

Urbanization and Governance of Institutions in Karachi

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ABSTRACT

The 20th and 21st centuries have witnessed rapid urbanization and have forced urban policy makers to formulate better policies for urban dwellers and settlers. Pakistan is developing country and it is also facing the wrath of urbanization since many decades but country's policy makers and institutions clearly lack vision and articulation to counter the challenges of urbanization due to which country's urban centers and particularly Karachi is crippled with urban related chaos. The city's urban population is growing at alarming pace but it lacks direction and planning to meet the varying needs of the urbanites. The arrogance from policy makers and civic institutions will worsen the situation and may lead the city to unending woes. The ever growing urbanization and diverse needs of the urban population need to be properly analyzed and catered. The city's poor infrastructure and dwindling municipal resources may simply lead towards catastrophic situation. The urban planning is the hotbed of modern policy making and it needs institutional framework for effective management of the affairs. The city's weak and ineffective institutions lack vision, dynamism, leadership and enforcement. The political intervention has further weakened the capacity of the institutions. The worsening socio-economic discourse, law and order, poor living standards in rural suburbs of the country will simply lead towards massive urbanization. The urban complexities can only be met with continuous monitoring and overhauling of the urban institutions.

Keywords: *Urbanization, Policy Making, Institutions*

INTRODUCTION

The cities across the world have been major attractions for the people to seek better opportunities, education, trade, commerce and healthcare. Urbanization has always posed serious challenge to the policymakers. The compounding growth of inward migration compels policymakers to plan properly and ensure the proper service delivery.

Karachi is arguably the megapolis and is undergoing massive urbanization. The growing urbanization at one hand provides enormous opportunities and can pose serious threats if not tackled with proper planning. The major drivers of urbanization in Karachi are proximity of location due to seaport, seeking employment opportunities because city is hub of major industries, natural disasters in rest of the country and adequate educational and health facilities.

There is no denying with the fact that urbanization is strongly linked to economic growth. But, at the same time, rapid urbanization poses severe challenges to developing countries, as cities in these countries are ill equipped to deal with this increase. Without adequate planning and control, rapid urbanization may lead to the development of informal and unauthorized and resultant problems of sanitation, air pollution, inadequate access to safe drinking water, over-crowding and social problems.

Pakistan is developing country and it is also facing the wrath of urbanization since many decades but country's policy makers and institutions clearly lack vision and articulation to counter the challenges of urbanization due to which country's urban centers and particularly Karachi is crippled with urban related chaos.

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The Karachi with more than 20 million population has been consistently growing with people from all over the country for better lives. The policymakers never countered the needs of huge influx of people whether inward migrants or refugees from neighboring countries.

Problem Statement

The city's ever growing problems and diverse needs demand adequate planning and attention of policy makers. The city's waste management, sewerage issues, electricity shortages, traffic congestions, water shortages require master planning, preemptive measures from city's municipal, civic and other government related institutions. The failures of city's institutions have made this city deplorable and uneasy place to live. The general perception is that city's institutions are ill-equipped to meet the challenges of rapid urbanization. Therefore, it is essential to evaluate the performances of city's institutions and its linkage with the catastrophic situation of the city.

Objectives of the Study

The main objective of this study is to find the effects of growing urbanization on performance of city's civic, municipal and other related institutions. The following are detailed objectives

- Urbanization trends
- Challenges of urbanization
- Performance and governance of institutions
- Policy making of institutions
- To find out the negative consequences from incompetence of the institutions
- Importance of institutions for management of rapid urbanization

Research Questions

Q1: Is Massive urbanization responsible for inefficiency of city's institutions?

Q2: Is institutional mismanagement responsible for chaos in the city?

Q3: Is Strong institutional framework required for city's good governance?

Significance of the Study

This study is little addition in the context of extensive work being done on urbanization. The study has relevance for important policy making and initiation of reforms in the decaying institutions of metropolitan. The study is directed to students, urban planners, policy makers, academia, policy institutions, municipal institutions, urban researchers and readers.

METHODOLOGY

The study is basically exploratory in nature. The works of different authors, publications, magazines have been reviewed for literature. The quantitative data has been gathered from secondary sources for critical and objective analysis. The main source of data collection has been Karachi Metropolitan Corporation and multilateral agencies working in collaboration with Metropolitan Corporation. The structured and closed end questionnaire tool has been used to collect the responses from selected respondents and interpret the answers.

Sample Size and Procedure

The results would have been more accurate, if a large population of the city would have been interviewed. Subject to certain constraints such as limitation of resources like time and cost, the study was restricted only to limited localities of the Karachi.

The study interviewed the 270 respondents by adopting multistage sampling approach to evaluate the crime statistics of the city and to know the perceptions of the citizens regarding public transport. In first phase the number of respondents were selected on the basis of population in different areas (Sadder, Cantt, Punjab Chowrangi, Sakhi Hasan, Nagan Chowrangi, Hasan Square, Malir, Sohrab Goth) of the city. In second stage the non-probability sampling technique was employed throughout the city and selected 33 respondents from each area based on convenience and willingness of the respondents to answer our questions.

Limitations of the Study

The study has been carried out in time bound environment and financial resources were also handicapped. The study is restricted to the municipal institutions of the Karachi city. The inferred results apply only to the institutions undertaken in the study. The sample sizes in the study may not necessarily represent the collective opinion of the whole population. The study has only been conducted in the urban context of Karachi and it could derive different meaning and results if applied to other urban centers of the country.

LITERATURE REVIEW

The urbanization is vertical and horizontal growth of urban areas due to modernization, industrialization and rationalization. Urbanization, globally, has led to a general perception that cities are becoming more dense and overcrowded places. Urban sprawl refers to the extent of urbanization, which is a global phenomenon mainly driven by population growth and large scale migration.

The urban development is being seen as geographical consequences of the evolution of capitalism (Clark, 2003). The people seeking for quality lives and standards are moving towards cities. Classically, urban sprawl is a US phenomenon associated with the rapid low-density outward expansion of US cities, stemming back to the early part of the 20th century. It was fuelled by the rapid growth of private car ownership and the preference for detached houses with gardens. With few exceptions, urban growth management policies and plans designed to limit the growth of cities have failed or been challenged (Millward, 2006).

The institutions along with geography and international trade are the important determinants of economic growth in long-term (Rodrik et al., 2004). The institutions are governed by set of rules and regulations. The ability of institutions to deliver depends on their jurisdiction, authority, independence and autonomy. The institutions flourish if freed from political biases and interlinked with all stakeholders. The sprawling urban dynamics need to be backed by strong institutional governance to redress the compounding issues through innovative means.

Wassmer and Boarnet (2001) summarize the benefits of population growth in urban areas. Their findings reveal that growth generates new jobs, income, and tax revenue, and raises property values, offering residents more choices and diversity. Historically, the growth of cities has been driven by increasing urban population. Deeper understanding of the relationships between the trends that drive urban sprawl, and the specific national, regional and local considerations that fashion the development of the cities is essential to redress the adverse effects of sprawl.

Compared to industrialized countries the urbanization in developing countries is increasing rapidly and will continue to increase in the next decades. The highest growth will mainly occur in the cities of Asia and Africa, in areas that are now more than two-thirds rural and by 2025 will be half urban.

As a result of the uncontrolled and unplanned sprawling of the cities, the rapid process causes a lot of different ecological, economic, social and infrastructural problems and risks. Several, urban growth management strategies in the US have come under challenge in the court system (Lewyn, 2002). Considering the high density and the large number of inhabitants combined with the accelerated urban development, particularly megacities run highest risk in cases of natural and man-made disasters.

Limi (2005) points out that urbanization beyond control create issues, such as deficiency in public infrastructure services which in turn offsets the positive gains of urbanization and create unequal society. Skinner (2006) in a study of Melbourne found that higher urban density has negative impacts on the microclimate and the hydrology of the city, but there are strategies to minimize these adverse effects, including the widespread use of rooftop gardens.

Urban sprawl can negatively affect social and economic conditions in communities in several ways by increasing the costs of service delivery and widening class gaps. Cities have existed for more than eight millennia and they remain one of man's greatest collective achievements. Many argue cities are not sustainable; however, from their very beginnings they have experienced environmental problems associated with overcrowding, air, water and noise pollution; poor sanitation and housing (Haughton & Hunter, 2003).

The current macro (global and national) level land use and infrastructure planning and urban growth management approaches have shown their limitations in achieving sustainability at a micro local and parcel level (Cho, 2002). The promotion of sustainable urban development in Pakistan and overseas is facing various physical, socio-economic and environmental challenges. These challenges arise due to a lack of capability of local governments in accommodating the needs of their residents – that is land supply, employment distribution, open space, infrastructure, and amenities – as well as urban growth.

The migration from rural to urban areas initially takes place in the surrounding suburbs of the cities and it grows and multiplies with every passing day (Saunders, 2011). This is transitional phase for migrants to bring meaningful changes in their lives and status.

The ever expanding cities in modern era have compelled urban social scientists to find out the answers of some fundamental questions (Birch&Wachter, 2011). They have posed some important questions. Who are these new dwellers? Where will they live? How can services for them best be financed and supplied.

The successful urban centers need to have provision of jobs, quality education and health care, safe and clean neighborhoods, effective transportation, and welcoming spaces for all residents (Inman, 2009). The poor cities of the developing world are epicenter of economic and cultural activities but are ecologically unsustainable and at times unlivable (Evans, 2002).

Urban growth is part of a city's natural evolution. Most of the major cities around the world have experienced, or are still experiencing, urban growth and increasing population. As a city grows, it uses more resources and undergoes fundamental changes in character and structure (Forster, 2006). Urban systems are becoming increasingly complex and large in scale as local urban economies, social and political structures, transportation systems, and infrastructure requirements evolve.

Historically, local authorities generally sought to tackle these challenges by conventional land use planning and urban management approaches, with limited knowledge of the local areas and the nature of the proposed developments. Local governments have an insurmountable role in ensuring a sustainable urban development that is achieved at the local level.

CRITICAL ANALYSIS & DISCUSSION

Urbanization Trends in Karachi

The process of urbanization at initial stage forces agriculture workers to move from agricultural jobs to manufacturing and services jobs as it goes along it causes deficiency in the delivery of basic services (Egziabher, 2000). The urban population in Pakistan is around 35% of the total population and it grew at the rate of 3.4% as compared to average of 2.8 in the south Asian countries from (1990-2005) according to the report of (World Bank, 2007).

The city of Karachi has witnessed massive growth in terms of urban population soon after the independence and it has been growing alarmingly at the rate of 7% per annum on average since 1947. The presence of industries, seaport, infrastructure and proximity of the location makes Karachi an ideal hotbed for inward migration. The rapid urbanization may lead towards economic transformation but haphazard growth will overburden the social services and would translate into messy urbanization.

The Karachi population was around 10 million as mentioned in census reports of (1998). But according to the latest estimates as well as the UN's calculations that estimate the current figures to have exceeded the 18-million mark in a space of just 15 years. The speed of the urban population growth in Karachi is so exponential that from being 12th on the list of fast-growing cities [population-wise] in 2000 that it's on the fifth place according to the study of (Buhaug & Urdal, 2013). Karachi constitute of 22% of urban population in the country. It is major driver of federal and provincial taxes and revenues. It accounts for 15% of GDP, contributes 25% in federal revenues and deposits 62% in terms of income tax levy (Hus sain, 2014).

The major drivers of growth in urban population are reduced mortality rates, rapid rural migration and tendency of rural population to have large families for economic benefit. The economic contribution of urban population and their contribution towards GDP is far ahead than rural counterparts (Neil, 2013).

The alarming growth in the Karachi's population should be compensated with efficiency of infrastructure, roads, parks, educational institutes, hospitals, municipal services but condition of all these services in the city is deplorable and invites attention of decision makers. It should be noted that no city in the world can attain middle income status without proper policy framework of industries and urbanization.

Urban Issues and Governance of Institutions

The urbanization is the hot discussion of 21st century. The main reason behind that is increasing number of people are making urban centers as their permanent livelihood. The modern cities require innovative procedures and processes to address the urban sprawl (Simmie, 2001). The needs of urban population as compared to rural population are different and diverse. The city dwellers demand infrastructure development, innovative solutions for water and sanitation, affordable housing, standard education and health facilities, improved law and order, and sustainable green environment. The following is the detailed sketch of

urban issues, institutional governance, flaws and policy implications for the city which was once known as “city of lights”.

Urban Housing

The growth in urbanization will significantly raise the demand of housing and residence. It is estimated that country has backlog of six million housing units and two-third of this deficiency belongs from urban areas. Karachi division is spread over 3400 square kilometers area and of which 1300 square kilometers falls into urban mass. The city land is managed and governed by 13 different institutions at the same time. This leaves little room for comprehensive urban housing framework based on modern housing framework followed across the globe in the metropolitan regions.

The mushroom growth in the katchi Abadis generally in the country and particularly in the urban areas isn't positive sign for overall equitable development across the societies. The statistics presented by All-Pakistan Katchi Abadi Association present bleak picture as it reports of year 2003 state that around 36 million people are inhabitants of Katchi Abadis making it roughly one fourth of the overall population of the country. The majority of these settlements are in urban vicinities. The Katchi Abadis are mostly considered as safe havens for criminals and gangs as they are squatter settlements and are proper hide ways from law enforcement agencies.

The land of Karachi is distributed unevenly as 62% of the population live in 8% of the residential area thus ballooning the rate of densification in the city and where as 38% of the population are settled in 92% of the area mostly residence of urban middle, elite class, bureaucrats and politicians.

Table 1 Population of Slum Areas

	1974	1986	2000
Population	709000	1036000	1064400
No. of households	109077	164000	148000

Source: Hasan A (1992)

The increasing residents of shanty towns and slums will aggravate the gap between rich and poor classes and its cost will be borne by society in long run. The following table gives detailed over view of slums spread across the Karachi.

Table 2 Population of Slum Areas

District	No. of slum areas
Central	119
West	191
East	105
Malir	63
South	61
Total	539

Source: Sindh Katchi Abadis Authority (1998)

The urban housing in the city has turned into different shapes depending upon income groups, net worth and purchasing power parity. The different housing categories in the city of Karachi could be found in the form of slums, goths, katchi abadis, apartments, houses and cantonment areas.

Urban Transportation

The urban transportation plays very leading role for the economic development and environmental sustainability of the urban centers. The city of Karachi has been deprived of efficient and modern public transportation system at par with other urban centers across the globe indicating a failure of authorities responsible for the provision of this utility. The studies indicate that city's private transport is growing at the whopping rate of 9% per annum. This growth is main contributory factor for the heavy trafficking and prevailing congestion in the city's roads.

The City district government Karachi and other relevant authorities at the times have partially offset the traffic woes by constructing signal free corridors, underpasses, overhead bridges and widening the roads but these efforts lack value in long term because these facilities not necessarily resolve the problems of those who travel on public buses and two wheelers. The personalization of vehicles in the cities compounds the miseries of traffic system (Weisbrod et al., 2003).

The two cities of South America Bogota Columbia and Curitiba Brazil are successful models for bus rapid transit. The road conditions in Bogota were similar like in Karachi. Private transport was preferred mode of commuting over public transport. The roads were heavily congested and long delays were routine at any given day. The elected mayor from 1998-2000 Enrique Penalosa took the bold initiative to launch bus service on elevated tracks totaling 41 kilometers with estimated travelling of 660000 passengers per day and supported by fleet of 470 buses. The mayor had a strong political and public support to make this project a true success story. Many cities are working on creative strategies (Fitzgerald, 2010) and are continuously adding public transportation to get people out of their cars.

The Ex-mayor of Bogota clearly states that congestion and traffic problems can't be resolved without integrated system of Bus Rapid transit system. The WHO (2009) report states that road accidents are directly linked to the volume of traffic and weak implementation of traffic laws. The policy makers at the helm of affairs have preferred construction of roads network over public transport showing complete wastage of public money. The study of Tiwari (2002) conclude that privatization of public transport increases the operational efficiency, improves delivery and reduces the government subsidies. The City district government Karachi (2007) document stresses the revival of Karachi Circular Railway, Bus Rapid Transit and Light Rail Transit for provision of modern transportation to its citizens by 2020.

Table 3 Urban Transport in South Asian Cities

Cities	Private transport%	Public transport%	Motorized transport%
Lahore	24	16	60
Karachi	27	23	50
Delhi	18	40	42
Mumbai	18	60	22
Kolkata	5	78	17

Source: Japan International Cooperation Agency (JICA)

The fast rise in the private transport will be major cause of delays reaching into the destination, wastage of precious time besides lowering the economic productivity, polluting the environment, overcrowding the roads, causing accidents, injuries and stress among the citizens.

Water & Sanitation

The proper supplying of water to urban population is another major challenge of urban institutions in the Karachi. The provision of water is basic responsibility of Karachi water & Sewerage Board. It is formal institution vertically integrated to supply, transmit and distribute water. It is responsible for waste water collection, treatment, drainage and sewerage. The entity is separate from Karachi Metropolitan Corporation and its annual budget is approved from government of Sindh.

The continuous demand of the utility has brought in the tanker mafias to intervene and provide it to the citizens with inflated costs. The mafias provide these services through illegal water hydrants by involving concerned officials through kickbacks. The water service provided by mafias is unhygienic and prone to diseases because of sub-soil water mixing.

The recent studies of World Bank on urban centers of Latin America and Africa indicate that presence of informal sector entrepreneurs have significantly improved the services of water and sanitation to the poor masses with affordability and flexibility (Collignon, 2001). In case of Pakistan the water utility organizations have been operating under the umbrella of publically owned enterprises with greater inefficiency, outdated policies and under political clout.

The staggering 40% of the water is estimated as non-revenue water in South Asian cities according to the reports of (World Health Organization, 2010). This indicates institutional incapacity as large chunk of potential revenues are lost along with non-provision of essential utility to the consumers. The WSP puts emphasis on the usage of benchmarking tools to evaluate and analyze the performance of water service provider in order to address the service gaps and ensure broader reforms whenever needed.

Table 4 Access to water and Sanitation in Pakistan in 2010

	Urban (36% of population)	Rural (64% of population)	Total
Water	96%	89%	92.5%
Sanitation	72%	34%	53%

Source: World Health Organization (2011)

The economic impact of inadequate sanitation is estimated as \$5.7 b which is nearly 5% of the country's GDP. The productivity losses, increase in mortality rates, high rise cost of bottled and canned water and environmental degradation are some immediate effects of non-availability of proper sanitation.

There are numerous innovative approaches piloted by private sector and NGO's for the fulfillment of water and sanitation facilities in their respective communities. The Orangi pilot Project initiated by Akhtar Hameed Khan and Lodhran pilot project are great contemporary examples in this regard. These innovative projects were funded by communities themselves and are based on component sharing model.

Solid Waste Management

The growth in city's population has significantly enhanced the production of solid waste with estimates of around 10000 tonnes of waste generation per day. The Karachi Municipal Corporation is responsible for the disposal of solid waste. The figures suggest that KMC is only able to cater half of the waste and is dumping into its two land fill sites located in Gond Pass and Deh Jam Chakro. The rest is being dumped into streets, open plots, public amenities turning city into full of garbage, filth and litter.

The solid waste treatment in the city of Karachi isn't efficient and isn't being collected, transported and disposed off according to international standards of at least 75% waste disposal by municipal institution. The scavengers, kabbaris, middlemen and sweepers are considerable involved in the waste disposal recycling business which has quite turned out to be lucrative in recent times. The city being the commercial and industrial hub comprises of all types of solid waste.

The KMC has been operating in the environment of financial constraints. It is imperative that novel solutions be sought for discharging basic duty of waste removal giving some sort of sanctity to the urban residents. The KMC has to make new infrastructure investments and has to add landfill sites at regular intervals to encounter the growing waste of the city.

Urban Policing

The rapid urbanization has created the serious law and order situation in the metropolitan city. The city is hotbed of target killings, kidnappings, murders, vandalism, theft, extortions, vandalism and robberies. The increasing crime rates being witnessed in the city is closely linked with inward migration of the people. The city is commercial and economic hub provides ample opportunity to the criminals to strive for their dirty ambitions.

The hierarchy of the police in the city falls under the domain of capital city police officer (CCPO) and final authority is vested on provincial interior ministry. The police has basic and prime responsibility to restore and maintain the law and order situation in the city. The law and order situation over the past decade has been gruesome and needs punitive actions for any drastic improvement.

The urbanization in the city is linked with emancipation of better economic opportunities as figures demonstrate that city contributes nearly 20% of the country's overall GDP. The rogue elements, criminal elements, professional gangs for the pursuance of their evil goals have moved in large numbers and made the city hotbed for their criminal activities.

The UN studies of 13 largest cities reveal that city has staggering homicide rate of 12.3 per 100000 making it the highest among the largest studies. This confirms slackness from law enforcement agencies attributed as politically patronized, wrecked and incapacitated. The authorities have miserably failed to stop the blood bath in the city in forms of target killings, gang wars, sectarian killings, multiple crimes in shape of kidnappings, extortions, bhattas, bank robberies, street crimes, cyber-crimes simply endless list of crimes perpetrated on the streets of innocent citizens of metropolis.

The study of Inskip (2011) finds that despite ongoing violence, it is worthwhile to observe the city's tolerance, vitality and thriving civil society and culture of charity. He appreciates the resilience of people and their spirit to live in harmonious culture and denounce the violence in any manner whatsoever.

The Karachi city has undergone into major demographic shift in last two decades, which has produced catastrophic effect on the ethnic and communal harmony of the city. The terrorism in the KP, economic deprivation in rural Sindh and insurgency in neighboring Baluchistan has contributed significantly for this metamorphosis. The all major ethnic groups are engaged in the political rivalry to gain maximum control of city's scarce resources. These political manifestations and ambitions have exploded and created the continuous strife and infighting. The research studies demonstrate that socio-economic disparities lead towards crime and chaos in cities leaving big question mark on urban policy makers. The rational development and economic empowerment could be handy tools to curb the growing nurseries in disadvantaged and backward areas of the city.

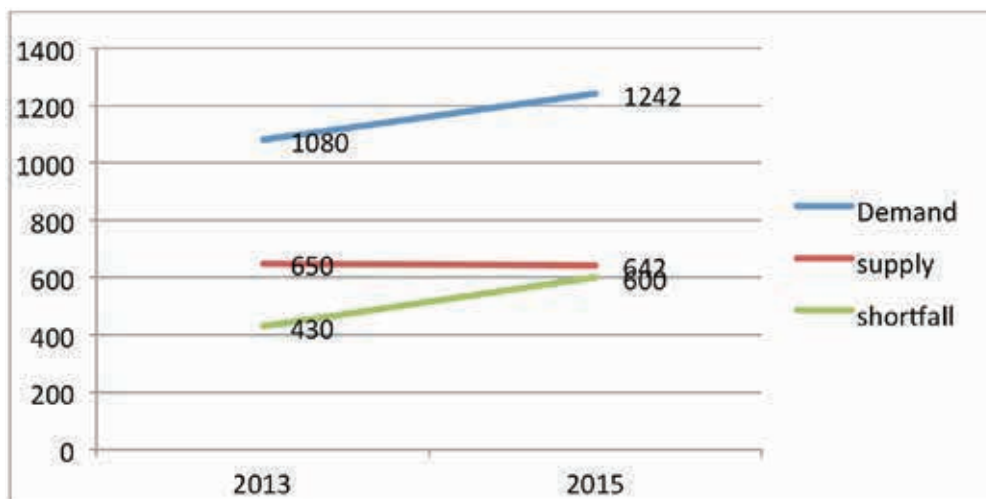
The criminal outfits in the cities are thriving on back of illegal economy, corrupt elite and mafias thus making mockery of city's institutions responsible for observance of law and order. The credible studies pinpoint that city's black economy is worth \$8 million per day makes it all difficult to contain because of high stakes and people behind illicit economic activities are backed and patronized by political elite.

The police reforms are badly needed in these testing times as zero tolerance towards crime may provide meaningful solitude. The police reforms in form of autonomy, zero political interference, reward system linked with performance, modern equipment, and scientific intelligence and monitoring, effective investigation and prosecution could be initiated to revolutionize the rotten structure of urban policing. The training on modern lines must be imparted in police officers to counter the terrorists who conduct their activities with the help of cutting edge technology.

The urban policing model can be replicated from London metropolitan policing system. The system works on unified code, command and structure and is equipped of encountering multiple challenges of investigation, quick response and technical tasks.

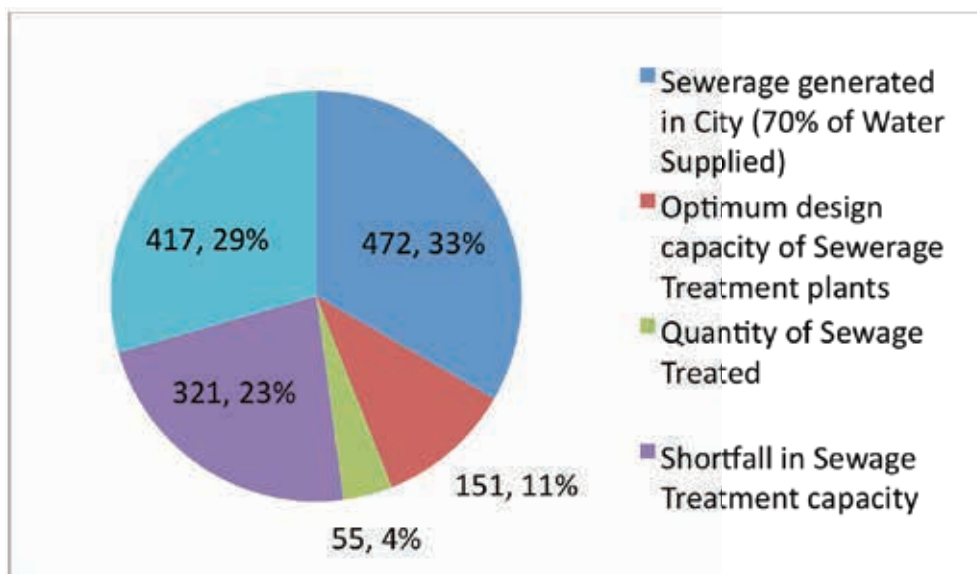
DATA ANALYSIS & PRESENTATION

Table 5 Water Supply Shortfall by 2015 (MGD)



Source: Karachi Metropolitan Corporation (2013)

Table 6 Sewerage Treatment in Karachi (MGD)



Source: Karachi Metropolitan Corporation (2013)

The data present in table 5 reaffirms that city is undergoing serious water crisis. The city is 40% deficient in water supplies presently and by 2015 the deficiency is assumed to be 600 MGD.

The data present in table 6 demonstrates that quantity of sewerage generated from water supplies is 472 MGD and only 55MGD is being treated from available capacity of 151 MGD. The untreated sewerage is 417 comprises of almost 88% of overall sewerage produced.

Table 7 Crime statistics Through Questionnaire (2014)

Crime Questionnaire	Yes	No
Crime increasing in the past 3 years	90.48%	9.52%
Worries home broken and things stolen	73.91%	26.09%
Worries being mugged or robbed	88.76%	11.24%
Worries car stolen	83.89%	16.11%
Worries being attacked	77.72%	22.28%
Problem people using or dealing drugs	69.32%	30.68%
Problem violent crimes such as assault and armed robbery	89.13%	10.87%

Source: Author's Calculation from Primary Data

The data in table 7 is based on questionnaire results. The questionnaire was targeted to 270 people but responses collected were of 218 people. The answering frequency was almost 81%. The questionnaire was answered by 149 males and 69 females and median age was around 26 years. The answers point out prevailing trends of crime in the city and almost 80% of people have negative opinion and fear being attacked, mugged and assaulted.

Table 8 Perceptions about Public Transport through Questionnaire (2014)

Transport questionnaire	yes	No
Are you satisfied from public transport	16%	84%
Do you use public transport often	74%	26%
Does public transport get stuck in traffic jams frequently	82%	18%
Will u prefer metro bus and metro rail instead	92%	8%

Source: Author's Calculation from Primary Data

The data in table 8 was collected from 270 respondents. The structured questionnaire was answered by 180 males and 90 females. The 239 questionnaires were separated for analysis after removing incomplete questionnaires. The median age was 26 years. The responses demonstrate that public opinions and perceptions are negative about state of public transport in the city and they would prefer modern transport system over existing.

CONCLUSION

The paper has highlighted the institutional exigencies and expediencies. It has identified the inherent weaknesses within the system. The detailed discussions in context of theory and data have been used to expand the scope of the city and reach at meaningful conclusion.

The urban institutions under study are politically patronized due to which their governance has drastically gone downward. The institutional slackness and non-conformance with continuous migration has cost the city dearly. The city of Karachi once known as "city of lights" has quietly turned into cluster of crimes, litter, pollution and illicit activities.

The historical patterns of urbanization will not cool down anytime soon hence planning on scientific grounds is needed to meet the diverse needs of population. The city is facing huge deficit in infrastructure, housing, water reservoirs and dumping of its waste properly. The institutions are overstuffed, overburdened, have meager financial resources and are lack of vision and effective leadership.

The urban friendly policies and anticipation of futuristic trends are missing link which needs to be corrected at earliest for the greater good of metropolitan city. The study mentions successive community models of Orangi pilot project and Lodhran pilot project that could be replicated for benefit of the citizens.

The governance of urban institutions need to be addressed properly as growing urbanization with the accelerated pace is creating big vacuum in terms of service delivery. The unplanned migration to cities without proper infrastructure is resulting into growing violence, litter, pollution, environmental degradation, changing social colors, increasing intolerance , land grabbing, formation large slums, creating water and sanitation issues and expanding the informal economy.

The linkage of urban institutions needs to be strengthened and governance system has to be modified on scientific footings to reduce the gap of service delivery. Urban institutions have to devise pragmatic policies and have to improve the co-ordination mechanism with the urban masses to meet the growing challenges of urbanization.

The study concludes with quantitative and survey tools. The quantitative findings are in line and reasserts the opinion that city has undergone into massive explosion of urbanization and that institutional failures will only aggravate the crisis. The governance failures have already paralyzed the institutions and any delay in reforming, revamping, restructuring the municipal institutions will cost the entire city dearly.

Recommendations

The following are essential steps which can help to strengthen the institutional framework and improve the governance crisis in the city of Karachi.

- Steps must be taken to ensure affordable housing
- Contingency plans regarding water utility be framed urgently
- Solid waste must be dumped according to world standards
- Police must be depoliticized and be given requisite autonomy
- Introduce Private Public Partnership(PPP) models for yielding better results in municipal services
- Encourage public participation for provision of essential municipal services
- Digitalization of urban services must be prioritized
- Plans be sorted for smart and inclusive city
- Incentivize and induct upward mobility system for employees working in municipal corporations
- Impart necessary training for understanding ever changing urban dynamics of the city

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