

## PARKING FOR RAPID TRAFFIC MOVEMENT

**S.S. Gharpure**

Architect, Planner and Interior Designer,  
Gharpure Wada, 980 Main Road, Sangli - 416 416  
Email : subhash\_gharpure@yahoo.com

In cities everywhere dependence on car is growing by time. With this burden on existing traffic system has increased considerably and cities are unabling to catch up with it leading to problems of severe traffic congestion.

For a sustainable system free flow of traffic is essential. This contributes to saving of time and value in terms of fuel and efforts. An efficient system of parking is an essential consideration for any 'green' traffic system.

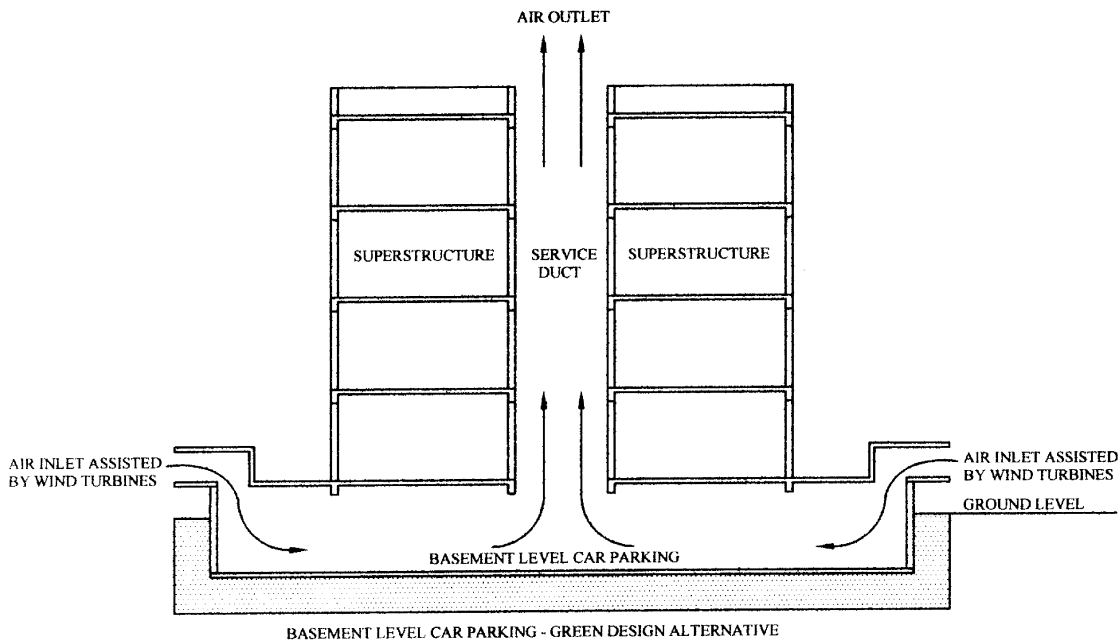
In any system of city, parking generally can be categorized mainly as on-street and off-street parking within various zones, congested or non-congested areas and types of buildings. In a traffic pattern complete free flow of traffic is possible when roads carry no parked vehicles and allow only vehicles in motion. This allows maximum reduction in possibility for traffic jams and stoppages.

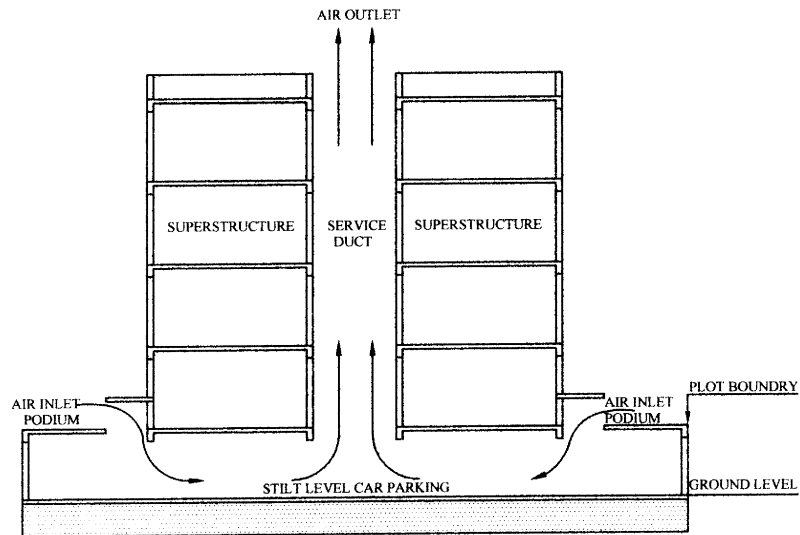
Specially designed multilevel parking lots on roadsides is a very good solution to have free roads. However in already congested areas it is difficult to reserve plots to accommodate such developments. Besides considering such

parking in private plots is not a suggestable option due to the unsatisfactory ratio of high price of land and returns obtained from such lots by an owner of the property. Therefore developments on roadsides if encouraged with parking areas to accommodate vehicles of owners as well as those might have been parked along the road in front can provide an option of clear roads. This encouragement can be in terms of by law as well as by providing some kind of incentive to the developer of property.

### Parking within plot:

For caring of vehicles it is essential to provide covered parking areas. Area available for parking within a plot can be in a basement, on ground floor around the building, below stilt floor, at terrace level. To accomadate maximum number of public parking double basements can be permitted. Otherwise for below stilt level parking the area around the building extended upto plot boundry can serve the purpose. In such case the podium above parking level can be used for recreation.



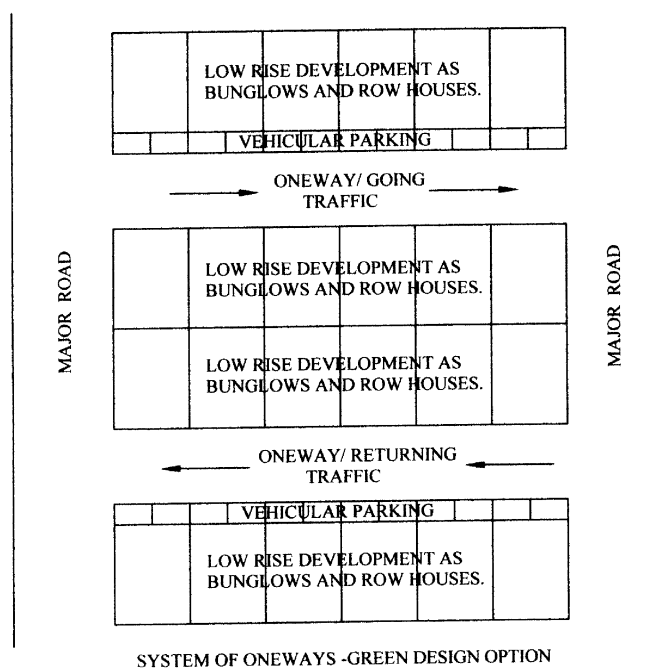


STILT LEVEL CAR PARKING - GREEN DESIGN ALTERNATIVE  
 STILT LEVEL PARKING IF EXTENDED UPTO PLOT BOUNDARY MAY ALLOW  
 MAXIMUM AREA TO ACCOMMODATE PUBLIC OR ONSTREET PARKING

**On street parking:**

In an alternative system for congested areas no vehicles are allowed within the area and all the movements can be either pedestrian or combination of pedestrian and public transport. In such case parking is required along the fringe area around. This parking can be accommodated within open plots specially reserved for parking, or roadside multilevel

parking lots. However many a times it is possible to have low rise residential developments such as bungalows and row houses in such area. In such case public parking can be permitted along roads. The vehicular movements on these roads is restricted by system of one-ways with one of the parallel road used for going movement and the other one for returning traffic.



SYSTEM OF ONEWAYS - GREEN DESIGN OPTION

Even in areas reserved for industrial purposes, school districts etc. allotment of plots specially reserved for parking contribute to efficient movement and safety.

