

A Revitalisation Of Traffic Management Plan And The Impacts Of Hawker In Saddar Bazaar Karachi, Pakistan

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Abstract

The urban economy in any society represents primarily the use generating sources the formal organized and also the informal unorganized sector. In most Asian country cities the urban poor survive by operating within the informal sector. For these urban poor, street vending is a method of earning a living. However, few hawkers live close to their place of labor and travel long distances by bus or two-wheelers. It is true that hawker's encroachment reduce the area vacant for walkers and travelers which creates traffic congestions. Traffic blocking is one main problem that most of public suffer every day in a big city like Karachi. Karachi's central coach station is additionally set in Saddar, therefore connecting it with different areas of Karachi making an enormous issue as Encroachment in Saddar is outlined because the outlaw occupation or global organization authorised use of belongings and land. Sporadically, anti-encroachment drives by the town government have evicted these hawkers and vendors out of the Bazaar. The proposal present in many alternatives to the traffic plan, Re-routing public transport Remove hawker's settlement it develop Saddar into a pedestrian zone the concepts behind this proposals type the premise of a future revitalisation plan for Saddar and Area cognitive map, then Saddar may often reborn into a multi-class amusement and recreational space that the current day socially fragmented metropolis urgently desires. The data has been collected from the respondent and visitors of Saddar bazaar to gather the main problems through questionnaire survey to observe existing conditions of Saddar habitants Revitalize the original life style of Saddar; making it a shopping and cultural magnet for visitors as well as tourists.

Keywords: central bus station, Encroachment, hawker's settlement

1. Introduction

Many urban areas of Asian cities are environmentally degraded over time because of unplanned transport connected activities and also the development of hawker areas around them. A number of these areas contain the built-heritage of the cities and were once centres of culture, amusement and recreation. Saddar is one of such space and which customs greatly of the historical royal core of the town (Malik F, 2018).

Sadder City holds the biggest attention of British colonial architecture in Karachi. 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 (Wandering in wonder, 2018)

Saddar city is that the main business space of city, with the central looking space found within the historic Empress Market additionally because the Central railway and the Central terminus and therefore the close Port of city Thus it is necessary to grasp the origin and also the Revitalisation of Saddar through Re-routing transport system, habitant hawker's and Improve Saddar into a pedestrian zone (Hasan, A., et.al 2008)

2. HISTORICAL BACKGROUND:

Karachi is that the quickest rising extra-large town within the world each in proportion and symbol expressions. Its populace has enlarged by over one hundred pc from eleven millions (figure of 1998 census) to 22 millions once the household amount was shown. As such, city holds 10 % of the populace of Pakistan and 22 % of its city populace (MPGO, 2020)

Karachi is additionally the capital of Sindh region. It contains 62 % of Sindh inner-city populace and 30 % of its total populace. Due to movement from Bharat when 1947 and nonstop movement from different components of Pakistan, city could be a multi-ethnic town (Raza. M, 2014).

The study area comprises the commercial core of Karachi. Saddar the city center is the main shopping area of Karachi with thriving markets.

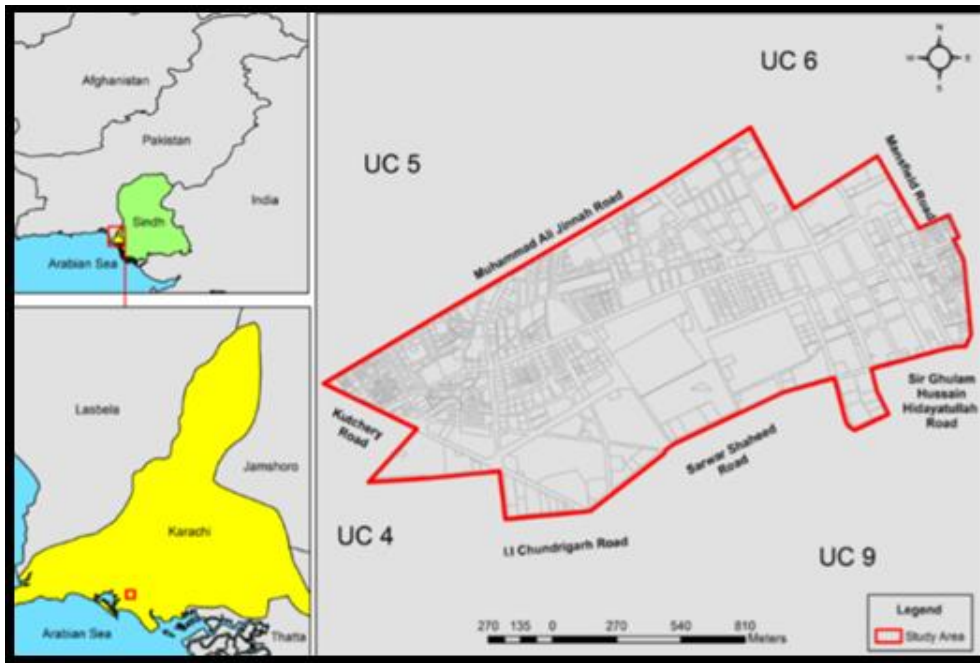


Figure 1: Boundaries of Saddar Area in Karachi

This modest village became a thriving port town (Karachi harbor) after the British conquest of Sindh in 1839 by the regiment of British commander Sir Charles Napier. It was then, for the very first time, that the name Karachi instead of Kolachi was used (Baille, 2008). Alexander F. Baille, the then municipal engineer, divided the city into 18 diverse quarters (refer Fig 2 for more detail). The city extended around these quarters marking them as the historic center of the city.

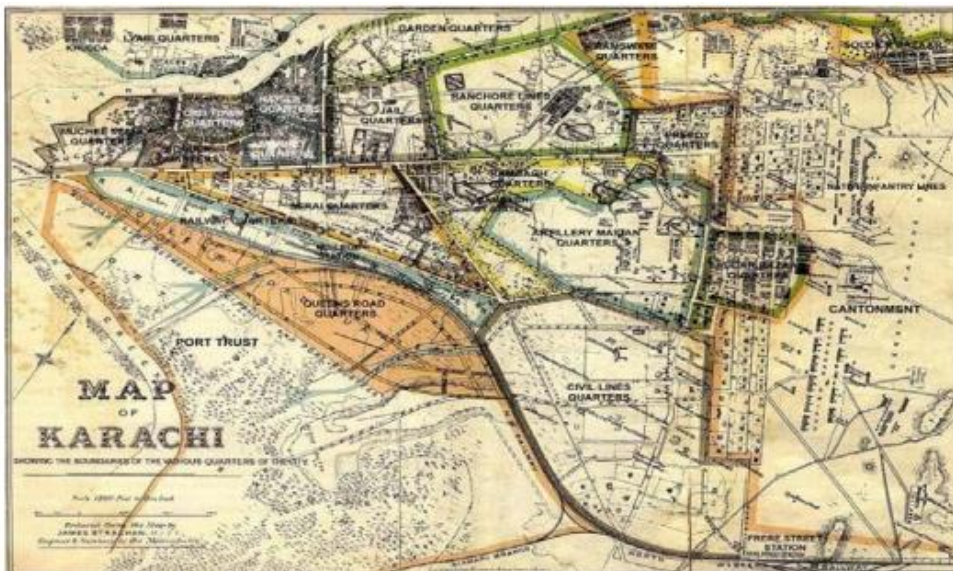


Figure 2: Map of Karachi – Colored Lines Depict the Boundaries of Historic Quarters

Source: Kurrachee Past, Present & Future – Alexander F. Baillie 1997 Edition



Figure 3: Year 1930 – Street View of Tram Moving on Bunder Road Showing Jehangir Kothari Building at the Back in Serai Quarter

Source: © Archive 150 – April 2017



Figure 4: Year 1910 - Elphinstone Street View in Saddar Bazaar Quarter

Source: Archive 150 – April 2017

The colonial administrators introduced technological innovations into their European inhabited quarters via introducing electricity, road networks, and automotive transportation systems such as railways and <http://xisdxjxsu.asia>

tramways. The British were very keen to redevelop the essence of their hometown in their colonized settlements, thus the streets were paved, had footpaths and were lined with street lamps (lights)(Morris, J., & Winchester, S. 1983)

2.1 Transports system in Saddar Karachi

In spite of Karachi's importance, its transport connected issues have raised significantly. the quantity of conveyance registered buses has declined from 22,313 in 2011 to 12,399 in 2014 of that 9,527 are operative because of this failure, folks are enforced to travel on the roofs of buses that is to be precise extralegal and wait at bus stops for lengthy period to urge a ride. An oversized variety of buses have born-again from Diesel to CNG as results of a judicial write .

However, because of deficiency of offer, CNG sale solely permissible for four days per week and it's only on nowadays that CNG buses will perform. This creates further issues for the commutation public (Khan, M, et.al 2015).

The significance of the matter may be refereed by the actual fact that in 2011 solely 0.85 % automobiles in metropolis were bus and 4.04 % were 3-seater motor rickshaws (these square measure three wheeler vehicles), whereas cars deep-seated 81.21 % and motorcycles deep-seated 49.59 % (for details see, Table - 1).

Table#1: model distribution of vehicles and passengers and the number of vehicles registered in Karachi in 2013

(Source: Transport and Communication Department, Karachi Municipal Corporation)

S r . No.	Type of Vehicles	Total Registered on Road up to 31.12.2013	Newly Registered During the Year 2013				Total Registered on Road 2013	Total Registered on Road 31 Dec. 2013
			Jan-March	April-June	July-Sept.	Oct-Dec.		
01.	Mini Bus	16,087		68	230	109	407	16,494
02.	Buses	6,352		15	36		51	6,403
03.	Mini Truck	13,510	288	185	134	123	730	14,240
04.	Truck	16,146	264	162	155	102	683	16,829
05.	Van/Pick-Up	109,243	2,111	6,860	1,109	178	10,258	119,501
06.	Taxi	47,049						47,049
07.	Rickshaw	123,129	2,183	5,028	5,797	5,568	18,576	141,705
08.	Lifter	2,994	41	20	13	15	89	3,083
09.	Tractor	3,624	18	12	59	47	136	3,760
10.	Tanker	2,999	6	22	21	3	52	3,051
11.	Pvt. Vehicle	1,047,933	20,048	11,467	14,185	9,012	54,712	1,102,645
12.	Motorcycle	1,452,526	61,466	46,682	49,859	39,410	197,417	1,649,943
13.	Ambulance	2,029		90	49		139	2,168
14.	Coffin Carrier	72						72
15.	Disable Person	100	2	1	2		5	105
16.	Catholic Trust	107	1			1	2	109
17.	School Bus	238	4	4	11		19	257
18.	Church	48	1				1	49
	Total	2,844,186	86,433	70,616	71,660	54,568	283,277	3,127,463

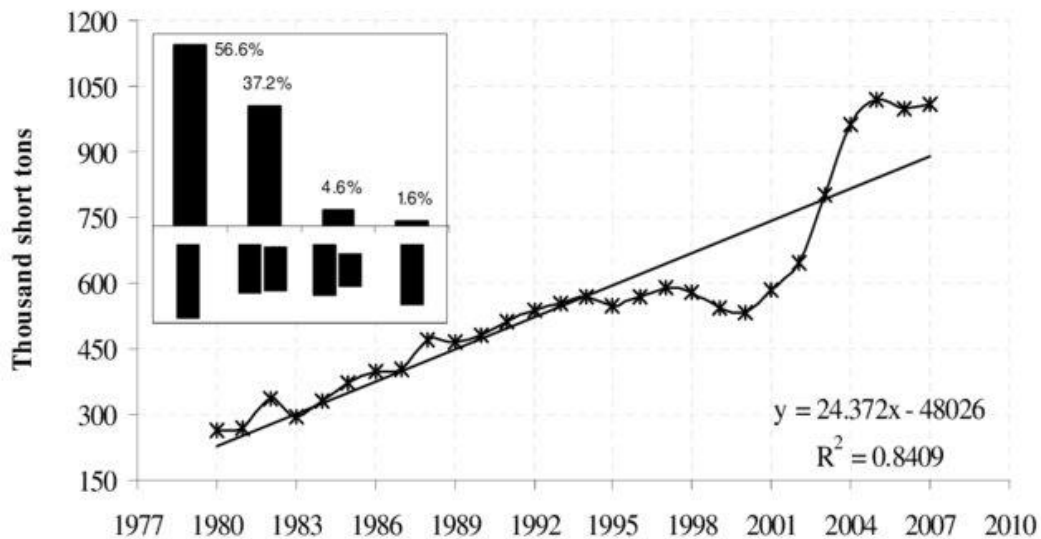


Figure 5: Growth in registered vehicles and urban population (in percentage).

(Data source: Qureshi and Huapu, 2007 and Urban Resource Centre, Karachi)

The effect of traffic blocking on the city Decreased mobility, High levels of nephrotoxic air additionally as sound toxic waste, Environmental degradation and demolition of the urban landscape, Deteriorating alive values, exaggerated direct and indirect prices being specifically, prejudicial impact on bus transport as buses area unit stuck in traffic severely moving fleet productivity (Hasan. A, et.al 2008)

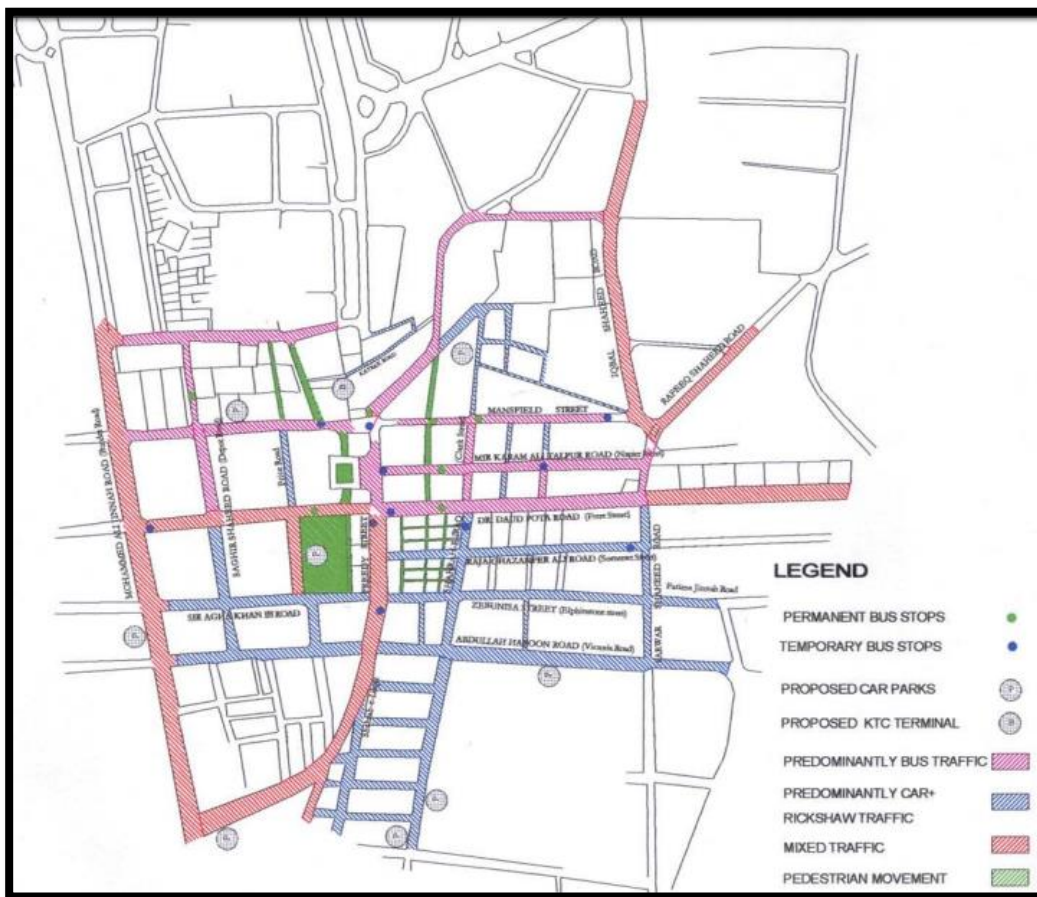


Figure 6: Existing and proposed traffic routes at Saddar Karachi

Sources: Karachi: The Transport Crisis by Arif Hasan with the Urban Resource Centre, Karachi

3. Data collection

The Study is to catch the perceptions of the Hawkers of Saddar bazaar and the users of local transport commuters within the Saddar area to know about the requirement, difficulties, amenities and facilities. Meanwhile some existing maps are collected through local authorities.

3.1 The Hawkers of Saddar Bazaar

In Third World cities hawkers occupy pavements and in several cases even road area. Their popularity works where poor people live or work, or in the area where they are transported and traveling. This is often due to the advantages of land or tradesmen of the city or traders, and there are no plans for their place of sale and the demand for sale. The state government's response to social problems is to abandon them. It is commonly occurring in Manila, Jakarta, Bombay and Karachi, and the cities of the Third World (Muhammed. S, 2000).

In some cases, governments have wanted to restore hawkers. This rehabilitation has not been complicated; it is not considered a link between public transport, public transport, buses and hawkers.

In 2001, a serious eviction of hawkers was administered by the authorities within the Saddar space. They were settled from the most roads to the lanes within the same space. They rejected this relocation and when a three-week amount they managed to bribe their method back. The URC had opposed the eviction and at a gathering of its board, it absolutely was determined that a practical set up for hawker's rehabilitation in Saddar ought to be developed. It absolutely was additionally determined that hawkers were a necessity for the low-income residents of town and conjointly evicting and relocating them would impoverish their families during a amount of inflation and recession (Raza. M, 2014).



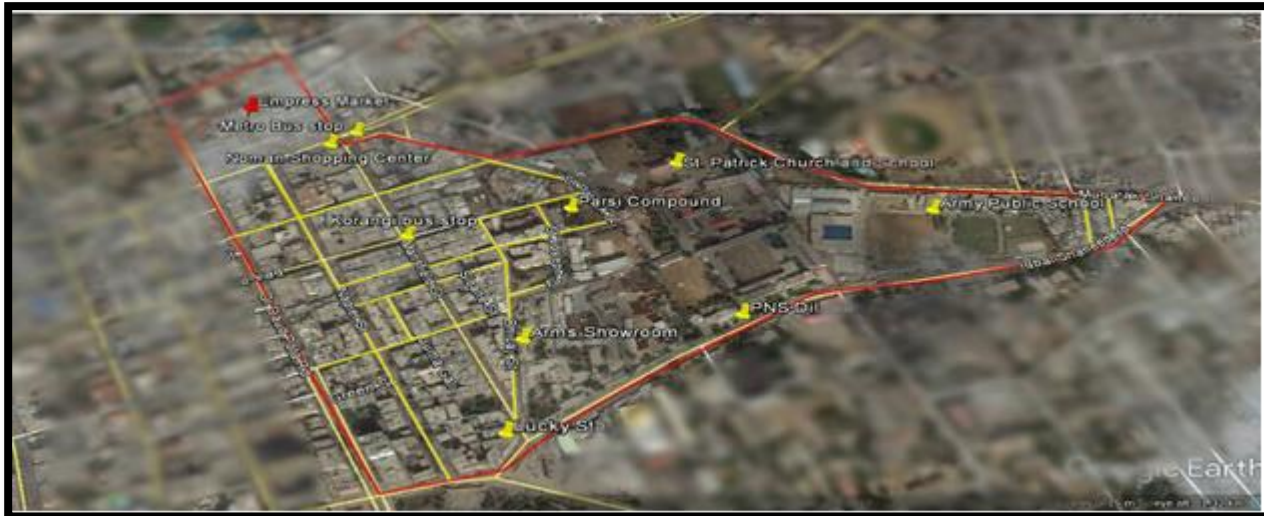
Figure 7: Traffic rushes and hawkers of Saddar



Figure 8: Location of existing hawkers, Encroachers and leased market

4. Model Revitalization Proposal:

Saddar's issues will solely be solved as a part of a bigger town planning exercise that deals with the traffic and transport issues of town. Area cognitive map and plan for the revitalization of Saddar have been made as Model Restoration Proposal. It is tough to contrivance because habitants overlook the realisms that this statement contracts with.



**Main nodes and paths
Legends**
Selected Area
Landmarks
Main Routes of space

Figure 9: Mental Mapping of Saddar



**Main nodes and paths
Legends**
Selected Area
Landmarks
Main Routes of space
Most valuable Urban Space
Howkers / Encroachment

Figure 10: Space recognition Map

As shown in space recognition map hawkers and encroachment occurs in most valuable urban space like empress market which causes the huge traffic flow problems.

4.1 Alternative Solution

Figure 11 shows substitute plan for Saddar bazaar where marked part shown the bazaar area as a non-motorised sector and reserve the central approach street to the place for public transport. As from experience it came to knowledge that pedestrian-friendly streets are great for business. Second, it provides more opportunities for improved transport services for the more distant areas served by the Karachi.



Figure 11: The proposed revitalization map with Pedestrianization rerouting of vehicular movements / Public Transportation

According to the arrange, all the general public transport coming back from MA Jinnah road/ FTC side, presently terminating at Mansfield Street, Shahrah-I-Iraq, Saddar Dawakhana and encompassing streets, would be taken a turn from the lucky star chorangi and crossing the Dr daudpoto road and end at MA Jinnah road. Follow up these pattern for transport routes can less the traffic problems from the town.

5. conclusion:

Encroachment is the biggest problem in Saddar Town. Which has become a thriving business and the administration seems to be utterly failed to control the problem. A large number of shopkeepers have put up roadside stalls in complete violation of laws. 40 % to 70% width of streets and roads is occupied by vendors, while footpaths are also mostly occupied by shopkeepers and vendors, allowing very little space on streets and footpaths for vehicular traffic and pedestrians. The locations where they are encroaching at present need to be re-plan to accommodate them in a manner in which they do not adversely affect the existing and proposed transport systems.

6. Recommendations

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