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FORMATION OF ENGINEERING STRUCTURES OF TRANSPORT INFRASTRUCTURE

The urgency of parking in large cities is not in doubt. The growing population of city has created many problems one of the challenging ones being car parking which we confront almost every day. Besides the problem of space for cars moving on the road, greater is the problem of space for a parked vehicle considering that private vehicles remain parked for most of their time. While residential projects still escape with designated parking, the real problem lie with commercial spaces many a time which is overcome by taking extra open spaces and underground to park. Parking is one of the major problems that are created by the increasing road track. It is an impact of transport development. The availability of less space in urban areas has increased the demand for parking space especially in areas like Central business district. All too often cities suffer from too many cars and too few parking spaces. Effective parking management can help reduce congestion and expand the space on the roads.

The automobile has an important role to play in the urban transportation system. As a result, parking is an essential piece of infrastructure in the built environment. Yet, cities are continually challenged to find ways of integrating parking into their fabric that are efficient, compact, attractive and ecologically sensitive. A key reason for this is that structured parking and/or underground parking is extremely expensive to construct and maintain and as a result large areas of surface parking prevail.

Standards or their sections are used for design can be divided into:

- Parking standards for residential developments The overall intention of the standards is to ensure that subject to road capacity considerations; future residential developments should have sufficient parking provision to match the car ownership of residents.

- Parking standards for community facilities - The provision of parking for community facilities should generally be limited to operational requirements. Users of community facilities will generally be expected to use public transport or public car parks. However, for certain major GIC facilities such as cultural/recreational complexes which are of territorial significance, there may be a need to provide sufficient parking spaces commensurate with the nature of such facilities.

- Parking standards for commercial facilities - The overall intention of the standards is to ensure that, except in special circumstances, future commercial developments should have sufficient on-site parking to match manifest operational requirements.

- Parking standards for industrial and business developments – The overall intention of the standards is to ensure that sufficient parking and loading/unloading spaces are provided to satisfy requirements. In all cases, the level of provision in a development is to be decided by the Authority. The standards serve to provide a guideline on which the Authority will base the decision.

Literature

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