

S. No.	Location	Phase	Type
12	SP Office, Miller Road, Cunningham Road crossing	P-1	AMP
13	Near Sagar & States	P-1	AMP
14	Kanteerava Stadium	P-1	AMP
15	City Market	P-1	AMP
16	Bakshi Gardens	P-1	AMP
17	KSRTC Bus Depot	P-1	AMP

Of these sites, where the availability of land is limited and the land values very high, automatic mechanical parking (AMP) which can provide 500 parking lots in approx. 1000 sqm of space have been suggested. In the outer areas, conventional multistory parking (CMP) has been proposed.

In addition, since most of the TTMC's are proposed to be adequately served by Public Transport like Metro, Mono Rail/LRT, BRT etc, substantial Park and ride facilities should be provided from where the commuters can switch over from private to public transport. These proposals are indicated in Figure 7.2.

Similarly at all the termini of Metro, Mono rail/LRT, BRT, CRS and their major stations out side the Core Ring Road should be provided with adequate park and ride facilities are to be provided.

Within the core area where the land is scarce and very expensive, mechanical automatic & semi automatic parking may be provided with heavy time based parking Charges.

In the long run, when the mass transport system is city-wide and adequate, parking demand will stabilize. Therefore it is important that adequate and convenient mass transport system as recommended above is provided.

### 7.13 FREIGHT MOVEMENT

- 7.13.1 The freight movement through the city particularly on some of the arterials is already restricted in CBD area. Many orbital corridors cannot be easily restrained till such time the wholesale activities are concentrated in the CBD. The strategy already followed is to decongest the CBD by shifting the wholesale market to outer areas or proposed IFCs along the PRR. In order to facilitate the shifting of the wholesale activity from the core areas, both harsh measures in terms of restriction on the activities at their present location and incentives for relocation in the new areas will have to be followed. The restrictions in the central areas could be in the form of banning the entry of HCVs completely and permitting only LCVs between 10 PM and 9 AM; treating these properties as engaged in misuse activities and charge a very hefty misuse charge on a daily basis and a substantial increase in the property tax. All private vehicles should be banned from entering