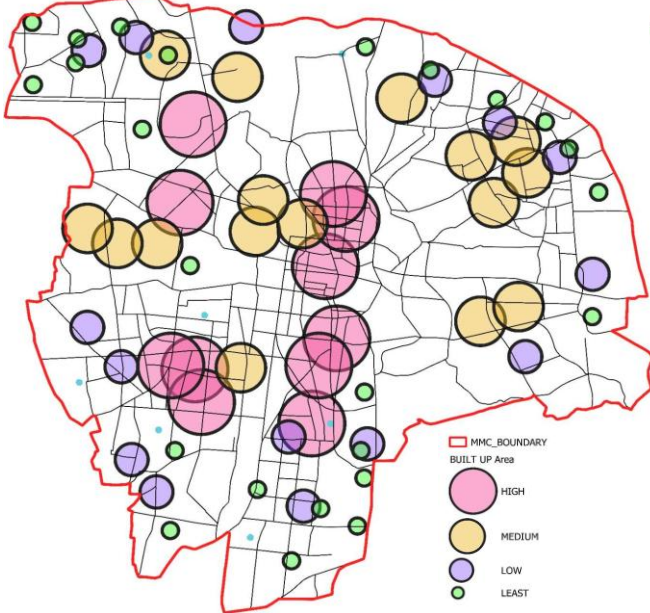
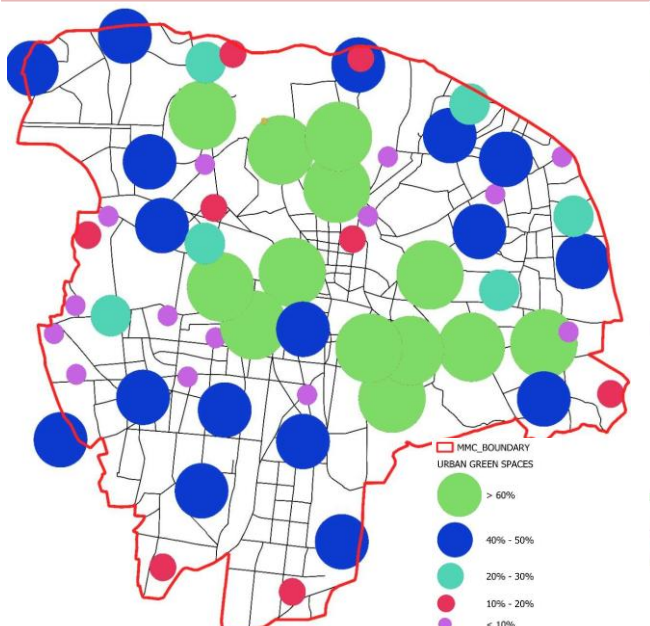
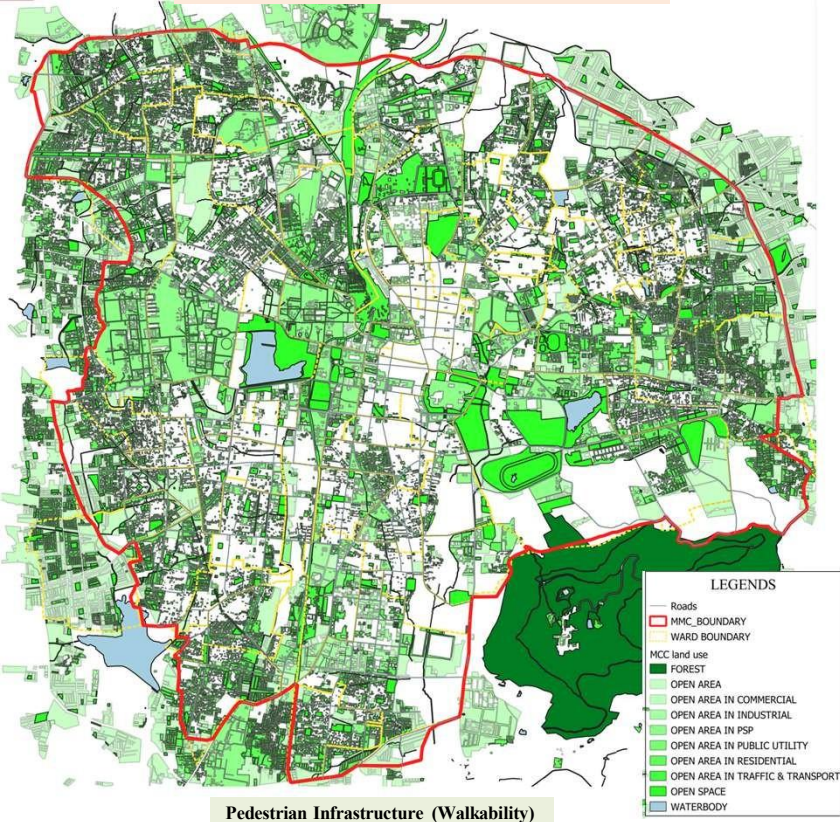


SPATIAL ANALYSIS OF URBAN GREEN COVER AND BUILT-UP AREA



ROAD NETWORK AND GREEN/OPEN SPACES MAP



Pedestrian Infrastructure (Walkability)

Road Name	Pedestrian Infrastructure (Walkability)	Remarks
Sayaji Rao Road	Good	Major commercial and hospital zone; well-developed sidewalks
D Devaraj Urs Road	Good	High foot traffic; near clinics, banks, and markets
Irwin Road	Moderate	Near bus stands and hospitals; walkable but congested
Ashoka Road	Good	Connected to K.R. Hospital; busy but pedestrian-accessible
J.B Road (Jayalakshimpuram)	Moderate	Connects major education and health institutions
KRS Road (Krishna Raja Sagar Road)	Partial	Access to industries and hospitals; few sidewalks
Kuvempunagar Double Road / Gokulam Road	Scattered	Residential, partially walkable; lacks continuity
Lalith Mahal Road	Poor	Periphenal; lacks pedestrian paths; mostly vehicle traffic
Outer Ring Road (All segments)	Absent	High-speed corridor; no pedestrian use intended
Bannur Road	Limited	Spase facilities; some hospitals but unsafe for pedestrians
Nanjangud Road (NH 766)	Poor	Highway; minimal walkability; unsafe for pedestrians
Hansur Road	Moderate	Semi-urban growth zone; footpaths in some stretches
Kathdasa Road	Good	Near educational/health institutions; walkable design
Chamaraja Double Road	Good	Core urban road; busy but walkable
Narayan Shastri Road	Moderate	Narrow footpaths; congested zone
Ramaswamy Circle Road / Vinoba Road	Moderate	Near educational and colleges; walkable but congested
Bogadi Road	Scattered	Expanding suburb; mixed infrastructure
T.Narasipura Road	Poor	Periphenal road; unsafe for pedestrians
KRS Back Road / Hebbal Industrial Area Road	Poor	Industrial corridor; minimal pedestrian infrastructure

ANALYSIS

URBAN GREEN SPACE INDEX

Integration Level

Area	Green Space Availability	Transportation Quality	Integration Level	Key Observations
Central	Low	High (congested)	Poor	• High congestion with low green buffers reduces walkability; • lacks pedestrian-friendly infrastructure.
North	Moderate	Good	Moderate	• Moderate green space with decent transportation • opportunity to improve integration through green corridors.
South	Very High (Forest)	Poor	Poor	• Rich forest cover but poor transport access limits connectivity and public access to green areas.
East	Moderate	Fair	Moderate	• Potential for green corridors using public land • transportation needs improvement for better integration.
West	Good (Lakes, parks)	Good	High	• Balanced green space and transport • good model for sustainable urban development.
South-East	High	Poor	Low	• Green space abundant but isolated due to poor transport and low integration with other zones.
North-East	Low	Moderate	Low	• Low green space and limited connectivity • urban densification impacts quality of life.

PRIORITY WARDS FOR GREEN SPACE INTERVENTION

Built-Up Green %	<10%	10-20%	20-40%	40-60%	>60%
High	V.High	High	Med	Med	Med
Medium	High	High	Med	Low	Low
Low	Med	Med	Low	Low	Low
Least	Med	Med	Low	Low	Low

Ward Number	Ward Name	% of Green Space	Priority Level	Remarks
6	Rajivnagar	<10%	High Priority	Densely built-up, limited UGS
10	Shanthinagar	<10%	High Priority	Requires community parks
24	Mandi Mohalla	10%–20%	High Priority	Slum pockets, lacks green buffers
28	Nazarbad	20%–30%	Medium Priority	Limited but scattered green space
31	Lashkar Mohalla	10%–20%	High Priority	High population density
37	Bannimantap	<10%	High Priority	Congested, poor tree cover
42	Gayathripuram	10%–20%	High Priority	Low open space per capita
47	Ashokapuram	20%–30%	Medium Priority	Need for children and elderly spaces
51	Jayanagar	10%–20%	High Priority	Increasing urbanization
55	Kyathamaramahalli	<10%	Critical Priority	Highly underserved slum area

COMPARATIVE ANALYSIS TABLE: BUILT-UP AREA VS. GREEN SPACE

Zone / Cluster	UGS (%)	Built-Up Intensity	Observation
Central Area (Core)	Mostly (<20%)	High	High density with poor green cover
South-Eastern Wards	Mix of (40–60%)	Low to Medium	Good UGS with low built-up
North-East Quadrant	Mostly (20–40%)	Medium to High	Urbanizing zone, declining green cover
North-West Periphery	Predominantly (>40%)	Least to Low	Low built-up with high green cover
South-West Wards	Mixed (20–60%)	Medium to High	Transitioning to denser urban fabric
Far South Wards	Mostly (>40%)	Least to Low	Excellent green cover, low urban pressure

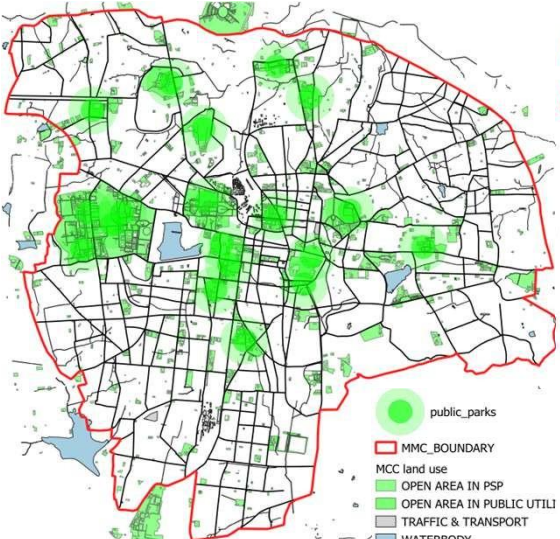
• Priority Level is based on % of green space and population needs.
• Wards with <10% green space are critical zones needing urgent interventions.

SCHOOL OF PLANNING AND ARCHITECTURE

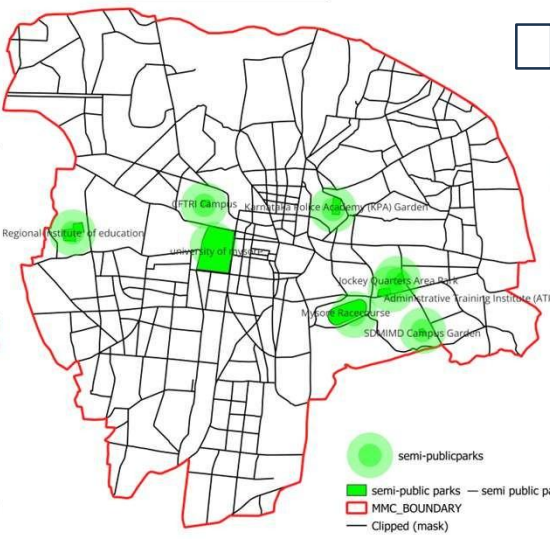
NAME: PRERANA SL
REG NO: P01ZZ23T107016
DWG NO:

**PLANNING FOR HEALTHY AND AGE FRIENDLY CITIES:
A CASE OF MYSURU CITY**

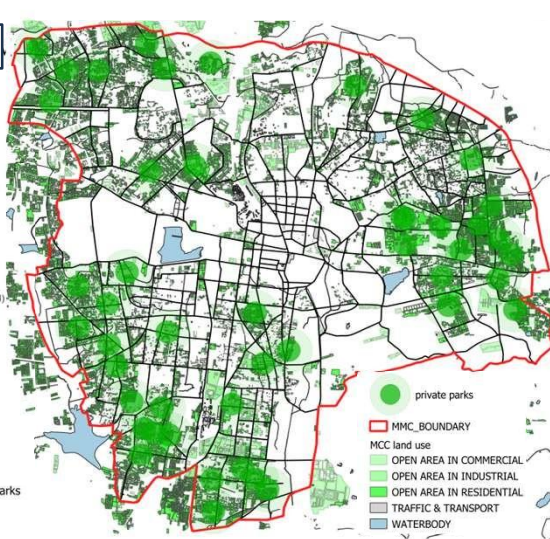
PUBLIC PARKS



SEMI PUBLIC-PARK



PRIVATE-PARK



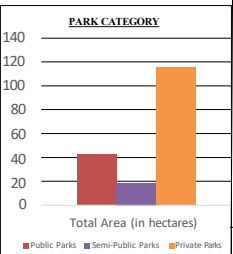
IDENTIFIED GAPS IN URBAN GREEN SPACE PROVISION WITH RESPECT TO PLANNING STANDARDS

No.	Parameter	Actual Value (Mysuru)	Standard (Norm)	Gap Identified	Source
1	Per capita open space	6.5 sqm/person	10–12 sqm/person	Shortage of 3.5–5.5 sqm	URDPFI Guidelines 2014, MoHUA
2	Total green space (%)	18%	Min. 33% urban green cover	Deficit of 15%	MoEFCC, National Forest Policy 1988
3	Number of public parks	184	1 per 10,000 population	Shortfall in some wards	MoHUA – Urban Greening Guidelines
4	Avg. park area	1,200 sqm	Preferably >4,000 sqm	Below standard size	URDPFI 2014
5	Distribution of parks across wards	Uneven	Uniform access required	Spatial imbalance	City Corporation/ULB
6	Accessibility to open space	Avg. 800 m	Within 400–500 m walking distance	Too far by ~300–400 m	WHO Healthy Cities Norms
7	% of neighborhood parks	30%	60% desirable	Only half of ideal provision	MoHUA Guidelines
8	Playground availability in schools	Only in 60% schools	100% school playgrounds required	40% schools lack proper playgrounds	NEP 2020, School Infra Norms
9	Community gardens and urban farming space	Very limited	Encouraged under National Urban Greening	Lacking entirely	MoHUA, MoEFCC
10	Lakes and waterfronts as public space	12 lakes; not fully accessible	Fully accessible for public use	Many fenced/encroached	Mysuru LDA, MoEFCC
11	Public open space in informal settlements	<2%	At least 5–10% space in layout	Very limited access	CPHEEO & Slum Redevelopment Guidelines
12	Maintenance of existing parks (%)	40% well maintained	100% needed	Poor upkeep in 60% parks	ULB Annual Reports

Sector-Wise Problem Analysis with Practical Proposal Options-Green spaces

Needed Insight	Relevant Sheet Heading (Spatial)	Spatial Justification
Parks and open spaces in every ward	Urban Green Space Index	Wards like Rajivnagar, Shanthinagar <10% green cover.
Ensure 15–20% green cover in all wards	Ward-Wise Green % Priority Table	Multiple wards below 10%; critical interventions needed.
Parks must be walkable from homes	Green Proximity Index	Average walking distance is 800m vs. norm of 400m.
Lakes, school grounds opened	Lakes & School Grounds Access Table	5 lakes exist; many encroached or fenced.
Connect parks with green paths	Green Corridor Proposal / Integration Map	Green areas isolated; lacks connectivity via footpaths.
Safe zones for kids, elderly in parks	Survey-Based Park Assessments	No age-segregated spaces; complaints about poor maintenance.
Add health & green in slums	Public Open Space in Informal Settlements	<2% green/open space in slums; clear spatial disparity.

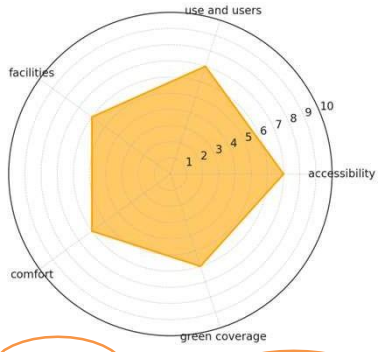
Zone	Location	Green Proximity Index	Interpretation
Zone 1	Central	0.90	Excellent green access
Zone 2	North-East (NE)	0.60	Moderate access
Zone 3	North	0.30	Poor access
Zone 4	N-Centre	0.35	Poor access
Zone 5	West	0.40	Below average access
Zone 6	South-East (SE)	0.55	Moderate access
Zone 7	South	0.85	Excellent green access



GREEN PROXIMITY INDEX

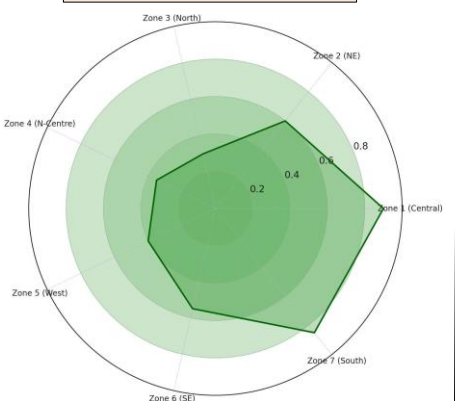
KEY OBSERVATIONS

This distribution pattern significantly impacts the equity of access and the age-friendliness of the urban environment.



HOW SAFE ? HOW ACCESSIBLE ? HOW INCLUSIVE ?

GREEN PROXIMITY INDEX



Sector-Wise Problem Analysis with Practical Proposal Options-Transportation

Needed Insight	Relevant Sheet Heading (Spatial)	Spatial Justification
Make ringroads support public transport	Road Network Map Analysis	Ring Road has minimal pedestrian access and is poorly integrated.
Add local feeder buses and shared autos	PTAIL Levels Map & Observations	Peripheral wards (e.g., Bogadi, JP Nagar Extn) show low to no connectivity.
Improve pedestrian paths across city	Pedestrian Infrastructure Table	Poor walkability on Lalith Mahal Rd, Nanjangud Rd, etc.
Make buses and stops disabled-friendly	Barrier-Free Access in Buses – Transport Table	Only 10% fleet is accessible; rest are non-compliant with RPwD Act.
Plan bus routes based on access	INTEGRATED ACCESSIBILITY MAP	Bus routes serve CBD; green zones and hospitals left out.

Park Category	Total Area (in hectares)
Public Parks	42.7
Semi-Public Parks	18.6
Private Parks	115.4

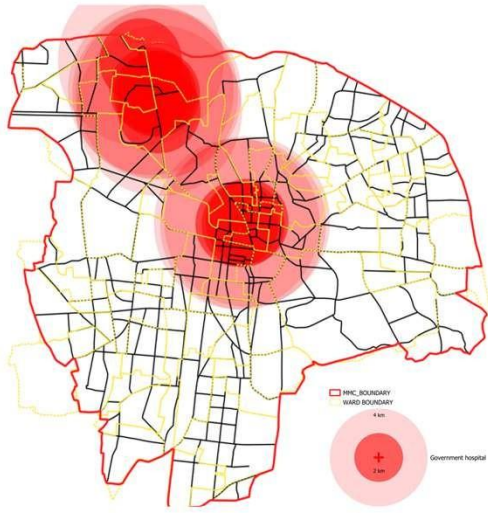
Source: Mysuru Urban Development Authority (MUDA)

SCHOOL OF PLANNING AND ARCHITECTURE

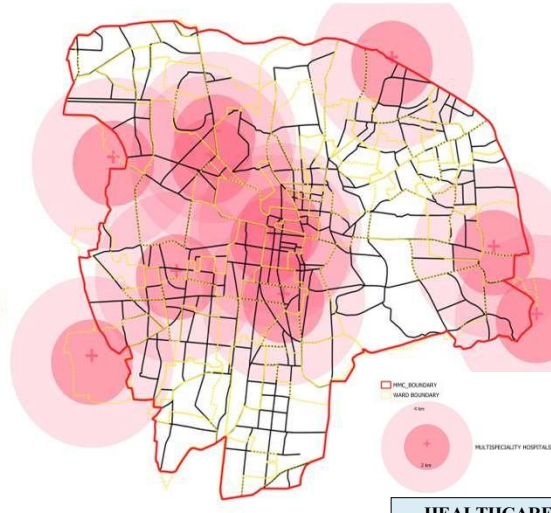
NAME: PRERANA SL
REG NO: P01Z223T107016
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**PLANNING FOR HEALTHY AND AGE FRIENDLY CITIES:
A CASE OF MYSURU CITY**

FOR GOVERNMENT HOSPITALS



FOR PRIVATE(MULTISPECIALITY) HOSPITALS



IDENTIFIED GAPS IN HEALTHCARE FACILITIES PROVISION WITH RESPECT TO PLANNING STANDARDS

No.	Facility Type	Actual in Mysuru	Standard (Norm)	Gap Identified	Source
1	Primary Health Centers (PHCs)	1 per 32,000	1 per 25,000 population	Underserved by ~7,000	URDPFI Guidelines 2014
2	Community Health Centers (CHCs)	1 per 2.5 lakh	1 per 1.2 lakh population	Almost half of required	MoHFW
3	Sub-centers	1 per 15,000	1 per 5,000 (urban)	One-third of needed	NRHM Guidelines
4	Government hospitals	8	1 per 50,000 (small town scale)	Coverage okay, but not evenly distributed	URDPFI
5	Private clinics and hospitals	Concentrated near CBD	Spread across city expected	Uneven access in peripheries	ULB Health Report
6	Ambulance facilities	1 per 80,000	1 per 50,000	Shortfall	WHO Emergency Care Guidelines
7	Hospital beds per 1000 people	2	5 beds/1000 (WHO)	Deficit of 3 beds/1000	WHO
8	Maternity homes	1 per 1 lakh	1 per 50,000	Not sufficient	URDPFI
9	Urban Health & Wellness Centers	6 functioning	1 per 25,000	Needed: ~32, Existing: 6	MoHFW
10	Geriatric care centers	Only 2 in city	1 per 1 lakh elderly	Vast gap	WHO Age-friendly Cities
11	Health infrastructure in slums	Poor	Mobile/temporary clinics needed	No mobile health units	CPHEEO, SBM Urban Guidelines
12	Immunization center availability	Limited	1 per 10,000 children	Gaps in peripheral wards	NRHM

PROXIMITY SCORE

KEY OBSERVATIONS

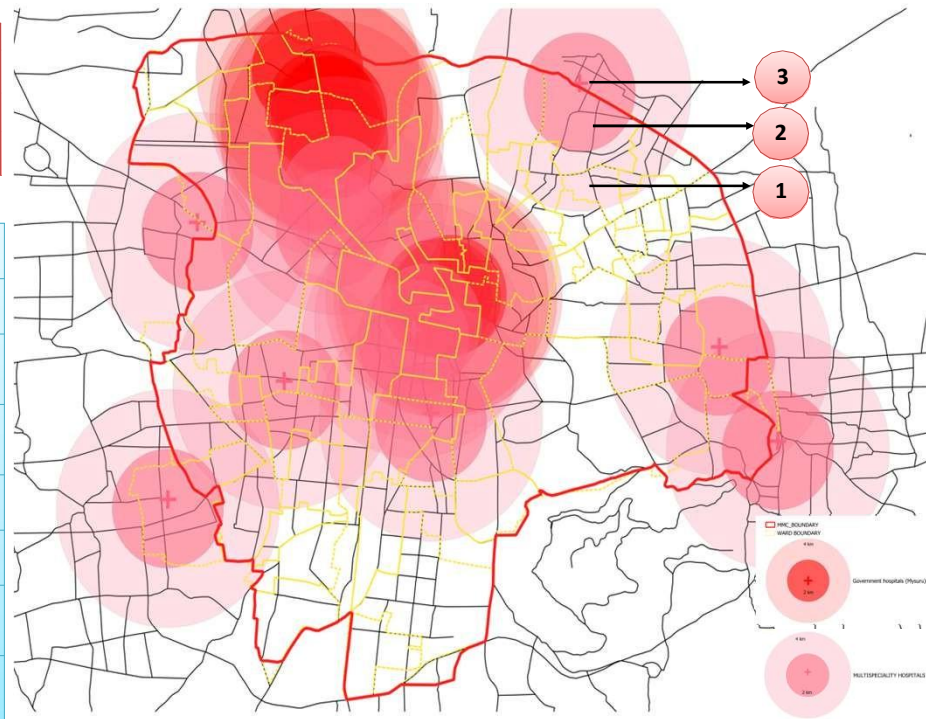
• Proximity Score = $(\sum(\text{Population} \times \text{Score})) / \text{Total Population}$

- Central Mysuru shows high proximity to healthcare, especially around Devaraja Mohalla and Agrahara.
- Peripheral areas like Hootagalli, Udbur, and Alanahalli have low access to nearby healthcare.
- Private healthcare facilities are densely clustered in the city core.
- Public health centers are unevenly distributed, missing in several outer zones.
- Poorer neighborhoods often have to travel longer distances for health services.
- Areas near major transport corridors show relatively better healthcare proximity.
- Ring Road areas show growing residential clusters but limited health coverage.
- Proximity gaps are observed in rapidly urbanizing and fringe areas.
- Accessibility is lower in green zones like near Chamundi Hills due to sparse development.

PROXIMITY SCORE

Distance from Healthcare Facility	Proximity Zone	P. Score	Interpretation
0 – 2 km	High Accessibility	3	Excellent access to healthcare facilities
2 – 4 km	Moderate Accessibility	2	Fair access; requires short travel
Beyond 4 km	Low Accessibility	1	Poor access; longer travel time to reach hospital

HEALTHCARE FACILITY COVERAGE AND ACCESSIBILITY ANALYSIS



HEALTHCARE FACILITY COVERAGE

Zone	Healthcare Facility Coverage	Road Network Density	Accessibility to Healthcare	Traffic Congestion & Road Problems	Key Observations
Central	High (multiple overlapping 2 km & 4 km buffers)	Very dense	Very good	• High congestion due to commercial zones • narrow roads	Well-connected to hospitals but delays in emergency travel
North	High (dense buffers near major hospitals)	Dense	Good	• Moderate congestion on arterial roads • encroachments in some stretches	Strong healthcare network with good access
West	Moderate to Low	Moderate	Fair to Poor	• Low congestion, but limited direct access to hospitals; some roads are unpaved or broken	Poor healthcare coverage despite moderate road density
East	Moderate	Moderate	Fair	• Occasional congestion lacks direct routes to some hospitals	Multispeciality hospitals present, but not well connected
Southwest	Low	Sparse	Poor	• Minimal traffic, but roads are disconnected or in poor condition	Remote zone with very low hospital coverage
Southeast	Low	Sparse to moderate	Poor	• Chronic congestion on key radial roads • bottlenecks at intersections	Road issues worsen already poor healthcare access
Outskirts / Periphery	Very Low or None	Sparse	Very Poor	• Low traffic, but poor or no paved roads • travel is difficult during monsoon	No nearby hospitals; long travel times and limited mobility

• **High Accessibility Clusters:** Central and northern parts of the city show dense red zones, indicating strong overlap between road networks and healthcare facility catchments.

• **Peripheral Gaps:** Eastern and southern peripheral zones show lighter red intensity, highlighting **lower healthcare accessibility** and sparser road coverage.

• **Uneven Distribution:** Healthcare services are **concentrated in central and inner zones**, with fewer facilities toward the outskirts.

• **Ring Road Advantage:** The outer red road (possibly ring road) supports **access around the city**, but internal connectivity influences service reach more.

Areas with dense road networks in central and northern Mysuru show better access to healthcare facilities, indicating a direct relationship between transportation infrastructure and healthcare service reach. Strengthening transportation links in these zones is essential to bridge existing service gaps.

SCHOOL OF PLANNING AND ARCHITECTURE

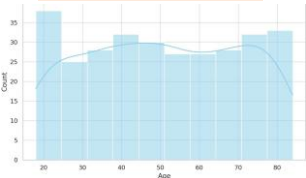
**PLANNING FOR HEALTHY AND AGE FRIENDLY CITIES:
A CASE OF MYSURU CITY**

NAME: PRERANA S L

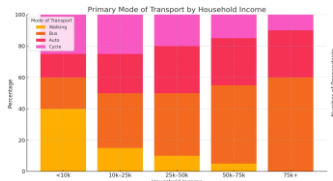
DWG NO:

REG NO: P01ZZ23T107016

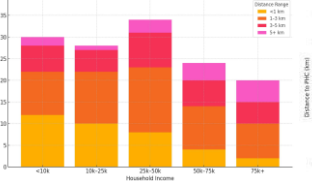
Age Distribution of Respondents



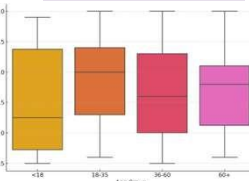
Primary mode of Transport by Household Income



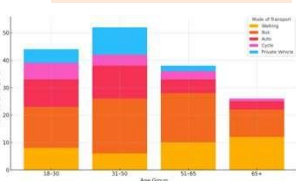
Distance travelled by Household Income



PHC Distance vs Age Group



Mode of Transport by Age Group

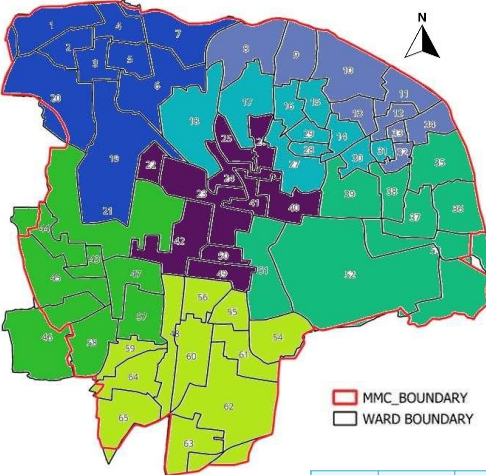


Survey-Based Assessment

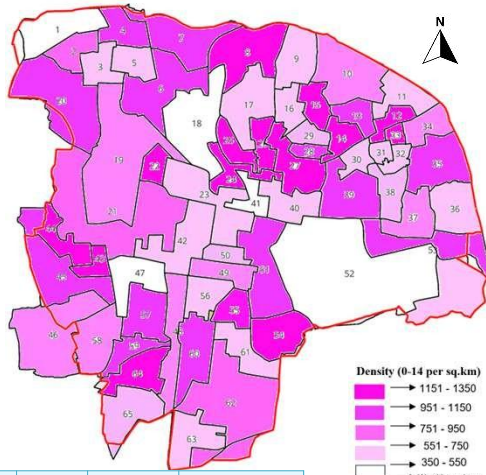


- Paved walkways, functioning swings, and active community use
- Park features clean landscaping, ample seating, and structured walking paths, making it suitable for senior citizens and daily walkers.
- The park is well-lit and active at night, offering a safe and vibrant space for children's play and community gatherings.
- Poor maintenance and visible garbage dumping
- Stagnant wastewater, indicating neglect and posing health risks.

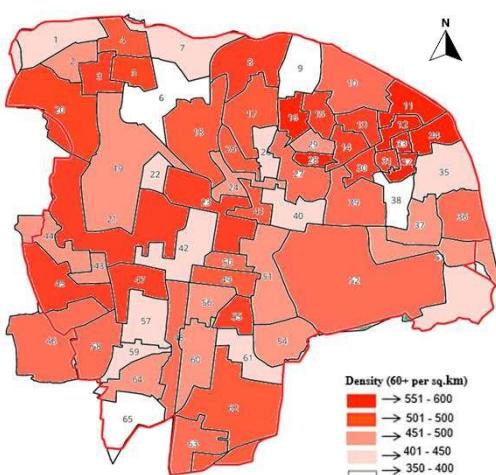
Happiness index zone wise in Mysuru city



Ward-wise population density for children aged 0-14 in Mysuru city



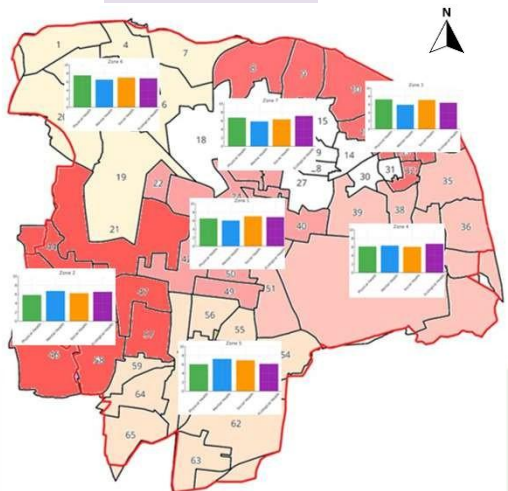
Ward-wise ranking of 60+ population density in Mysuru city



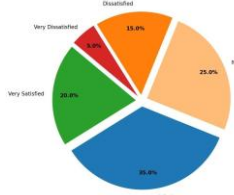
Zone	Physical	Mental	Social	Ecological	Average Score
Zone 1	6.5	6.0	7.0	6.8	6.575
Zone 2	5.8	6.7	6.2	6.5	6.3
Zone 3	7.2	5.9	7.1	6.4	6.65
Zone 4	6.1	6.3	6.0	6.7	6.275
Zone 5	6.0	7.2	6.9	6.1	6.55
Zone 6	7.5	6.5	7.0	6.8	6.95
Zone 7	6.7	5.8	6.3	7.1	6.475

Rank	Zone	Average Health Score
1	Zone 6	6.95
2	Zone 3	6.65
3	Zone 1	6.575
4	Zone 5	6.55
5	Zone 7	6.475
6	Zone 2	6.3
7	Zone 4	6.275

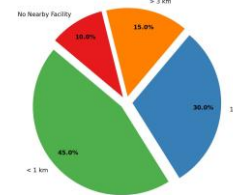
Health Scores by Zone



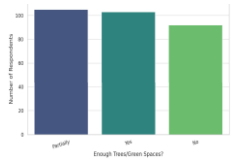
Satisfaction with Healthcare Services



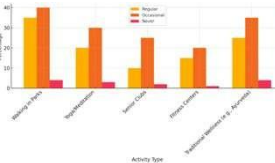
Distance to Nearest HealthCare Facility



Perception on Green Spaces



Participation in Wellness Activities



Age Group	Green & Open Spaces	Healthcare Access	Transportation & Mobility
0-5 years (Infants & Toddlers)	<ul style="list-style-type: none"> Shaded toddler play areas Clean air zones near homes 	<ul style="list-style-type: none"> Proximity to anganwadis and immunization centers 	<ul style="list-style-type: none"> Stroller-friendly, traffic-calmed areas near homes and childcare centers
6-12 years (Children)	<ul style="list-style-type: none"> Age-appropriate play areas in parks Open school grounds 	<ul style="list-style-type: none"> School health check-ups Clean toilets in parks and schools 	<ul style="list-style-type: none"> Safe walkable routes to school - Zebra crossings and signage near schools
13-18 years (Adolescents)	<ul style="list-style-type: none"> Access to sports fields and youth parks Spaces for informal recreation 	<ul style="list-style-type: none"> Mental health counseling access School-linked clinics 	<ul style="list-style-type: none"> Affordable and safe public transport for students Cycle tracks to schools
19-35 years (Young Adults)	<ul style="list-style-type: none"> Jogging tracks, Fitness areas in parks Clean recreational spaces 	<ul style="list-style-type: none"> Access to primary healthcare Reproductive health services 	<ul style="list-style-type: none"> Last-mile connectivity to work hubs Safe night-time transport options
36-59 years (Middle-aged)	<ul style="list-style-type: none"> Meditation spaces and open air gyms in parks 	<ul style="list-style-type: none"> NCD screening facilities (diabetes, BP) in neighborhoods 	<ul style="list-style-type: none"> Reliable public transport Park & ride options to reduce CBD congestion
60+ years (Senior Citizens)	<ul style="list-style-type: none"> Parks with benches, walking loops and shaded resting points 	<ul style="list-style-type: none"> Geriatric health centers Home visit medical services 	<ul style="list-style-type: none"> Barrier-free public transport Safe pedestrian crossings with resting points

Survey-Based Assessment

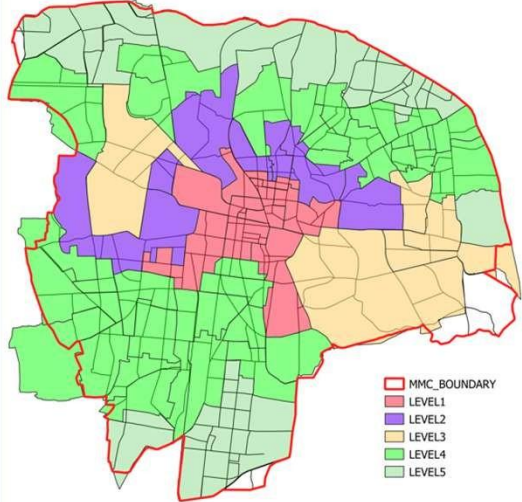
Parameter	Category/Range	Number of Respondents	Observations
Distance to Nearest PHC	Less than 1 km	90	Easily accessible for basic medical needs.
	1-3 km	130	Acceptable distance but may be difficult for elderly.
	More than 3 km	80	Limited access; barrier for elderly and emergencies.
Feedback on Healthcare Facilities (From 'Likes/Dislikes About Area')	Positive (satisfied)	110	Indicates presence of functioning services.
	Negative (unsatisfied)	140	Reflects lack of doctors, clinics, or PHCs.
	Neutral/No comment	50	May indicate low engagement or awareness.
Health Mentioned in Priority Issues	Health is top concern	120	Emphasizes need for better infrastructure.
	Health not mentioned	180	Indicates other issues (like water or transport) are higher priority for some.

SCHOOL OF PLANNING AND ARCHITECTURE

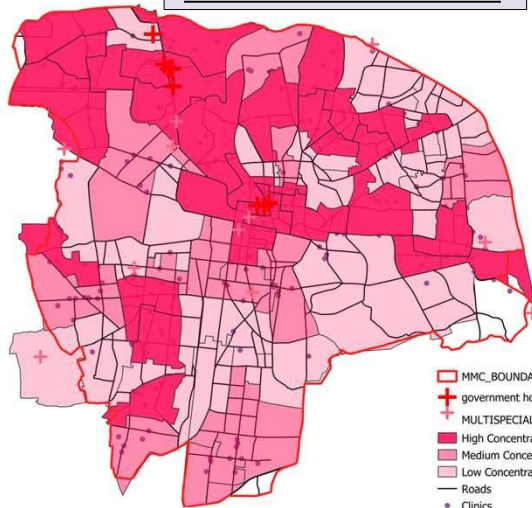
Planning for healthy and age friendly cities:
A case of Mysuru city

NAME: PRERANA S L
REG NO: P01ZZ23T107016
DWG NO:

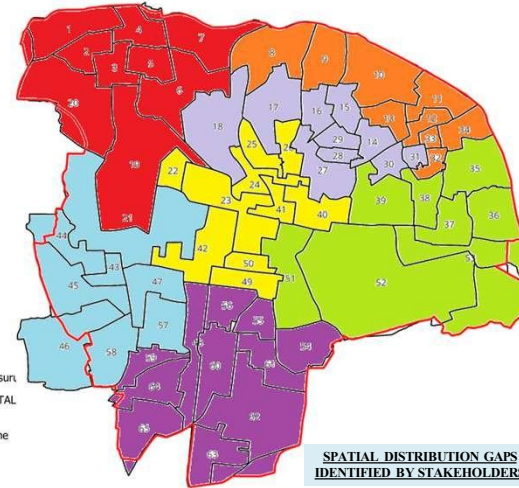
SPATIAL CLASSIFICATION OF PUBLIC TRANSPORT ACCESSIBILITY IN MYSURU BASED ON PTAI LEVELS



HEALTH INFRASTRUCTURE INDEX



HEALTH AFFORDABILITY INDEX (HAI)



PUBLIC TRANSPORT ACCESSIBILITY INDEX, HEALTH INFRASTRUCTURE INDEX, HEALTH WORKFORCE INDEX & HEALTH AFFORDABILITY INDEX

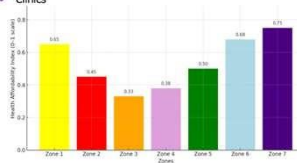
KEY OBSERVATIONS

$$HAI_{zone} = \frac{\sum(\text{Perception Scores})}{N \times \text{Max Score}}$$

- Health Infrastructure Index**
 - Mysuru city has a good mix of public and private hospitals with tertiary care facilities. Urban wards are well-covered by PHCs, maternity homes, and diagnostic centers.
 - However, some peripheral urban areas face limited access to nearby health facilities. Emergency services are improving but still lack uniform coverage across all zones.
- Health Workforce Index**
 - The city meets doctor and nurse ratio norms, especially in private institutions.
 - Public hospitals face occasional staff shortages, especially for specialists. Most health workers are concentrated around central zones, not equally spread.
 - Urban health centers rely heavily on nursing staff and paramedics during peak times.

PTAI	Geographic Coverage	Accessibility Status	Transport-Related Issues
Level 1	Central Business District (e.g., KR Circle, Devanaja Mohalla)	Very High Access	<ul style="list-style-type: none"> Dense network of bus routes walkable streets frequent services
Level 2	Inner-city areas (e.g., VV Mohalla, Lakshmapuram, Nazabada)	High Access	<ul style="list-style-type: none"> Good coverage but crowding during peak hours
Level 3	Mixed-use transition zones (e.g., Rajcennagar, Metagalli)	Moderate Access	<ul style="list-style-type: none"> Long wait times irregular frequency distant stops
Level 4	Peripheral residential areas (e.g., Bogadi, JP Nagar Extn)	Low Access	<ul style="list-style-type: none"> Poor connectivity reliance on autos or personal vehicles
Level 5	Fringe / semi-urban zones (e.g., Srirampura, Kadakola outskirts)	Very Low Access	<ul style="list-style-type: none"> No formal transport unsafe walking conditions mobility barriers

Zone	HAI Value	Affordability Assessment
Zone 7	0.75	Very High affordability
Zone 6	0.68	High affordability
Zone 1	0.65	High affordability
Zone 5	0.50	Moderate affordability
Zone 2	0.45	Low affordability
Zone 4	0.38	Very Low affordability
Zone 3	0.33	Very Low affordability



Spatial Issue	No. of Mentions
Core-periphery facility imbalance	10
Poor last-mile access to health units	8
Elderly-unfriendly building design	6
No integration with transport networks	7
Lack of green/relief zones near clinics	5

HEALTH WORKFORCE INDEX

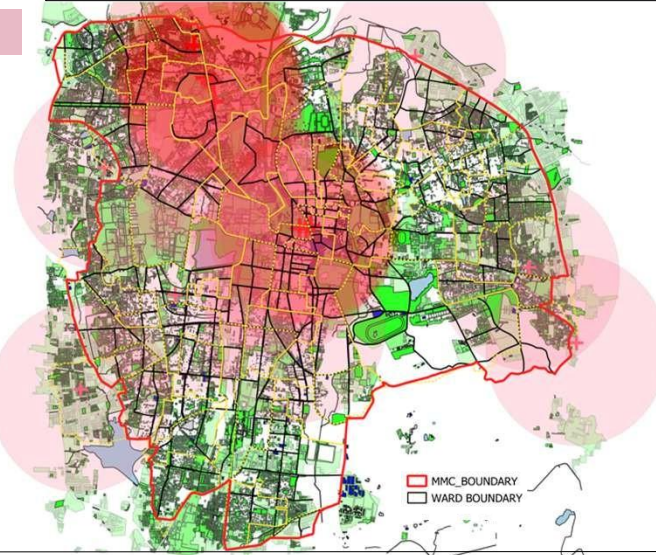
The final Health Workforce Index Score = 0.744 (or 74.4/100) (HWI of Karnataka is 0.67, HWI of India is 0.54)

Indicator	Ideal Standard	Actual (City Avg)	Normalized Score (0-1)	Weightage (%)	Weighted Score
Doctors per 10,000 population	10	7.5	0.75	25%	0.1875
Nurses per 10,000 population	15	10	0.67	20%	0.134
ASHA workers per 10,000 population	2	1.5	0.75	15%	0.1125
Paramedics per 10,000 population	5	3.5	0.70	15%	0.105
Workforce Vacancy Rate (%)	0% (ideal)	20%	0.80 (i.e., 1 - 0.2)	15%	0.12
Trained/Certified Staff %	100%	85%	0.85	10%	0.085
Total Health Workforce Index (HWI)				100%	0.744

IDENTIFIED GAPS IN TRANSPORTATION FACILITY PROVISION WITH RESPECT TO PLANNING STANDARDS

No.	Parameter	Existing Scenario	Standard (Norm)	Gap Identified	Source
1	Children's play areas per ward	1-2 max	4-5 per ward	Shortage of 2-3	URDPFI
2	Elderly recreation centers	4-5 total	1 per 25,000 elderly	Need more centers	MoHFW
3	Public benches in parks	Infrequent	Every 50 m in open areas	Under-provided	WHO
4	Universal access in public toilets	<25% accessible	100% under RPwD Act	75% not accessible	RPwD Act 2016
5	Schools with child-friendly infrastructure	60%	100% required	40% deficient	NEP 2020
6	Anganwadis per ward	1-2	1 per 400-800 population	Some wards lack facilities	MoWCD
7	Daycare and creche spaces	Very few	1 per 10,000 women	Lacking entirely	URDPFI
8	Geriatric healthcare access	Only in 2 hospitals	Required in all ULB health setups	Missing in 90% facilities	WHO
9	Barrier-free access in buses	10% buses adapted	100% new fleets should be accessible	90% still not accessible	Smart City & NUTP 2014
10	Elderly footpath ramps	Found in CBD only	Should be in all high-traffic zones	Absent in residential & mixed zones	RPwD Act
11	Child-friendly public libraries	2-3 in city	At least 1 per zone	Under-provided	UNESCO Child Guidelines
12	Age-segregated zones in parks	Rare	Needed for safety and well-being	No design segregation observed	WHO, MoHUA

INTEGRATED ACCESSIBILITY MAP: OVERLAY OF GREEN SPACES, HEALTHCARE FACILITIES, AND TRANSPORTATION NETWORKS IN MYSURU CITY



- Health Affordability Index**
 - Private hospitals dominate the city, making quality care expensive for low-income groups.
 - Public hospitals like KR and District Hospital offer affordable care but are overcrowded.
 - Health insurance coverage is improving, yet many urban poor are unaware or excluded. Out-of-pocket expenses for diagnostics and medicines remain high in many areas.

Factors Considered in Public Transportation Indices:

- On-Time Performance: How reliable and punctual the public transit system is.
- Accessibility: How easily the public transit system can be reached and used by people.
- Frequency and Coverage: The availability and extent of public transit services. Cost and Affordability: The cost of using public transit, including fare structures.
- Safety and Security: The safety and security of passengers while using public transit.
- Integration: How well different modes of public transit connect with each other.
- User Experience: The overall experience of using public transit, including comfort and convenience.

SCHOOL OF PLANNING AND ARCHITECTURE

NAME: PRERANA SL

DWG NO:

REG NO: P01Z23T107016

**PLANNING FOR HEALTHY AND AGE FRIENDLY CITIES:
 A CASE OF MYSURU CITY**