

1. Gandhi Nagar & Chickpet Areas– The area surrounded by Seshadri Road, Kalidas Marg, K.G.Road, Distt. Offices Road, N.R.Road, Mysore Road and Bhashyam Road, Tank Bund Road & Dhanvantri Road can be converted into two pedestrian zones I & II on either side of K.G.Road. The two Zones can be inter connected through a semi depressed under pass near Alankar Plaza and Jantha Bazar. All the private vehicles will be required to move on Seshadri Road, Kasturba Road, NR Road and Bhashyam Road, while K.G.Road and District Offices Road be used by Public Transport –Busses & Trams. In the surrounding areas 5 mechanical parking spaces with a capacity of 500 vehicles each will be provided at;
  - P13– Behind Sagar
  - P14– Kanteerava Stadium
  - P15–Near City Market
  - P16–Near Bakshi Gardens
  - P17 – KSRTC Bus Depot
2. Commercial Street – To be designated as 'CLOSED FOR VEHICLES FROM 10 A.M TO 9 P.M.' and supported by parking P-2 near Kamaraj Road
3. Brigade Road – To be designated as 'CLOSED FOR VEHICLES FROM 10 A.M TO 9 P.M.' and supported by parking P-1 near M.G.Road

These proposals are indicated in Figure 7.6.

## 7.12 PARKING

- 7.12.1 The parking demand is growing with growth of vehicles in the city. The multistoried buildings in busy/commercial areas are major attractors. Though the building regulations specify a minimum provision of parking area, there can be many defaulters and some who later convert the spaces for other purposes. This results in the vehicle parking spilling to streets (main road or side streets). A practical solution is to provide off street multistoried parking lots in this areas. As funds will be constraint consultants suggest a policy in this regard. The Owner who fails to provide required parking spaces as per the regulations should be charged an annual levy equivalent to market rental value for the short fall in parking area provided. Subsequently the market value will rise every year. Amount so collected plus parking charges collected will be substantially enough to meet the repayment installments of loans which were taken to construct multistoried parking lots. Once such facility is provided it is possible to prevent the on Street parking of vehicles or otherwise road space can be utilized for traffic. The development control regulations and TCP act may be suitably amended to provide for such levies.