

## ABSTRACT

Shahdara is a big town situated at the North West of Lahore as a gateway to enter and exit the metropolitan. Its history signified as the threshold of Lahore as Mughals use to cross Shahdara to go towards their Lahore Fort. The rapid urbanization of Lahore and its active governance make this city catchy and establish the pull factors for people to visit. People from adjoining areas related to any area or class visit Lahore on daily, weekly and monthly basis. Shahdara plays a role of connector to connect the Sheikhupura, Gujranwala and other pass by towns and areas to Lahore. Shahdara bears the traffic of all the cities connected to it. The GT road and N-60 (national highway) also bring the traffic of other provinces and cities of Pakistan and Punjab to enter Lahore. The study emphasizes the traffic mobilization at Shahdara as there is traffic congestion and jams at peak hours. The peak hours at Shahdara is mostly after 12:00 PM. The traffic congestion is because of slow moving traffics, no service lane, no parking for commercial areas, check post (to maintain law and order in the city), lack of public transport, unorganized bus stops for passengers, rat running and unpattern traffic lanes. There problems cause the travellers and residents of the area a huge lose and disturbance. The traffic density at bottlenecks, near to narrow roads of only two to three lanes creates an unorganized pattern of traffic at Shahdara intersection. After counting the traffic, the data we observe is that the Lahore is getting a huge amount of traffic from Sheikhupura road and at evening the Lahore bounces back the received traffic towards Shahdara. The return of traffic produces the phenomenon of „rat running“ because of long lines of traffic. After analyzing the data and conditions of the traffic, this study suggests the improvement in public transport, extension of metro bus system and an interchange kind of project to make the study area smooth for traffic mobility.