

## **THE HAWKERS OF SADDAR BAZAAR**

A Plan for the Revitalisation of Saddar Bazaar Karachi Through  
Traffic Rerouting and the Rehabilitation of its Hawkers

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## **Abbreviations and Local Terms**

### **Abbreviations:**

|      |   |
|------|---|
| AEC  | Anti-Encroachment Cell                        |
| CBD  | Central Business District                     |
| ECIL | Engineering Consultants International Limited |
| KCR  | Karachi Circular Railway                      |
| KMC  | Karachi Municipal Corporation                 |
| KPT  | Karachi Port Trust                            |
| KPTS | Karachi Public Transport Society              |
| KSDP | Karachi Special Development Programme         |
| KTC  | Karachi Transport Corporation                 |
| O&M  | Operation and Maintenance                     |
| SITE | Sindh Industrial Trading Estate               |
| T&C  | Transport and Communication Department        |
| TEB  | Traffic Engineering Bureau                    |
| TMA  | Town Municipal Administration                 |
| URC  | Urban Resource Centre                         |

### **Local Terms:**

|                     |  |
|---------------------|--|
| <i>Beater</i>       | a person who collects bribes at the street level |
| <i>bhatta</i>       | informal fee                                     |
| <i>kachra kundi</i> | garbage disposal point                           |
| <i>nazim</i>        | mayor  |
| <i>thaillas</i>     | pushcarts  |

## **Chapter - One**

### **INTRODUCTION**

By  
Arif Hasan

In Third World cities hawkers<sup>1</sup> occupy pavements and in many cases even road space. Their preferred locations for business are where low-income communities live and work or in areas next to public transport transit areas and terminals. This is because the lower and lower-middle income sections of the city population are their clients and there are no formally planned areas at appropriate locations for their buying and selling requirements. The response of city governments to the “problem” of hawkers is to evict them. These evictions happen regularly in Manila, Jakarta, Bombay and Karachi as well as in other Third World cities<sup>2</sup>. In a number of cases governments have tried to rehabilitate hawkers. Almost invariably this rehabilitation has not worked<sup>3</sup> because the link between the commuter public, public transport terminals and bus stops, and hawkers has not been recognised. Professionals who have prepared these plans have not been taught in their student years to understand the link between physical, social and economic aspects of urban planning and their relationship to the informal sector to which the hawkers belong.

The present study has a background. In 1987, hawkers were evicted from the Saddar area of Karachi. I prepared a plan for their relocation on pedestrianised streets in the Saddar area. When I presented the plan to them, they immediately rejected it because the relocation was not next to transport movement, bus stops and terminals; it was far from formal sector shops with whom they could negotiate space for storing of their goods; it was too near high income retail shopping; they had no trust in the government; and they were sure that they would be back on their old locations after paying a bribe.

In 1996, I requested the Urban Resource Centre (URC) to undertake a study on the situation of hawkers in the Saddar area so that a realistic approach to their rehabilitation could be developed. The study identified the bribe system that keeps the hawkers in Saddar and their various associations through which they present their claims and guard their gains. The study also identified the relationship between local government, the police, representatives of political parties, transporters and the hawkers in the Saddar area. The study estimated that the 3,000 plus Saddar hawkers, entertainers and beggars pay over Rs 10 million (US\$ 166,666) as bribe to the government officials every month for preventing eviction.

In 2001, a major eviction of hawkers was carried out by the local government in the Saddar area. They were relocated from the main roads to the lanes in the same area. They rejected this relocation and after a three-week period they managed to bribe their way back. The URC had opposed the eviction and at a meeting of its Governing Board, it was decided that a realistic

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<sup>1</sup>. Hawkers are mobile street retailers who carry their wares on carts or display them in some way that allow them to be mobile on the street. Retailers who informally occupy public space but are static are also considered hawkers for the purposes of this study.

<sup>2</sup>. For details, see “*Housing by People in Asia, No. 15*”, Asian Coalition of Housing Rights, October 2003

<sup>3</sup>. Ibid.

plan for hawker's rehabilitation in Saddar should be developed. It was further decided that hawkers were a necessity for the low-income residents of the city and also evicting and relocating them would impoverish their families in a period of inflation and recession. The present study is a result of these decisions.

Many urban areas of Asian cities have been environmentally degraded over time because of unplanned public transport related activities and the development of hawker areas around them. Some of these areas contain the built-heritage of the cities and were once centres of culture, entertainment and recreation. Saddar is one such area and to understand the importance of the findings of the study, it is necessary to understand the origin and the evolution of Saddar.

### **Saddar Context**

Saddar Bazaar was created in 1939 by the British immediately after they occupied Karachi. It was initially built as a competitor to the markets in the old city. However, after the British annexation of Sindh in 1843, it evolved as a retail market for the European population of Karachi, which consisted mainly of civil servants and military personnel. Over time, Europeanised Indian communities made Saddar their home. (See **Map – 1**: Location of Saddar in the Karachi of 1842)



MAP - 1  
Karachi - 1842



Source:  
Arif Hasan

The Hawkers of Sadar bazar,  
Jan 2006



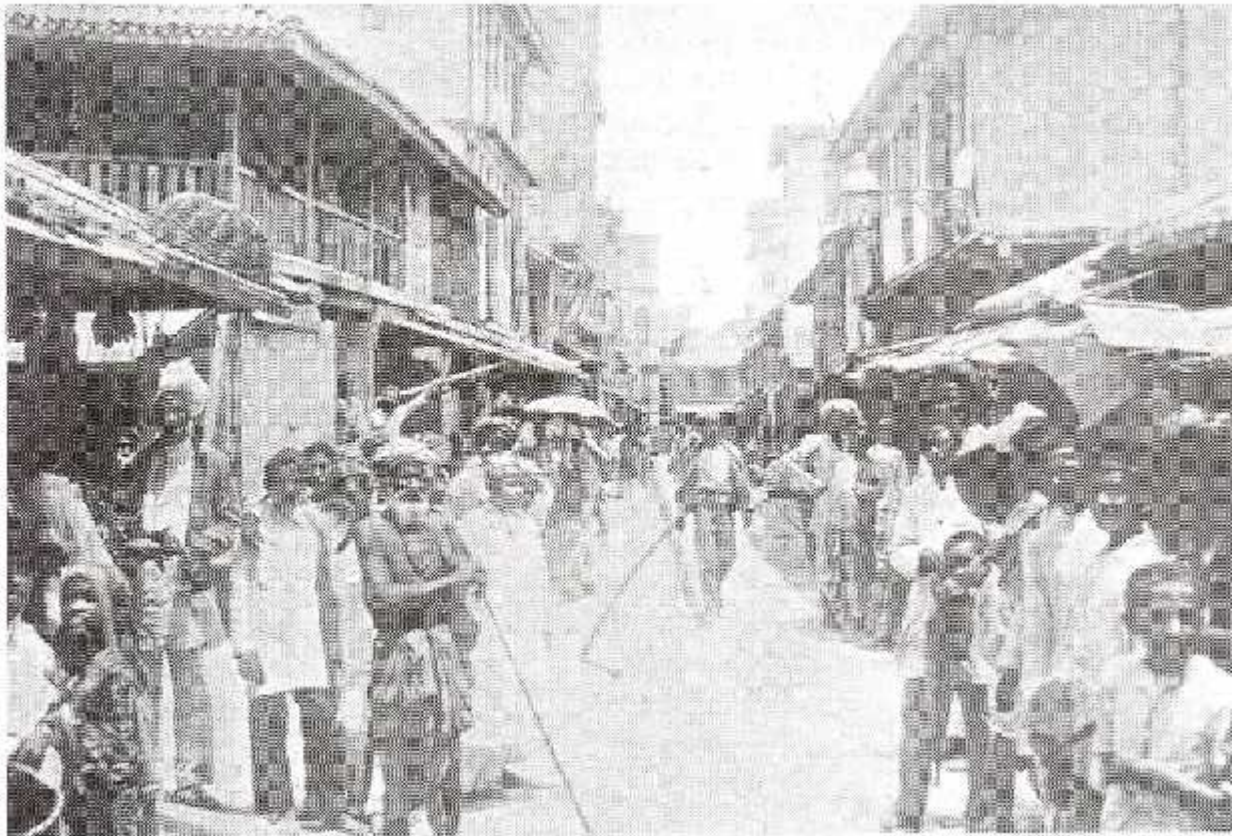
At the time of Partition in August 1947, Karachi was clearly divided into two: the European city and the native city. The European city consisted of the Cantonment, Civil Lines and the Saddar Bazaar. It was inhabited for the most part by Europeans, Parsis and Goans, and contained posh retail markets, shops and eating-places very similar to those in European cities. It also contained social facilities, community centres, clubs and religious buildings belonging to the communities that lived here. These buildings are a part of Karachi's built-heritage and are perhaps some of the finest examples of colonial architecture in the city. Saddar Bazaar was thus dominated by churches, mission schools and Parsi institutions. Christmas and Nauroze were celebrated with fervour and May balls were held regularly.



1-Evictions in Saddar

The native city was close to the Port and consisted of the old pre-British town and its suburbs. It was dominated by Hindu and Muslim merchants and the working classes. It contained most of the wholesale markets of the city (such as the *Dhan Mandi* and *Khajji Market*) and a large number of Hindu temples, *dharamshalas*, mosques, *imambaras* and shrines. Hindu and Muslim festivals, rather than Christmas and Nauroze, were celebrated here and business and markets were very much in the Indian style. The streets were narrow and winding and within the old town there were almost no open spaces. The city proletariat lived to the west of the old town in Lyari. In this settlement there were a number of tanneries and other manufacturing units.





2-Old photographs of Bohri Bazaar

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The area between the two parts of the city consisted of M.A. Jinnah Road (old Bunder Road)-I.I. Chundrigar Road (old McLeod Road)-Dr. Ziauddin Ahmed Road (old Kutchery Road) triangle and extended south to the Port. This area contained the Karachi Port Trust (KPT) warehouses and railway yard, port related business and commercial concerns, civic and municipal functions, and the major institutions of higher education such as the D.J. and S.M. colleges. The three areas were linked by a diesel operated tramway system established in 1884, and at any point in Karachi one was never more than three kilometres away from the tramway.



3-The Hayden Building: Before

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In 1947, Karachi became the Capital of the newly created state of Pakistan and as a result there was a massive influx of refugees from India, increasing the population of the city from 450,000 in 1947 to 1.37 million in 1951. Much of this increase took place within three to six months after Independence. This demographic change was also accompanied by physical and cultural changes. The Pakistan Secretariat, which housed the federal government institutions, was established in the Artillery Maidan next to Saddar Bazaar. Most countries established their embassies in the Civil Lines area. A university was established on what is now Baba-i-Urdu Road. All these functions were within walking distance from each other and from Saddar Bazaar, and the civic and educational institutions located on and around the M.A. Jinnah Road-Dr. Ziauddin Ahmed Road triangle.



**4-The Hayden Building: Now**

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The refugees squatted in most of the public and Hindu religious buildings in the native city, and occupied almost all the open spaces in the Cantonment area around Saddar. These refugee colonies, especially in the Cantonment, were multi-class settlements. They contained government servants, poets, artists, journalists and intellectuals, as well as artisans and the proletariat. They were also within walking distance from Saddar Bazaar and cycling distance from the wholesale markets in the old city. Thus, Karachi became a high-density multi-class compact city with no transportation problems.





5-The opening of Mama Mansions in Saddar in early 20<sup>th</sup> century

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The interaction between politicians, intellectuals, government servants, students, diplomats, businesspersons, and the working classes, coupled with the sharing of a common urban space, enriched Karachi in cultural terms. Within a few years after Independence, Saddar Bazaar emerged as the city's intellectual and entertainment centre. By the mid-sixties, it contained over twenty bookshops, sixteen cinemas, thirty-eight bars and billiard rooms, six libraries, four classical music and dance schools and seven nightclubs. In addition, seven of the most important schools of the city were located here and so were most of the public halls, auditoriums, and playgrounds.



6-The changing face of Saddar

Intellectual and political activity centred on coffee houses, eating-places, and bookshops, of which the Indian Coffee House, Café Grand, Frederick's Cafeteria and Kitab Mahal (which claimed it had every Urdu publication ever printed in stock), were perhaps the best known. Political rallies and meetings were held at Jahangir Park, which was also in the heart of Saddar. Most student activities, such as variety programmes and debates, professional and academic seminars and conferences were held in the institutional buildings, such as Khaliqdina Hall, Sohrab Katrak Hall or the Goan Association Hall, in and around Saddar. The new eating-places developed on the north Indian pattern, initially around Burns Road, where migrants from Delhi settled, and subsequently all over the city. Foreign film festivals were held annually in Saddar's cinemas.

The Saddar described above is no more. It has gone through a long process of degradation. Between 1954 and 1960, new cooperative housing societies were established on the fringes of the then Karachi, where the wealthier citizens of Saddar and the more influential families in refugee colonies shifted. This deprived Saddar of its elites and hence of political power. Between 1958 and 1962, the Greater Karachi Resettlement Plan of the Ayub martial law government was partially implemented. As a result of this Plan, two satellite townships (North Karachi and Landhi-Korangi) were developed to the north and south of Karachi about 20 kilometres from the city. The working class refugee population was shifted to these townships. It was planned that industrial areas would be developed in these townships which would provide

jobs to the residents. However, these industrial areas did not develop fast enough and their residents had to keep coming from the satellite townships for work purposes to the Sindh Industrial Trading Estate (SITE), the Port, the Central Business District (CBD) of the city and to the old city wholesale markets. Since there was no proper road network at that time, this entire movement was through Saddar. This transformed Saddar into a transit camp, congested with people, badly maintained buses and badly managed traffic. Hawkers moved in and informally set up businesses to serve the transit population and progressively occupied the open space and pavements. This led to Saddar's environmental degradation which increased with the passage of time.

Other factors added to this degradation. In 1960, the University shifted to its present location, about 16 kilometres away from Saddar, because of which Saddar was deprived of its student population and academic life. In 1972, new zoning regulations permitted high-rise construction and land use changes in Saddar due to which a large number of important heritage buildings were pulled down and replaced by new high and medium rise structures. At about the same time, repatriated money from the Middle East created demands for wholesale markets for consumer goods. These markets started developing in Saddar on sites that once housed entertainment and cultural facilities.

The environmental degradation that followed this process made it impossible for cultural and intellectual activities to take place in the Saddar institutions, which shifted to newly established four and five star hotels or to cultural centres of foreign missions. This shift isolated students and poorer sections of the population from the cultural and intellectual activities of the elite. Finally, in 1977, Islamisation led to the death of Saddar's nightclubs, bars, billiard rooms, cinemas and schools of dance and music.

Today, most of Saddar is a bus terminal and the rest consists of downmarket hotels. The streets and open spaces are taken over by hawkers and entertainers serving the transit population during the day, and by drug addicts at night. This process has been helped by the shifting of most upmarket retail outlets, entertainment and recreational activities and educational institutions to the areas where the elite now live. Many old business houses and retail outlets established in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries have also shifted to the elite areas or have ceased to exist.

## **A Vision for the Future**

Various plans for the revitalisation of Saddar have been made. They are difficult to implement because they ignore the realities that this report deals with. They seek to transform Saddar into an area catering to the elite and thereby push Saddar's problems to other areas of Karachi and adversely affect the livelihoods of hawkers and related businesses and support systems. The authors of this study firmly believe that Saddar's problems can only be solved as part of a larger city planning exercise that deals with the traffic and transport problems of the city in general and Saddar in particular. The hawkers and entertainers in Saddar have to be seen as part of the transport issue and the transport issues as a part of them, without which their effective rehabilitation cannot take place.





7-Saddar Today: Overview of the Transport Mess

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The proposals presented are not sacrosanct and many alternatives to the traffic plan that has been proposed can be developed. However, it is felt by the authors of this report that if the concepts behind their proposals form the basis of a future revitalisation plan for Saddar, then Saddar can be converted into a multi-class entertainment and recreational area which the present day socially fragmented Karachi desperately needs.



8-Saddar Today: Overview of the Transport Mess

## ***Chapter - Two***

### **OBJECTIVES AND PROCESS OF THE STUDY**

#### **2.1 Introduction to the Project and its Objectives**

The overall objective of this research is to develop a realistic rehabilitation and revitalisation plan for Saddar Bazaar and its immediate surroundings based on research findings and discussions held with all stakeholders and concerned professionals. Research has been conducted during October 2002 to June 2005 to explore possibilities of rehabilitating the hawkers and encroachments in Saddar Bazaar together with a comprehensive traffic plan, which addresses the following aspects:

- Segregation of vehicular and pedestrian traffic.
- Re-routing of fast-moving-through traffic and slow-moving local traffic.
- Rehabilitation of hawkers, encroachers and leased markets on previously open public spaces in Saddar.
- Provision of a bus terminal.
- Provision of parking lots and street parking.
- Provision of basic amenities for shoppers and businesses.

#### ***Outcome of the Research***

The research has led to the formulation of:

- A document on the basis of which advocacy for a rehabilitation plan acceptable to all stakeholders can be initiated.
- Design criteria and principles for a rehabilitation and revitalisation scheme for Saddar.
- A document, which can form an important part of the archives and research material available on Karachi.
- A template recording the process and methodology of research: This can be used for conducting similar research in other parts of the same city or elsewhere.
- Training of two young professionals of the Young Professional Training Program of the URC, Karachi.

## **2.2 The Process of Research and its Recommendations**

### ***Meetings and Discussions***

- Interviews were held with the Saddar stakeholders (including hawkers, hawkers' associations, shopkeepers, residents, businessmen, shoppers, transporters' associations) regarding the current physical environment in Saddar and socio-economic conditions affecting their presence in the area
- Meetings were held with the concerned officials of the Anti-Encroachment Cell (AEC) in Saddar, the Transport and Communication Department (T&C) and other relevant agencies to collect data for the existing conditions of and future plans for Saddar
- Dialogue was initiated with the City Nazim (Mayor), Karachi, and the Town Nazim (Town Mayor) Saddar, through meetings and presentations in which the project was introduced, discussed and consent sought for supporting the implementation of a pilot project.

### ***Surveys and Their Documentation***

Through the course of this research, the following have been carried out:

- The number and type of hawkers and encroachments along streets and footpaths in the larger Saddar area around Empress Market and Jehangir Park have been mapped and analysed.
- Data on the socio-economic status of the hawkers, encroachers and shopkeepers, identifying their needs and problems (see **Appendix – 1: Questionnaire for Developing the Socio-economic Profile of Hawkers**).
- Documentation of effects of traffic, hawkers and encroachments on the present land-use through a systematic street-wise survey of land-use, urban amenities, parking, streets sections, building heights, and age and construction and style of buildings in Saddar.
- A review of the various government schemes for traffic management and hawkers' rehabilitation, including, the charged parking system, traffic re-routing and proposed bus terminal.
- Analysis of official plans for Saddar and of institutional arrangements for implementing them along with issues related to heritage buildings.
- Analysis of the historical and spatial evolution of Saddar.
- A survey of the present solid waste management systems.

### ***Analysis of the Collected Data***

The following analyses have been undertaken:

- Identification of problem zones in Saddar, at the level of land use, socio-economics, traffic and transportation, and encroachment of public space.
- Possible alternatives to overcome existing problems and to exploit potential possibilities.
- An overall and street-wise analysis of transport and traffic data giving traffic re-routing and management plans.
- The impact of major city transportation projects such as Karachi Circular Railway (KCR), Lyari Express Highway and Northern Bye-pass on Saddar.

### ***Conclusions***

The possibilities for the following have been concluded:

- A rehabilitation scheme for the hawkers, encroachers and leased shops and markets on previously open public spaces reconciling the concerns of all stakeholders and institutions.
- A traffic re-routing and management scheme.
- Economic feasibility of implementing a pilot project for rehabilitation and rerouting

### ***Conceptual Proposals***

- Conceptual proposals for revitalisation of Saddar and the rehabilitation of the hawkers and encroachers have been prepared.
- Initial discussions on these conceptual proposals with the concerned agencies and actors have been taken place and their feedback has been incorporated.
- Preliminary financial and institutional plans have been developed.

### ***Implementation of the Proposals***

The proposals developed by this research for the rehabilitation of Saddar are guidelines and will be modified based on their evaluation and further research by the T&C Department (formerly Traffic Engineering Bureau) of the city government and by the Traffic Police. However, it is hoped that while doing this the information and analysis regarding the relationship between transporters, commuters and hawkers is taken into consideration.

## ***Chapter - Three***

### **ACTORS IN THE SADDAR DRAMA**

#### **3.1 Background**

The evolution of Saddar Bazaar from its establishment in 1839 to its evolution as a centre of culture, entertainment and recreation in the fifties, sixties and seventies, has been explained in the introduction. That Saddar is no more. The Goan, Parsi and Anglo-Indian communities who had a strong link with the history of Saddar have moved out to other parts of the city or migrated to other countries. Members of these communities who still remain have become cultural minorities. Many of the institutional and community buildings of these communities, which defined the character of Saddar, are under-utilised and in some cases abandoned. Many have shifted to the less congested parts of the city. As the public transport activities have taken over the Bazaar, a transit population comprising of lower middle and middle class commuters also defines the consumer character of the market place. Catering to this vast populace, and their transporters, an enormous number of non-institutionalised street vendors have cropped up in the Bazaar and contribute to the chaotic nature of road and roadside traffic. In fact, these street-vendors or informal retailers run their own associations to organise their activity and to represent them officially, a process which gives them some strength but is yet to grant them legal status and safety from periodic evictions. Karachi residents with the purchasing power to sustain high-end retailing, at the more prestigious and expensive stores and outlets, complain of the traffic situation and lack of parking in today's Saddar. There is still specialized shopping in Saddar's markets, for example bridal wear, jewellery and electronics, but this forms only 14 per cent of the total, compared to the 86 per cent of retail activity<sup>4</sup> linked to transit consumers and small-time hawkers. Empress Market, a colonial-era landmark marketplace in Saddar, as an exception, has not lost all its grandeur and magnetism; it continues to be visited equally by a certain class of both rich and the less affluent on a regular basis, reminiscent of a general trend in Saddar of some decades ago.

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<sup>4</sup>. Survey conducted by the research team of this study, 2001.





9-Busy street signage

In this historic district today, a large number of high-end retail activities and residential functions have been replaced by wholesale activity. An informally managed transit hub also caters to the entire city from here. The resultant environmental and cultural degradation has affected Saddar deeply. Noise and air pollution run parallel to the destruction of an architectural heritage and infrastructure as well as the social fabric. The following sections of this chapter look at those who, regardless of official recognition, play a critical role in Saddar's present character and dynamics and those who may play a future role in developments that may take place. The changes that have taken place in Saddar are best illustrated in **Table – 3.1: Saddar: Then and Now.**



10-Busy street signage

**Table 3.1**

**Saddar: Then and Now**

| <b>Buildings</b>          | <b>1965</b> | <b>1995</b> |
|---------------------------|-------------|-------------|
| Old Business Houses       | 44          | 12          |
| Halls                     | 7           | 4           |
| Playgrounds               | 4           | 2           |
| Clubs/associations        | 5           | 5           |
| Churches                  | 6           | 5           |
| Schools                   | 9           | 6           |
| Health institutions       | 2           | 2           |
| Libraries                 | 6           | 2           |
| Non textbook book shops   | 17          | 5           |
| Multi-class eating places | 37          | 5           |
| Bars                      | 17          | 0           |
| Billiard rooms            | 11          | 0           |
| Cinemas                   | 12          | 4           |

Source: Hasan, Arif; Understanding Karachi: Planning and Reform for the Future, City Press Karachi, 1999



### 3.2 Some Key Terms as they are used in this text

**Commuters:** People travelling long distances between home and workplace using vehicular or other transport.

**Consumers:** Used interchangeably with shoppers.

**Encroachments:** Informal appropriations of public space; in Saddar these include commercial set-ups by street-vendors and service-providers on footpaths, overhead bridges, roadsides and intersections

**Hawkers:** mobile street retailers/vendors (who are also informal retailers); either carrying their wares on carts or displaying them in some way that allows them to be mobile on the street.

**Hawkers' Association:** a union that represents the interests and concerns of hawkers, facilitating organisation within the body of hawkers, and representing them externally in relation to other stakeholders

**High-end Retailing:** retailing at expensive outlets and stores that often carry branded merchandise

**Informal:** referring to practice initiated by citizens themselves, without government planning or intervention, and bypassing official, legal or formal procedures or regulations.

**Leased Markets:** this refers in this text specifically to markets in Saddar, built by the city's government agencies or cantonment boards, on previously open public spaces for commercial purposes. The shops in these markets were officially leased out to their current owners.

**Shopkeepers:** retailers with formal built-up shops.

**Street-vendors:** used interchangeably with informal retailers for people selling merchandise at the street level without built-up shops.

**Tramway system:** a tram-rail public transport system that was in use in Karachi from 1884-1973, passing through Saddar and linking other important parts of the city to it.

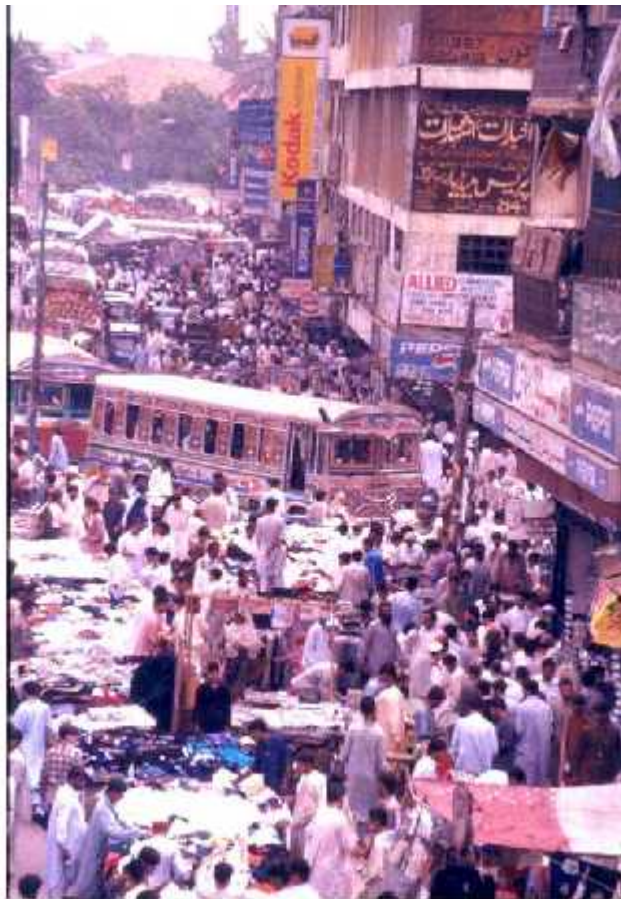
**Transporters:** those in the public transport trade (financiers, owners, bus-drivers, cleaners, conductors).

### 3.3 The Actors

#### Commuters and Consumers

The consumers in Saddar are most often commuters-in-transit, comprising of a lower middle and middle class income strata. Only 14 per cent of the shopping volume comes from higher income brackets and occurs in Saddar in its specialized and high-end retail markets. Informal hawkers and street-vendors cater to the majority of commuters not just with items of daily use but also provide a cultural experience and services through palm-reading, animal acts, fortune-telling, massage, and even sex-work.

Although commuters might find it highly convenient to have hawkers and street-vendors provide shopping opportunities suited to their needs, commuters also suffer in the present situation of Saddar bazaar. Traffic congestion and lack of planning makes them lose precious time during and after the workday, when it takes hours to get a bus out of the bottlenecked ad hoc bus stops. There are no proper, clean toilets. Also, there is no place for the commuters to rest. What used to be footpaths and public spaces are all commercialised by a variety of vendors and shopkeepers. Special services catering to transporters, for example mechanics' workshops, also mark their presence in the Bazaar and have a different character to the shopping ambience of a downtown district.



11-Rush at a bus stop



12-Old residential building complex in Saddar

## Residents

Saddar houses some of the oldest communities of Karachi<sup>5</sup>. Of the Europeans that lived there, almost all moved out after Independence. Remaining to this day, to varying degrees, are the Goan, Bohra, Parsi and Hindu communities, while new ethnic additions include Punjabis, Urdu-speakers and Pakhtuns. The new comers for the most part have some connection to the trades being practiced in Saddar. The old communities meanwhile are decreasing. Since the women in Saddar are predominantly residents and shoppers, and not the traffic-workers, shopkeepers, hawkers or workshop staff, there is a general gender-imbalance in the population. Also, a generally liberal social environment that was the trait of the older communities has been replaced by the male-oriented conservative rural mindset of the newcomers. The family-oriented residential ambience of old Saddar is no longer present.

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<sup>5</sup> Information in this section is from interviews conducted by the research team for this study, 2001.



13-A new residential building complex in Saddar

Saddar residents are generally pleased with their close access to shopping areas and public transport for themselves, but it is the extreme levels of noise and air pollution and the potential threats to privacy and security that concern them. The area's commercial and transport activities have also contributed in claiming what was the public space of the residents, from the entrance of the apartment building to the footpath or any other open space available. Also, a significant number of apartments have now been converted into workshops and stores for nearby businesses, as well as into small hotels, changing the residential character of the local neighbourhoods. This trend is increasing.





14-Hawkers and theilawalas lining a street

The residents also mind paying Rs 500 per month to the city government for a parking space in front of their own building and want the spaces in the residential streets taken up by hawkers to be given to them for free. This arrangement would mean relocation of hawkers and encroachers, reorganisation of traffic, lessening of noise and air pollution and the initiation of some sort of social control in the area. These are factors which are greatly desired by the residents and they would support any efforts required for it.

## Hawkers

### *History and Status*

As a response to the consumer and cultural needs of Karachi's biggest transit population, a large number of semi-permanent hawkers and vendors (roughly more than 3,000<sup>6</sup>) have cropped up along the streets of Saddar. Being non-institutionalised, these vendors collectively pay exorbitant bribes to officials of government agencies such as the city government

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<sup>6</sup> URC Survey: 1998

(previously the Karachi Municipal Corporation), traffic police and other middlemen working on their behalf. This informal fee, or *bhatta*, is a bribe-tax that prevents street vendors from being formally evicted or booked by the police for encroachment.

Encroachment in Saddar is defined as the illegal occupation or unauthorised use of public property and land. Periodically, anti-encroachment drives by the city government have evicted these hawkers and vendors out of the Bazaar en-masse. However, these drives have never been successful since there is a genuine need for the hawkers' services. In addition, since local government and police officials receive large amounts as *bhatta*, they are not seriously interested in removing hawkers from Saddar. As such, hawkers have now become an integral part of the experience of living or visiting Saddar.

There are permanent as well as temporary hawkers in Saddar since some of them do seasonal retailing. As such, the number of hawkers varies from time to time. There is more street retailing in preparation of special Pakistani holidays (for example Independence Day on August 14) and Muslim festivals like Eid (at the end of the month of Ramzan in the lunar Islamic calendar), and much less than usual during the month of Muharram (first month of the Islamic calendar, which is a time of mourning).

The month following Ramzan, as it is considered auspicious by Muslims for celebrations, including marriages, also tends to be busy for shopkeepers and hawkers in Saddar Bazaar. On such occasions specialized shopping is required and people from all over the city still prefer to visit Saddar. Due to an increase in the number of shoppers in this season many temporary hawkers are attracted to come and sell in the Bazaar. For this they pay heavy bribes to the police and city administration, as the earnings are more than enough to compensate for it. During the month of Muharram the situation is quite the opposite as generally there are no celebrations and people are not inclined to shop. This results in both the old and new hawkers not working, taking a break and going back to their places of origin for an annual visit. Thus, over the year, a seasonal pattern of street-vendor presence is established in the Bazaar.

### ***Types of Street-Vendors***

Saddar's informal hawkers and vendors are visible on the footpaths and roadsides, and at pedestrian bridges and major intersections. In some areas of the Bazaar, there is such a rush of commercial activity that there is no recognizable sidewalk left unoccupied by the hawkers. Those with *thaillas* (pushcarts) are more mobile and also contribute to the blockage of traffic on the roads.

Saddar's street vendors sell almost everything: prepared street food, fruits and vegetables, dry fruits, groceries, shoes, watches, cloth, readymade clothes, vintage (imported second-hand) clothing, newspapers, toys, electronics, and posters. These items represent a variety of local and imported consumer goods, and since they cater to the average commuter, are also reasonably priced. Affordable amusement is also available on the street in the form of live music, palm-reading, fortune-telling and animal acts. Certain mafias also exert their presence, as they control the begging trade in the city, and have links to sex-workers' activity.

### **Box – 3.1: Services Offered by Street-vendor in Saddar<sup>7</sup>**

1218 street vendors were surveyed in Saddar by the research team to identify the services they offered. Of these:

- 19 per cent sold food and drink items
- 12 per cent provided services such as changing high value notes into smaller currency, massage, fortune telling
- 32 per cent sold clothes and shoes
- 37 per cent sold items for personal and household use

A number of services are provided to the transporters by hawkers and encroachments. These include auto-mechanic, selling and repairing tyres, cleaning of transport vehicles, selling drinking water and cold drinks to bus drivers and commuters and converting bank notes to coins for the commuters for which a charge is made.

Saddar's street vendors have various types of physical set ups. Some of them have semi-permanent built-up cabins and stalls, and others have very simple table or ground displays on the footpath or on any other available open spaces. There are other factors that also affect the nature and stability of a retail outlet, including range of mobility, age of operation and seasonal regularity.

The largest numbers of hawkers, however, are mobile using four, three or two wheeler carts. Detailed breakdown of mobility, type of stalls and pushcarts and related details for the 1,281 hawkers surveyed are given in **Table 3.2: Typology of Saddar's Street Vendors**; **Table 3.3: Space Consumption Survey of Street Vending**; and in **Appendix – 2: Types of Hawkers: Description and Photographs**.

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<sup>7</sup> Other items sold consisted of newspapers, stationery, wallets, water, paan and services offered consisted of key makers, letter writers, barbers and cobblers.



15-Mobile hawkers





16-Theillawala



17-Cabin



18-Fortune telling

### Box – 3.2: Factors Affecting Types of Street Retailing in Saddar

#### Range of Mobility

Most built-up shops, stalls, cabins and showcases and merchandise on footpaths have fixed or static locations and rely on the walk-by pedestrian for consumer exchanges. In contrast to these, hawkers and *thaillawallas*, those with pushcarts are quite mobile in the Bazaar. The latter often prefer to park their cart along the roadside amongst other carts selling similar merchandise. The mobile hawkers on the other hand have complete freedom in their movement, which is determined by the location of the commuter population which often varies at different times of the day and between work days and holidays.

#### Age of Operation and Experience

The period of time for which a vendor has been present in the Bazaar also affects the kind of space and the influence he has in the market. The oldest vendors have been present in Saddar for two and some times three generations. They occupy the best locations and consider their occupation of space as their right. Most of them occupy space in a row along the formally built shops. Later arrivals occupy second and third rows along the pavement which are more vulnerable to eviction but carry more economic value since they are closer to the prospective buyers on the road.

#### Regularity

Regular vendors come to Saddar Bazaar on a daily basis, regardless of the permanence of their cabins or showcases, while 'seasonal' vendors sell their wares only on special occasions and seasons, for example on Eid holidays and during the month of Ramzan. The seasonal ones rent tables or carts on a temporary basis and often come from other parts of the country especially for these occasions.

### **Legal Status**

A KMC (now city government) permit is essential for hawking in Saddar. However, the only street vendors who have permits are the newspaper sellers operating from legally established cabins. All other street vendors and hawkers are without permits or any other legal umbrella even though they may have been in Saddar for more than 20 years. All hawkers in Saddar would prefer to have permits and are willing to pay for them on a monthly or annual basis. However, they believe that the government agencies are not interested in legalising them simply because they prefer to receive *bhatta*. Older hawkers claim that a number of vendors have been set up by the police and/or city government officials to run small businesses for them in the Bazaar. They claim that government agencies prefer this group, although they have entered the market later, and prevent them from being evicted.

### **The “Bhatta” System**

Hawkers and encroachers are often considered to have one major economic advantage over shopkeepers, that is, they do not need to pay any rent, at least not in a formal way. On the other hand they have to pay considerable amounts to the traffic police and their middlemen in the form of bribes commonly known as *bhatta* or *beat*.

Payment of *bhatta* is made to middlemen known as *beaters*. Different streets, or even parts of streets where streets are long, have different beaters who are in touch with the hawkers' associations on a daily basis for collecting the bribe money. This is then collected from the vendors, at the rate of Rs 30 to Rs 200 per day or between ten to fifteen per cent of their daily income, depending on the nature and size of the business concerned. In return for *bhatta*, the police, traffic police and city government permit encroachments. Any operation clean-up or regular eviction is exercised only with cosmetic measures as there is no interest in changing the status quo. There are no attempts to regularise the vendors, as that would mean losing an easy source of income for those in government agencies. There are also no long-term official plans for the area although conflicting ideas for dealing with the situation are introduced with every new local government set-up.

At an average, a hawker or non-regularized shopkeeper in Saddar makes up to Rs. 9,000 per month which in the given economic recession is a considerable sum and a much sought after opportunity for regular income-generation. This is the reason vendors are willing to pay the requisite bribes, viewing them as part of their business investment. Out of the earnings, approximately Rs 1,500 is spent on bribes and Rs 100 on the maintenance of the work area and an association fee. According to a survey by the URC, Saddar and Lea Market hawkers pay Rs 25 million per month as *bhatta*. If this sum could be legalised, then it could be spent on a rehabilitation and maintenance programme for Saddar<sup>8</sup>.

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<sup>8</sup>. From an Urban Resource Centre survey 2005.



## ***Relationship with State Agencies***

Successive city administrations have made attempts in responding to the traffic congestion and environmental degradation of Saddar by removing encroachers by force. This has proven to be of no avail for two reasons, one of which is the fact that hawkers and non-formal shopkeepers are protected by the bribe-receiving government agencies. Secondly, the government realizes the legitimate cause of the hawkers and retailers of Saddar bazaar, and that without providing solid economic alternatives it cannot uproot an organically developed sector of the market. The street retailing has in fact become a central part of the consumer's experience of Saddar and the government would not be looked upon in a positive light by many sections of civil society if it deprived such a large population of their livelihoods.

However, cosmetic 'operation clean-ups' and regular evictions are held to keep the status quo alive, while actually there is no political will or power to carry them out. So many operations, all unsuccessful, have been initiated that are not taken seriously any more. The old hawkers are convinced of their right to the space they occupy and term *bhatta* as rent for that space.

The *bhatta* is considered proportionate to the commercial value of the hawker's locations and as such they refuse to pay in case of evictions from their preferred sites. This can be seen from the fact that when in January 2001 the hawkers were removed from Mansfield Street to its adjoining alleys as part of an anti-encroachment drive of the new city government they refused to pay the *bhatta*. This was because they did not agree to the relocation sites which were out of the business zone. They stuck to their demands and managed to negotiate a come back within a few days, proving once again that they are important actors in the Saddar drama.<sup>9</sup>

## ***Residence and Ethnicity***

The street vendors of Saddar are residents of different locations in the city of Karachi. Some belong to older communities and some from fairly new migrant colonies. Those living in and around Saddar usually walk or cycle to work, very rarely taking public transport. Many simply walk back and forth with their carts selling along the way. Places of residence in and around Saddar include Lucky Star, Lines Area, Lyari, Ranchore lines, Kharadar and Garden. Most of the time people commute by foot and only sometimes by public buses.

Those vendors who live fairly large distances away from the market place most often lock the wheels of their carts to poles or shop shutters and store their goods in warehouses or storage spaces within Saddar. Those with manageably-sized merchandise carry it home with them. Places of residence of the vendors distant from Saddar include Pakhtun Colony, Gulshan-e-Iqbal, Nursery, Mahajir Camp, Liaquatabad, Korangi, Sohrab Goth, Haji Camp, Orangi, Shershah and Bakraperee. Some form of public transport, most often public buses, is used to commute from these locations, and a significant amount of the time is thus spent in it. Ethnically, the street-vendors come from almost all the major ethnic groups present in Pakistan and Karachi: Punjabi, Pakhtun, Sindhi, Urdu-speaking, and from the Northern Areas. There are also a number of Afghan vendors as well<sup>10</sup>.

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<sup>9</sup> Interviews with bazaar stakeholders by the research team.

<sup>10</sup> Ibid.

## Safety of Goods and Solid Waste Management

The majority of hawkers use some sort of storage facility for their merchandise in the bazaar, paying between Rs 500 to Rs 1,000 per month depending upon the size and storage capacity of space available. These storage facilities range from either small sections of shops near their vending areas or larger dedicated storerooms and godowns. For hawkers who leave their carts, cabins and showcases locked-up in the streets, there is a system of guards available for Rs 10 per night or Rs 300 per month. This sum is paid either personally or through the hawkers' association. For details see **Table – 3.4: Average Earnings of Hawkers and Encroachers**.

**Table – 3.4**

### Average Earnings and Expenses of Hawkers and Encroachers

| Earning      |                | Expenditures   |              |                | Net Income for Household |                |
|--------------|----------------|--|--------------|----------------|--------------------------|----------------|
| Per Day (Rs) | Per Month (Rs) | Type   | Per Day (Rs) | Per Month (Rs) | Per Day (Rs)             | Per Month (Rs) |
| 300          | 9,000          | - Goods purchasing & transportation of goods of retail | -            | 3,000          |                          |                |
|              |                | - Bribe to bhatta collector                            | 50           | 1,500          |                          |                |
|              |                | - Storage of carts                                     | 10           | 300            |                          |                |
|              |                | - Security of carts                                    | -            | 100            |                          |                |
|              |                | - Association fees                                     | -            | 40             | 240                      | 4,900          |
|              |                | - Daily food during work                               | 20           | 600            |                          |                |
|              |                | - Solid waste disposal                                 | 2            | 60             |                          |                |
|              |                | - Transport  | 10           | 300            |                          |                |

Source:

Management and disposal of solid waste produced by retailers, formal and non-formal, in Saddar is done by themselves. There are two types of solid waste produced: inorganic and organic. Inorganic waste includes paper, cartons, fruit crates, and packing materials. Organic waste includes fruit peel, sugarcane and coconut waste from the juice sellers, and rotten fruits and vegetables of all sorts from the vendors. Each morning and evening the waste generated is collected and disposed by sweepers employed by the city government, who are paid an additional sum by the hawkers or their associations. Each permanent hawker or shopkeeper pays Rs 2 per day to the sweepers.<sup>11</sup> This is to ensure regularity and efficiency of service. Temporary vendors on the other hand, do not have an organised method of waste disposal.

The waste collected by the sweepers is disposed at three points within the Saddar area. These include points at the streets behind Empress Market and Student Biryani Restaurant and a plot in Lines Area. One of these sites is a city government designated *kachra kundi* (garbage disposal point) but the other two have developed informally due to their convenient location. The city government's garbage collection truck visits all three sites periodically, picking up solid waste for disposal at allocated landfill sites.

<sup>11</sup> Ibid. (See also Table 3.2)

While the garbage is waiting to be picked up for disposal, it is sorted out by garbage pickers (mostly young Afghan boys), who scavenge in the city as well as Saddar for inorganic waste. They sell the collected waste to recycling contractors for Rs 2 to 3 per kilo. The contractors sell it to recycling units for Rs 6 to 8 per kilo. The solid waste is then taken to informal recycling industries in Karachi and also to recycling units in other cities of Pakistan. Some of the solid waste contractors have their shops in one of the leased Saddar markets (Shahabuddin Market) on previously open public space, where not only hand-picked garbage but also scrap items of old iron and plastic are purchased for onward sale to the recycling industry<sup>12</sup>.

Therefore, solid waste collection and disposal at street level is well taken care of by hawkers, encroachers and shop keepers of leased markets on previously open public spaces and does not in any way add to the environmental degradation of Saddar. The heaps of garbage often seen along the market streets are a result of bad management and disposal at the area level by the city government.



19-Solid waste scavengers at work

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<sup>12</sup> Ibid.



20-The shoe market

### ***Hawkers and Traffic***

As discussed earlier, street-vendors serve the majority of the population passing through Saddar. This clientele is in transit and does not have the time to explore the market place at length. Thus, as long as a bus interchange and informal terminal exists in Saddar, the need for hawkers will remain. They also cater to the socio-economic specificities of the lower-middle and middle-class transit population, which many of the formal shops do not. Due to this demand and business opportunity, hawkers will continue to ensure their presence in the market by paying bribes to the police, traffic police and city administration.

Pedestrian walk-by traffic is also essential to the existence of the vendors. The latter rely on those commuters who are passing through the bazaar to catch another bus, doing their purchasing on the way, or on those shoppers who have come especially to Saddar for its unique range of commodities. It can be said that both the vendor and the commuting consumer are dependent on each other. Therefore, it is important for any rehabilitation scheme to understand the relationship and interdependence between street-retailing and traffic patterns, including pedestrian routes, vehicular routes and transport nodes and hubs.

At the moment, no proper bus terminal has been allocated or provided for in Saddar, and the ad-hoc bus terminal near Empress Market and the innumerable ad hoc bus stops all over



Saddar influence the number and location of hawkers in the market. Without official direction or formal allocation of spaces, they often contribute to disruptions in the traffic flow, sometimes causing traffic accidents. Intersections, main roads and open spaces in Saddar provide attractive spots for hawkers as there they are usually in the centre of public bus routes and pedestrian traffic flow. These locations are also feasible for the vendors as they can quickly wind up business in case of police action and evictions.



21-Pedestrians alongside vendors

However, due to the disorganized and ad-hoc nature of their locations, physical set-ups and modes of operation, hawkers hinder not only vehicular but also pedestrian movement. Footpaths accommodating the encroaching vendors have no space for pedestrian movement. In addition, the *thailas* standing on the streets hinder parking, discouraging cars and subsequently more prosperous clients to access the formally-owned shops. Despite all these problems hawkers provide a cheaper and quicker way to shop. If the street vending would be officially organized and available space would be formally shared amongst the various parties, the situation could be improved considerably for all.



22-Bus terminal

### ***Associations and Legal Status***

As mentioned earlier in the text, there are many hawkers' and shopkeepers' organisations working for the social welfare and security of their respective members. These organisations charge a fee of Rs 50 to 100 per month per member. This money is used to pay night-guards to watch over the parked carts or locked cabins, for paying the sweepers who manage the solid waste, and sometimes given partly as welfare loans to trade members in need of micro-credit.

The associations also organize the central task of collecting-and-delivering *bhatta* as well as generally acting as designated-yet-informal mediators with official agencies. However, regardless of their role in resisting evictions, they are not technically equipped or organised enough to hold official high-level talks with the government for the rehabilitation of their community. For details, see **Appendix - 3: Information on Hawkers' Associations Operating in Saddar.**

Ninety-five per cent of the hawkers and encroachers<sup>13</sup> in Saddar do not have a legal permit. In contrast, the leased markets on previously open public spaces are all legal. For the past many

<sup>13</sup> Ibid.

years the city government has not issued any permits to hawkers, although hawkers would be willing to relocate to some extent if provided with a permanent legally formalized space. However, the KMC many years ago had granted newspapers hawkers the right to set up cabins. This right is in the forms of permits and these are issued on the basis of a fixed monthly rent. The newspapers hawkers are the only vendors in Saddar who have this facility. Hawkers do not trust the government agencies even when they make offers for issuing permits to them. This is because of a number of experiences in the past where the government agencies have not fulfilled their promises. One such instance is explained in **Box 3.3** below.

**Box – 3.3: Government Failure in Rehabilitating 20 Hawkers on Preedy Street**

In July 2001, 20 hawkers belonging to the Preedy Hawkers' Association (registered) came together and applied to the KMC for regularisation and permits for permanent cabins. After much negotiations and meeting with the officials, including the administrator, they were asked to submit Rs 12,000 each, which totalled to a sum of Rs 240,000. Once the money was deposited they were allotted 20 lots of approximately 16 square feet each on lease. The other members of the organisation were encouraged by this attempt and within two months 3,000 more hawkers had applied to the association for regularisation. However, no further permits could be issued as after August 2001, KMC ceased to exist and was incorporated into the city government with a new administrator. The new set of government officials revoked the previous orders of the KMC and evicted the 20 cabins by force. The hawkers showed resistance on which they were threatened and asked to pay bribes. The hawkers, being part of an association, were able to resist the threats of the city government and have filed a lawsuit in court. At present the issue is still under process.

*Source: Interviews of Hawkers by research team*

### **Views on Initiatives<sup>14</sup>**

According to the hawkers, the operation clean-ups in Saddar have all been cosmetic operations. All state-proposed schemes have been a failure, even after the evacuation and demolition of the existing cabins and stalls. The promised new legal cabins or stalls that were given as the reason for the 'clean-ups' were either never constructed or were provided to fake claimants. Due to a lack of trust between the hawkers and the government, hawkers association prefer to actively resist eviction rather than simply negotiate with the state.

The Saddar street-vendors and their organisations have a willingness to pay for their rehabilitation and legalization under a government programme which takes into consideration their special requirements and they are willing to make major compromises if such a plan is proposed.

According to the hawkers, the main cause of failure of city government rehabilitation schemes in Saddar has been a lack of understanding and addressing of the socio-economic importance and spatial needs of the hawkers. In the absence of research, myths have been created and followed instead of formulating realistic and responsive schemes. Hawkers have been dismissed as an eye sore and their cultural and socio-economic importance in a future Saddar milieu has not been recognised. They are tired of periodic operation clean-ups, but they feel that

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<sup>14</sup>. Ibid.

they are unable to negotiate with government agencies from a position of strength as their unions are not technically equipped to propose and cost alternative plans for rehabilitation.

**Box – 3.4: Hawkers and the Milieu of Saddar**

Saddar is has become a large informal bus terminal as most of the public transport of Karachi passes through this area. Hawkers serve 86 per cent of this enormous transit movement of commuters who do not have the time to go into shops. Thus hawkers provide a cheap and time saving source of shopping and entertainment to the middle and lower-income groups visiting Saddar. For such a client' shops hold very little attraction due to their formal appearance and high prices. They visit Saddar primarily for shopping from the hawkers or just for an outing. The cultural aspect of wandering or browsing through a newspaper, sitting with a palmist or having the shoes polished adds flavour to the trip made by a regular visitor. Standing and applauding the medicine man who is selling to a large audience by putting on an act and hence providing parallel medicine to the lower income groups, provides a source of entertainment. Also, the large varieties of cheap food items available with hawkers are an added attraction to the visitors. The labourers, shopkeepers and office employees also use these eateries for their daily noon meals. The rural migrants visit the GPO in Saddar to send their money orders, have their letters written by hired scribes or just enjoy being in the city centre. Hence Saddar despite its pollution and chaos, still offers more than shopping possibilities to its regular visitors.

*Source: Arch. Christophe Polack*

Hawkers realise that for their rehabilitation and informed dialogue with the government agencies is required which takes into consideration the size, technology, design and operation and maintenance of the new shops and stalls. They also realise that their rehabilitation will have to relate to a larger traffic plan and to the size and width of streets and footpaths. In the present situation of mistrust between them and government agencies they are willing for the involvement of an intermediate body, such as an advocacy NGO, which is trusted by both the government as well as the hawkers. This NGO could ensure, with technical support from academics and professionals, that all spatial and socio-economic concerns of the hawkers are addressed and transparency is adhered to. (See **Map – 2: Location of Existing Hawkers and Leased Markets in Saddar**)



**MAP - 2**  
**Location of Existing Hawkers, Encroachers and Leased Markets**





## Leased Markets on Previously Open Public Spaces

Leased markets on previously open public spaces have a legal status in the form of a lease document or permit issued by the city government (formerly KMC) or the Cantonment Board. This gives them the security of tenure. These shops were built and leased for 99 years by the city government and the Cantonment Board. The number of these leased shops, of various sizes, amounts to 1,820. For the Cantonment Board the number of leased shops is 198. The total revenues from the rent of the shops come to Rs 698,080 per month for the city government and Rs 76,830 per month for the Cantonment Board.

The leased markets on previously open public spaces in Saddar have shops of various sizes (with rents ranging from Rs 36 to 300), the majority of them measuring approximately ten by ten feet each. The goods sold in these markets also vary to a great extent. Some of the larger ones (around Empress Market for example) sell almost all kinds of groceries, vegetables and meat. For details on number of shops, sizes, rents, products sold, see **Table 3.5: Profile of Leased Markets in Saddar**. There is no monopoly of ethnicity amongst the retailers: Punjabi, Pushtun, Urdu-speaking, and Sindhi shopkeepers as well as those from the Northern Areas and Afghanistan conduct their business in these markets. For details see **Appendix - 4: Socio-economic Survey of KMC and Cantonment Board Built Leased Markets on Previously Open Public Spaces**.



23-Leased shops on previously open public spaces around Empress Market



24-Leased shops on previously open public spaces around Empress Market

### ***Views on Initiatives<sup>15</sup>***

If the leased markets on previously open public spaces are shifted from the present locations, a lot of open space will be available for public use. If they are removed from the areas around Empress Market, this will enhance the stature of the building and restore the area to its original plan. The leased shops in these markets could be shifted to other areas or to the centre of pedestrianised streets.

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<sup>15</sup>. Ibid



25-Leased shops on previously open public spaces around Empress Market

The shopkeepers of these markets are willing to support any scheme for rehabilitation for themselves or for the hawkers, if in the process their problems are taken care of as well. One issue is the non-availability of parking space for their richer clientele. They claim that residents and businessmen living and/or working in Saddar use 60 per cent of the total number of parking spaces which leaves 40 per cent to be used by shoppers for an average duration of one to two hours. Also, leased shops have been added to by the government agencies as and when the demand arose and hence their location and conditions are not ideal.





26-Leased shops on previously open public spaces around Empress Market

However, none of the shop owners are willing to consider vacating their shops before they are handed over the newly constructed structures and are in possession of a new lease. They also insist that the relocation site should be in an appropriate area with links to pedestrian traffic and the new cabins, shops and markets should have appropriate sizes and services suitable to the nature of their businesses. To ensure that their demands are incorporated in any proposed scheme, the shopkeepers insist on consultation of their respective associations with relevant government departments.



27-Zaibunnisa Street (old Elphinstone Street)

### **Shopkeepers and Manufacturers**

Most of the formal built-up store and shop spaces in Saddar Bazaar are privately-owned or rented from private sources. Depending on the location, there are pockets of specialization. They also vary from catering to extremely low income to extremely high income consumers and clientele. More recently, certain retailers, such as those selling gold jewellery and garments, have established their own manufacturing workshops in adjacent or nearby spaces. Residential apartments in Saddar are being converted to house such functions and this process is causing further environmental degradation of Saddar.

Street vendors and formal shopkeepers in Saddar are often professional competitors but in many cases there is also an alliance between the two. If there is a similarity of product range and price between shops and street vendors they start complimenting each other. Shopkeepers may sense that they can benefit from the attraction of street-vending in front of their stores as potential customers after eyeing the hawkers' goods could be led into the formal shops behind them. Most of the shopkeepers in Saddar (almost 90 per cent according to surveys by the research team) recognize and appreciate this 'working relationship' between the two tiers of



retailers. In some cases shop-owners even 'spill out' their less expensive products along the footpath in front of their shops with salesmen posing as independent hawkers.



**28-Street-vendor in front of shop**

In the same bazaar, sales persons of high-end outlets (featuring gold jewellery, garments) as well as well-established institutions and outlets (related to banking, medical care, offices) do not generally appreciate the presence of hawkers near their premises. For them hawkers are a distraction and a menace. The vendors take away from the upmarket image that the former want to create and maintain. Thus security staff, often in the form of armed guards, is employed by formal high-end establishments to prevent hawkers from parking in front of their entrances and shop-fronts. There is a break in this pattern only at midday when cheaply available lunch is needed by establishment staff and is provided by the visit of food-seller hawkers.



29-Guarded office without street vendors

## Transporters

The vast majority of Karachi commuters use mini-buses and coaches that are individually owned and financed by loans from the informal sector. Almost half the mini-buses do not have a valid route permit and function on the city roads through an informal agreement between the transporters, the local government and the police. Since 1999, the Karachi Public Transport Society (KPTS) has introduced a large number of small buses that are formally operated by it. Since 2002, the city government has also initiated a scheme for introducing large buses through a public-private partnership agreement with formal sector companies. However, both these new initiatives have not developed sufficiently to make any difference to the traffic and transport situation in Saddar which continues to be dominated by registered and unregistered mini-buses and coaches financed by the informal sector.





30-Bus stop

The informal sector transporters pay a regular *bhatta* of about Rs 3,000 per month to the police so that they may be permitted to violate traffic laws, park where they wish and wait for a long periods of time at different locations so as to pick up passengers<sup>16</sup>. In addition, there are no formal bus terminals with the result that buses park wherever they wish. There are no spaces allocated for servicing and cleaning of vehicles either and there are no toilets for the transporters or for the general public. As such, these activities also take place on the road and pavements causing considerable environmental degradation. Bus stops have been designated by the T&C Department but in the absence of a larger management plan and its enforcement, buses generally ignore their existence and stop at locations that they prefer. Also, the buses operating in Saddar are of a very poor quality and are badly maintained. Due to this, there are high levels of air and noise pollution.

This state of affairs is one of the major reasons for the migration of old Saddar residents to other locations in the city. It is also one of the major reasons why Saddar's institutional buildings can no longer be used for the functions for which they were originally built. The hawkers and vendors benefit from this situation. Thus, the highest concentration of hawkers and

<sup>16</sup>. Hasan Arif; *Understanding Karachi*, City Press Karachi, 2000

encroachments in Saddar are in the northern and eastern parts which are the hub of large scale traffic movement and congestion.

The informally financed transport sector is well-organised and is represented by its various associations which include the Transport Ittehad and the Mini-bus Driver's Association. They are aware that they are indispensable to the needs of the city and as such they negotiate for keeping the system as it is from a position of strength. They often oppose policies that can improve the transport situation and government proposals for a more centralised planning and management system for the transport sector and ensure, through bribes to relevant government officials and agencies, that the bus routes allocated yield maximum profit regardless of any official traffic management scheme<sup>17</sup>.

The power of the transporters can be judged from the fact that many bus owners manage to get permits for routes which are no longer available while others do not follow the routes assigned to them. This creates strong competition among different operators resulting in speeding, accidents and violations of traffic and transport related rules and regulations. It is important to note that the transporters have not taken any notice of the changes in the bus route system introduced by the present government and continue to operate on the previous routes. The transporters on the other hand complain that the government does not take their problems seriously, for example, the demand for the construction of a bus terminal, which they have been making for the last many years. They also complain of bad road conditions (due to which the maintenance costs of their vehicles increased), high cost of fuel and low fares.

### **Government Agencies**

A number of government agencies are involved in Saddar. The T&C Department is responsible for traffic planning and its implementation. The traffic police are responsible for traffic management. The Town Municipal Administration (TMA) is responsible for solid waste management and the city government is responsible for the maintenance of the major roads, water supply and sewerage. The TMA and the city government are also mandated to plan and implement development schemes in Saddar. The Karachi Building Control Authority is responsible for overseeing the implementation of building bye-laws and zoning regulations and the Cultural Department of the Sindh government is responsible for ensuring the conservation of the built-heritage of Saddar. The AEC of the city government, with support from the police, is responsible for preventing encroachments and evicting encroachers. Research has established that none of the various agencies and departments operative in Saddar are effectively fulfilling their functions.

Encroachment of owned public property is an offence under both civil and martial law acts and orders. These acts and orders include the Sindh Public Property (Removal of Encroachment) Act, 1975, Martial Law Order No. 130, Removal of Encroachment Order, 1980, Martial Law Order No.202, 1983 and the Sindh Local Government Ordinance, 2001. (For text of these laws, see **Appendix – 5: Encroachment Related Laws and Regulations**)

The Saddar area is under the administrative control of the TMA while the major roads and thoroughfares are under the jurisdiction of the city government. The next level of streets is controlled by the union council. Thus, three levels of government are responsible for preventing encroachments on public land and conducting evictions. The AEC is responsible for assisting all these levels of government. However, the AEC along with other government agencies has

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<sup>17</sup>. URC Karachi Series; *Transport*; City Press Karachi, 2002

become a party to the current situation and neither formally rehabilitates vendors and transporters nor is it in a position to implement the existing laws and regulations.



31-Policeman watching over hawkers

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### ***The AEC and its Constraints<sup>18</sup>***

The Anti-Encroachment Cell (AEC) is a government agency whose role is to implement eviction orders given by the city government with the help of the police. They take action on a complaint lodged by the residents or by any other agency, usually a land owning one. Since the AEC officials are beneficiaries of informal financial arrangements, they make sure that the illegally occupied spaces are well maintained by the hawkers and that their occupation does not create unnecessary traffic congestion or nuisances of any kind so that residents and agencies do not complain. AEC officials also claim that they protect the hawkers in this manner for humanitarian reasons.

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<sup>18</sup>. This section is derived from meetings with AEC officials and discussions with bazaar stakeholders by the research team





32-The traffic mess

Periodical complains are received by the AEC for the removal of hawkers. A team comprising an inspector of AEC and police officials visit the site and given notice of one to three days to the hawkers. If the encroachment is not removed voluntarily, it is confiscated. A list of confiscated items is made and the goods are put in storage. A fine has to be paid by the hawker after which his goods are released.

There are certain constraints faced by the AEC. It has only two trucks for transporting the confiscated goods. These cater to all the 18 towns of Karachi. Therefore, whenever the AEC requests for a truck it takes about a week for it to turn up. This effects their efficiency. They very rarely get police protection or support as the police take bribes from the hawkers and have no interest in evicting them. Hawkers when being evicted harass the AEC officials by threatening to commit suicide and often attack the AEC staff. Moreover, hawkers manage to get the support of a number of higher officials of all concerned agencies, including the AEC, and do not take the AEC inspectors seriously.

## **Chapter – Four**

### **THE PHYSICAL ENVIRONMENT: TRAFFIC**

#### **4.1 Research Outputs**

Traffic is the most crucial aspect that needs to be addressed for rehabilitating Saddar. The relationship between traffic, hawkers, landuse and environmental degradation has already been explained in the Introduction and in Chapter Two. The purpose of this chapter is to focus on the existing traffic set-up and the possibilities of reorganising it so as to make the creation of a pedestrian and commuter friendly environment possible and at the same time minimise congestion and create a better physical environment for shoppers, commuters and residents. To develop an understanding of traffic related issues the research team carried out the following:

- Gathered and analysed data consisting of traffic counts recorded by the former TEB. Unfortunately, these traffic counts were carried out in 1994 and there is no scientific update of them since then.
- Discussions with government officials of the T&C Department on the existing conditions and possibilities of traffic rerouting within and around Saddar.
- Literature available on related topics with the URC and other sources.
- Analysis of surveys done by the research team with the assistance of URC.

#### **4.2 Evolution of Traffic in Saddar**

Traffic patterns in Saddar have changed overtime and are closely linked to the nature of the expansion of the city, government transport policies and landuse changes in Saddar.

At the time of Partition, Saddar was linked to the rest of the city by a tramway which originated at the port and Keamari and traversed the Napier Mole and M.A. Jinnah Road. At the junction of M.A. Jinnah Road and Garden Road it bifurcated. One branch continued on M.A. Jinnah Road to Soldier Bazaar and another branch went down Garden Road, through Preedy Street to Saddar. From here it continued along Summerset Street to the Cantonment Railway Station. From the junction of Altaf Hussain Road (old Napier Road) with M.A. Jinnah Road a spur along Altaf Hussain Road linked the tramway system to Lea Market. Thus, all the important wholesale and retail markets of Karachi were linked to the port, the business district and the residential areas. The population of Karachi at that time was only 450,000 and space for port related storage and cargo handling was available in the KPT yards. Much of the port cargo handling was done by rail and as such there was no heavy vehicle on the road<sup>19</sup>. (See **Map - 3: Karachi 1947**)

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<sup>19</sup>. Hasan, Arif; *Understanding Karachi*; City Press Karachi, 2002

MAP - 3  
Karachi - 1947



Source:  
Arif Hasan

The Hawkers of Sadar bazar,  
Jan 2006



The influx of refugees at the time of partition did not result in any significant increase in vehicular traffic in Saddar. This was because most of the refugees settled on the open spaces in Lines Area around Saddar and in the “native” city and in the Burns Road Arambagh (old Rambagh) area. These areas were within walking distance to their places of work in the newly created Pakistan Secretariat in Artillery Maidan. The tramway was available for those who worked in the business district and the port.

However, with the construction of cooperative societies such as Sindhi Muslim and PECHS and government housing schemes such as Jahangir Quarters beyond Guru Mandur, bus services were required. These buses were operated by companies and the vehicles were large buses as opposed to the mini-buses and coaches that operate in Karachi today. As such they were comfortable. All these bus services terminated and/or transited through Empress Market since it was a landmark that had open spaces around it and was walking distance to the federal government offices in Artillery Maidan. The population of Karachi in 1951 was 1.068 million and in 1961 it was 1.9 million. Saddar and the transport system was able to cater to this population in an organised manner.

However, major changes took place after the creation of the satellite towns of New Karachi and Landhi-Korangi between 1958 and 1962 as a result of the implementation of the Greater Karachi Resettlement Plan of the Ayub government. The refugees and a number of other working class settlements were relocated to these satellite towns which were more than 20 kilometre away from the city. The development of employment opportunities, which were part of the plan, did not materialise. As a result, the residents of these new satellite towns had to commute to their places of work in Saddar, the Federal Secretariat, the Port and the newly established SITE. Since the road network proposed by the Greater Karachi Resettlement Plan did not develop, this entire transit movement took place through Saddar. This was the beginning of the environmental degradation of Saddar since hawkers and encroachers emerged to service an increasing transit population consisting of lower income and lower middle income commuters. (See **Map - 4: Karachi 1960**)

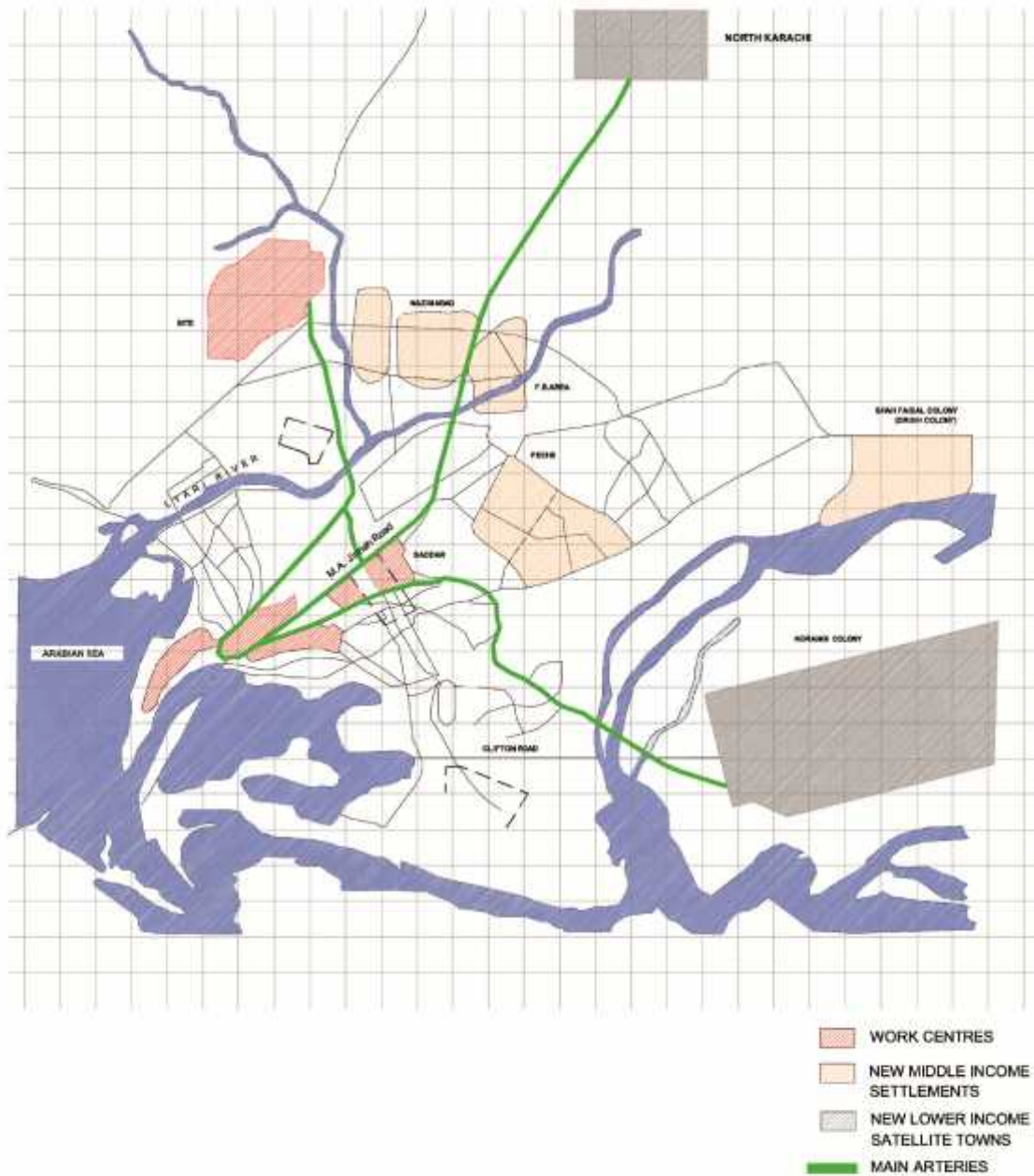
However, this degradation did not adversely affect the position of Saddar as a multi-class entertainment and recreational area. It also continued to be the main retail shopping area for the elite and the upper middle classes and a number of cinemas, night clubs and post eating places were added to it in the sixties and seventies. Meanwhile, government transport agencies were established, in addition to the private companies, to link Saddar with Landhi-Korangi. Proper bus depots, workshops and terminals were established for these transport agencies and companies<sup>20</sup>.

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<sup>20</sup>. URC Karachi Series; *Transport*; City Press Karachi, 2002



MAP - 4  
Karachi - 1960



Source:  
Arif Hasan

The Hawkers of Sadar bazar,  
Jan 2006





By 1972, Karachi's population increased to over 3.4 million and the private bus companies and the government transport agency could not cope with the huge increase in commuters. As a result, the government introduced the "free transport policy" whereby any individual wishing to operate a bus could be given a route permit. Since no subsidies and bank loans were offered for the purchase of proper large buses, individuals acquired route permits for affordable mini-buses and small coaches. With the continuing increase in population (5.2 million 1981 and 9.3 million in 1998) and the physical spread of the city, the mini-buses became the most important transport mode in Karachi. Meanwhile, bus companies and the government transport agencies were wound up, the former because they could not compete with the mini-bus operators and the latter because they were incurring huge losses<sup>21</sup>. It was out of this situation that the Karachi transporters and their informal financiers became a powerful lobby which could hold the city administration and commuters to ransom. This power gave them the means to determine bus routes, violate traffic rules and regulations and acquire route permits in violation of established rules and regulations. Through this process, by mid-1980s, the transporters came to dominate the Saddar area, more so because Saddar continued to be the main transit route for commuters moving from the north, south and east of the city to the CBD, the Port and the old city where the wholesale markets and small scale industries are located. This enormous congestion of commuters and buses, in the absence of a larger and rational transport plan for the city, resulted in the emergence of hawkers, encroachers, informal bus terminals and bus stops and an aggressive services sector for transport.

It is obvious from the above that Saddar's traffic problems are intrinsically related to the larger traffic management and traffic engineering issues of Karachi. The government is in the process of implementing a number of schemes that can have an important impact on the Saddar situation provided the link between them and Saddar is consciously planned for and established. (See **Map - 5**: Karachi 1991)

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<sup>21</sup>. Ibid

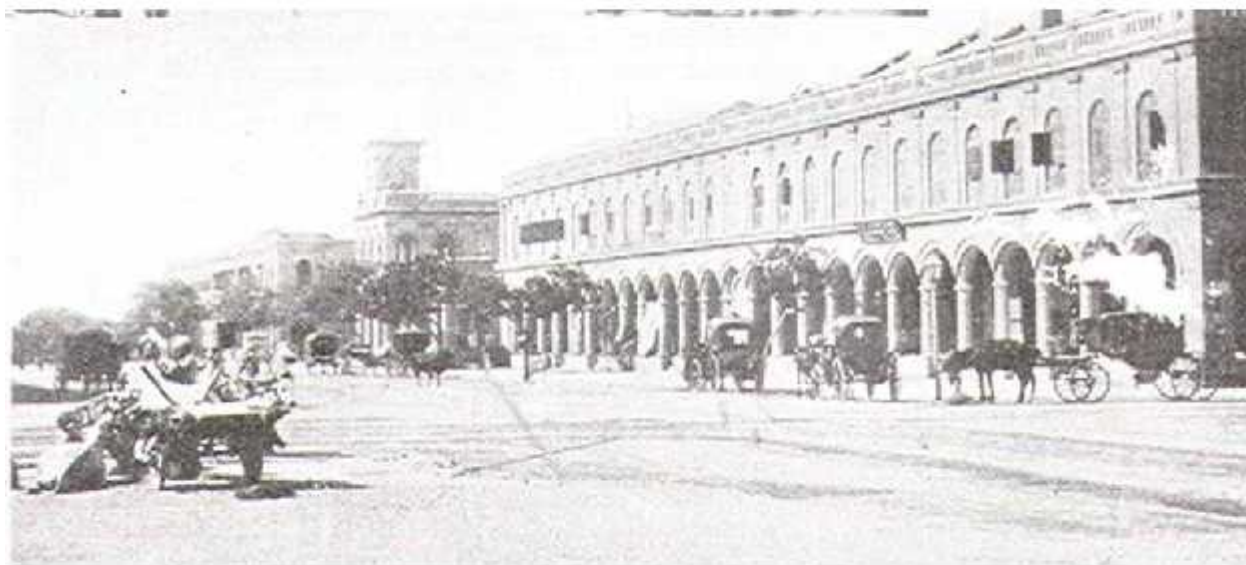
MAP - 5  
Karachi - 1991



Source:  
Arif Hasan

The Hawkers of Sadar bazar,  
Jan 2006





33-Preedy Street: Before

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### 4.3 Ongoing Government Programmes and Projects

The government is building the Northern Bypass and the Lyari Expressway. It also has plans for rehabilitating the KCR. These projects, if properly implemented and linked to the Saddar situation, can reduce traffic density in Saddar. With a long-term rehabilitation plan for Saddar in mind, it is important to consider the changes these schemes could bring about in Saddar.



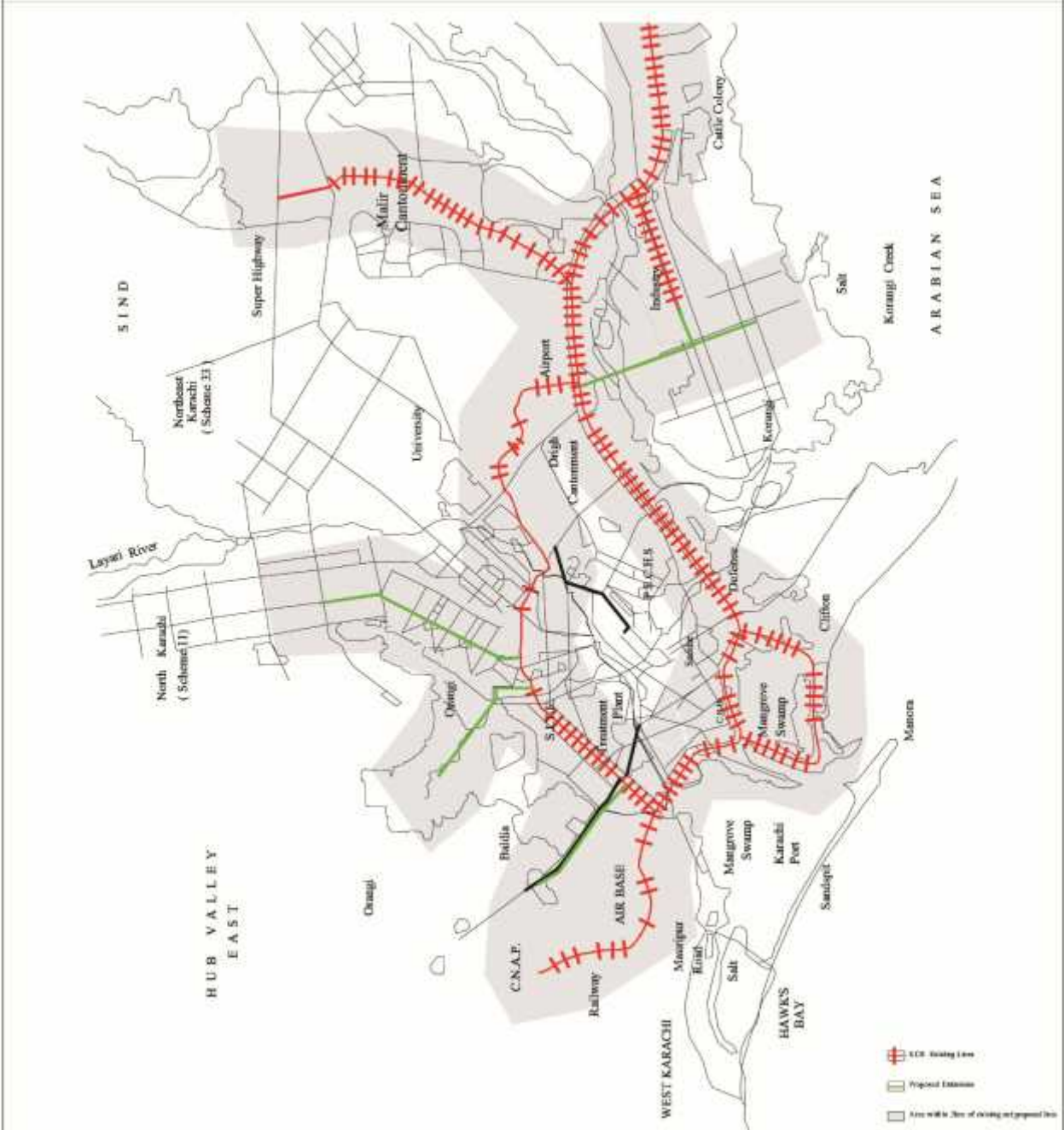
34-Preedy Street: Today

### Karachi Circular Railway (KCR)

If the KCR is rehabilitated and extended into the suburbs as shown in **Map – 6: URC Proposal for the Extension of the Circular Railway**, commuters coming to Saddar from Landhi-Korangi, Malir, and the Pipri Industrial Area could disembark at the Cantonment Railway Station which is two kilometres from the heart of Saddar. A bus or tramway shuttle could bring them from there to Saddar. Commuters coming from the north of Karachi could disembark at a railway station behind the Dawn offices and take a 10 minute walk to the heart of Saddar. A tramway linking a railway station at Jinnah Bridge on M.A. Jinnah Road to Cantonment Station through Saddar (see **Map – 7: Proposal for Tramway Linking Cantonment Station and Jinnah Bridge**), would also considerably reduce the need for bus traffic through Saddar.

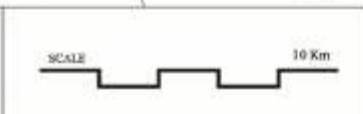


MAP - 6  
URC Proposal for extension of Karachi Circular Railway



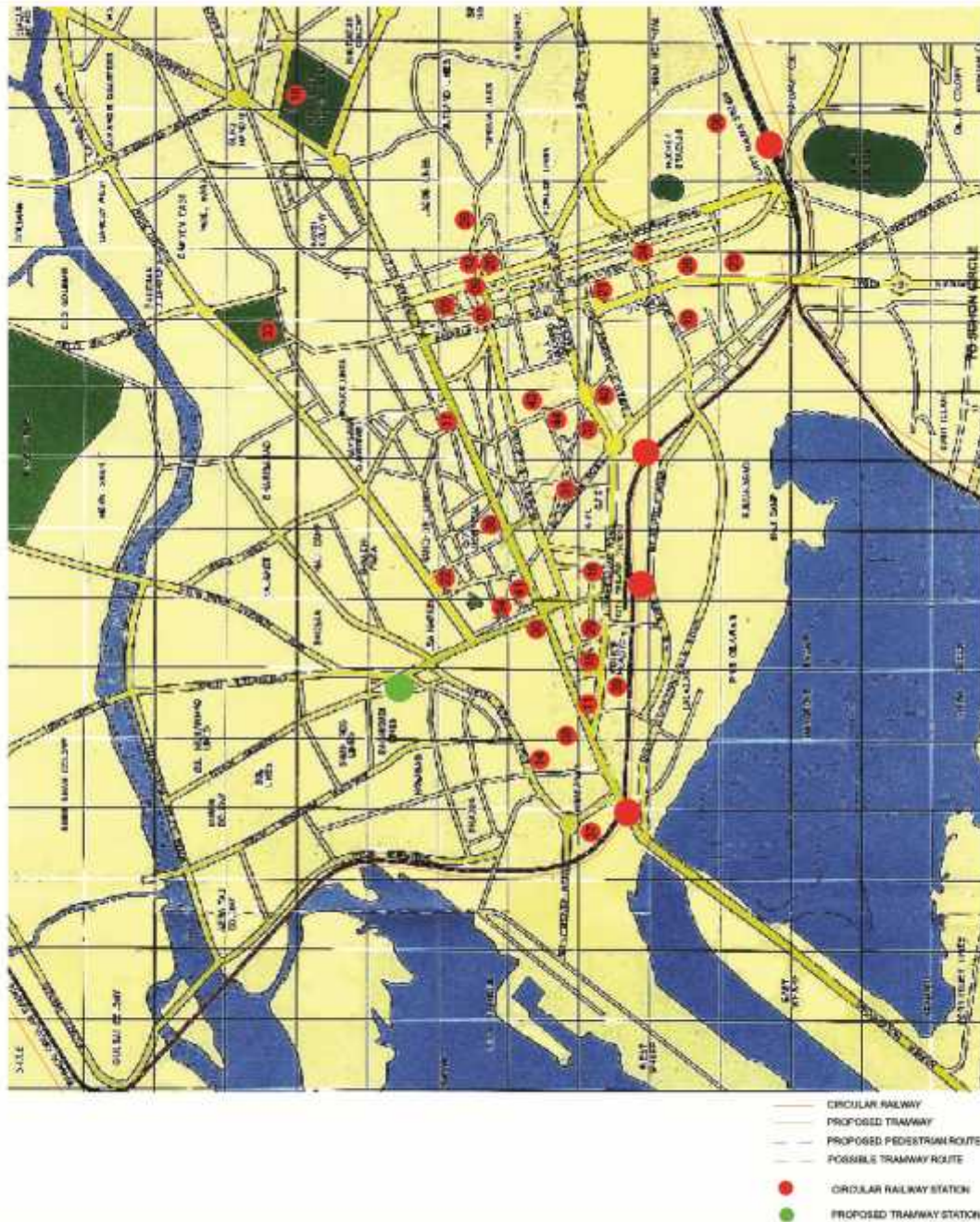
Source:  
Arif Hasan

The Hawkers of Sadar bazar,  
Jan 2006





MAP - 7  
 URC Proposal for Tramway Linking Contonment Station With Jinnah Bridge



Source:  
 Arif Hasan

The Hawkers of Sadar bazar,  
 Jan 2006

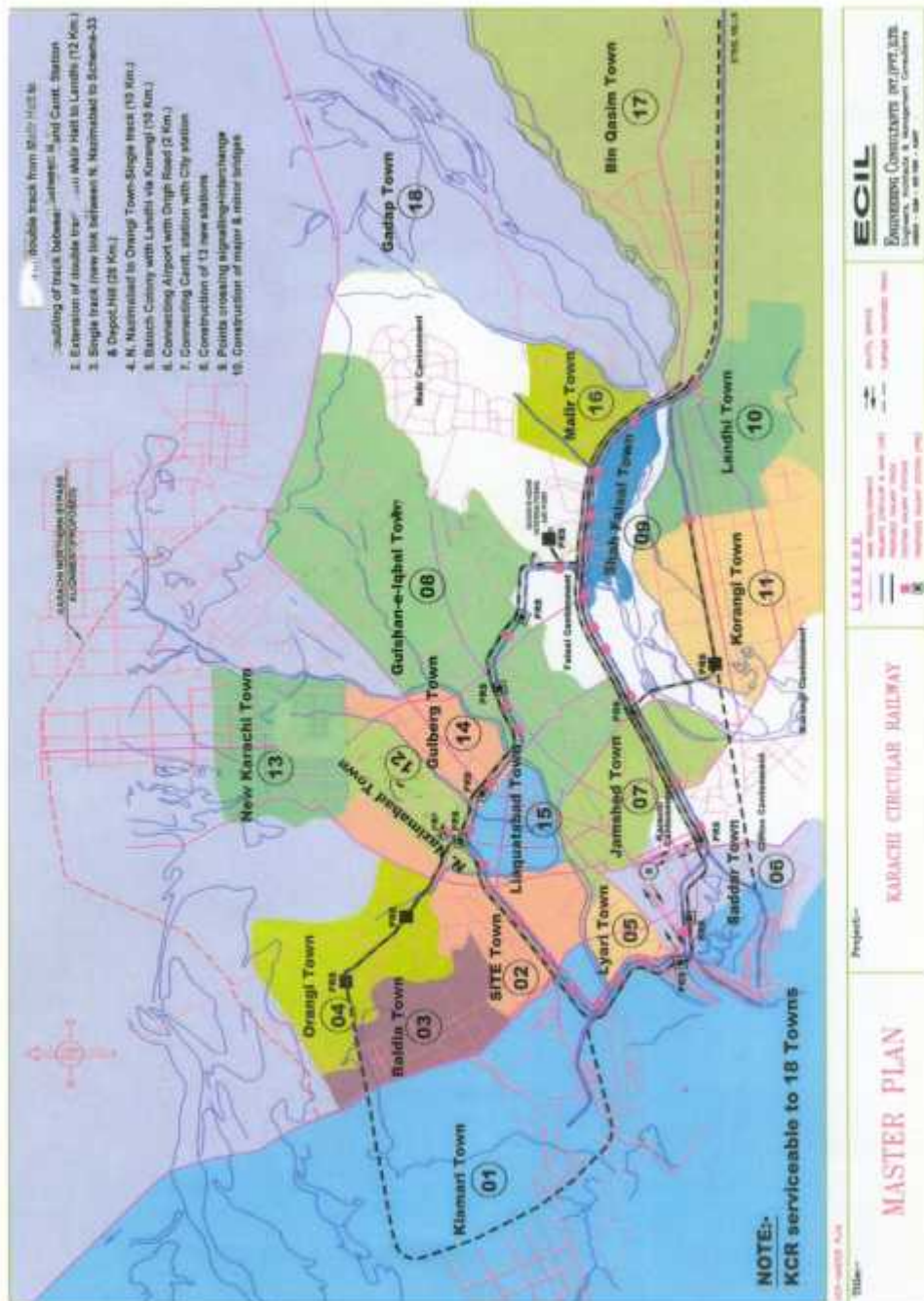


It is estimated that the implementation of these or similar schemes would reduce bus traffic through Saddar by well over 50 per cent<sup>22</sup>. However, the rehabilitation of the Circular Railway has run into problems. The government had a master plan developed for it by Engineering Consultants International Limited (ECIL) in 2002 (see **Map - 8: Karachi Circular Railway** (ECIL 2002) but because of high costs and the unwillingness of the government to subsidise its implementation, it was shelved. The government then tried to make the Circular Railway functional itself but that too was shelved and was followed by a proposal by the Japanese government to finance its rehabilitation. From newspaper reports it seems that the project will not be taken up for another two years although there is a lot of public pressure for its revival. (For details, see **Appendix - 6: Karachi Circular Railway**).

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<sup>22</sup>. Rule of thumb estimates by the authors.

# MAP - 8 ECIL 2002 Plan for the Karachi Circular Railway and Extension



The Hawkers of Sadar Bazar  
Jan 2006

## Lyari Expressway

The Lyari Expressway has been planned to form a high-speed link between the port and the northern part of Karachi making use of the banks of the Lyari River. Considerable protest has been voiced by citizens and professionals in the city concerning the following aspects and repercussions of this scheme (for details, see **Appendix - 7: Lyari Expressway: Citizens and Community Concerns**).

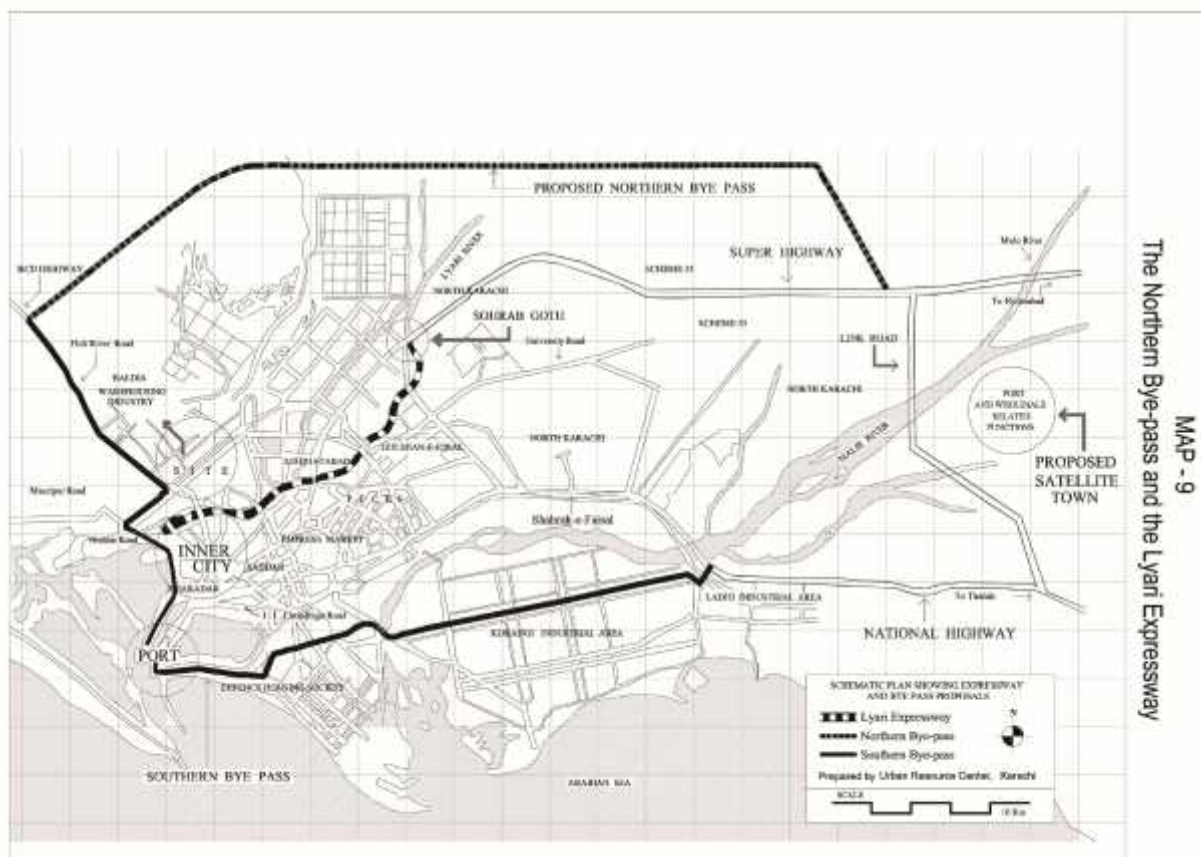
- Lack of public notification and transparency of the design process
- Mass evictions of historic communities
- Affected people will be moved to distant locations at the outskirts of Karachi, but since they will continue to work in the Lyari area, this would mean additional pressure on the traffic going through Saddar.

However, commuters and vehicles travelling from the north of Karachi to the CBD, the port area, Defence Society and Clifton, will be able to use the Lyari Expressway and avoid passing through Saddar. The benefit that could be derived for Saddar from this movement using the Lyari Expressway has not been studied or documented.

## Northern Bypass

The Northern Bypass is almost complete. It originates at the port and bypasses the city to the north and then joins the super Highway just before the Tool Plaza. The building of the bypass by itself will not have any impact on the traffic congestion in Saddar. However, the URC has constantly pushed for the relocation of the wholesale markets and the metal manufacturing and garbage recycling industry in the old city to the Northern Bypass. So far, no plans for this relocation have been made. If such relocation does take place then there will be a considerable decrease in the movement of commuter traffic between various areas to the north, south and east of Karachi to the old city markets. Again, the repercussions of the relocation of these markets on the traffic situation in Karachi and Saddar has not been studied. (See **Map – 9: The Northern Bypass and the Lyari Expressway**)





#### 4.4 The Existing Traffic Related Situation in Saddar

According to a 1994 survey done by the T&C Department, approximately 350,000 buses, mini-buses and cars are entering and exiting Saddar daily. This excludes all other modes of transport, for example bicycles, motorcycles, donkey, horse and hand-driven carts<sup>23</sup>. The increase in traffic intensity has been irreversible as the number of buses and cars passing through Saddar had increased by 40.7 per cent between 1994 and 2000. This is the major cause of congestion but there are many other factors that are responsible for the present state of affairs. These factors are given below.

##### Buses without Permits

According to the latest data (May 2001), provided by the T&C Department, there have been no permits issued in the past ten years to buses, mini-buses and KPTS buses passing through Saddar (see **Table – 4.1**: Status of the Issuance of Permits). Although officially no bus or public transport vehicle can be on the road without an official permit, almost 50 per cent of the public buses in Karachi do not have a valid permit and each year new buses are added to this number (see **Appendix - 8**: Obtaining a Route Permit).

Out of the 2,282 permit-carrying buses only 367, or 16 per cent, of the buses actually terminate

<sup>23</sup>. Traffic Counts 1994, Traffic Engineering Bureau.

in Saddar, while 84 per cent of the buses and mini-buses of Karachi are using Saddar as a thoroughfare<sup>24</sup>. This alone points to the irrationality of the present transport plan (or lack of it) and is the main reason for Saddar's congestion. No rejuvenation of the city centre is possible in such a situation, unless a plan segregating the through and local traffic is made and a central bus terminal provided.

## Bus Routes

In 1986, the T&C Department made a proposal delineating bus stops and bus routes through Saddar to help manage the traffic load. A detailed procedure for decision-making on bus routes and issuance of permits was developed. However, observations in Saddar and discussions with officials of the former T&C Department makes it clear that very few of these official bus stops and bus routes are operating, due to the following reasons (see **Appendix – 9: Minutes of the Meeting held with the Secretary to the T&C Department**):

- The public transport sector of Karachi is not in the hands of the government but is mostly privately-owned. Therefore, the government cannot easily set-up and implement a different system of management through financial penalties, as the transporter's associations wield great power and can easily protest with calls for transport strikes, thus immobilising the city.
- The mini-bus owners form an important and very powerful lobby, due to their political power, monopoly over public transport and access to informal money. Thus it was considered very difficult to introduce large buses which could reduce the number of mini-buses and hence congestion. Although currently around 300 large buses with fixed routes have been introduced in the city through public-private partnership, the public demand for mini-buses remains as they cater to popular routes, ad-hoc stops that commuters request, and because of their comparatively low fares.
- As bus owners acquire their routes through non-legal means (a *bhatta* or bribe can be paid to acquire lucrative routes), there are an excessive number of buses and mini-buses on the most popular routes. This causes immense competition between buses for passengers and even leads to extremely rash driving, speeding and accidents.
- Since bus-drivers and conductors are under immense pressure from their bus-owners to earn high revenue each day, they will pick up and drop passengers at random locations along their route, violating traffic rules and disturbing other traffic when they stop in the middle of the road<sup>25</sup>.
- The most lucrative transport routes are sought after by all transporters, and even 'mixed' routes are followed by the drivers to combine the busiest roads on their course. This bypasses the official urban-scale transport plans that aim at an equitable distribution of buses all around the city.

The majority of buses enter Saddar through the north side, off M.A. Jinnah Road. Expressed in respect to the total number of vehicles entering Saddar, the following percentage of vehicles enter through the northern side:

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<sup>24</sup>. Ibid

<sup>25</sup> Sohail, M., URC; *Urban Public Transport and Sustainable Livelihoods for the Poor, a Case Study: Karachi, Pakistan*, Loughborough University, 2000.

- 75 per cent of all buses
- 69 per cent of all mini-buses
- 65 per cent of all cars

All buses and mini-buses coming from Sharah-e-Faisal, Clifton or Korangi travel along either Mansfield Street or Napier Road and enter Preedy Street at a point where there is a maximum concentration of traffic.

### **Bus Stops and Terminals**

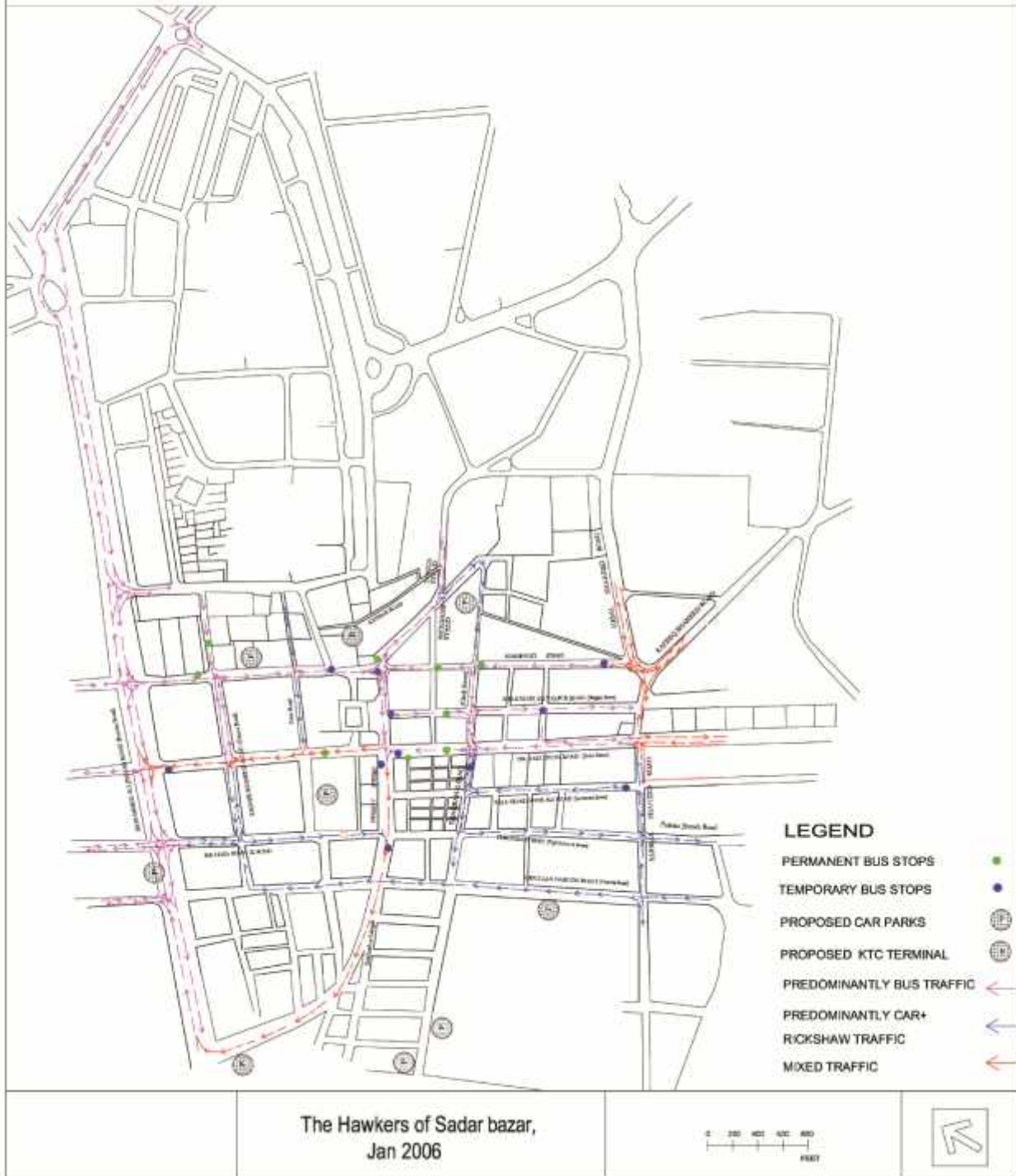
The T&C Department has done an in-depth study on the potential sites for bus-related infrastructure in Karachi, including Saddar (see **Map - 10**: Existing Traffic Routes, Proposed Car Parks and KTC Terminal, T&C Department 1996). This includes intra-city depots, workshops, and terminals. Thirty-two sites in Karachi were selected out of which none have been developed successfully. The present bus terminal in Saddar, in front of Empress Market, which has developed informally, has worsened the traffic situation in Saddar as shown in Box – 4.1: below.

#### **Box – 4.1: The Repercussions of the Absence of Bus Terminals**

The mini buses, along with other privately owned buses, have no bus terminals, workshops or depots. All these activities are performed on the road and around these ad-hoc facilities a services sector to transport develops along with hawkers, eating places, entertainment, toilets, and other activities that cater to the operators and to the transit population. As a result, road and pavement areas, sometimes as high as 90 per cent of road space, in important locations and nodes in Karachi, have been encroached upon and are used for these facilities. These encroachments cause huge traffic jams and large-scale environmental degradation. They also cause disputes between residents, shopkeepers, hawkers and transporters. Most of the down market environmental degradation in Karachi is the result of the above mentioned factors.

Source: URC website: [www.urckarachi.org](http://www.urckarachi.org)

MAP - 10  
Existing Traffic Routes, Proposed Car Parking & KTC Terminal (T & C Department 1996)





When research for this report began in 2002, negotiations between the TMA Saddar and the Cantonment Board were underway for the acquisition of land for the extension of Preedy Street. This extension has taken place in 2005. As a result of this extension a lot of traffic going through to and coming from Gulshan-e-Iqbal and Gulstan-e-Johar could have been diverted through this route rather than Daudpota Road (old Frere Street), that it uses today) but that has not happened due to congestion on the junction of Mansfield Street with Preedy Street. Connected with the Preedy Street extension is a large open space that could easily be developed into a bus terminal with related supporting infrastructure, (workshops, space for hawkers, rest places and washrooms). However, the city government has new plans which will be discussed latter.

### Conflict Between Vehicular and Pedestrian Traffic

The total number of trips<sup>26</sup> made by vehicles through Saddar on a daily basis amount to the following according to type of transport:

|              |                 |
|--------------|-----------------|
| Buses:       | 30,896          |
| Mini-buses:  | 54,351          |
| Cars:        | 2,79,580        |
| Rickshaws    | 35,016          |
| Motorcycles  | 1,50,000        |
| <u>Total</u> | <u>5,49,843</u> |

Between 1994 and 2001, approximately 100,000 additional pedestrians were crossing over Preedy Street every day<sup>27</sup>. As such, the scale of the conflict between motorised and pedestrian traffic as already very large in 2001. The reduction of the conflict of traffic can only be achieved by providing a bus terminal outside Saddar so that the total traffic load (84 per cent of all buses) does not pass through Saddar unnecessarily. Also, a pedestrian network incorporating footpaths, signals and vehicle-free zones will have to connect to the terminal and bus stops.

### Parking in Saddar

The building code requires all developers to provide sufficient parking space within their projects, whether residential apartments or commercial centres. However, although parking lots are shown at the approval stage of projects the space allocated for parking is invariably sold out to make shops or godowns<sup>28</sup>. The new buildings being built are increasing the density of the area, yet not providing for the parking needs they generate. The lack of parking spaces in Saddar has been one of the reasons that has forced more affluent bazaar clientele and residents to shift their business and homes to less congested areas of the city. A charged parking system run by officially engaged private contractors has now been done away with completely. This charged parking system had visibly reduced congestion in Saddar (see **Appendix – 10: Minutes of the Meeting with the Charged Parking Cell, City Government**). However, citizens objected to it, especially motor-cyclists and it had a number of other problems associated with it some of which are mentioned in the **Box – 4.2: below**.

<sup>26</sup> Through extrapolation of the figures of the Traffic counts of 1994 (TEB) and *Saddar, Traffic Management Scheme, A Plan for the Future*, 1986.

<sup>27</sup> Ibid.

<sup>28</sup> Siddiqui, I. M., *Spatial Rejuvenation of Urban Spaces, the Case of Empress Market*, NED University of Engineering and Technology, Department of Architecture and planning, Karachi, 1996.

#### **Box – 4.2: Charged Parking**

Efforts to create charged-parking lots in Saddar could not be formalised due to various reasons. The north end of Jehangir Park was and is being proposed as a parking lot but has encountered too much protest from the residents, as it is the last green open space left in Saddar. They fear that once made into a parking lot it would be taken over by the land mafia and built into a market as well. There have also been problems that the city government has faced within the past in dealing with the private contractors who managed charged parking in Saddar. They have invariably not paid their dues honestly and have also illegally extended the territory of their collection beyond the designated areas. Regardless, it is expected that a new city government will be renewing the system of charged parking in Saddar due to the immense need for such a system.

More parking spaces are needed due to the following reasons:

- Some retail shops (in Bohri Bazaar and Zaibunissa Street) are still eager to attract a richer clientele and would, in exchange for increased and systematized parking, contribute by supporting the rehabilitation of hawkers and encroachers.
- There are still many residents owning cars who have problems with the parking situation and it would help resolve one of their major issues of living and/or shopping in Saddar.
- The local government needs more revenues and increasing the number of charged parking spaces will contribute in that regard.

#### **4.5 Present Government Thinking**

The new Nazim of Karachi, elected in August 2005, has plans of developing a large bus terminal on land belong to the Cantonment Board on the north side of Saddar. The Cantonment Board was planning to develop this 16 acre land into a large commercial plaza. By constructing this terminal the city government plans to terminate vehicles coming from the north of Karachi at the terminal and as such prevent them from transiting through Saddar. This will certainly reduce congestion and pave the way for pedestrianisation of certain areas in Saddar. It will also make the hawkers wish to relocate to the new terminal site. (See **Map - 11**: Location of the New Terminal Building as Proposed by the City Government)

If this local government proposal is to be successful, it is important to use the information in this report regarding hawkers and their requirements so as to provide adequate and appropriate space for them in and around the terminal building. For past attempt, see **Appendix – 11**: Improvement Schemes under Karachi Special Development Programme (KSDP) and a Review of their Implementation.

Location of the New Terminal Building as Proposed by the City Government



#### **4.6 Conclusions and Recommendations for Traffic Planning in Saddar**

The planning and management of traffic is an issue to be dealt with on a city-wide scale. Since Saddar is the geographic centre of Karachi and serves the main residential and work zones, it is crucially linked to the larger traffic patterns of the city. The large number of people living and working in the city and its increase in the past 50 years plays a crucial role on traffic patterns.

Therefore, keeping in view the macro and micro-level planning aspects, the following recommendations are being made to support the rehabilitation of hawkers, encroachers and shopkeepers of leased markets in Saddar. The aim of this is to lead to an overall revitalisation of the historic, commercial and socio-cultural core of the city.

##### **At the Scale of the City**

- A larger traffic and transport plan, of which Saddar is a part, needs to be developed for the city as a whole. All local traffic engineering projects should relate to this larger plan.
- The relationship between the changes in traffic and transport modes and scale that would take place in Saddar as a result of the building of the Northern Bypass, the rehabilitation of the KCR and the construction of the Lyari Expressway, should be assessed for acquiring maximum benefit for the revitalisation of Saddar.
- A rationalisation of routes and interchanges through a revised bus-routing plan on the city scale should be a part of the larger traffic plan.
- There is a desperate need for the provision for inter-city bus terminals at the exit points to the city and proper mass transit links from these terminals to various locations in Karachi.
- Intra-city bus terminals are also required at Lea Market, Guru Mandur and Saddar and at other locations where buses terminate.

##### **At the scale of Saddar**

- Segregation of local and through traffic.
- Segregation of fast and slow moving traffic.
- Creation of pedestrianised zones for the relocation of hawkers, encroachers and leased markets on previously open public spaces on selected roads and streets.
- Construction of a bus terminal.
- If the pedestrianised area is large, then the provision of a shuttle bus service through the pedestrianised area linking the bus stops and/or bus terminals.



## Chapter - Five

### THE PHYSICAL ENVIRONMENT: LANDUSE AND REHABILITATION ISSUES

#### 5.1 Spatial Evolution of Saddar in Terms of Landuse

The spatial evolution of Saddar in terms of landuse has been explained briefly in the introduction and in Chapter Four. It is recapped briefly below as it has relevance to any future rehabilitation plan<sup>29</sup>.

- **1936:** Sindh separated from the Bombay Presidency and Karachi became its capital. This provided stimulus for the development of the city and a number of traders, landlords from the interior of Sindh and administrators established businesses and/or homes in the city. Saddar was the posh area of the city and to accommodate the social changes that took place as a result of Sindh's separation from Bombay, a number of new cinemas, restaurants, bars, billiard rooms and bookshops were established. Saddar thus became a major attraction for those living outside of it as well.
- **1947-54:** Karachi became the capital of Pakistan. The Pakistan Secretariat was established in the Artillery Maidan next to Saddar. Foreign embassies were established in the Civil Lines, next to Saddar. A university was established at walking distance from Saddar and multi-class refugee colonies sprung up on the periphery of Saddar. As a result, Saddar became a multi-class entertainment and recreational area. More cinemas, bars, billiard rooms and bookshops were added to it. The up-market character of its entertainment and recreational facilities was not affected but enriched. However, new establishments catering to the lower and lower middle income groups and the student population were established. Its community halls were used by students, professionals and government establishments for entertainment programmes, seminars, workshops and political meetings.
- **1954-1960:** With the establishment of cooperative societies and government housing schemes on the periphery of the then city the wealthier and better connected residents started to move to them. As a result, transport started to ply through Saddar and the multi-class refugee settlements in Saddar's neighbourhood became only working class settlements. However, Saddar continued to be a place that was visited for entertainment, recreation and shopping.
- **1960-1975:** With the shifting of the refugee settlements to the satellite towns of North Karachi and Landhi-Korangi, Saddar started to change. Buses and commuters from these new settlements started to pass through Saddar to their places of work and to their retail outlets in Saddar. Eastern Saddar started to become a bus terminal and hawkers started to emerge to serve the transit population. With the increase in Karachi's population, a proportional increase in the number of buses and commuters passing through Saddar took place with the result that the posh eating establishments, tea houses and bars became populist ones and overtime served an increasingly working class commuter clientele.

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<sup>29</sup>. For details see Hasan, Arif; *Understanding Karachi*; City Press Karachi, 2000

In 1960, the university shifted to its present location and Saddar lost its student population. The capital was shifted to Islamabad and Saddar also lost the diplomats and embassy staff that frequented it. However, new night clubs and cinemas were established in Saddar during this period. In the new settlements and housing societies on the then periphery new commercial areas developed and people from there stopped coming to Saddar for shopping purposes but still kept coming for recreation and entertainment.

Environmental degradation and congestion in eastern Saddar increased to an extent that its community halls could no longer be used for entertainment, seminars, meetings and conferences. This also coincided with the emergence of four and five star hotels and so much of this activity shifted to these hotels and to the cultural centres of foreign missions. Thus, Saddar lost its intelligencia in the process and the community halls became under-utilised.

- **1972-1978:** New zoning regulations in 1977 permitted high-rise construction. This led to the demolition of a large number of old Saddar buildings which were replaced by badly designed and constructed medium-rise apartment blocks and hotels. In 1977, Islamisation led to the end of Saddar's night life, bars and billiard rooms and Saddar was no longer a place visited for entertainment and recreation. This coincided with a major increase in Karachi's population and hence an increase in buses and commuters passing through Saddar.
- **1978 onwards:** With the increase in environmental degradation and the end of Saddar's entertainment and recreational facilities, major landuse changes have taken place. Many of Saddar's old communities have moved out since they could not continue to live in an increasingly hostile environment. Cinemas have closed down and their lots have been converted into wholesale and/or retail markets for consumer goods. Old community medical facilities in beautiful buildings are no longer used. Most of the old retail businesses, food shops and restaurants (which remained open all night as they catered to the night life clientele) have relocated to the new elite and middle income areas. The spaces vacated by them are being turned into manufacturing workshops for the jewellery and garment industry, thus creating further environmental degradation. However, pockets of specialised retail markets still exist where transport and commuter activity is not dominant.

The community clubs, churches, sports grounds (with their beautiful pavilions) are all under-utilised and are in a bad state of repair. They continue to exist simply because they belong to community trusts and cannot be demolished or have their landuse changed.

The landuse changes that have taken place are best illustrated in the maps in **Appendix - 12: Saddar Between 1965 and 1995**. They show that entertainment and recreational facilities have been taken over by wholesaling, manufacturing and marriage halls.



35-Eduljee Dinshaw Dispensary (now abandoned)

## 5.2 Present Situation

Saddar still contains some of the most important built cultural heritage in Karachi. Unfortunately, degraded surroundings and commercial pressures create a hostile environment for its preservation and historic buildings and landmarks are disappearing. Currently Saddar is very active during the daytime, playing a very important economic role for the whole city. However, in the evening when commercial and traffic activity dies down it becomes void of any cultural or social activity.



36-Parsi Maternity Home (also abandoned)

Observations and conclusions given in the sections below are the result of surveys conducted by the research team in Saddar and of reviews of relevant books and official documents. They have been analysed to identify potentials and constraints.

### **Change in Residential Activity**

Saddar has lost its charm as a pedestrian 'neighbourhood', having become the main transit area for the city. Many (and this is the trend) of the retail shops on the ground floor of old residential buildings have been replaced by godowns, storage spaces and manufacturing units. Where old residential buildings have been demolished, they are being replaced by godowns on the ground floor and small apartments and rooms for single lower middle class men on the floors above. The historic connections with Saddar institutions are missing with these new residents although many of them work within the Saddar area.

There are still some older families resident in Saddar and they continue to live there due to tradition, convenience or lack of choices. Most of them complain about the noise, air pollution (which has alarming consequences for their health), encroachers in front of their entrances and lack of parking spaces, but see little being done to change the present situation. Interviews with older residents show that they do not want the hawkers out of Saddar as hawkers offer services



for their daily lives. They are in favour of allocating specified spaces to them where the landuse is no longer residential as they mind hawkers standing in front of their building entrances.

### **Change in Commercial Activity**

In order to survive economically in changing times the shop owners of Saddar had to revise their marketing strategies. Their clientele now consists mostly of Saddar's transit middle and lower income class with the following consequences:

- The types of goods being sold cater more to the low-income group.
- Hawkers have been deliberately placed in front of shops to be able to attract more customers.
- Shop owners rent out some storage space for street-vendors.
- Shops are often converted into storage spaces and godowns or placed on rent for other functions.

However, very few are able to maintain these 'adapted' marketing strategies for very long because the speculative pressures have become very high. Most of the property owners end up selling their property to developers who then develop commercial centres, wholesale markets, warehouses and workshops in the eastern part of Saddar and hotels in the southern part<sup>30</sup>.

### **Building Height Density**

In terms of landuse density and building heights, Saddar consists of two distinct zones. A high-density area starts from the southern tip of Saddar up to Preedy Street. This portion comprises of buildings of three and four-storey heights. They have shops on the ground floor and apartments on the upper floors. Major landmarks here are Bohri Bazaar and Zaibunnisa Street.

A low-density area occurs between Preedy Street and M.A. Jinnah Road. Within this part of Saddar a majority of the area's historic landmarks are located, including Empress Market, St. Andrew's Church, Karachi Grammar School, Jehangir Park, Goan Union Club and Brooks Church. Although the density in terms of building heights is the lowest in this area, it has the highest concentration of activity which included the electronics market in the north-west, Empress Market and the informal bus terminals around Empress Market. (See **Map-12: Built up Area in Saddar**)



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<sup>30</sup> The Karachi Development Authority revised the bye-laws for Saddar in 1977, allowing excess in built-up versus plot area. However, very little control has been maintained on the obligation for developers to provide parking spaces with their commercial projects.

MAP\_12  
Built up Area in Sadar



The Hawkers of Sadar Bazar  
Jan 2006

 Sadar Limits  
 Builtup Area

## **Open Public Spaces**

The only large public open space available is Jehangir Park, belonging to the Parsi community. However, it is mostly utilised by single men and male visitors to the area. The current environment is not very conducive for attracting women, children, or older people who are nearby residents. Yet, it provides an excellent opportunity to rehabilitate some of the hawkers and encroachers around it and to develop the open space accordingly.

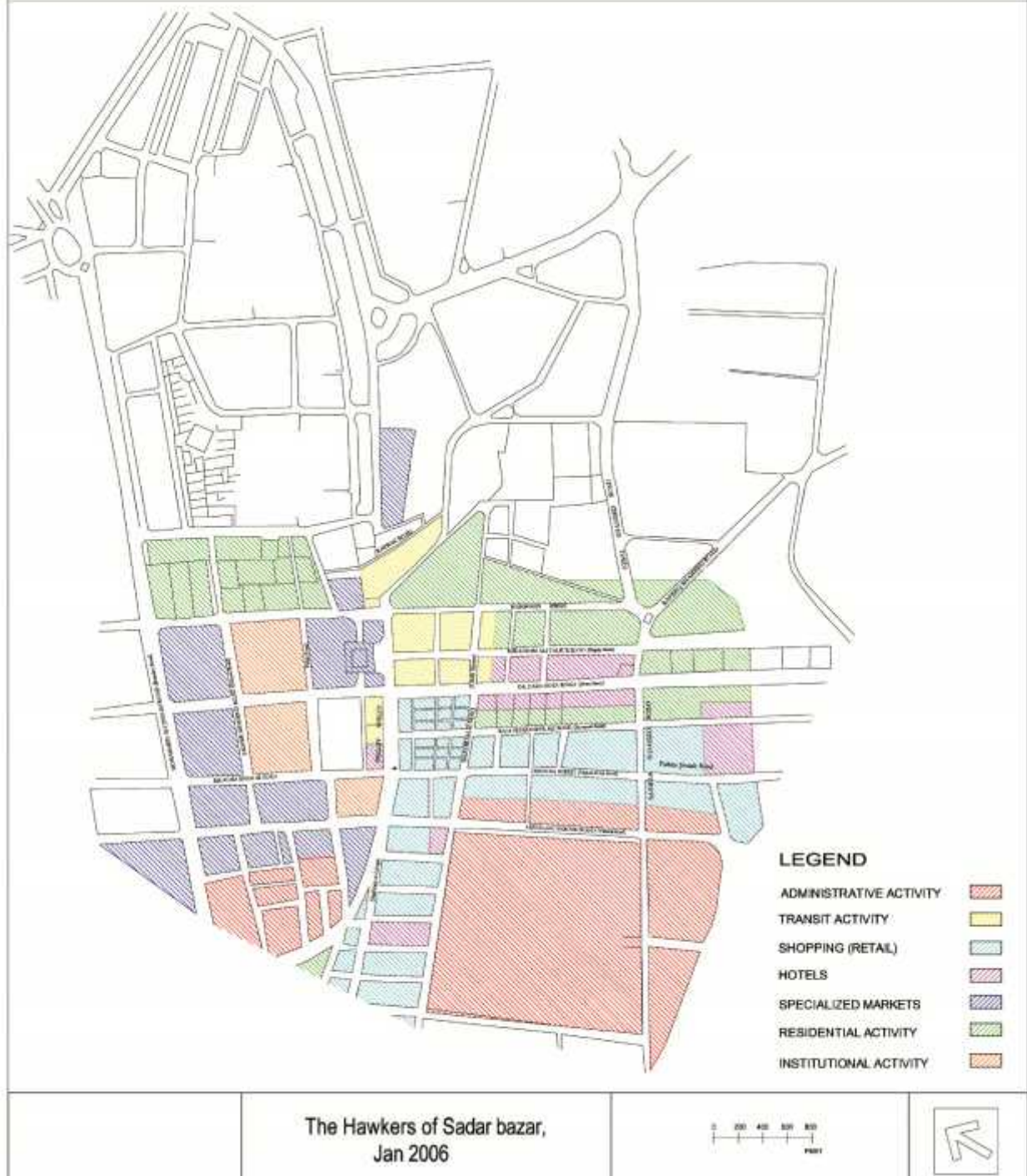
## **Specialized Markets**

There are still many specialised markets in Saddar. Zaibunnisa Street is visited by all classes for jewellery, garments and shoes; Abdullah Haroon Road for cheap garments in markets such as Zainab Market; and Bohri Bazaar for kitchen utensil, bridal wear and garments, shawls and linen and decorative items. The leased markets in previously open public spaces belong either to the city government (former KMC) or Cantonment Board, and also have been developed over time to meet the demand for commercial space in Saddar. The locations and conditions are not ideal as open public spaces have invariably been taken over to develop them. These need to be relocated in accordance with the proposed transport plan. (See Map-2: Location of Existing Hawkers, Encroachers and Leased Markets in Saddar and **Map-13: Existing Landuse**)

## ***Potential***

The research team has carried out a detailed landuse survey of all the major streets in Saddar to assess their potential for development (for details, see **Appendix - 13: Street-wise Description of Landuse, Problems and Potential**). It is obvious from these surveys that Saddar has enough space to accommodate the transit population, vehicles and the hawkers if the various activities can be properly organised, keeping in view the socio-economic realities and linkages of the various actors in the Saddar drama. (See **Table – 5.1: Streetwise Evaluation of Saddar Bazaar**)

MAP - 13  
Existing Land Use





### 5.3 Conclusions Regarding Rehabilitation and Revitalisation

The conclusions given below are derived from what has been said above and in the previous chapters. It is evident that any effective process of rehabilitation and revitalisation in Saddar must be transparent to the hawkers and residents of Saddar and to the media and civil society organisations. This can only happen if the process is established through dialogue and mobilisation of the stakeholders and through an incremental process of development. Under the present circumstances in Saddar, the following aspects would have to be adopted to make the method responsive:

- Recognition of the existence and importance of hawkers, encroachers and leased markets in the area through official leases and permits, with fees realistically compatible to the size of the area being allocated as well as vendors' paying capacity.
- To ward off present levels of mistrust, a mediating body such as an advocacy NGO which is trusted by all stakeholders must be involved, addressing all spatial and socio-economic concerns and supported by professional advice.
- Hawkers' associations would have to be engaged in a dialogue, regarding their concerns, ideas and needs, with the technical personnel of relevant state departments and the mediating NGO.
- The needs and concerns of residents would have to be addressed as being the main live-in stakeholders. Their involvement would also be the strongest guarantee for the area to ensure continuity in its character and development.
- The ongoing maintenance, security and storage processes must be formally adopted and regulated rather than the introduction of a new bureaucratic system.
- Permanent as well as the temporary hawkers and encroachers must be accounted for, the former controlled through permits and the latter through short-term space allocations in specified areas and periods.
- New locations of street-vendors and leased markets must mutually complement aspects of public transport (bus and pedestrian routes), and the locations of bus stops and the central bus terminal.
- The size, technology, design and operation and maintenance of new shops and stalls must respond to the size and width of streets and footpaths, the nature of businesses and products, cost-effectiveness factors, and merchandise security and storage aspects.
- Roles of concerned government agencies would have to be redefined, with the AEC regulating the allocated permits and locations of the retailers rather than evicting them. Incentives would have to be given to the police, traffic police and concerned officials and a system of accountability stressed, so as not to sabotage the scheme.
- The possibility of having a steering committee to oversee the project must be examined. The steering committee would consist of a representative each of hawkers, residents, shopkeepers, leased markets on previously open public spaces, city government,

cantonment board, transporters, and three members representing civil society organisations and academia from relevant disciplines. This committee would guarantee transparency and ensure accountability.

- After the scheme's planning is complete and vendor-permits have been awarded on its basis, ad-hoc increases in the number of vendors or non-permit retailers would not be permitted. The hawkers' associations will be made responsible for guaranteeing this condition.

## **Chapter - Six**

### **TOWARDS A SYNTHESIS**

#### **6.1 Justifications for a Rehabilitation Plan**

The present situation in Saddar and its evolution overtime, the interests of the various actors and their aspirations, the thinking of government agencies and landuse issues, and the relationship of all these with the objectives of the study have been examined in the previous chapters. Based on discussions in the earlier chapter, this section of the report seeks to lay down the justifications for a rehabilitation plan, which are given below.

##### **Transport Planning and Traffic Management**

If commuting patterns are changed in Saddar, the hawkers would relocate themselves accordingly and voluntarily. This relationship has to be recognised in any traffic rerouting, location of bus stops and bus routes and/or hawker relocation. It is also an important factor in the relocation of leased markets on previous open public spaces. These linkages will also define where pedestrian precincts are to be developed. The implementation of such a scheme will resolve an ongoing conflict between local government and the informal retailers.

##### **Environmental Improvement**

Traffic-generated pollution in Saddar directly affects the residents, commuters, shopkeepers, street-vendors and shoppers. The lead content in blood has reached alarming levels and many cases of lead-poisoning through inhalation or food have been reported. Most of the psychiatric ailments in the area have proved to be directly linked with noise and air pollution<sup>31</sup>.

A reduction in the number of buses in Saddar will automatically lead to a reduction in the number of hawkers, encroachments and transport related infrastructure. This together with the promotion of CNG-gas operated buses (which local government is supporting) will lead to a low level of noise pollution and lead content in the air, greatly enhancing positive living conditions in Saddar.

##### **Humanitarian and Socio-economic Grounds for Rehabilitation**

The poverty level of hawkers, encroachers and shopkeepers is not as high as was expected by the research team. As mentioned in Table 3.4, they earn at an average of around Rs 5,000. However, being evicted several times a month is not contributing to the stability of the more financially weak hawkers and also deprives them of dignity and lowers their social status.

A rehabilitation scheme will improve their social as well as the economic status. Although unofficial, their contribution to the city's economy is significant, representing citizens' initiatives to create jobs in times of growing unemployment, and deserves recognition through the grant of legal status and support.

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<sup>31</sup>. IUCN; Chapter on Urbanization, *Sindh State of Environment and Development*; 2005

## **The Response of Professionals and the State**

The plans of civic agencies for Saddar do not support informal retailers, creating an unresolved conflict between the reality of Saddar and the administrative set-up. A realistic redevelopment plan for Saddar can only be achieved through mutual consent involving all the stakeholders (civic agencies, shopkeepers, transporters and hawkers) as they are inter-linked by commerce and service provision to each other and the city.

Presently Saddar is catering primarily to the lower and lower-middle income groups. However, a majority of urban planners, city officials as well as formal and informal retailers would like to see the upgrading of the physical and social fabric of Saddar, and its rejuvenation as a historic, commercial and cultural centre catering to all classes of society. This would mean not just attracting, but also pragmatically serving, all types of clientele. It then becomes important to provide appropriate infrastructure and public amenities, including organised traffic and parking, pedestrian ways, eateries, toilets and a pollution-free environment conducive to walking and recreation.

In the absence of an overall traffic plan by the government, which segregates through and local traffic and has provision of bus terminals and pedestrian ways, no realistic organising of the hawkers is possible. (For details, see **Table - 6.1: Problems, Issues and Design Parameters**)

### **6.2 Parameters for a Rehabilitation Plan**

On the basis of the close relationship identified between traffic movement, informal retailing and overall environmental degradation of Saddar as discussed in the previous chapters, a conceptual design proposal has been developed. Many design proposals are possible within the parameters which have determined this proposal. These parameters are given in the sections below.

#### **Traffic-Segregation and Rerouting: Tools for Rehabilitation and Revitalisation**

One of the major concerns of planners working in Saddar has been how to relieve Saddar from its traffic congestion, and how to make the commuting patterns for vehicles and pedestrians more efficient. Through observations, detailed surveys and study of the data collected, the problems of traffic in Saddar can be summarised as follows:

- Lack of segregation between fast-moving vehicular and slow-moving non-motorised and pedestrian traffic
- Lack of segregation between fast-moving through-traffic and terminating local traffic
- Lack of parking and transport-related service infrastructure
- Non-availability of a central bus terminal.

The capacity of Saddar streets to accommodate traffic, vehicular and pedestrian, parking and hawkers is close to saturation. The number of cars and buses passing through Saddar or stopping for transit is increasing due to an increase in number of vehicles in Karachi<sup>32</sup>, absence

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<sup>32</sup>. Newspaper reports claim that more than 500 cars per day have been added to Karachi's roads in 2005.



of traffic management and planning and to the issuing of illegal permits. To ease the situation, systematic segregation of local and through traffic is required. This will require re-routing of the traffic passing through Saddar relieving it of more than half of its vehicular load.

To deal with the situation, the following interventions are proposed:

- Specialised street sections incorporating fast-moving lanes for buses and cars.
- Strong control over hawker-free lanes.
- Street parking provision on roads where through traffic has been disallowed. By disallowing this through traffic, the volume of parking can be substantially increased.

### **Segregation between Buses, Cars and Pedestrians**

Traffic segregation is essential for the following reasons:

- Safety of pedestrians
- Efficiency of fast-moving lanes
- Systematised accommodation of hawkers on pedestrianised streets.

This segregation has been implemented in the proposal as much as possible with the exception of some roads where it did not seem feasible due to lack of alternative routes, the present land-use or the limited street width.

### **The Provision of Ring Roads**

Ring roads around Saddar and link roads have been provided in the proposal in order to achieve segregation between fast-moving and local traffic (since only 16 per cent of buses terminate in Saddar) and to link them with to a new multi-functional bus terminal which would be accessible for all vehicles and pedestrians.

### **Pedestrian Zones and Stalls for Vendors**

In the absence of pedestrian areas, hundreds of thousands of pedestrians are forced to mix with vehicular traffic every day. Because of the encroachments on the footpaths, these pedestrians have no choice other than to use the roads. Therefore, pedestrian zones have been identified with vendor stalls to complement the two related activities. An overall pedestrian connection with the bus terminal and bus stops has been established.

### **Provision of a Bus Terminal in Saddar**

To facilitate the segregation of through and local traffic, a necessary step is the provision of traffic infrastructure. A bus terminal that facilitates transit and terminating traffic becomes important as 70 per cent of Saddar commuters will be using it. The design of such a facility requires further study and a bus re-routing proposal based on latest traffic counts and discussions with all the stakeholders.

Currently, to relieve unwanted congestion in front of Empress Market, the provision of a new multi-functional bus terminal should have:

- Space for buses to park for longer periods, providing safe embarkation and disembarkation for commuters without hampering any flow of traffic.
- Space for accommodating different types of hawkers.
- Bus workshops at close proximity to the terminal.
- Resting places for drivers and commuters.
- Office spaces for administrative staff.
- Markets in the close vicinity (partially consisting of relocated leased markets on previously open public spaces).
- Shops and other commercial space for rent or sale incorporated in the bus terminal with a real estate office (for the possibility of self-financing the building and its future O&M).
- Parking spaces for cars.

### **Provision of Street Parking**

Street parking has been redesigned and allocated taking into account:

- Segregation between fast-moving vehicular traffic and parking lanes.
- Existing landuse: giving preference to parking provision in residential and retail market areas.
- Existing parking spaces, their relevance and future growth potential.

### **Provision of Single and Multi-storied (Structured) Parking**

The total number of parking spaces required to revitalise retail shopping and make Saddar more accessible to larger sections of the population cannot be accommodated on the streets alone. It requires the provision of designated lots for multi-storied car parks.

Constructing multi-storied parking can only be useful if placed at the edge of fast-moving lanes and made accessible through service lanes. Several potential plots have been identified for this purpose but discussions between the city government and the owners of these lots will need to take place for this issue to be finalised.

### **Relocation of Hawkers, Encroachers and Leased Markets**

As spelt out earlier in this report, the relocation of informal retailers cannot happen by force but through a process of dialogue with all concerned stakeholders. Their relocation in the proposed scheme is based on the following factors and criteria:

- Retaining present locations as much as possible by rerouting traffic to relate to such locations.
- Identifying and analysing potential sites based on the preferences of the informal retailers.
- Connecting with the new bus terminal.
- Availability of storage facilities for vendors.
- The proposed traffic rerouting and parking scheme.
- Link with pedestrian networks and bus stops.
- Availability of appropriate width of streets for accommodating parking as well as vendor stalls.
- Link with the predominant activity of the street or area (residential and institutional areas have been avoided).
- Financial feasibility of relocation.

## ***Chapter - Seven***

### **PROPOSAL**

#### **7.1 Physical Planning Proposal: Conceptual Sketch Design**

A description of the conceptual sketch design for Saddar is given below along with the maps that explain the proposal.

##### **Traffic Rerouting and Segregation of Fast Moving and Local Traffic**

Two ring roads have been developed, one for fast-moving buses and one for fast-moving cars. The remaining streets have been turned into pedestrian zones or reserved for local traffic and street parking. The new routing has been derived from the realities of the present one and the type of activity the streets are already catering to.

The ring road for fast-moving buses follows:

- Dr. Daudpota Road
- Preedy Street
- M.A. Jinnah Road
- Student Byriani Road - Iqbal Shaheed Road
- Sarwar Shaheed Road

With the exception of Sarwar Shaheed Road and Iqbal Shaheed Road, the traffic direction is one-way and clockwise.

On Dr. Daudpota Road a service lane on both sides with parking has been provided in order to cope with the high demand for parking spaces in that area.

The ring road for fast-moving cars follows:

- Abdullah Haroon Road
- Saghir Shaheed Road
- Mansfield Street
- Iqbal Shaheed Road
- Sarwar Shaheed Road

With the exception of Sarwar Shaheed Road and Iqbal Shaheed Road, the traffic direction is one-way and clockwise.

Service lanes with parking spaces have been provided on one side of Abdullah Haroon Road (retail shops) and Mansfield Street (residential)

The following would be pedestrian zones:

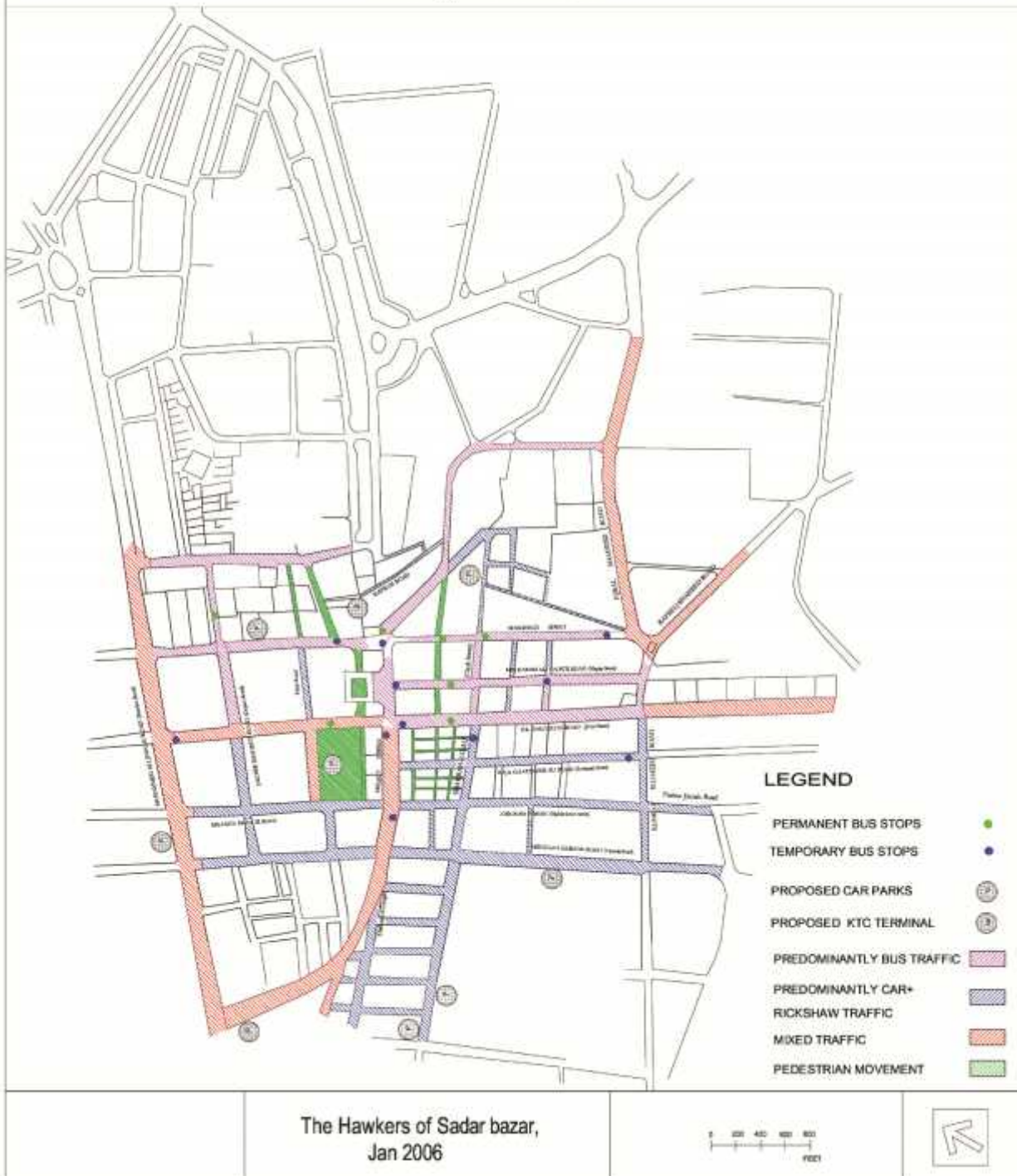
- Bohri Bazaar
- Zaibunissa Street (portion between Preedy Street and Shahrah-e-Iraq)

- Mir Karam Ali Talpur Road (portion between Preedy and Sharah-e-Iraq)
- Sharah-e-Iraq (portion between Zaibunissa Street and Mansfield Street)
- Preedy Street (portion in between Empress Market and Jehangir Park)
- Katrak Road

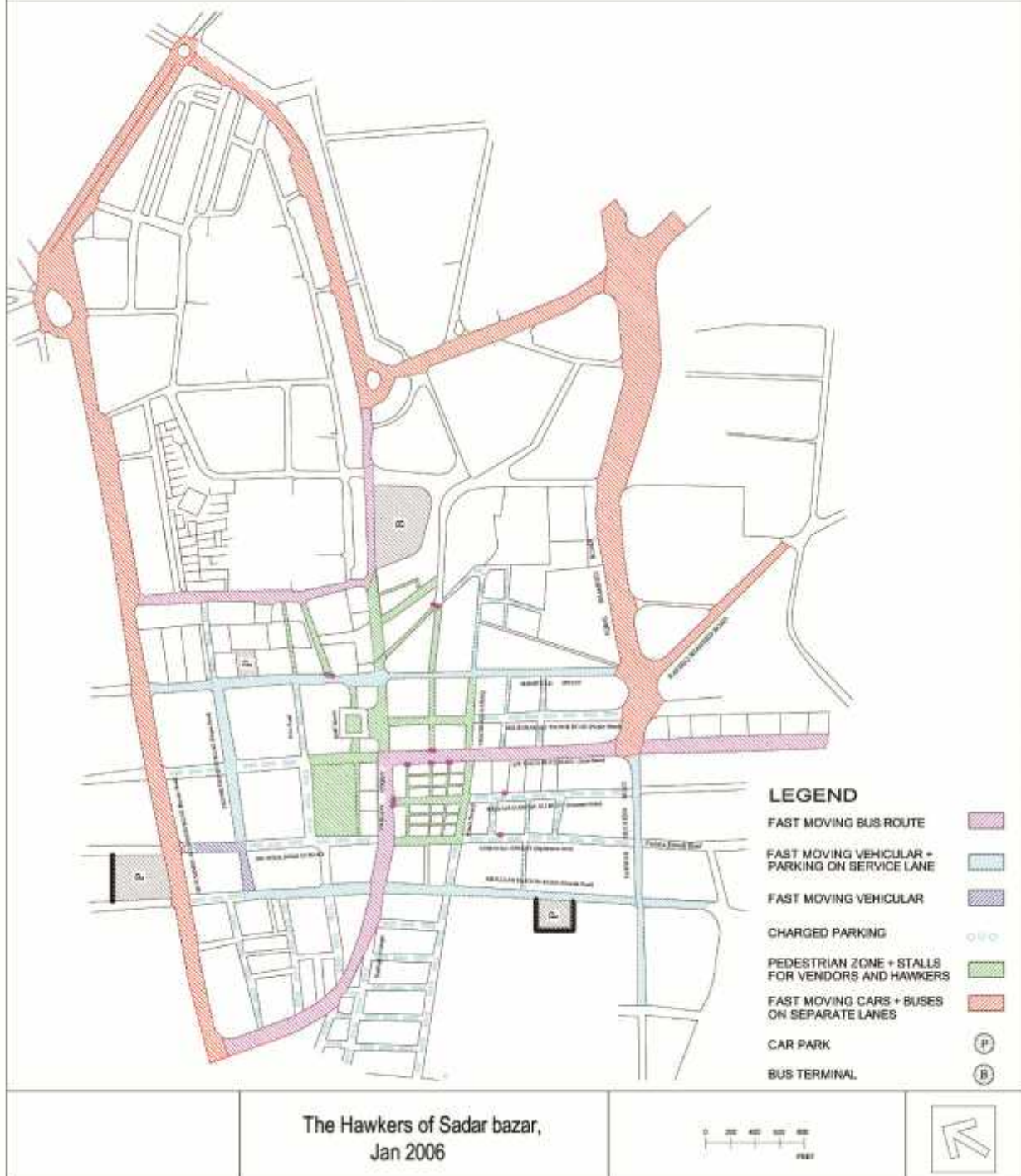
The pedestrian streets also accommodate stalls for vendors since these are catering to pedestrians who are shopping or transiting. All pedestrian zones have been grouped in close proximity of Empress Market and the bus terminal. For the details of the proposal, see **Map - 14: Existing Traffic Zones**; **Map - 15: Proposed Traffic Zones**; **Map - 16: Traffic Rerouting Proposal**; **Map - 17: Relocation Plan for Hawkers, Encroachers and Leased Markets**; **Map – 18: Section: Proposal for Raja Ghanzafar Ali Road (between Preedy Street and Shahrah-e-Iraq)**; **Map – 19: Section: Proposal for Raja Ghanzafar Ali Road (between Sarwar Shaheed Road and Shahrah-e-Iraq)**; and **Map – 20: Section: Proposal for Dr. Daudpota Road (section between Sarwar Shaheed Road and Shahrah-e-Iraq)**.



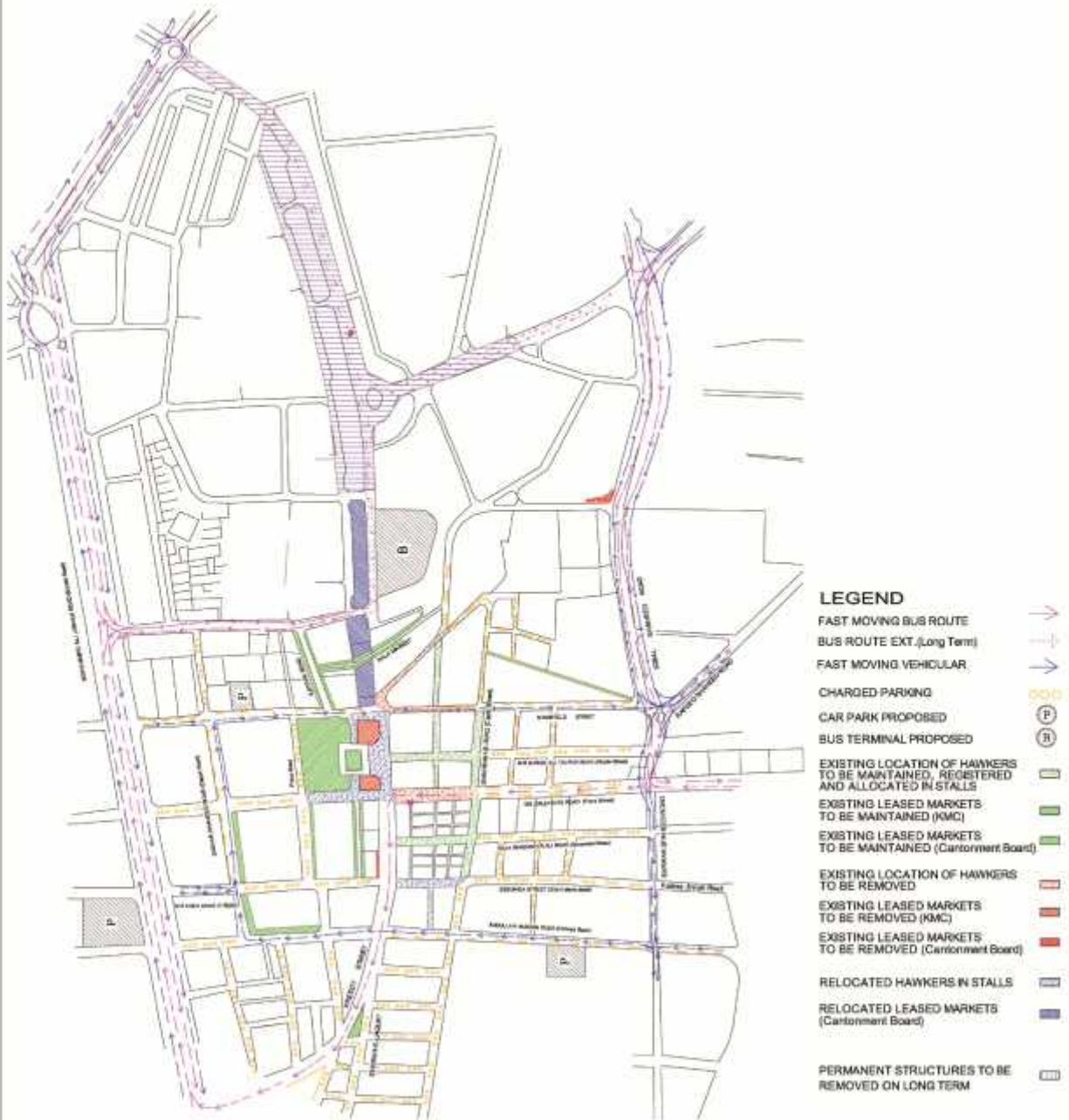
MAP - 14  
Existing Traffic Routes



MAP - 15  
Proposed Traffic Zones



# MAP - 16 Traffic Re Routing and Relocation Proposal

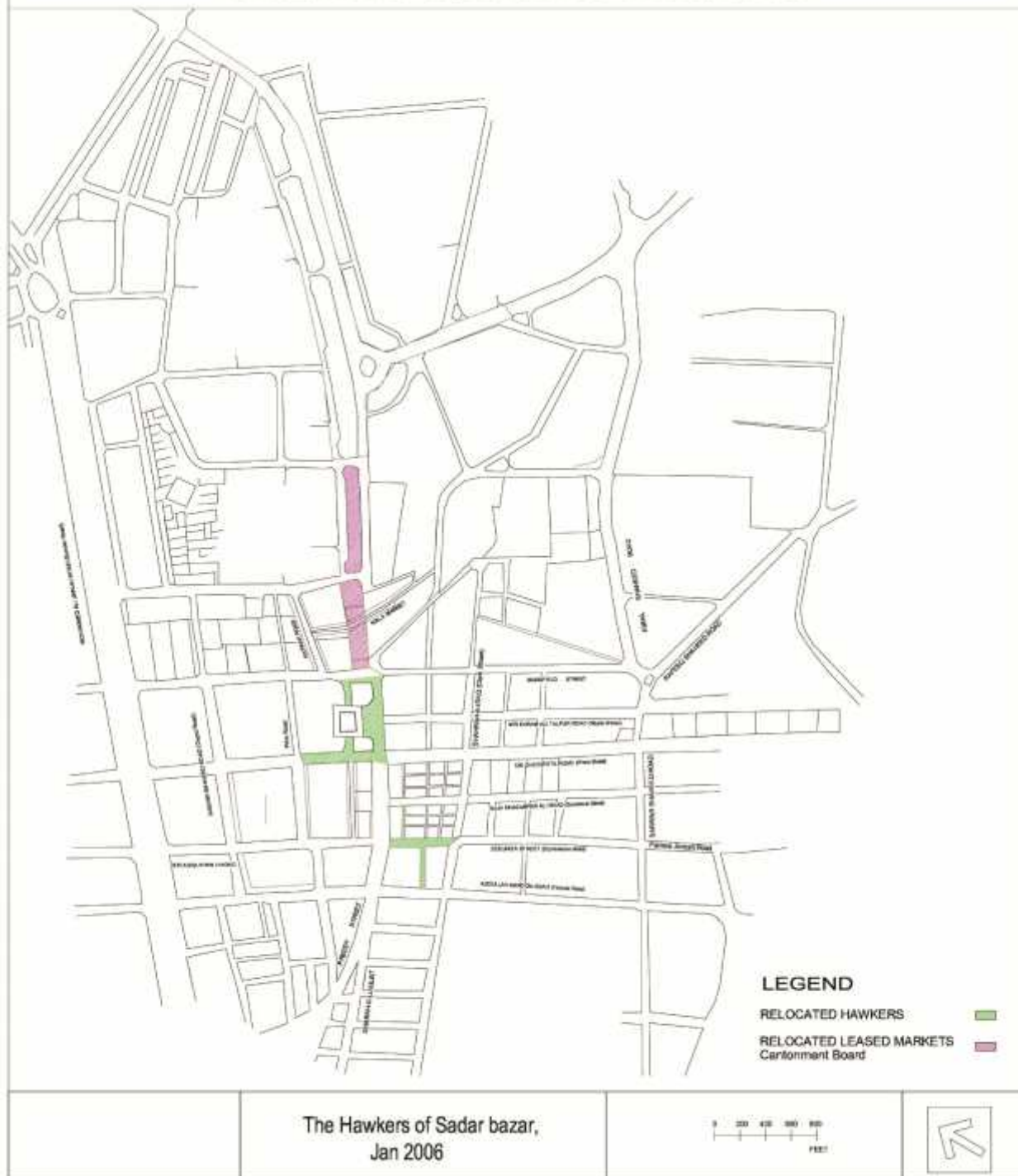


The Hawkers of Sadar bazar,  
Jan 2006

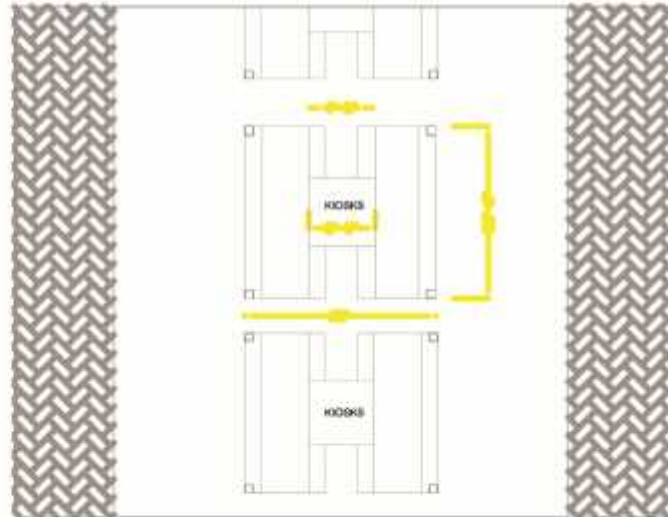




# MAP - 17 Relocation of Hawkers, Encroachers and Leased Markets



MAP - 18  
 Section: Proposal for Raja Ghazanfar Ali Road  
 ( Between Preedy Street and Shahrah-e-Iraq)

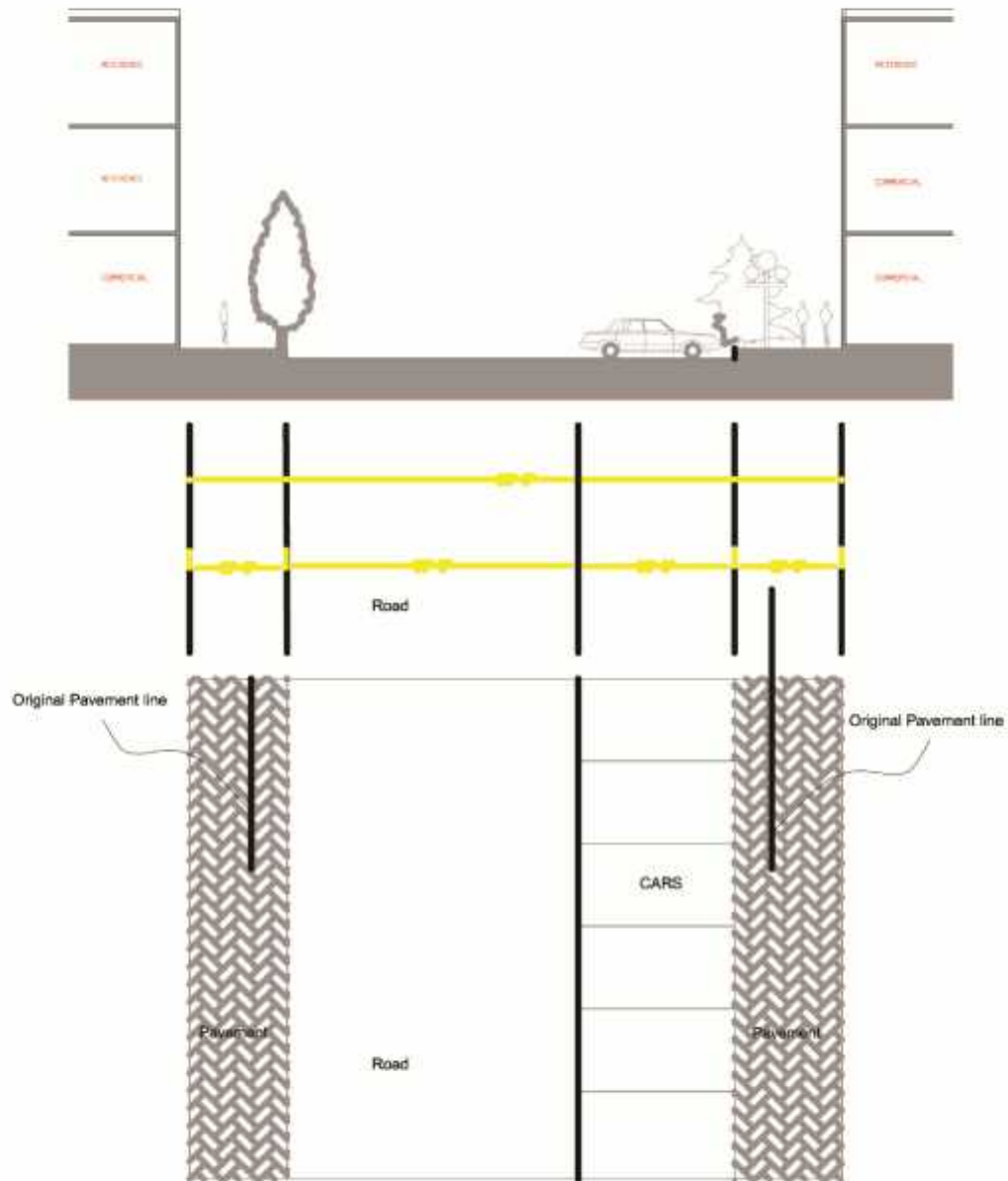


The Hawkers of Sadar bazar,  
 Jan 2006





MAP - 19  
Existing Traffic Rouets, Proposal for Raja Ghazanfar Ali Road  
(Between Sarwar Shaheed Road and Shahrah-e-Iraq)

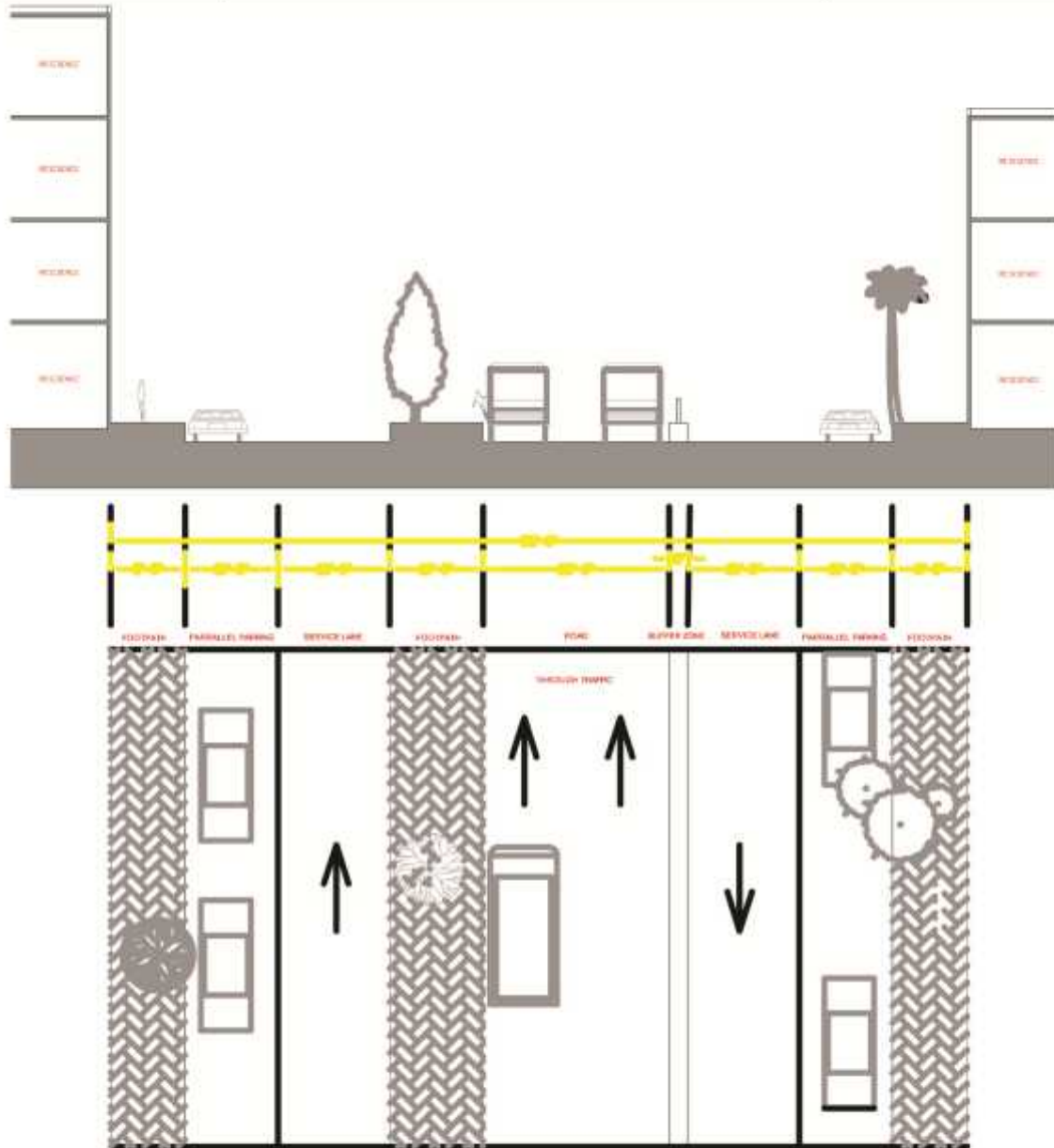


The Hawkers of Sadar bazar,  
Jan 2006

0 5 10 15 20  
FEET



MAP - 20  
 Section: Proposal for Dr Daud Pota Road  
 (Between Sarwar Shaheed Road and Shahrah-e-Iraq)



The Hawkers of Sadar bazar,  
 Jan 2006

0 5 10 15 20  
 FEET



## **Relocation of Encroachers and Leased Markets on Previously Open Public Spaces**

In order to achieve a smooth traffic flow, both for vehicular traffic and for pedestrians, all footpaths and vehicular streets will have to be cleared from encroachments.

Hawkers and encroachments will have to be relocated from:

- Preedy Street (portion between Dr. Daudpota and M.A. Jinnah)
- Dr. Daudpota Road (at the intersection with Preedy Street)
- Mansfield Street (at the intersection with Preedy Street)

Shopkeepers of leased markets on previously open public spaces will have to be relocated from:

- Leased Market on Iqbal Shaheed Road (Cantonment Board)
- Garden West and East in front of Empress Market (City Government)
- Jehangir Park Leased Market (City Government)

## **New Markets and Pedestrian Streets with Vendor Stalls**

Hawkers and encroachers are being relocated to stalls in the following pedestrian zones:

- Bohri Bazaar
- Zaibunissa Street (portion between Preedy Street and Sharah-e-Iraq)
- Mir Karam Ali Talpur Road (portion between Preedy and Sharah-e-Iraq)
- Sharah-e-Iraq (portion between Zaibunissa Street and Mansfield Street)
- Preedy Street (portion in between Empress Market and Jehangir Park)

Leased markets on previously open public spaces which have to be relocated for accommodating the traffic rerouting can be accommodated on the open land along with Preedy Street extension. This location will be in close proximity to the proposed bus terminal and Empress Market.

## **Construction of a New Bus Terminal**

The construction of a new bus terminal is essential for coping with the large number of bypassing and terminating buses (see Chapter 4). The plot chosen for the bus terminal is near the Rainbow Centre and Preedy Street intersection and is linked to the fast-moving ring road.

## **7.2 Proposal: Institutional Parameters**

### **Legalizing Informal Retail**

Discussions held with hawkers, encroachers and shopkeepers of leased markets make it clear that any relocation plan would only be acceptable for them if they are given legal status, and that no evictions will happen in the future if they abide by the relocation. The negotiation over this demand and its acceptance would be essential for creating a sense of trust between the informal retailers and the city government, and would be necessary for the success of the

proposed scheme. The hawkers' associations would have to take the responsibility of seeing to it that non-permit holding hawkers would not be added to the Saddar area.

### **Restructuring the Anti Encroachment Cell**

The AEC and the T&C will have to work together as a team if the plans that are being proposed are to be implemented. This team work will also be required for the subsequent monitoring of the situation in Saddar and future modifications to the plan and their implementation. A stronger monitoring and regulating mechanism than the existing one is also required otherwise this plan too will fail as have the previous plans. Such a stronger regulating and monitoring mechanism has to take into consideration the needs of the actors in the Saddar drama, constraints of the existing local government system and its agencies, and the potential of mobilising public opinion and civil society organisation for support of the plan. This can only be done if the regulating and monitoring mechanisms are developed after detailed discussions and consensus between the various stakeholders.

### **Role of the Police and Traffic Police**

The police and traffic police, two of the most closely linked stakeholders, will have to be taken in confidence regarding the monitoring and control of the rehabilitation scheme. Incentives will have to be given to them for effective implementation.

### **Mediating Role of a Non-Governmental Planning Group**

In view of the interests of various stakeholders in the rehabilitation and revitalisation of Saddar, it is important to have a neutral mediating and regulating body whose role would be to hold discussions amongst the various actors, provide technical support and monitor the entire process. This role could be played by an NGO well-versed with the concept of 'development through participation' and experienced in 'advocacy planning'. A standing steering committee, as proposed in Chapter 5, Section "Conclusions Regarding Rehabilitation and Revitalisation", should also be considered. This steering committee of interest groups would monitor the Saddar situation and see to it that transparency and accountability is maintained and that the plan and its future (if any) modifications are not violated.

## **7.3 Proposal: Financial Issues**

The finances required for the implementation, operation and maintenance of the proposed scheme can be generated through the following means:

- Increase in the number of charged parking places in Saddar, operated by the city government itself, to yield more revenue than the present system of contractors.
- Legalisation of informal retailers of Saddar by giving them permits for rental and/or leased stalls on payment (the documentation will also allow a control on the total number of hawkers).
- Increase in the monthly rent of relocated leased markets on previously open public spaces with the provision of better facilities.
- Rental of office and commercial spaces within the proposed bus terminal

- Improvement of infrastructure, preservation of architectural heritage and promotion of socio-cultural activity, which will create a climate for investment in businesses and real estate leading to greater revenue-generation.

The revenues generated through the above mentioned schemes can be utilised to improve overall conditions in Saddar and maintain the area. This will encourage prospects for its revitalisation as one of Karachi's main commercial, recreational and entertainment centres. (For details, see **Table - 7.1: Proposal for Revenue Generation Through Charged Parking**; and **Table - 7.2: Fiscal Plan for Relocation of Informal Retailers**)

## 7.4 Proposal: Phasing in Implementation

Although this report includes a design proposal which has been discussed with the concerned authorities (see **Appendix – 14: Minutes of the Meeting with the previous City Nazim**), it should not be taken as a fixed or final proposal ready for implementation. Many more discussions and pilot projects will have to be undertaken in order to assess the feasibility of the design proposal. The following studies and work need to be done for future implementation:

- Bus-routing report based on new traffic counts, discussions with bus-owners, and traffic police
- Advocacy through information dissemination, lobbying with the stakeholders

A development project under limited means can only be successful if implemented in an incremental way. This incremental approach requires detailed monitoring, feedback and adjustments during the entire process of implementation. The three important phases for implementation are:

### Phase One: Pilot Projects

Due to the unavailability of detailed surveys and the complexity of this part of the city, it would be important to ground-check the design proposal through pilot projects including;

- Pedestrianising relevant streets.
- Re-routing bus routes and cars.
- Recording feedback and making amendments.

### Phase Two: Detailing and Relocation of Informal Retailers

From the lessons learnt from the pilot projects, amendments will have to be made and further detailed plans elaborated with the help of traffic engineers and relevant professionals of the city government.

It is only after a successful re-routing of buses and cars that the relocation of hawkers, encroachers and leased markets can be pursued. For that, new stalls with storage facilities will have to be designed.



### **Phase Three: Finalisation of the Revitalization and Rehabilitation Project**

Once the basic traffic and rehabilitation scheme is in place the larger infrastructure will have to be designed:

- The construction of the central bus terminal.
- Paving of the pedestrian streets (incrementally).
- Provision of urban street furniture and street landscaping in the pedestrian zones.

## **APPENDICES**

**Questionnaire Given by the Researchers to Saddam Bazaar Hawkers, Encroachers and Shopkeepers for Developing a Socio-economic Profile**

|  |                           |                   |
|--|---------------------------|-------------------|
| <b>Questionnaire</b>   |                           |                   |
| Date: _____  | Time: _____               | Place: _____      |
| Name: _____  |                           |                   |
| Age: _____   | Male/Female: _____        |                   |
| Your Linguistic Background: _____  |                           |                   |
| Permanent Address: _____   |                           |                   |
| Present Address: _____   |                           |                   |
| Nature of business:      Permanent / Temporary / Private / Daily wages                   |                           |                   |
| Since when have you been working? _____  |                           |                   |
| Total Income: _____  | Total Expenditures: _____ | Net Income: _____ |
| Nature of Expenditures: _____  |                           |                   |
| How much bhatta/bribe do you pay: _____  |                           |                   |
| To whom: _____   |                           |                   |
| Are you part of any association: Yes/No  |                           |                   |
| Associations' Name: _____  |                           |                   |
| Where is it based: _____ Describe: _____   |                           |                   |
| Who runs it: _____   |                           |                   |
| Were you ever dislocated? _____  |                           |                   |
| When were you dislocated: _____  |                           |                   |
| Who ordered/implemented it: _____  |                           |                   |
| Who are your buyers:      Area Residents / Transporters / Commuters/ general city public |                           |                   |
| What are your major problems?  |                           |                   |
| _____  |                           |                   |
| How do you think they can be solved? _____   |                           |                   |

**Types of Hawkers and Encroachers in Saddar**

**A. Types of Encroachments**

**Photo – AP01: Large Stalls**

These are covered wooden cabins of varying sizes, ranging between 4'x4', 5'x5' and 6'x6'. These have additional wooden planks, which are used for displaying and selling newspapers, magazines and books. Most of the newspaper sellers either themselves procure or are supplied with newspapers, books, magazines and digests from nearby newspaper offices or from the office of the association of the newspaper sellers on a regular basis. For this purpose rickshaws and Suzuki's are used. Their customers include: general Saddar shoppers, commuters, local shopkeepers and hotelkeepers. In the evening the wooden planks are dismantled and put in the cabin with all the merchandise and it is locked.

**Photo – AP02: Small Stalls**

These are relatively smaller wooden, covered cabins of approx. 4'x4' and 5'x5'. They are mostly used to sell old and new clothes, shoes, bags and some household utensils. These cabins also have stands and three open sides to display the merchandise. Due to the nature of the merchandise it is bought from various markets in and around Saddar in bulk and stored in godowns and stores of the surrounding buildings. The merchandise, and sometimes the cabins themselves, are stored overnight in the stores of the nearby buildings.

**Photo – AP03: Cabins**

These wooden cabins are usually 3'x3'x5' and their merchandise consists of cigarettes and *paan*. Supplies are usually procured from the *Paan Mandi* (*paan* market). These cabins are generally immobile. At the end of the day the merchandise is locked inside the cabin and covered with a protective cloth.

**Photo – AP04: Display Stands**

These usually have a height of 3' with a wooden plank of approximately 2'x3', 3'x3' or maximum 3'x4' resting on 2-3 wooden legs. They mostly sell perfumes, new and old watches and ladies' bags. Others stand outside photostat shops and provide plastic coating and binding services. These hawkers usually buy their merchandise from Bolton Market (a wholesale market). Since these stalls have detachable stands they are carried home or stored in the adjoining shops.

**Photo – AP05: Footpath Ground Vendors**

These encroach spaces of approximately 4'x4', 3'x3', 3'x4', and 3'x2' directly on the footpath. They display their merchandise on the ground, with a display cloth laid out under the merchandise. They have a range of old shoes, clothes, bed linen and undergarments. At the end of the day the merchandise is wrapped in the display cloth itself and the vendor takes it away with him.

**Photo – AP06: Mobile Showcases**

These are made out of wood with a clear glass on top. The majority of these are used to sell cheap but new watches acquired from Bolton Market. The size of the showcase varies but is usually 2'x3' and has a strap that allows it to be mobile (unclear). After finishing their work the vendors push the showcase alongside the wall and lock it.

**Photo – AP07: Vending By Hand**

Most of the encroachers do not have the finances needed to invest in a cabin or pushcart. Therefore they carry their merchandise in their hands or on their shoulders. The majority of them sell towels, clothes, and sweat clothes for children and garbage bags. They carry their merchandise back home at night.

**Photo – AP08: Umbrella Selling**

These hawkers use upturned umbrellas to display their merchandise as it is a cheap alternative to a cabin and easy to wind up. Most of them sell handkerchiefs and socks. These umbrella hawkers for the most part remain in one spot throughout the day and occupy a space of 2'x3' on the footpath.

**Photo – AP09: Box Counters**

These wooden box counters are generally 2'x2' or 2'x3'. The services at these counters are of a small scale and are occupied by key- and lock-makers, cobblers (*mochis*) and shoe polishers. The latter is the most common and is practiced by a majority of Pathans. The smaller wooden box (2'x2') is usually taken away with the vendors at the end of the day. The larger wooden box (2'x3') on the other hand usually remains in its place, locked or tied to a pole or shutter or a nearby shop.

**Photo – AP10: Wall Displays**

These displays hang their merchandise on the bazaar walls. They usually sell cards, posters, belts, stamps or sunglasses. They use the external walls of shops and other buildings alongside the footpaths for displaying their merchandise. They take up to 3' off the footpaths. Normally they do not have a lot of merchandise to store but if need be it is stored in nearby stores.

**B. Vending from Vehicles**

A large number of people are found selling their merchandise from Suzuki pick-ups, scooters or bicycles. The merchandise is sold directly from the vehicle. The merchandise being sold this way consists mostly of towels and children's clothes. Some of these salesmen buy their goods from the adjacent retail shopkeepers instead of wholesale markets.

**Photo – AP11: Water-sellers:**

These are usually Afghani or Pathan children who fill up water-coolers from nearby hotels and keep them on the footpaths where they sell a glass of water at the rate of approximately Rs.1 to Rs.0.50 per glass. They sell to commuting passengers waiting in their buses and to market pedestrians. In exchange for free glasses of water, bus-drivers and -conductors allow the water-sellers to come on board their vehicles for their sales.

**Photo – AP12: Weight Machine Service**

Weighing machines kept on the footpaths occupy an approximate space of 3'x3' and cater to passer-by traffic.

**Photo – AP13: Fortune Tellers**

These are usually located on the overhead pedestrian bridges. Fortune is told using palmistry and card reading. They normally carry a box of 2'x3' which is locked up after-hours on the bridge railing. They occupy a space of up to 5'x5', with a simple ground-based seating arrangement.

**Photo – AP14: Dry Fruit Sellers**

These are mostly Pathan men as well as Thari women (from the Thar Desert) who sell dry fruits. They are usually found in front of the Empress Market. They encroach up to 3'x4'. They are supplied the dry fruits



by Afghani and Iranian transporters.

## **C. Types of Hawkers**

### **Photo – AP15: Four Wheel Carts**

These push carts range between the sizes of 2'x5', 3'x6', 3'x5'. They sell various types of merchandise ranging from fruits and vegetables to old clothes, snacks, barbeque and electronics.

- **For those selling fruits, vegetables and snacks, the supply of fresh fruits and vegetables comes every day from the new *Sabzi Mandi* (fruits and vegetable market). For this purpose buses and Suzuki's are used. At the end of the day some hawkers take their cart home, others lock the wheels and leave them on the footpaths in front of shops.**
- **For old clothes most of the hawkers buy their merchandise from Bolton Market, Lighthouse or the old Haji Camp. At the end of the day they take their carts home, or lock the wheels and leave them on the footpath.**

### **Photo – AP16: Three Wheel Carts**

Afghanis and Pathans mostly use these carts for selling baked corn and some other eatables. Made of carved wood and supported by three wheels, they can carry a clay oven and their size is approx. 2.6'x3' or 3'x3'. All these carts are taken out of the area at night.

### **Photo – AP17: Two Wheeler Hand Carts**

These *haathgaris* or handcarts have two wheels in the front and have to be lifted from the back to be pushed forward. They consist of two types:

- **Those which regularly transport various heavy goods across markets**
- **Those which transport kerosene oil in large barrels. The hawkers who sell food items buy this oil.**

**Information on Vendors' Associations Operative in Saddar**

|   |   |
|---|---|
| <b>Name of organization:</b><br>Name of Chairman:<br>Age:<br>Telephone no:<br>Date of Interview:<br>Time:<br>Address:   | <b>Farooque Cloth Market Union</b><br>Abdul Bari Kakar<br>35-40<br>0300-9229807<br>24-10-2001<br>1:45 PM<br>Farooque Cloth Market, in front of Rainbow Centre,<br>Saddar Karachi  |
| <p>Mr. Abdul Bari Kakar met Niamatullah Khan Advocate (Nazim-e-Aala City Government, Karachi), Dawood Pota (ex. Governor of Sindh), and Shafeeq Paracha (Commissioner of Karachi) to discuss a plan of Rs.10,000,000/- in which hawkers will pay Rs.1,000/- monthly to city government for permanently leased vending places. According to him the total number of hawkers in all of the Saddar area is 1000.</p> |   |
| <b>Name of Association:</b><br>Registration No:<br>Address:<br>Contact Persons:   | <b>Preedy Hawkers Association (Reg.)</b><br>DSW (1055)<br>Office #SBC189 Room #6 First Floor<br>Noor Mahel, Preedy Street, Saddar, Karachi<br>Orangzaib (President) contact: # 0320-5011199<br>Saleem Baig (General Secretary) contact: # 021-7235656 |
| <b>Personal Data:</b>   |   |
| <p>Mr. Aurangzaib has been working in Saddar since he was a child. He belongs to a Punjabi family. He is the president of his association. He has his own hawkers in Saddar. He has plans to work for the betterment of Saddar's hawkers.</p>   |   |
| <p>Mr. Saleem Baig is the General Secretary of his association, a well-educated, intelligent man.</p>   |   |
| <b>Organizational Data:</b>   |   |
| <p>Preedy Hawkers Association (Reg.) is an organization working for hawkers' rights. The organization has made plans and projects to implement in the locality. The major concern of the organization is the social welfare of its members.</p>   |   |
| <b>Number of Hawkers on Preedy Street:</b><br>Shoes           100<br>Drinks           50<br>Fruit            200<br>Cloths           80<br>Miscellaneous 130<br>Total            560  |   |

|                            |   |
|----------------------------|---|
| <b>Organization name :</b> | <b>Markazi Anjuman-e-Amdad-e-Akhbar Farosha</b>                       |
| Contact person:            | Mohammed Asif   |
| Designation:               | Director, Planning and Development Division                           |
| Contact number:            | 021-77608789  |
| Website:                   | <a href="http://www.akhbarmela.com.pk">www.akhbarmela.com.pk</a>      |
| Registration no:           | 257   |
| Years of service:          | 40  |
| No. of permanent members:  | 30,000  |
| Address:                   | level#1, Akhbar Market, Frere Market, Shahra-e-Liaquat, Karachi-74200 |

#### **Introduction:**

Markazi Anjuman-e-Amdad-e-Akhbar Farosha is an organisation working for newspaper-hawkers' rights. The organisation has 30,000 permanent members, who are paying Rs.1,000 (one thousand rupees) per year to the Anjuman. The organization recently started a welfare project for which they ran a registration campaign and collected data. This project is based on the following agendas: Free and Quality Education for Hawkers' Children, Family Medical Facility, Business Loans, Financial Assistance with Accidents, Cycle and Motorcycle Loans.

#### **Registration Campaign 2000:**

The basic aim of the campaign was to develop a database and issue computerized cards to hawkers.

#### **Newsstand Controlling Authority (NCA):**

This is the first welfare project of the Anjuman. The authority's aim is to organize the newspaper stands of Karachi.

Some Objectives of the Anjuman are to create a Hawkers Legal Authority, organize target groups, compile a database, provide long-term benefits to members, and become more accessible as an association to its members.

**Socio-economic Survey of Markets Leased by the KMC and Cantonment Board**

**Empress Market - Street #. A1**

| <b>Sociology / Type</b>                            | <b>Belonging to City/Province</b>   |
|--|---|
| Super market                                       | Internal Punjab<br>Northern areas<br>Afghanistan<br>Karachi<br>Sindh  |
| <b>Linguistic Backgrounds</b>                      | <b>Number of Cabins</b>   |
| Pushto<br>Punjabi<br>Urdu<br>Sindhi                | Vegetables: 23<br>Groceries: 51<br>Tea shops: 1<br>General stores: 4<br>Butter: 2<br>Beef: 40<br>Mutton: 71<br>Offal: 4<br>Eggs: 51<br>Fruits: 10<br>Vegetable (Ali Hasan): 37<br>Fish: 20<br>Old dry fish: 9<br>Godowns: 8<br>Ice depots: 1<br>Fowl sitting: 70<br>Main machine: 1<br>Total: 405 |
| <b>Economy</b>                                     | <b>Other information</b>  |
| Rs.36 to Rs.300 is the monthly rent of each cabin. | During our visits the SHO of police visited the market twice.   |

**Garden 1 Market - Street #. A**

| <b>Sociology / Type</b>                            | <b>Belonging to City/ Province</b>                                   |
|--|--|
| Super market                                       | Internal Punjab<br>Northern areas<br>Afghanistan<br>Karachi<br>Sindh |
| <b>Linguistic Background</b>                       | <b>Number of Cabins</b>  |
| Pushto<br>Punjabi<br>Urdu<br>Sindhi                | Total: 39  |
| <b>Economy</b>                                     | <b>Other information</b>   |
| Rs.36 to Rs.300 is the monthly rent of each cabin. | Size of Cabins: 10' x10'   |

**Garden 2 Market - Street #. A**

| <b>Sociology /Type</b>                             | <b>Belong to City/ Province</b>                                      |
|--|--|
| Super market                                       | Internal Punjab<br>Northern areas<br>Afghanistan<br>Karachi<br>Sindh |
| <b>Language</b>                                    | <b>Number of cabins</b>  |
| Pushto<br>Punjabi<br>Urdu<br>Sindhi                | Pan stalls: 8<br>Others: 14<br><br>Total: 22                         |
| <b>Economy</b>                                     | <b>Other information</b>   |
| Rs.36 to Rs.300 is the monthly rent of each cabin. | Size of Cabins: 10'x10'  |

**Garden 3 Market Street # A**

| <b>Sociology /Type</b>                             | <b>Belong to "Province/City"</b>                                     |
|--|--|
| Super market                                       | Internal Punjab<br>Northern areas<br>Afghanistan<br>Karachi<br>Sindh |
| <b>Linguistic Background</b>                       | <b>Number of cabins</b>  |
| Pushto<br>Punjabi<br>Urdu<br>Sindhi                | Total: 58  |
| <b>Economy</b>                                     | <b>Other information</b>   |
| Rs.36 to Rs.300 is the monthly rent of each cabin. | Size of Cabins: 10'x10'  |

**Garden 4 Market Street # A**

| <b>Sociology /Type</b>                             | <b>Belong to City/ Province</b>                                      |
|--|--|
| Super market                                       | Internal Punjab<br>Northern areas<br>Afghanistan<br>Karachi<br>Sindh |
| <b>Linguistic Background</b>                       | <b>Number of Cabins</b>  |
| Pushto<br>Punjabi<br>Urdu<br>Sindhi                | Total: 24  |
| <b>Economy</b>                                     | <b>Other information</b>   |
| Rs.36 to Rs.300 is the monthly rent of each cabin. | Size of Cabins: 10' x 10'  |

**Garden Shopping Center**



**1** Street # A1

| <b>Sociology /Type</b>                             | <b>Belong to City/ Province</b>          |
|--|--|
| Super market                                       | Northern areas<br>Afghanistan<br>Karachi |
| <b>1.1 Linguistic Background</b>                   | <b>Number of Cabins</b>                  |
| Pushto<br>Punjabi<br>Urdu<br>Sindhi                | Total: 125                               |
| <b>Economy</b>                                     | <b>Other information</b>                 |
| Rs.36 to Rs.300 is the monthly rent of each cabin. | Size: 10'x12'                            |

**Umer Farooq Market****2** Street # A

| <b>Sociology /Type</b>                                    | <b>Belong to City/ Province</b>          |
|---|--|
| Super market  | Northern areas<br>Afghanistan<br>Karachi |
| <b>2.1 Linguistic Background</b>                          | <b>2.1.1.1.1.1 Number of Cabins</b>      |
| Pushto<br>Urdu speaking                                   | Total: 604                               |
| <b>Economy</b>  | <b>Other information</b>                 |
| <b>Rs.36 to Rs.300 is the monthly rent of each cabin.</b> | Size of Cabins: 10'x 10'                 |

**Khawaja Shahbudeen Market****3** Street # A

| <b>Sociology</b>                                   | <b>Belong to City/ Province</b>   |
|--|---|
| Super market                                       | Internal Punjab<br>Northern areas<br>Afghanistan<br>Karachi<br>Sindhi                   |
| <b>3.1 Linguistic Background</b>                   | <b>3.1.1.1.1.1 Number of Cabins</b>   |
| Pushto<br>Punjabi<br>Urdu<br>Sindhi                | Vegetable: 112<br>Groceries: 259<br>Eating-house: 12<br>Open space: 1<br><br>Total: 384 |
| <b>3.1.1.1.2.1 Economy</b>                         | <b>Other information</b>  |
| Rs.36 to Rs.300 is the monthly rent of each cabin. | Cabin Sizes: 10'x10'<br>4'x4'<br>12'x15'  |

**Preedy Street Market Street # A**

|  |  |
|--|--|
| <b>Sociology</b>                                   | <b>Belong to City/ Province</b>                  |
| Super market                                       | Internal Punjab<br>Karachi<br>Sindh              |
| <b>Linguistic Background</b>                       | <b>No of cabins</b>                              |
| Punjabi<br>Urdu<br>Sindhi                          | Sub way: 1<br>Flower stalls: 10<br><br>Total: 11 |
| <b>Economy</b>                                     | <b>Other information</b>                         |
| Rs.36 to Rs.300 is the monthly rent of each cabin. | Cabin Sizes: 10'x 10'<br>4'x4'<br>12'x15'        |

**Street # H**

|   |                                 |
|---|---------------------------------|
| <b>Sociology /Type</b>                  | <b>Belong to City/ Province</b> |
| Paan shop<br>(trading for 1 to 5 years) | Karachi                         |
| <b>Linguistic Background</b>            | <b>Number of Hawkers</b>        |
| Urdu                                    | Pan shop: 1                     |
| <b>Economy</b>                          | <b>Other information</b>        |
| Net income is Rs.200 to Rs.300          |                                 |

**Street # G**

|  |   |
|--|---|
| <b>Sociology /Type</b>                 | <b>Belong to City/ Province</b>         |
| Electronics<br>Trading for 1 to 5 year | Karachi<br>Punjab<br>Sindh              |
| <b>Linguistic Background</b>           | <b>No. of hawkers</b>                   |
| Urdu speaking<br>Punjabi<br>Sindhi     | Electronics: 30<br>Food: 5<br>Drinks: 2 |
| <b>Economy</b>                         | <b>Other information</b>                |
| Net income is Rs.100 to Rs.1000        |   |

**Street # I**

|  |  |
|--|--|
| <b>Sociology /Type</b>                   | <b>Belong to City/ Province</b>        |
| Dry fruits<br>(trading for 1 to 5 years) | Karachi<br>Punjab<br>Afghanistan       |
| <b>Linguistic Background</b>             | <b>Number of Hawkers</b>               |
| Urdu speaking<br>Punjabi<br>Pashto       | Dry fruit 8<br>Watch 1<br>News paper 2 |
| <b>Economy</b>                           | <b>Other information</b>               |
| Net income is Rs.100 to Rs.300           |  |

Street # 11

| <b>Sociology /Type</b>                | <b>Belong to City/ Province</b> |
|---------------------------------------|---------------------------------|
| Watches<br>(trading for 1 to 5 years) | Karachi                         |
| <b>Linguistic Background</b>          | <b>No. of hawkers</b>           |
| Urdu                                  | Watch hawkers: 1                |
| <b>Economy</b>                        | <b>Other information</b>        |
| Net income is Rs.100 to Rs.200        |                                 |

Street # 12

| <b>Sociology /Type</b>              | <b>Belong to City/ Province</b> |
|-------------------------------------|---------------------------------|
| Cloth<br>(trading for 1 to 5 years) | Karachi<br>Punjab               |
| <b>Linguistic Background</b>        | <b>Number of Hawkers</b>        |
| Urdu<br>Punjabi                     | Cloths 10<br>News paper 2       |
| <b>Economy</b>                      | <b>Other information</b>        |
| Net income is Rs.200 to Rs.300      |                                 |

Map # I

Street # 13

| <b>Sociology /Type</b>                              | <b>Belong to City /Province</b>                 |
|---|---|
| Remote-cover selling<br>(trading for 1 to 15 years) | Karachi   |
| <b>Linguistic Background</b>                        | <b>No. of hawkers</b>                           |
| Urdu  | Remote cover-sellers: 4<br>Newspaper vendors: 2 |
| <b>Economy</b>                                      | <b>Other information</b>                        |
| Net income is Rs.100 to Rs.300                      |   |

Map # F

Street # F

| <b>Sociology /Type</b>                     | <b>Belong to City/ Province</b>                                      |
|--|--|
| Stampmakers<br>(trading for 1 to 10 years) | Karachi<br>Punjab<br>Afghanistan<br>Sindh                            |
| <b>Linguistic Background</b>               | <b>No. of hawkers</b>  |
| Urdu<br>Punjabi<br>Pusho<br>Sindhi         | Cloth: 4<br>Writers: 10<br>Stampmakers: 12<br>Violet and dairies: 10 |
| <b>Economy</b>                             | <b>Other information</b>   |
| Net income is Rs.100 to Rs.400             |  |

Map # F  
Street # F 1

| <b>Sociology /Type</b>              | <b>Belong to City/ Province</b> |
|-------------------------------------|---------------------------------|
| Cloth<br>(trading for 1 to 5 years) | Karachi<br>Punjab               |
| <b>Linguistic Background</b>        | <b>Number of hawkers</b>        |
| Urdu<br>Punjabi                     | Cloth: 25                       |
| <b>Economy</b>                      | <b>Other information</b>        |
| Net income is Rs.100 to Rs.300      |                                 |

### **Encroachment Laws**

Texts quoted in this Appendix:

- a) Sindh Public Property (Removal of Encroachment) Act, 1975.
- b) Martial Law Order No. 130: 'Removal of Encroachment Order', 1980.
- c) Martial Law Order No.202, 1983.
- d) Sindh Local Government Ordinance, 2001.

**a) SINDH PUBLIC PROPERTY (REMOVAL OF ENCROACHMENT) ACT, 1975**

*An Act to provide measure for removal of encroachment from public property*

**No. PAS/LEGIS/BILL-5/75:-** The Sindh Public Property (Removal of Encroachment) Bill, 1975 having been passed by the Provincial Assembly of Sindh on the 18<sup>th</sup> March, 1975 and assented to by the Governor of Sindh on 5<sup>th</sup> April, 1975 is hereby published as an Act of the Legislature of Sindh:-

**Preamble :-** Whereas it is expedient to provide measures for removal of encroachment from public and for matters ancillary thereto; It is hereby enacted as follows:

**1. Short title and commencement:-** (1) This Act may be called the Sindh Public Property (Removal of Encroachment) Act, 1975.

(2) It shall come into force at once.

**2. Definitions.-** In this Act, unless there is anything repugnant in the subject or context,-

- (a) "autonomous body" means a board, corporation, institution, organization, authority or body established by Government or, by or under law, with the aid, wholly or partly, of the revenues of the Province.
- (b) "building" means a building or part thereof and includes plinth, wall, steps, platform, covered area of any kind, tent, Jhuggi, enclosure and the land appurtenant thereof;
- (c) "encroachment" means unauthorized occupation of or undue interference with public property;
- (d) "Government" means Government of Sindh;
- (e) "land" includes land under water, well, footpath, road, tunnel, culvert, nala, bridge and street;
- (f) "local council" means a council under the Sindh People's Local Government Ordinance, 1972 (Sindh Ordinance II of 1972);
- (g) "prescribed" means prescribed by rules made under this Act;
- (h) "public property" means a building, land, place or premises vesting in, or under the management or control of Government, local council, autonomous body, or such other authority;
- (i) "Tribunal" means a Tribunal established under Section 12.



**3. Removal of structures.-** (1) Government or any authority or officer authorized by Government in this behalf may require the person directly or indirectly responsible for encroachment to remove such encroachment together with the structure, if any, raised by him on the public property, within the period not less than three days as may be specified in the order.

**Explanation:-** Lessee or license who after the expiry of the period of lease or license or on determination of such lease or license, continues to retain possession of any public property shall, for the purpose of this sub-section, be deemed to be responsible for encroachment.

(1) The order under sub-section (1) may be served by-

- (a) giving or tendering it to the person responsible for the encroachment of any adult male person residing with him; or
- (b) affixing it at a conspicuous place on or near the public property to which it relates.

**4. Review.-** (1) Any person dis-satisfied by the order passed under Section 3 may, within seven days from the service thereof, prefer a review petition to Government or any authority or officer who has passed such order.

(2) Government or, as the case may be, the authority or officer as aforesaid may, after pursuing the review petition filed under sub-section (1) and giving an opportunity to the petitioner or his duly authorized agent of being heard, confirm, modify or vacate the order.

**5. Eviction.-** (1) If any person refuses or fails to vacate the public property or remove the structure raised thereon after seven days from the order under Section 3 is duly served on him, or if review petition is filled against such order, after such review petition is dismissed, he shall be evicted by such force as may be necessary, by an officer authorized by Government in this behalf and the structure, if any, raised by such person on the public property shall vest in Government, Local Council or autonomous body, as the case may be.

(2) If any officer authorized to take under sub-section (1) requires police assistance he may send such requisition to the officer in charge of a police station within the local limits of which the public property is situated and such police officer shall on such requisition render the required assistance.

**6. Cost of demolition and removal of structure.-** Where any structure is demolished or removed on eviction under Section 5 the cost of demolition or removal of such structure may be recovered as arrears of land revenue from the person responsible for the encroachment.

**7. Recovery of arrears or rent.-** If arrears of-rent are payable in respect of any public property by the person evicted therefrom, the amount of such arrears with interest, if any, accrued thereon shall be recovered from such person as arrears of land revenue.

**8. Punishment.-** (1) Any person responsible for encroachment, may be punished with imprisonment of either description for a term which may extend to six months or with fine which may extend to three thousand rupees or with both.

(2) **The officer appointed for prevention of encroachment in any area who directly or indirectly connives at, or assists in, the commission of the offence of encroachment or persistence of such offence or due to whose negligence of duty such offence is committed or persists shall be punished as an abettor.**

(3) If the officer incharge of police station willfully fails to avoid to provide the necessary police assistance under sub-section (2) of Section 5 he shall be punished as an abettor of the offence of encroachment.

**9. Cognizance of offence and mode of trial.-** (1) No court shall take cognizance of an offence under this Act, except on a complaint made by an officer authorized by Government in this behalf.

(2) Government may by notification direct that an offence under this Act, shall be tried in summary way in accordance with the procedure prescribed by Chapter XXII of the Code of Criminal Procedure, 1898 (Act V of 1898)

**10. Delegation of powers.-** Government may, by notification in the official Gazette, direct that any power exercisable by it under this Act, may be exercised by any officer sub-ordinate to it or local council, autonomous body or such other authority.

**11. Bar of jurisdiction and abatement of suits.-** (1) No Civil Court shall have jurisdiction to entertain any proceedings, grant any injunction or make any order in relation to a dispute that any property is not a public property, or that any lease or license in respect of such public property has not been determined, for the purpose of this Act, or anything done or intended to be done under the Act.

(2) All suits, appeals and applications relating to, encroachment and dispute that any property is not a public property or, that any lease or license in respect of such property has been determined, for the purpose of this Act, shall abate on coming into force of this Act:

Provided that a party to such suit, appeal or application may, within thirty days of the coming into force of this Act, file a suit before a Tribunal in case of a dispute that any property is not a public property or that any lease or license in respect of such public property has not been determined.

**12. Tribunal.-** (1) Government may by notification in the official Gazette, establish a Tribunal and specify the area in which such Tribunal shall exercise its jurisdiction.

(2) Government may appoint a District Judge, Additional District Judge or District Magistrate or Additional District Magistrate with experience of not less than three years as such Magistrate as a Tribunal.

**13. Exclusive jurisdiction.-** A Tribunal shall have exclusive jurisdiction to adjudicate upon a dispute that any property is not public property or that any lease or license in respect of such public property has not been determined for the purpose of this Act.

**14. Procedure and Powers of the Tribunal.-** (1) Tribunal shall decide any suit or application in such manner and in accordance with such procedures as may be prescribed.

(2) Any order made by the Tribunal which conclusively determines the rights of the parties with regards to all or any of the matters in controversy shall be final and binding on the parties.

(3) The Tribunal shall have powers of a Civil Court under the Code of Civil Procedure, 1908 (Act V of 1908), as to-

- (a) Summoning and enforcing the attendance of any person and examining him oath;
- (b) receiving evidence on affidavit;
- (c) compiling the production of documents;
- (d) issuing commission for examination of witness or documents.

(4) The proceedings before the Tribunal shall be judicial proceedings within the meaning of Sections 193 and 228 of the Pakistan Penal Code (Act LV of 1860).

**15. Transfer.-** Government may transfer any case from one Tribunal to the other.

**16. Indemnity.-** No suit or legal proceeding shall lie against Government or any authority or person in respect of anything which is intended to be, or has been done under this Act.

**17. Power to make rules.-** Government may make rules for carrying out the purpose of this Act.

**18. Repeal.-** The West Pakistan Government Lands and Buildings (Recovery of Possession) Ordinance, 1966 and the West Pakistan Autonomous Bodies Immovable Property (Ejectment of Unauthorised Occupants) Ordinance, 1965, are hereby repealed.

**b) MARTIAL LAW ORDER NO. 130: REMOVAL OF ENCROACHMENT ORDER, 1980**

Whereas it is expedient in the public interest to provide for measures for prevention and removal of encroachments in the Province of Sindh;

Now, therefore, in exercise powers conferred by MLO-3, issued by Chief Martial Law Administrator, I, Lieutenant General S.M. Abbasi, Martial Law Administrator Zone 'C' hereby make and promulgate the following Martial Law Order:-

1. (a) This order may be called the Removal of Encroachment Order, 1980.

(b) It shall come into force at once.

2. In this order, unless there is anything repugnant in the subject or context-

(a) "Encroachment" means unlawful trespass upon or unauthorized use or occupation of, or undue interference with public property;

(b) "Public Property" means immovable property such as land, building, place or premises, or rights or privileges accruing from such property, vesting in, or under the management or control of-

(i) The Federal or Provincial Government;

(ii) An Autonomous Corporation Authority or Board established by the Federal or Provincial Government under any law for the time being in force;

(iii) A Local Council constituted under the Sindh Local Government Ordinance, 1979; or

(iv) Any Housing Society or such other Public or Co-operative Body registered under any law for the time being in force.

3. This order shall have effect notwithstanding anything contained in any law, rule, agreement or contract for the time being in force.

4. Government or any authority or an officer authorize by the Government or the authority in this behalf, may, by an order, require the person directly or indirectly responsible for encroachment to remove such encroachment together with structures, if any, raised by him on the public property, within such period as may be specified in the Order.

5. If any person refuses or fails to vacate the public property or remove the encroachment or the structure raised on the said property within the specified period, he shall be ejected by such force as may be necessary by the officer authorized under paragraph 4 and the cost incurred on removal of the structure, if any, shall be recovered from him.

6. Any person who contravenes or attempts to contravene or abet the contravention of this Order or any order made thereunder shall be punished under MLR-14.

7. Government may, by notification, appoint committees to oversee the implementation of this order and such committee may, if necessary, revise, modify or cancel any order made under this Martial Law Order.

sd/=

**KARACHI**  
Dated: 8.7.1980

Lieutenant General  
Martial Law Administrator Zone 'C'

(S.M. Abbasi)

**c) MARTIAL LAW ORDER NO. 202, 1983**

1. Whereas it is expedient in the public interest to provide for measures for the removal of encroachments from public property in the Province of Sindh.

2. Now, therefore, in exercise of the powers conferred by Martial Law Order No. 3, issued by the Chief Martial Law Administrator I, Lieutenant General S.M. Abbasi, Martial Law Administrator Zone 'C', hereby make and promulgate the Martial Law Order.

3. The MLO shall come into force at once and shall be deemed to have taken effect on 8<sup>th</sup> day of July, 1980 and all actions taken under MLO 130 shall be deemed to have been taken under this MLO 130 shall be deemed to have been taken under this MLO and are hereby validated.

4. In this order, unless there is anything repugnant in the subject or context;-

- (a) "Encroachment" means trespass upon or unauthorized use or occupation of or undue interference with, public property;
- (b) "Government" means Government of Sindh; and
- (c) "Government Property" means any immovable property vesting in, or under the management or control of:
  - (i) the Federal Government;
  - (ii) the Government of Sindh;
  - (iii) any statutory body or a corporation including councils established by or under any law; or
  - (iv) any Housing Society or such other public or co-operative body registered under any law for the time being in force.

5. This order shall have effect notwithstanding anything contained in any law, rule, agreement or contract for the time being in force.

6. Government may, by notification, authorize any officer to exercise the powers and to perform the functions under this order in relation to any area.

**7. Any officer authorized under paragraph 6, hereinafter referred to as authorized officer, if after making such enquiry as he thinks fit, is satisfied that any person has directly or indirectly made encroachment on any public property within the area of his jurisdiction, he may require that person to show cause within seven days as to why he should not be directed to remove the encroachment.**

**8. Any person who wishes to challenge the notice issued to him under paragraph 7, may appear before the officer issuing the notice and such officer shall, after hearing the person concerned, pass such order as he may consider appropriate.**

9. Where an order has been passed under paragraph 8, the authorized officer shall, by an order in writing, require the person responsible for the encroachment to remove such encroachment together with the structure, if any, raised by him on a public property, within such period as may be specified in the order.

10. If any person refuses or fails to vacate the public property or remove the encroachment or the structure raised thereon within the period specified in the order under paragraph 9, he shall be deemed to



have contravened this order and shall be liable to be ejected by such force as may be considered necessary by the authorized officer and the cost incurred on the removal of the encroachment shall be recovered from him.

11. Any person who contravenes or attempts to contravene or abets the contravention of this order shall also be punishable under Martial Law Regulation No. 14.

12. If any officer authorized to take action under this order requires police assistance in exercise of his powers, he may send a requisition to the officer incharge of a Police Station who shall on such requisition, render the required assistance.

sd/=

**KARACHI**

Dated: 2.5.1983

Lieutenant General  
Martial Law Administrator Zone 'C'  
(S.M. Abbasi)

#### **d) SINDH LOCAL GOVERNMENT ORDINANCE 2001, Excerpt of Encroachment Section**

##### Encroachments

47. Encroachment and subsisting lease and licenses. – (1) No person shall make an encroachment moveable or immoveable on an open space or land vested in or managed, maintained or controlled by a local government, or on, over or under a street, road, graveyard, within its local area or a drain.

(2) The local government may, after such notice as may be considered reasonable, removed the encroachment mentioned in sub-paragraph (1) with such force as may be necessary.

(3) A person who trespasses into or is in wrongful occupation of a building or property which is vested in or is managed, maintained or controlled by a local government may, in addition to any other penalty to which he may be liable under the Ordinance or any other law for the time being in force, after such notice as may be considered reasonable by the local government, be ejected from such building or property by the local government with such force as may be necessary.

(4) Any person aggrieved by notice issued under sub-paragraph (3) may, within seven days, of the service of notice appeal to such authority as may be prescribed in the bye-laws and its decision thereon shall be final.

(5) Notwithstanding anything contained in any other law, no compensation shall be payable for any encroachment removed or ejectment carried out under this paragraph.

(6) The cost of removal of encroachment or ejectment under this paragraph shall be payable to the local government by the encroacher or the wrongful occupier, and if the cost is not paid on demand the local government may cause it to be recovered as arrears of land revenue or cause the materials or articles used by the encroacher or the wrongful occupier for encroachment or wrongful occupation to be sold in auction and if the proceeds of the sale are not sufficient to cover the costs the balance shall be recoverable as arrears of land revenue but if such proceeds exceed the cost of the excess shall paid to the encroacher or the wrongful occupier.

(7) In this paragraph, "encroacher" or "wrongful occupier" shall include a person who owns the materials or articles used for encroachment or wrongful occupation at the time of the removal of the encroachment or ejectment and also any person in possession thereof on his behalf or with his permission or connivance.

## **Karachi Circular Railway**

### **6.1 Karachi Circular Railway** by Arif Hasan *from the URC website, [www.urckarachi.org](http://www.urckarachi.org)*

The Karachi Circular Railway (KCR) has been recently in the news again after having been written off by the transport experts in their mass transit proposals for the Karachi Development Plan 2000. Public and professional pressure, however, has led to its importance being recognized.

According to press reports, the Karachi Municipal Corporation is taking over its management for a year and a technical feasibility is to be prepared for inviting tenders on rehabilitating and running it on a Build, Operate and Transfer (BOT) basis.

In this day and age of neo-liberal economics and municipal bankruptcy, both of funds and capability, BOT is the only way to go about revitalizing the KCR, and an appropriate, excellent feasibility study is the best guaranty for an equitable deal with BOT contractors. For the preparation of such a feasibility, it is important to understand how the KCR relates to the spatial spread of the city and to its fast expanding corridors of growth which it does not serve at present.

According to the Karachi Development Plan 2000, 45 per cent of the city's working population works in five locations. These are: the Port, Central Business District (CBD), SITE, Landhi Industrial Estate, and Saddar. Another fast developing work area is Pipri. The KCR passes through, or alongside all these work areas except Saddar. However, the heart of Saddar is one kilometre and a quarter from the railway line that passes behind I.I. Chundrigar Road, and two kilometres from the Cantonment Railway Station. A walkway from the former location to Saddar, and a tram or bus shuttle down Daudpota Road from the latter, can get one into the heart of Saddar in 10 minutes.

The KCR is also one kilometre and a half from Schon Circle in Clifton and less than one kilometre from the Boat Basin. The Pakistan Secretariat, High Courts, KMC Building, City Courts, Passport Office, are all within a five to twelve minutes' walking distance from it, and it runs along I.I. Chundrigar Road, Karachi's main business area.

It also runs parallel to Shahrah-e-Faisal, which is developing into a major business area. In addition, it is less than one kilometre from Kharadar, half a kilometre from the Fish Harbour, and one kilometre and a half from Lea Market. Pathways to these locations and a shuttle to Lea market is all that is required because a one-kilometre walk takes no more than 10 minutes, and this is universally accepted as appropriate for linking with a transport system.

The KCR also serves important residential areas. These include Masoom Colony, Chanesar Goth, Sindhi Muslim Society, PECHS, Mohammad Ali Society, KDA Scheme 1, Baloch Colony, Mehmoodabad, Shah Faisal Colony, Drigh Colony, Quaidabad, Malir Colony, Landhi, the high density areas of Gulistan-e-Jauhar, Gulshan-e-Iqbal, Federal 'B' Area, Karimabad, Nazimabad, Paposhnagar and Sher Shah. In addition, major katchi abadis lie on either side of the track. In almost all these cases, pathways from the railway stations to the road system are required. Except in the case of two railway stations, vehicular access is available or can also be provided without any difficulty.

However, the KCR does not serve the areas from where most of the commuting public of Karachi originates and this is its main shortcoming. These areas are Baldia, Orangi, New Karachi and Korangi. Unless these areas can be linked to the KCR, the KCR will not be economically viable and will not successfully overcome Karachi's transport and related environmental problems.

There have been suggestions in the Press that bus routes from these areas should be re-aligned to link up with the KCR. However, this will not result in the majority of the population using the railway as most will prefer to continue their journey in one go by bus rather than break it to take the railway.

The solution to this problem is to extend the KCR into the suburbs. It needs to be extended three kilometres into Baldia along Hub River Road; three kilometres into Orangi along Shahrah-e-Orangi; five kilometres into New Karachi along Shahrah-e-Sher Shah; and 4.5 kilometres across the Malir River from the Drigh Colony Station into Korangi, linking up with the existing main line. There is more than sufficient space on these roads to accommodate the railway.

These extensions can be developed in one of three ways. They can be laid on the surface in which case a total of six four-lane flyovers will be required to give them an exclusive right of way. Alternatively, they can be built as elevated transit ways, in which case they will probably be more expensive. Another alternative would be to transform the KCR into a light rail system and have the extensions as on-surface-light-rail ones which have an exclusive right of way, but mingle with traffic at traffic lights.

Advantages and disadvantages for all three alternatives should form part of the feasibility study and so should an incremental approach to building the extensions. It is also important to note that the corridors where the extensions are being proposed are the growth corridors of the city and that in the future the railway can be extended along them.

It is also important to link the inter-city and international commuters to the Karachi mass transit system. For this purpose, the existing Malir Cantonment line can also be extended by two kilometres to the Super Highway. This will link the Super Highway, and commuters on it, to almost all of Karachi. A shuttle from the Airport will also link Karachi visitors to almost every area of the city. These extensions, walkways and shuttles will capture the vast majority of Karachi's commuting public and make a BOT project feasible for any international bidder. It will also de-congest M.A. Jinnah Road and open up the railway corridor for development.

Opponents of the KCR have argued that an inner city transport system is what Karachi desperately needs and that M.A. Jinnah Road is the natural corridor to lay it on. However, M.A. Jinnah Road receives commuters from distant areas of the city through a network of major arteries. It generates very little commuters itself. The building of the extensions to the KCR will shift these commuters from the arteries and M.A. Jinnah Road to the railway corridor. The case of the Calcutta, Bangkok and Manila have all taught us that what these large cities desperately require is not an inner city commuter system (though it is important) but a system that can move people comfortably in bulk from the suburbs to the city work areas.

Rehabilitating the railway and building the extensions will require the doing of several things. It will require the re-routing of bus routes to link up with the KCR. The bus routes will become much smaller in length as a result and this will be to the advantage of transporters who always prefer short routes for financial and managerial reasons. It will also require the building of inter-city bus terminals at locations adjacent and easily accessible to the KCR. It will also require the control and monitoring of real estate development that is bound to boom at the KCR railway stations and along its corridors.

All these requirements have to be a part of the feasibility report which is to be prepared for the BOT contractors. It is also important that before finalizing the feasibility, the plans are published in newspapers, public hearings are held regarding them, and that they are exhibited in a public space. Since community groups, professionals and concerned citizens have taken so much interest in the circular railway, they should be made a part of the planning and implementing process. The story of Karachi's failed development plans all tell us that without this aspect of participation, projects do not succeed.

With the revitalization of the KCR and the building of the extensions, the vast majority of Karachiites will be living within two kilometres of the railway corridor, which is an easy walking and cycling distance. Few cities in the Third World have such a luxury. The implementation of such a plan will go a long way towards making Karachi a more livable and economically more stable city.

## **6.2 Government Urged to Allocate Funds for KCR Revival**

*Report from the daily Dawn newspaper, Karachi, June 06, 2002.*

KARACHI, June 5: Speakers at a seminar on the "Revival of the Karachi Circular Railway" on Wednesday 5th June 2002 urged the federal government to allocate appropriate funds to launch the project.

They were of the view that the foreign investment in the project would escalate the actual cost, which would ultimately raise the fare. They said if the project was funded by the government, the private sector would be attracted and the rolling stocks would be built locally, reducing the cost and creating job opportunities.

Addressing the seminar organized by the Urban Resource Centre at the Pakistan Medical Association (PMA) House, chairman URC Arif Hasan said the revival of the KCR was in the interest of the people as the loop of the KCR covered commercial hubs and those areas where the working class lived and it was the better transport mode for them.

He said that from time to time different nongovernmental organizations had been mounting pressure on the government to execute the project and revive the KCR operation. He lauded the efforts of the Engineering Consultants International Limited (ECIL) for preparing a comprehensive and practicable feasibility for the revival of KCR operation.

Chairman of ECIL, Zaheer Mirza, gave a detailed presentation to the participants about the revival of the KCR operation. He asked the federal government to initiate the project and said that if delayed the traffic problem would increase manifold in the years to come.

Speaking of the salient features of the feasibility report, he said the stage-I for the revival of the Karachi Circular Railway had been estimated at a cost of Rs.12 billion to be completed in three and a half years from the day of approval and availability of funds.

He said in stage-1, the track improvement of 30 km, new track from Malir Halt to Karachi Cantt of 18 km, improvement of existing track from Malir Halt to Malir Cantt of 6 km, laying of 2nd track of 30 km, improvement and extension of signalling and telecommunication, two new stations with rail/road junctions, security fencing (30,000 meters), new road-rail junction stations and improvement of existing stations, under/over passes at 12 level crossing, widening of five bridges and addition of small bridges, and integration with bus routes and route rationalization had been estimated at a cost of Rs. 3.2 billion.

"The rolling stocks have been estimated at a cost of Rs7.4 billion, which would include 42 train sets (engine plus four bogies), workshop and yards, and buses for shuttle service".

"Besides, the engineering service of implementation and design and contingencies have been estimated at a cost of Rs.1.6 billion".

"The stage-II is likely to be completed in three years with an estimated cost of Rs8.33 billion. In this stage, the laying of additional double track from Malir Halt to Landhi; additional double track between the Karachi City and Cantt.; new spur between Drigh Road to Nazimabad via Nagan Chowrangi; new spur between Nazimabad & Orangi; new spur between Baloch Colony to Korangi; new spur between Drigh Road to Airport; construction of 16 new stations; two major bridges at the Malir river; and signalling & telecommunication, had been estimated at a cost of Rs4.19 billion".

"The rolling stocks including extension of workshop & depots, shuttle buses and maintenance workshops

have been estimated at a cost of Rs.3.06 billion. Besides Rs.1.08 billion were estimated for administration of engineering services and contingencies."

Zahir Mirza urged the government that the hurdles on way of the revival of the KCR should be removed and the government should take decisions to settle acquisition of right-of-way from Pakistan Railways.

He said that the right-of-way owned by the City Government and establishment of an apex organization to monitor and oversee overall Urban Mass Transportation in Karachi including the KCR, commitment for sustainable phased project development, quantum jump in quality of service, indigenous manufacturing of Board Gauge Locomotives and AC coaches, making the KCR service an affordable, minimum commuting time and connectivity to other transport modes were the prerequisites for the success of the KCR project.

Besides, integration of the KCR and shuttle bus service, commercial activity at stations would attract riders and create a regular source of income, he added.

About the failure of the KCR operations, he expressed his opinion that the lack of coordination between owner, operator and planning agencies, lack of resource planning and commitment, irregular and poor quality of service, failure on revenue control, lack of interest of the Pakistan Railways in operating KCR service, and the non-ownership of city agencies were among the causes of failure of the KCR service.

He referred to a study which showed that 1,100 buses cross M.A. Jinnah Road at peak hours a day and it would double in 10 years and triple in 15 years. The travel time will also increase from 30 minutes to 1.5 hours per trip.

At present, he said, 8,747 public buses were operational in the city and 11,254 buses were still required. In view of the growing population, the requirement of buses would also surge to 17,000 buses, he added. Referring to the feasibility, Zaheer Mirza observed that the urban transport issue was a serious problem all over the world.

"The Urban Rail Transport is needed by all the mega-cities including Karachi. The only option is to do it now as each year the cost will escalate and the right-of-way encroached. Nowhere in the world, it generates profits but it is subsidized in one way or the other, such as subsidy on operations; government investment in infrastructure and system development; attracting private sector by giving effective boost to their operational profits; incentives on income tax and duty free equipment; free lease of land for commercial development to generate resources for system operation and maintenance."

Besides, he said, the ECIL had been preparing another feasibility for constructing tramways for electric trams for the areas not included in the loop of KCR. He disclosed that the 50 per cent work in that regard had been completed and the government had asked ECIL to submit its feasibility. If approved, he said, the expenditure on the preparation of the feasibility would be reimbursed.

### **6.3 Revival of KCR Delayed for Two years**

*By Arman Sabir, published in Dawn, December 21, 2005*

The plan for a complete revival of the KCR operation has been shelved for at least two years after a Japanese delegation submitted a feasibility study for introducing an electric railcar system at an estimated cost of US\$ 830 million (Rs 49.22 billion).

The partial service of the KCR from Landhi to Wazir Mansion railway stations, inaugurated in March this year will, however, continue, and the government will consider the feasibility submitted by the Japanese experts for the KCR's modernization.

If the feasibility is approved, the Pakistani government will be requested to seek a soft loan from the Japanese government, after the receipt of which, work on the first phase of the project will be initiated by the end of 2007 or early 2008.

The project will be completed by 2010, said the State Minister for Railways, at a news conference held at the Division Superintendent Karachi Railway Office on Tuesday.

He was flanked by the City Nazim, Mustafa Kamal, and other officials of the railways, city transport departments, mass transit cell, and members of the Japanese delegation.

The state minister said the Japanese delegation of experts sent by the Japan External Trade Organization (JETRO), a Japanese government-related organization, had presented the final draft of the feasibility report for the KCR's revival.

The report, he said, had suggested that the power railcar on the KCR loop should be introduced on a pattern of a modernized railway system, which would be extended up to the airport.

Referring to the draft report, the state minister said that in the first phase, the KCR would be made operative from the City Railway Station to the Liaquatabad Station at an estimated cost of US\$ 282 million.

In the second phase, work on the loop up to the Drigh Road Station will be initiated in 2011 and extended up to the airport at an estimated cost of US\$ 548 million. It will be operative by 2020.

However, he said the feasibility report will be discussed and the government may give its own input, which could be different from the Japanese options.

About a soft loan, he said the Special Term for Economic Partnership (STEP) loan at an interest rate of merely 0.4 per cent for 40 years, and a grace period of 10 years, would be granted after the project's feasibility was finalized. The Japanese government would, however, release up to \$300 million per annum.

Besides, goods procured from Japan will not be less than 30 per cent of the total amount of the contract financed under the STEP agreement.

He said the Japanese foreign minister was due in Pakistan next month, and by that time, the required documents would be conveyed to the Japanese government, and approval would also be obtained from Eenec and the Planning Commission.

About repair work of the existing KCR tracks, Mr. Khakwani said: "We have to spend on repairs. And, after the project is approved and its construction begins, the existing infrastructure may be replaced with a new one.

"Keeping in view the situation, it is better to suspend work and wait for another two years as we have already waited for so many years."

According to the feasibility study, double tracks will be laid, and the Wazir Mansion Station will be built as a depot. A fairly large demand of passengers can be expected by ensuring adequate integration with the public transport.

It has been forecast that opening of the first phase will attract 181,000 passengers daily, and the number of daily commuters would increase to 700,400 with the opening of the second phase.



**The Lyari Expressway: Citizens and Community Concerns**

From URC Website ([www.urckarach.org](http://www.urckarach.org))

Many thousand families live in and along the Lyari River bed which is really a sewage channel except when it rains. The majority of the families within the bed work in garbage collecting and sorting which is recycled in the neighbourhood factories. Environmental conditions are poor as in other similar settlements located around the *nallas* in various parts of the city. The Urban Resource Centre (URC) feels that a rehabilitation plan for those living within the River bed needs to be developed and implemented. However, it has a number of reservations and concerns regarding the governments' plan for building the Lyari Expressway and displacing businesses and homes in an age of recession, unemployment, inflation and growing homelessness. Its major concerns are given below.

**7.1 Public Consultation**

The Lyari Expressway Project has generated a lot of controversy and debate. As such, public consultations should have been held before deciding to build the project. Such consultations are important since many Karachi projects have been disasters and were foreseen as such by citizens' groups and professionals. It is of some concern that there is no transparency in the planning and proposed implementation process of the Expressway.

**7.2 Resettlement Plan**

The destruction of homes and businesses has been commenced before the finalisation of the plan. The options being offered to the affectees are in areas where there is no availability of water, roads, electricity, social amenities or economic opportunities. A resettlement plan should have been an integral part of the project.

According to government estimates, about 13,531 housing units and 1,222 commercial units are being demolished. In addition, 58 places of worship and tombs would be effected. 1,348 multi-storey structures, including 31 five-storey buildings also come in the Expressway alignment. Government estimates that the lives of a population of 81,540 will be disrupted. However, according to estimates of the Lyari Nadi Welfare Association, an association of 46 Lyari community groups, the figures are 25,400 houses and 3,600 businesses. These are enormous dislocations of livelihoods, homes and children education. The association estimates that over 200,000 families will be effected. The majority of the people who are being affected either work within the corridor in garbage-collection and sorting or in the neighbouring settlements as day-wage labour. The garbage collection and sorting industry serves the recycling factories that are in settlements that are located on the northern banks of the River. This industry is crucial to Karachi as it recycles about 30 per cent of Karachi's solid waste.

The government is offering plots of land to these affectees in Baldia, Taiser Town, Surjani and Hawkes Bay. Land required for resettlement is around 600 acres. These alternative sites have no water, roads, sewage, electricity, social amenities or job opportunities. In many cases, people who have previously been allotted plots in resettlement schemes, have yet to receive them for unknown reasons. In Karachi a very large number of people who have been evicted previously from their homes (for example, Lines Area) were given *parchis* (allotment letters) promising them a plot of land. Even after ten years they have still not received their piece of land. That *parchi* is worthless. Also, experience tells us that it requires Karachi's development authorities anything between five to ten years to fully develop 600 acres.

A resettlement plan guaranteeing homes, jobs and social amenities should have been an integral part of the Lyari Expressway Project. There are many examples of such plans, for example in Bombay, 19,000 families are being evicted as a result of the expansion of the railways. According to the Bombay resettlement plan:

- State government provides land;
- Railways level and develop the land;
- The municipality provides off-site infrastructure and allots the land to community co-ops;
- The Housing Bank provides house-building loans to the co-ops through NGOs;
- Railway expansion starts only after this process has taken place.

### **7.3 Lyari Expressway and Its Adjacent Areas**

The adjacent areas of the Lyari Corridor have immense problems. They are the most congested areas of Karachi and are a major cause for Karachi's environmental degradation. The Lyari Expressway will not improve the conditions in these areas but may aggravate them further.

### **7.4 Aesthetics**

The Lyari Expressway's visual impact on the city is being seriously questioned by architects and needs to be subjected to an environmental impact analysis.

### **7.5 Priorities**

Karachi's traffic and related problems can be solved through more appropriate and cost-effective means than the building of the Lyari Expressway.

### **7.6 Alternatives**

There are rational alternatives which overcome many of the problems that the building of the Lyari Expressway is creating for the people of the Lyari Corridor in particular and the city in general. The URC is of the opinion that work on the Expressway should be stopped and a consultation on the above concerns should be initiated.

**Obtaining a Route Permit**

The following is the standard procedure for obtaining a Bus Route Permit:

- Bus owners identify a route to the Regional Transport Authority (RTA)
- A notice is put up in the newspaper and 14 days are given to raise objections. Usually other transporters make some objections
- The request and objections are passed on to the Police Superintendents (SPs) and Transport and Communication (T&C) Department.
- They scrutinise and approve the route according to the overall city traffic plan and put it up to the Board of RTA.
- The Board of RTA calls the applicant and the objector and settles the case. If the route is granted and classified the transporter has to run a minimum of 10 vehicles on it

“A permit approved in this way is valid for three years, and the whole process is reported to cost about Rs.100,000 for the transporter of a new mini-bus/coach, even though the official RTA fee is only Rs.400 (and renewal involves even less than this amount)”.<sup>33</sup> (?)

Interestingly no new permits have officially been given in the last 20 years. However, due to the political influence the number of illegal permits is equal to the number of legal permits. This is made possible through a corruption nexus involving RTA officials, Traffic Police and transporters.

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<sup>33</sup> Sohail, M.(ed.), URC , Urban Public Transport and Sustainable Livelihoods for the Poor, a Case Study: Karachi, Pakistan, Loughborough University, 2000.

**Minutes of the Meeting Held with the Secretary to the Transport & Communication Department (T&C)**

According to the T&C the main problems in Saddar are:

1. Lack of Traffic Management due to corruption and non-efficiency
2. Illegal Parking
3. Encroachers

**Comment: There is a general misconception in the public, shared by the T&C, which is that encroachers create traffic congestion, however, this is not the whole truth.**

Schemes by the T&C for the future include:

1. The provision of a Bus Terminal on the intersection of Preedy Street and Mansfield Street.  
The old Karachi Transport Corporation (KTC) Terminal located on Mansfield Street was on lease from the Army. The lease expired in 1992. However, the city Government is asking for a renewal of the lease.
2. Preedy Street extension to Sharah-e-Quaideen.  
The connection to Sharah-e-Quaideen is proposed on land belonging to Lines Area Development Authority and the Cantonment Board. The City Government is negotiating for this scheme and it is expected that in the near future this connection would be made.
3. Partial Conversion of Jehangir Park as Parking Lot.  
There is a lot of resistance from the residents and other stakeholders of Saddar against partially turning Jehangir Park into a parking facility. They feel that this will be the end of the only open space left in Saddar. Moreover, they expect a lot of new encroachments will take place in the park as a result and a complete take over by the land mafia.

Further recommendations by RTA:

- Improve traffic-management and law-enforcement
  - Increase the number of charged parking spots available
- (both of these measures are seen by them as leading towards revenue-generation for the city. These can (if the local government agrees) be utilised for the revitalisation of Saddar and the rehabilitation of hawkers, encroachers and shopkeepers of leased markets.)

**Minutes of the Meeting with the Charged Parking Cell-City Government**

“Source:???” with date etc.

Charged Parking Information: For visitors the charges for parking up to 3 hours = Rs. 10/car, Rs. 25/ day and Rs. 5/motorcycle and in case of not paying, the car is clamped and a charge of Rs. 100 is taken for unclamping. For residents and daily visitors of Saddar a monthly parking card can be obtained from the “charged parking office” in Jehangir Park @ Rs. 500/month/car and for Rs. 200/month/motorcycle.

At present, the charged parking system in Saddar is being run in 25 streets by private contractors, as the City Government does not have enough staff to manage the system itself.

Process of contracting of charged parking: The City Government selects a street and runs a pilot project for a week to one month to determine the amount of money which can be generated. This sum is upsized by 15 per cent as it is assumed that there is a difference of up to 4 times between recovery made by the City Government officials and those of the contractors, assuming the government representatives are relatively less dynamic and motivated. There is usually one attendant to 15 cars.

Police records in Saddar show that charged parking has helped in reducing the number of car thefts.

For the 25 streets which are contracted out from the government, a sum of Rs.1,330,000 per year is being recovered.

There are proposals (under discussion) for turning half of Jehangir Park into multi-storied parking. This implementation of this scheme is being resisted and objected by the residents of Saddar.

## **Improvement Schemes and a Review of their Implementation**

"Source:???"

### **State Proposals for the Redevelopment of Saddar**

The Karachi Development Authority (KDA) set up the Traffic Engineering Bureau in 1986 to analyse systematically and tackle the worsening traffic conditions on the roads in Karachi and to plan and implement improvement schemes.

In 1986 The World Bank funded a Karachi Special Development Programme (KSDP) which comprised many infrastructure development projects including traffic management and engineering. The KSDP was a 4- year programme in which the entire road system in Karachi has been studied and improvement works have been planned and partially carried out. One of the priority areas was Saddar.

The main problems identified in Saddar by the TEB then were;

1. Poor driving behaviour
2. Inadequate road design
3. Illegal parking
4. Poor road maintenance
5. Lack of pedestrian facilities
6. High accident rates
7. Undisciplined bus operation
8. Pedestrian jay-walking
9. Encroachment on footpaths
10. Street trading
11. Lack of road signs and markings
12. Inadequate traffic signal control
13. Inappropriate road geometry

The aim of the KSDP programme was to redress these shortcomings and increase the road capacities through a comprehensive traffic management scheme.

### **Reviewed Traffic Circulation System of Saddar**

The traffic system, which had been developed in the 1960's, was not catering to current traffic needs. By changing the direction of the traffic flow, following the concept of one-way and clockwise couplets, major conflicts could be avoided.

### **Reviewed Parking System**

Sections of roads where parking had to be restricted due to traffic loads were identified. Some streets where there was a high demand for short-term parking, a paid parking system was introduced for deterring all-day parking (mostly in shopping streets). Off-street parking lots were also planned.

### **Improved Road Marking**

**Modernization of Traffic Signals and Traffic Signs**  
**Bus-stops Designation, Pedestrian Facilities**



## **Traffic Engineering Act**

The Karachi Division Act (1985) identified for the first time the overall requirements needed to manage properly the road system and redress some of the current deficiencies. It also set up a Karachi Transport Board to oversee transport matters and provides authority for the TEB to plan improvement schemes throughout Karachi and standardise technical aspects.

## **Review of Karachi Special Development Programme (KSDP)**

Since 14 August 2001, the governmental set-up has changed and the TEB has been renamed as the Transport and Communication Department. The change of direction of the one-way streets in Saddar has had a direct effect on the landuse along the streets since hawkers and encroachments have a preference to be on the side of where the buses terminate, meaning where there is a greater potential for customers. Similarly the shopkeepers of Garden No. 2 have been complaining that after the traffic direction has been changed, fewer customers are passing through the bazaar since the traffic intensity on Mansfield road forms a major hurdle for pedestrians to cross.

The charged parking system adopted by the former KMC has proved to be very effective and gives the city government a considerable annual profit.

The allocation of bus stops has not worked either since the bus operators stop wherever the passengers want to get off or get on the bus. It has been observed in many instances that the traffic police takes bribes for letting buses stop on the already congested places.

The pedestrian facilities provided have not been very successful in their usage. One attempt to organise them in an underpass near Regal Chowk failed, as pedestrians never used the underpass. Consequently no hawkers were interested in this underground place and it became a refuge for “anti-social elements”.

The pedestrian bridge over Preedy Street is hardly used, although the traffic on Preedy street forms a major hurdle for pedestrians to cross. The reasons for this being that the police does not have the manpower nor the will to force people to use the bridge.

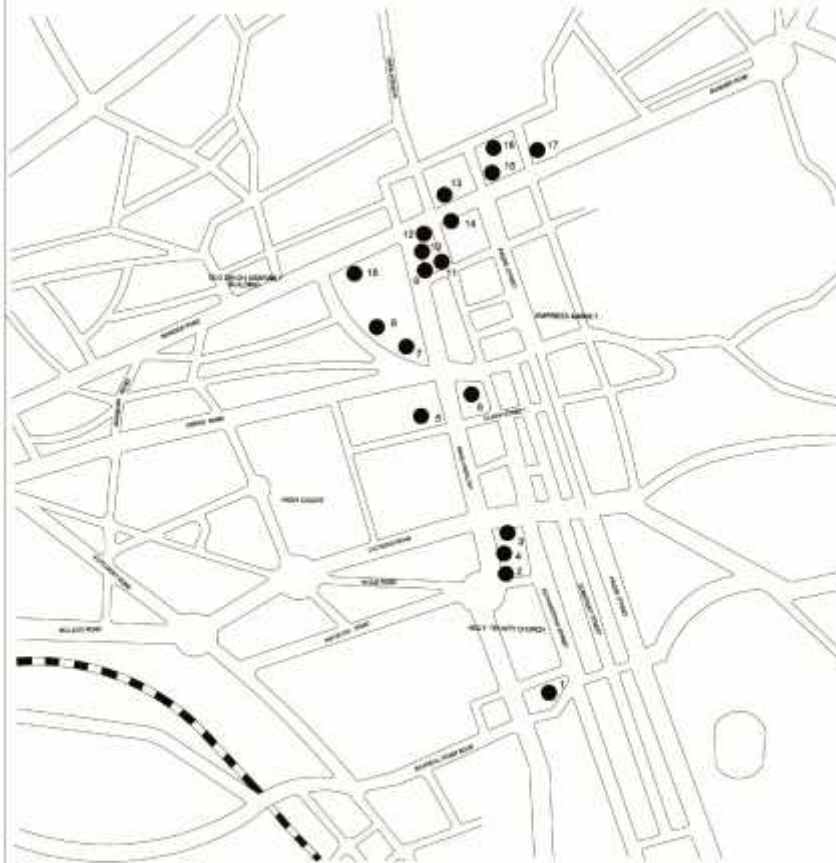
**Saddar 1965 and 1995: Maps**<sup>34</sup>

| <b>Buildings</b>          | <b>Then: 1965</b> | <b>Now: 1995</b> |
|---------------------------|-------------------|------------------|
| Old Business Houses       | 44                | 12               |
| Halls                     | 7                 | 4                |
| Playgrounds               | 4                 | 2                |
| Clubs/associations        | 5                 | 5                |
| Churches                  | 6                 | 5                |
| Schools                   | 9                 | 6                |
| Health institutions       | 2                 | 2                |
| Libraries                 | 6                 | 2                |
| Non-textbook bookshops    | 17                | 5                |
| Multi-class eating places | 37                | 5                |
| Bars                      | 17                | 0                |
| Billiard rooms            | 11                | 0                |
| Cinemas                   | 12                | 4                |

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<sup>34</sup> Hasan, Arif, *Understanding Karach: Planning and Reform for the Future*, City Press, Karachi, 1999.

MAP - A12.1



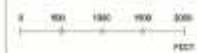
# **SADDAR AND ITS ENVIRONS CINEMAS**

| OLD NAME           | NEW NAME                  |
|--------------------|---------------------------|
| VICTORIA ROAD      | Abdullah Hameed Road      |
| ELPHINSTONE STREET | Zakarias Street           |
| GARDEN ROAD        | U.P. St. Aga Khan II Road |
| SONARSET STREET    | Raja Ghazdar Ali Road     |
| FEROZ STREET       | Dr. Dawood Pasha Road     |
| CLARK STREET       | Saahib-e-Hind             |
| FEROZ STREET       | Phoolji Road              |
| HAWELOCK ROAD      | Alam-e-Sadar Road         |
| NILE ROAD          | Ngile Road                |
| SCANDAL POINT ROAD | Club Road                 |
| DEPOT ROAD         | Rasool Shahzad Road       |
| KUTUBKHANA ROAD    | Dr. Zakaria Ahmed Road    |
| FEROZ ROAD         | Shahzadeh-e-Lahori        |
| MANSFIELD ROAD     | Mansfield Street          |
| MARQUESS ROAD      | Marquess Street           |
| BULCHER ROAD       | M.A. Jinnah Road          |
| MORDAUNT ROAD      | G. Chaudhary Road         |
| ORSON ROAD         | Shahzadeh-e-Farooq        |

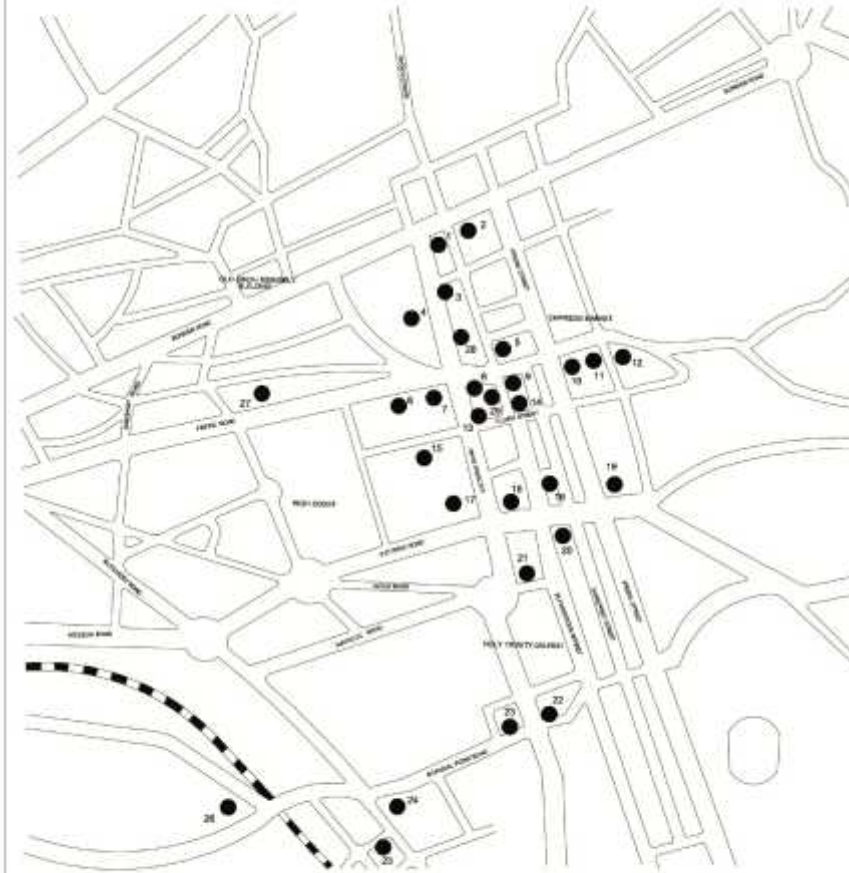
| NAME OF CINEMA | PRESENT USE                          |
|----------------|--------------------------------------|
| 1. PALACE*     | Marriage Hall                        |
| 2. MAYFAIR*    | Shopping Plaza                       |
| 3. ROY*        | Shopping Plaza                       |
| 4. REG*        | Shopping Arcade and Office           |
| 5. PARADISE*   | Hotel and Shopping Center            |
| 6. CAPITOL*    | Market                               |
| 7. GEM*        | Market                               |
| 8. REGAL*      | Market                               |
| 9. STAR        | Vacant Plot                          |
| 10. BUREND     |                                      |
| 11. SONA       |                                      |
| 12. LYRIC      |                                      |
| 13. ROHAT      |                                      |
| 14. SUN*       | Vacant Plot                          |
| 15. PRINCE     |                                      |
| 16. PRINCESS   |                                      |
| 17. CAPRI      |                                      |
| 18. PLAZA*     | Under Construction Market and Office |

\* Asterisk denotes that the institution/business is no longer in existence under functional

PREPARED BY: ARIF HADIA & ASSOCIATES  
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MAP - A12.2



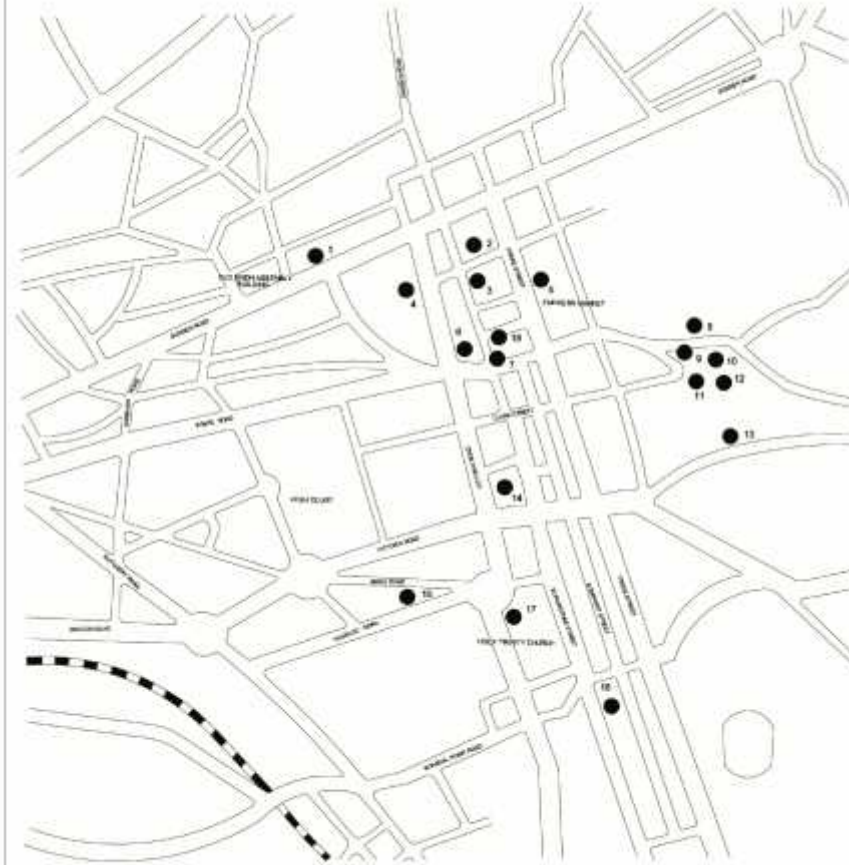
**SADDAR AND ITS ENVIRONS**  
BARS, BILLIARD ROOMS & RELATED EATING PLACES

| OLD NAME                                 | NEW NAME                 |
|--|--------------------------|
| VICTORIA ROAD                            | Abdullah Hussain Road    |
| CLARENDON STREET                         | Zakaria Street           |
| CARSON ROAD                              | 1/11 To Age Road 10 Road |
| ROXBURGH STREET                          | Raja (Bhawanji) M Road   |
| INDUS STREET                             | Dr. Abdul Wahid Road     |
| CLARK STREET                             | Shahid-e-Azad            |
| PRESTON STREET                           | Protest Road             |
| MAULVI CHAND ROAD                        | Abdullah Ghader Road     |
| INDUS ROAD                               | Indus Road               |
| SCARLETT ROAD                            | Clark Road               |
| ROBERT ROAD                              | Saddar (Bhawanji) Road   |
| WITCHERY ROAD                            | Dr. Chaudhry Ahmed Road  |
| FRERE ROAD                               | Shahid-e-Azad            |
| MANFIELD ROAD                            | Manfield Road            |
| RAMBOLD ROAD                             | Rambold Road             |
| BURNEY ROAD                              | S.A. Ahmad Road          |
| MILLER ROAD                              | 1/1 Chaudhry Road        |
| BRUSH ROAD                               | Shahid-e-Azad            |
| NAME OF THE BUILDING                     | PRESENT USE              |
| 1. 25th JAIL COFFEE HOUSE                | Electronic Shop          |
| 2. (The Red and Green Express Office)    | Shops and offices        |
| 3. SWEET                                 | Electronic Market        |
| 4. POWER COFFEE HOUSE                    | Electronic Market        |
| 5. PAKISTAN AND BILLIARD ROOM            | Hotel Club               |
| 6. CAFE DELICIOUS                        | Electronic Market        |
| 7. PAKISTAN COFFEE HOUSE AND BAR         | Electronic Market        |
| 8. INDIA COFFEE HOUSE                    | Cafeteria Shop           |
| 9. SADDAR BAZAAR/INM                     | Shahid-e-Azad            |
| 10. SHARIF RESTAURANT                    | Shahid-e-Azad            |
| 11. EXPRESS RESTAURANT AND BILLIARD ROOM | Shahid-e-Azad            |
| 12. THE OLD TONY SHOP (BAR)              | Shahid-e-Azad            |
| 13. CAFE P. DELICIOUS                    | Shahid-e-Azad            |
| 14. AMERICAN BAR                         | Shahid-e-Azad            |
| 15. RICE BAR                             | Shahid-e-Azad            |
| 16. EL PRESTON RESTAURANT                | Shahid-e-Azad            |
| 17. QUALITY RESTAURANT                   | Shahid-e-Azad            |
| 18. EXCLUSIVE BAR AND NIGHT CLUB         | Shahid-e-Azad            |
| 19. SADDAR BAR AND BILLIARD ROOM         | Shahid-e-Azad            |
| 20. MAHARAJA BAR AND CLUB                | Shahid-e-Azad            |
| 21. RICE BAR                             | Shahid-e-Azad            |
| 22. SADDAR BAR AND DISCO THEATRE         | Shahid-e-Azad            |
| 23. CAFE ORANGE                          | Shahid-e-Azad            |
| 24. LUTHERAN BAR AND CAFE                | Shahid-e-Azad            |
| 25. SADDAR BAR AND NIGHT CLUB            | Shahid-e-Azad            |
| 26. SADDAR BAR AND NIGHT CLUB            | Shahid-e-Azad            |
| 27. SADDAR BAR AND NIGHT CLUB            | Shahid-e-Azad            |
| 28. SADDAR BAR                           | Shahid-e-Azad            |

PREPARED BY AMF HADAN & ASSOCIATES  
FEBRUARY 1998



MAP - A12.3



**SADDAR AND ITS ENVIRONS**  
CHURCHES, SCHOOLS, LIBRARIES  
AND DISPENSARIES

| OLD NAME           | NEW NAME                 |
|--------------------|--------------------------|
| VICTORIA ROAD      | Abdullah Haroon Road     |
| CLAPHAM STREET     | Zaburman Street          |
| GARDEN ROAD        | H.F.301 Aga Khan II Road |
| GOMERSET STREET    | Raja Qasim Ali Road      |
| FRIERE STREET      | Dr. David Pota Road      |
| CLARK STREET       | Shah-e-Wazir             |
| FREEDY STREET      | Powley Road              |
| HAYLOG ROAD        | Alwan-e-Sadar Road       |
| WOLE ROAD          | Ingly Road               |
| SCANDAL POINT ROAD | Cuba Road                |
| DEPOT ROAD         | Sarwar Shahwal Road      |
| KITCHERY ROAD      | Dr. David Pota Road      |
| PRENE ROAD         | Shah-e-Wazir             |
| MANOFIELD ROAD     | Manfield Street          |
| RAMBAGH ROAD       | Arambagh Road            |
| BLUNDER ROAD       | M.A. Jinnah Road         |
| WOLDO ROAD         | I.I. Chundrie Road       |
| DRIGH ROAD         | Shah-e-Wazir             |

| NAME OF THE BUILDING            | DATE OF CONSTRUCTION |
|---------------------------------|----------------------|
| 1. MAMA PARBEE SCHOOL FOR GIRLS |                      |
| 2. MAMA CALADI SCHOOL           |                      |
| 3. BROOKS CHURCH                | 1915                 |
| 4. MAMA PARBEE SCHOOL FOR BOYS  |                      |
| 5. GRAMMER SCHOOL               | 1904                 |
| 6. ST. ANDREW'S CHURCH          | 1909                 |
| 7. SADDAR BAZAR READING ROOM    | 1901                 |
| 8. ST. PATRICK'S SCHOOL         | 1901                 |
| 9. ST. PATRICK'S LIBRARY        | 1906                 |
| 10. ST. PATRICK'S CATHEDRAL     | 1919                 |
| 11. ST. JOSEPH'S CONVENT SCHOOL | 1901                 |
| 12. ST. JOSEPH'S CHURCH         | 1949                 |
| 13. ST. PAUL'S SCHOOL           |                      |
| 14. VOLKS LIBRARY               | 1909                 |
| 15. PHA LIBRARY                 | 1906                 |
| 16. FRIERE HALL LIBRARY         | 1906                 |
| 17. HOLY TRINITY CHURCH         | 1905                 |
| 18. FRIERE DISPENSARY           | 1902                 |

\* As noted elsewhere, the institution/premises are no longer in existence and/or functional

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## **Streetwise Description of Landuse, Problems and Potential in Saddar**

### **1. Preedy Street**

#### **Landuse and Landmarks**

At the junction with M.A. Jinnah Road there are two shopping and office complexes along with car workshops. The remaining buildings along Preedy Street are mostly residential with some showrooms on the ground floor. The three old cinemas between M.A. Jinnah Road and Regal Plaza do not exist anymore. The main landmarks are the Eduljee Dinshaw Dispensary and Empress Market on the North side and Bohri Bazaar on the South side.

#### **Facts and Figures**

The following table gives an overview of the number of buses, mini-buses and cars passing at following intersections on Preedy Street;<sup>35</sup>

| Street Name   |                      | Type     | Number per Day |                    |
|---------------|----------------------|----------|----------------|--------------------|
|               |                      |          | 1994           | 2002 <sup>36</sup> |
| Preedy Street | M.A. Jinnah Road     |          |                |                    |
|               |                      | Mini-bus | 14,168         |                    |
|               |                      | Bus      | 5,498          |                    |
|               |                      | Car      | 85,886         |                    |
| Preedy Street | Abdullah Haroon Road |          |                |                    |
|               |                      | Mini-bus | 3,484          |                    |
|               |                      | Bus      | 7,072          |                    |
|               |                      | Car      | 67,622         |                    |
| Preedy Street | Zaibunissa Street    |          |                |                    |
|               |                      | Mini-bus | 1,420          |                    |
|               |                      | Bus      | 3,704          |                    |
|               |                      | Car      | 66,366         |                    |
| Preedy Street | Dr.Daud Pota Road    |          |                |                    |
|               |                      | Mini-bus | 4,994          |                    |
|               |                      | Bus      | 8,982          |                    |
|               |                      | Car      | 18,786         |                    |

Buses are causing the highest level of congestion at the intersections on Preedy Street with Dr. Daud Pota Road (Frere Street) and Mir Karam Ali Talpur Road (Napier Street). Buses of different routes park and halt their vehicles right in front of Empress market and wait to attract passengers. As such the space in front of Empress Market has been turned into an informal bus terminal where all buses remain static for long periods of time creating a major obstacle for pedestrians crossing at that point (100,000 people daily<sup>37</sup>).

<sup>35</sup> Traffic counts of 1994 (TEB)

<sup>36</sup> Through extrapolation of the traffic counts of 1994 (TEB)

<sup>37</sup> after extrapolation, KDA Traffic Engineering Bureau, *Saddar Traffic Management Scheme: A Plan for the Future*.



- Since all the buses coming from Mansfield Street on to Preedy street have been redirected westwards, all commuters get off on the wrong side of the road. This has created phenomenal congestion on the footpaths and has left the open space in front of Empress Market under-utilised.
- Preedy Street plays a crucial role for the through and local traffic in Saddar. It forms the most important east-west axis, connecting M.A. Jinnah Road with the informal bus terminal in front of Empress Market. However, due to the congestion it completely fails to fulfill its role as a distributor.
- Due to the large number of all types of vehicles, little distinction between bye-passing or terminating traffic, and halting of the buses, the area remains totally blocked at peak hours. The intersections at Abdullah Haroon Road and Zaibunissa Street are severely affected by this.

### **The Problem and its Cause**

Empress Market, on Preedy Street, is the shortest point for interchanging routes from the city centre to Landhi-Korangi and/or northern parts of the city <sup>38</sup>. This is the most obvious place for travellers to get on and off the buses waiting or coming from their connecting routes. In terms of private vehicular traffic, Abdullah Haroon Road and Zaibunissa Street form the north-west connection and both bisect Preedy Street to the west of Dr. Daud Pota Road. These intersections are often completely blocked due to the heavy traffic in both directions.

### **Potential**

Preedy Street does not have the capacity of having two-way non-segregated traffic. Making it one-way and allowing only buses and mini-buses would already be a major improvement at the junction with Dr. Daud Pota Road and with M.A Jinnah Road. To achieve this, alternative routes will need to be developed or assigned for diverting the bulk of the buses. Although partially responsible for the situation, the bus-owners are not content with the congestion on Preedy Street. Their cost, including health hazards have increased. There are possibilities that through dialogue with bus operators, some of the bus routes might be voluntarily altered.<sup>39</sup>

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## **2. Sharah-e-Iraq**

### **Landuse and Landmarks**

This street is highly commercial. Between Mansfield Street and Dr. Daud Pota Road, where most of the buses are passing through, most of the commercial activity is generated by transit activity. The shops mostly consist of restaurants, music shops and there are hawkers selling fruits, tea and other food items.

Beyond Dr. Daudpota Road up till Abdullah Haroon Road the commercial activity is mostly comprised of upmarket shops with jewellery and fashion goods.

West of Abdullah Haroon Road the commercial activity is replaced by administrative offices. The density is much lower since the road width increases by 20'.

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<sup>38</sup> Siddiqui, I., M., *Spatial Rejuvenation of Urban Spaces: the Case of Empress Market*, (unpublished Urban Design Master's level thesis), NED University of Engineering and Technology, Department of Architecture and Planning, Karachi, 1996.

<sup>39</sup> Ibid.

The main landmarks are Bohri Bazaar on the north side and the High Courts and St. Patrick's Cathedral at both the extremities.

## Facts and Figures

The table below gives the number of buses, mini-buses and cars passing at the intersections on Shahrah-e-Iraq.

| Street Name   |                              | Type     | Number per Day |                    |
|---------------|------------------------------|----------|----------------|--------------------|
|               |                              |          | 1994           | 2002 <sup>40</sup> |
| Sharah-e-Iraq | Abdullah Haroon Road         |          |                |                    |
|               |                              | Mini-bus | 1,122          |                    |
|               |                              | Bus      | 232            |                    |
|               |                              | Car      | 64,146         |                    |
| Sharah-e-Iraq | Zaibunissa Street            |          |                |                    |
|               |                              | Mini-bus | 1,222          |                    |
|               |                              | Bus      | 186            |                    |
|               |                              | Car      | 72,110         |                    |
| Sharah-e-Iraq | Raja Ghanzafar Ali Khan Road |          |                |                    |
|               |                              | Mini-bus | 1,960          |                    |
|               |                              | Bus      | 328            |                    |
|               |                              | Cars     | 27,000         |                    |
| Sharah-e-Iraq | Dr. Daud Pota Road           |          |                |                    |
|               |                              | Mini-bus | 3,750          |                    |
|               |                              | Bus      | 1,422          |                    |
|               |                              | Car      | 25,148         |                    |
| Sharah-e-Iraq | Mir Karam Ali Talpur Road    |          |                |                    |
|               |                              | Mini-bus | 4,864          |                    |
|               |                              | Bus      | 2,420          |                    |
|               |                              | Car      | 15,490         |                    |
| Sharah-e-Iraq | Mansfield Street             |          |                |                    |
|               |                              | Mini-bus | 3,510          | 4,938              |
|               |                              | Bus      | 1,294          | 1,820              |
|               |                              | Car      | 5,970          | 8,200              |

## Issues

Traffic on Sharah-e-Iraq is very hectic, all modes of transport occur simultaneously, and there is parking on both sides.

Enormous traffic jams occur in the East when parents come to pick up their children from St-Patrick's schools and other schools.

## Problems and their Cause

Sharah-e-Iraq is another road bisecting six major roads and connecting the High Courts in the west with the St. Patricks' church and schools in the east.

<sup>40</sup> Through extrapolation of the traffic counts of 1994 (TEB).

- The western part of Sharaha-e-Iraq is heavily used by buses turning down to Preedy Street, and it has one of the highest concentrations of hawkers on the street creating even more congestion.
- In spite of the provision of parking at either side, parking spaces are lacking and illegal double-parking is common.

## **Potential**

Pedestrianising Sharah-e-Iraq is the best option since:

- Sharah-e-Iraq is directly bordering the south side of Bohri Bazaar which is half-pedestrianized already.
- It is too narrow for through-traffic and parking (with the exception of the part west of Abdullah Haroon Road).
- The types of commercial activity which are occurring at present are also suitable for being integrated into a pedestrian zone.

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## **3. Abdullah Haroon Road**

### **Landuse and Landmarks**

Abdullah Haroon Road can be divided into three segments due to their different activities and architecture.

The north segment between M.A. Jinnah Road and Sharah-e-Liaquat (Frere Road) is characterised by the Electronics Market and some offices and workshops. The commercial activity is very intense and is in conflict with the vehicular traffic. The main landmark here is the St. Andrew's Church.

The part between Sharah-e-Liaquat and Sharah-e-Iraq has mostly retail shopping activity with clothes and marble goods. It also has two Leased Markets (Cantonment Board). The main landmark here is the General Post Office.

The southern section beyond Sharah-e-Iraq has mostly office and residential blocks. Older buildings have converted their ground floors into showrooms or shops. Most of the buildings are ground-plus-five structures.

### **Facts and Figures**

The table below gives the number of buses, mini-buses and cars passing at the intersections on Abdullah Haroon Road.

| Street Name          |                     | Type     | Number per Day |                    |
|----------------------|---------------------|----------|----------------|--------------------|
|                      |                     |          | 1994           | 2002 <sup>41</sup> |
| Abdullah Haroon Road | Sharah-e-Iraq       |          |                |                    |
|                      |                     | Mini-bus | 1,122          |                    |
|                      |                     | Bus      | 232            |                    |
|                      |                     | Car      | 64,146         |                    |
| Abdullah Haroon Road | Preedy Street       |          |                |                    |
|                      |                     | Mini-bus | 3,484          |                    |
|                      |                     | Bus      | 7,072          |                    |
|                      |                     | Car      | 67,622         |                    |
| Abdullah Haroon Road | Sarwar Shaheed Road |          |                |                    |
|                      |                     | Mini-bus | 662            |                    |
|                      |                     | Bus      | 588            |                    |
|                      |                     | Car      | 59,394         |                    |

### Issues

Major traffic congestion occurs at the intersections with Preedy Street and Saghir Shaheed Road.

### The Problem and its Causes

Abdullah Haroon Road has a lot of retail shopping activity but cannot provide the required parking spaces. Visitors are compelled to double-park, hence reducing the width of the street.

Abdullah Haroon Road is the main north-south vehicular axis, with one-way traffic moving towards M.A. Jinnah Road. However, it does not have a direct access to it. The traffic is diverted to Zaibunissa Street through Saghir Shaheed Road. The reasons for this are:

- The Road is too narrow to accommodate all the vehicular traffic
- Having two traffic-lights at such a short distance is not appropriate

### Potential

The provision of separate single-storied or multi-storied parking lots on empty, under-utilised plots can create the opportunity of relieving Abdullah Haroon Road from street parking. However, making Abdullah Haroon Road a proper through-traffic corridor with a service-cum-parking lane on one side of the road might improve the traffic.

The bottleneck created to access M.A. Jinnah Road has to be looked at in detail by the concerned agencies.

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## 4. Zaibunissa Street

### Landuse and Landmarks

Zaibunissa Street still has many old structures dating from the pre-Independence British period. However, there is enormous market pressure to tear down these historic structures, and many have already been torn down and replaced by modern commercial buildings.

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<sup>41</sup> Through extrapolation of the traffic counts of 1994 (TEB).

The shops, all specialise in upmarket merchandise like jewellery and fashion goods. There are few or no hawkers or encroachers on the footpaths.

There are three cinemas north of Saghir Shaheed Road with some electronics goods shops.

The street name changes into Garden Road after crossing Preedy Street.

The main landmarks are St. Andrew's Church and Jehangir Park and some architecturally valuable but abandoned old villas in the northern part and the Old Ilaco House in the south.

## Facts and Figures

The table below gives the number of buses, mini-buses and cars passing at the intersections on Zaibunissa Street.

| Street Name       |                     | Type     | Number per Day |                    |
|-------------------|---------------------|----------|----------------|--------------------|
|                   |                     |          | 1994           | 2002 <sup>42</sup> |
| Zaibunissa Street | M.A.Jinnah Road     |          |                |                    |
|                   |                     | Mini-bus | 12,802         |                    |
|                   |                     | Bus      | 9,016          |                    |
|                   |                     | Car      | 78,777         |                    |
| Zaibunissa Street | Saghir Shaheed Road |          |                |                    |
|                   |                     | Mini-bus | 582            |                    |
|                   |                     | Bus      | 336            |                    |
|                   |                     | Car      | 94,478         |                    |
| Zaibunissa Street | Preedy Street       |          |                |                    |
|                   |                     | Mini-bus | NA             |                    |
|                   |                     | Bus      | NA             |                    |
|                   |                     | Cars     | NA             |                    |
| Zaibunissa Street | Sharah-e-Iraq       |          |                |                    |
|                   |                     | Mini-bus | 1,222          |                    |
|                   |                     | Bus      | 186            |                    |
|                   |                     | Car      | 72,110         |                    |
| Zaibunissa Street | Sarwar Shaheed Road |          |                |                    |
|                   |                     | Mini-bus | 890            |                    |
|                   |                     | Bus      | 1,142          |                    |
|                   |                     | Car      | 78,854         |                    |

## Issues

Zaibunissa Street caters to most of the vehicular traffic coming from M.A. Jinnah Road to Sarwar Shaheed Road. Due to the nature of the hi-end retail shops, many parking spaces are needed in front of the shops.

The northern segment where the traffic from Abdullah Haroon joins Zaibunissa in the opposite direction becomes very congested at peak hours and before and after the cinema rush hours. Major traffic congestion occurs at the intersections with Preedy Street.

<sup>42</sup> Through extrapolation of the traffic counts of 1994 (TEB).

## Problems and their Cause

One of the main concerns is the large number of vehicles combined with street parking in the Northern portion.

## Potential

Zaibunissa Street has a great need for parking spaces and these can only be allocated on the main road. For that through-traffic will need to be diverted.

If successfully diverted, the portion along Bohri Bazaar and/or Jehangir Park could be pedestrianised.

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## 5. Raja Ghazanfer Ali Road

### Landuse and landmarks

This road is parallel to Zaibunissa Street and Dr. Daud Pota Road. It forms a T-Junction with Preedy Street at the height of the Eduljee Dinshaw Dispensary. The lower portion, north of Sharah-e-Iraq, forms the main axis through Bohri Bazaar. This portion has a mixture of new and old structures but some of the older structures have a pronounced building style and are architecturally of great value.

This portion is highly congested due to the large number of hawkers and encroachers and the lack of parking space.

The portion south of Sharah-e-Iraq has a different character due to the scale of the buildings and their use. This portion has a distinct residential character with baseline commercial activity. The type of shopping covers jewellery, fast-food and retail music. There are also a few hotels catering to the transit population, an important mosque and a school.

Traffic flow is one-way towards the Dispensary.

### Facts and Figures

The table below gives the number of buses, mini-buses and cars passing at the intersections on Shahrah-e-Iraq.

| Street Name                  |                     | Type     | Number per Day |                    |
|------------------------------|---------------------|----------|----------------|--------------------|
|                              |                     |          | 1994           | 2002 <sup>43</sup> |
| Raja Ghazanfer Ali Khan Road | Sarwar Shaheed Road |          |                |                    |
|                              |                     | Mini-bus | 2,366          |                    |
|                              |                     | Bus      | 689            |                    |
|                              |                     | Car      | 16,911         |                    |
| Raja Ghazanfer Ali Khan Road | Sharah-e-Iraq       |          |                |                    |
|                              |                     | Mini-bus | 1,960          |                    |
|                              |                     | Bus      | 328            |                    |
|                              |                     | Cars     | 27,000         |                    |

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<sup>43</sup> Through extrapolation of the traffic counts of 1994 (TEB).



## Issues

Several attempts have been made in the past to pedestrianise the portion north of Sharah-e-Iraq but the authorities have never been able to maintain this for very long. At present it is used for parking, servicing of the retail shops and local traffic.

This portion of the street and its secondary lanes have a high number of street-vendors and hawkers who together with local traffic contribute to a very high level of congestion.

## Problems and their Causes

The evictions which have occurred here in the past have never been successful due to the following reasons:

- Some of the shopkeepers pay the hawkers or vendors to attract clients or sell some of their products at discounted prices.
- Out of discussions with the concerned area actors it has been concluded that the policemen active in this area take bribes from the encroachers and hawkers, hence there is no real will from the law-enforcing agencies to evict them.

## Potential

Raja Ghanzafar Ali Khan Road has some very fine examples of British colonial architecture and Bohri Bazaar forms an important historical landmark in the city. Reducing the traffic load through here will certainly alleviate overall congestion in the vicinity. This, together, with the provision of street parking in the southern part of the street can attract a more varied as well as upmarket clientele (which has been historically important for the businesses of the areas).

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## 6. Dr. Daudpota Road

### Landuse and landmarks

The northern part of the street, between M.A. Jinnah Road and Preedy Street, has a relatively low density in terms of the buildings bordering it. Some of the most important landmarks are the Karachi Grammar School, one of the oldest educational institutions of Karachi, on the north-eastern side and the Empress Market and Jehangir Park.

Between Preedy Street and Sharah-e-Iraq this street is characterised by much higher levels of commercial activity, most of them relating to the transit occurring at this place (for further details refer to 1.Preedy Street). This portion has many dilapidated colonial buildings including a historic Parsi religious building (check for name). It also has an under-utilised overhead bridge at the intersection with Preedy Street.

Beyond Sharah-e-Iraq the character changes into a mix of transit and residential activity, slowly fading out into a purely residential area towards Sarwar Shaheed Road.

### Facts & Figures

The table below gives the number of mini-buses and cars passing at the intersections on Dr. Daudpota Road.

| Street Name       |                     | Type     | Number per Day |                    |
|-------------------|---------------------|----------|----------------|--------------------|
|                   |                     |          | 1994           | 2002 <sup>44</sup> |
| Dr. Daudpota Road | M.A.Jinnah Road     |          |                |                    |
|                   |                     | Mini-bus | 19,648         |                    |
|                   |                     | Bus      | 8,086          |                    |
|                   |                     | Car      | 1,22,208       |                    |
| Dr. Daudpota Road | Saghir Shaheed Road |          |                |                    |
|                   |                     | Mini-bus | 3,134          |                    |
|                   |                     | Bus      | 6,930          |                    |
|                   |                     | Car      | 47,468         |                    |
| Dr. Daudpota Road | Preedy Street       |          |                |                    |
|                   |                     | Mini-bus | 4,994          |                    |
|                   |                     | Bus      | 8,982          |                    |
|                   |                     | Cars     | 18,786         |                    |
| Dr. Daudpota Road | Sharah-e-Iraq       |          |                |                    |
|                   |                     | Mini-bus | 3,750          |                    |
|                   |                     | Bus      | 1,422          |                    |
|                   |                     | Car      | 25,148         |                    |
| Dr. Daudpota Road | Sarwar Shaheed Road |          |                |                    |
|                   |                     | Mini-bus | 5,566          |                    |
|                   |                     | Bus      | 2,324          |                    |
|                   |                     | Car      | 60,026         |                    |

## Issues

Major congestion occurs at the intersection of Preedy Street and Dr. Daudpota Road with thousands of pedestrians, cars and buses passing at every hour.

## Problems and their Causes

Refer to 1.Preedy Street for details

## Potential

Dr. Daudpota Road used to form a T-junction with Preedy Street. The southern part beyond Preedy Street towards M.A.Jinnah Road is a later addition. Through a traffic re-routing scheme, Jehangir Park and Empress Market could be re-united, hence forming a larger pedestrian zone. This street has a reasonable width to accommodate fast-moving traffic and service lanes (refer to section drawings for details) (?).

## 7. Mir Karam Ali Talpur Road

### Landuse and Landmarks

This street starts from Sarwar Shaheed Road and forms a T-junction with Preedy Street. It is located at the axis of the Empress Market.

<sup>44</sup> Through extrapolation of the traffic counts of 1994 (TEB).

The portion between Sharah-e-Iraq and Preedy Street caters to transit activity but the portion north of Sharah-e-Iraq has a stronger residential character.

The street is punctuated with many old colonial buildings. In particular, highlights include a mosque in British Colonial neo-Gothic style and two dominant colonial residential buildings at the junction with Sarwar Shaheed Road.

The street has one-way traffic towards Sarwar Shahheed Road.

### Facts and Figures

The table below gives the number of buses, mini-buses and cars passing at the intersections on Mir Karam Ali Road.

| Street Name               |               | Type     | Number per Day |                    |
|---------------------------|---------------|----------|----------------|--------------------|
|                           |               |          | 1994           | 2002 <sup>45</sup> |
| Mir Karam Ali Talpur Road | Sharah-e-Iraq |          |                |                    |
|                           |               | Mini-bus | 4,864          |                    |
|                           |               | Bus      | 2,420          |                    |
|                           |               | Cars     | 15,490         |                    |

### Issues

The north portion between Sharah-e-Iraq and Preedy Street is highly congested due to traffic encroachments and commercial activity. The Southern portion has lower traffic density but, being an important bus route, it still has a high level of noise and air pollution, which is directly in conflict with architectural heritage and residential concerns.

### Problems and their Causes

There are three to five lines of hawkers bordering both sides of the northern section leaving very little space for buses to circulate. However, it is the buses themselves that are creating the biggest congestion: instead of stopping at the allocated bus stops they stop for long periods in the middle of the street, waiting for passengers to load. In tandem with the buses, hawkers wait as close as possible to the buses on the road.

Just like in the rest of Saddar, the hawkers and street-vendors pay heavy bribes to the law-enforcing authorities to avoid eviction.

### Potential

Through re-routing of the bus traffic and allocation of increased street parking at either side of the road, the area will improve in terms of living conditions for the residents as well as be more attractive for a diverse cross-section of city shoppers.

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## 8. Mansfield Street

### Landuse and landmarks

The street is basically residential with baseline commercialisation. It is highly congested due to the large number of buses entering Saddar from M.A. Jinnah Road and Lucky Star on Sarwar Shaheed Road. The

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<sup>45</sup> Through extrapolation of the traffic counts of 1994 (TEB).

traffic is one-way but divided into two parts: southwards from M.A. Jinnah Road towards Preedy Street and northwards from Lucky Star towards Preedy Street.

The portion north of Preedy Street is characterised by very low density with the exception of a few shopping centres and apartment blocks. The architecture is modern with very few old colonial buildings left. The portion south of Preedy Street is mostly residential, especially between Sharah-e-Iraq and Sarwar Shaheed Road.

One important landmark is the Bohra Jamaat Khana, a religious building utilised by the local Bohra Community. Other landmarks are several important schools (St. Patrick's School) and the St. Patrick's Cathedral which is slightly off the main road and connected through the extension of Sharah-e-Iraq.

## Facts and Figures

The table below gives the number of buses, mini-buses and cars passing at the intersections on Mansfield Road.

| Street Name      |                     | Type     | Number per Day |                    |
|------------------|---------------------|----------|----------------|--------------------|
|                  |                     |          | 1994           | 2002 <sup>46</sup> |
| Mansfield Street | M.A.Jinnah Road     |          |                |                    |
|                  |                     | Mini-bus | 12,802         |                    |
|                  |                     | Bus      | 9,016          |                    |
|                  |                     | Car      | 138,019        |                    |
| Mansfield Street | Saghir Shaheed Road |          |                |                    |
|                  |                     | Mini-bus | 3,316          | 4,666              |
|                  |                     | Bus      | 5,062          | 7,122              |
|                  |                     | Car      | 33,226         | 46,752             |
| Mansfield Street | Preedy Street       |          |                |                    |
|                  |                     | Mini-bus | NA             |                    |
|                  |                     | Bus      | NA             |                    |
|                  |                     | Cars     | NA             |                    |
| Mansfield Street | Sharah-e-Iraq       |          |                |                    |
|                  |                     | Mini-bus | 3,510          | 4,938              |
|                  |                     | Bus      | 1,294          | 1,820              |
|                  |                     | Car      | 5,970          | 8,200              |
| Mansfield Street | Sarwar Shaheed Road |          |                |                    |
|                  |                     | Mini-bus | NA             |                    |
|                  |                     | Bus      | NA             |                    |
|                  |                     | Car      | NA             |                    |

## Issues

There is very high traffic congestion at the intersection with Preedy Street and high levels of air and noise pollution in the more residential southern part.

A large number of encroachers and hawkers spilling over on the main street and secondary lanes cater to pedestrians and bus-commuters. Similarly, the buses stop for undetermined time-periods in the middle of the road waiting for passengers to board.

<sup>46</sup> Through extrapolation of the traffic counts of 1994 (TEB)

## Problems and Causes

Refer to 6. Dr. Daudpota Road and 7. Mir Karam ali Talpur Road for similar causes

## Potential

Mansfield Road forms an important north-south axis, hence it would unrealistic to pedestrianise this road. Through re-routing of the buses there might be a possibility to reserve this road for cars and pedestrians only, hence improving the noise and air quality of the area.

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## 9. Sarwar Shaheed Road

### Landuse and landmarks

This road forms the southern edge of Saddar. Only the portion between Abdullah Haroon Road and Dr. Daud Pota Road has intense commercial activity with two hotels at the intersection with Raja Ghazanfar Ali Road. West of Abdullah Haroon Road the road for the most part has a residential character.

The extension eastwards beyond the intersection with Mansfield Road (Lucky Star) is called Iqbal (check) Shaheed Road. This junction forms one of the main entry points into Saddar

### Facts and Figures

The table below gives the number of buses, mini-buses and cars passing at the intersections on Sarwar Shaheed Road.

| Street Name         |                              | Type     | Number per Day |                    |
|---------------------|------------------------------|----------|----------------|--------------------|
|                     |                              |          | 1994           | 2002 <sup>47</sup> |
| Sarwar Shaheed Road | Abdullah Haroon Road         |          |                |                    |
|                     |                              | Mini-bus | 662            |                    |
|                     |                              | Bus      | 588            |                    |
|                     |                              | Car      | 59,394         |                    |
| Sarwar Shaheed Road | Zaibunissa Street            |          |                |                    |
|                     |                              | Mini-bus | 890            |                    |
|                     |                              | Bus      | 1,142          |                    |
|                     |                              | Car      | 78,854         |                    |
| Sarwar Shaheed Road | Raja Ghanzafar Ali Khan Road |          |                |                    |
|                     |                              | Mini-bus | 2,366          |                    |
|                     |                              | Bus      | 689            |                    |
|                     |                              | Car      | 16,911         |                    |
| Sarwar Shaheed Road | Dr. Daud Pota Road           |          |                |                    |
|                     |                              | Mini-bus | 5,566          |                    |
|                     |                              | Bus      | 2,324          |                    |
|                     |                              | Car      | 60,026         |                    |

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<sup>47</sup> Through extrapolation of the traffic counts of 1994 (TEB).

## Issues

Sarwar Shaheed Road forms an important distributor for both buses and cars. At the Lucky Star intersection a maximum number of vehicles have been observed (exact traffic counts were not available for this intersection) since this forms the main southwest entry point into Saddar.

## Problems and Causes

Being the closest point from Saddar to Sharah-e-Faisal (one of the main city arteries) Lucky Star has become an important landmark and an ad-hoc bus stop for the city as a whole.

## Potential

The east-west orientation of Sarwar Shaheed Road and its present use as a distributor make it an ideal road for diverting and keeping most of the incoming and outgoing traffic at the edge of Saddar. This will of course require a detailed bus re-routing plan in order to achieve the desired traffic fluidity.

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## 10. Sharah-e-Liaquat

### Landuse and Landmarks

This road starts in the west from the Central Business District of Karachi, intersects Kutchery Road, passing Arambagh (where the offices of the local Government are located), Burns Road and connects with Preedy Street at the intersection with Abdullah Haroon Road.

The landuse is mostly residential with a few exceptions till the intersection with Preedy Street where some audio-visual goods markets are located.

### Facts and Figures

The table below gives the number of buses, mini-buses and cars passing at the intersections on Shahrah-e-Liaquat.

| Street Name      |                      | Type     | Number per Day |                    |
|------------------|----------------------|----------|----------------|--------------------|
|                  |                      |          | 1994           | 2002 <sup>48</sup> |
| Sharah-e-Liaquat | Abdullah Haroon Road | Mini-bus | 1,897          |                    |
|                  |                      | Bus      | 4,943          |                    |
|                  |                      | Car      | 20,086         |                    |
| Sharah-e-Liaquat | Zaibunissa Street    | Mini-bus | 1,410          |                    |
|                  |                      | Bus      | 3,704          |                    |
|                  |                      | Car      | 66,316         |                    |
| Sharah-e-Liaquat | Dr.Daudpota Road     | Mini-bus | 4,994          |                    |
|                  |                      | Bus      | 8,982          |                    |
|                  |                      | Cars     | 18,786         |                    |
| Sharah-e-Liaquat | Court Road           | Mini-bus | 3,558          |                    |
|                  |                      | Bus      | 7,030          |                    |
|                  |                      | Car      | 49,418         |                    |

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<sup>48</sup> Through extrapolation of the traffic counts of 1994 (TEB)



**Minutes of the Meeting with the City Nazim (date of meeting)**

The overall vision of the City Government is to enhance the economy, culture and environment of the metropolis. In order to achieve this, the present Government has planned the following improvements:

- The introduction of new CNG buses in Saddar and the rest of the city.
- The implementation of the Preedy Street extension.
- The construction of a bus terminal

The relationships between transport, street-vending, pedestrians and parking are not clearly understood by the concerned officials. Therefore, most of the attempts at upgradation have been futile in the past.

The Government is willing to support the project in kind if the finances are provided by other sources.

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