

# FINDINGS OF QUANTITATIVE SURVEY OF CHALLENGES OF USING FOOTPAHS IN SELECTED LOCALITIES OF KARACHI

By  
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(Draft, August 01, 2016)

## 1. INTRODUCTION

In Karachi, a continuous creepy privatization of public spaces that includes footpaths as well, by formal and informal commercial sector is resulting in denial of right to walk and right to way for the pedestrians. The common observation is of pedestrians on the roads and businesses are on footpaths.

A number of factors define the usability of footpaths which includes it height, the availability of ramps, the level of maintenance, commercial installations, cleanliness and many others. And these precisely are the challenges of walking on footpaths in Karachi.

In first half of 2016, the Urban Resource Centre (Centre)<sup>2</sup> took up a quick survey of the challenges of using footpaths, in selected areas of District South, District West, District East and District Central of Karachi. The areas include Gulshan-e-Iqbal, Baldia Town, Safora, Saddar, Tariq Road, Bahadrabad, Gulistan-e-Johar, Nazimabad and SITE (Sindh Industrial and Trading Estate). The methodology of the survey is described in subsequent section.

As per survey, the footpaths are occupied not only by commercial sectors but also by law enforcers. Then there is illegal parking facility on the footpaths for motorcycles and cares. They are without ramp, start and end abruptly making it impossible to use for wheel chairs and those with other physical challenges. They are also not wide enough to give easy space

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<sup>2</sup> For further details about URC please visit, <http://www.urckarachi.org/index.html>

for two adults to walk alongside or cross each other with a decent space in between them. Because of housing issues, in the night a lot many footpaths become a sleeping place for homeless individuals and families. Footpaths if at all are available, are not well maintained and are not well lit in the nights. At places they have been transformed in informal garage stations.

Measurement and quantification is the key for planning. Sindh Works and Services Department has the mandate<sup>3</sup> to physically build, maintain and rehabilitate the public footpaths although they do not have the administrative control over footpaths utilization. The office bearers of Karachi Metropolitan Corporation (KMC) when approached for the data of recorded footpaths mentioned that there is no centralized data available as it is the responsibility of six District Municipal Corporations (DMCs) to document the footpaths.

The conditions of the footpaths and the apathy of the relevant institutions is because of the fact that developing and maintaining footpaths is not a concern of elites and decision makers. They don't have to walk through garbage heaps, stride upon sleeping beggars and top the open manholes. They, off-course, have the cars to pick up from doorsteps and drops at a well guarded shopping mall.

## **2. METHODOLOGY**

The survey is quantitative in nature and was conducted to document gather pedestrians' perception about the challenges of using footpaths. A questionnaire<sup>4</sup> was designed and discussed within URC more than once. Before collecting the final data pretesting was done to check the reliability of the research tool (the questionnaire). A two-member team (one male and one female) administered it with 51 females and 149 males in previously mentioned four districts of Karachi. The team of the surveyors comprised on one male and one female member. The survey was conducted quite often between 11am and 5pm, as this was considered as the best time to capture pedestrian movement. The survey was carried out in residential, educational, commercial and industrial areas. Convenient sampling technique was used and interviews were conducted by-and-large with proper consent of respondents. However, at times it was difficult to establish the required consent as pedestrians were found to be in a hurry. The entire exercise took two months: from January

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<sup>3</sup> *Rules of Business, Sindh Works and Services Department 1966*

<sup>4</sup> *Please see Annexure for the questionnaire*

20, 2016 to March 20, 2016. Statistical methods were deployed for analyzing the survey data and IBM SPSS version 19 was used for data analysis.

### 3. FINDINGS OF SURVEY

#### 3.1 GENDER OF THE RESPONDENTS

Out of the total 200 respondents 74.5 percent respondents were male whereas 25.5 percent respondents were female.

<b>TABLE ONE: GENDER CONFIGURATION</b>		
<b>Gender</b>	<b>Frequency</b>	<b>Percent</b>
<b>Male</b>	149	74.5
<b>Female</b>	51	25.5
<b>Total</b>	200	100

#### 3.2 WALKING TIME

The table below shows that 32 percent respondents do 2 hours walk of the sidewalk when something is in their way. Whereas, 27 percent do 1 hour , 20 percent less than 1 hour, 10 percent 1.5 hour and 5.5 percent do 2.5 hour walk daily of the sidewalks. While 5.5 percent respondents do 3 or more than 3 hours walk of the sidewalks.

<b>TABLE TWO: TIME SPENT ON FOOTPATHS</b>		
<b>Time</b>	<b>Frequency</b>	<b>Percent</b>
<b>Less than 1 hour</b>	40	20
<b>1 hour</b>	54	27
<b>1.5 hours</b>	20	10
<b>2 hours</b>	64	32
<b>2.5 hours</b>	11	5.5
<b>3 or more hours</b>	11	5.5

<b>Total</b>	<b>200</b>	<b>100</b>
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### 3.3 PURPOSE OF USING FOOTPATHS

Majority of the respondents walk of the sidewalks or footpath to markets, crossing roads and to bus stops.

- ✓ 76 percent respondents walk of the footpaths to markets.
- ✓ 44 percent respondents walk of the sidewalks or footpath while going to workplace.
- ✓ 46.5 percent respondents use sidewalks to go for personal services.
- ✓ 66 percent respondents use sidewalks or walk of sidewalks to the bus stops.
- ✓ 41.5 percent respondents walk of the footpaths to the parks and for recreational activities.
- ✓ 72 percent respondents walk of the sidewalks for crossing roads.
- ✓ 44 percent respondents walk of the sidewalks to the worship places.
- ✓ 10.5 percent respondents said they walk of the footpaths to coaching and tuition centers and to meet with relatives.

<b>TABLE THREE: FOOTPATH USAGE</b>		
<b>Destinations</b>	<b>Frequency</b>	<b>Percent</b>
	<b>Yes</b>	
<b>Markets</b>	152	76
<b>Workplace</b>	88	44
<b>Personal Services (haircut etc)</b>	93	46.5
<b>Bus Stops</b>	132	66
<b>Parks Recreational</b>	83	41.5
<b>Crossing Road</b>	144	72
<b>To the Worship Places</b>	88	44
<b>Others (Tuition centers, Meeting with Relative</b>	21	10.5

### 3.4 CHALLENGES OF USING FOOTPATHS

- ✓ 60.5 percent respondents said they face difficulties on footpaths due to poor condition of those footpaths.
- ✓ 52 percent respondents face difficulty of overflow of drains.
- ✓ 59 percent respondents face difficulty in walking on footpath due to encroachments alongside road pavements or corridor.
- ✓ 58.5 percent respondents suffer with noise and air pollution while walking on the footpaths.
- ✓ 42.5 percent respondents face conflict with motorist on footpaths.
- ✓ 9.5 percent respondents said they face obstructions alongside footpaths and garbage on footpaths makes their walkability more difficult as their cloth get dirty or sometimes things in garbage hurt them. Also they face conflict with the hawkers and vendor who occupy the footpath for their business.

<b>TABLE FOUR: CHALLENGES OF USING FOOTPATH</b>		
<b>Difficulties</b>	<b>Frequency</b>	<b>Percent</b>
	<b>Yes</b>	
<b>Beggars</b>	136	68
<b>Poor condition</b>	121	60
<b>Overflow of Drains</b>	104	52
<b>Encroachments Alongside Road</b>	118	59
<b>Noise &amp; Air Pollution</b>	117	58.5
<b>Conflict With Motorist</b>	85	42.5
<b>Others (Garbage, Conflict with Hawkers, Vendors,</b>	19	9.5

### **3.5 WIDTH OF THE FOOTPATH**

Majority of the respondents which is 63.5 percent said the footpaths are wide enough for at least two adults to walk side by side in areas they usually walk whereas 36.5 percent respondents said footpaths are not that much wide enough.

<b>TABLE FIVE: WIDTH FOR TWO WALKING ADULTS</b>		
	<b>Frequency</b>	<b>Percent</b>
<b>Yes</b>	127	63.5
<b>No</b>	73	36.5

<b>Total</b>	<b>200</b>	<b>100</b>
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### 3.6 OBSTRUCTIONS AT FOOTPATHS

90 percent respondents said there are not any rest spaces, drinking foundations, public toilets, trees, rain shelters etc in areas they usually walk whereas 10 percent said there are these public amenities in areas they usually walk.

<b>TABLE SIX: FREE OF OBSTRCTIONS</b>		
	<b>Frequency</b>	<b>Percent</b>
<b>Yes</b>	36	18
<b>No</b>	164	82
<b>Total</b>	<b>200</b>	<b>100</b>

### 3.7 REST AND RECREATION FACILITIES

90 percent respondents said there are not any rest spaces, drinking foundations, public toilets, trees, rain shelters etc in areas they usually walk whereas 10 percent said there are these public amenities in areas they usually walk.

<b>TABLE SEVEN: FACILITIES OF REST AND RECREATION</b>		
	<b>Frequency</b>	<b>Percent</b>
<b>Yes</b>	20	10
<b>No</b>	180	90
<b>Total</b>	<b>200</b>	<b>100</b>

### 3.8 FUNCTIONAL CROSSING SIGNALS

56 percent respondents said there aren't any functional crossing signals at intersections in their route of walking. Whereas 31 percent said there are functional crossing signals and 13 percent said they do not know about it.

<b>TABLE EIGHT: EXISTENCE OF FUNCTIONAL CROSSING SIGNALS</b>		
	<b>Frequency</b>	<b>Percent</b>
<b>Yes</b>	62	31
<b>No</b>	112	56
<b>Don't Know</b>	26	13
<b>Total</b>	<b>200</b>	<b>100</b>

### **3.9 WELL LIT FOOTPATHS**

56 percent respondents said the sidewalks or footpaths are lighted for use at night time whereas 44 percent said sidewalks or footpaths are not lighted at night time.

<b>TABLE NINE: ILLUMINATION ON FOOTPATHS</b>		
	<b>Frequency</b>	<b>Percent</b>
<b>Yes</b>	112	56
<b>No</b>	88	44
<b>Total</b>	<b>200</b>	<b>100</b>

### **3.10 SUITABLE FOR PHYSICALLY CHALLENGED**

90 percent respondents said special group people cannot use sidewalks or footpaths with wheelchairs or other mobility aid without difficulty whereas 10 percent said special group people can use the sidewalks or footpaths without any difficulty.

<b>TABLE TEN: SUITABLE FOR PHYSICALLY CHALLENGED</b>		
	<b>Frequency</b>	<b>Percent</b>
<b>Yes</b>	20	10
<b>No</b>	180	90
<b>Total</b>	<b>200</b>	<b>100</b>

### **3.11 REQUIRED FACILITIES FOR PHYSICALLY CHALLENGED**

- ✓ Majority of the respondents which is 69.5 percent said audible and vibrating pedestrian signals would be beneficial for pedestrian with disability
- ✓ 38 percent respondents said larger signs and pedestrian signals would be beneficial for pedestrian with disability.
- ✓ 79 percent respondents said wheelchairs ramps alongside footpath would be beneficial for pedestrian with disability.
- ✓ 14 percents respondents said separate place alongside footpath or grills would be beneficial for pedestrian with disability.

<b>TABLE ELEVEN: KIND OF FACILITIES THAT MAKE FOOTPATHS FEASIBLE FOR PHYSICALLY CHALLENGED</b>		
<b>Facilities That Would Be Beneficial For Special Group Pedestrian</b>	<b>Frequency</b>	<b>Percent</b>
	<b>Yes</b>	
Audible and vibrating pedestrian signals	139	69.5
Larger sign and pedestrian signals	76	38
Wheelchairs Ramps	158	79
Others (Separate Place on footpaths, grills)	28	14

### 3.12 SATISFACTION WITH THE CONDITIONS OF FOOTPATHS

71 percent respondents said they are not satisfied with the condition of footpaths, whereas 29 percent respondents said they are satisfied with the condition of footpaths.

<b>TABLE TWELVE: SATISFACTION WITH THE CONDITION OF FOOTPATHS</b>		
	<b>Frequency</b>	<b>Percent</b>
<b>Yes</b>	58	29
<b>No</b>	142	71
<b>Total</b>	<b>200</b>	<b>100</b>

### 3.13 INJURIES (RESPONDENT)



79.5 percent respondents said they have not suffered with any traffic injury while walking on footpaths or road pavements. Whereas 20.5 percent respondents said they suffered with traffic injury while walking on footpath or road pavements.

<b>TABLE THIRTEEN: INJURIES WHILE USING FOOTPATH</b>		
	<b>Frequency</b>	<b>Percent</b>
<b>Yes</b>	41	20.5
<b>No</b>	159	79.5
<b>Total</b>	<b>200</b>	<b>100</b>

### **3.14 INJURIES (ACQUENTANCES)**

49.5 percent respondents of those who have not suffered with any traffic injury said there family/ friends/colleagues/relatives have not suffered any road traffic injury or fatality. Whereas 30 percent respondents' family/friends/colleague/relative have suffered road traffic injury.

<b>TABLE FOURTEEN: ACQUENTANCE FACING INJURY WHILE USING FOOTPATH</b>		
	<b>Frequency</b>	<b>Percent</b>
<b>Yes</b>	60	30
<b>No</b>	99	49.5
<b>Not Applicable</b>	41	20.5
<b>Total</b>	<b>200</b>	<b>100</b>

### **3.15 SATISFACTION WITH THE DESIGN OF FOOTPATHS**

51.5 percent respondents think the design, height and length of the footpaths in a city is good enough. Whereas 48.5 percent said design, height and length of footpaths is not good enough.

**TABLE FIFTEEN: SATISFACTION WITH THE DESIGN OF THE FOOTPATH**

	Frequency	Percent
Yes	103	51.5
No	97	48.5
<b>Total</b>	<b>200</b>	<b>100</b>

**3.16 SENSE OF SECURITY**

57 percent respondents said they do not feel safe to walk alone their way whereas 43 percent respondents said they feel safe to walk alone their way

**TABLE SIXTEEN: SENSE OF BEING SECURE WHILE USING FOOTPATH**

	Frequency	Percent
Yes	114	57
No	86	43
<b>Total</b>	<b>200</b>	<b>100</b>

**3.17 JAYWALKING ON FOOTPATHS**

77 percent respondents said they do jaywalking when there are no crossings or crossings are too far away whereas 23 percent respondents said they do not do jaywalking.

**TABLE SEVENTEEN: USE OF FOOTPATH FRO JAYWALKING**

	Frequency	Percent
Yes	154	77
No	46	23
<b>Total</b>	<b>200</b>	<b>100</b>

**3.18 DINING ON FOOTPATHS**

73 percent respondents said they eat food on footpath whereas 27 percent respondent said they do not eat food on footpaths.

<b>TABLE EIGHTEEN: DINING ON FOOTPATHS</b>		
	<b>Frequency</b>	<b>Percent</b>
<b>Yes</b>	146	73
<b>No</b>	54	27
<b>Total</b>	<b>200</b>	<b>100</b>

### **3.19 SHOPPING ON FOOTPATHS**

53.5 percent respondents said they buy good/garments by hawkers on footpaths whereas 46.5 percent respondents said they do not buy goods/garments by hawkers on footpaths.

<b>TABLE NINETEEN: SHOPPING ON FOOTPATHS</b>		
	<b>Frequency</b>	<b>Percent</b>
<b>Yes</b>	107	53.5
<b>No</b>	93	46.5
<b>Total</b>	<b>200</b>	<b>100</b>

### **3.20 COMMERCIAL ACTIVITIES ON FOOTPATHS**

71.5 percent respondents said commercial activities should not happen on footpaths whereas 28.5 percent respondents said commercial activities should happen on footpaths.

<b>TABLE TWENTY: COMMERCIAL USAGE OF FOOTPATHS</b>		
	<b>Frequency</b>	<b>Percent</b>
<b>Yes</b>	57	28.5
<b>No</b>	143	71.5
<b>Total</b>	<b>200</b>	<b>100</b>

### 3.21 USAGE OF BUSSTOPS

64.5 percent respondents said they use bus shelter to catch the bus whereas 35.5 percent respondents said they do not use the bus shelter to catch the bus.

TABLE TWENTY ONE: USAGE OF BUS STOPS		
	Frequency	Percent
Yes	129	64.5
No	71	35.5
<b>Total</b>	<b>200</b>	<b>100</b>

### 3.22 ROAD CROSSING ON SIGNAL FREE CORRIDORS

77 percent respondents said they do not cross the signal free corridor whereas 23 percent respondents said they cross the signal free corridor.

TABLE TWENTY TWO: CROSSING ROAD ON SIGNAL FREE CORRIDORS		
	Frequency	Percent
Yes	46	23
No	154	77
<b>Total</b>	<b>200</b>	<b>100</b>

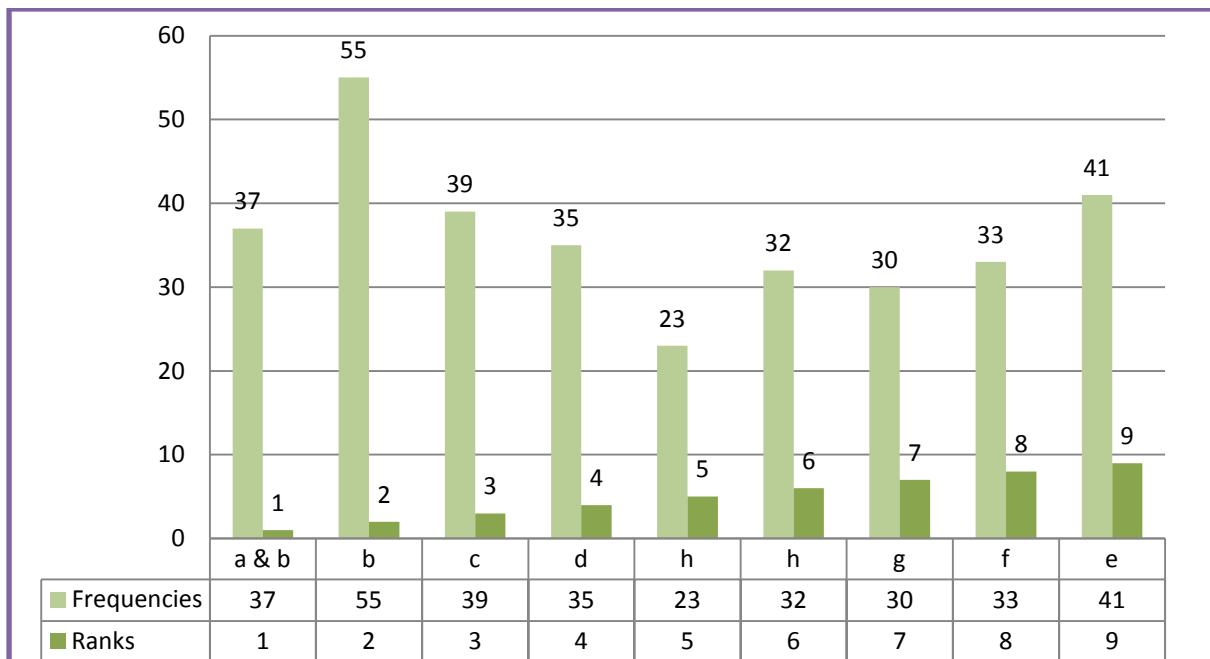
### 3.22 RECOMMENDATIONS FOR IMPROVEMENT

- a) More sidewalks/footpaths/subways
- b) Maintenance of sidewalks/footpaths
- c) Better pedestrian signals and crosswalks
- d) Encroachment free sidewalks/footpaths
- e) WALK/DON'T WALK Signals with better standard timing scheme
- f) Enforcing laws governing pedestrian issues

- g) Better lighted streets/roads
- h) Pedestrian amenities (public toilets, drinking fountain, rain shelters, organized parking)
- i) Sewerage issues (overflow of drains etc)

TABLE TWENTY THREE: RECOMMENDATIONS BY RESPONDENTS									
Options	A	b	c	d	h	h	g	f	e
Frequencies	37	55	39	35	23	32	30	33	41
Ranks	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>

According to the above table people have ranked possible improvements as presented in the following graph.



- 1<sup>st</sup> More sidewalks/footpaths/subways & Maintenance of sidewalks/footpaths
- 2<sup>nd</sup> Maintenance of sidewalks/footpaths
- 3<sup>rd</sup> Better pedestrian signals and crosswalks
- 4<sup>th</sup> Encroachment free sidewalks/footpaths

5<sup>th</sup> Pedestrian amenities (public toilets, drinking fountain, rain shelters, organized parking)

6<sup>th</sup> Pedestrian amenities (public toilets, drinking fountain, rain shelters, organized parking)

7<sup>th</sup> Better lighted streets/roads

8<sup>th</sup> Enforcing laws governing pedestrian issues

9<sup>th</sup> WALK/DON'T WALK Signals with better standard timing scheme

Whereas Sewerage issues (overflow of drains etc) is on 10<sup>th</sup> rank

#### **4. CONCLUSION**

Because of lack of interest of City administration footpaths are dying in Karachi. The situation is so grave that in some areas the would-be respondents asked surveyors about the description of it. Due to biased planning of infrastructure in favour of rich (those having their own conveyance, the right to walk is denied to majority of the residents of the City.

**Appendix – 1: Questionnaire**

**PROBLEMS OF PEDESTRIAN IN KARACHI CITY**

S. No: \_\_\_\_\_ Date: \_\_\_\_\_  
Name: \_\_\_\_\_ Gender: Male/Female  
Occupation: \_\_\_\_\_  
Place: \_\_\_\_\_

1. How often and how much do you walk off the sidewalks because something is in your way?

Times \_\_\_\_\_

Distance \_\_\_\_\_

2. To which of these destinations you walk?

- Markets
- Workplace
- Personal services (haircut, dry cleaners etc)
- Bus stops
- Parks/ recreational
- Crossing roads
- To the worship places
- Any other (please specify) \_\_\_\_\_

3. What are your preferred timings to walk towards your destination and what are not?

\_\_\_\_\_

3.1 Why you preferred these hours?

\_\_\_\_\_

4. What difficulties do you face while walking on footpaths or road pavements?

- Beggars
- Poor condition
- Overflow of drains

- Encroachments alongside roads pavements, corridors
- Noise and air pollution
- Conflict with motorists
- Any other (please specify)\_\_\_\_\_

5. Are the sidewalks/footpaths wide enough for at least two adults to walk side by side in areas you usually walk?

- Yes
- No

6. Are the sidewalks/footpaths free of obstructions that block free walking like encroachments, sign boards, visual obstacles, poles, police cookies, etc?

- Yes
- No

6.1 If yes, how do you manage to walk?

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7. Are there any rest spaces, drinking fountains, public toilets, trees, rain shelters areas you usually walk?

- Yes
- No

8. Are there functional crossing signals at intersections in areas you usually walk?

- Yes
- No

9. Are the sidewalks and crosswalks lighted for use at nighttime?

- Yes
- No

10. Can special group people use sidewalk with wheelchairs or other mobility aid without difficulty in areas you walk?

- Yes
- No

10.1 If yes, what kinds of facilities are available for special group pedestrians?

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10.2 If no then, why?

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11. What kind of facilities would be beneficial for pedestrian with disabilities?

- Audible and vibrating pedestrian signals
- Larger sign and pedestrian signals
- Wheelchair ramps
- Others (Please Specify) \_\_\_\_\_

12. Are you satisfied with the condition of footpaths or sidewalks?

- Yes
- No

12.1 If no then, why?

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13. Have you ever suffered any traffic injury while walking on footpaths or road pavements?

- Yes
- No

13.1 If yes then, what kind of injury?

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13.2 If not then, have your family/friends/colleagues/relatives ever suffered road traffic injury or fatality?

- Yes
- No

14. Do you think the design, height and length of footpaths are good enough?

- Yes
- No

14.1 If no, why?

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15. Do you feel safe to walk alone your way?

- Yes
- No

15.1 If no, why?

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16. Do you do jaywalking when there are no crossings or crossings are too far away?

- Yes
- No

17. How is the motorist behavior towards pedestrian?

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18. Do you ever eat the food on footpaths?

- Yes
- No

19. Do you buy good/garments by hawkers on footpaths?

- Yes
- No

20. What do you think, should the commercial activities happen on or alongside footpaths?

- Yes
- No

20.1 If yes, why?

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21. Do you use bus shelters to catch the bus?

- Yes

- No

21.1 If no, why?

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22. Do you cross the road or signal free corridor?

- Yes
- No

22.1 If yes, why?

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23. Are there any specific areas where you think safety measures for pedestrian needs to be addressed?

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24. In your opinion, what are the specific areas within the city that should be a priority to provide pedestrian facilities in?

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25. How important do you think the following improvement would be in supporting pedestrian, please give ranks?

- More sidewalks/footpaths/subways
- Maintenance of sidewalks/footpaths
- Better pedestrian signals and crosswalks
- Encroachment free sidewalks/footpaths
- WALK/DON'T WALK Signals with better standard timing scheme
- Enforcing laws governing pedestrian issues
- Better lighted streets/roads
- Pedestrian amenities (public toilets, drinking fountain, rain shelters, organized parking)
- Sewerage issues (overflow of drains etc)
- Any other \_\_\_\_\_

26. What are the reasons behind all these issues?

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27. Any recommendations for improving pedestrian problems in Karachi?

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# ROADSIDE HOTEL OWNER PLACED CHAIR FOR ACCOMMODATING THEIR CUSTOMERS. SADDAR, KARACHI





# PEOPLE JAYWALKING WHILE THERE IS A PEDESTRIAN BRIDGE NEAR. KARSAZ ROAD



**FOOTPATH IS NOT WIDE ENOUGH TO CATER TWO ADULTS AND PEDESTRIAN ARE COMPELLED TO WALK ON BUSY ROADS AND EXPOSED THEMSELVES TO ACCIDENTS. ICI BRIDGE TOWER**



## **BROKEN ROAD DIVIDER GRILL. MARIPUR ROAD**





# OBSTRUCTIONS ON FOOTPATH FORCING PEDESTRIAN ONTO THE ROAD. I.I CHANDIGARH ROAD



**GARBAGE DUMPS ON FOOTPATH FEED FOUL SMELL AND MAKE WALKING DIFFICULT. KORANGI**





**ILLEGAL PARKING ON FOOTPATH NEAR SIUT HOSPITAL CAUSING PROBLEMS FOR PEDESTRIANS.**





## ILLEGAL TRUCKS PARKED ON THE FOOTPATHS AT MARIPUR.





## **PATIENTS' FAMILIES SPEND TREATMENT PROCEDURE TIME ON FOOTPATHS. S.I.U.T, KARACHI**





## BEGGARS OCCUPYING FOOTPATHS AT CIVIL HOSPITAL.





**BANK'S GENERATOR OBSTRUCTING THE PEDESTRIAN PASSAGE.  
UNITED BAKERY SADAR**





## TYRE PUNCHER SHOP ON FOOTPATH. LUCKY STAR





# POLES, SIGN BOARDS AND TREE ON FOOTPATH. AT GOVERNOR HOUSE



# POLICE TRAINING CENTRE AND RANGERS CHOKI ON FOOTPATH. BALDIA TOWN





**MOTORIST FEEL FREE OF RULES AND USE FOOTPATH DURING TRAFFIC JAM. I.I CHUNDRIGAR ROAD PTCL HEAD OFFICE**





# PLACING VEHICLES ON FOOTPATH PUT PEDESTRIAN AT RISK. JAIL ROAD





**DILAPIDATED FOOTPATH AND OPEN SEWERAGE LINE ON FOOTPATH CREATES HURDLES IN FREE WALKING. AT MARIPUR INFRONT OF TCS SCHOOL**



**OPEN MAIN HOLE ON I.I.CHUNDRIGAR AND MARIPUR FOOTPATH.**





**BUS STOPS ARE NOT SEPARATED FROM FOOTPATH AND ARE UNTIDY. NAZIMABAD 2 NUMBER**





**BEGGARS ON FOOTPATH.  
LUCKY STAR AND KHARADAR**





## BAD CONDITION OF FOOTPATHS AT I.I.CHUNDRIGAR



## DRUGS USERS ON FOOTPATH AT TOWER





# PLACING VEHICLES ON FOOTPATH PUT PEDESTRIAN AT RISK. JAIL ROAD



## HUGE TOWER ON FOOTPATH. MANZOOR COLONY





# FURNITURE SHOP OWNER HAS ENCROACHED THE FOOTPATH AT LIAQATABAD.

