic condition in the city center and its main streets due to the nature of the design of some streets, the large number of security barriers and checkpoints inside the city, the lack of driver discipline and awareness, and the misuse of urban land, especially the sidewalks of streets and central islands, where they are used for the purpose of displaying street vendors' merchandise (8). For the purpose of achieving sustainable urban development, sustainable transportation can be applied in the city by adopting urban designs that are compatible with the optimal use of energy resources, including the development of mass transportation and work on the construction of pedestrian and other corridors to reduce the level of dependence on traditional energy sources and reduce) urban expansion operations (9)

The economic importance of the entrances to the city:

The city's entrances facilitate the work of shoppers from the city's district and neighboring regions into the city and its markets in order to complete and purchase their needs of goods and services on a daily basis. The commercial movement in the city's markets is an important part of the city's economy and economic activity. While the entrances to Samawah lack commercial activities and shops. And the markets, for a reason, because the entrance is far from the city center, which reduced the economic importance, and the vacant lands were not exploited for the commercial function and were used as means of transportation only, Moreover, these roads are basically unserved. They lack well paved roads and the lack of lighting along the roads. Some of the sub-entries do not contain a single column of lighting, and they also lack afforestation and the lack of green spaces that act as pollution buffers and a view that attracts passersby at the entrance.

3-Environmental importance:

The entrance areas are part of the city's environment, as they contribute to expressing the city's aesthetic and organizing its streets and buildings, as some visitors and travelers judge the city's aesthetic and importance through the traffic entrance it uses.

The entrances to the city and the surrounding spaces are an expressive part of the environmental situation of the city, so the engineers and planners took care of the beauty of the city and its entrances in terms of (the system of traffic and movement in green areas, the signature of buildings, the colors and shapes of the facades) because of their impact on the human psyche and morale, the more the urban environment is organized in The entrance to the city was designed in a scientific and beautiful way, which helped to impress and satisfy On the contrary, the lack of organization and aesthetics is causing negative effects on the urban environment and the psychology of visitors to the city and other health effects.

One of the foundations and criteria according to which the designs of open spaces, including the entrances to cities, should be developed is to restore the well-known sensory values and vocabulary that lie in human innate and acquired practices (10)

The lack of organization of entrances to the city, poor design and poor services in it will lead to high rates of environmental pollution, as air pollution increases due to traffic congestion during the hours and the lack of green areas, and visual pollution appears clearly at the entrances to cities due to the lack of organization, neglect of roads, checkpoints and lack of hygiene. Waste is collected at the entrances to the city. We may also find higher rates Noise due to traffic chaos, lack of control over the movement of means of transport, which leads to the use of alarm devices and frequent quarrels between workers at control points and road users so that the noise level reaches more than (decibels) and becomes a source of sound pollution at the entrance to the city.

Environmental pollution in any region appears at different levels. The acceptable level of pollution will, of course, be different among the polluting components of the urban environment. But in each case of environmental planning, certain elements are taken into consideration (human health - environmental systems, expenses required to dispose of - types of technology - environmental awareness).

Table (2) Traffic density and gaseous pollutants peak hours in Samawah for the year 2020

Pollutants measured / in p.p.m and its standard degree					Measurement time	Order	
Nitrogen dioxide No ₂	dioxide sulfur so ₂	nitrogen oxides gas NO _x	ozone gas O ₃	carbon monoxide co			
0.3517	0.0119	0.5647	0.0241	0.5169	October	winter	1
0.4067	0.0094	0.7425	0.0235	0.5015	November		2
0.3744	0.0026	0.7887	0.0131	0.2992	December		3
0.378	0.008	0.699	0.020	0.439	winter rate		
0.403	0.019	0.947	0.043	2.299	July	summer	4
0.527	0.017	0.885	0.039	0.338	March		5
0.281	0.019	0.639	0.036	0.343	September		6
0.404	0.018	0.824	0.039	0.327	summer rate		
0.391	0.013	0.731	0.0295	0.38	General Average		
0.2	0.03	0.015	0.1	35	US national determinants		

Source: The researcher based on the measurements of the Muthanna Governorate Department, unpublished data, 2020

4- The security importance of urban entrances

The task of maintaining the city's security is one of the tasks of the checkpoints that control the quality of internal and external people (workers, employees, military, visitors...etc) from the city and what they carry with them of matters that may threaten societal security inside the city such as weapons, drugs and other contraband. Verify their identities that They were wanted by the state in the meeting arrested them. Checkpoints at urban entrances to the city are tasked with controlling the city's security and safety and controlling what enters it.

Fourth: Suggested criteria for the entrances to the city of Samawah

There are several criteria through which it can be applied to achieve the goal, which is to raise the entrance to the city, which is the main component of the urban structure of the city. The basic needs of the citizen inside the city.

Several binding indicative standards can be set and they depend on four basic items, namely (built elements - natural elements - voids - uses). These standards are a model for city entrances Affiliated to the classification of roads leading to the entrance to the city, and according to the criterion of road rank, it may be major regional, secondary regional, or local.

Since the entrances to the city of Samawah according to the classification of the roads leading to its entrances are different according to the standard of the rank of roads, including a major regional, a secondary regional, and a local one, so model tables have been developed for each type of entrance that the designer and the decision maker can benefit from, tables (2), (3), (4).

Table (3) bases and criteria for city entrances according to the road rank of the main region

≈18,75 – 10,50	Road width for each direction	Built elements
≈18,75 – 10,50	middle carrot width	
≈50	Muharram Road	
≈7,5	Side lane width	
5-3 route	The number of traffic lanes for each direction	
Types of trees that are compatible with the nature of the city	types of trees	natural elements
1:2 – 1:1 from	Relationship of tree height to road width	
according to tree width	The distance between afforestation	
essential	Traffic signs on the ground	Blank brushes
essential	Side traffic signs	
essential	Hanging traffic signs are fluorescent or illuminated	
essential	Regional and urban mass transit	uses
essential	Private parking	
essential	Gas station	
essential	Cafeteria (with toilets, places to sell products)	

Source: The researcher based on Omar Muhammad Al-Husseini, Muhammad Abdo Hamed, foundations and standards for designing city entrances in the Arab Republic of Egypt (case study -

road entrances) The Second International Architectural Conference (Architecture, Urbanism and Time), Faculty of Engineering, Ain Shams University, Cairo, 2008, p. 14 .

Table (4) bases and criteria for city entrances according to the road rank of the secondary region

م10,50 – 6,60	Road width for each direction	Built elements
م10,50 – 6,60	middle carrot width	
م35	Muharram Road	
م7,5	Side lane width	
3-2route	The number of traffic lanes for each direction	
Types of trees that are compatible with the nature of the city	types of trees	natural elements
from1:2 – 1:1	Relationship of tree height to road width	
حسب عرض الشجر	The distance between afforestation	
essential	Traffic signs on the ground	Blank brushes
essential	Side traffic signs	
essential	Hanging traffic signs are fluorescent or illuminated	
essential	Regional and urban mass transit	uses
essential	Private parking	
not necessary	Gas station	
essential	Cafeteria (with toilets, places to sell products)	

Source: The researcher based on Omar Muhammad Al, Husseini, Muhammad Abdo; Hamed', foundations and standards for designing city entrances in the Arab Republic of Egypt case study , road entrances -The Second International Architectural Conference (Architecture, Urbanism and Time), Faculty of Engineering, Ain Shams University, Cairo, 2008, p. 14 .

Table (5) bases and criteria for entrances to cities according to the rank of the local road

م7-6	Road width for each direction	Built elements
م7 – 6	middle carrot width	

15م	Muharram Road	
7,5م	Side lane width	
2 مسلك	The number of traffic lanes for each direction	
أنواع الشجر المتلائم مع طبيعة المدينة	types of trees	natural elements
من 1:1 – 1:2	Relationship of tree height to road width	
حسب عرض الشجر	The distance between afforestation	
essential	Traffic signs on the ground	Blank brushes
essential	Side traffic signs	
essential	Hanging traffic signs are fluorescent or illuminated	
essential	Regional and urban mass transit	uses
not necessary	Private parking	
not necessary	Gas station	
possible	Cafeteria (with toilets, places to sell products)	

Conclusions

- 1- The entrances to the city of Samawah have an important role in regulating traffic in the city's streets, and in completing the required security measures.
- 2- The entrances to the city of Samawa suffer from the neglect of the municipality in organizing the roads for the checkpoints
- 3- Not to exploit the roads with green spaces and afforestation, as they lack the green belt
- 4- The entrances to the city of Samawah, especially the southern, northern and western ones, suffer from desertification
- 5- Lack of design or organization in the infrastructure of the entrances
- 6- The use of primitive methods of inspection hinders traffic during congestion

Suggestions

- 1- Re-designing and organizing the entrances to the city of Samawa and implementing them in a civilized manner
- 2- Restoring and implementing the infrastructure of the city's entrances, and delivering all the services it needs, including water, electricity, and communications.
- 3- Afforestation of puppy areas to reduce temperatures and a beautiful view of the city, as well as exploiting them in commercial areas that serve passers-by through them

4- Relying on modern and advanced means of inspection and monitoring through cameras, computers and sonar devices, especially for the security authorities.

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