

Executive Summary

The Chaudhary Fazal Elahi Road is approximately 6.9 km long in one direction, stretching from Nagan Chowrangi to ABDULLAH Roundabout. The road is important due to the presence of industries and significant landmarks. The traffic comprises of light vehicles, such as motorcycles and cars, and heavy vehicles, including trucks and buses. A high number of trucks use this route because of the industrial presence in the area.

The report identifies several factors affecting road safety. The carriageway has a maximum of five lanes, but encroachments reduce this to three or four functional lanes in some sections. There is no proper lane distribution, and broken footpaths are present at FC School System and Alkhidmat. Parking encroachments exist at various commercial places, and there are 12 pedestrian bridges, two flyovers, 16 U-turns, and three roundabouts. The road lacks lane markings, has a limited amount of traffic signage, and no signals. The land use is mixed, with a significant proportion being residential and commercial.

The report proposes both short-term and long-term solutions to address these issues. Short-term solutions focus on quick actions to address immediate problems, such as repairing potholes and damaged signs. Long-term solutions involve strategies implemented over several years, including redesigning road layouts, using advanced materials, incorporating smart technologies, and establishing long-term funding sources.

The report also identifies critical sites and their solutions, such as Power House Chowrangi and 4K Chowrangi. A road safety audit details road defects per kilometer, including broken footpaths, uneven roads, ditches, main holes, and encroachments. The road defects are documented by chainage, and the report includes a road defect map.

A traffic analysis was conducted, including a classified volume count. The data was analyzed for morning, afternoon, and evening peak periods. The analysis identifies congested sections and proposes traffic modeling to reduce travel time. The report concludes with maps of the road with respect to chainages.