

# GUJRANWALA REGIONAL PLAN

*CONNECTIVITY PLAN*



**The Urban Unit**  
Urban Sector Planning & Management Services Unit (Pvt.) Ltd.



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# 1 INTRODUCTION

This section will provide an overview of existing transport and mobility portrait of Gujranwala Region. This includes assessment of road infrastructure in the region to assess the inter-regional and intra-regional connectivity of the region. Based on the mobility needs, road corridors are identified that will help to boost the accessibility and mobility of the region. Additionally, public transportation infrastructure for both intra-city and inter-city transport and freight transport infrastructure are also be reviewed and the shortcomings are identified.

Transportation exhibits a very close relationship to the lifestyle of people, the range and location of activities accessed, and the goods and services consumed by them. It has been a major factor in growth, development and shaping of the communities. The core functionalities of any transport system, connectivity, accessibility, and mobility influence the way settlements develop, expand, and grow over a period. Any transportation system influences and facilitates the following the activities for people,

1. **Consumption activity:** It refers to consumption of normal goods and services in society, at least to a defined level.
2. **Saving activity:** It is the ability to accumulate savings and pension entitlements as well as to own property providing security outside the labour market and fulfilling individual and social aspirations.
3. **Production activity:** It is the ability to engage in economic or social valued activities such as paid employment, education, training, etc.
4. **Political activity:** It is the effort to improve or protect both the immediate and wider social and physical environment such as voting and membership of political parties, etc.
5. **Social activity:** It refers to social interaction with family or friends and with a cultural group or community.

This section on Connectivity in the **“Gujranwala Regional Development Plan”** considers, **People, Land and Technology** as the props for a sustainable transport and freight system aims **to enhance the functional linkages and connectivity of regional growth corridors and nodes.**

It focuses on making Gujranwala competitive in regional and national markets through improved accessibility and mobility.

## 2 TRANSPORT INFRASTRUCTURE IN GUJRANWALA

Gujranwala division has an extensive network of transportation infrastructure. It is well-connected with Regional and International market through a network of Motorways and National Highways. The division enjoys direct connectivity to CPEC corridor through Motorways M2, M4 and M11 that runs deep into the division. In addition, National Highway N5, and ML1 railway track also facilitates north-south connectivity providing access to the sea-ports of Pakistan. The division also has an international gateway through Sialkot International Airport. The dry port of Sialkot facilitates the freight movement in the division.

Although infrastructure is available in the region, the quality and condition of the road infrastructure especially the provincial road network is deplorable. This inhibits the region's growth and competitiveness. Similarly, there is no proper urban transport system in the urban areas of the region, creating unsustainable load on the road network of the region and resulting in poor mobility and commuting patterns. The following section will provide glance of existing infrastructure followed by the present condition and adequacy of this network.





# ROAD INFRASTRUCTURE

Gujranwala | *Regional plan*

## 3 ROADS

### 3.1. Overview

The region has an extensive road network composed of motorways, highways, primary roads, secondary roads and local roads. Region enjoys high speed connectivity in North South direction with the help of National Road network including a National Highway N5 and a Lahore Sialkot Motorway M11. At the southern tip of the region, China Pakistan Economic Corridor (CPEC) traverses the region in Hafizabad as the Lahore Islamabad Motorway (M2) and Pindi Bhattian Multan (M4) Motorway provides access to the major Eastern Alignment of CPEC. This helps the region to access northern and southern regions of Pakistan including major hubs such as Islamabad, Peshawar, China border in the North and Lahore, Multan, Karachi and Gwadar in the South.

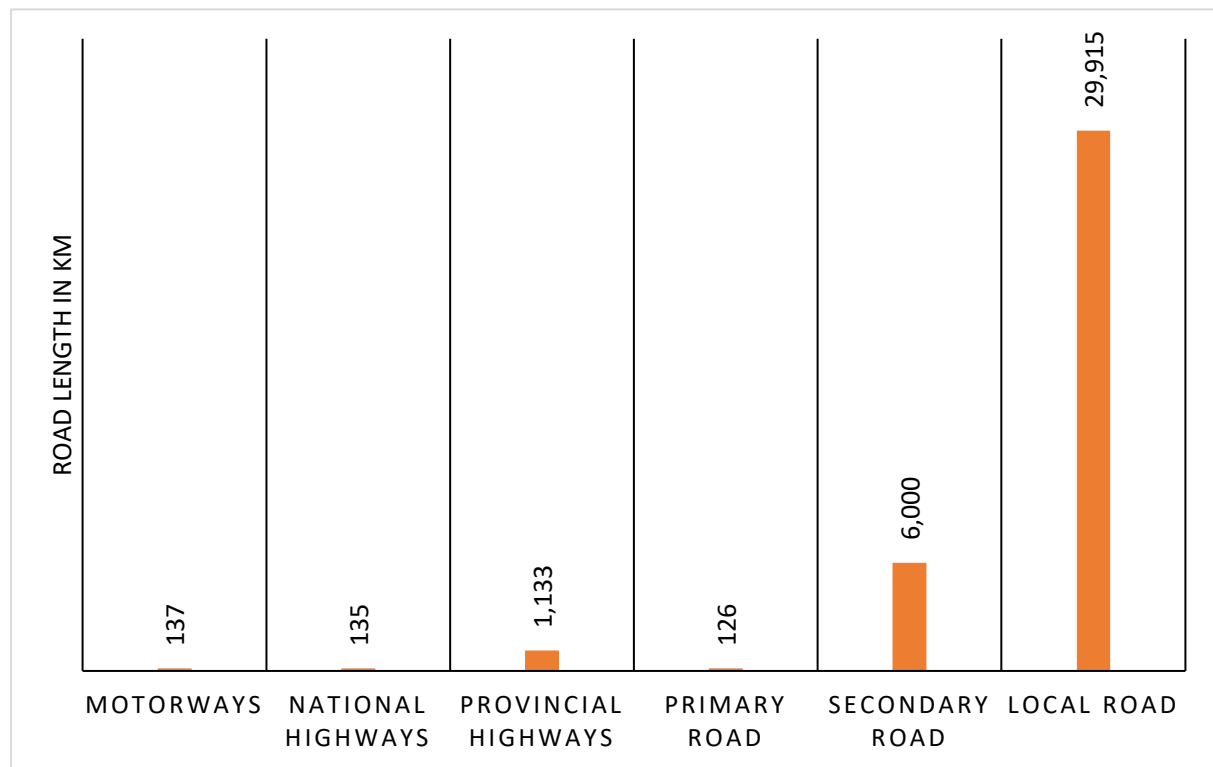
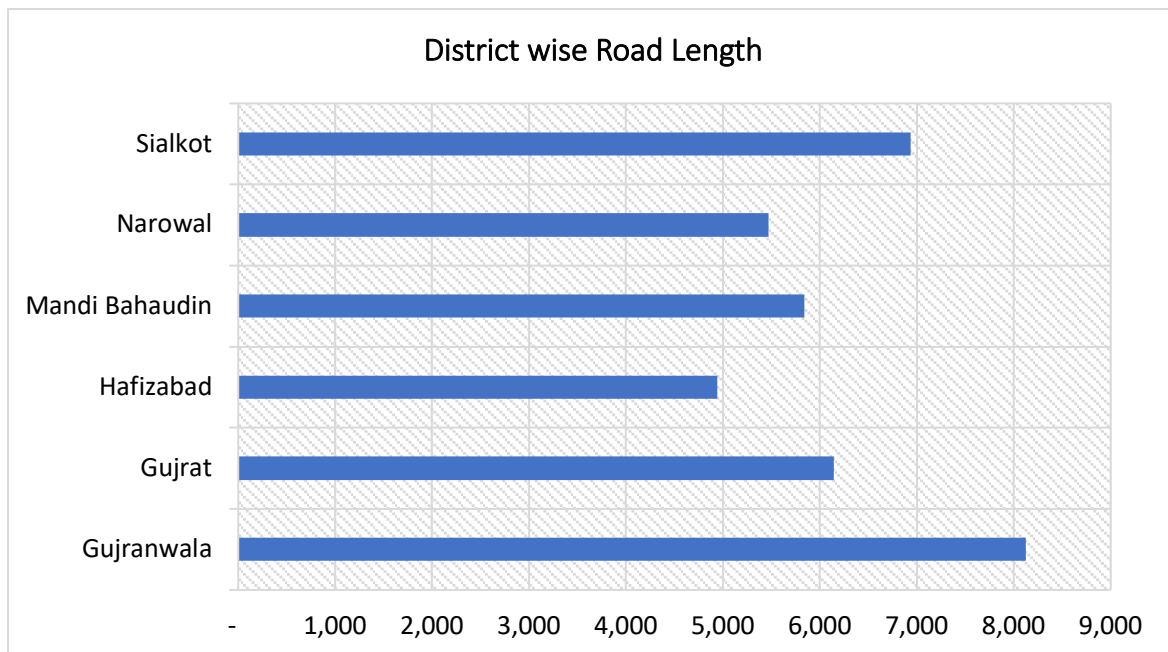


Figure 3.1: Length of Roads in Gujranwala Division by Road Class

Source: NTRC, 2020

Further, a vast network of provincial highway provides inter-regional and inter district connectivity. However, very few of them provide high-speed connectivity and a substantial proportion of provincial highways are in deplorable condition requiring rehabilitation and widening works. Major provincial highways include Gujrat-Sargodha Road, Gujranwala-Hafizabad-Sukheki and Wazirabad that helps the region to access Central Punjab and CPEC corridor. In the east the region is mostly bordered by India, however few major provincial highways provide access of the western regions of Gujranwala to the National Network. It includes Sialkot Road, Pasrur Road and Muridke Road. *Figure 3.3* shows network of highway that provides inter-regional connectivity.

The region has six administrative districts. Distribution of roads among each district is shown in *Figure 3.2*. Gujranwala has the most extensive road network with over 8,000 km of roads, whereas Hafizabad has least roads among the six districts followed by Narowal. Connectivity landscape of each district is described in the following section.



*Figure 3.2: District wise Road Length in Gujranwala Region*

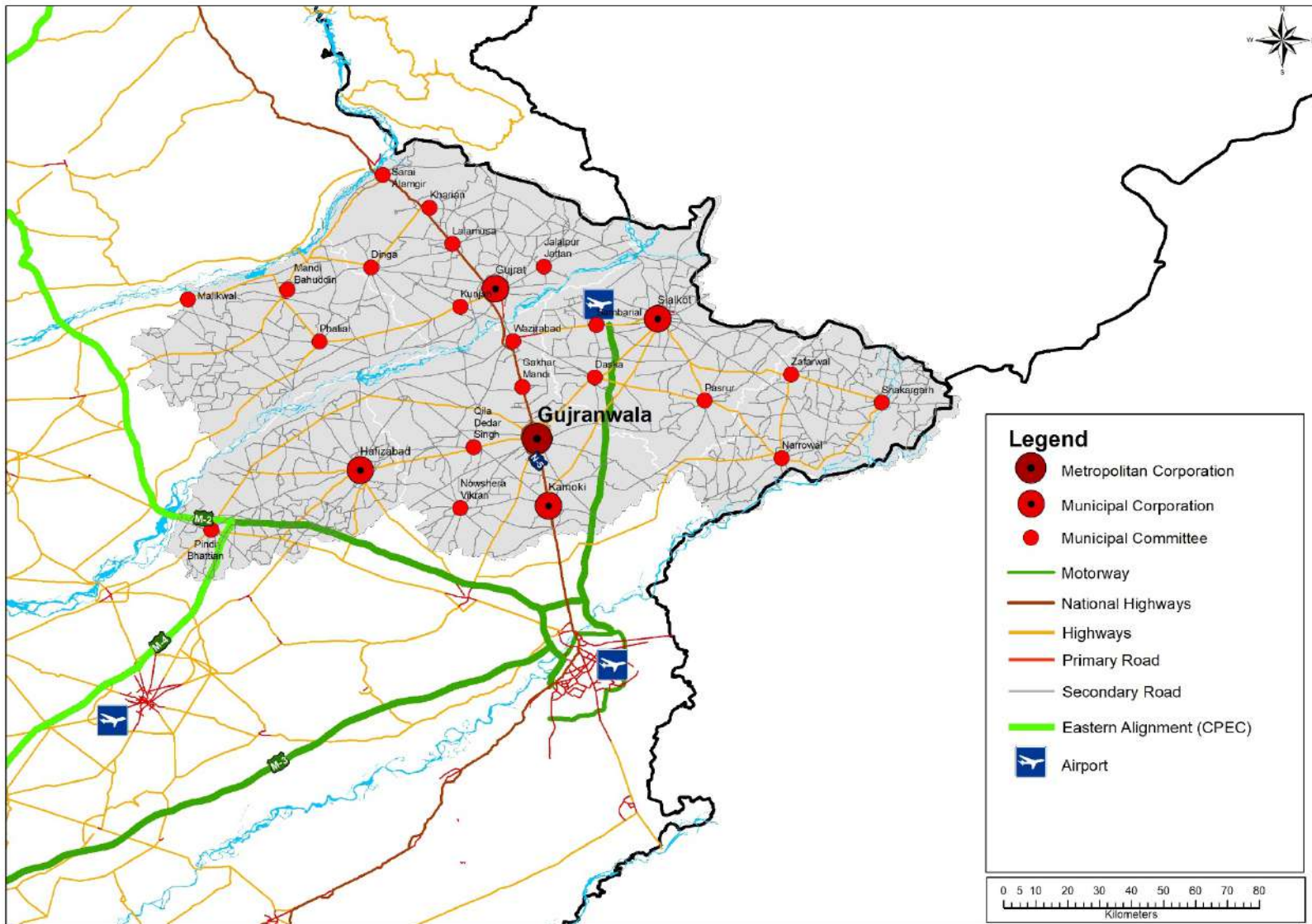
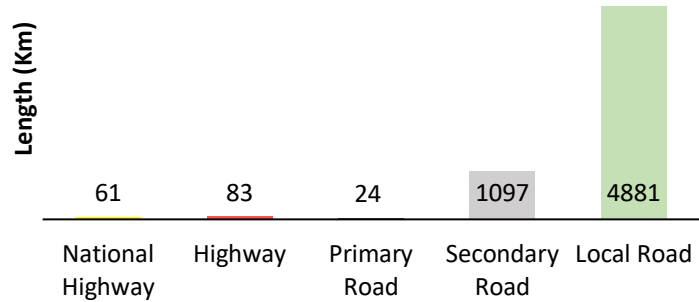


Figure 3.3: Existing Inter-Regional Connectivity of Gujranwala Division

### 3.1.1. Gujrat

The Gujrat district has a total road network of 6,146 km. It is connected with its surrounding districts through a network of national highways and provincial highways. GT Road serves as primary corridor, it connects Gujrat with Lahore and Gujranwala. Provincial highways connect the district with Gujranwala, Mandi Bahuddin, Hafizabad, and Sialkot

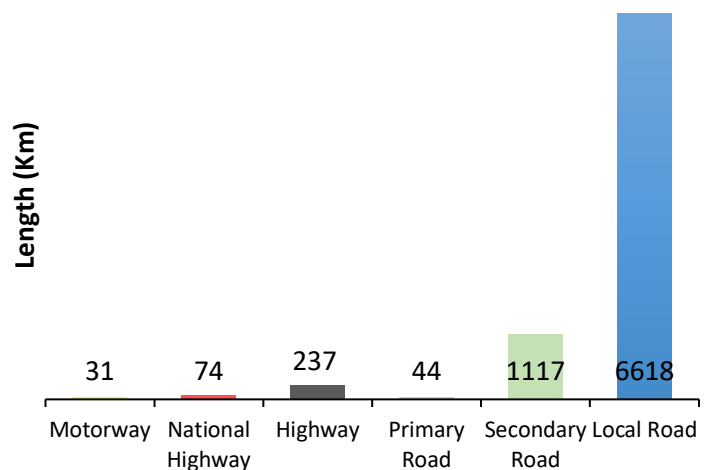
**ROAD CLASSIFICATION**



### 3.1.2. Gujranwala

Gujranwala district has a total road network of 8,090 km. The district is linked with neighbouring districts through a Motorway and network of national highway and provincial highways. N-5 serves as primary corridor traversing the district from north to south. It connects Gujranwala with Lahore on south side and Gujrat on north side of Punjab. Provincial highways connect the district with Sialkot, Mandi Bahuddin, Hafizabad, Sheikhpura and Narowal.

**ROAD CLASSIFICATION**

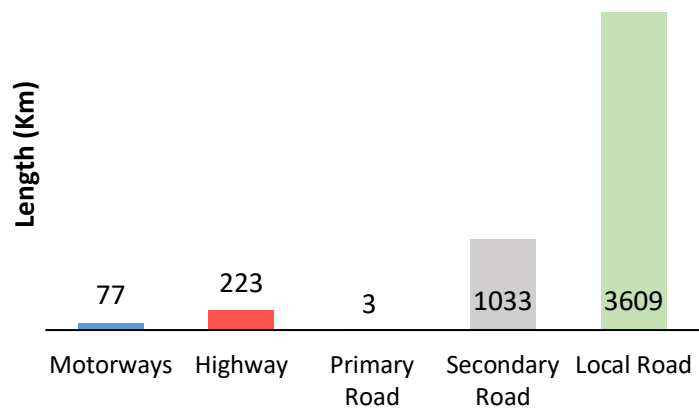


### 3.1.3. Hafizabad

The Hafizabad district is linked with surrounding districts through a motorways and provincial highways. M2 serves as primary corridor traversing the district from east to west. It connects Sheikhpura with Hafizabad on east side and Sargodha on west. M4 connects Hafizabad with Faisalabad.

Other provincial highways connect the district with Mandi Bahauddin, Gujranwala, Chiniot and other districts of Punjab.

#### ROAD CLASSIFICATION

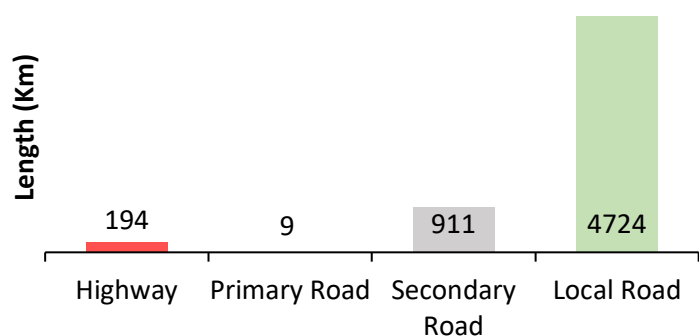


### 3.1.4. Mandi Bahudin

The Mandi Bahauddin district has a total Road Network of 5,838 km. It is connected with neighbouring districts through provincial highways only. Sargodha Gujrat road is one of the major high-speed corridors. Other highways connect the

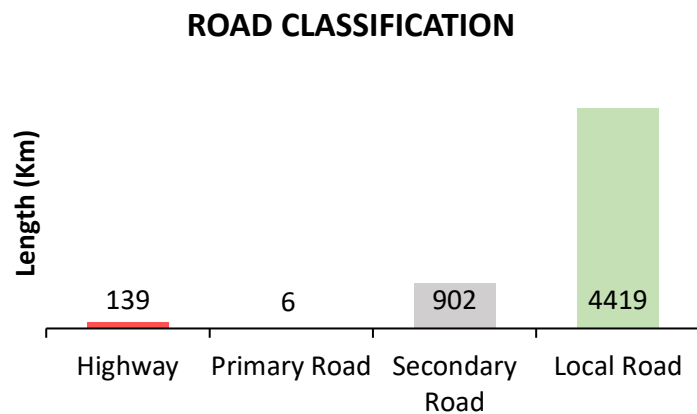
district with Hafizabad, Sargodha, Jhelum, Chiniot and other surrounding districts of Punjab.

#### ROAD CLASSIFICATION



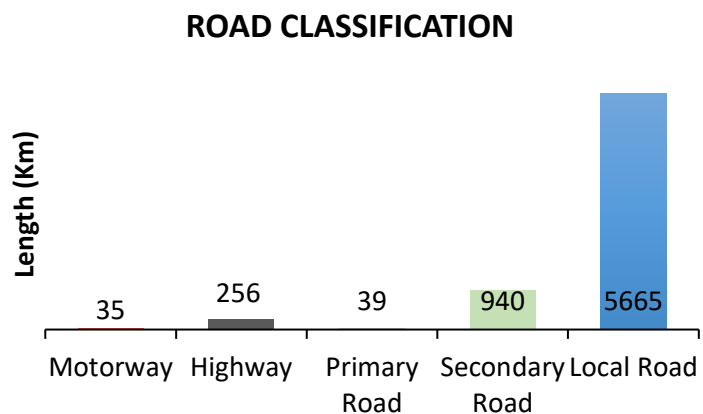
### 3.1.5. Narowal

The Narowal district has a total road network of 5,467 km. It is linked with neighbouring districts through a network of provincial highways. The provincial highways connect the district with Gujranwala, Sheikhpura, Sialkot and Lahore.



### 3.1.6. Sialkot

The Sialkot district is linked with the surrounding districts through a wide network of provincial highways. Provincial highways connect the district with Faisalabad, Gujranwala, Pakpattan, Hafizabad and other districts of Punjab.



## 3.2. Assessment

The region has a wide network of roads. Considering the scope of the regional plan, assessment of major road network of the region was conducted as per the defined methodology. Major Roads included, Motorways, National Highways, Provincial Highways and Primary Roads. These road amount to ~1,500 KM of road network. It is believed that almost all of the inter-regional travel and trade is conducted through this road network. Rapid road assessment of these roads was performed through number of field visits to Gujranwala,

Hafizabad, Sialkot, Narowal, Gujrat and Mandi Bahuddin districts along with meeting with the key stakeholders that included Communication and Works Department, Municipalities and District Administration.

### **3.2.1. Existing High-Speed Connectivity**

High-Speed connectivity is one of the major requirements for facilitating the trade and enhancing the connectivity of the region. It is ensured by provision of a dual carriageway road designed for high speeds (at least 80 km/hour or more). Presently, the major high-speed connectivity is provided by the National Network through its two vital links i.e., National Highway N5 and Motorway M11. Apart from the national network very few provincial highways are able to provided high speed connectivity.

Figure 3.4 depicts the distribution of dual carriageway highways in the region. The region currently has 267 km of dual carriageway provincial highways with more than half it in dire need of rehabilitation.

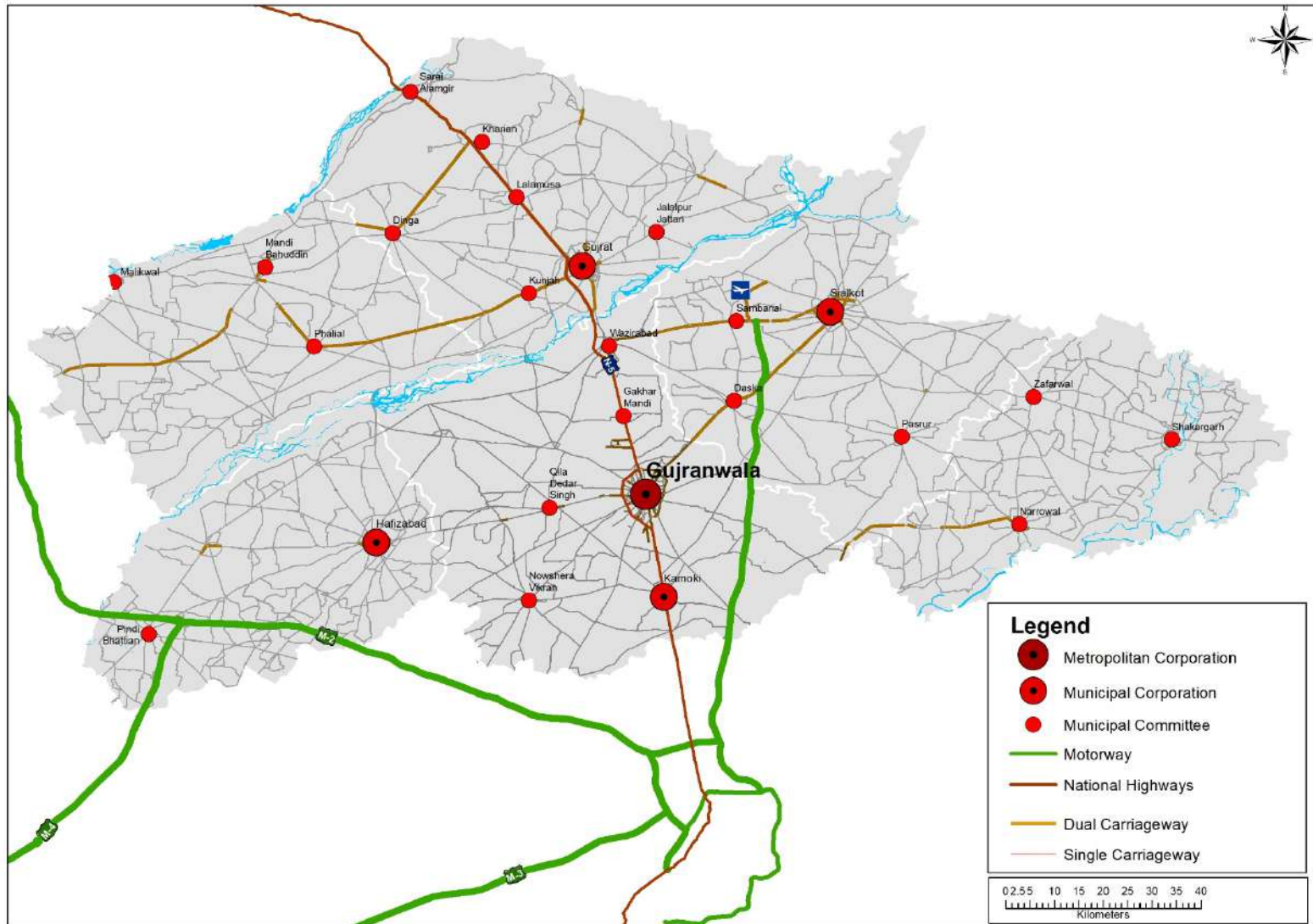


Figure 3.4: Dual Carriageway road in Gujranwala Region

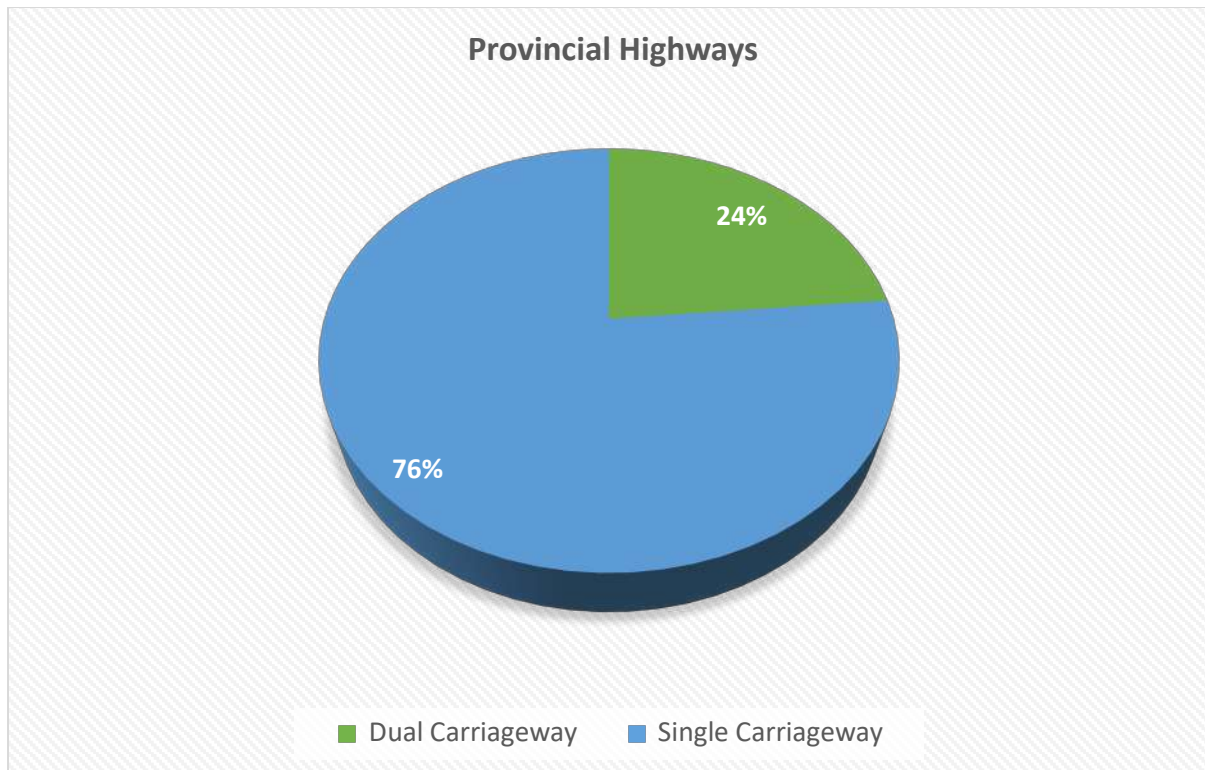


Figure 3.5: Share of Dual Carriageway Provincial Highways

### 3.2.2. Road Condition

Road condition is one of the basic parameters to identify the suitability of the existing road network to provide the basic need of mobility to its users. The parameter is also useful in determining the remaining life of the road. Although advanced techniques are used to assess the strength of the road such as Falling Weigh Deflectometer, but for the level of detail of this study, a visual survey was employed to identify the pavement condition. This includes identification of distresses such as ruts, longitude cracks, alligator cracks, fatigue, potholes and so on. This information is useful to identify the most important road sections that requires intervention in short to mid-term time frame.

Unfortunately, most of the provincial road network in the region is in critical condition. An overview of the road conditions based on the defined methodology and ranking system is depicted in the Figure 3.6 below. It can be seen that more than one-third of the provincial network is categorized as category D road which translates as “road is in poor condition” with high cracks, rutting and numerous potholes.

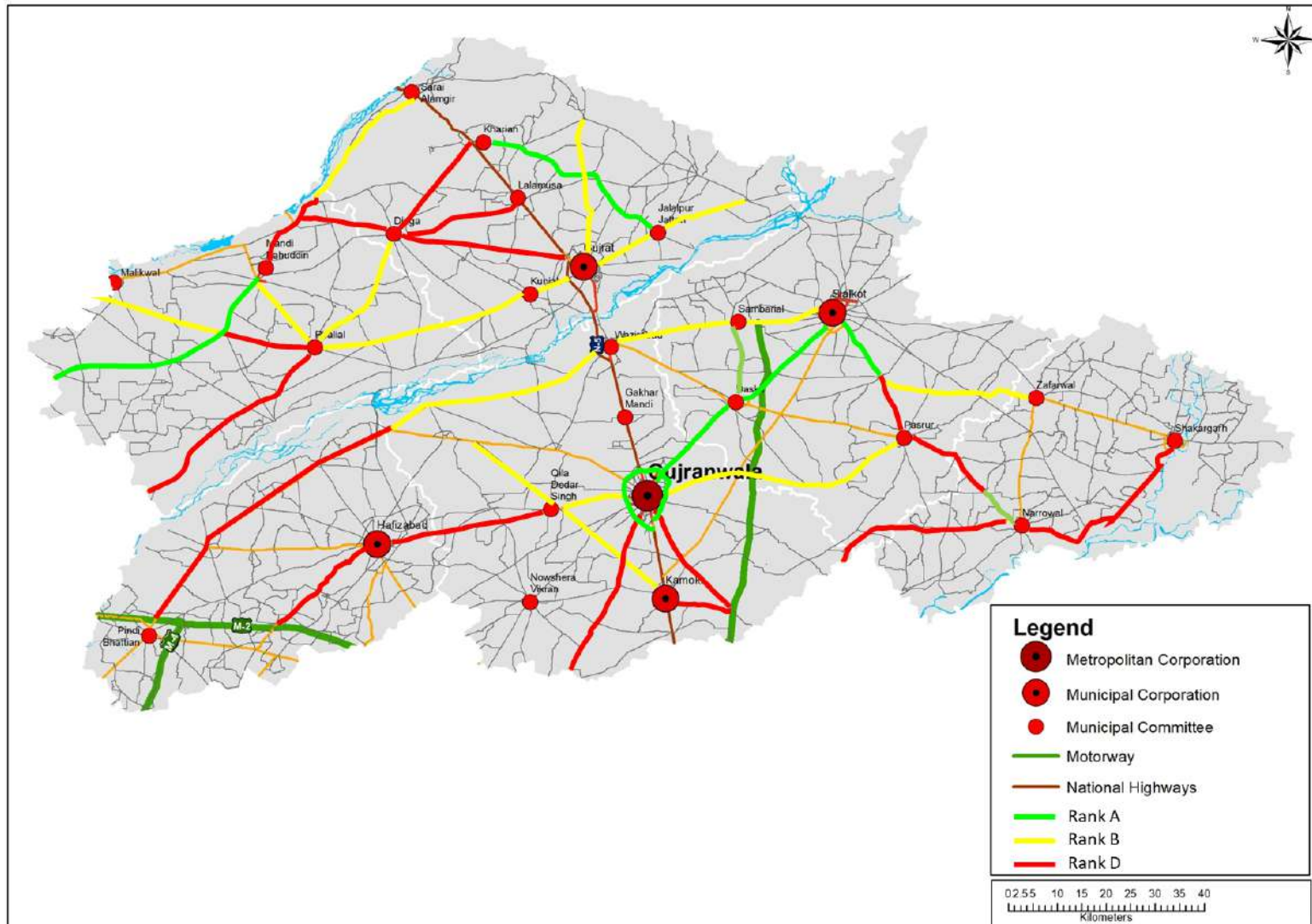


Figure 3.6: Overview of road condition in Gujranwala Region

There is also a significant proportion of the road which is in average condition with few cracks, rutting but no potholes classified as Rank B roads. These amount to roughly 30 percent of provincial highways. This category of road signifies that although the roads are in average condition but they are either near the end of their design life or have exceeded their design life. Therefore, these roads will require rehabilitation in the near future otherwise they will deteriorate further and result in potholes and hindrance of mobility.

### **3.2.3. Traffic Flow**

Provincial highways are designed to provide inter-regional and intra-regional connectivity. However, depending on the surrounding population, land use, industrial and economic activities, and agricultural value chains, each road has different traffic volume. Depending on the current Right of Way (ROW) and number of available lanes, each road has different capacity to handle the load.

This section highlights the traffic load based on the volume and current capacity of the road as detailed in methodology section. A free flow road may have higher traffic volume compared to a congested road because of its enhanced capacity to handle high traffic volume. This indicator is analyzed since it can provide the user with the information on the sufficiency of the capacity of existing road.

Hence, a complete snapshot of the traffic flow based on the reconnaissance survey and the traffic volumes obtained from Punjab Highway department is being prepared and shown in the Figure 3.7 below. Most of the congested highways are the highways connecting Gujranwala city that are currently single carriageway. These include Pasrur Road, Hafizabad Road and Eimanabad Road. Apart from these roads, High load is also witnessed near Gujrat, and Mandi Bahuddin.

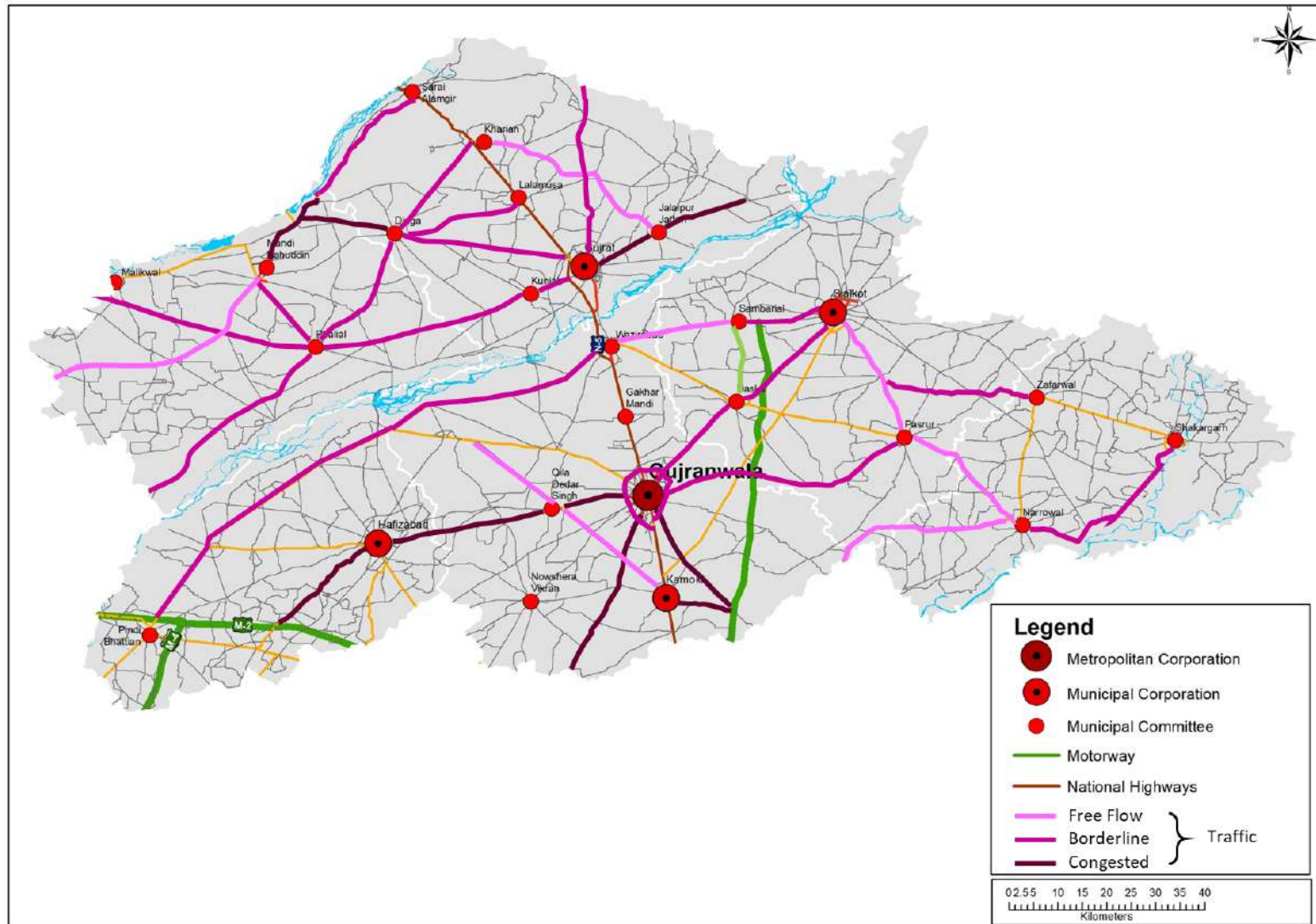


Figure 3.7: Traffic Flow assessment on the major highways of Gujranwala Division

#### **3.2.4. Road Furniture**

Road furniture is a vital part of road infrastructure that ensures safety and effective utilization of road. Presently, road safety is not being addressed resulting in an ever-increasing number of accidents and fatalities. Road furniture enhances the safety of the road apart from geometric design, enforcement, road user awareness and training. An assessment has also been done to evaluate the availability and sufficiency of the road control and safety devices such as lane marking, traffic signage and safety devices.

The assessment of road furniture of the major roads is shown in Figure 3.8. It can be seen that most of the roads have either no such facility or it is poor condition. Only few roads including Gujrat Sargodha Road and Gujranwala Sialkot road have adequate road furniture.

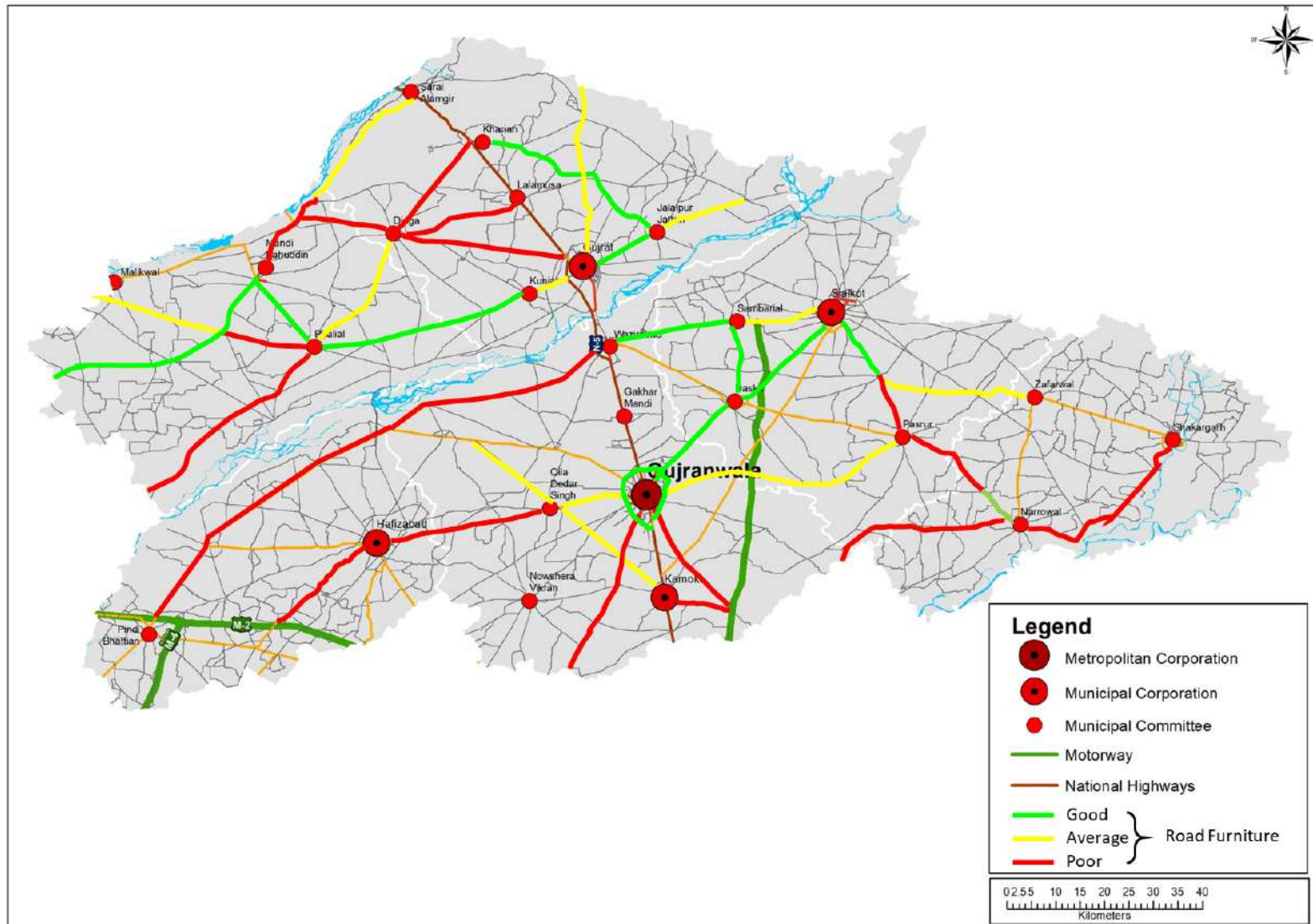


Figure 3.8: Road furniture condition and availability on Major Roads of Gujranwala Region

### **3.3. Interventions**

A well versed and comprehensive solution would be to lay out a road network that will cater to the present and future transport needs of the region. Interventions are proposed considering the rapid assessment of road with respect to the condition and traffic flow, on-going projects, CPEC and future plans of the Provincial Highway Department and National Highway Authority. In addition, areas with potential economic growth highlighted in the industries, agriculture, economy and settlement section of the report are also considered prior to identification of proposed road corridors.

#### **3.3.1. Transport Corridors**

Primary and Secondary Transport corridors are identified that are based on the current and future mobility patterns, commuting requirement and freight movement. Trunk Feeder concept of mobility is proposed under which secondary corridors will act as feeder corridors that will feed to the Primary corridors. Primary Corridors are responsible for inter-regional mobility whereas the secondary corridors will provide intra-regional connectivity as well as access to the primary corridors. Thus, facilitating the inter-regional and intra-regional movement of people and goods. The corridors identified for the Gujranwala Region are shown in Figure 3.9 below.

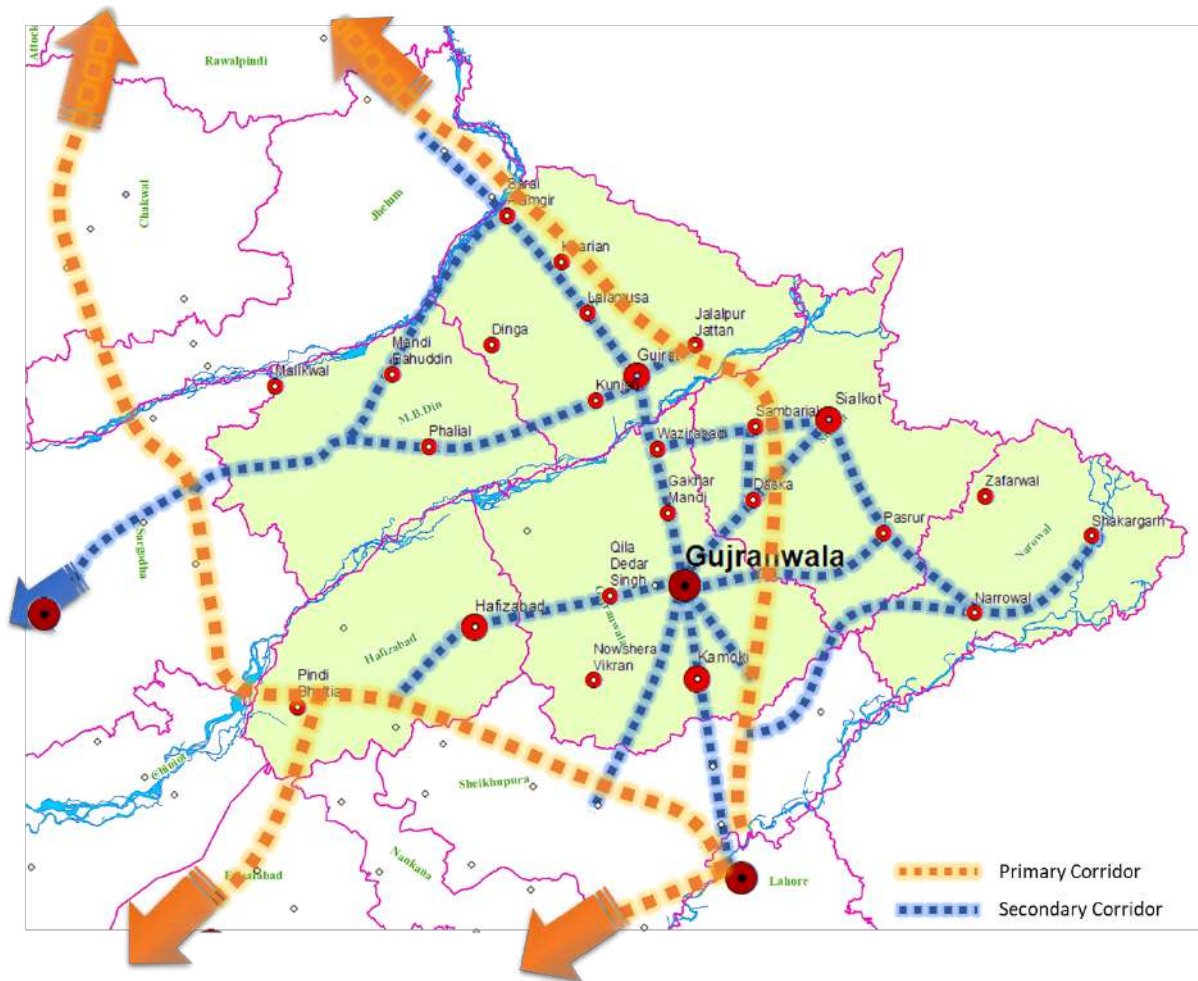


Figure 3.9: Integrated Road Transport Corridors for Inter and Intra-Regional Mobility

### 3.3.2. Project Identification

Various projects are identified that aim to achieve the level of service and ensure that the road network provides the connectivity highlighted in Figure 3.9. The prime motive is to maximise the utility and productivity of the provincial network by ensuring and upgrading high speed connectivity to the areas which do not have direct access to the national network. A holistic approach is provided that entails

- a) Newly Identified Projects
- b) Ongoing Projects that are part of ADP, which helps to achieve integrated mobility

A list of the road corridors that need to be upgraded in order to achieve the integrated mobility and cater the present and future needs of transportation is highlighted in the Figure below.



*Figure 3.10: Road Corridors that need to be upgraded*

### **3.3.2.1. New Proposed Project**

In order to develop the corridors, nine (09) projects are identified for Gujranwala region. The spatial location of the projects is shown in Figure 3.12 and listed in Table 1 below. Eight out of nine road are proposed to be either converted to dual carriageway 4 lane road or rehabilitate the existing dual carriageway. While one of the roads is proposed to be widened to two-lane single carriageway road since the traffic at the road does not warrant dualization in near future.

Total proposed road schemes sum upto 370 km that will be developed at the cost of 33,751 million rupees. Out of these 370 km roads, 225 km are proposed to be converted to dualized roads, 102 km are rehabilitation of existing roads, and 42 Km is widening of road to two lane road. Cost breakup based on the proposed construction type is give in Figure 3.11. Detail of the projects are attached at Annex – C of the report.

Table 1: List of proposed road projects/ schemes for Gujranwala Region

Project	Project Outline	Length (km)	Cost (Mn Rs)
R1	Dualization of Road from Gujranwala to M-2 Interchange at Kot Sarwar via Hafizabad	71	7,750
R2	Dualization of Road from Gujranwala Bypass to Lahore Sialkot Motorway via Eimanabad	24	2,596
R3	Rehabilitation of Road from Narowal to Muridke interchange at M-11	65	7,150
R4	Dualization of Road from Kathiala Sheikhan to Phalian	17	510
R5	Dualization of Gujranwala Pasrur Road	50	5,489
R6	Dualization of Narowal Shakarghar Road	42	4,620
R7	Rehabilitation & Improvement of Sialkot Wazirabad Road	37	4,048
R8	Widening/ Improvement of Road from M.B. Din to Siraye Alamghir	43	1,278
R9	Rehabilitation of Road from Kharian to Dinga	22	2,409
<b>Total</b>		<b>369</b>	<b>33,751</b>

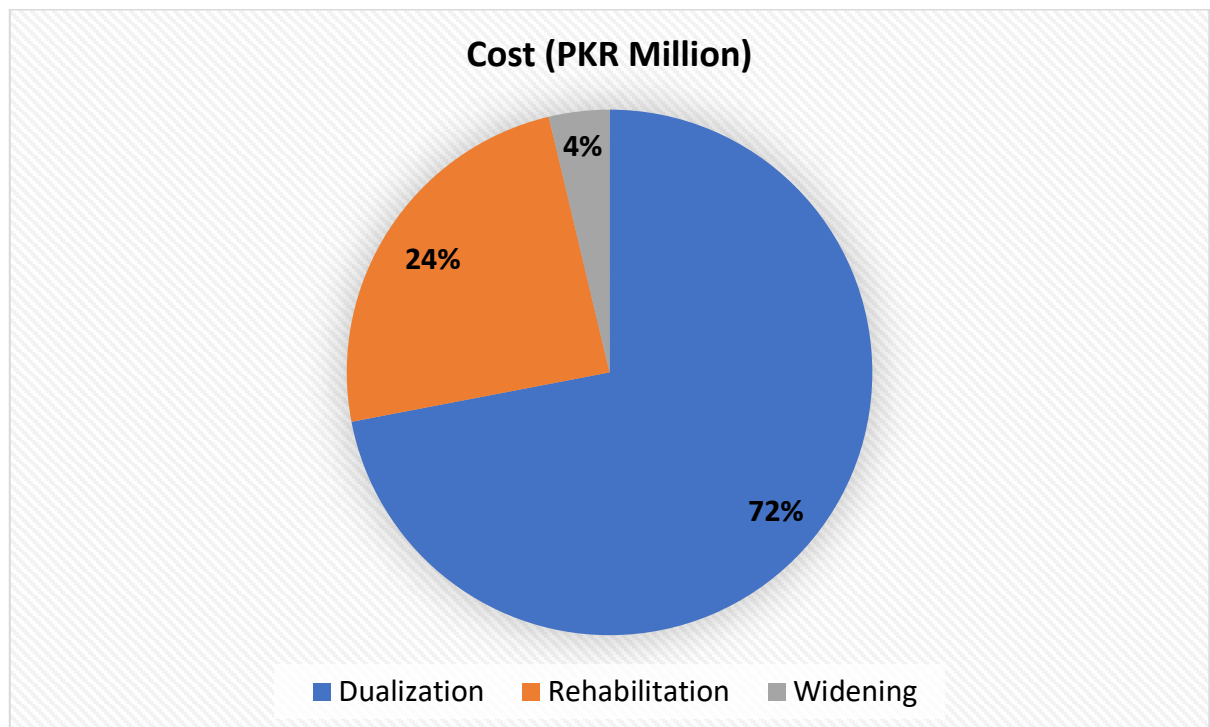


Figure 3.11: Breakup of Cost based on intervention type

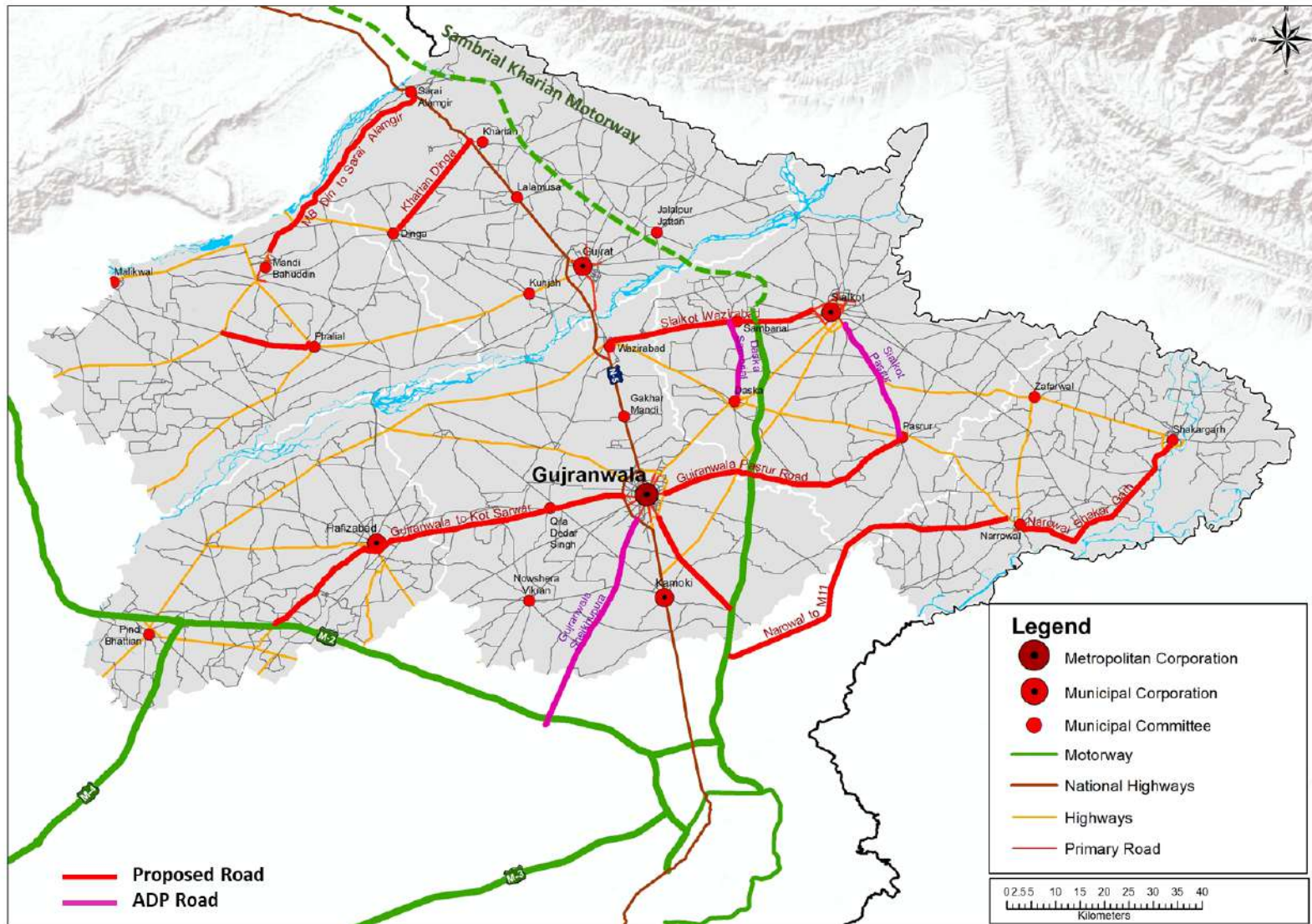


Figure 3.12 Spatial Portrait of Proposed Road

### 3.3.2.2. Ongoing Projects

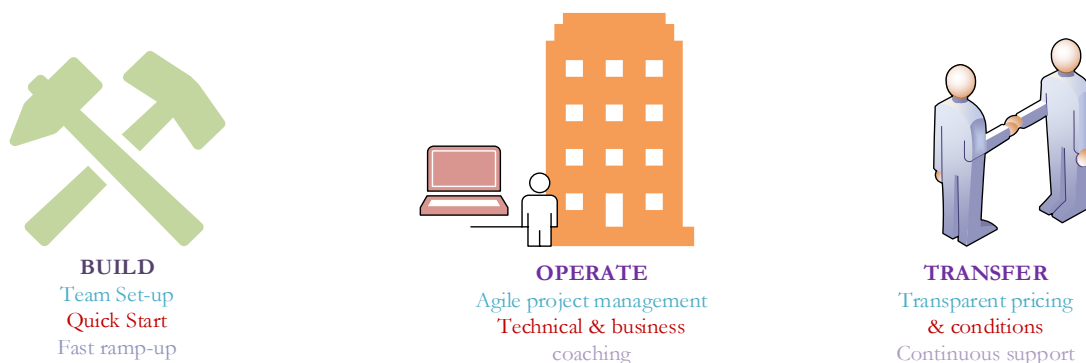
In addition to the proposed projects, three ongoing schemes worth 4,647 million rupees are already included in the Annual Development Plan of Communication and Works Department. These roads are important links to achieve the holistic mobility plan proposed in earlier section. The list of schemes is given in the table below.

*Table 2: List of Notable Schemes under ADP*

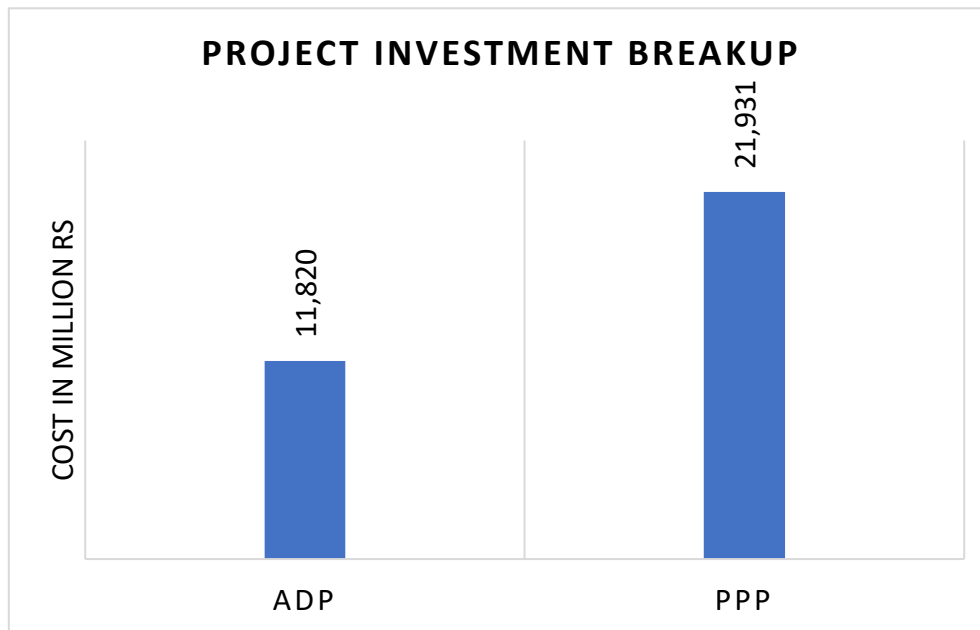
Sr No.	Project Outline	Cost (Millions)
1	Dualization of Sialkot Pasrur Road, District Sialkot	1,924
2	Dualization of Sheikhpura-Gujranwala road	1,386
3	Construction of Dual carriageway from Daska to Sambrial L=16.00 km District Sialkot	1,337

### 3.3.3. Implementation Mode

The proposed projects are estimated to cost around 34 Billion Rupees. It is not feasible to fund all of the projects through Government Financing. The roads have potential to become financially feasible where traffic is sufficiently high that tolling of the road can return the investment amount. Therefore, Public Private Partnership mode is proposed for the projects with high expected returns. A detailed financial feasibility is required to verify the suitability of the scheme at PPP mode but for this study, a proposal is made for selection of road projects in PPP mode based on the available traffic counts.



Further, Build Operate Transfer (BOT) mode is preferred for building the road infrastructure. This method has been successfully implemented across the world and in Pakistan.



*Figure 3.13: Break up of project investment cost based on implementation mode*

The list below provides the bifurcation of schemes

#### ADP

- Rehabilitation of Road from Narowal to Muridke interchange at M-11
- Dualization of Road from Kathiala Sheikhan to Phalian
- Dualization of Narowal Shakarghar Road

#### PPP

- Dualization of Road from Gujranwala to M-2 Interchange at Kot Sarwar via Hafizabad
- Dualization of Road from Gujranwala Bypass to Lahore Sialkot Motorway via Eminabad
- Dualization of Gujranwala Pasrur Road
- Rehabilitation & Improvement of Sialkot Wazirabad Road
- Widening/ Improvement of Road from M.B. Din to Siraye Alamghir
- Rehabilitation of Road from Kharian to Dinga

### 3.3.4. Project Phasing

The projects are phased based on their importance and urgency to uptake the projects. The projects that are expected to bring maximum dividends are proposed to be executed in short term priority. Three roads are included in short-term phase, five in medium term phase and two in long term phase.

#### Ongoing Schemes

- Dualization of Sialkot Pasrur Road, District Sialkot
- Dualization of Sheikhpura-Gujranwala road
- Construction of Dual carriageway from Daska to Sambrial L=16.00 km District Sialkot

#### Short Term

- Dualization of Road from Gujranwala to M-2 Interchange at Kot Sarwar via Hafizabad
- Dualization of Road from Gujranwala Bypass to Lahore Sialkot Motorway via Eminabad
- Rehabilitation of Road from Narowal to Muridke interchange at M-11

#### Medium Term

- Dualization of Road from Kathiala Sheikhan to Phalian
- Dualization of Gujranwala Pasrur Road
- Dualization of Narowal Shakarghar Road
- Rehabilitation & Improvement of Sialkot Wazirabad Road

#### Long Term

- Wideining/ Improvement of Road from M.B. Din to Siraye Alamghir
- Rehabilitation of Road from Kharian to Dinga

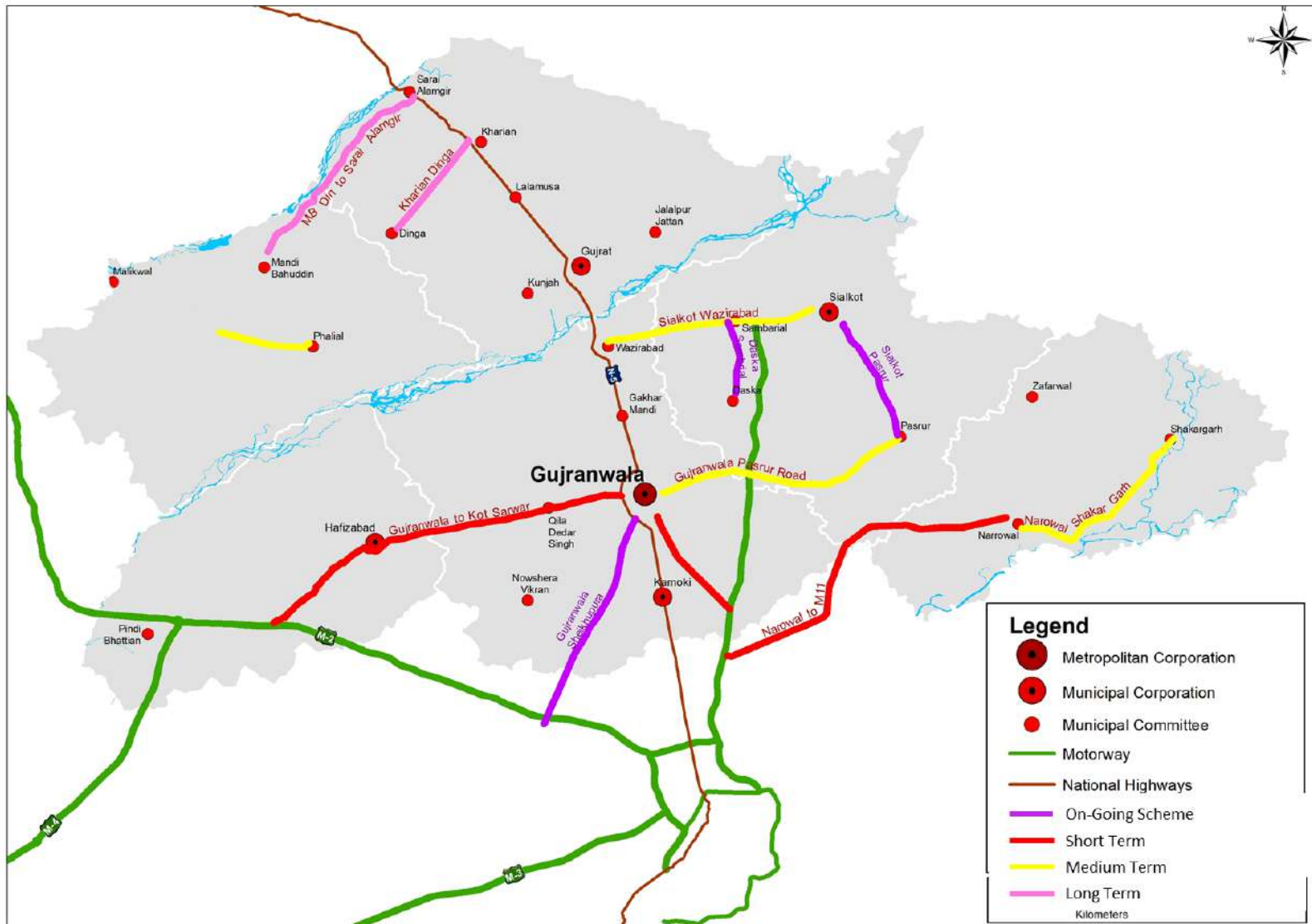


Figure 3.14: Phasing of Proposed Road Projects





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# PUBLIC TRANSPORT

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Gujranwala | *Regional plan*

## 4 PUBLIC TRANSPORT

Public transport, by definition, connotes the act or the means of conveying a large number of people, as opposed to individual vehicles carrying very few people at a time. Intercity public transport refers to the movement of people from one city to another with means of buses, wagons and rail systems. Intercity public transportation is integral to the nation's surface transportation. Intercity bus, as regularly scheduled bus service for the general public, operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, that has the capacity for transporting baggage carried by passengers, and that makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available. Intercity bus Terminal is an important element in the operation of intercity bus services. Their design, location and the facilities which are provided in terminals for the passengers, affect the effectiveness of transport system. Figure below **Error! Reference source not found.** shows a schematic diagram of the major components involved in an intercity trip. Originating and Destination Stations can be local bus stop etc.

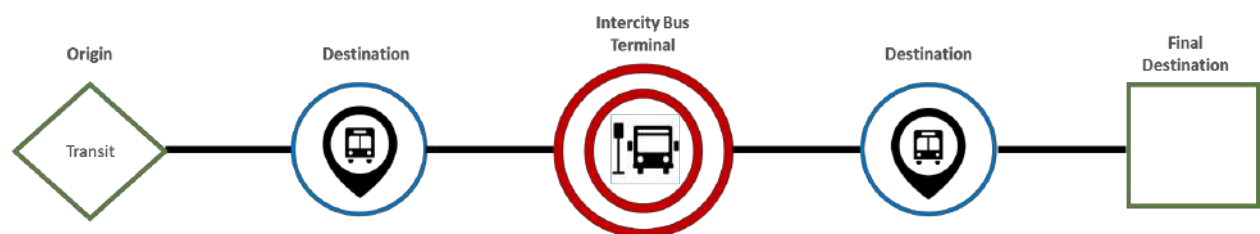


Figure 4.1: Schematic Diagram of Intercity Trip

### 4.1. Intercity Bus Terminals

An intercity bus terminal is a structure where intercity buses stop to pick up and drop of passengers who have travelled for different purposes. They incorporate more passenger amenities than ordinary bus stops, have extensive shelter and other facilities such as parking, information booths and ticket windows. Such facilities are a fixed location that has

infrastructure which contains waiting area with a variety of services. In Punjab, intercity bus terminals are classified into A, B, C and D class terminals. At district level, the District Regional Transport Authority (DRTA) is responsible for regulation of C and D class terminals. C class terminals are administered by Local Government whereas, D class terminals are operated by private owners. General Bus Stands in Punjab are classified in C class terminals. Table 3 shows the existing terminals operating in Gujranwala division.

*Table 3 No. of Intercity Bus Terminals in Gujranwala Division*

Sr. #	District	No. of Terminals	
		C Class	D Class
1	Gujranwala	4	19
2	Gujrat	1	0
3	Hafizabad	2	12
4	M.B.Din	2	8
5	Narowal	0	5
6	Sialkot	3	18
<b>Total</b>		<b>12</b>	<b>62</b>

There are four (04) General Bus Stands (GBS) in Gujranwala district, out of which two (02) GBS are situated in Wazirabad, one (01) GBS is situated in Noweshra Virkan and (01) GBS is situated in Gujranwala city. Similarly, there are two GBS in Hafizabad District, one (01) in Pindi Bhattian and one (01) in Hafizabad city. There are three (03) GBS in Sialkot District, one (01) in Sialkot city, one (01) in Daska and one (01) in Pasrur. There are two GBS in Mandi Bahuddin district, one (01) in M.B. Din and one (01) in Malakwal. Following figure shows the locations of C class and D class terminals in Gujranwala division.

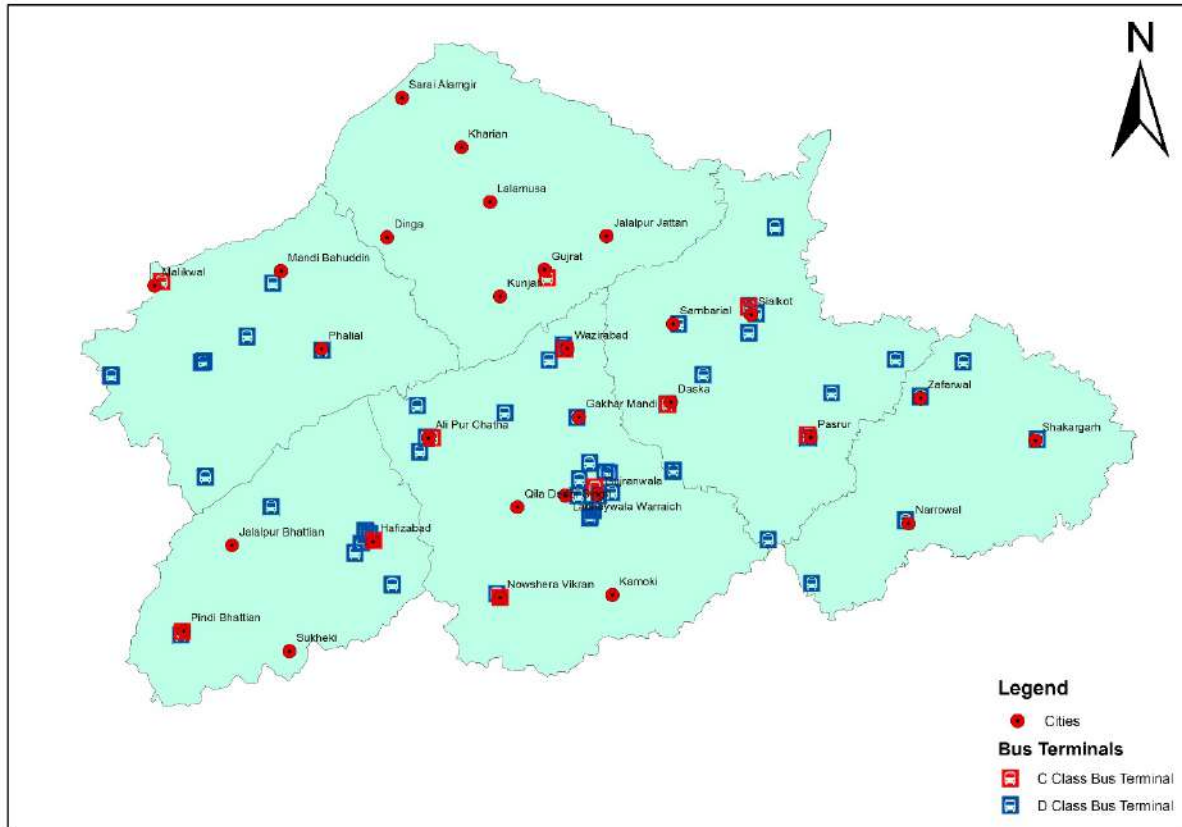


Figure 4.2: Class wise Bus Terminals in Gujranwala Region

### Modern Intercity Bus Terminals

A bus terminal is the point at the start/end of a bus route, where the vehicles stop, reverse and wait, before departing on the return journey. It also serves as a station for passengers to board and alight. Evidently, at a bus terminal, parameters addressing passenger and operator requirements overlap. It is the site for interchange between large volume of bus and passenger traffic. This demands that the facilities at a bus terminal be planned systematically and that user requirements be addressed in such planning that it will increase the attractiveness of the public transportation. The primary infrastructural requirements for bus terminals respond to the bus and passenger demand within a given site. Identified infrastructural elements consume space based on planned capacity, which when aggregated defines the site area requirement for a proposed terminal facility. Following are the primary infrastructural requirements for intercity bus terminals:

- a. Terminal Building

- b. Bus Boarding Bays
- c. Idle Bays
- d. Bus Maintenance Facilities
- e. Private Vehicle Parking
- f. Lighting
- g. Signage

Ancillary facilities to be considered with regard a bus terminal's infrastructure development can be classified for three different user types. These include passengers, terminal staff and bus staff.

- 1. Passenger areas
  - a. Ticketing and queuing
  - b. Passenger waiting areas
  - c. Passenger conveniences (drinking water facilities and toilets)
  - d. Passenger circulation
  - e. Boarding/Departing areas
  - f. Facility entry
  - g. Tourist information
  - h. Security, including CCTV cameras
  - i. Retail, concessions and lease space
  - j. Dormitories and lodging (if required)
  - k. Cloak room
  - l. Railway reservation
- 2. Areas for terminal staff
  - a. Revenue office
  - b. Security and information
  - c. Ticketing booth
  - d. Resting room
  - e. Staff conveniences (drinking water facilities and toilets)
  - f. Canteen
  - g. Maintenance staff (chairs and lockers)

- h. Control room (CCTV surveillance)
- 3. Areas for bus staff
  - a. Canteen
  - b. Resting areas
  - c. Lodging areas (if required)
  - d. Bus staff conveniences (drinking water facilities and toilets)

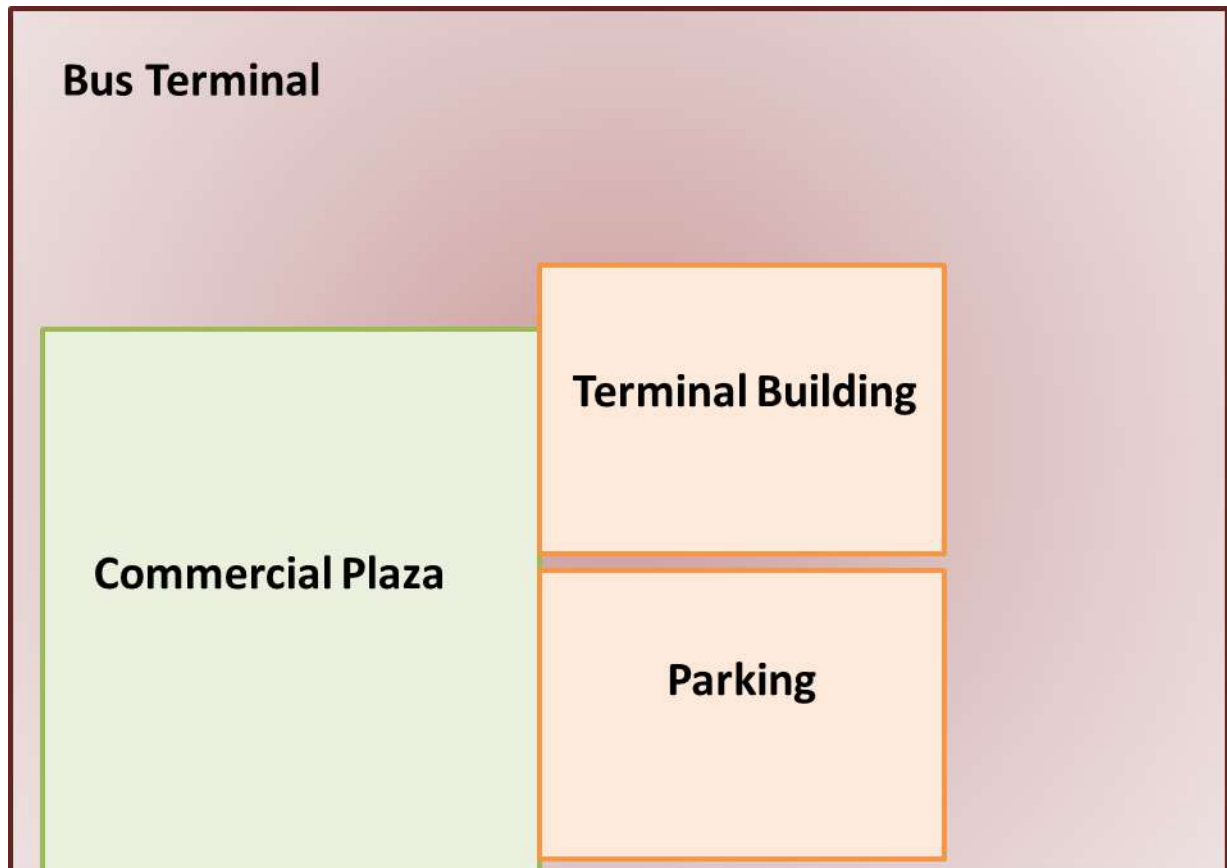


Figure 4.3: Schematic Diagram of Modern Bus Terminal

## 4.2. Assessment

Local government administer and maintain B and C class bus terminals; therefore, only those bus terminals were assessed based on the facilities available on these terminals. Terminal's location plays an important role with respect to the traffic congestions within the city. It is evident from the numerous studies that intercity bus terminals located within the city create congestion. In particular, bus terminals located within the city can cause severe traffic congestion both within the terminal itself and on surrounding streets through the

concentration of buses arriving and departing the bus terminal. In Gujranwala division, all the intercity bus terminals are located within the city, thus, they create severe traffic congestion on the links approaching to the terminal as well as on the surrounding streets. Similarly, same entry and exit point at bus terminals also cause traffic congestion within the terminal and approach roads. All the bus terminals in Gujranwala division have different entry and exit points except GBS in Wazirabad and Noweshra Virkan.

Intercity bus terminals include many facilities for passengers who are travelling to other cities for work/ social activity. These facilities include terminal building, availability of waiting area for passengers, toilet facilities for passengers, parking for private vehicles, ticketing/ information booth and sheds availability for boarding area. The above-mentioned facilities are important to ensure for quality traveling of the passengers. Similarly, information booth, waiting area and other facilities are also necessary for enhancing usage of public transportation so that passengers prefer public transportation for traveling to other cities. Figure 18 shows the detailed assessment of these facilities on the GBS in Gujranwala division.

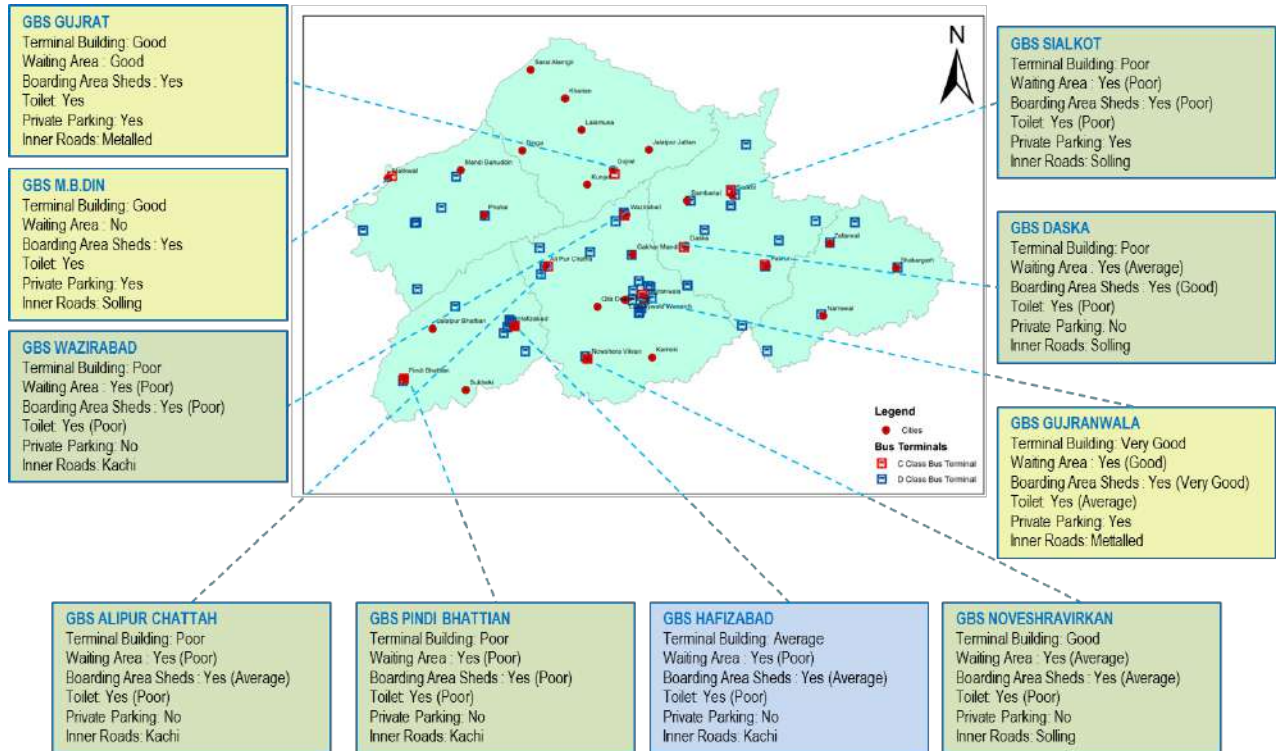


Figure 4.3: Assessment of Facilities

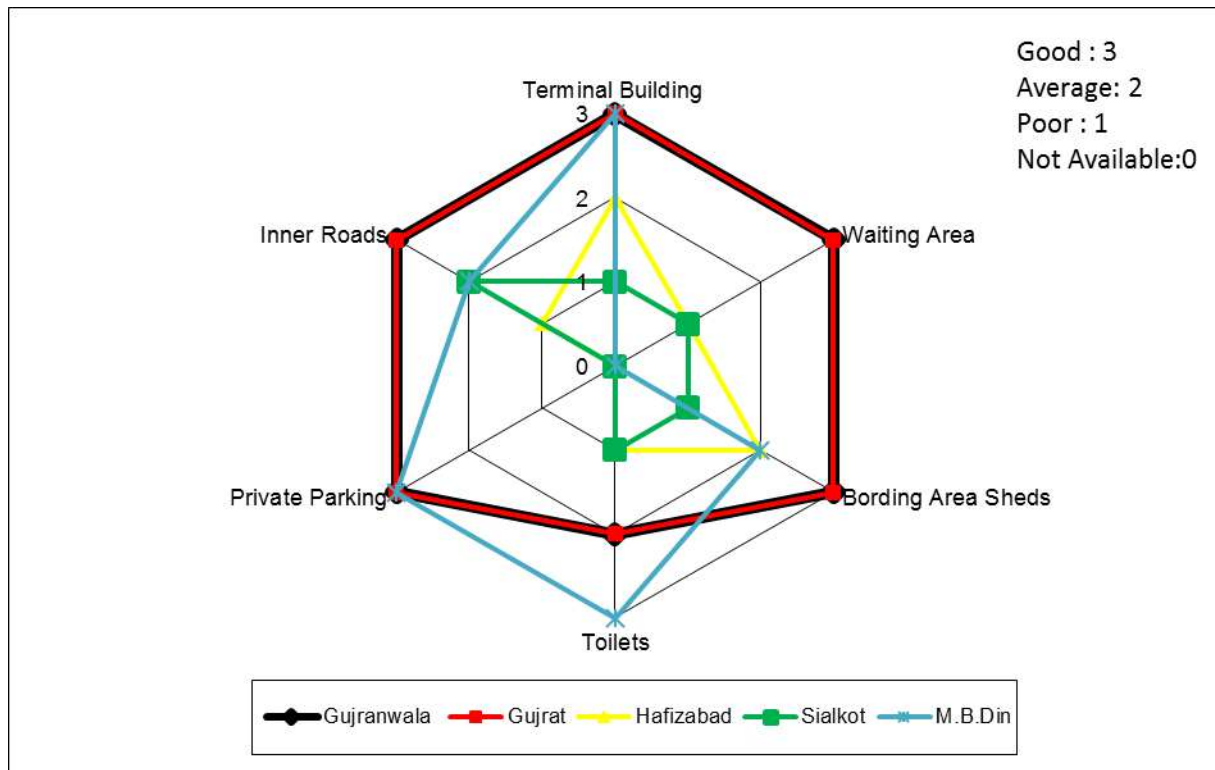


Figure 4.4: Assessment of facilities

#### 4.2.1. Inter-Regional Connectivity

Gujranwala division is the third largest centre of industrial production in Pakistan. People move from one city to another to fulfil their social and work/ business activity. Gujranwala division is well connected and provides public transport to the other parts of the country. **Error! Reference source not found.** shows the intra-regional and inter-regional public transportation connectivity. Buses/ public transport from bus terminals use high speed road network to take passengers to other parts of the country. However, public transportation utilizes provincial highways for intra-regional movement of passengers.

Public transportation from bus terminals in Gujranwala Division gives accessibility to major cities i.e. Lahore, Rawalpindi/ Islamabad, Faisalabad. However, there are no designated public transport routes for Karachi and Quetta.

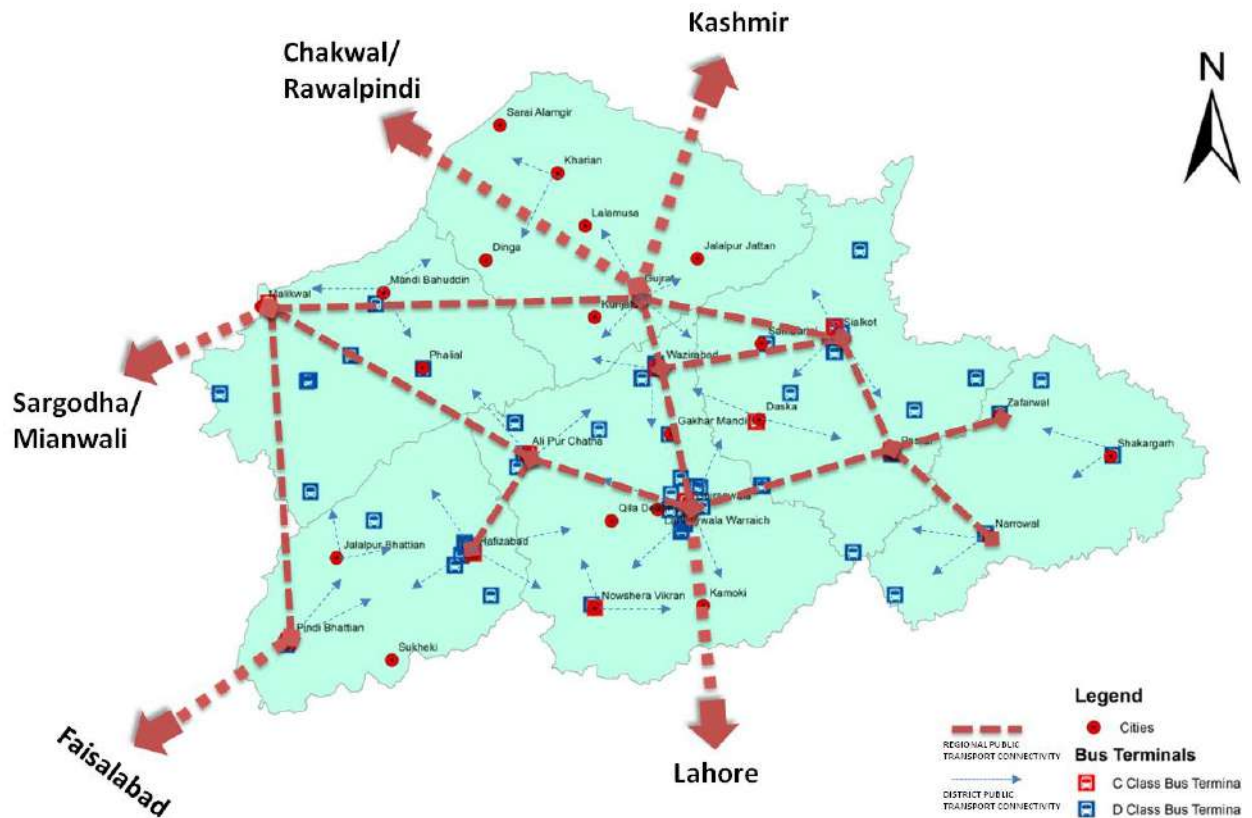


Figure 4.5: Intra-regional and inter-regional public transportation connectivity

### 4.3. Interventions

All the interventions are proposed considering the economic activity within the region and need of people for Inter-Region and Intra Region movement.

Gujranwala is the Pakistan's third largest centre of industrial production, after Karachi and Faisalabad. Gujranwala, along with the nearby industrial cities of Sialkot and Gujrat City, form what is sometimes referred to as the Golden Triangle in reference to their relative prosperity and export-oriented industrial base. Gujranwala is known as the centre for manufacture and export of sanitary fittings, auto parts and electric fans. Similarly, Sialkot is the world's largest producer of hand-sewn footballs, with local factories manufacturing 40-60 million footballs a year, amounting to roughly 60% of world production. Sialkot is also the world's largest centre of surgical instrument manufacturing.

As the Gujranwala division is the centre of the economic activity and people from all over the country travel to Gujranwala division for work/ business activity. The industries in Gujranwala division employ more than 750,000 people. Therefore, it is the dire need of the region to have state of the art/ modern bus terminals for movement of passengers to other cities.

### **On-Going Project**

General Bus Stand in Sialkot falls in the administration of Sialkot Cantonment Board (SCB). Recently, SCB has initiated a project to undertake rehabilitation and construct a state of the art bus terminal as well as the construction of shopping plaza to provide modern facilities at bus terminal and to increase revenue. Following figure shows the conceptual design of GBS Sialkot. The project will be completed in 2023.

*Table 4 Project of construction bus terminal in Sialkot*

Sr. No.	Project	Estimated Cost (Millions)
1	Construction of Modern Bus Terminal Sialkot	1,730



Figure 4.7: Conceptual design of GBS Sialkot

## Proposed Projects

Considering the economic activity of the Gujranwala division, six (06) projects are proposed which are listed in the table below. Four (04) projects are proposed to be financed through ADP whereas, two (02) projects i.e., Construction of modern bus terminal in Gujranwala and Gujrat are proposed on PPP mode. The rationale for proposing projects on PPP mode is that GBS in Gujranwala and Gujrat have larger areas for construction of commercial/ shopping plazas. Commercial plaza and private parking at bus terminals can return the investment amount. However, a detailed financial feasibility is required to verify the suitability of the scheme at PPP mode but for this study, a proposal is made for selection of projects in PPP mode based on the potential of commercial plaza and private parking. However, Rehabilitation of General Bus Stands in Hafizabad, Wazirabad and M.B. Din is proposed on ADP.

*Table 5 Proposed Project in Gujranwala division*

Sr. No.	Project	Estimated Area (SFT)	Estimated Cost (Millions)	Implementation Mode
1	Construction of Modern Bus Terminal Gujranwala	517,744	1,682	PPP
2	Construction of Modern Bus Terminal Gujrat	288,473	937	PPP
3	Rehabilitation of General Bus Stand Hafizabad	54,704	37	ADP
4	Construction of General Bus Stand Narowal	-	-	ADP
5	Rehabilitation of General Bus Stand Wazirabad	-	-	ADP
6	Rehabilitation of General Bus Stand M.B. Din	85,581	57	ADP

## ANNEXURE – A: METHODOLOGY

Rapid assessment of transport infrastructure is done through a combination of field visits and stakeholder consultations. The following section briefs on the methodology adopted to assess the infrastructure mode wise.

### ASSESSMENT OF ROADS

Roads are to assessed against two parameters mentioned below.

- I. Pavement Condition
- II. Capacity of Road

### PAVEMENT CONDITION SURVEY

Physical condition of the road is assessed based on visual reconnaissance survey in which road are examined for potholes and surface cracks. A subjective assessment is done to rank the surveyed road section. A rank is than given to the section as per the criteria given below

Sr	Rank	Description
1	A	Road is in good condition with no cracks, rutting or potholes
2	B	Road is in average condition with few cracks, rutting but no potholes
3	C	Road is in Bad condition with high cracks or rutting and few potholes
4	D	Road is in Poor condition with high cracks, rutting and numerous potholes
5	U/C	Road is under-construction
6	S	Road Surface not metalled

### LEVEL OF SERVICE

Level of Service of the road is usually measured by conducting volume capacity analysis but it requires traffic count data of each road segment. If traffic counts are available with C&W department or resources are available for traffic counts, then traffic volume of important roads will be measured and Volume to Capacity Ration (V/C) of roads will be calculated to identify congested links in the network. Roads will be assigned a Level of Service corresponding to its V/C value given in table below

Level of Service	V/C Ratio
A	0.00 – 0.34
B	0.35 – 0.54
C	0.55 – 0.77
D	0.78 – 0.93
E	0.94 – 0.99
F	1.00 or >

However, due to limited resources an observational analysis of average speed is done at presumed peak hours that are commonly prevalent in Pakistan cities. Roads are then classified in three categories based on average speed. \* Design Speed will be based on the posted speed or the road class defined by UU (whichever available)

Sr	Rank	Description
1	Free Flow	Average speed $\geq$ Design Speed*
2	Borderline	Average Speed $\geq$ 50% of Design Speed*
3	Congested	Average Speed < 50% of Design Speed*

## ROAD MARKING AND ROAD SIGNAGE

A reconnaissance survey is done on selected road sections across the district to assess the provision of road marking and road signage. They are assessed against the standards given in Punjab Traffic and Transport Manual (PTTM).

## PUBLIC TRANSPORT STOP/ TERMINAL FACILITIES

Provision and condition of basic amenities at the selected C class bus terminal is done. Condition/ availability of the facility is assessed qualitatively and classified into one of the following categories:

Available	Unavailable
A. Good	
B. Average	
C. Poor	

Following parameters are assessed:

- Building
- Waiting area

- Sheds
- Boundary wall
- Information Centre
- Idle parking for buses
- Private parking
- Taxi parking
- Cleanliness
- Quality of drinking water
- Booking area of bus terminal
- Mosque facility
- Lighting system
- CCTV

## **STAKEHOLDERS MEETING DETAILS**

In order to understand the local needs meetings are conducted with the stakeholders. These include following key stakeholders

### **PUNJAB HIGHWAY DEPARTMENT**

- Ongoing/upcoming scheme details
- Traffic Counts Data
- Classification of Roads
- Road Maintenance Cost and Budget
- Sugarcess road locations and maintenance regime
- Traffic Signage and Pavement Marking

### **SECRETARY DISTRICT REGIONAL TRANSPORT AUTHORITY**

- Detailed map of intra-city public transport routes
- Number of valid Intra-City Route Permits by mode.
- Number of valid Inter-City Route Permits by mode.
- Name and Location of Bus Stops in the district
- Name and Location of inter-city Bus Terminals
- Route Detail of Qinqi Rickshaws (if any)

### **DC OFFICE / MUNICIPALITY**

- Concerns of DC regarding connectivity
- Detail of on-going road schemes in the district
- Details of upcoming / planned schemes in the district
- Condition of inter-city Bus Terminals
- Ghala Mandi Location concern

## ANNEXURE – B: ASSESSMENT

### ROADS

#### G.T. ROAD (N-5)

G.T. road (N-5) is a national highway having length of 1819 km and 4-lane dual carriageway. Some sections of N-5 are 6-lane dual carriageway. N-5 is the longest national highway in Pakistan and serves as an important north–south road artery, starting from Karachi and extending through Hyderabad, Moro and Khairpur in Sindh before crossing into Punjab province where it passes through Multan, Sahiwal, Lahore, Gujranwala, Gujrat, Jhelum and Rawalpindi. At Rawalpindi, it turns westwards and passes through Attock Khurd before crossing the Indus River into Khyber Pakhtunkhwa to continue through Nowshera and Peshawar before entering the Khyber Pass and reaching the border town of Torkham in the FATA. N-5 is in average pavement condition with few cracks, rutting and potholes at few sections of N-5. The road has good lane marking whereas few sections of the road has average lane marking. The road also has relatively high traffic flow including all types of traffic i.e., Passenger cars, buses, heavy vehicles, motorbikes and rickshaws.



#### GUJRANWALA – EIMANABAD ROAD

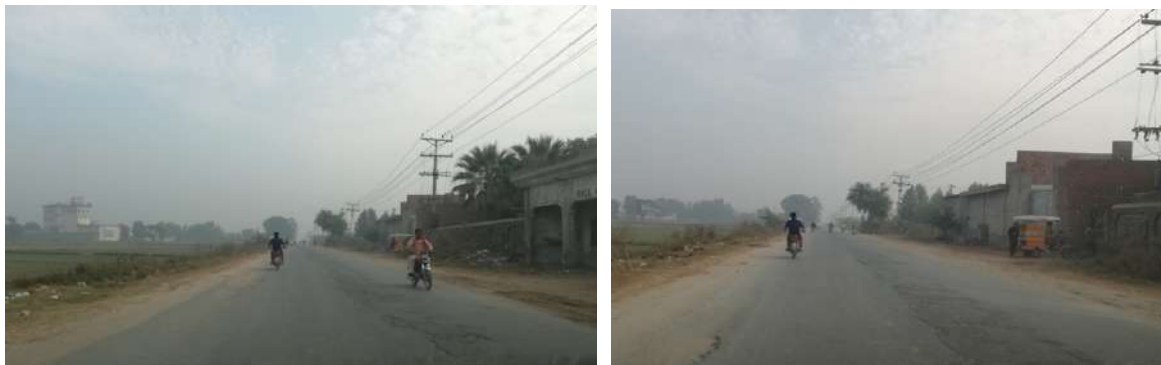
Gujranwala – Eimanabad road is a 2-lane single carriageway. This road is used for movement between Gujranwala city and Eimanabad. Gujranwala – Eimanabad road is highly deteriorated and in poor pavement condition with high cracks, rutting and potholes. This road

has no road furniture/ lane marking. The road also has relatively low traffic flow including Passenger cars, wagons, motorbikes and rickshaws.



### **Gujranwala – PASRUR Road**

Gujranwala – Pasrur road is a 2-lane single carriageway. Gujranwala – Pasrur road is in average pavement condition with relatively few cracks, rutting and potholes. The traffic flow on Gujranwala – Pasrur road is at borderline including all types of traffic i.e., Passenger cars, buses, heavy vehicles, motorbikes and rickshaws. This road has no road furniture/ lane marking.



### **Gujranwala – SHEIKHUPURA Road**

Gujranwala – Sheikhpura road is a 2-lane single carriageway. This road is highly deteriorated and relatively has low traffic flow but if the road is constructed, traffic flow may increase to the borderline traffic flow. Gujranwala – Sheikhpura road has no road furniture/ lane marking.



### **Gujranwala – HAFIZABAD Road**

Gujranwala – Hafizabad road is 2-lane single carriageway. Gujranwala – Hafizabad road is in average pavement condition with relatively few cracks, rutting and potholes and some section of the road need repairing/ rehabilitation. The traffic flow on Gujranwala – Hafizabad road is congested including all types of traffic i.e., Passenger cars, buses, heavy vehicles, motorbikes and rickshaws. This road has no road furniture/ lane marking.



### **SIALKOT-WAZIRABAD Road**

Sialkot – Wazirabad road is a 4-lane dual carriageway. Sialkot – Wazirabad is an important road for freight movement and gives accessibility to Sialkot International Airport. Sialkot – Wazirabad road is in average pavement condition with relatively few cracks, rutting and potholes. The traffic flow on Sialkot – Wazirabad road is at borderline including all types of traffic i.e., Passenger cars, buses, heavy vehicles, motorbikes and rickshaws. This road has no lane marking whereas, road furniture is available on the road.



## GUJRAT - BHIMBER ROAD

Gujrat – Bhimber road is a 4-lane dual carriageway whereas some section of the road is 2-lane single carriageway. Gujrat – Bhimber is an important road for freight movement and gives accessibility to AJ&K. Gujrat – Bhimber road is in good pavement condition whereas, remaining section of the road is being dualized and there is ongoing construction. The traffic flow on Gujrat – Bhimber road is at borderline including all types of traffic i.e., Passenger cars, buses, heavy vehicles, motorbikes and rickshaws. This road has no lane marking whereas, some section of the road has road furniture/ lane marking.



## **DINGA - GUJRAT ROAD**

Dinga - Gujrat road is a 2-lane single carriageway. Dinga - Gujrat road is in poor pavement condition and it requires dualization whereas, section from Mandi Bahauddin to Salam Interchange on M-2 is already dualized and is in good pavement condition. The traffic flow on Dinga - Gujrat road is at borderline including all types of traffic i.e., Passenger cars, buses, heavy vehicles, motorbikes and rickshaws. This road has no lane marking.



## **SARAI ALAMGIR – MANDI BHAUDDIN ROAD**

Sarai Alamgir – Mandi Bahauddin road is a 2-lane single carriageway. Sarai Alamgir – Mandi Bahauddin road is in average pavement condition with relatively few cracks, whereas, some section of the road is highly deteriorated. The traffic flow on Sarai Alamgir – Mandi Bahauddin road is at borderline including all types of traffic i.e., Passenger cars, buses, heavy vehicles, motorbikes and rickshaws. This road has no lane marking.



### **DASKA – SIALKOT ROAD**

Daska – Sialkot road is a 4-lane dual carriageway. Daska – Sialkot road is in good pavement condition with no cracks, rutting and potholes. The traffic flow on Daska – Sialkot road is at borderline including all types of traffic i.e., Passenger cars, buses, heavy vehicles, motorbikes and rickshaws. This road has good road furniture/ lane marking.



### **SIALKOT – PASRUR ROAD**

Sialkot – Pasrur road is a 2-lane single carriageway. Some section of the road is being dualized whereas, the remaining section of the road is in poor pavement condition. The traffic flow on Sialkot – Pasrur road is at borderline including all types of traffic i.e., Passenger cars, buses, heavy vehicles, motorbikes and rickshaws. This road has no road furniture/ lane marking.



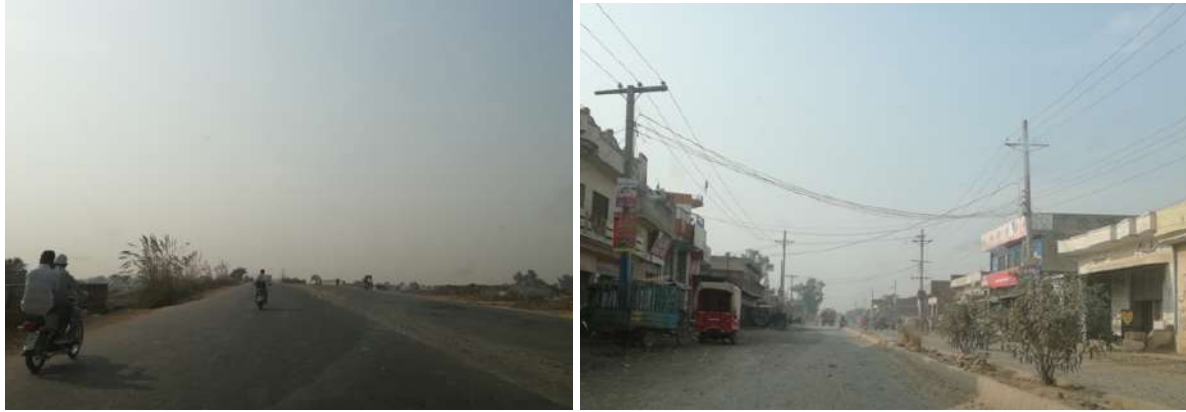
### **PASRUR – NAROWAL ROAD**

Pasrur – Narowal road is a 2-lane single carriageway. Pasrur – Narowal road is in good pavement condition with no cracks, rutting and potholes. Pasrur – Narowal has free flow of traffic including all types of traffic i.e., Passenger cars, buses, heavy vehicles, motorbikes and rickshaws. This road has good road furniture/ lane marking.



### **NAROWAL – MURIDKE ROAD**

Narowal – Muridke road is a 4-lane dual carriageway. Narowal – Mureedke road is in poor pavement condition with high cracks, rutting and potholes. The traffic flow on Narowal – Mureedke road is at borderline including all types of traffic i.e., Passenger cars, buses, heavy vehicles, motorbikes and rickshaws. This road has no road furniture/ lane marking.



### GENERAL BUS STAND GUJRANWALA

General Bus Stand (GBS) Gujranwala serves the people residing in the city in travelling to other parts of the country for work/ business activity. GBS Gujranwala is situated on Grand Trunk (G.T.) road in Gujranwala city. G.T. road is one of the congested primary roads and passes through the centre of Gujranwala. In terms of facilities availability at GBS Gujranwala, vehicle parking sheds, toilets, waiting area, information/ tickets booths are available and are in good condition. In terms of cleanliness, facilities such as waiting area, toilets and other facilities are not cleaned properly. **Error! Reference source not found.** shows the facilities available at GBS in Gujranwala city.





*General Bus Stand in Gujranwala City*

**Error! Not a valid bookmark self-reference.** shows the detailed assessment of the facilities available at C class terminals in Gujranwala district.

*Table 6 Detailed Assessment of the Facilities Available at C Class Terminals in Gujranwala District.*

Tehsil Name	Noweshra Virkan	Wazirabad	Wazirabad	Gujranwala City
<b>Terminal Name</b>	GBS Noweshra Virkan	GBS Wazirabad	GBS AlipurChattha	GBS Gujranwala
<b>Operational Status</b>	Yes	Yes	Yes	Yes
<b>Cleanliness</b>	Average	Poor	Poor	Average
<b>Terminal Shops</b>	TMA Shops	No	Private	TMA Shops
<b>Encroachment Outside</b>	Yes	No	Yes	No
<b>Terminal Building</b>	Yes	Yes	Yes	Yes
<b>Building Assessment</b>	Good	Poor	Poor	Very Good
<b>Waiting Area</b>	Yes	Yes	Yes	Yes
<b>Waiting Area Assessment</b>	Average	Poor	Poor	Good
<b>Booking Area</b>	Yes	Yes	Yes	Yes
<b>Booking Area Assessment</b>	Poor	Poor	Poor	Average
<b>Toilet Facility</b>	Yes	Yes	Yes	Yes
<b>Toilet Condition</b>	Poor	Poor	Poor	Average
<b>Lighting System</b>	Yes	Yes	Yes	Yes
<b>Lighting System Condition</b>	Good	Poor	Poor	Very Good
<b>Drinking Water Facility</b>	Yes	Yes	Yes	Yes
<b>Drinking Water Condition</b>	Average	Poor	Poor	Very Good

<b>Idle Parking Condition</b>	Average	Average	Good	Very Good
<b>Idle Parking Area</b>	Yes	Yes	Yes	Yes
<b>Boarding Area Sheds</b>	Yes	Yes	Yes	Yes
<b>Sheds Condition</b>	Average	Poor	Average	Very Good
<b>Boundary wall</b>	Yes	Yes	Yes	Yes
<b>Boundary wall Condition</b>	Average	Poor	Average	Very Good
<b>Taxi Parking</b>	No	No	No	Yes
<b>Private Parking</b>	No	No	No	Yes
<b>CCTV</b>	Yes	Yes	No	Yes
<b>Mosque</b>	Yes	No	No	Yes
<b>Refreshment Area</b>	Tea Stalls	Tea Stalls	Tea Stalls	Tea Stalls
<b>Drain System</b>	Open Drain	Open Drain	Open Drain	Sewerage
<b>Drain System Condition</b>	No Data	No Data	No Data	No Data
<b>Terminal Inner Roads</b>	Soling	Kachin	Kechi	Metalled
<b>Entry Exit Points</b>	At Same Point	At Same Point	At Same Point	At Different Points
<b>Vehicle Time Management</b>	First Come First Go	First Come First Go	First Come First Go	First Come First Go
<b>Terminal Location</b>	Within City	Old City	Outside City	Within City
<b>Lease Period</b>	State Land	State Land	State Land	State Land

## GENERAL BUS STAND GUJRAT

GBS Gujrat is situated on Grand Trunk (G.T.) road in Gujrat city. G.T. road is one of the congested primary roads and major traffic congestion is observed during peak hour near GBS. In terms of facilities availability at GBS Gujrat, vehicle parking sheds, toilets, waiting area, information/ tickets booths are available and are in average condition. In terms of cleanliness, facilities such as waiting area, toilets and other facilities are not cleaned properly. **Error! Reference source not found.** shows the facilities available at GBS in Gujrat city.



*General Bus Stand in Gujrat*

### GENERAL BUS STAND HAFIZABAD

GBS Hafizabad is situated on in Hafizabad city. Gujranwala road is one of the primary roads passing through the centre of Hafizabad. In terms of facilities availability at GBS Hafizabad, vehicle parking sheds, toilets, waiting area, information/ tickets booths are available and are in poor condition. In terms of cleanliness, facilities such as waiting area, toilets and other facilities are not cleaned properly. **Error! Reference source not found.** shows the facilities available at GBS in Hafizabad city.



*General Bus Stand in Hafizabad*

### GENERAL BUS STAND MANDIBAHAUDDIN

GBS Mandi Bahauddin is situated on Gujrat-Sargodha road in Mandi Bahauddin city. Gujrat-Sargodha road is one of the primary roads and passes through the centre of Mandi Bahauddin. In terms of facilities availability at GBS Mandi Bahauddin, vehicle parking sheds, toilets, information/ tickets booths are available and are in good condition. Whereas, there is no waiting area for passengers. In terms of cleanliness, Facilities such as toilets and other facilities are not cleaned properly. **Error! Reference source not found.** shows the facilities available at GBS in Mandi Bahauddin city.



*General Bus Stand Mandi Bahauddin*

## **GENERAL BUS STAND SIALKOT**

GBS Sialkot is situated on Jail road in Sialkot city and falls under the administration of Sialkot Cantonment Board (SCB). G.T. road is one of the congested primary roads and major traffic congestion is observed during peak hours on Jail road. In terms of facilities availability at GBS Sialkot, vehicle parking sheds, toilets, waiting area, information/ tickets booths are available is in poor condition. In terms of cleanliness, facilities such as waiting area, toilets and other facilities are not cleaned properly. Recently, SCB has initiated a project to undertake rehabilitation and construct a state of the art bus terminal at the GBS Sialkot which will be completed in 2022. **Error! Reference source not found.** shows the facilities available at GBS in Sialkot city.



*General Bus Stand in Sialkot*

*Table 7 Detailed Assessment of the Facilities Available at C Class Terminals in Gujrat, Sialkot, Hafizabad and M.B. Din District.*

Tehsil Name	Gujrat	Hafizabad	PindiBhat tian	M.B. Din	Daska	Sialkot
<b>Terminal Name</b>	GBS Gujrat	GBS Hafizabad	GBS PindiBhat tian	GBS M.B. Din	GBS Daska	GBS Sialkot
<b>Operational Status</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>Cleanliness</b>	Poor	Poor	Poor	Average	Poor	Poor
<b>Terminal Shops</b>	TMA Shops	TMA Shops	TMA Shops	TMA Shops	TMA Shops	TMA Shops
<b>Encroachment Outside</b>	No	No	No	Yes	Yes	Yes
<b>Terminal Building</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>Building Assessment</b>	Good	Average	Poor	Good	Poor	Poor
<b>Waiting Area</b>	Yes	Yes	Yes	No	Yes	Yes
<b>Waiting Area Assessment</b>	Good	Poor	Poor	-	Average	Poor
<b>Booking Area</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>Booking Area Assessment</b>	Average	Poor	Poor	Average	Poor	Poor

<b>Toilet Facility</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>Toilet Condition</b>	Average	Poor	Poor	Good	Poor	Poor
<b>Lighting System</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>Lighting System Condition</b>	Average	Poor	Poor	Good	Average	Average
<b>Drinking Water Facility</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>Drinking Water Condition</b>	Average	Poor	Poor	Good	Average	Poor
<b>Idle Parking Condition</b>	Average	Average	Average	Average	Average	Poor
<b>Idle Parking Area</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>Boarding Area Sheds</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>Sheds Condition</b>	Good	Average	Poor	Average	Good	Poor
<b>Boundary wall</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>Boundary wall Condition</b>	Good	Poor	Poor	Good	Good	Poor
<b>Taxi Parking</b>	Yes	No	No	Yes	Yes	Yes
<b>Private Parking</b>	Yes	No	No	Yes	No	Yes
<b>CCTV</b>	Yes	No	No	No	No	No
<b>Mosque</b>	Yes	Yes	Yes	Yes	Yes	Yes
<b>mosque as</b>	Very Good	Average	Good	Average	No Data	No Data
<b>Refreshment Area</b>	Hotels	Tea Stalls	Tea Stalls	Tea Stalls	Tea Stalls	Tea Stalls
<b>Drain System</b>	Sewerage	Open Drain	Open Drain	Open Drain	Sewerage	Sewerage
<b>Terminal Inner Roads</b>	Metalled	Kechi	Kechi	Soling	Soling	Soling
<b>Entry Exit Points</b>	At Different Points	At Different Points	At Different Points	At Different Points	At Different Points	At Different Points

<b>Vehicle Time Management</b>	First Come First Go	First Come First Go	First Come First Go	Time Schedule	First Come First Go	First Come First Go
<b>Terminal Location</b>	Within City	Within City	Within City	Within City	Within City	Within City
<b>Lease Period</b>	Annual Auction	TMA Owned	TMA Owned	No Data	No Data	SCB

## ANNEXURE – C: PROJECT PORTFOLIO

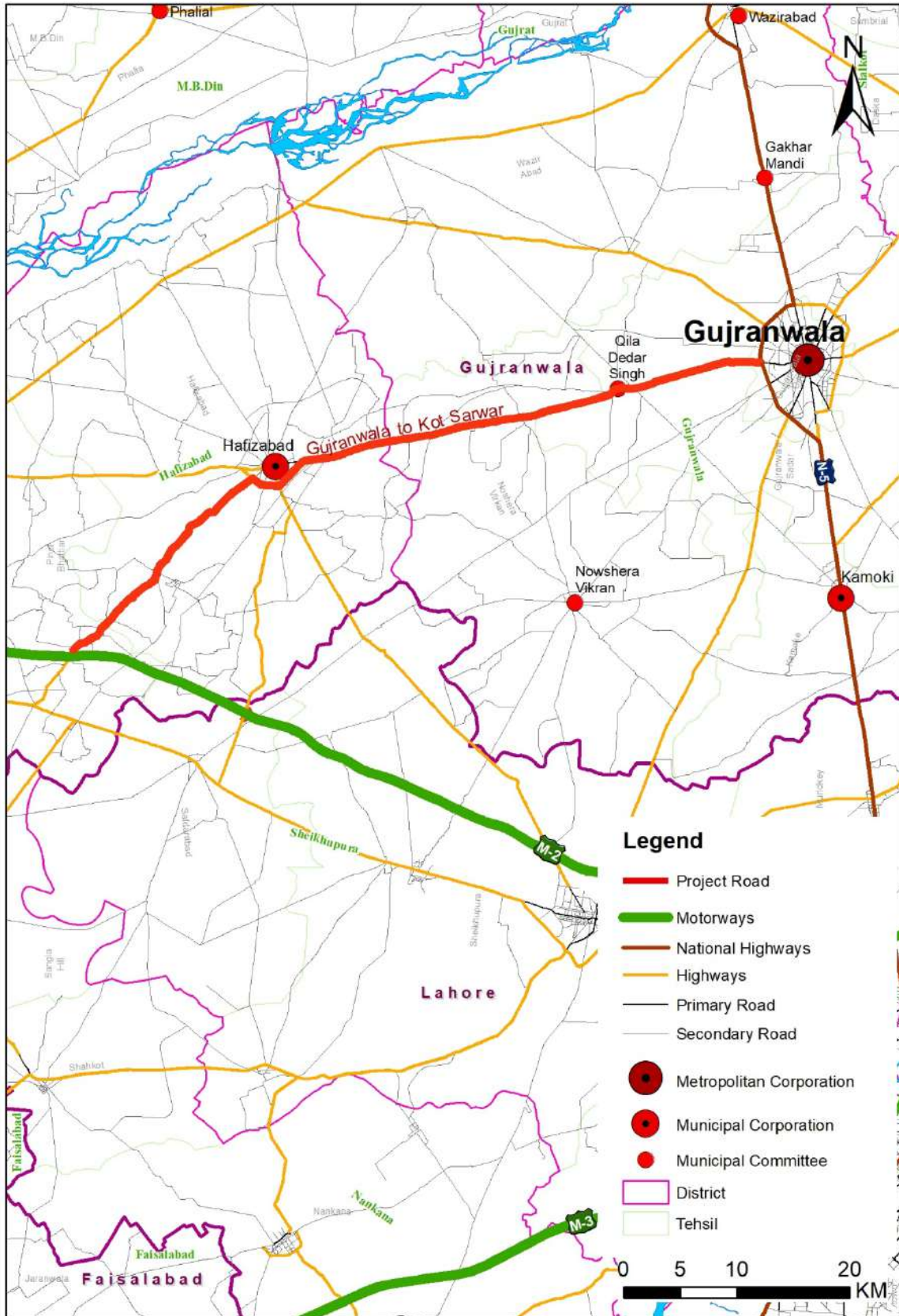
### PROJECT R1

***Project Title: Dualization of Road from Gujranwala to M-2 Interchange at Kot Sarwar via Hafizabad***

The proposed link connects Gujranwala to Lahore Islamabad Motorway M2 via Hafizabad. Most of the link passes through already existing provincial highway i.e., Gujranwala – Hafizabad road which is currently a 2-lane single carriageway road. The current traffic between Gujranwala and Hafizabad is high, standing at more than 22,000 vehicles per day. The road is 70.5 km long and will provide connectivity of Gujranwala Region to CPEC Corridor at Kot Sarwar Interchange of Lahore – Islamabad Motorway.

The proposed corridor will act as prime corridor for freight movement of Industrial produce from the Gujranwala, Sialkot, Sambrial and Daska industrial clusters. Furthermore, it will be the shortest and direct route to the CPEC corridor bypassing the need for travellers to move towards Lahore.

Project Name	Dualization of Road from Gujranwala to M-2 Interchange at Kot Sarwar via Hafizabad
<b>Via</b>	Qila Didar Singh, Hafizabad
<b>Districts</b>	Gujranwala & Hafizabad
<b>Length</b>	70.5 Km
<b>Type</b>	4-Lane Dual Carriageway
<b>Phase</b>	Short Term
<b>Total Cost</b>	Rs. 7,755 Million
<b>Implementation Mode</b>	PPP
<b>Metalled Width</b>	24' + 24' + 6' Shoulder
<b>Traffic Counts</b>	22000 VPD



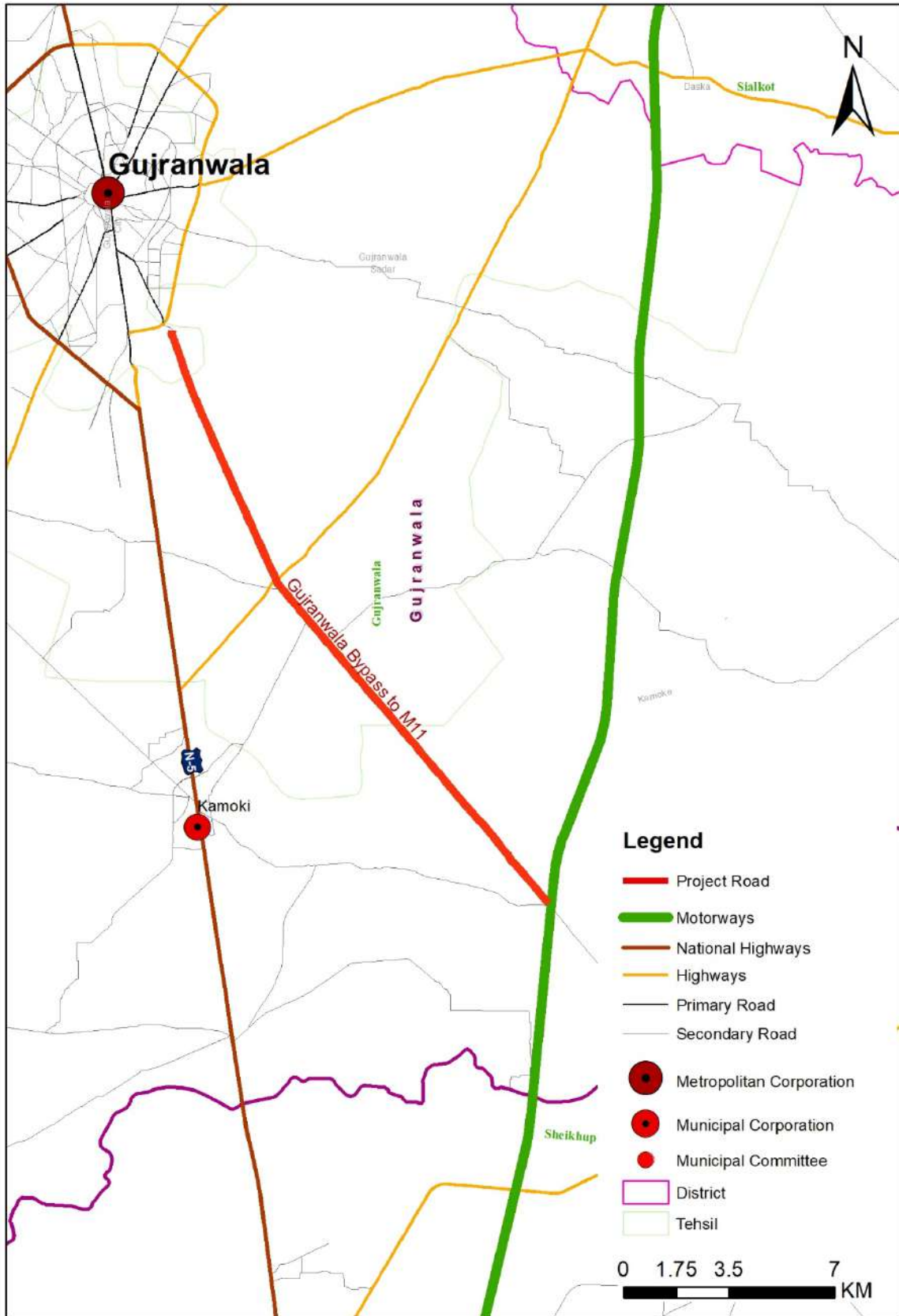
## PROJECT R2

### ***Project Title: Dualization of Road from Gujranwala Bypass to Lahore Sialkot Motorway via Eimanabad***

The proposed road link will connect Gujranwala to Lahore Sialkot Motorway M11 passing through Eimanabad. Current road is a 2-lane single carriageway road with and poor pavement condition. The current traffic between Gujranwala and Eimanabad is 15,500 vehicles per day. The proposed road is 23.6 km long route that is expected to increase mobility between Gujranwala and Eimanabad and enhance the connection of Gujranwala city to the Motorway Network.

The proposed route will be shorter link to the Gujranwala from the Motorway M11 for the traffic coming from and to southern areas of Gujranwala. It has the potential to become the prime access for the commuters to access Gujranwala city. The project has following salient features

<b>Project Name</b>	<b>Dualization of Road from Gujranwala Bypass to Lahore Sialkot Motorway via Eimanabad</b>
<b>Via</b>	Eimanabad
<b>Districts</b>	Gujranwala
<b>Length</b>	23.6 Km
<b>Type</b>	4-Lane Dual Carriageway
<b>Phase</b>	Short Term
<b>Total Cost</b>	Rs. 2,596 Million
<b>Implementation Mode</b>	PPP
<b>Metalled Width</b>	24' + 24' + 6' Shoulder
<b>Traffic Counts</b>	15500 VPD



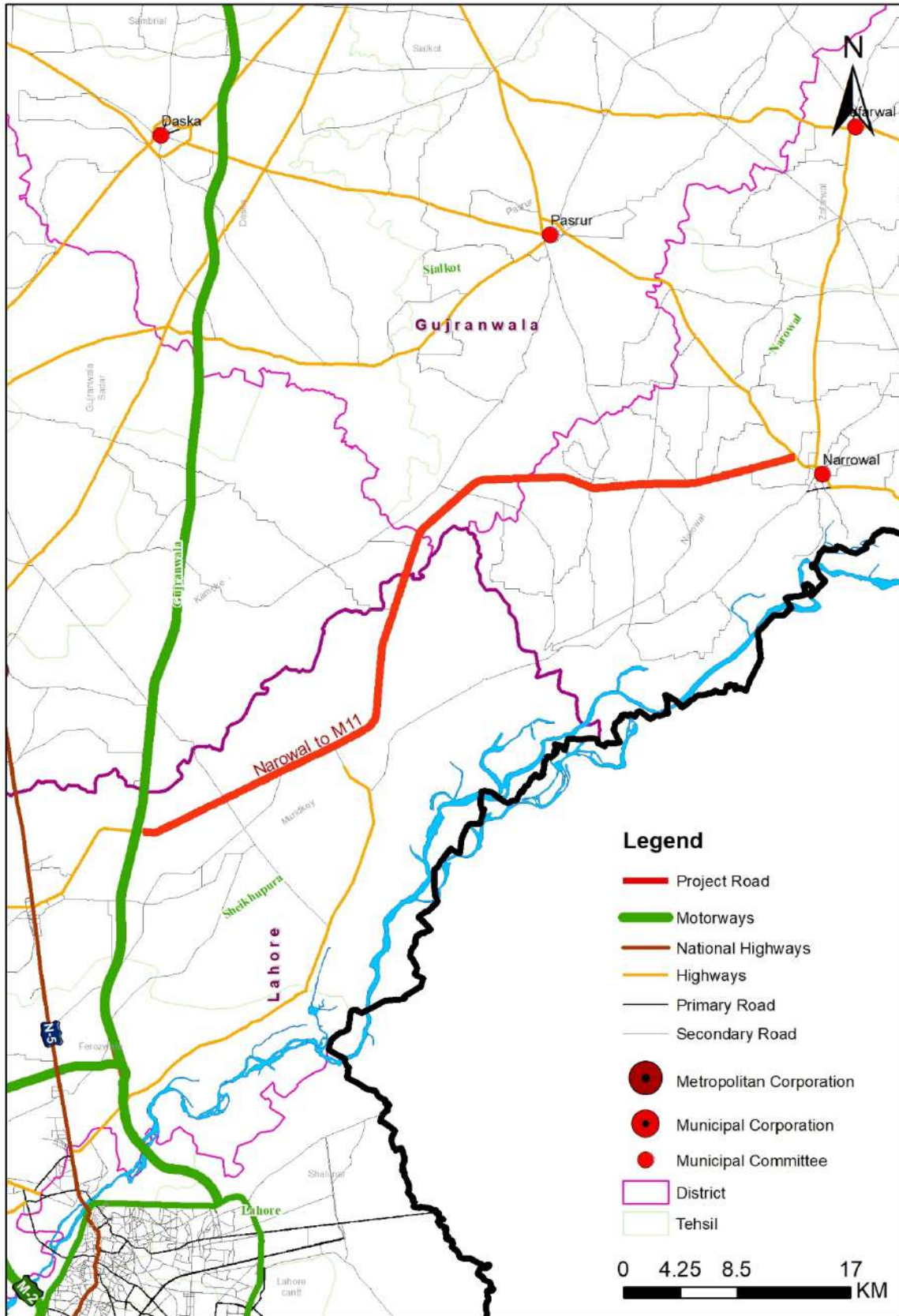
## PROJECT R3

### ***Project Title: Rehabilitation of Road from Narowal to Muridke interchange at M-11***

The proposed road is 65 km road that provides connectivity of Narowal, Shakargarh and Zafarwal to the National Highway and Motorway Network. Presently, Narowal Muridke road is a 4-lane dual carriageway road with extremely poor pavement condition. The current traffic between Narowal and Muridke is 8,111 vehicles per day. The road is of prime importance to enhance the connectivity of the Narowal district.

The proposed project entails rehabilitation of the road in order to restore the mobility and reduce the travel time for the residents of Narowal to M-11 and ultimately to the National Motorway network. The proposed project has following salient features.

<b>Project Name</b>	<b>Rehabilitation of Road from Narowal to Muridke interchange at M-11</b>
<b>Via</b>	Kot Abdullah
<b>Districts</b>	Narowal
<b>Length</b>	65 Km
<b>Type</b>	4-Lane Dual Carriageway
<b>Phase</b>	Short Term
<b>Total Cost</b>	Rs. 5,330 Million
<b>Implementation Mode</b>	ADP
<b>Metalled Width</b>	24' + 24' + 6' Shoulder
<b>Traffic Counts</b>	8111



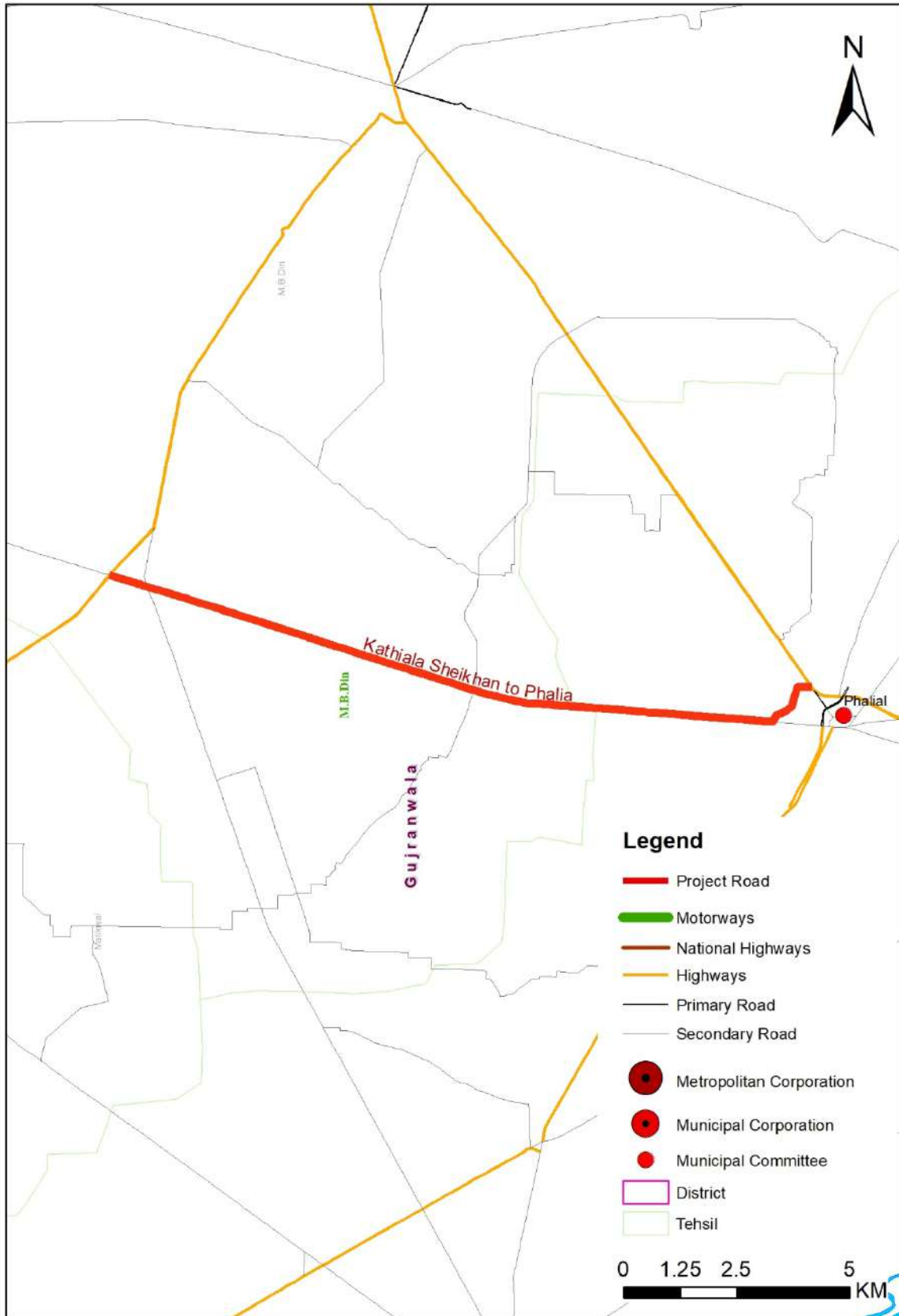
## PROJECT R4

### ***Project Title: Dualization of Road from Kathiala Sheikhan to Phalian***

The proposed road connects Sargodha Mandi Bahudin Section of Sargodha Gujrat Road to Phalia from Kathiala Sheikhan. It creates a bypass for the through traffic coming from Sargodha and Motorway M2 towards Gujrat. Kathiala Shaikhan – Phalia section is currently 2-lane single carriageway road which is in poor condition. The proposed road has length of 17 km and it will increase mobility between Gujrat and Sargodha.

It will shorten the route by significant amount and will provide direct link between Gujrat and Sargodha Corridor. The present length between the two road via Sargodha Gujrat Road is 30 km long whereas the project road will reduce the travel distance to 17 km saving 13 km of extra travel. It will therefore enhance the access of Motorway M2 to Gujrat and Phalia through more direct route.

Project Name		Dualization of Road from Kathiala Sheikhan to Phalian
<b>Via</b>		
<b>Districts</b>		M.B. Din
<b>Length</b>		17 Km
<b>Type</b>		4-Lane Dual Carriageway
<b>Phase</b>		Short Term
<b>Total Cost</b>		Rs. 1,870 Million
<b>Implementation Mode</b>		ADP
<b>Metalled Width</b>		24' + 24' + 6' Shoulder
<b>Traffic Counts</b>		9846

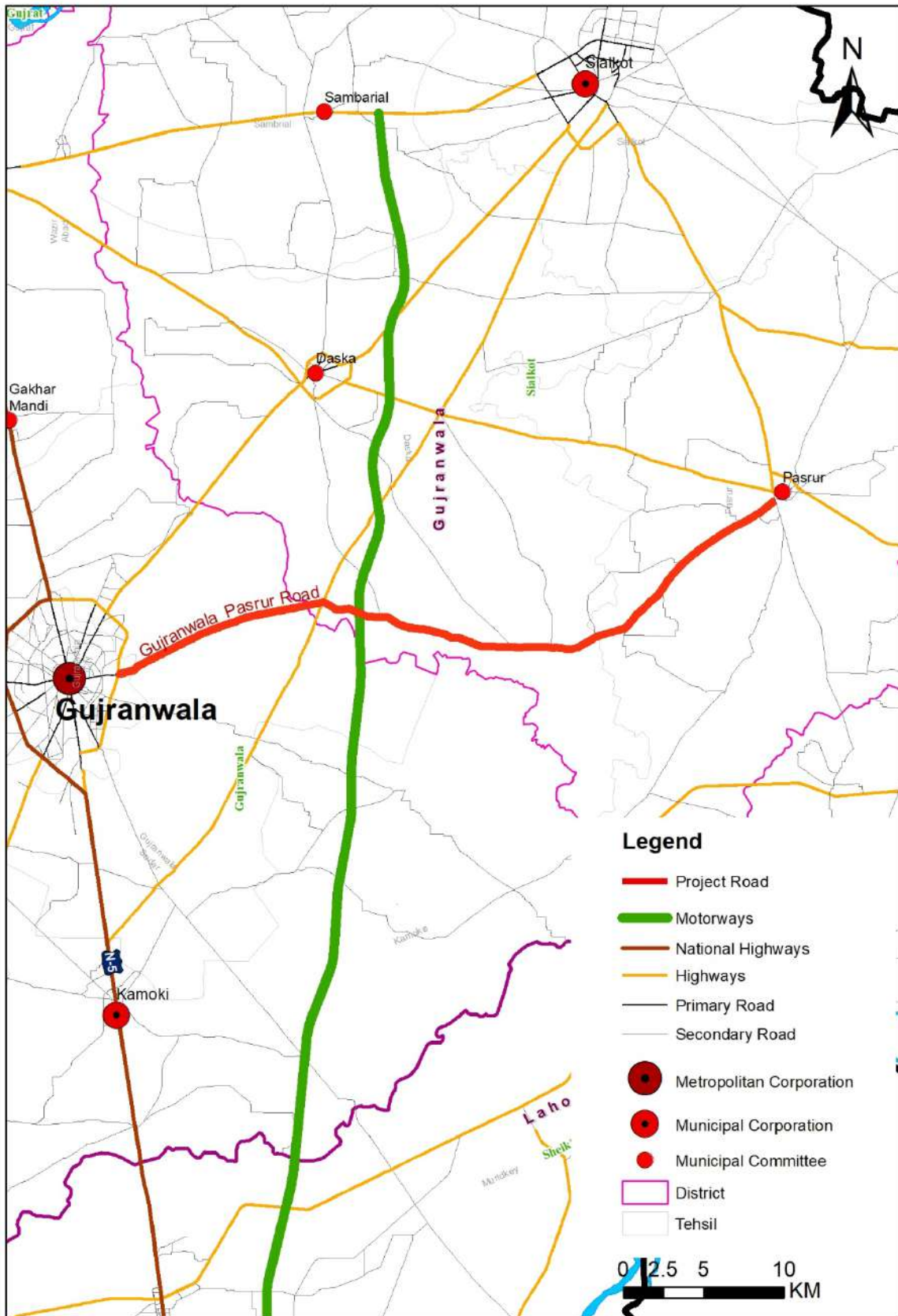


## PROJECT R5

### *Dualization of Gujranwala Pasrur Road*

Gujranwala Pasrur is a provincial highway providing east west connectivity and direct connection to Motorway M11 to both Pasrur and Gujranwala. Currently, the highway is a 2-lane single carriageway road which is in average pavement condition with few cracks, rutting and potholes. The road is 50 km long and the increasing traffic load of more than 15,000 VPD requires dualization of the road. This will enhance mobility between Gujranwala and Pasrur. Moreover, the proposed road will improve connectivity to M-11, consequently it will link the industries in the region to the national network providing north south mobility and the link will itself provide east west connectivity for intra-regional movement of people and goods.

<b>Project Name</b>	<b>Dualization of Gujranwala Pasrur Road</b>
<b>Via</b>	Chak Nizam
<b>Districts</b>	Gujranwala
<b>Length</b>	49.9 Km
<b>Type</b>	4-Lane Dual Carriageway
<b>Phase</b>	Medium Term
<b>Total Cost</b>	Rs. 5,489 Million
<b>Implementation Mode</b>	PPP
<b>Metalled Width</b>	24' + 24' + 6' Shoulder
<b>Traffic Counts</b>	15424



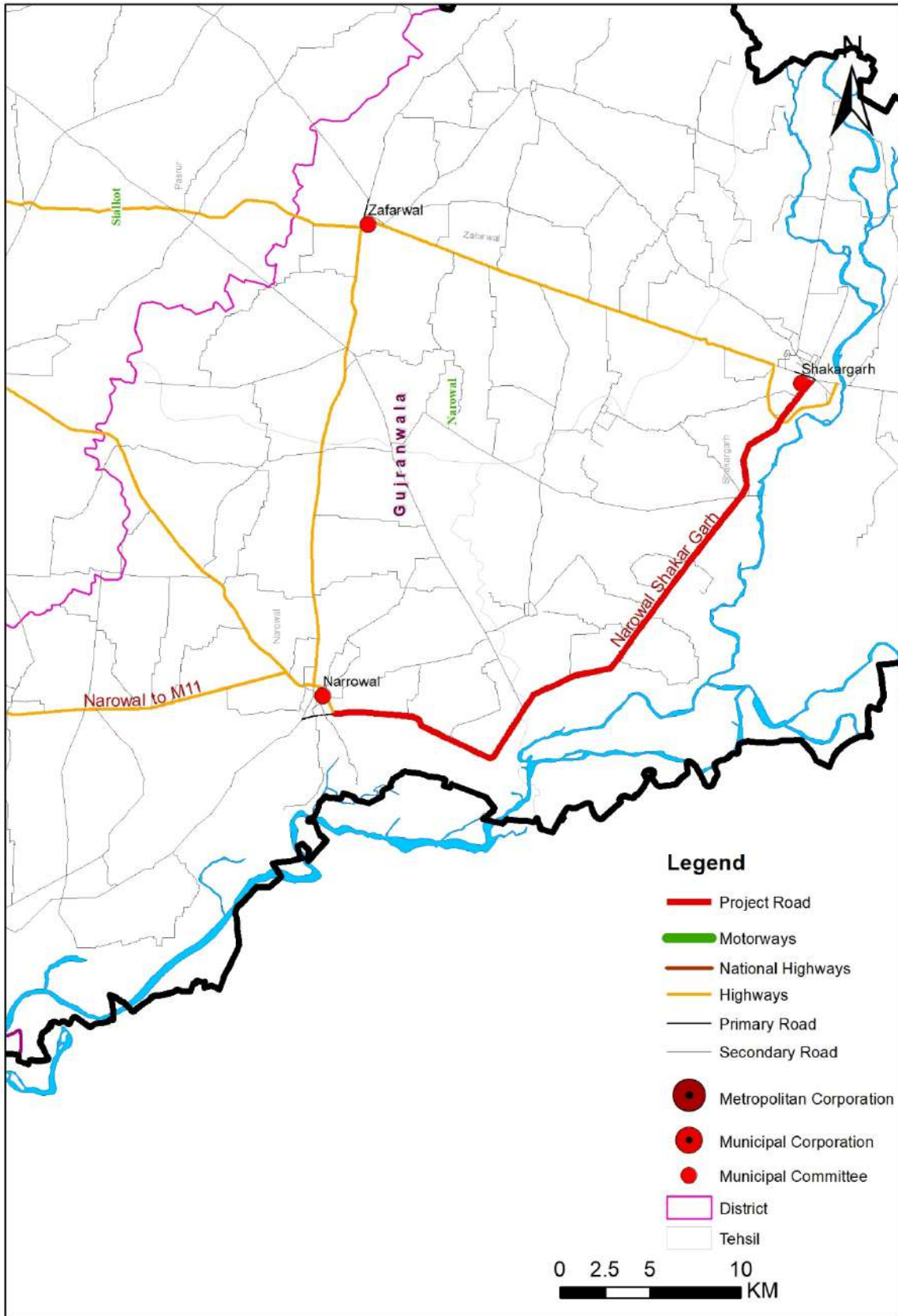
## PROJECT R6

### ***Project Title: Dualization of Narowal Shakarghar Road***

Narowal Shakarghar is a provincial highway with 2-lane single carriageway road and is currently in poor condition. The current traffic between Narowal and Shakarghar is 8273 vehicles per day. It is expected that the traffic will grow in the future and the existing road will be insufficient in handling the increased traffic load.

Shakarghar lies in the eastern most part of the region and is locked geographically by India. The proposed route is the only major corridor that enables the people and industries of the region to access the regional markets. Therefore, the road is proposed to be dualized in mid-term duration. The proposed road is 42 km long and will enhance mobility for the people and goods produce of Shakarghar to access the markets and national network through M-11 at Muridke Interchange.

<b>Project Name</b>	<b>Dualization of Narowal Shakarghar Road</b>
<b>Via</b>	
<b>Districts</b>	Narowal
<b>Length</b>	42 Km
<b>Type</b>	4-Lane Dual Carriageway
<b>Phase</b>	Medium Term
<b>Total Cost</b>	Rs. 4,620 Million
<b>Implementation Mode</b>	ADP
<b>Metalled Width</b>	24' + 24' + 6' Shoulder
<b>Traffic Counts</b>	8273



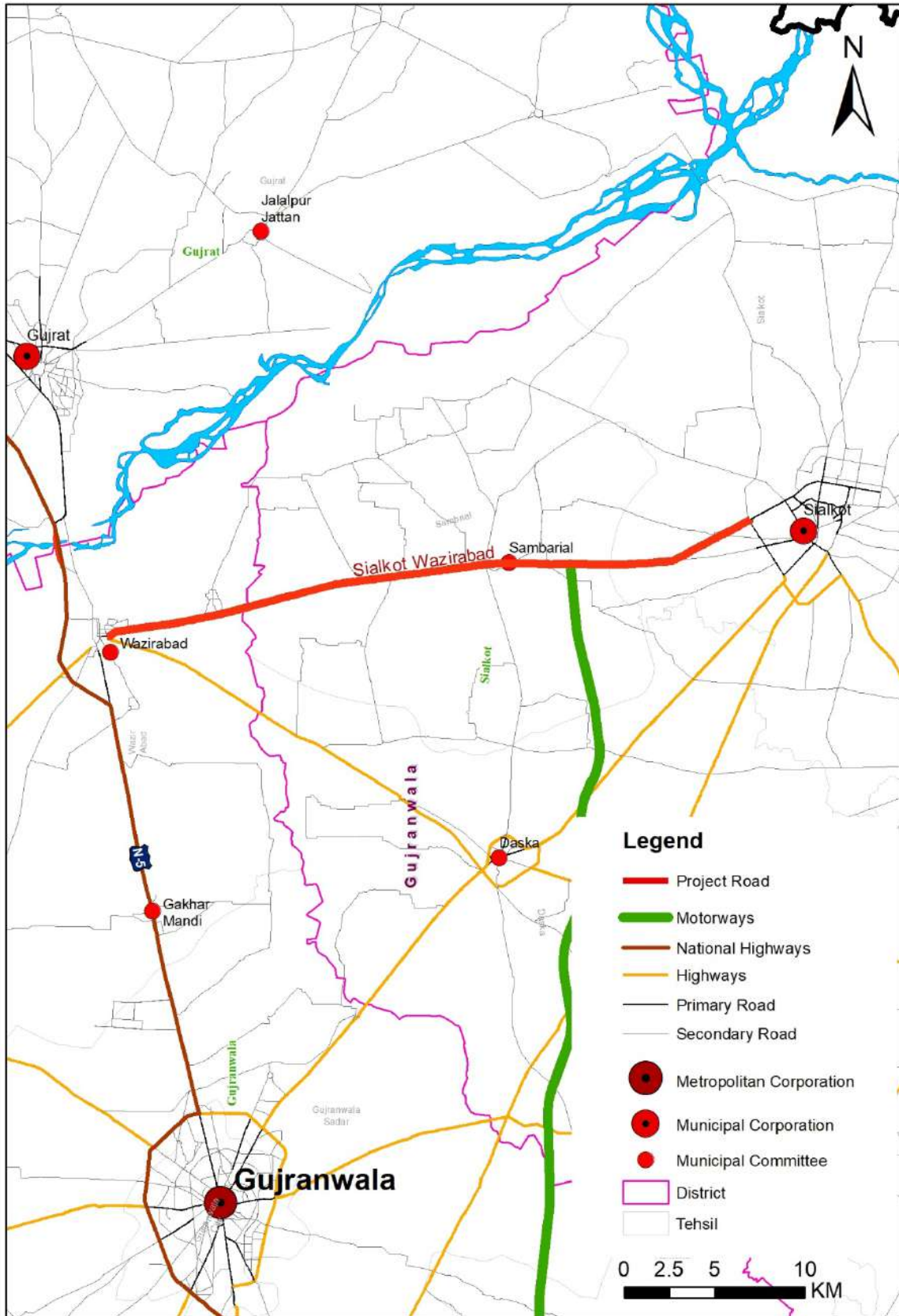
## PROJECT R7

### ***Project Title: Rehabilitation & Improvement of Sialkot Wazirabad Road***

Sialkot Wazirabad is a major provincial highway providing industries and people of Sialkot access to the national network and regional hubs. It is already a 4 lane dualized road section however the pavement condition though in average condition, it is deteriorating rapidly. Considering the importance of the highway, rising traffic load, presence of International Airport and a dry Port, it is vital to maintain the road.

Therefore, rehabilitation and improvement of road is proposed to enhance the mobility and remove any bottlenecks in the road. The current traffic between Sialkot and Wazirabad is 13550 vehicles per day. Sialkot and Wazirabad are Pakistan's most industrialised regions. The proposed road is 36 km long and will give high speed connectivity between Wazirabad and Sialkot. Moreover, it will also improve accessibility to Sialkot International Airport. Project has following salient features

<b>Project Name</b>	<b>Rehabilitation &amp; Improvement of Sialkot Wazirabad Road</b>
<b>Via</b>	Sambrial
<b>Districts</b>	Narowal
<b>Length</b>	36.8 Km
<b>Type</b>	4-Lane Dual Carriageway
<b>Phase</b>	Medium Term
<b>Total Cost</b>	Rs. 3018 Million
<b>Implementation Mode</b>	PPP
<b>Metalled Width</b>	24' + 24' + 6' Shoulder
<b>Traffic Counts</b>	13,550



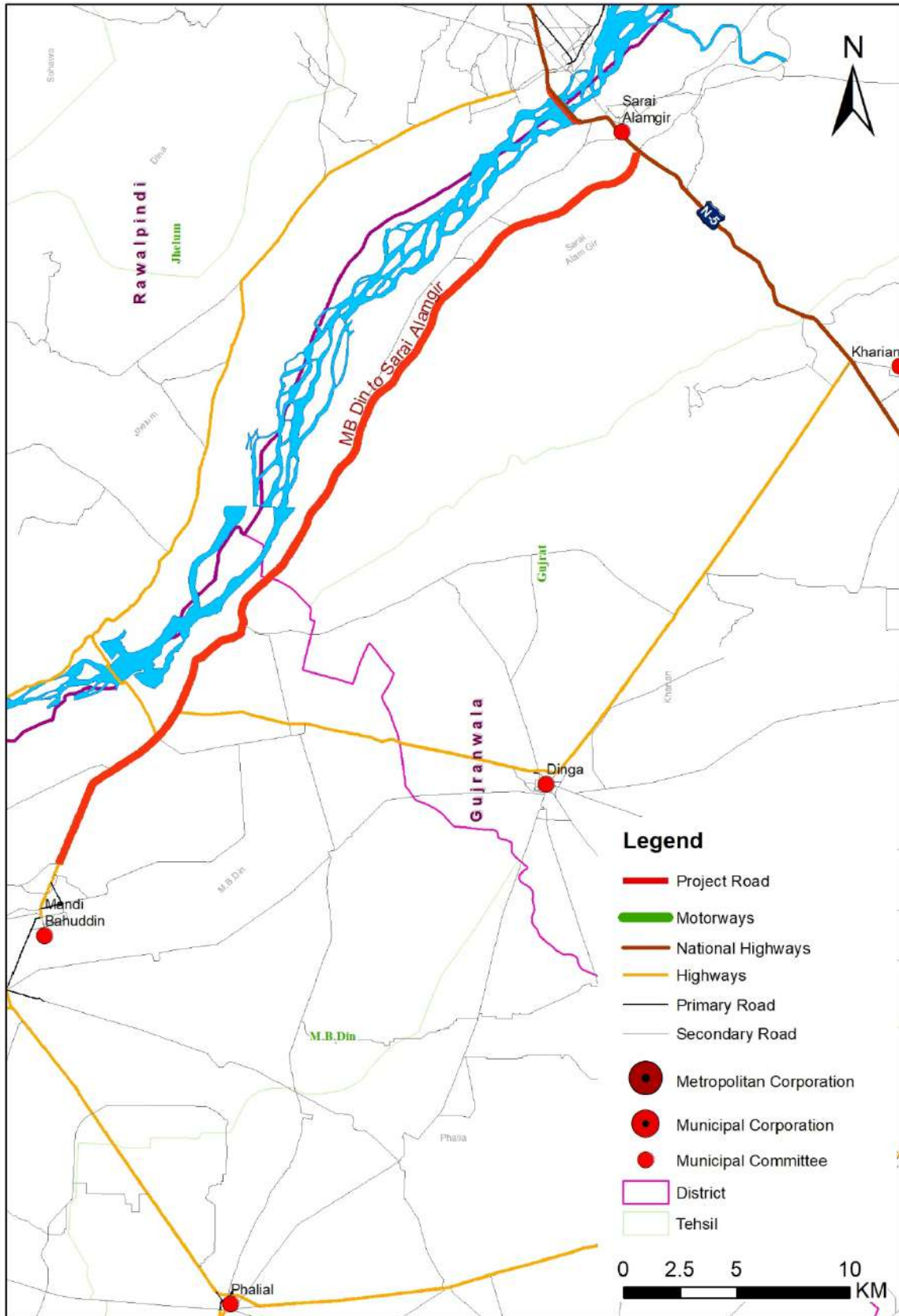
## PROJECT R8

### ***Project Title: Widening/ Improvement of Road from M.B. Din to Siraye Alamghir***

Siraye Alamghir M.B. Din is a provincial highway and currently it is a single carriageway road with a width of 20'. The road is surfaced with Triple Surface Treatment and has average pavement condition whereas half section of the road has poor pavement condition. The current traffic between Siraye Alamghir and M.B. Din is high at 15250 vehicles per day.

The road provides vital connectivity for the traffic coming from north west including Jhelum to Mandi Bahudin and Central Punjab through Sargodha Gujrat Road. It is also part of the connection that connects National Highway N5 to Motorway M2. However, the existing road does not have sufficient width to cater the traffic. It is therefore proposed to be widened and improved to 24 ft wide road with 6 ft wide shoulders at each side. This will increase the mobility and safety of the road.

<b>Project Name</b>	<b>Widening/ Improvement of Road from M.B. Din to Siraye Alamghir</b>
<b>Via</b>	Sambrial
<b>Districts</b>	M.B, Din
<b>Length</b>	42.6 Km
<b>Type</b>	2-Lane Single Carriageway
<b>Phase</b>	Long Term
<b>Total Cost</b>	Rs. 1278 Million
<b>Implementation Mode</b>	PPP
<b>Metalled Width</b>	24' + 6' Shoulder
<b>Traffic Counts</b>	15250

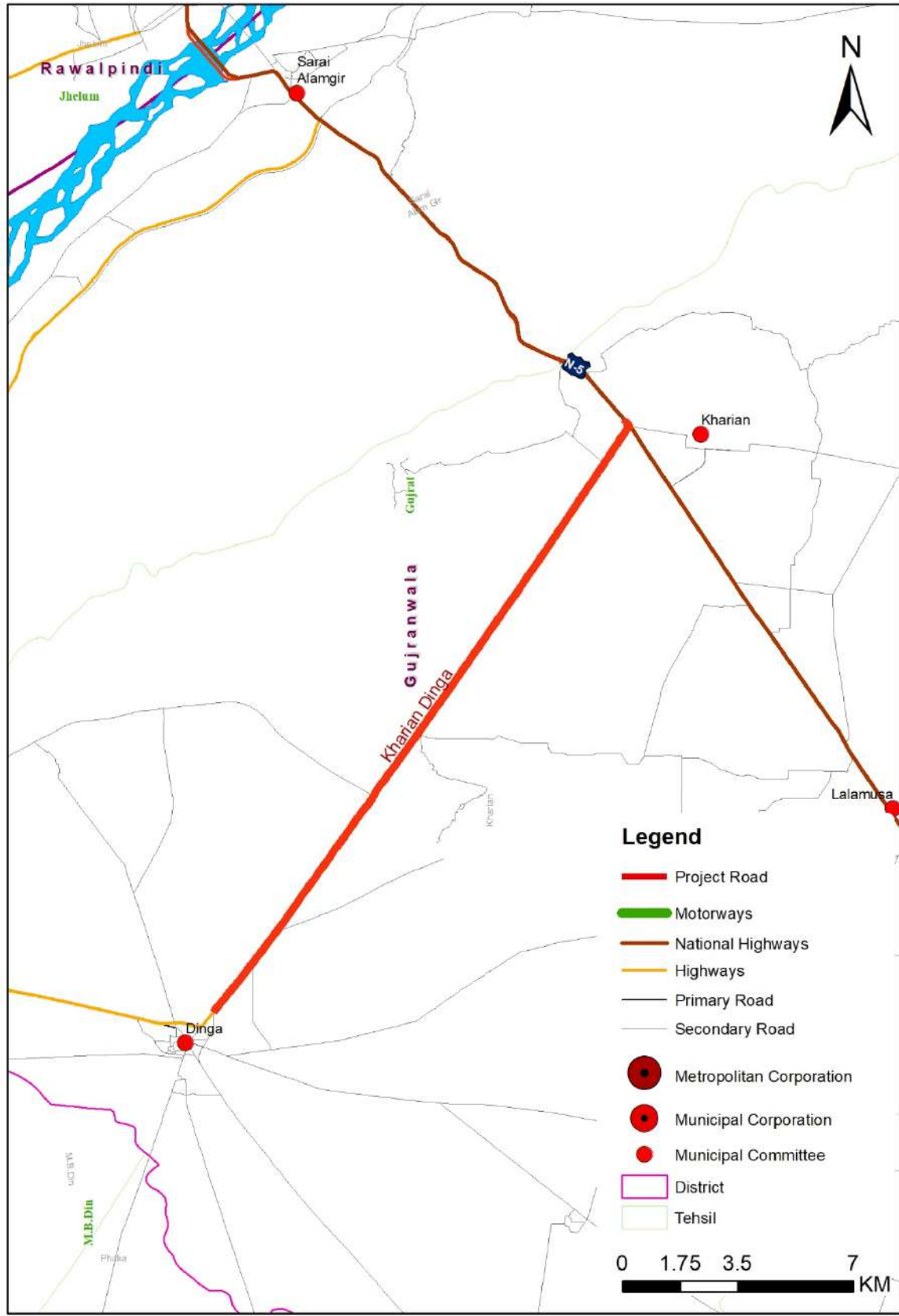


## PROJECT R9

### ***Project Title: Rehabilitation of Road from Kharian to Dinga***

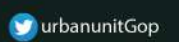
Kharian Dinga is a dual carriageway provincial highway with and is presently in poor pavement condition. The current traffic between Kharian and Dinga is 15250 vehicles per day. The road has length of 22 km and is highly used by the commuters between the city. The road connects to National Highway N5 thus providing inter-regional connectivity for the area. The scheme is proposed to be taken in long-term to restore the connectivity of the Kharian region.

<b>Project Name</b>	<b>Rehabilitation of Road from Kharian to Dinga</b>
<b>Via</b>	Sandhanwala
<b>Districts</b>	Gujrat
<b>Length</b>	21.9 Km
<b>Type</b>	4-Lane Dual Carriageway
<b>Phase</b>	Long Term
<b>Total Cost</b>	Rs. 2,409 Million
<b>Implementation Mode</b>	PPP
<b>Metalled Width</b>	24' + 24' + 6' Shoulder
<b>Traffic Counts</b>	15250





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