

## Executive Summary

This report focuses on a 7 km section of Shahrah-e-Pakistan in Karachi, stretching from Sohrab Goth Bus Stop to Jamia Masjid Baloch before Teen Hatti Chowrangi. This section is important due to its location along a commercial zone and its proximity to significant landmarks, including Sohrab Goth Bus Stop, Water Pump, and Ayesha Manzil Furniture Market. The road carries a mix of light vehicles (motorcycles and cars) and heavy vehicles (trucks and buses), with a high volume of trucks due to its connection to the M9 motorway. The presence of motorcycles alongside heavy trucks raises safety concerns.

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. Parking encroachments exist at various commercial places. 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.

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

The report also identifies critical sites and their solutions, such as Dak Khana, Lalu Khet Bus Stop, Karimabad, Ayesha Manzil, Water Pump, and Sohrab Goth. A road safety audit details road defects. The road defects are documented, 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.