

## Executive Summary

Nawab S.A.K Road, a 3.8-km arterial route from Abdul Sattar Edhi Interchange to Lasbela, forms part of a 9.4-km corridor linking the city center to Surjani Town, supporting vehicular traffic and Green Line BRT connectivity. Surrounded by residential and commercial areas, it experiences traffic patterns similar to Sher Shah Suri Road, dominated by motorbikes, cars, and pick-up vans.

Significant congestion occurs at Golimar and Lasbela due to high traffic volumes, encroachments, and on-street parking, which reduce lane widths. Wrong-way driving near Nazimabad Gymkhana creates safety hazards, while potholes and debris worsen road conditions. Data from travel time surveys, traffic counts, road inventories, and Sindh Traffic Police/RTIPC accident records informed the analysis.

To address these challenges, particularly between Golimar and Lasbela, solutions include optimizing signal timings for peak hours, adding dedicated turning lanes, and implementing channelization at junctions. Compact roundabouts may replace signals for smoother flow. A municipal-led anti-encroachment drive should relocate vendors and mark road edges, while no-parking zones and paid parking systems can curb roadside parking. Wrong-way driving can be deterred with bollards, speed humps, and clear "No Entry" signage, supported by traffic police or smart surveillance. Immediate road resurfacing, weekly debris removal, and lane width restoration are also essential.

For long-term sustainability, a monthly review committee with traffic police, municipal authorities, and community stakeholders should monitor progress. A public awareness campaign via signage, FM radio, and digital platforms should promote safe driving practices, targeting wrong-way driving and improper parking. This holistic strategy aims to enhance Nawab S.A.K Road's functionality, safety, and connectivity.