



80 People by Car

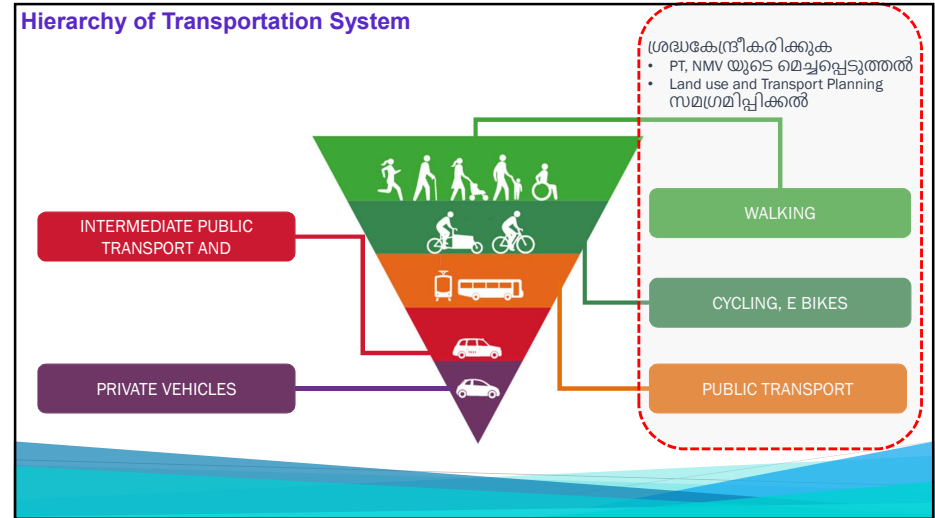
80 People by Cycle

80 People by Bus

THRUST OF THE NATIONAL URBAN TRANSPORT POLICY (NUTP)

“വാഹനങ്ങളെയല്ല, ജനത്തെ സഞ്ചരിപ്പിക്കുന്നതിൽ ശ്രദ്ധ കേന്ദ്രീകരിക്കുക”

“Focus on Moving People, not Vehicles”



01 VISION DOCUMENT

COMPREHENSIVE MOBILITY PLAN (CMP)

IDENTIFICATION OF SHELF OF PROJECTS

02 DETAIL PROJECTS

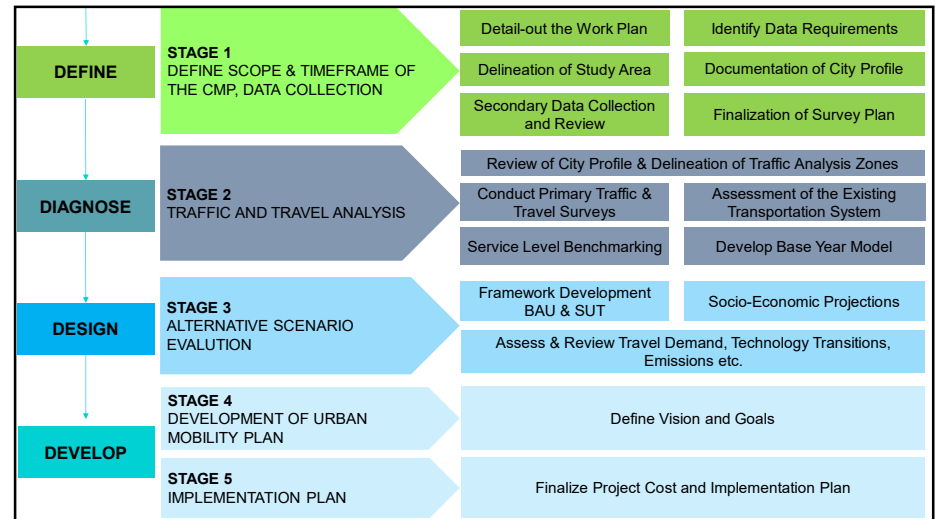
ALTERNATIVE ANALYSIS / FEASIBILITY STUDY

DETAILED PROJECT REPORTS

PILOT PROJECTS

PROJECT PREPARATION & IMPLEMENTATION

POLICY FRAMEWORKS



DEFINE **STAGE 1 CITY PROFILE**

01 KOZHIKODE CITY PROFILE

STAGE 1 **DEFINE**

KOZHIKODE

- Rapidly urbanising area in India.
- Know as City of Spices, was once gateway to medieval South Indian coast
- One of the biggest economic hubs in Kerala
- UNESCO has named Kozhikode, the city of literature.

STAGE 1 **DEFINE**

STUDY AREA DETAILS

STUDY AREA	INFLUENCE AREA
CORPORATION + 2 MUNICIPALITY + 3 PANCHAYATS	3 MUNICIPALITY + 18 PANCHAYATS
AREA	
210 in Sqkm	333 in Sqkm

■ Kozhikode Planning Area
 ■ Municipalities
 ■ Panchayats
 ■ Influence Area

Title: Comprehensive Mobility Plan Kozhikode
 Note: CMP Study Area & Influence Area

STAGE 1 **DEFINE**

DEMOGRAPHIC PROFILE

Population - Kozhikode Planning Area

Year	Population
1991	7,47,265
2001	8,21,600
2011	8,56,583

■ Kozhikode Corporation (75 Wards)
 ■ Feroke Municipality
 ■ Davanua Panchayath
 ■ Kunnammangalam Panchayath
 ■ Kadalundi Panchayath
 ■ Ramanattukera Municipality
 ■ Kunnammangalam Panchayath

5063
 People Per Sqkm
 2023

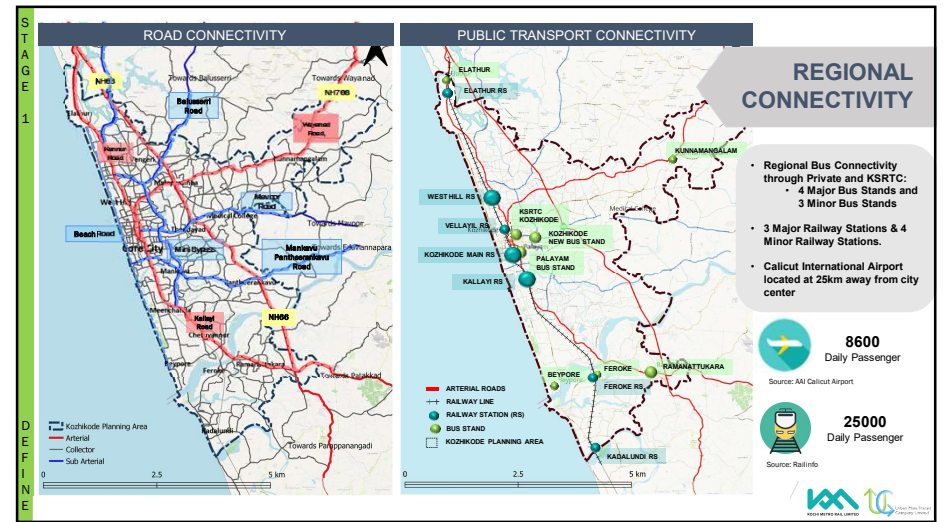
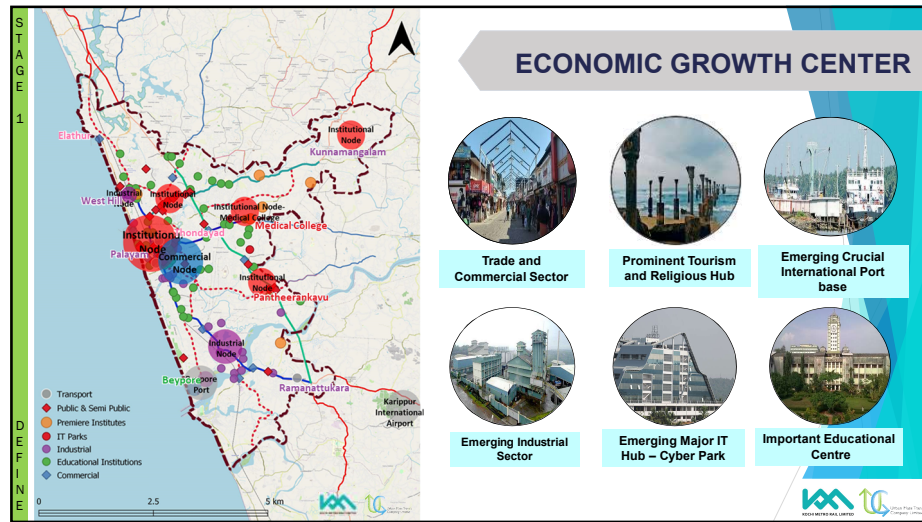
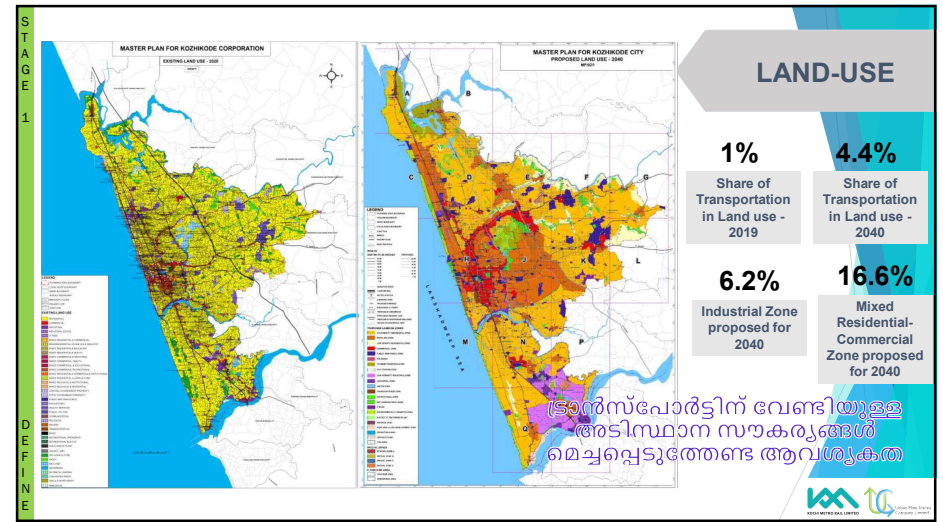
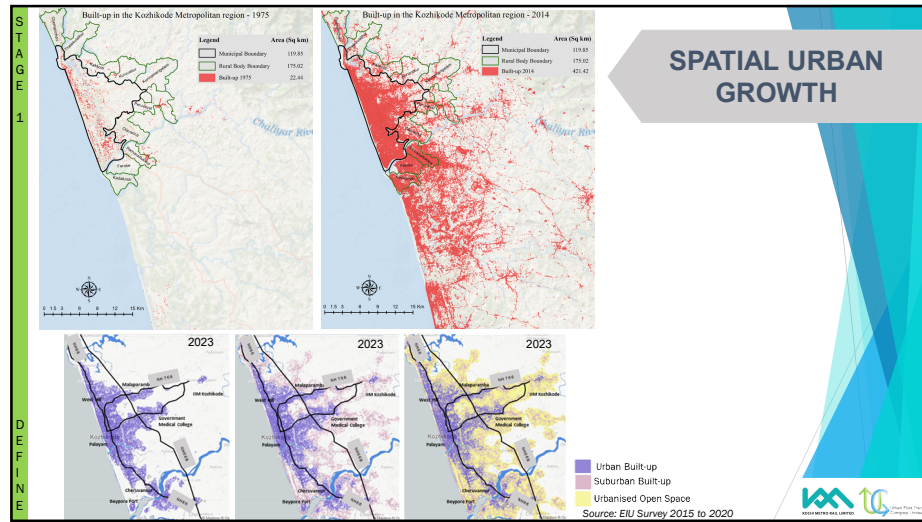
8.56 Lakhs
 Census 2011

10.63 Lakhs
 Estimated 2023

*Based on Master Plan growth projections

POPULATION
 Study area has recorded an annual growth rate of 1.8%.

Population Density (in PPSQKM)
 ■ Below 3000
 ■ 3000 - 4500
 ■ 4500 - 5500
 ■ 5500 - 6500
 ■ Above 6500



DIAGNOSE

STAGE 2
DATA COLLECTION & TRAFFIC AND TRAVEL ANALYSIS

02

EXISTING TRANSPORTATION & TRAVEL CHARACTERISTICS

STAGE 2

DIAGNOSE

Data collection

21 Traffic & Transportation Surveys

December, 2022 and February, 2023

TC

STAGE 2

DIAGNOSE

HOW EFFICIENT IS THE TRANSPORT SYSTEM?

NETWORK

PUBLIC TRANSPORT

PARKING

INTERMEDIATE PUBLIC TRANSPORT

FREIGHT

NON MOTORISED TRANSPORT

TRAVEL CHARACTERISTICS

STAGE 2

DIAGNOSE

NETWORK CHARACTERISTICS

Only 16% Road Network Right of Way (ROW) availability >18m

Mavoor Road

Kozhikode Bypass (NH) Road

Kochi - Kanyakumari Highway (NH 66)

Cheruvennur Road, Near Post Office

MINI BYPASS ROAD

TC

STAGE 2

DAIGNOE

Bank Road - G-TEC Junction

CHALLAPURAM Junction

Kannur Road

PR Nambar Road

About 81 %
Road Network has 2 lane capacity

- Limited Road space (ROW) availability along the major corridors in the city.

With increasing demand for travel...

22.5 Kmph
Average Network Speed

20.2 Kmph
Peak Hour -Average Speed

Nadakkavu on Pavangad-Mananchira Road

Increasing congestion

Thus, efficient strategies to move more people within the road space is necessary.

STAGE 2

DAIGNOE

TRAVEL CHARACTERISTICS

Higher Dependency on Personal Modes (61%)...

49 %	12 %	25 %	14 %

Passenger Mode Share (Primary Surveys 2023)

Higher Road space occupied by vehicles of less capacity

Vehicle Registration Trend in Kozhikode Planning Area

~6.3 Lakhs
Vehicles Registered (as on date from Vahan Portal)

>90%
Registered passenger vehicles are two-wheelers and cars

STAGE 2

DAIGNOE

Palayam

Mini - Bypass Road

Increasing Congestion

STAGE 2

DAIGNOE

Palayam

Mini - Bypass Road

Peak Hour Congestion level 1.06

Indicating nearly 100% saturation of major roads

PUBLIC TRANSPORT SERVICE PROVIDERS

KSRTC Intercity & Inter State Private Bus Intracity & Intercity

PUBLIC TRANSPORT CHARACTERISTICS

KSRTC KOZHIKODE KOZHIKODE NEW BUS STAND PALAYAM BUS STAND

RAMANATTUKARA BUS STAND FEROKE BUS STAND

PUBLIC TRANSPORT CHARACTERISTICS

Public transportation (City Bus) is provided by various private operators

250 Operate within city area

365 Private Bus Permits

PUBLIC TRANSPORT SERVICE PROVIDERS

Majority of the Operations limited to high demand corridors

INR 10 Base Fare (2.5km)

INR 35 Average Private Bus Fare

Legend

- PrivateBusModelling
- KKD Bus Ro
- City
- Regional - one service
- Regional
- <call other values>
- KKD Boundary

0 2 4 Kilometers

Is the current PT system sufficient?

Mananchira

Long queue & Waiting times, Crowded buses, insufficient infrastructure

Unauthorised suspension of trips, Compromised safety...

It's the Need of the hour to re-vamp and organize PT system in Kozhikode

INTERMEDIATE PUBLIC TRANSPORT

- Very Reliable mode of Transport in the city.
- The base fare for private services is about INR 30.
- Availability of Charging stations from electric IPT, 26 locations in the city, however 1800 electric auto rickshaw permits are vacant

5,540 Auto-rickshaw permits

30km permit Area Permit

0 2.5 5 km

Title: Comprehensive Mobility Plan - Kozhikode
Name: Existing Charging Stations

PARKING CHARACTERISTICS

Saturation of parking spaces & road capacities...

Encroached Parking spaces

More Personal Modes owing to More Demand for Parking Spaces

229 ECS/KM
Peak Hour Parking Density

> 1 Hour
Average Parking Duration

How Much Supply will be sufficient? Do we have space for such Demand?

PEDESTRIAN INFRASTRUCTURE CHARACTERISTICS

West Hill, Chungam

SM Street

West Hill

Vattakinar

Gandhi Road-Mini Bypass Road

Beach Road

HOWEVER...

Walk and Bicycle Trips – Mode Share

09 %

10% Road Network Footpath availability

4% Road Network Footpath width >2m

Encroached Walkways

Insufficient Infrastructure & accessibility

Freight Movement

Challenges: Lower proportion of arterial and sub arterial road, in the city, freight traffic chokes the existing major roads and is also often carried by collector roads with limited RoW

Puthiyappa

Spice Market, SM Street

Kozhikode Central Market

Belpore

Significant freight generation due to commercial, fisheries, trade and industrial activities



SERVICE LEVEL BENCHMARKING

	2023
Public Transport Facilities	LOS 2
Pedestrian Infrastructure Facilities	LOS 2
Non-Motorised Transport Facilities	LOS 3
Level of usage of Intelligent Transport System (ITS) Facilities	LOS 4
Travel Speed (Motorized and Mass Transit)	LOS 3
Availability of Parking Places	LOS 3
Road Safety	LOS 3
Pollution Levels	LOS 1
Integrated Land Use and Urban Transport	LOS 4

LOS 1 - Excellent, Needs to be Maintained
 LOS 2 - Good, Can be Improved
 LOS 3 - Needs Significant Improvement
 LOS 4 - Poor, Needs Immediate Action

STAGE 3 ALTERNATIVE SCENARIO EVALUATION

DESIGN

03

URBAN TRANSPORT SCENARIO for FUTURE YEAT FORCAST

BUSINESS AS USUAL

Business as Usual Scenario

Future patterns of activity, growth and travel assumes

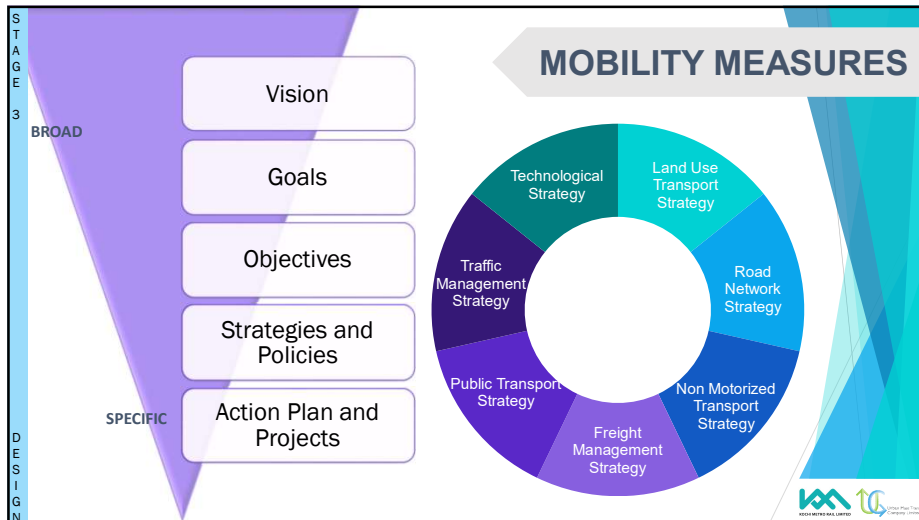
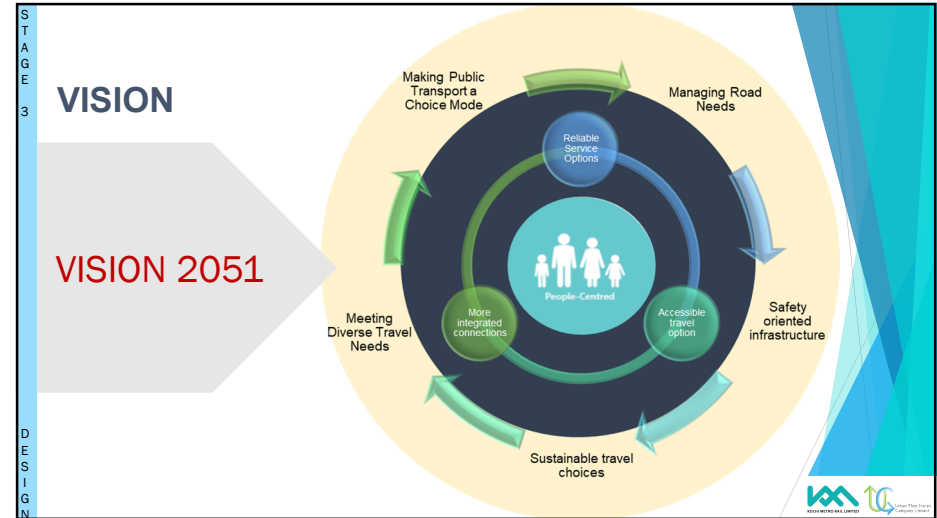
- No significant change in passenger's preferences
- No major changes in infrastructure, technology, economics, or policies,
- The current (base) circumstances can be expected to continue unchanged with on-going improvements

URBAN TRANSPORTATION SCENARIO

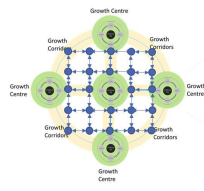
2023
 2051

SERVICE LEVEL BENCHMARKING	2023	2051 (BAU)
Public Transport Facilities	LOS 2	LOS 3
Pedestrian Infrastructure Facilities	LOS 2	LOS 4
Non-Motorised Transport Facilities	LOS 3	LOS 4
Level of usage of Intelligent Transport System (ITS) Facilities	LOS 4	LOS 3
Travel Speed (Motorized and Mass Transit)	LOS 3	LOS 4
Availability of Parking Places	LOS 3	LOS 4
Road Safety	LOS 3	LOS 4
Pollution Levels	LOS 1	LOS 3
Integrated Land Use and Urban Transport	LOS 4	LOS 4

LOS 1 – Excellent, Needs to be Maintained
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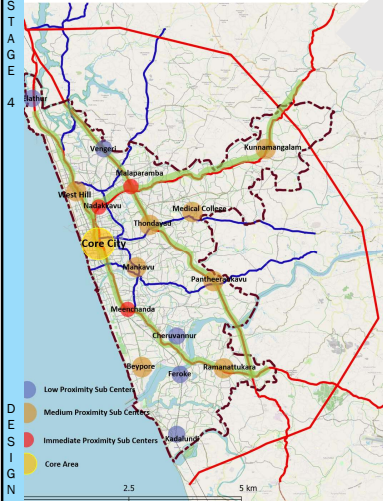
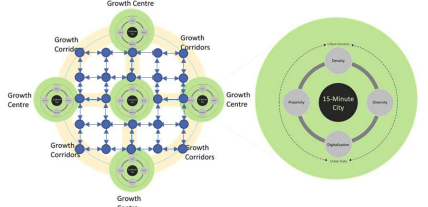
SUSTAINABLE TRANSPORT MEASURES



- LAND USE TRANSPORT STRATEGY
- ROAD NETWORK STRATEGY
- PUBLIC TRANSPORT STRATEGY
- NON MOTORISED TRANSPORT STRATEGY
- PARKING MANAGEMENT STRATEGY
- FREIGHT MANAGEMENT STRATEGY
- TECHNOLOGICAL STRATEGY

STAGE 4 DESIGN

MULTI NODAL DEVELOPMENT CONCEPT

CENTRE AND SUB-CENTRES	AREA NAMES
CORE AREA	Palayam, Railway Station
IMMEDIATE PROXIMITY SUB-CENTRES	Nadakkavu, Meenchanda, Mananchira, Malaparamba
MEDIUM PROXIMITY SUB-CENTERS	Mankavu, Beypore, Ramanattukara, Thodayad, Medical college, West Hill, Kunnamangalam
LOW PROXIMITY SUB-CENTERS	Elathur, Vengeri, Kadalundi, Feroke, Chruvannur

STAGE 4 DESIGN



TRANSIT ORIENTED & GROWTH CORRIDORS

STAGE 4 DESIGN

TRANSIT ORIENTED & GROWTH CORRIDORS

NAME OF THE CORRIDOR	NAME OF THE CORRIDOR	LENGTH (KM)	TYPOLGY
West- Hill to Ramanattukara	Calicut Kannur Road	19	TOD Corridor
Mananchira- Medical College	Mavoor Road	6.8	TOD Corridor
Vengeri to Ramanattukara	NH 66	17.2	TOD Corridor
Nadakkavu to Kunnamangalam	NH 766	13.1	TOD Corridor
West Hill Chungam to Bypass Junction	Mini Bypass Road	11.6	Growth Corridor
Meenchanda to Beypore	Beypore Road	5.7	Growth Corridor
Mankavu to Pantheerankavu	Mankavau Pantheerankavu Road	9.2	Growth Corridor
Cheruvarannur to Kottakadavu	Calicut- Feroke Kadalundi Road	8	Growth Corridor
Thodayad to Karanthur	Mayanad Bypass	9	Growth Corridor
West Hill to Elathur	Kannur Road	6.6	Growth Corridor
Karaparamba to Kakkodi	Balusserri Road	4.3	Growth Corridor

4 TOD CORRIDORS
 7 GROWTH CORRIDORS
 111 KM LENGTH
 ~112 SQKM INFLUENCE AREA

STAGE 4 DESIGN

• Currently the FSI value in the city is 1.5 A FSI up to 3-4 for TOD corridors and about 2 for Growth corridors with mixed residential and commercial zone is recommended.

SUSTAINABLE TRANSPORT MEASURES

STAGE 4

DESIGN

- LAND USE TRANSPORT STRATEGY
- ROAD NETWORK STRATEGY
- PUBLIC TRANSPORT STRATEGY
- INTERMEDIATE PUBLIC TRANSPORT STRATEGY
- NON MOTORISED TRANSPORT STRATEGY
- PARKING MANAGEMENT STRATEGY
- FREIGHT MANAGEMENT STRATEGY
- TECHNOLOGICAL STRATEGY

ROAD NETWORK STRUCTURE

STAGE 4

DESIGN

248

KILOMETER

NETWORK STRUCTURE

33

KILOMETER

INNER RING ROADS

54

KILOMETER

OUTER RING ROADS

60

KILOMETER

RADIALS

ROAD NETWORK UPGRADATION

STAGE 4

DESIGN

87

KILOMETER

NETWORK UPGRADATION

8

KILOMETER

PHASE 1

52

KILOMETER

ARTERIAL ROADS - PHASE 3

25

KILOMETER

PHASE 2

8 NEW LINKS TO IMPROVE CONNECTIVITY

S. NO.	NAME OF THE CORRIDOR	PROPOSED ROAD LENGTH (M)	PHASE
1	Outer Ring Road	52	III
2	Chembra Link	0.544	I
3	Puthiyappa Link	0.747	I
4	Beypore Feroke Link	3.3	II
5	Beypore NH 66 Freight Bypass	7.38	III
6	Kunduparamba Bypass	2.45	III
7	Kalandhazham Road	2.21	III
8	Mampuzha - Korapuzha	0.449	III

GRADE SEPARATOR UPGRADATION

STAGE 4

DESIGN

3

CANAL CROSSING

4

RAILWAY BRIDGES

S. NO.	NAME OF THE CORRIDOR	TYPOLGY	PHASE
1	Bhatt Road Railway Bridge	ROB	I
2	Feroke New Bridge	ROB	III
3	Puthiyappa Railway Bridge	ROB	III
4	Mampuzha ROB	ROB	III
5	Korapuzha ROB	ROB	III
6	Kadalundi Kottakadavu ROB	ROB	III
7	Feroke ROB	ROB	III

SUSTAINABLE TRANSPORT MEASURES

STAGE 4

DESIGN

- LAND USE TRANSPORT STRATEGY
- ROAD NETWORK STRATEGY
- PUBLIC TRANSPORT STRATEGY
- INTERMEDIATE PUBLIC TRANSPORT STRATEGY
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- TECHNOLOGICAL STRATEGY

HIGH DEMAND MOBILITY CORRIDORS

2051 Demand for Public Transport

57 KMs - major mobility corridors

27 KMs - high demand mobility corridors

MASS TRANSIT CORRIDORS

S/N	NAME OF THE CORRIDOR	LENGTH (KM)	2027 (PHPDT)	2051 (PHPDT)
PHASE I				
1	West Hill to Ramanattukara	19	5224	13,677
2	Beach to Medical College	8.1	7255	10,711

CITY BUS FLEET AUGUMENTATION

Fleet requirement is over the years is estimated based on various norms and demand

Recommended Fleet Size based on Population

Fleet Size for New Routes

YEAR	EXISTING FLEET	RECOMMENDED FLEET SIZE	BUSES TO BE SCRAPPED	ADDITIONAL FLEET REQUIRED
2023	365	532		167
2027		572	53	93
2031		658	57	143
2041		830	66	238
2051		1059	83	312

NEW BUS ROUTES	LENGTH (KM)	SUT_2027	SUT_2031	SUT_2041	SUT_2051	BUS TECHNOLOGY
Elsthur Kunnamangalam	7.3	5	9	16	24	ELECTRIC BUS
Kunnamangalam- Nerikunnil	14	4	7	13	20	ELECTRIC BUS
Meenchannde-Perumanna	9.8	9	13	18	35	ELECTRIC BUS
Medical College- Kunnamangalam	7.5	4	6	13	19	ELECTRIC BUS
Meyanad Bypass	8.4	3	6	11	16	ELECTRIC BUS
Parambil Bazaar						
Thadambattu,thasazham	8	4	7	13	20	ELECTRIC BUS
Total		28	47	84	134	

Shorter public/ shared transport routes have been identified to enhance the public transportation system, these routes are intended to serve as a feeder to the Public Transport system

BUS TERMINALS

Proposed Bus Terminals

STAGE 4

DESIGN

INLAND WATER TRANSPORTATION

52 KM
11 STATIONS

STAGE 4

DESIGN

SN	ROUTES	LENGTH (KM)	PHASE
1	Elathur to Kallai via Canoli Canal	17.2	Phase I
2	Kalliyi to Kolathara via Korappuzha	10.1	Phase I
3	Palazhi to Azheekkal via Mambuzha	12.3	Phase II
4	Azhinjilam to Bepore via Chaliyar River	12.3	Phase II

SN	Stops	Routes	Typology	PHASE
1	Padannakalam, Elathur	Canoli Canal	Terminal	Phase I
2	Eranjikkal	Canoli Canal	Station	Phase I
3	Kaipurath	Canoli Canal	Station	Phase I
4	Kunduparamba Road	Canoli Canal	Station	Phase I
5	Karaparamba	Canoli Canal	Station	Phase I
6	Eranjippalam	Canoli Canal	Terminal	Phase I
7	Saravaram	Canoli Canal	Station	Phase I
8	Mavoora Road	Canoli Canal	Station	Phase I
9	Mooriyad Bridge	Canoli Canal	Terminal	Phase I
10	Kothi Bridge	Kalliyar River	Terminal	Phase II
11	Mooriyad Bridge	Kalliyar River	Station	Phase II
12	Mankavu	Kalliyar River	Station	Phase II
13	Kinassery	Kalliyar River	Station	Phase II
14	Kunnathupalam	Kalliyar River	Terminal	Phase II
15	Karunanthurthy	Chaliyar River	Station	Phase II
16	Bepore	Chaliyar River	Station	Phase II
17	Cheruvannur	Chaliyar River	Station	Phase II
18	Kolathara	Chaliyar River	Station	Phase II

MULTI-MODAL INTERCHANGES

8

STAGE 4

DESIGN

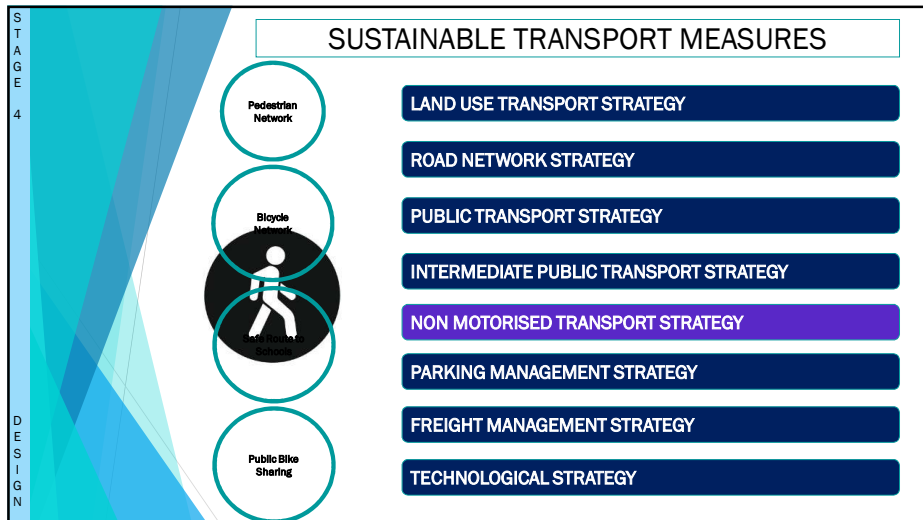
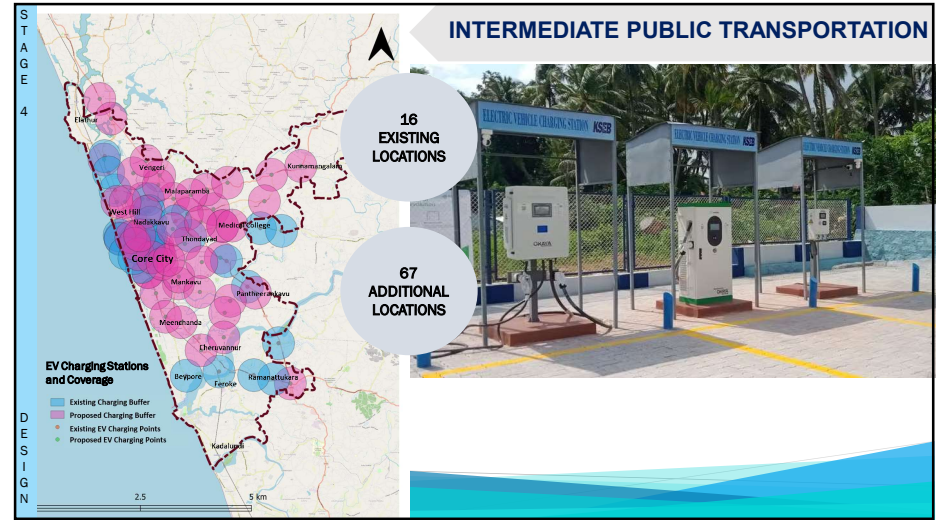
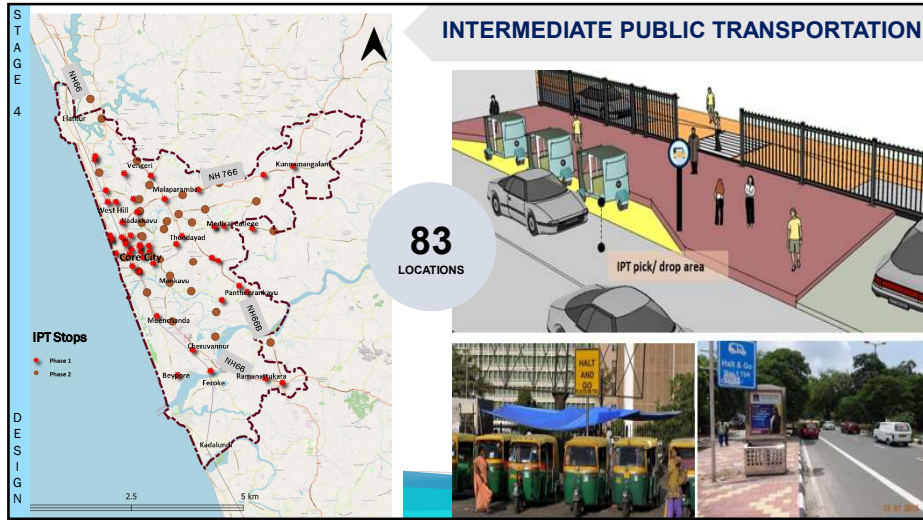
SN	MMI	TYPOLGY	MODES	CATEGORY	PHASE
1	Kozhikode Railway Station-Palayam Bus Stand	City and Sub-urban and regional interchanges, Feeder to Railway	MRTS, Bus and Rail, IPT	Major	Phase I
2	Thondayad	City and Sub-urban and regional interchanges	MRTS, Bus, IPT	Major	Phase I
3	Medical College	City and Sub-urban and regional interchanges	MRTS, Bus, IPT	Major	Phase I
4	Ramanattukara	City and Sub-urban and regional interchanges	Bus, MRTS, IPT	Major	Phase I
5	Kunnammangalam	City and Sub-urban and regional interchanges	Bus and MRTS	Minor	Phase II
6	West Hill	City and Sub-urban and regional interchanges	MRTS, Bus and Rail	Major	Phase II
7	Beach Road	City and Sub-urban and regional interchanges	MRTS, Bus, NMT	Minor	Phase II
8	Kozhikode City	City and Sub-urban and regional interchanges	MRTS, Bus, NMT	Major	Phase I

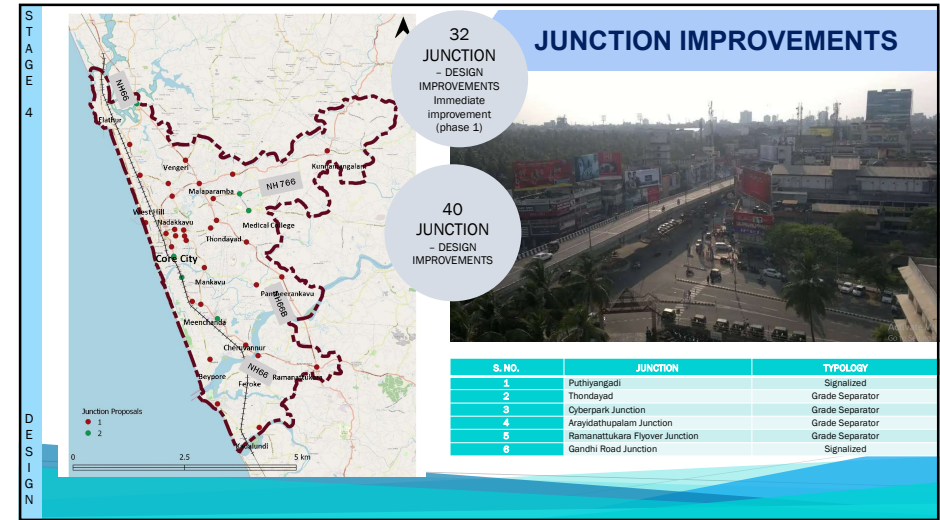
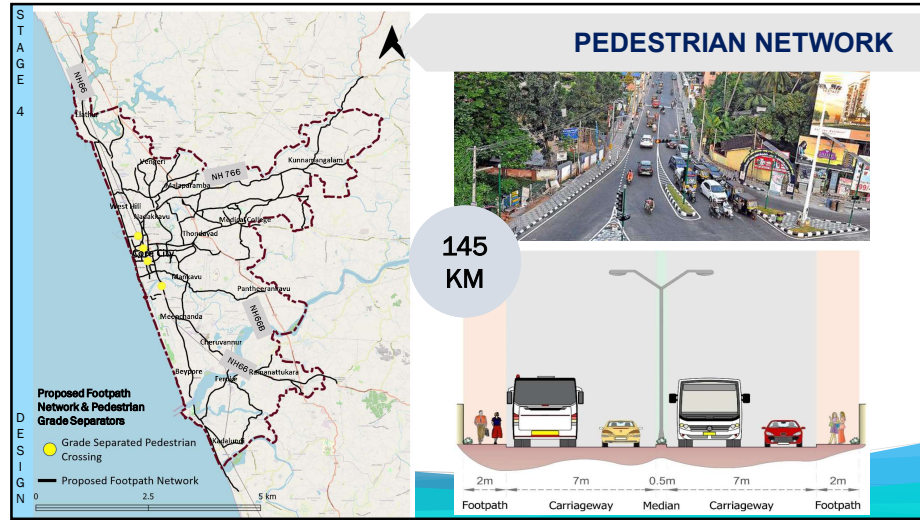
INTERMEDIATE PUBLIC TRANSPORTATION STRATEGY

ഇൻറർമീഡിയറ്റ് പൊതുഗതാഗതം മെച്ചപ്പെടുത്തേണ്ട ആവശ്യകത

എൻഡ് ടു എൻഡ് കണക്റ്റിവിറ്റി

ബസുകൾ ഓടിക്കാൻ കഴിയാത്ത റോഡുകളിൽ കണക്റ്റിവിറ്റി നൽകുക







Aim: Connectivity Improvement in 1.5 Sq Km near Railway Station & Vallyangadi

Culturally important places in the east and west having heavy pedestrian footfall

Need to establish pedestrian connectivity between Railway Station, Proposed MRT Corridor and Palayam Bus Stand

Challenge 1
Railway Line Acting as a barrier for pedestrian movement across the east and west

Challenge 2
Pedestrian & Vehicular conflict on Railway Station link road

Commonly used pedestrian crossing across railway track

Pedestrian Crossing Rainbow Bridge, absence of seamless connectivity across railway line

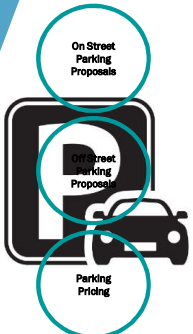
Elevated walkway with traveller proposed

1. Beach to Palayam (1.3 km along MA road & Palayam Road)
2. Railway Bridge at Northern side perpendicularly meeting the longer part of the elevated walkway (0.8km)

Segregation of Private Vehicular access and PT/IPT access at both sides of the railway station (link proposed on the western side with its two edges on Rainbow over bridge & AKG over bridge).

STAGE 4 DESIGN

SUSTAINABLE TRANSPORT MEASURES

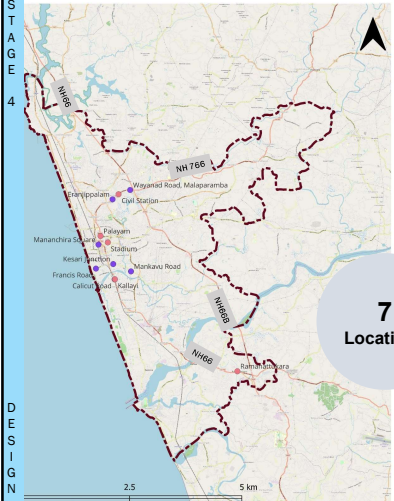


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- TECHNOLOGICAL STRATEGY



PARKING STRATEGY

STAGE 4 DESIGN



6 Locations

OFF-STREET PARKING

Location	Type
Palayam Market	MLCP
Civil Station	MLCP
Ramanattukara	MLCP
Stadium	MLCP
Kalleyl	Surface
Link Road, Beach	MLCP


7 Locations

ON-STREET PARKING

Location	Effective Length (m)
Mananchira Square	240
Weyanad Road	500
Erenjipalem Junction	1000
Mankavu Junction	1700
Kesari Junction, Mankavu Moorfyed Road	400
Francis Road	1000
Kalleyl Road	1500

STAGE 4 DESIGN

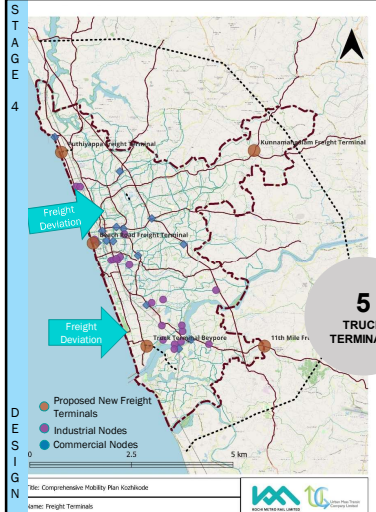
SUSTAINABLE TRANSPORT MEASURES



- LAND USE TRANSPORT STRATEGY
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- TECHNOLOGICAL STRATEGY



ചരക്ക് ഗതാഗതത്തിന്റെ കാര്യക്ഷമമായ നീക്കം നഗര വളർച്ചയെ പിന്തുണയ്ക്കുന്നു



5 TRUCK TERMINALS


- All freight points are oriented towards the coast, making the coastal road an important freight traffic carrier
- Though the link is also an important activity node and is being developed as the primary public space of the city, freight has been restricted between 10 pm and 5 am on this link.

FREIGHT STRATEGY

Freight Movement (Heavy Vehicles) Restrictions – 5 am to 10 pm

S. NO.	LOCATION	TRUCKS	AREA REQUIRED (SQ. M.)	PHASE
1	Beypore	350	98000	II
2	Beach Road	200	56000	I
3	11 th Mile	150	42000	II
4	Puthiyappa Harbour	100	28000	I
5	Kunnamangalam	100	28000	III

SUSTAINABLE TRANSPORT MEASURES



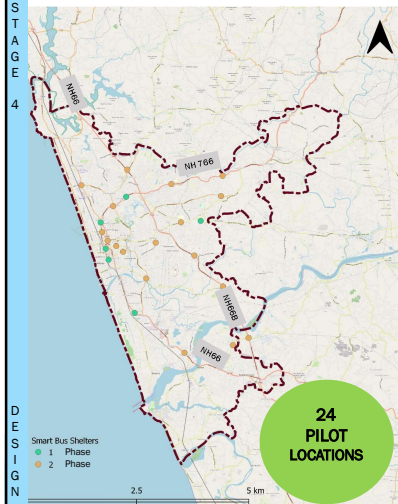
- LAND USE TRANSPORT STRATEGY
- ROAD NETWORK STRATEGY
- PUBLIC TRANSPORT STRATEGY
- INTERMEDIATE PUBLIC TRANSPORT STRATEGY
- NON MOTORISED TRANSPORT STRATEGY
- PARKING MANAGEMENT STRATEGY
- FREIGHT MANAGEMENT STRATEGY
- TECHNOLOGICAL STRATEGY

ITS – SMART BUS SHELTERS



Smart city bus shelters are modernized and technologically advanced bus shelters that aim to enhance the overall experience for commuters and improve the efficiency of public transportation systems.

- Real-Time Information
- Interactive Touchscreens
- Passenger Amenities
- Safety and Security
- Sustainability Features
- Integration with Mobile Applications



24 PILOT LOCATIONS

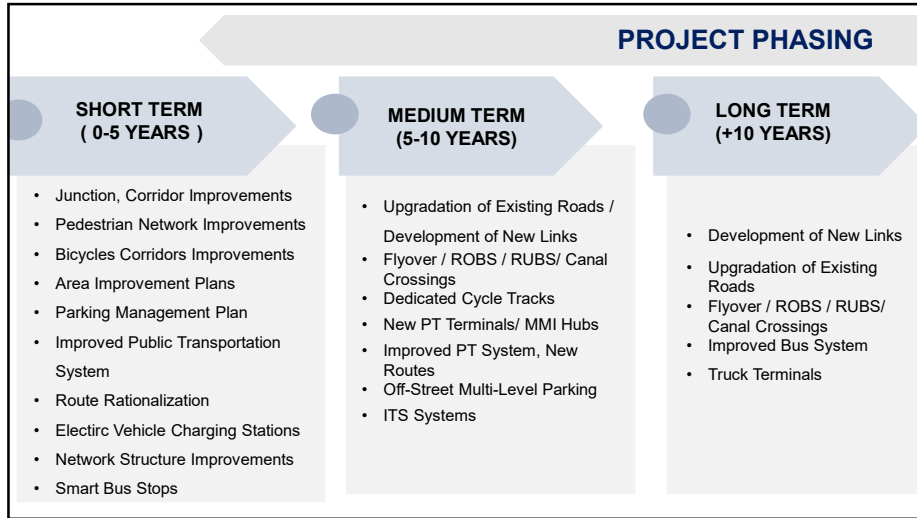


SERVICE LEVEL BENCHMARKING

	2023	2051
Public Transport Facilities	LOS 2	LOS 1
Pedestrian Infrastructure Facilities	LOS 2	LOS 1
Non-Motorised Transport Facilities	LOS 3	LOS 2
Level of usage of Intelligent Transport System (ITS) Facilities	LOS 4	LOS 1
Travel Speed (Motorized and Mass Transit)	LOS 3	LOS 1
Availability of Parking Places	LOS 3	LOS 2
Road Safety	LOS 3	LOS 2
Pollution Levels	LOS 1	LOS 1
Integrated Land Use and Urban Transport	LOS 4	LOS 1

LOS 1 - Excellent, Needs to be Maintained
 LOS 2 - Good, Can be Improved
 LOS 3 - Needs Significant Improvement
 LOS 4 - Poor, Needs Immediate Action





Sl.No	Projects	Total Cost (In Crores)	Phasing Rs (in Crores)		
			2023-2027	2027-2041	2041-2051
1	Improvement of Road Network	1180	142	114	923
2	Improvement of Non-Motorised Transport Facilities	243	165	78	0
3	Improvement of Public Transport System	4882	1669	2447	765
4	Improvement of Freight Transportation System	321	99	177	45
5	Intelligent Transportation System Facilities	38	16	22	0
6	Improvement of Parking Facilities	7	2	2	2
Overall CMP Proposals		6670	2093	2842	1736

PROJECT COST OF ~ 6670 CRORES

