

Table - 3.3: Space-Consumption of Survey of Street-Vending

	Street Name	Wheel Cart	Size (sqft)	x2	Stalls	Size	x1.5	Cabins	Size	x1.5	Wall	Size	x1	
A	Mansfield street	9	3' * 3'	81	162	4 5' * 5'	100	150	1 3' * 3'	9	13.5	1 2*4'	8	8
B	Mir Karam Ali Talpur Rd.	48	3' * 3'	432	864	33 5' * 5'	825	1237.5	1	9	13.5	1	8	8
C	Dr. Daud Pota Rd.	46	3' * 3'	414	828	7 5' * 5'	175	262.5	6	54	81			1
D	Raja Ghazafar Ali Rd.	6	3' * 3'	54	108	2 5' * 5'	50	75			1.5			1
E	Ziabunissa street	11	3' * 3'	99	198	16 5' * 5'	400	600			1.5	3	24	24
F	Abdullah Haroon Rd.	12	3' * 3'	108	216	4 5' * 5'	100	150			1.5	22	176	176
G	G???	15	3' * 3'	135	270			1.5	3	27	40.5	10	80	80
H	H???	1	3' * 3'	9	18	4 5' * 5'	100	150	3	27	40.5			1
I	Preedy street (Empress)	12	3' * 3'	108	216	18 5' * 5'	450	675			1.5	3	24	24
II	Sharah-E-Liaquat	16	3' * 3'	144	288	13 5' * 5'	325	487.5	1	9	13.5	8	192	192
K	Sharah-E-Iraq (Bohri Bazaar)	67	3' * 3'	603	1206	1 5' * 5'	25	37.5	6	54	81	1	8	8
L	Sharah-E-Iraq	7	3' * 3'	63	126	8 5' * 5'	200	300			1.5			1
M	Abdullah Haroon Rd.(South)	11	3' * 3'	99	198	13 5' * 5'	325	487.5	4	36	54			1
N	Ziabunissa street (South)	11	3' * 3'	99	198			1.5			1.5			1
O	Raja Ghazafar Ali Rd (South).	8	3' * 3'	72	144	10 5' * 5'	250	375			1.5			1
P	Dr. Daud Pota Rd. (South)	21	3' * 3'	189	378			1.5	7	63	94.5			1
Q	Mir Karam Ali Talpur Rd. (South)	46	3' * 3'	414	828			1.5			1.5		147'	1

total space required incl. Customers and Hawker

total space required incl. Customers and Hawker

total space required incl. Customers and Hawker

total space required incl. Customers and Hawker

Table - 3.3: Space-Consumption Vending

	Street Name	Showcase	Size	x1.5	Drinking Water	Size	Boxes	Size	x1.5	Footpath Encroachers	Size	x1.5		
A	Mansfield street			1.5	1	NA	2	2' * 2'	8	12	9	3' * 4'	108	162
B	Mir Karam Ali Talpur Rd.	10	2' * 3'	60	90		3	2' * 2'	12	18	7	3' * 4'	84	126
C	Dr. Daud Pota Rd.			1.5			6	2' * 2'	24	36	4	3' * 4'	48	72
D	Raja Ghazafar Ali Rd.	6	2' * 3'	36	54		6	2' * 2'	24	36	33	3' * 4'	396	594
E	Ziabunissa street	1	2' * 3'	6	9					1.5	2	3' * 4'	24	36
F	Abdullah Haroon Rd.	4	2' * 3'	24	36					1.5	10	3' * 4'	120	180
G	G???			1.5						1.5	1	3' * 4'	12	18
H	H???			1.5						1.5				1.5
I	Preedy street (Empress)	8	2' * 3'	48	72		12	2' * 2'	48	72				1.5
II	Sharah-E-Liaquat	23	2' * 3'	138	207	3	4	2' * 2'	16	24	4	3' * 4'	48	72
K	Sharah-E-Iraq (Bohri Bazaar)	6	2' * 3'	36	54	2	6	2' * 2'	24	36	12	3' * 4'	144	216
L	Sharah-E-Iraq			1.5						1.5				1.5
M	Abdullah Haroon Rd.(South)			1.5			4	2' * 2'	16	24	7	3' * 4'	84	126
N	Ziabunissa street (South)			1.5						1.5	11	3' * 4'	136	204
O	Raja Ghazafar Ali Rd (South).			1.5						1.5				1.5
P	Dr. Daud Pota Rd. (South)	5		1.5			3	2' * 2'	12	18	2	3' * 4'	24	36
Q	Mir Karam Ali Talpur Rd. (South)			1.5						1.5				1.5

total space required incl.
Customers and Hawker

total space required incl.
Customers and Hawker

total space required incl.
Customers and Hawker

Table 3.5: Profile of Leased Markets in Saddar

		MARKET NAMES	SIZE	BER OF SH	MONTHLY RENT/LEASE PER SHOP (Rs.)	TOTAL RENT PER MONTH (Rs.)	PRODUCT SOLD	SUPPLY FROM	STORAGE	CUSTOMERS
LEASED BY THE CITY GOVERNMENT	1	Empress Market	4'x4' / 10'x10' / 15'x15'	237	400	94,800	Crockery Masalah, Eggs, Sabzi	Motandis, Bolton Market	In the Cabin	Shoppers, Transit Population, Local Shopkeepers, Hotel keepers
	2	Garden no. 1, 2, 3, 4	10'x12' / 12'x15'	479	400	191,600	Dates, Milk & Tea	Different Whole Sale Markets	In the Cabin	Shoppers, Transit Population, Local Shopkeepers, Hotel keepers
	3	Khawaja Shahabuddin Market	4'x4' / 10'x10' / 12'x15'	368	250	92,000	Vegetables, Grocery, Fish, Oil	Different Whole Sale Market	In the Shop	Shoppers, Transit Population, Local Shopkeepers, Hotel keepers
	4	Subway Abdullah Haroon Road	10'x12'	10	470	4,700	Audio Video Cds, Electronics	Rainbow Centre	In the Shop	near busroutes and in Bohri Bazaar
	5	Umer Farooqi Market	4'x4'	604	160	96,640	Clothes, Brief cases	Different Whole Sale Market	In the Cabin	Shoppers, Transit Population, Local Shopkeepers, Hotel keepers
	6	Preedy Shops Flower Stalls	4'x4'	9	2000	18,000	Flowers	Lasbela	In the Cabin	Shoppers, Transit Population, Local Shopkeepers, Hotel keepers
	7	Sun Shine Shops	NA	1	2000	2,000				
	8	Americano Shops	NA	1	1200	1,200				
	9	News Paper Stalls	6'x6'	4	335	1,340	Newspapers, Magazines, books	Newspaper Market	In the Stall	Shoppers, Transit Population, Local Shopkeepers, Hotel keepers
	10	Jehangir Park Market	6'x6'	48	2160	103,680	Shoes	Different Whole Sale Market	In the Cabin	
	11	Jehangir Park Market(2)	5'x6'	42	2160	90,720	Shoes	Different Whole Sale Market	In the Shop	
	12	Regal Shops		10	140	1,400				
	13	Garden Shopping Centre	10x12	125	NA	NA	NA	NA		
		Shops Opposite Regal	8'x10'	7	NA	NA	Electronics	Rainbow Centre + other markets	In the Shop	Shoppers, Transit Population, Local Shopkeepers, Hotel keepers
TOTAL				1945	11,675	698,080				
LEASED BY THE CANTONMENT BOARD	14	Surgical Market	16'x18'	48	600	28,800	Surgical products	Different Whole Sale Market	In the Shop	Specialised Shoppers, Local Shopkeepers, Hotelkeepers
	15	Katrak Road Nala Market	8'x12'	55	250	13,750	godowns + clothes	Different Whole Sale Market	In the Shop	Shoppers, Transit population, Local Shopkeepers, Hotelkeepers
	16	back of rainbow Centre	8'x12'	66	250	16,500	divers	divers	in the shop	Shoppers, Transit population, Local Shopkeepers, Hotelkeepers
	17	Iqbal Shaheed Road	14'x16'	14	520	7,280	workshops	divers	in the workshop	car owners
	18	Agricultural Market	24'x10'	15	700	10,500	agricultural tools	NA	in th shop	Specialised Shoppers
TOTAL				198	2,320	76,830				

Table - 4.1 : Status of the Issuance of Permits

No.	Terminating						Bypass Routes								
	Bus Routes	Permits	Mini-bus Routes	Permits	KPTS Routes	Permits	Bus Routes	Permits	Mini-bus Routes	Permits	Coach Routes	Permits	KPTS Routes	Permits	
1	17	10	C	23	4-B	30	1-C	65	B-3	48	Jamal	28	9-B (EXP)	20	
2	17-H	40	C-2	30	9-A (EXP)	20	1-D	80	C-1	24	Mashriq	56	15-A	20	
3	17-J	50	D	40	9-C (EXP)	20	1-E	30	D-3	69					
4	17-K	45	Y	06	B (EXP)	16	2-D	75	D-6	20					
5	61-A	15			C (EXP)	14	2-K	70	F-5	29					
6					Shandar	08	4-H	35	G-3	65					
7							4-K	75	H	04					
8							4-L	69	H-2	05					
9							5-C	80	U	52					
10							5-D	25	U-1	67					
11							6	45	U-4	68					
12							6-B	35	U-5	82					
13							8-A	30	X-2	39					
14							11-C	45	X-3	32					
15							19-D	55	X-9	41					
16							20	150	X-10	83					
17							44-A		X-17	31					
18									Y-2	08					
19									Z-2	60					
Total	05	160	4	99	06	108	17	964	19	827	2	84	02	40	

	Buses		Mini-buses		Coaches		KPTS		Total	
	No. of Routes	Permits	No. of Routes	Permits	No. of Routes	Permits	No. of Routes	Permits	No. of Routes	Permits
Terminating in Sadar	05	161	4	99	-	-	06	108	15	367
Bypassing through Sadar	17	964	19	827	02	84	02	40	40	1915
Total									55	2282

Problems/Issues		Causes		Conclusions/Potentials		Design parameters
General (Saddar)	Specific to Hawkers	General	Specific to Hawkers	General	Specific	
Environmental and social degradation of Saddar. Futile efforts by the state to revitalise Saddar, manage traffic and rehabilitate hawkers.	Illegal status of Hawkers and encroachers. No issuance of permit. Half of the buses in saddar ply with illegal permits.	Problem of research. Lack of understanding. Corruption and collusion of State officials who have their stake in transport and hawking.	Illegal Status is maintained in order to safeguard additional income by the police, traffic police and city government.	Legal Income generation for the City Government through issuance of permits and/or lease documents to H,E,SK and buses	Willingness of the H, E and SK to be relocated if legalised by the City Government. Busowners willing to negotiate over provision of terminate, shops	Research to be done for advocacy and census through discussions and presentations to the Town Nazim, City Nazim and Governor is required.
Saddar's older population is moving out. Lack of concern by interest groups to improve Saddar.	Failed efforts of H,E associations to rehabilitate or getting a legal status	Government schemes are not catering to the needs. New population not aware of its cultural value, only concerned with commercial gain	Lack of Technical knowledge of H,E association to rehabilitate.	Identified interest groups to be made aware of environmental hazards and the need to address these. Identification of commercial benefits to city government	Support to H, E for formulating rehab. Schemes	Sensibilisation campaign through pamphlets and discussions with Hawkers, encroachers, shopkeepers, residents and their associations during designprocess. Feedback on proposals before finalisation. Interlinking between traffic, Hawkers, Pedestrians, Parking and environmental upgradation.
Residents and upmarket businesses are moving out due to pollution and social degradation	Encroachments in front of residences and institutional buildings. And their parkingspaces.	Lack of organised residential demand fro relieving Saddar of traffic and pollution	Lack of control by concerned agencies	Residents as an interest group to be motivated to support rerouting and rehabilitation scheme.	H,E have to be rehabilitated on streets with minimal disturbance and parking facilities.	Hawkerzones should be away from institutional and residential buildings as much as possible.
Lack of parking spaces, discouraging richer clientele	H, E, SK and shopkeepers only catering to Middle and Lower Income group. Facilitation to rich clientele is needed.	No space identified/decided for larger parking lots	Saddar not accessible for Higher income group as lack of parking, congestion and pollution	Provision of parking lots and streets as a tool of area upgradation	H, E, and SK can widen their clientele to the Higher income group and be less dependent on bus commuters if parking is provided +designed hawkker zones are provided	Allocation of parking streets in the center of Saddar and Parking lots at the edge of Saddar. Linking to shopsand hawkker, encroacher zones through pedestrian streets
No segregation between through traffic, local traffic and pedestrian zones creating conflicts, accidents and congestion	No clearly defined hawkker zones, as they are termed illegal. Encroachment of the footpaths	Lack of Planning and Control of Traffic Management Authorities	Shops extending as the Hawkers are paying bribes to the authorities (=source of additional income)	Segregation of traffic as a tool for organisation and general area upgradation	Segregation of traffic as a tool for decongestion and space allocation for Hawkers. Footpaths need to be cleared of H and E were fastmoving traffic has to pass.	Enough vehicular free space should be allocated for customers, salesmen and pedestrians
Traffic congestion and noise/pollution	Hawkers and encroachments catering to transport: a source of hindrance	Lack of planning, control and environmental restrictions. Buses stopping illegally	Due to the lower income group using public transport and their large number, immense pedestrian collection and rush.	Traffic congestion and noise/pollution has to be reduced	As long as transport terminal will be there, Hawkers, Encroachers and Leased markets are needed.	Acknowledging the fact that H, E and SK are in demand for economic and cultural reasons in Saddar and should be rehabilitated with a traffic rerouting plan and Terminal provision
Bus stop designation and control	As Hawker's location depends on pedestrian flow and bus stop location, they tend to flock to these sites, usually at cross sections	Lack of control and corruption, by the police, traffic police and anti-encroachment cell(AEC)	Lack of control by Police, AEC and Traffic Police + Absence of designated hawkkerzones	Stronger control with the help of City Government is needed.	H, E, and SK can be relocated if the pedestrian flow changes and if bus stops are clearly defined	Any design proposal needs to linkup the H,E and Sk zones as much as possible with the location of bus stops, the pedestrian flow and its financial consequences.
Buses terminating in scattered locations.	No clearly defined hawkker zones	Absence of Busterminal due to lack of Planning + ownership litigation	No clearly defined pedestrian flow/concentration	Allocation of busterminal(s) as a tool for organisation of vehicular traffic into fastmoving and local traffic		Location of Busterminal needs to be at the periphery of Saddar in order to decongest the center. Pedestrians and other means of transport need to link up with the terminal
Saddar is not pedestrian friendly	Many encroachments in front of the shops	Footpaths are not free of obstacles	Deals are being made between the shopkeepers and Hawkesr as a tool to attract more cleints to the shops	Footpaths need to be freed and or pedestrian zones need to be allocated	Shopkeepers and encroachers are interrelated and have common interests	Shopkeeper-Hawker 'joint-venture' should only be allowed in pedestrian zones in order to keep the footpaths free.
	Permanent and Temporary Hawkers		Additional attraction through religious festivals and special occasions		Design to cater for allocation of flexible spaces for all types of Hawkers and encroachers	Hawker zone should be clearly defined around terminal, bus stops and some some large enough open spaces which can accommodate ad hoc Hawkers at special occasions and weekly markets

Table 6.1 : Problems, Issues and Design Parameters

	Street Name	footpath	streetwidth	footpath	total width(ft)	length(ft)	trafficmode	type of parking	no. of parking spaces	average number of cars per day	number of guards needed (1/15cars)	Monthly cost for City Government	Monthly Revenue	Profit/month	
1	Preedy street (M.A.Jinnah - Dr. Daud Pota)					3,225	FM Bus		0						
	Preedy street (Dr. Daud Pota-Mansfield Street)		see section		168.5	675	Pedestrian		0						
	Preedy street (Mansfield Street - 1)					385	Pedestrian		0						
	Preedy street (1 - 2)					350	FM Bus		0						
	Preedy street (2 - 3)					770	FM Bus		0						
	Preedy street (3 -East)					4,000	FM Bus		0						
2	Sharah-E-Iraq (West - Abdullah Haroon Road)					1,500	Local	90	300	1200	20	PKR 60,000	PKR 360,000	PKR 300,000	
	Sharah-E-Iraq (Abdullah Haroon Road - Zabunissa Street)					380	Local	60	63	252	4	PKR 12,600	PKR 75,600	PKR 63,000	
	Sharah-E-Iraq (Bohri Bazaar - Mansfield Street)					1,300	Pedestrian		0						
	Sharah-E-Iraq (Mansfield Street - St. Patrick's)					860	Local	0	70	280	5	PKR 14,000	PKR 84,000	PKR 70,000	
3	Abdullah Haroon Rd.(M.A.Jinnah Road - Saghir Shaheed Road)					500	Local		50	200	3	PKR 10,000	PKR 60,000	PKR 50,000	
							FM								
	Abdullah Haroon Rd.(Saghir Shaheed Road - Sarwar Shaheed Road)					3,100	Car+service	0	135	540	9	PKR 27,000	PKR 162,000	PKR 135,000	
4	Zabunissa street (M.A.Jinnah Road - Saghir Shaheed Road)					500	FM Car		0						
	Zabunissa street (Preedy Street-Saghir Shaheed Road)					1,090	Local	90	220	880	15	PKR 44,000	PKR 264,000	PKR 220,000	
	Zabunissa street (Preedy Street - Sharah-e Iraq)					550	Pedestrian		0						
	Zabunissa street (Sharah-e-Iraq - Sarwar Shaheed Road)					1,429	Local	90	280	1120	19	PKR 56,000	PKR 336,000	PKR 280,000	
5	Raja Ghazafar Ali Rd.(Bohri Bazaar)					550	Pedestrian		0						
	Raja Ghazafar Ali Rd.(Sharah-e-Iraq - Sarwar Shaheed Road)					1,360	Local	90	250	1000	17	PKR 50,000	PKR 300,000	PKR 250,000	
6	Dr. Daud Pota Rd.(M.A.Jinnah-Price Road)	10	69	11	90	1,100	Local		0	200	800	13	PKR 40,000	PKR 240,000	PKR 200,000
	Dr. Daud Pota Rd.(Price Road-Preedy Street)	10	69	11	90	640	Pedestrian		0						
	Dr. Daud Pota Rd.(Preedy Street-Sarwar Shaheed Road)	10	69	11	90	2,020	FM Bus+car+service	0	175	700	12	PKR 35,000	PKR 210,000	PKR 175,000	
7	Mir Karam Ali Talpur Rd. (North of Sharah-e Iraq)	6	56	3	65	630	Pedestrian		0						
	Mir Karam Ali Talpur Rd. (South of Sharah-e Iraq)	6	56	3	65	1,220	Local	90	250	1000	17	PKR 50,000	PKR 300,000	PKR 250,000	
8	Mansfield street	10	49	3	62	3,870	FM Car+service	60	320	1280	21	PKR 64,000	PKR 384,000	PKR 320,000	
10	Sarwar Shaheed Road (Abdullah Haroon Road - Dr. Daud Pota Rd.)					1,140	FMCar+FM Bus	0	100	400	7	PKR 20,000	PKR 120,000	PKR 100,000	
	Sarwar Shaheed Road (Dr. Daud Pota Rd. - Mansfield Street)					650	FMCar+FM Bus		0						
	Saghir Shaheed Road(Depot Road)					2,000	FM Car+service	0	80	320	5	PKR 16,000	PKR 96,000	PKR 80,000	
11	Price Road					1,100	Local	60	170	680	11	PKR 34,000	PKR 204,000	PKR 170,000	
	Sharah-e-Liaquat (portion within study area)					1,100	Local	90	220	880	15	PKR 44,000	PKR 264,000	PKR 220,000	
	Secondary lanes between Abdullah Haroon Road and Zabunissa Street					1,000	Local	60	150	600	10	PKR 30,000	PKR 180,000	PKR 150,000	
	secondary lanes between Zabunissa Street and Raja Ghanzafar Ali Road					780	Local	60	130	520	9	PKR 26,000	PKR 156,000	PKR 130,000	
	secondary lanes between Dr. Daud Pota Road and Mansfield Street					1,040	Local	60	150	600	10	PKR 30,000	PKR 180,000	PKR 150,000	
TOTAL						40,814		900	3,313	13,252	221	PKR 662,600	PKR 3,975,600	PKR 3,313,000	

Table 7.2: Fiscal Plan for the Relocation of Informal Retailers									
	MARKET	SIZE	No.	DEMOLITION @ Rs.200/sqft	RE-CONSTRUCTION @ Rs.800/sqft	TOTAL	rent per month @ Rs.5,000/month	rent per year @ Rs.5,000/month	
LEASED BY THE CITY GOVERNMENT	1	Garden West	8' x10'	49	PKR 784,000	PKR 3,136,000	PKR 3,920,000	PKR 245,000	PKR 2,940,000
	2	Garden East	8' x10'	49	PKR 784,000	PKR 3,136,000	PKR 3,920,000	PKR 245,000	PKR 2,940,000
	3	Jehanqir Park Marke	6'x6'	48	PKR 345,600	PKR 1,382,400	PKR 1,728,000	PKR 240,000	PKR 2,880,000
	TOTAL			146	PKR 1,913,600	7,654,400	PKR 9,568,000	PKR 730,000	PKR 8,760,000
LEASED BY THE CANTONMENT T BOARD	14	Surgical Market	16'x18'	48	PKR 2,764,800	PKR 11,059,200	PKR 13,824,000	PKR 240,000	PKR 2,880,000
	17	Iqbal Shaheed Road	14'x20'	14	PKR 784,000	PKR 3,225,600	PKR 4,009,600	PKR 70,000	PKR 840,000
	TOTAL			62	3,548,800	14,284,800	PKR 17,833,600	PKR 310,000	PKR 3,720,000
		SIZE	No.	CONSTRUCTION @ Rs.300/sqft			rent per month @ Rs.1,500/month and Rs.3,000/month	rent per year	
HAWKERS & ENCROACHERS	4'x8'		400	PKR 3,840,000			PKR 600,000	PKR 7,200,000	
	8'x8'		300	PKR 5,760,000			PKR 900,000	PKR 10,800,000	
TOTAL			700	9,600,000			PKR 1,500,000	PKR 18,000,000	