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## On the wrong side of the track: the role of Karachi Circular Railway in determining intra-city boundaries

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**On the wrong side of the track: The role of Karachi Circular Railway in determining intra-city boundaries**

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- 1. Table of Contents**
- 2. Introduction**
- 3. Rationale of the study**
- 4. Literature Review**
- 5. Methodology**
- 6. Data Visualization**
- 7. Findings**
- 8. Conclusion**
- 9. Drawback of the study**

## **Introduction**

The idiom ‘on the wrong side of the track’ instantly evokes the idea of urban discrepancies and boundaries.

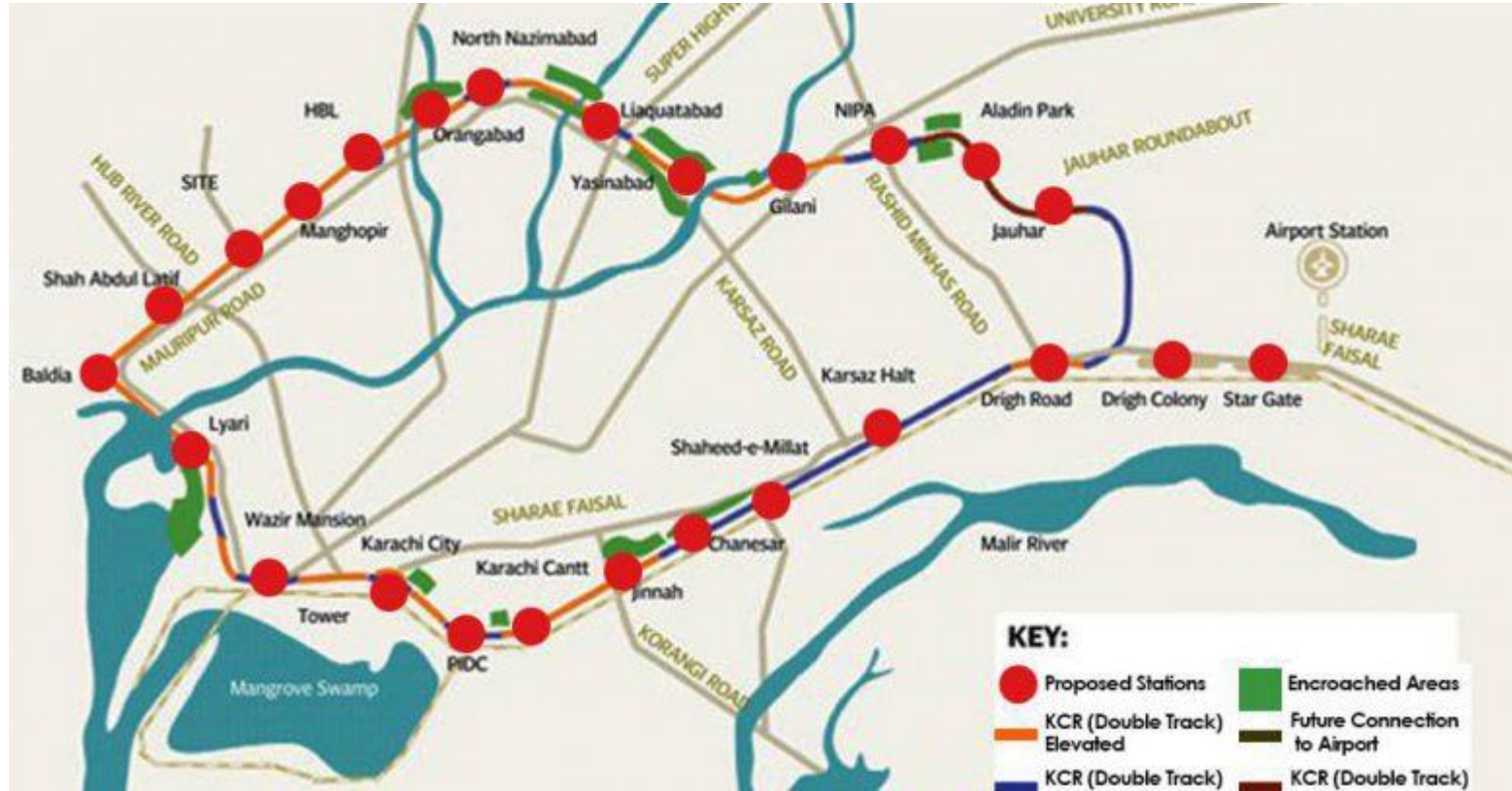
The dictionary of idioms refers to the fact that ‘when a railroad ran through a town, it often divided the prosperous neighborhoods from the poor ones’.

It can be observed that railway tracks often define urban boundaries within cities.

The Karachi circular railway was operated in 1964. The main line for the freight traffic was acted as a bypass. Later on it was used as commuter as well.

It connects five important tracks of the city such as Drig Road track, Landhi Junction station, Karachi Cantonment, Malir line and Jinnah International Airport.

This research highlights similarities and differences as to the initial railway insertion.



## **Rationale of the study**

This study is an attempt to analyze the effect of Karachi Circular Railway tracks on the morphology of the city.

This study is going to evaluate the impact of railway tracks in defining intra urban boundaries of Karachi

This will illuminate the differences associated with urban facilities, infrastructure and locality of different areas within KCR tracks.

This study will evaluate whether the phenomenon of ‘Wrong side of the track’ exists in case of KCR or not.

This study would help researchers and policy makers in order to understand the reasons behind high disparities in the areas located closely in the same city.

# Literature review

Year	Name of The Author	Title of The Study	Type of Data and Duration	Estimation Technique	Findings
2010	<i>Cristina Purcar</i>	<i>On the wrong side of the track , railways as urban boundaries in the town of first Transylvanian railway</i>	<i>(1868-70)</i>	<i>Argument analysis</i>	<i>The article argue that the segregation and lack of urban amenities affecting the areas which could be labelled is rooted in the failure to render the railway barrier permeable and to generate complementarily rather than subordination between the two side of the track</i>
2011	<i>Elizabeth Oltman Anant</i>	<i>The wrong side of the track, the causal effect of racial segregation on urban poverty and inequality</i>	<i>19<sup>th</sup> and 20<sup>th</sup> century segregation indices</i>	<i>Segregation measures index</i>	<i>This paper provides a novel test of causal relationship between segregation and population out comes by exploiting and arrangements of rail road tracks.</i>

Year	Name of The Author	Title of The Study	Type of Data and Duration	Estimation Technique	Findings
2014	<a href="#">Mitchell, Professor Rich</a> and <a href="#">Lee, Professor Duncan</a>	<i>Wrong side of the tracks in urban areas and does it matter for spatial analysis</i>	<i>Vector data Duration is not mentioned</i>	<i>Linear regression</i>	<i>the presence of physical features on neighborhood boundaries is associated with greater socioeconomic disparity between the neighborhoods and whether the types of features less easily crossed are more strongly associated.</i>
2018	<i>Job van Eldijk</i>	<i>The wrong side of the tracks quantifying barrier effects of transport infrastructure on local accessibility</i>	<i>A case study</i>	<i>Case analysis</i>	<i>The analyses show how the increases in proximity to facilities and in accessible offer of facilities are spatially distributed in non-linear patterns. These results demonstrate the importance of taking into account transport infrastructure, built environment and people's wishes and needs when assessing barrier effects.</i>



## **Methodology**

### **Systematic review**

Systematic reviews typically involve a detailed and comprehensive plan and search strategy derived a priori, with the goal of reducing bias by identifying, appraising, and synthesizing relevant studies on a particular topic.

This study is based on the review of available literature in form of books, news pieces, magazine articles Related to the urbanization process of the part of Karachi, which lies within the tracks of KCR.

## **Findings**

At this stage, insufficient evidence is available to conclude whether the said phenomenon exists in case of KCR tracks or not. However, it is evident that there are areas which had relatively less population density and still the density is low in relative terms.

At the same time, there are areas that were relatively more densely populated however, the density is still relatively lower along with vast improvement in urban facilities, infrastructure and land values.

## **Conclusion**

At this stage, it is difficult to conclude about the extent of the changes in population density, urban infrastructure and land values of the areas in KCR tracks as an outcome of railway tracks only. This is also because the services were discontinued for around two decades.

It is true that among other factors, KCR tracks have contributed in the process of urban transformation. There are other related factors (such as political, social and economic factors) which are also need to be taken into account in order to extend this study in the next stage.

## Drawback of the study

➤ **Unavailability of data.**