

# URBAN PLANNING CONFERENCE

on

## “TRANSFORMING KARACHI”

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## SUMMARY REPORT ON URBAN PLANNING CONFERENCE

### “TRANSFORMING KARACHI”

Karachi is the largest metropolis of the country, which has been expanding with a significant growth rate. However, the growth of the city has not been carried out coherently with strategic vision and proper urban planning. This has led to numerous urban issues and challenges in provision of services to the citizens. In this context, the Honourable Supreme Court, during the hearing of a constitutional petition, pointed out such issues and issued an order, dated 24.01.2018, underlining to restore the **Glory of the City**.

In order to implement the Honourable Court’s order in true letter and spirit it was considered necessary to look at the issues of the city through experts’ eye so that the future planning could be conceived in accordance with the best standards of urban planning for transforming the city that is able to provide services to the people. Hence, an *Urban Planning Conference on “Transforming Karachi”* was organized on 31.01.2019 to solicit support and advice of leading urban planners, architects and relevant government office bearers. The Chief Secretary, Sindh himself chaired the sessions in presence of the Advocate General Sindh. All these experts were convened to deliberate and devise strategic direction and course of action for future of Karachi. The agenda of the conference was based on following four major aspects highlighted in Honourable Supreme Court’s order that also truly depict the real needs of the city and its citizens.

- *Bringing Karachi to its glory which is best suited for the people and residents*
- *How existing buildings, that may have to be removed from the city, will be removed, and the people who are dislocated by such plans are rehabilitated*
- *Restoring the parks, playgrounds and amenities, which have been converted to commercial purposes*
- *Developing efficient public transport system including circular railway*

Needless to mention that it was emphasized during the conference that an integrated strategy for tackling these issues warranted a ***New Strategic Master Plan*** for the City. During course of the conference, presentations delivered by experts covered various aspects of development of Karachi, issues, challenges and initiatives in the historic and futuristic perspective. To allow adequate time to the experts, four sub-committees headed by eminent urban experts with members from academia, professionals and government officials were constituted to contemplate on these significant areas and furnish concrete action plan(s) that could be presented before the Cabinet for formal approval of the Government.

The sub committees after through deliberations furnished the recommendations, which are summarized below.

## **SUB-COMMITTEE 1: Removal of Encroachments & Rehabilitation of Affectees**

It has been underlined that a survey of illegal buildings must be carried out to establish the status, scale and magnitude of illegal buildings in the city. This would be required to create a baseline database for assisting the policy makers to deal with the matter. It would also enable the authorities to gauge the scale of intervention that may be needed to prepare plan to remove non-conforming land uses. In order to ensure justice, it is important to provide an open mechanism to review each case transparently and objectively. Moreover, it is also important that an assessment is done properly for rehabilitation of people & businesses before undertaking demolitions.

It has also been highlighted that an *oversight committee* is established for monitoring of the extensive process that requires to be completed in defined timeline. The committee must include representatives of professional bodies, builders and developers, relevant government departments and resident associations of some public sales projects.

## **SUB-COMMITTEE 2: Land Use Conversion & Restoration of Public Parks (Heritage Precincts), Playgrounds and Other Amenities**

### ***Preservation of Heritage Precincts:***

Restoration of heritage precincts would be possible if the *outline of Heritage District of Karachi* is developed based on the inventory of 1600+ protected heritage sites identified by department of Culture and Antiquities under Sindh heritage preservation Act, 1994 and a Karachi Heritage District is notified. It is underscored that all construction on urban spaces and sidewalks be removed and replaced with soft landscaping and well-designed street furniture. Government shall reclaim lots as urban spaces where notified heritage structures have been demolished without the process of de-notification (SBCA 2005 byelaw). Immediate action may be taken in 11 such lots identified in Saddar Bazaar. Selected narrow streets may be designated for tree plantation by making them vehicle-free. For commuting in the Heritage district, a tram route may be developed. Moreover, removal of present hoardings, signboards, cables and wires from heritage facades and replacement with well-designed signage would help bring back beauty of the architectural heritage of the city. However, undertaking all this restoration and preservation would require a coordinated and concerted effort, which could be better achieved by forming a '**Karachi Heritage District Authority**'.

Meanwhile, it is pertinent that appropriate measures are taken to disallow plot subdivisions of listed heritage properties without acquiring proper NOC from the Department of Culture/ Heritage Advisory Committee. The Revenue department and Local Government department are supposed to issue such directives to their concerned offices. SBCA's committee for Dangerous Buildings should work in collaboration with Department of Culture/ Heritage Advisory Committee when dealing with listed heritage properties.

As the success in this direction would not be attainable without inclusion of the *heritage property owners*, appropriate incentives should be developed and announced for them – including tax rebates, subsidized utilities, etc. A unit for '*Technical Advisory Service*' for heritage owners should be established to facilitate them in developing economically viable utilization proposals for their properties.

Nevertheless, some innovative steps are also need of the hour like inviting rehabilitation/preservation/adaptive re-use proposals for notified heritage through Heritage Foundation (HF) / Pakistan Council of Architects and Town Planners (PCATP) / Institute of Architects Pakistan (IAP), Urban Heritage Fund (UHF) and similar mechanisms such as adopt-a-Heritage-Building for preserving government heritage structures as public/private partnership and Corporate Social Responsibility (CSR) sponsorship for preserving historic buildings declared dangerous by SBCA would also be useful ideas for preservation of heritage buildings.

### ***Restoration of Public Parks and Playgrounds:***

The study to determine the extent and types of encroachments on parks, which is being carried out by GIS department, BOR needs to be completed on fast track basis. There should be a phased strategy to revive the public parks for ensuring meaningful progress. Urgently, five non-functional parks and playgrounds in each district of Karachi should be selected and offered to non-profit civil society or corporate/banking sector CSR under Adopt-a-Park policy. Immediate design proposals from architects'/landscape designers can be invited through PCATP.

Some relevant studies and guidelines from “Forestation, Aesthetic Plantation and Landscape” Study of Karachi by City District Government of Karachi (CDGK) for 2020 Strategic Plan will help in determining plantation types, water and soil availability etc. Besides, initiating a ‘Tree Tagging Campaign’ for nature trees within the City Centre and its open spaces; marking them as protected and illegal to cut or damage would help preserve old trees.

The legal framework requires to be developed by designing strict parameters in order to ensure safety standards keeping in mind children and vulnerable groups (e.g. accident in Askari Park and child play areas) and choice of materials by minimizing hard surfaces (avoiding use of concrete pavers) and relying on soft landscaping and water conservation methodologies. There may be different models for funding and maintenance alternatives depending upon size, usage, condition and location. Formation of ‘**Park Management Committee**’ on the pattern of current ‘School Management Committee’ by GoS, will allow greater participation of communities.

Government may undertake feasibility studies based on assessment, financial viability, PPP options analysis, and legal viability assessment. These studies can provide a sound basis for which funding from Project Development Facility (PDF) of GoS could be procured. Developing facilities and services are possible avenues for fund generation for sustainability without resorting to construction of permanent concrete or steel structures. It is also important that all such facilities should utilize organic, sustainable green materials e.g. bamboo, wood etc.; fees should be regulated through a transparent digital system. The facilities can include walking and jogging tracks, nurseries for saplings, exercise areas for yoga and gyms, sports camps, washrooms, packed snacks and refreshments, rest areas and garden pavilions for shade, baby feeding and changing rooms etc.

### ***Land Use Conversions, and Restoration of Amenities Reclaiming Public Spaces:***

It is essential to free all public spaces, clearly defined as areas, which have been created for the use of general public, of any encroachments, constructions and obstructions. The city of Karachi already suffers from deficit of open spaces, the more hard structures that are built in such spaces; the more the citizens are deprived of their rightful share of greenery, vegetation and air. Thus, the restoration of all public spaces is a right of the citizens of Karachi. There are predetermined uses defined for each amenity plot and all such lots must carry the pre-defined usage in order to provide the required social structure in each neighbourhood.

However, if a building has been constructed in violation of its original purpose, it is recommended that after careful evaluation of its structural stability, the building should be retained and converted to serve the originally intended usage. This will help in saving the investment that has already incurred along with protecting the environment from destruction of concrete structures that can cause excessive pollution and waste stream. With regard to illegal occupation and utilization of state land it is essential that a survey is carried out for developing inventories of such violations. A careful case-by-case study will help in suggesting conversion of existing illegal structure to be converted into amenity structures for public good.

It is also pointed that the railway lands are part of public amenities intended for developing transport infrastructure for the city. It is crucial that these should be cleared of all encroachments. As any demolition has a humanitarian dimension, in the case of colonies on railway lands it is likely to affect hundreds of thousands of low-income families. Hence, this aspect will need careful resolution requiring rehabilitation and re-settlement plans for affected households.

### **SUB-SMMITTEE 3: Efficient Public Transport System including Karachi Circular Railway (KCR)**

Public transport system is an indispensable aspect of any urban settlement let alone a major metropolis. This aspect requires an extensive scientific research based study to determine Transport Demand Management. This would be appropriate for development of ***Transport Master Plan/ Transport Investment Strategy 2035*** by way of updating the Transport Plan 2020. The plan may comprise the sub-components including: strategic transport model for Karachi, traffic impact studies in lieu with Master Plan, parking policy & strategy, integrated land use plan covering GIS based utility services and comprehensive strategy for road classification. The development of Integrated Intelligent Transport System would require development of Central Command and Control dedicated for Traffic, deployment of demand management techniques on major arterials including CBD, introduction of Real Time Traffic Information techniques including data collection and its use for optimizing online traffic signaling system.

In addition, a Smart City Public Transport System is required to be planned, which could reduce individual transport modes and encourage public transport usage. Introducing Bus Priority Lanes along the major arterial roads of Karachi can mitigate the traffic issues.

Moreover, in order to ensure the safety of the commuters, Public Transport Fitness and Road Safety System is required to be put in place. This could be achieved by development of Traffic Engineering Management and Road Safety Plans.

Another, major component of transport management includes Development of Parking Policy & Strategy for Karachi and provision for Bus Parking Facilities. Karachi needs to have its limited number of parking bays used several times each day. This allows a town, with for example 500 parking bays, to cater for over 4,000 vehicles (8x) entering the town each day. This is achieved through taking payment for parking, which limits the use of each bay and is the primary goal of a good parking management system.

#### **SUB-COMMITTEE 4: Developing Master / Strategic Development Plan**

The most central element to planning the future of a mega urban settlement is the Preparation of a *Town and Country / Urban and Regional Planning Act* to give legal mandate to implement the recommendations of a Master / Strategic Development Plan. This will pave the way for formation of a new development master plan, data collection and review as well as sanctify the importance of any global indicators / agenda like Sustainable Development Goals to guide the local development.

It is necessary that Consulting Firm be hired for master planning. Since the KSDP 2020 is about to reach its expiry date, we need to develop a new plan for the next 25 years and call it “**KMP 2047**”, to match with the *100 Yrs. of Pakistan*. The TORs would need to be clear on this and be made after a consultative process focusing inter-alia on: precepts of Smart Cities, Sustainable Development and SDGs; a mechanism for integrating the development of Satellite Towns in the overall regional development framework; sanctity of old city quarters as heritage district in terms of densities and overall outlook; a balanced transport model / strategy focusing not only on mass transport but also walkable precincts specially in the heritage district and bicycle lanes.

Nevertheless, to keep the master / strategic development plan aligned with the advancements taking place in terms of technology and changing priorities, major review of the plan must be carried out every five years. The Karachi Transformation Strategy Steering Committee already notified may carry out the task with more representation of professionals / academia.

Detailed action plans submitted by sub-committees are placed at **Anx -A** and discussion transcript is placed at **Anx -B**.

**RECOMMENDATIONS OF SUB-COMMITTEES FOR**  
**“TRANSFORMING KARACHI”**

**Recommendations of Sub Committee No. 1**

**Removal of Encroachments / Buildings and Rehabilitation of Affectees**

**Action Plan**

**1. Survey of Illegal Buildings Must be Done**

**Objectives**

- To establish the status, scale and magnitude of illegal buildings in the city
- To create a baseline data base for assisting the policy makers to deal with the matter
- To enable the various authorities comprehend the scale of intervention that may be needed to prepare an amortization plan to adjust and remove non-conforming land uses

**Linkage with the theme of objectives**

This survey shall be immensely useful to determining the overall status of buildings and structures that require a policy to deal with their future existence

**Institutional placement**

Master Plan Department (presently under SBCA) may be entrusted with this task. The department may acquire assistance from academic institutions for helping in the conduct of this task. Directorate of Urban Policy and Strategic Planning of the Government of Sindh may be requested for technical back stopping in this work.

**Resources required**

- Software and hardware to carry out the survey with appropriate mapping and field survey support
- Enumerators and data management teams (academic institutions can be asked for assistance)

**Training input**

Logistic support to enable surveyors carries out the task smoothly

**Time lines**

06 months

**Remarks**

- Inventories for each building and structure must be prepared with its full details and characteristics.
- Assistance from the land owning agencies shall be needed to verify the ownership, assigned land use status and other details

## **2. List Prepared, Announced and Objections Invited in a Time Bound Manner**

### **Objective**

- To build on the performance of action in No.1
- To enable the actions in No.1 to be undertaken in a transparent and efficient manner

### **Institutional Placement**

- The Master Plan Department shall prepare the lists
- Deputy Commissioner(s) shall ensure the process of receiving objections
- Master Plan Department shall scrutinize the objections and submit a reconciliation report to a monitoring committee (to be dealt in No.4).

### **Resources Required**

Usual administration backup and resources within Master Plan Department and DCs

### **Training Input**

Training may be required for field verification, documents authentication and reporting.

### **Time Line**

Four (04) months

### **Remarks**

It shall provide an open mechanism to review each case transparently and objectively.

## **3. Assessments for Rehabilitations Done- People & Businesses Rehabilitated Before Demolitions**

### **Objective**

To examine the overall status of rehabilitation and prepare a plan for the same accordingly

### **Institutional Placement**

The rehabilitation plan shall require multi stakeholder effort. With Master Plan Department as its secretariat, the plan making and estimates can be steered by a group of experts from academia, professional bodies and civil society organizations.

### **Resources**

A detailed action plan shall be needed with an estimated cost of Rs. 10million. Human resources, surveys, consultations and outputs in the form of video documentaries shall be financed with this fund.

### **Time Line**

Six months.

## **4. Establishment of a Monitoring Mechanism**

An Oversee Committee of the SBCA may be notified as per proviso of the SBCO 1979 (as amended). The committee must include representatives of professional bodies, builders and developers, relevant government departments and resident associations of some public sales projects. It can be done at once.



**Recommendations of Sub Committee No. 2**  
**Land Use Conversion & Restoration of Public Parks (Heritage Precincts), Playgrounds**  
**and other Amenities**  
**Action Plan**

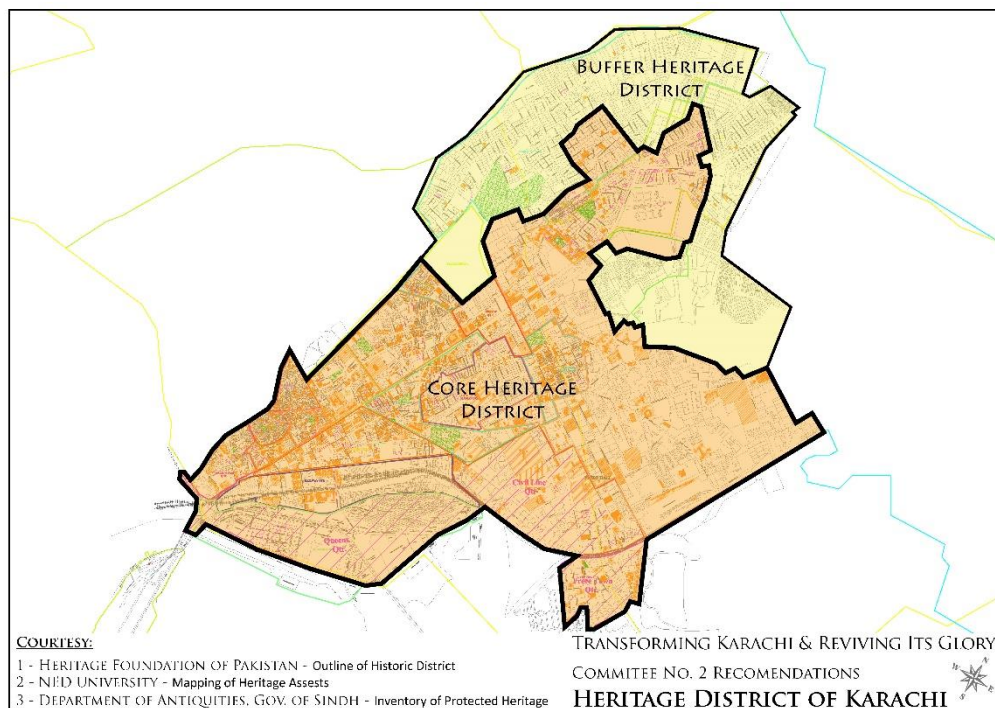
**1. RESTORATION OF HERITAGE PRECINCTS**

**Objective**

Hon'ble Supreme Court's directive for bringing back Karachi's glory.

Based on the inventory of 1600<sup>1</sup>+ protected heritage sites under Sindh Heritage Preservation Act, 1994, the outline of Heritage District of Karachi has been developed as given below. This should be notified as Karachi Heritage District

The glory of 21st century port-city Karachi is inextricably woven with its historic character which requires protection and enhancement for fostering pride, economic and cultural rejuvenation and maximization of tourism potential.



Developing interventions in the form of creation of urban nodes with landscaped related spaces, along with rehabilitation of the surrounding heritage structures will show the determination to reclaim the city's glory and showcasing the rejuvenated precincts as tourism destination that will bring immediate economic returns and livelihoods for the benefit of the citizens.

- Special regulations and byelaws to ensure protection of its notified heritage, maintenance of human-scale streetscape defined by historic structures
- Declaration of vehicle-free, walk-able enclaves and walking trails through protection and enhancement of urban spaces, trees and vegetation

<sup>1</sup> Pending notifications should be completed by the Department of Culture and Antiquities on an urgent basis.

- Stopping application of High Density Act within the limits of identified Heritage District of Karachi in view of environmental degradation and over-densification which has already strained existing physical infrastructure of roads and services
- Integration of preservation objectives into planning policies as specified by ICOMOS Washington Charter 1987. Principles and objectives should include the following main characteristics:
  - Preservation of historic character and all those materials that express material and spiritual elements
  - Urban patterns as defined by lots and streets
  - Relationship between buildings and green and open spaces
  - Interior and exterior of buildings as defined by scale, size, construction, materials, colour and decoration
  - Maintaining functions that it has acquired over

### **Immediate Action in Heritage District**

- Formation of a ‘Karachi Heritage District Authority’
- Removal of all construction on urban spaces and sidewalks and replacement with soft landscaping and well-designed street furniture
- Removal of present hoardings, signboards, cables and wires from heritage facades and replacement with well-designed signage
- Identification of narrow streets for tree plantation by making them vehicle-free
- Removal of un-authorized construction from notified heritage structures.
- Arrange for public/voluntary effort in washing/cleaning and repair or required consolidation of heritage facades
- Identify un-used or underutilized heritage properties and make necessary actions for their appropriate usage in consultation with property owners
  - Reclaim lots as urban space where notified heritage structures have been demolished without the process of de-notification (see relevant SBCA 2005 byelaw). Immediate action may be taken in 11 such lots identified in Saddar Bazaar
- Rehabilitate urban spaces, streets and plantation in Denso Hall Heritage Precinct by HF/PCATP/IAP Fund
- Establish tram route in selected areas in consultation with Karachi’s transportation programs
- Take appropriate measures to disallow plot sub-divisions of listed heritage properties without acquiring proper NoC from the Department of Culture/ Heritage Advisory Committee – Revenue Department and Mukhtiarkar office/s should be given directives accordingly
- SBCAs committee for Dangerous Buildings should work in collaboration with Department of Culture/ Heritage Advisory Committee when dealing with listed heritage properties
- Appropriate incentives should be developed and announced for heritage property owners – including tax rebates, subsidized utilities, etc.
- Establish a unit for ‘Technical Advisory Service’ for heritage owners to facilitate them in developing economically viable utilization proposals for their properties

- Reviving the SBCA Town Planning and Building Regulations to its 2002 version for Chapter 15 – and ensuring that any future changes carried out in them should go through a consultative process with Department of Culture/ Heritage Advisory Committee Heritage and relevant professionals

### **Tasks and Studies to be Undertaken**

- Final demarcation of heritage district
- Demarcation of pedestrian precincts in each quarter of the city similar to Karachi Neighborhood Improvement Project (KNIP) to be taken up for landscaping, plantation, street furniture and graphics
- Identifying nodes and surrounding areas for rehabilitation for impact
- Developing framework for the following:
  - Rehabilitation/preservation/adaptive re-use proposals for notified heritage through HF/PCATP/IAP Urban Heritage Fund and similar mechanisms
  - Adopt-a-Heritage-Building for preserving government heritage structures as public/private partnership
  - Corporate sector CSR sponsorship for preserving historic buildings declared dangerous by SBCA
- Developing conservation plans (Washington Charter 1987):
  - Carry out studies for history, architecture, techniques, sociology and economics
  - Setting up legal, administrative and financial measures for maintenance, protection and conservation
  - Ensure new functions and activities are compatible with the character of the historic district
  - Respect existing spatial layout in terms of scale and lot size
  - Control vehicular traffic to protect historic fabric and its environment from pollution and vibration
  - Provide protection against natural disasters to ensure safety and security and wellbeing of residents
  - Arrange for specialist training for conservation/preservation professionals

## **2. RESTORATION OF PUBLIC PARKS AND PLAYGROUNDS**

### **Objective**

As per the directive of Hon’ble Supreme Court, all encroachments are being removed which will restore the lost lungs of the city and achieve better air quality for the citizens. Out of 1,578 parks in KMC jurisdiction, 822 parks are functioning, while the remaining are being cleared of encroachments.

All urban spaces in heritage precincts and other parts of the city, walk-able streets, parks, playgrounds and sports fields are considered public spaces which need to be protected and maintained for public good as directed by Hon’ble Supreme Court. Under the directives no commercial structures will be allowed to be built. This provides the opportunity to build light

sustainable structures using renewable bamboo for essential needs i.e. toilets, seating pavilions, and snacks outlets.

The increase in public spaces along with creation of pedestrian precincts will help in attaining low carbon resilience and lower GHG emissions for Karachi.

- Access to public spaces is essential for the improvement of physical and psychological health and spiritual rejuvenation, leading to a healthy lifestyle and reduction in crime. Creation and maintenance of urban parks and public spaces leading to urban regeneration will drive economic development and increased livelihood opportunities. Designing, funding and sustainable management is required for varying types of public spaces – from urban nodes to neighborhood greens to parks and playgrounds of varying sizes, to sports fields and amusement and recreational parks.
- Enabling environment is needed for the engagement of diverse specialist professionals along with policy makers, public sector departments, civil society park conservancies, corporate and banking sectors and communities.
- Regulations are needed that ensure adequacy of design, financing and implementation, management, oversight and monitoring on a transparent and fair basis, that will ensure the rights of all stakeholders including citizens with disabilities.

### ***Immediate Action for Public Spaces, Parks and Playgrounds***

- Finalizing the study to determine the extent and types of encroachments on parks, which is being carried out by GIS department, BOR. Assistance in the provision of coordinates of all parks and defining their context is needed
- For immediate benefit, selection of 5 non-functional parks and playgrounds in each district of Karachi and offering it to non-profit civil society or corporate/banking sector CSR under the present Adopt-a-Park policy under which some parks are being managed. Immediate design proposals from architects'/landscape designers can be invited through PCATP.
- Extracting relevant studies and guidelines from “Forestation, Aesthetic Plantation and Landscape” Study of Karachi by CDGK for 2020 Strategic Plan will help in determining plantation types, water and soil availability etc.
- Initiate a ‘Tree Tagging Campaign’ for nature trees within the city centre and its open spaces; marking them as protected and illegal to cut or damage.

### **Regulatory Framework**

- Design parameters to be strictly set in order to ensure safety standards keeping in mind children and vulnerable groups (e.g. accident in Askari Park and child play areas) and choice of materials by minimizing hard surfaces (avoiding use of concrete pavers) and relying on soft landscaping and water conservation methodologies
- Developing different models for funding and maintenance alternatives depending upon size, usage, condition and location; study of appropriate park management and

operations policy for ensuring environmental standards, with built in safety, security and social inclusion concerns:

- ‘Adopt-a-Park’ on the pattern of current ‘Adopt-a-School’ policy of GoS which is undertaken by non-profit civil society organizations and as CSR of corporate/banking sector
- ‘Park Management Committee’ on the pattern of current ‘School Management Committee’ by GoS, which will allow greater participation of communities
- Developing a ‘Rehabilitate-a-Park’ model based on current PPP policy of GoS, by assigning design, finance and operational risks to private sector - since parks are unlikely to provide high economic returns, the gap could be filled by GoS ‘Viability Gap Fund’.
- Developing feasibility studies based on assessment, feasibility, financial viability, PPP options analysis, and legal viability assessment. These studies can provide a sound basis for which funding from Project Development Facility of GoS could be procured. However, the time lag in using public sector processes should be kept in mind.
- Developing facilities and services are possible avenues for fund generation for sustainability without resorting to construction of permanent concrete or steel structures. All required facilities should utilize organic, sustainable green materials e.g. bamboo, wood etc.; fees should be regulated through a transparent digital system. The facilities can include walking and jogging tracks, nurseries for saplings, exercise areas for yoga and gyms, sports camps, washrooms, packed snacks and refreshments, rest areas and garden pavilions for shade, baby feeding and changing rooms etc.
- To enable the involvement of private sector creation of transparent independent non-profit legal structure to be managed by all relevant stakeholders, i.e. donors, government officials, users etc

### **3. LAND USE CONVERSIONS, AND RESTORATION OF AMENITIES**

#### **Objective**

In following Hon’ble Supreme Court orders, violations and conversions may be defined as under:

- Reclaiming public spaces that include parks, playgrounds, urban spaces, sidewalks and other open areas from constructions and structures of all types and forms
- Reclaiming amenity buildings from commercial/residential construction that have been erected by illegal change in land use in violation of original allotment.
- Illegal occupation and utilization of state lands
- Illegal occupation of railway lands

As there is insufficient data regarding the type of encroachments, illegal occupations and violations, a case by case study will be essential in order to work ways to rehabilitate those who are being affected due to removal of illegally constructed structures. Additionally, in many

cases except public spaces, alternative uses of existing buildings may need to be worked out for usage by the general public to be dedicated for well-being of the general public.

### **Reclaiming Public Spaces**

As directed by the Hon'ble Supreme Court, among the most essential tasks is to free all public spaces of any encroachments, constructions and obstructions. These are clearly defined as areas which have been created for the use of general public. Any occupation of the essential public spaces motivated by greed for personal benefits needs to be addressed in order that open spaces that are a right of every citizen are restored to the city for general good. The city of Karachi already suffers from deficit of open spaces, the more hard structures that are built in such spaces, the more the citizens are deprived of their rightful share of greenery, vegetation and air. Thus, the restoration of all public spaces as defined above, is a right of the citizens of Karachi.

Those who have occupied such spaces, carried out the activity by getting assistance from various public sector agencies and private groups which has resulted in the city's highly degraded environment. There can be no justification in occupying compulsory open spaces or public spaces as defined above. The structures have been constructed illegally and must be removed in order to free the spaces that are essential for well-being of the general public.

### **Reclaiming Amenity Services**

All amenity lots are a result of careful planning to provide necessary services such as health, education, community and other social infrastructure for the benefit of the general public. There are predetermined uses defined for each amenity plot and all such lots must carry the pre-defined usage in order to provide the required social structure in each neighborhood.

It goes without saying that conversion or misuse of such lots is detrimental to society as it violates the principle of general good above personal gain. Therefore, the misuse of amenity services cannot be condoned.

However, if a building has been constructed in violation of its original purpose, it is recommended that after careful evaluation of its structural stability, the building should be retained and converted to serve the originally intended usage. This will help in saving the investment that has already incurred along with protecting the environment from destruction of concrete structures which can cause excessive pollution and waste stream.

A case-by-case study will help in suggesting conversion of existing illegal structure to be converted into amenity structures for public good.

### **Illegal Occupation and Utilization of State Land**

There is insufficient data regarding illegal occupations. It is essential that a study is carried out by developing inventories of such violations. A case-by-case analysis will lead to working out a reasonable solution for converting such violations into facilities for public good.

## **Illegal Occupation of Railway Lands**

The railway lands are part of public amenities which were intended for developing transport infrastructure for the city. The occupations over state land are due to neglect of the authorities over a long period of time.

However, being part of physical infrastructure, it is essential that these should be cleared of all encroachments. While any demolition has a humanitarian dimension which will affect livelihood opportunities, in the case of colonies on railway lands, it is likely to affect hundreds of thousands of low income families. This aspect will need careful resolution requiring rehabilitation and re-settlement plans for affected households.

A case by case study of all illegal occupations is essential in order to find alternatives.

### Recommendations of Sub Committee No. 3

#### Efficient Public Transport System including KCR

##### Action Plan

<p><b>Proposed Action 1</b></p>	<p><b>Transport Demand Management</b>  Development of Transport Master Plan/ Transport Investment Strategy 2035 by way updating the Transport Plan 2020. The plan may comprised of following sub-components:</p> <ul style="list-style-type: none"> <li>- Development of Strategic Transport Model for Karachi</li> <li>- Introducing Traffic Impact Studies in lieu with Master Plan</li> <li>- Development of Parking Policy &amp; Strategy</li> <li>- Integrated Land Use Plan covering GIS based Utility Services</li> <li>- Development of comprehensive strategy for Road Classification</li> </ul>
<p>Objective</p>	<p>Thorough assessment and management of the Urban Travel Demand for Karachi</p> <p>Need and Explanation</p> <ul style="list-style-type: none"> <li>• There is a dire need to understand the travel behaviours of the city dwellers as well as of the various stakeholders who are getting opportunities from the city</li> <li>• Priority investment has to be on promoting non-motorized and public transit options where the highest priority user is the pedestrian</li> <li>• Immediate need to address inadequate supply of public vehicles shortage in the city of Karachi</li> </ul>
<p>Linkage with other components</p>	<ul style="list-style-type: none"> <li>• Strong linkage with the Sub-Committee 4 for preparation of Master Sustainable Development Plan for Karachi.</li> <li>• Sustainable and comprehensive BRT system</li> <li>• Exclusive bus lanes (where no BRT)</li> <li>• Excusive bike lanes</li> <li>• Sustainable and Walkable heritage Districts</li> <li>• A ‘Street Design Manual’ be prepared and implemented to make city streets capable of facilitating walkability, universal access, safety followed by implementing an ‘Accessible Streets’ project (based on the recommendations of the Street Design Manual)</li> <li>• For each BRT line develop and implement a Transit Oriented Development (TOD) plan so that increased access leads to rejuvenation of public spaces, historical districts, institutional spaces, neighborhoods and employment spaces</li> <li>• Clearing of roads i/c roadway maintenance, upgradation in convenience with the functional requirements of the roadway system, though implementation of asset management and traffic management programme using ITS. Refer to Table 4.12.1 KSDP 2020 Transport Sector Report.</li> </ul>



	<ul style="list-style-type: none"> <li>• Begin implementation of long term highway improvements projects such as development of ring roads as per KSDP 2020 to decongest central area of Karachi.</li> <li>• Analysis of Ride Sharing Models such as UBER/CAREEM etc.</li> <li>• Mobilize para transit options.</li> </ul>
Institutional Placement	<p>SMTA Combined efforts of SMTA district wise management of roads. Improving traffic safety requirements in the system.</p> <p>Note: KSDP 2020 transport sector required had recommended undertaking a TOICS programme in Karachi. Traffic Operations programme to increase capacity and safety.</p>
Resources required	<ol style="list-style-type: none"> <li>1) Financial (Budget) Support</li> <li>2) Setting up dedicated team of professionals with relevant skills to oversee the task.</li> <li>3) Tailor made courses in professional engineering universities in specific areas along with continuing role in the technical assistance</li> </ol> <p>Institutional Staffing (1a) Travel Demand Model for Karachi (1b) Institutional Capacity Building (1c)</p>
Time Lines	(1a) 6 months; (1b) 12 months; (1c) 6 months
Remarks	<ul style="list-style-type: none"> <li>- Timely approvals and availability of resources.</li> <li>- Legal framework to approve the Master Plan and making it mandatory to strictly follow the all agencies working in Karachi.</li> </ul>

<b>Proposed Action 2</b>	<p><b>Smart City Public Transport</b> Development of Integrated Intelligent Transport System comprised of sub-components:</p> <ol style="list-style-type: none"> <li>1) Development of Central Command and Control dedicated for Traffic</li> <li>2) Deployment demand management techniques on major arterial including CBD.</li> <li>3) Introduction of Real Time Traffic Information techniques including data collection and its use for optimizing online traffic signalling system.</li> <li>4) Pilot project for a major arterial in Karachi</li> </ol>
Objective	<p>On line Transport System Management</p> <ul style="list-style-type: none"> <li>- To bring an advanced automated Intelligent Transport System:</li> <li>- Efficient resource utilization for projects preparation, implementation, operations and monitoring in order to support the Smart City development.</li> <li>- Real Time Traffic Information system and Road Users information system to decongest the road network in general and down in particular.</li> </ul>

	Need and Explanation Augmenting already existing Traffic Surveillance systems, for positive Transport System Management
Linkage with other components	This task has strong linkage with Action 1. <ul style="list-style-type: none"> <li>• ITS (Intelligent Transport System)</li> <li>• Intelligent Traffic Management System</li> <li>• GIS-based Routing of Emergency Response Vehicles</li> <li>• Smart City Traffic Surveillance systems</li> <li>• Undertake immediate steps to remove the Black Spots. Use Crowd sourced data to identify Black Spots.</li> </ul>
Institutional Placement	SMTA KMC
Resources required	<ol style="list-style-type: none"> <li>1) Financial (Budget) Support</li> <li>2) Setting up dedicated team of professionals with relevant skills to oversee the task.</li> <li>3) Tailor made course in professional engineering universities in specific areas along with continuing role in the technical assistance</li> </ol> Institutional Staffing (2a) ITS deployments (2b) Institutional Capacity Building (2c)
Time Lines	(2a) 6 months; (2b) 18 months; (2c) 6 months

<b>Proposed Action 3</b>	<b>Public Transport fitness and Road Safety System</b> Development of Traffic Engineering Management and Road Safety Plans. <ul style="list-style-type: none"> <li>- Have competent and efficient ‘Vehicle Inspection &amp; Certification Centers’ operational in the city with enactment of supporting legislation preventing non-road worthy vehicles to ply in the city</li> <li>- Have air quality and noise monitoring data collected on a regular basis from the streets to analyze trends that feed into actions taken.</li> <li>- A strict legal and procedural framework be designed and implemented to take action against relevant entities for provision of adulterated fuel</li> <li>- Area Wide Traffic Management Schemes</li> <li>- Development of Unified Standards for Traffic Control Plans</li> <li>- Work Zone Traffic Management</li> <li>- GIS based utility services plan by respective utility agencies as per KMTP for 2035 and road reinstatement for laying of services.</li> </ul>
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	- Traffic Signals exclusive BRT corridors at local level.
Objective	To improve Road Safety rating of the metropolis Need and Explanation High rate of road accidents calls for high priority road safety regime and stringent motor vehicle fitness system
Linkage with other components	<ul style="list-style-type: none"> <li>• Mandatory Road safety Audit</li> <li>• Traffic safety standards, improvements of environment.</li> <li>• Traffic signage to be put on roads compatible with international standards of Active Safety Systems in Smart Vehicles.</li> <li>• Establishment of Traffic Management Team to work on Karachi Mobility Plan on conscious basis.</li> </ul>
Institutional Placement	SMTA/KMC
Resources required	Institutional Staffing (3a) Road Safety equipment and standards VICS(3b) Institutional Capacity Building (3c)
Time Lines	(3a) 6 months; (3b) 18 months; (3c) 6 months

<b>Proposed Action 4</b>	<p>Development of Bus Priority Lanes along the major arterial roads of Karachi. Preparation of standards for public transport/Non-Motorized Transport (NMT) and related infrastructure. Supported with ITS based monitoring system</p> <ul style="list-style-type: none"> <li>- All BRT lines be linked with feeder ‘bike sharing’ options coupled with establishing ‘public bicycle stands’ in the city in strategic residential, commercial, recreational and institutional locations</li> <li>- In the BRT project special mechanisms, be incorporated addressing any act of sexual harassment, theft, pick pocketing etc.</li> </ul>
Objective	To ensure efficient, reliable, safe, comfortable and sustainable public transport and para-transit system with automated vehicle management. This facility shall be introduced on the corridors other than the trunk BRT corridors to support the third generation direct services and feeder services.
Linkage with other components	<p>This component has strong linkage with Karachi Transport Master Plan and Integrated Intelligent Transport system.</p> <p>Competition for scarce resources intensifies the need to make the right investment decisions in a coordinated and transparent way. Good strategic planning will need to integrate longer term economic, spatial and transport planning, within the overall investment context, to develop a programme of activities and expenditure that will drive growth.</p>
Institutional Placement	SMTA

Resources required	<ol style="list-style-type: none"> <li>1) Financial (Budget) Support</li> <li>2) Infrastructure development</li> <li>3) Procurement of buses wherever this facility is introduced.</li> <li>4) Setting up dedicated team of professionals with relevant skills to oversee the task.</li> <li>5) A dedicated team of strong enforcement mechanism along the bus priority lanes.</li> </ol>
Time Lines	<p>Plan development 6 month</p> <p>Infrastructure development and fleet procurement 12 months</p>
Remarks	Timely provision of financial support and putting in place the dedicated enticement mechanism is essential requirements for this project.

<b>Proposed Action 5</b>	Development of Parking Policy & Strategy for Karachi & Provision for Bus Parking facilities
Objective	<ul style="list-style-type: none"> <li>- Rapid motorization including high motorcycle volume is a unique traffic situation in Karachi. The travel behavior of Karachi city is dominated by motorcycle and car culture this has resulted due to non-availability of poor or inaccessible poor public transport.</li> <li>- The number of private vehicles has increased while the available space on the roads has remained unchanged, leaving a huge gap between parking supply and demand. Illegal parking occurs frequently in many urban areas, especially in Central Business Districts (CBD) area.</li> <li>- Karachi needs to have its limited number parking bays used several times each day. This allows a town, with for example 500 parking bays, to cater for over 4,000 vehicles (8x) entering the town each day. This is achieved through taking payment for parking, which limits the use of each bay and is the primary goal of a good parking management system.</li> </ul>
Linkage with other components	<p>This component will facilitate the Integrated Intelligent Transport System and Traffic Engineering Management and Traffic Management actions.</p> <ul style="list-style-type: none"> <li>• Develop a consistent and equitable pricing structure for both on-street and off-street parking;</li> <li>• Use parking pricing as a demand management measure by adjusting the relative costs of on-street and off-street parking and park and ride services;</li> <li>• Ensure that parking costs fully reflect the costs of providing and maintaining parking spaces;</li> <li>• Enhance the commercial attractiveness and performance of specific urban areas by making best use of all modes of transport, particularly for travel into the city centre; and</li> <li>• Ensure, as far as possible, that new parking developments do not distort demand for parking or public transport services.</li> </ul>

	Competition for scarce resources intensifies the need to make the right investment decisions in a coordinated and transparent way. Good strategic planning will need to integrate longer term economic, spatial and transport planning, within the overall investment context, to develop a programme of activities and expenditure that will drive growth.
Institutional Placement	Karachi Metropolitan Corporation
Resources required	Technical Assistance and Infrastructure development Budgetary support
Time Lines	12 Months
Remarks	This component required extensive coordination with all relevant civic agencies.

## Recommendations of Sub Committee No. 4

### Developing Master / Strategic Development Plan

#### Action Plan

**Issues:** To begin with almost all our earlier Master Planning processes have not been able to gain even legal sanction. Other than the issue of a lack of political and legal mandate, a critical fault line in the Master Planning process has been that the planning agencies have had no capacity or mandate for financing and implementing the plans. Obvious reason is the fragmented physical landscape in terms of ownership and management of land that is divided within multiple authorities cutting across the federal, provincial and local spheres of governance. These authorities have varying zoning, land use and management agendas and find no synergy and coordination in their work. There is also a sever lack of City wide, GIS based integrated, data sets and data management systems

**Proposed Actions:** In order to overcome the issues identified above following specific four actions are proposed:

<b>Proposed Action 1</b>	<b>Preparation of a Town and Country / Urban and Regional Planning Act</b>
Objective	To give legal mandate to implement the recommendations of a Master / Strategic Development Plan
Linkage with other components	This will pave the way for formation of a new development master plan, data collection, review as well as sanctify the importance of any global indicators / agenda like Sustainable Development Goals to guide the local development
Institutional Placement	The Directorate of Urban Policy and Strategic Planning, P&D Department, GoS.
Resources required	Legal expertise / consultancy.
Time Lines	06 months
Remarks	This exercise should be commissioned immediately as all subsequent actions proposed hinge on this Act to have legal and political veracity.

<b>Proposed Action 2</b>	<b>Hiring of a Consulting Firm for Master Planning</b>
Objective	<p>Since the KSDP 2020 is about to reach its expiry date, we need to develop a new plan for the next 25 years and call it “<b>KMP2047</b>”, to match with the 100 yrs. of Pakistan.</p> <p>While we label it the MP, it has to be a combination of the Strategic Development Plan and a traditional Master Plan; as we still lack in the basics of data and maps and spatial plans, that are usually there when the cities develop their SDP. The TORs would need to be clear on this and be made after a consultative process focusing inter-alia on:</p> <ul style="list-style-type: none"> <li>▪ Precepts of Smart Cities Sustainable Development and SDGs</li> <li>▪ A mechanism for integrating the development of Satellite Towns – such as Bahria Town and DHA City – in the overall regional development framework</li> <li>▪ Sanctity of old city quarters as heritage district – in terms of densities and overall outlook</li> <li>▪ Development of a balanced transport model / strategy focusing not only on mass transport but also walk able precincts – specially in the heritage district – and bicycle lanes to encourage mixed use development which is essential for creation of social capital and low carbon resilient cities</li> </ul>
Linkage with other components	The Data collection based on aerial photography, integration of all data sets of Land use, Housing & Property Survey, Infrastructure & Services data, Heritage & Environment data and Transport Planning are all integrated functions / activities and need to be planned in a logically organized manner to avoid duplication and delays.
Institutional Placement	Karachi Master Plan office, which is currently located in the SBCA, but needs to be separated and developed into an office by itself. This institutional reform is a must for the proper planning of City. Alternatively, the Directorate of Urban Policy and Strategic Planning, P&D Department, GoS may be given this mandate by bringing in changes in the rules of business, if needed, or mandating it through Town and Country Planning Act proposed in Action 1 above. Whichever institutional arrangement is preferred it should have a semi/autonomous status and be properly manned with all requisite technical personnel and resources with representation of all key stakeholders.
Resources required	Depends upon the TORs, but usually a planning consultancy might take around 300 to 500m PKR. The cost of Aerial Photography is not included in this, as that has been counted as a separate activity.
Time Lines	2 years is a fair estimate of the Time, including developing TORs and procurement process. This time frame assumes that the proposed data collection is being carried as a concurrent activity.

<b>Proposed Action 3</b>	<b>Comprehensive Survey &amp; Data Collection including Building and Asset inventorization on GIS platform on common SDI standards.</b>
Objective	One serious gap in the Planning Process for Karachi is the lack of reliable and integrated data, which is absolutely essential for sound planning. This data needs to be acquired once and used by all government and private sector entities to inventorize the present situation, creating a common operating picture to facilitate informed decision making and monitoring of any future strategy implementation
Linkage with other components	The Data collection based on aerial photography, integration of all data sets of Land use, Housing & Property Survey, Infrastructure & Services data, Heritage & Environment data and Transport Planning are all integrated functions / activities and need to be planned in a logically organized manner to avoid duplication and delays. Would improve, Planning, Tax collection, Service Delivery and Project management etc.
Institutional Placement	Could be done by any of the related departments/ agencies, but perhaps the best Institution for this would be the Provincial P& D department / its Directorate of Urban Policy and Planning, as that has the appropriate convening power to engage all agencies involved. And would be able to use it for all functions.
Resources required	Aerial Photography would cost around 300m, but would be certainly worth the price. Actual cost would be given by the Army Survey Group, that have the exclusive expertise for it.  Cost for ground survey would be 2-3bn, depending upon the indicators that we choose to collect.  Establishment of SDI GIS LAB would cost about Rs. 2 bn – excluding the operational cost
Time Lines	Would take around 2 years, but can be undertaken concurrently with the Master planning exercise.
Remarks	The cost spent on this exercise shall deficiently pay back in terms of enhanced Property Tax and user charges etc. Usually the payback period is around one year's additional revenue. All previous plans and consultancy work in the recent past has been done on the basis of Sample based surveys and not census. (except population census).
<b>Proposed Action 4</b>	<b>Periodic Review of the Master Plan</b>
Objective	To keep the master / strategic development plan aligned with the developments taking place in terms of technology and changing priorities, major review of the plan must be carried out every five years'.
Linkage with other components	Action 2 & 3 above
Institutional Placement	Same as for Action 3. Supported by a Committee of experts from professionals, academia and government officials – headed by the



	Chief Secretary. Alternatively, the Karachi Transformation Strategy Steering Committee already notified may carry out the task with more representation of professionals / academia ( <b>Annexure-1</b> ). A possible way of strengthening that Committee would be by engaging the Conveners of four sub-committees as members. The same Committee may undertake a comprehensive review of the current KSDP 2020 and advise on drafting of ToRs for fresh master plan of Karachi.
Resources required	A secretariat for the Committee. Directorate of Urban Policy and Planning may fulfill this role as DG UPSP is the member / secretary of already notified committee.
Time Lines	Immediate
Remarks	First and foremost, the Committee may advise on fixing “the Old Karachi” The densification of population and activities through concentration of high rise developments has already choked the old city and no further densification and land re-use plan be allowed in this area. The Committee should also advise on the issues of heritage precincts / buildings, removal of encroachments and improvement of public spaces.



**GOVERNMENT OF SINDH  
SERVICES, GENERAL ADMINISTRATION &  
COORDINATION DEPARTMENT**

Karachi, dated the *08/11* November, 2016.

**NOTIFICATION**

**NO.SO(C-IV)SGA&CD/4-48/08:** With the approval of competent authority, the Government of Sindh is pleased to constitute a Steering Committee to achieve the aims of Karachi Transformation Strategy in a coordinated and inclusive manner. Following shall be the composition and ToRs:-

1. Chief Minister, Sindh	Chairman
2. Minister, P&D Department, Government of Sindh.	Member
3. Minister, Finance Department, Government of Sindh.	Member
4. Minister, Local Government, Housing & Town Planning Department, Government of Sindh.	Member
5. Minister, Transport & Mass Transit Department, Govt. of Sindh.	Member
6. Additional Chief Secretary (Dev.), P&D Department, Govt. of Sindh.	Member
7. Secretary, Finance Department, Govt. of Sindh.	Member
8. Secretary, Local Government, Housing & Town Planning Department, Government of Sindh.	Member
9. Secretary, Transport & Mass Transit Department, Govt. of Sindh.	Member
10. Commissioner, Karachi Division.	Member
11. Mayor/ Deputy Mayor, KMC.	Member
12. Chairman, DMCs (all) (Karachi Division)	Member
13. Chairman, District Council (Karachi Division)	Member
14. Representative(s) of Private Sector	Member
15. Representative(s) of Civil Society	Member
16. Representative/ Director, World Bank	Member
17. Director General, Directorate of US&SP, P&D Department	Member
18. Committee may Co-opt any other member if required at any stage	Member/Secretary

**Terms of Reference:**

- i. To develop and announce a shared vision for the transformation of Karachi into a more prosperous, livable and inclusive city;
- ii. To develop and endorse a roadmap for policy reforms, institutional development and investment to help achieve the shared vision;
- iii. To ensure alignment of public expenditure in Karachi with the roadmap;
- iv. To Provide overall strategic guidance, input and support to activities of development partners, including donor agencies, in assisting the implementation of the roadmap for Karachi transformation and ensuring alignment of such activities thereto;
- v. To report in mobilizing the financing from private sector and technical assistance from various stakeholders for closing gaps in infrastructure and service delivery in Karachi.
- vi. To provide oversight, monitoring and evaluation of all activities related to the implementation of the Karachi Transformation Strategy.
- vii. To meet on monthly / quarterly basis.

**MUHAMMAD SIDDIQUE MEMON  
PAS  
CHIEF SECRETARY SINDH**

Cont'd P/2...

**NO:SO(C-IV)SGA&CD/4-48/08:**

Karachi, dated the *08/11* November, 2016.

Copy is forwarded for information & necessary action to:-

- The Additional Chief Secretary (Dev.), P&D Department, Government of Sindh, Karachi.
- The Secretary to Governor Sindh, Karachi.
- The Secretary to Chief Minister Sindh, Karachi.
- The Chairman/Members (all) of the Committee.
- The Administrative Secretaries (all), Government of Sindh, Karachi.
- The Inspector General of Police Sindh, Karachi.
- The Commissioners / Deputy Commissioners (all) in Sindh.
- The Headquarters 5 Corps, Karachi.
- The Deputy Secretary (Staff) to Chief Secretary.
- P.S. to Chief Secretary Sindh.
- P.S. to Secretary (I&C), SGA&CD, Govt. of Sindh, Karachi.
- Master file.

*(Signature)*  
**(WAZIR AHMED BROHI)  
SECTION OFFICER (C-IV)  
Ph: No.021/99222379**

## NOTES OF URBAN PLANNING CONFERENCE

### “TRANSFORMING KARACHI”

Item-wise notes of the meeting chaired by the Honorable Chief Secretary on 31-1-2019 are as under:

#### **Agenda Item No. 1: Bringing Back Glory of Karachi**

- **Dr. Nasir Javed** said that whatever the objectives, we need updated and accurate city wide, GIS based integrated, data sets and data management systems for Karachi. He elaborated that a comprehensive parcel level survey, under the UIPT (Urban Property Tax) system is the best route. Entire Punjab has done it and the same can be replicated in Sindh. Punjab urban unit has done this exercise in Sukkur City. He also pointed towards rather confusing institutional arrangements courtesy of a large number of land owning agencies belonging to local, provincial and federal governments and suggested a common data-set for use of all these entities.
- **Architect Naveed Zaheer** building on the idea of datasets emphasized that having the datasets only would not solve the problem entirely as the data is more or less available with many agencies in various forms – what was required was a proper data sharing and access policy. He further emphasized that there is need to adopt modern day technologies and methodologies in all the aspects/agenda being covered in this conference, so that the future of this city, should be able to handle those challenges in times to come.
- **Vice Admiral Arifullah Hussaini** advocated organized structures and not reverting back to the past but looking ahead into the future by making a new plan for Karachi on modern footings like Shanghai. He informed the gathering that Chinese experts were willing to support in this endeavor.
- **Dr. Noman Ahmed** opined that restoring Karachi’s glory would involve restoration of heritage buildings, clusters and public spaces; review of Sindh High Density Board Act 2010; and safeguarding the peripheral lands for urban agriculture and livestock rearing. With the help of Maps taken from past Karachi master plans, he explained well about the Karachi city status and its expansion vis-à-vis growing population aspects as well.
- **Ar. Fazal Noor** emphasized that building Karachi’s future was as more, if not more, important than restoring past glory and we should look towards Karachi that is Sustainable and a Smart metropolis. He further said that environmental concerns and technological advancement are paramount to building Karachi’s future and restoring its glory as are conservation of historic and nature areas and improving telecommunication, transport and productive infrastructure
- **Architect Yasmeen Lari** expressed that glory of Karachi would require reclaiming Karachi’s past characteristics as a port city par excellence. protection and preservation of its heritage assets including historic enclaves, old trees and urban spaces; restoration of its damaged urban environment by nurturing social and ecological justice; and encouraging cultural, leisure and commerce activities for the benefit of all including women and youth. With the help of maps, she identified that the

total area which falls under old Karachi is not very large in comparison to today's Karachi, therefore its preservation is very much possible, if all stakeholders show their sincerity, commitment and dedication to this city.

- **Mr. Shahid Abdullah, Ar Yasmeen Lari & Dr. Anila Naeem** suggested that old town of Karachi should be declared a protected area as a “**Historical Heritage District**”
- **Architect Asad I.A. Khan** emphasized the need to revive the ownership of the city and good governance – with participation of planners in the development process of the city.
- **Mr. Farhan Anwar** proposed a new governance construct for attaining the glory of Karachi
- **Mr. Faiz Kidwai** characterized complex situation of Karachi as alarming and lauded the initiative of the Chief Secretary of Sindh for his keenness to take this challenge as an opportunity to return back the glory of Karachi. He suggested the situation could be characterized into three parts and out of box thinking to tackle the challenges:
  - The past which certainly had a character as well as a life style of its own
  - The present which is far from ideal, and
  - The future which needs to be planned keeping in view the various challenges faced by the city and 17 SGDs.

**Agenda Item No. 2: A feasible plan for removal of encroachments / buildings and rehabilitation of affectees**

- **Dr. Noman Ahmed** proposed that this should include survey of illegal buildings, their listing and announcement for objections invited in a time bound manner. He also suggested that before demolition of any property is carried out a proper assessment for rehabilitation of people and businesses is a pre-requisite.
- **Mr. Fazal Noor** was of the opinion that demolition is an easy way to get rid of unwanted buildings and superstructure however planned redevelopment is necessary for optimum utilization of resources and to avoid unnecessary damages. He proposed that immediate actions should be based on long term plans and a consultative process, and that mixed land uses, and informal markets, employment and neighborhoods should be regularized. Further to check and control this menace of illegal structures, those building which come under this category and are being constructed, SBCA should immediately stop their construction, otherwise it would be a never ending loop.
- **Architect Yasmeen Lari** pointed out that removal of larger buildings may be avoided and the same could be rehabilitated based on green building principles and re-used as women centres, libraries, and other important uses of public good etc. Further on, the misuse of authority being seen in the delisting of old protected building status from the heritage list, on the pretext of their damaged condition should be strictly stopped, as it paves the way for builder mafia to build tall and brutal building structures in the old town areas.
- **Secretary Planning Dr. Shereen Mustafa**, correctly pointed out that we need to learn some lessons from the last project of “resettlement of layari express way” where number of affectees increased to over 35,000 from the original 5000, as there is a tendency that whenever Govt launches any resettlement plan, a certain mafia also become active and attempts to manipulate the figures, burdening the exchequer further. Therefore, very careful approach and study should be done in this respect, while using all modern safe guarding technological measures, before launching such exercise.

### **Agenda 3: Recommendations on land use conversion, and restoration of public parks, playgrounds and other amenities**

- **Chief Secretary Sindh** informed that there are 1,578 Parks/Playgrounds in Karachi in 6 Districts out of which 822 Parks are functional as per the latest data gathered by district administration. The remaining parks need to be revived.
- **Architect Shahid Abdullah, Admiral (Ret.) Arif-ullah Hussaini & Ms. Shahbano Lodhi** briefed the participants about their green initiative project. They briefed about their efforts on reviving Nahar-e-Khayaam and Hill Park as public spaces and suggested that private sector can revive the public spaces provided that government agrees to such initiative.
- **Chief Secretary Sindh** informed the participants that Government of Sindh had a successful PPP policy and private sector may develop open spaces for public good without commercialization by taking advantage of PPP policy regime of Govt of Sindh.
- **Mr. Hafeez Habibi and Mr. Faiz Kidwai** lauded the efforts of Govt of Sindh in rehabilitation of public parks such as Jehangir Park in Saddar
- **Mr. Hameer Soomro** referred to Adopt a Park policy and shared that Indus Valley School of Architecture and Design has adopted three parks in its neighborhood and that the same could be replicated on a wider scale by involving other institutions
- **Secretary Planning Dr. Shereen Mustafa**, pointed out that there is need for an action and enforcement of CSR law in such matters for inclusive growth of city
- **Mr. Hameer Soomro** suggested that parks should be about trees and not structures particularly not the concrete ones.
- However, **general consensus** was that Parks needed some commercial activities and services as well like vendors and toilets etc. **Architect Yasmeen Lari** proposed use of green materials like bamboo if such structures are required. She also suggested that composting should be the best option for treating toilet waste instead of going for sewerage treatment plants.
- There was a **general consensus** amongst the participants that strict laws be enacted to curb illegal land use conversions, as the city had seen mass conversions of public parks/playgrounds to residential lots and amenities lots as marriage halls/commercial ventures. It was suggested that all these developments took place due to weak institutional mechanism and lack of availability of land parcels for needs of the city in the master plan. The lack of appropriate zoning regulations has also resulted in systemic conversion of residential use to commercial use.
- **Architect Fazal Noor** suggested that there is a need to understand and classify the parks, playground and amenities. All structures, though illegally constructed may not require demolition, without a study, as it may be serving an important need for the society. A mechanism needs to be formulated to assess the need assessment of illegal structures before any decision of demolition or re-development.

#### **Agenda Item No. 4: Development of an efficient Public Transport System including**

##### **KCR**

- **Chief Secretary Sindh** informed the participants that an efficient transport system within city and with the up country was of utmost important for the growth of Karachi as it mainly functioned as a port and trading city
- **Admiral (Ret.) Arifullah Hussaini** stated that KPT needs to take its bulkout of the city through train and suggested a large truck terminal outside Karachi which would lead to an environmentally friendly logistics regime. He emphasized that Govt should see the possibilities of developing new train routes for logistics movement, as this will help to lessen the burden on the highway traffic as well saving to the exchequer on their maintenance.
- **Dr. Mr. Shabbar Ali** shared that vehicular mix in Karachi included 54% bikes and 27% cars, and that 50% accidents every year involved bikes. He also shared that every city has its Travel Demand Model. For Karachi academia should be consulted to develop data and generate Travel Model along with Parking Policy of the city.
- **Professor Shahid Saleem** suggested that there was a glorious time when there were trams running in the inner core and KCR in periphery, but the dynamics of the city have changed with mass migration and unprecedented population growth
- **Mr. Tasneem Siddiqui**, suggested that public transport issue of Karachi may be largely resolved by addition of 500 public sector buses
- **Ar. Fazal Noor** suggested that an Efficient public transport requires not only infrastructure development but fiscal and social measures. A Smart and Sustainable City paradigm is based on pedestrian friendly approach, and a mix of mass transit, public transport and special carrier services. The Mass transit is not the main but supplementary transport. It is most useful for peak hour movement. Fiscal measures are required to discourage high vehicle ownerships, parking and traffic congestion in CBD.
- **Mr. Faiz Kidwai** shared that 1985 plan had a very comprehensive mass transport plan as an integral part to it and implementation of that transport plan would have gone a long way in resolving the transport issues of the city
- **Member (R&S) BOR Mr. Roshan Ali Shaikh and MD SMTA** informed the gathering that a comprehensive Karachi Transport Improvement Plan prepared with the support of JICA is still in place and various projects suggested in the plan are also being implemented. Also efforts should be taken for introducing ferries service from Keemari to Port Qasim area, and feasibility of such service could be carried out in the river Indus as well.
- **Dr. Noman Ahmed** suggested that buses must be procured and run on Green Line corridor. Fleet of Karachi Green Metro Bus must be expanded. Number of public buses must be increased, Bus terminals, under defunct KTC, must be revitalized.
- **Mr Farhan Anwar and Mr Naveed Zaheer** suggested that a smart transportation systems be adopted as cities are transforming rapidly. They informed that intelligent transport system, sustainable mobility such as walkability and cycling for short trips be adopted as a policy. These recommended should also be part of the upcoming master plans.
- **Mr. Hafeez Habibi** also emphasized the role of pedestrian facilities and quoted example of Karachi Neighborhood Improvement Project (KNIP) as a move in the right direction

- **Architect Naveed Zaheer** Also suggested that smart transport systems be adopted, and the infrastructure of the same shall be looked into for future requirements, as new technologies will be coming in market in next 5 – 10 years that will have smart vehicle, active safety systems as well as autonomous vehicles. ITS shall be used for traffic management. He also emphasized that Legislation in these aspects should be looked into as the anonymized data in an aggregated form is available with cellular Telco's, however, they are not available for general use due to restrictions. An integrated Multi-Modal Transport system is not possible without the availability of continuous data.
- **Mr. Faiz Kidwai** emphasized the need of a comprehensive transport master plan taking into consideration various modes of transportation comprising a combination of buses, subways, and elevated trains etc.



## **Agenda Item No. 5: Preparation of Strategic Master Plan for Karachi**

- **Chief Secretary Sindh** observed that a number of Master Plans of Karachi have been prepared in the past but implementation has always remained a challenge. Also he sought comments from the audience, that how and which office should be assigned to develop the next Karachi master plan/strategic development plan. Also he shared with the audience that the Directorate of Urban Policy & Strategic Planning, Planning & Development Department is working on a provincial level and has already got prepared the master plans of Sukkur and Larkana through engaging consulting firms. Such plans now stand approved from the Chief Minister Sindh and are in the process of being notified by the Local Government Department, Government of Sindh as per laid down procedure under the rules. Currently directorate is working on the development of the strategic development plan/master plan of 15 district head quarter towns.
- **Dr. Noman Ahmed** elaborated on the observation of Chief Secretary and explained that Master Plans of Karachi were prepared in 1922, 1945, 1951, 1958, 1973-85, 1986-2000 and KSDP 2020. Since the time frame of the existing Karachi plan is about to complete its life next year, therefore timely efforts should be taken for preparation of next plan. He shared that currently there is a conflict of interest exist as both planning / preparation and implementation of the master plan is the domain of SBCA. Whereas such a situation is not seen in any other province. Therefore, in the interest of the city development, there is dire need to segregate both the functions and should be handled by separate offices.
- **Mr. Hafeez Habibi** expressed that comprehensive administrative capability is lacking in Karachi and that is the main reason for non-implementation of previous Master Plans. There is a strong need to develop coherence and coordination between agencies or departments to shape the city
- **The general body** was of the opinion that the most recent master plan for the city of Karachi – KSDP 2020 - should be updated with a focus on strategy and a forward looking approach
- **Mr Hamir Soomro** placed emphasis on the formation of new zoning laws and implementation of those laws in the city
- **Commissioner Karachi Mr. Iftikhar Shalwani** expressed that Karachi suffered from the problem of urban governance; as roles and responsibilities are fragmented and overlapping. He quoted Islamabad and CDA as an example of integrated planning and development.
- **Dr. Noman Ahmed** stated that a Karachi Division Planning Agency should be created.
- **Mr. Fazal Noor** also emphasized on divisional and regional level planning through a provincial body.
- **Mr Tasneem Siddiqui** suggested an autonomous body for preparation of Master Plans and the general body agreed that regulation and planning should be kept as two diverse functions and hence, SBCA as a regulatory body should not be responsible for forming master plans, as it was a blatant conflict of interest
- **Mr. Farhan Anwar** suggested that in order to ensure the implementation of master plans, it should be given legislative backing via relevant passing of laws on a federal or provincial level. Also since Directorate of Urban Policy & Strategic Planning (UPSP)

is already engaged in such exercise, therefore that office could be considered for the development of Karachi's next master plan.

- **Secretary Planning Dr Shereen Mustafa** added that as per prevalent legal status Local Government Department was responsible for the function of town planning and directorate of urban policy could be tasked for its development.
- **Dr. Nasir Javed** stated that what is required is a Town and Country Planning Act. This will give city and regional plans a legal framework and weightage to be implemented.
- **Member (R&S) BOR Mr. Roshan Shaikh** suggested that strategic development plans should be reviewed every 10 years, so as to ensure that plans are being implemented and practices that are not working should be discontinued with alternative plans in place to ensure planned development. He also shared that review of KSDP 2020 was also due in 2015, yet it never took place.
- **Director SCBA Mr. Hafiz Javed** suggested that existing capacity of Master Plan department/SBCA now stands challenged legally as well as technically for the development of next master plan of Karachi. Therefore, Directorate of UPSP, should be assigned as focal office for the same as they are functioning on the provincial level under Planning and Development Department.
- **Architect Naveed Zaheer** mentioned that unlike all the previous Master Plans, the last KSDP 2020 was given the title of Strategic Development Plan as a deliberate effort. KSDP 2020 has provided a framework taking in to consideration all the aspects of a modern city, however, it was given a flexibility to monitor the implementation of Plan by performance monitoring through committees. In absence of such flexibility the rapidly changing world of technologies and resultant life style, will make any rigid master plan obsolete. He also emphasized on the need of a legal cover to any such plan for its enforcement.
- Also, the **general body reached consensus** that strategic development plans should cover the following:

1. Sustainable and smart city planning
2. Restoration of parks and rehabilitation of public spaces
3. Removal of encroachments and rehabilitation of affectees
4. Walk-ability and climate change impact
5. Zoning regulations and implementation
6. Densification strategies
7. Development of Mass transit system and public transport improvement
8. Sewerage management
9. Adoptive reuse of heritage buildings

Phone: 9212310.

NO: C.P 815 – K OF 2016, etc  
SUPREME COURT OF PAKISTAN

Karachi, the 24<sup>th</sup> Jan., 2019

From:

The Senior Court Associate,  
Supreme Court of Pakistan,  
M.R. Kayani Road,  
Karachi.


To,

1. The Attorney General for Pakistan, at Islamabad.
2. The Advocate General Sindh, at Karachi.
3. The Chief Secretary, Government of Sindh, at Karachi
4. The Chairman, Pakistan International Airlines, Karachi.
5. The Chairman, State Life Insurance Corp. Karachi.
6. The Chairman, Karachi Port Trust, Karachi.
7. The Chairman, Karachi Electric Supply Corporation, Karachi.
8. The Director General, Civil Aviation Authority, Karachi.
9. The Director General, Airport Security Force, Karachi.
10. The D.G, Sindh Building Control, Authority, at Karachi.
11. The D.G, Karachi Development, Authority, at Karachi.
12. The M.D, Karachi Water & Sewerage Board, at Karachi.
13. The Commissioner of Karachi, at Karachi
14. The Metropolitan Commissioner, KMC, Karachi
15. The D.G Malir Development Authority, Karachi.
16. The Administrator, Defence Housing Authority, Karachi.
17. The Chairman/C.E.O, Karachi Cantonment Board, Karachi.
18. The Chairman/C.E.O, Clifton Cantonment Board, Karachi.
19. The Chairman/C.E.O, Faisal Cantonment Board, Karachi.
20. The Chairman/C.E.O, Malir Cantonment Board, Karachi.
21. The Chairman/C.E.O, Korangi Cantonment Board, Karachi.
22. The Land Department, Government of Sindh, Karachi
- ~~23. The Mayor, Karachi.~~
23. The S.S.P City (South) at Karachi.

SUBJECT:- CIVIL PETITION NO:815 – K OF 2016, etc  
(Abdul Karim Vs. Nasir Salim Baig  
and others)

I am directed to enclose herewith a certified copy of the Order of this Court dated:24-01-2019, for immediate compliance & report as directed by the Court.

2. The receipt of this letter along-with its enclosure may kindly be acknowledged.

  
(**SYED ZAFAR ALI**)  
Senior Court Associate  
w.c.

Encl:- Certified copy of Order.

**IN THE SUPREME COURT OF PAKISTAN**  
(Appellate Jurisdiction)

Present:

Mr. Justice Gulzar Ahmed  
Mr. Justice Sajjad Ali Shah

**C.P.No.815-K/2016**  
&  
**C.R.P.No.19-K/2017 in C.P.815-K/2016**  
&  
**C.M.A.No.391-K/2017 in C.R.P.19-K/2017**  
{Application for Intervener on behalf of Aslam and others}

Abdul Karim

*Petitioner (s)*

VERSUS

Nasir Salim Baig and others

*Respondent (s)*

**Crl.P.No.102-K/2018**

Muhammad Ashraf

*Petitioner (s)*

VERSUS

Shankar Lal and another

*Respondent (s)*

For the Petitioner  
{in C.P.815-K/2016 &  
CRP 19-K/2017}

: Mr. Ghulam Rasool Mangi, AOR

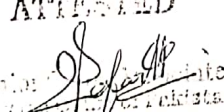
For Respondent  
{in C.P.815-K/2016 &  
CRP 19-K/2017}  
And

: Raja Qasid Nawaz Khan, ASC  
Mr. Mazhar Ali B. Chohan, AOR/ASC

For petitioner  
{In Crl. P. No.102-K/2018}

On Court Notice

: Mr. Kashif Paracha, D.A.G.  
Mr. Salman Talibuddin, Advocate General Sindh  
Mr. Muhammad Sarwar Khan, Addl. Advocate  
General  
Syed Mumtaz Ali Shah, Chief Secretary Sindh  
Dr. Saeed A. Qureshi, Focal Person, Government  
of Sindh  
Mr. Mehtab Hussain, Assistant Manager Legal,  
KE  
Mr. Asadullah Khan, MD, KW&SB  
Mr. Chanzeb, Law Officer, KW&SB  
Mr. Muqadas Hyder, SSP City South  
Mr. Akram Arain, SHO P.S. Baghdadi  
Mr. Hizbullah Sheikh, DD Lyari, SBICA  
Mr. Ejaz Malik, Deputy Director/Incharge, Lyari  
Town, SBICA  
Mr. Iftikhar Ali Kayani Khan, DG SBICA  
Mr. Aqeel Ahmed chishti, Accounts Officer, A.G.  
Sindh  
Syed Jamil Ahmed, ASC  
Mr. Zia Arif Janjua, Law Officer, Pakistan  
Rangers

**ATTESTED**  
Sd/-   
Supreme Court of Pakistan  
Karachi.



Mr. Shahid Jamil Khan, Principal Law Officer,  
SBCA  
Mr. Mazhar Ali AIG Legal.  
Mr. R.B.Qureshi, for LU  
Mr. Jamil Ahmed Baloch, Addl. Director KDA.  
Mr. Iftikhar Ali Shalwani, Commissioner Karachi  
Mr. Aftab Memon Member LU,  
Mr. Muhammad Hussain Sayed Sr. Member BOR  
Mr. Khalid Hyder Shah, Secretary Local  
Government.

Date of Hearing 24<sup>th</sup> January, 2019

**ORDER**

Gulzar Ahmed, J:- The Managing Director KW&SB has submitted a report stating that the order of this Court dated 22.01.2019 has been complied with to the extent that Marriage Hall and KW&SB Officers Club constructed on KW&SB Land at Shahrah-e-Faisal have been demolished. The Managing Director KW&SB states that work for making a public park on this land will be started immediately and KW&SB is going to achieve within a period of two months' time. Thus this report is taken on the record.

2. As regards all other aspects of the city, learned Advocate General Sindh has made a statement that he is going to consult with all relevant authorities of the government of Sindh in coordination with KDA, KMC and Cantonment Boards of Karachi so also other agencies like KPT, CAA, PIA, Evacuee Trust, for bringing the city of Karachi to its glory which will be best suited for the people and residents and in this regard will consult with all the top city planners as to how the existing buildings which may have to be removed from the city, will be removed, the people who are dislocated and displaced by such plans are rehabilitated.

3. It seems that lands of Malir River so also the land of Korangi Industrial Area have also been occupied for commercial purposes and constructions on them have already been made. Similarly there are so many other places all over the Karachi which are meant to remain open under the City plan or are meant for parks, playgrounds or other amenities have been occupied and even allowed to be used for commercial purposes like marriage halls, markets, shopping centers, apartments,

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petrol pumps and CNG stations. There are State's lands belonging to various agencies including Government of Sindh and Government of Pakistan which have been encroached and occupied illegally and on them too before the eyes of Government huge constructions have been made. Similarly there are Railways lands on which too, huge encroachments and constructions have been made even the Karachi Circular Railway lands have been occupied and Karachi Circular Railways is no more in operation. Learned Advocate General Sindh states that he is going to find solution in this regard and emergent meeting of all Secretaries will take place. He also states that there will be a Cabinet Meeting of Chief Minister and all this will be done within two weeks and a comprehensive report will be submitted to this Court alongwith original un-amended master plan of the city of Karachi.

4. Director General KDA states that Aziz Bhatti Park has been cleared from all encroachments in that Customs Club, Nursery and Softina Marriage Hall have been removed and whole land of park has been made available and it is being developed as a model park of the city of Karachi for recreation and enjoyment of the citizens of Karachi. Further report he also called from the Cantonment Boards of city of Karachi and all the Chairman of the Cantonment Boards shall also be present on next date. Similarly, Director Lands, Cantonment Board Karachi alongwith Cantonment Executive Officers will also be in attendance on the next date. They shall submit reports to the court about the removal of all sort of commercial activities from the cantonment lands more particularly Global Marquees on Emergency Military Medical Supplies Land for Sindh and Balochistan. Adjacent Marquees, Marriage Halls, Grand Convention Hall shall also be removed and all cantonment lands meant for cantonment purposes are to be used only for cantonment purposes and not for any other use and their use shall be restored. A report in this regard shall be made available to this court on the next date; in particular cantonment areas Rashid Minhas Road, Karsaz and Shahrah-e-Faisal are initially pointed out and a report in this regard be made available to this court. On

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the land of old sabzi mandi a marriage hall has been constructed by military people, it shall be removed and Askari park shall be restored and it is ensured that proper park on the whole land of old sabzi mandi is available for the public for their recreation and enjoyment. Let Notice be issued to the Chairman KPT, Chairman PIA, Chairman Karachi Electric, State Life Insurance Corporation, Commissioner KMC, ASF, DG CAA for next date. Adjourned to a date to be fixed after two weeks. Let notice be also issued to Attorney General for Pakistan under Order XXVII CPC.

Sd/- Gulzar Ahmed, J.  
Sd/- Sajjad Ali Shah, J.



CERTIFIED TO BE TRUE COPY

*[Signature]*  
24/1/19  
Senior Court Associate  
Supreme Court of Pakistan  
Karachi.

Karachi  
24<sup>th</sup> January, 2019  
\*Amir/PS\*  
*[Signature]*  
24/1/2019