



shaping the way cities move

Area Parking Plan for Rajarajeshwari Nagar Zone

Volume 1

JULY 2022

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Urban Development Department,
Government of Karnataka**

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Abbreviations

BBMP	Bruhat Bengaluru Mahanagara Palike
CAGR	Compound Annual Growth Rate
DULT	Directorate of Urban Land Transport
GIS	Geographic Information System
HCV	Heavy Commercial vehicle
LCV	Light Commercial Vehicles
NMT	Non-Motorized Transport
RTO	Regional Transport Office
SMMS	Shared Micro Mobility Services

1 Introduction to Area Parking Plan

1.1 Background

Bengaluru city has seen unprecedented growth in population and consequently in the number of vehicles registered in the city. The data published by the Department of Transportation, Government of Karnataka reveals that the number of registered vehicles in the city has crossed 94 lakhs (9.4 million) as of May 2020 and the compound annual growth rate (CAGR) of vehicle registrations is over 10% per annum.

The roads in Bengaluru are already congested with typical average speed on major roads during peak hours being around 15 km/h and average public bus transport speed being around 10 km/h. Various initiatives like introduction of metro rail, construction of flyovers, etc. have not resulted in perceivable changes in alleviating congestion on the roads of Bengaluru. There is a need to moderate vehicle usage while concurrently developing sustainable transport infrastructure to be able to cope with the mobility challenges in the city. Globally, parking regulation has been identified as a crucial intervention to optimize the use of road space as well as a tool to discourage use of private modes of transport.

Currently, parking is largely unregulated across Bengaluru. On-street parking is rampant as it is not chargeable in most places and is increasingly causing issues of safety for other road users and reduced carrying capacity of roads. The few locations where parking is charged, are managed by unorganized sector, and do not have standard parking charges through-out the city. Locations where parking happens today are not clearly marked as parking bays and there is no signage put up. The civic agency and other public and private entities have built off-street parking infrastructure (multi-level parking lots) in few locations, but the approach has not been successful as on-street parking remains unregulated and free. Above issues, coupled with lack of adoption of technology makes management and enforcement of parking an uphill task.

In this regard Directorate of Urban Land Transport has prepared Parking Policy 2.0 for Bengaluru which was approved by the Government of Karnataka. Area level parking plans for all planning zones of BBMP are being prepared by DULT for implementation by BBMP.

This report presents the area parking plan for non-residential roads in Rajarajeshwari Nagar prepared by DULT. BBMP shall be responsible for implementing it by undertaking on-site works and procuring services of a parking management agency to implement the plan and operate the same.

1.2 Parking Policy 2.0

1.2.1 Objectives of Parking Policy

Bengaluru, a fast-growing metropolis, has set its goal to move a major share of its population through mass transit systems like metro, suburban rail, and bus-based systems. Currently more than 40% of the trips in the city are catered by public transport and CMP 2020 stipulates that 70% of all trips are required to be catered by mass transit/public transport by

2035 for the city to avoid gridlock. In this context, implementation of Area Parking Plans will be instrumental in achieving the broader mobility objectives of Bengaluru and the parking policy proposes to achieve the following objectives through implementation of Area Parking Plans in a phased manner:

Objective 1

Move from chaotic parking to well organized parking:

- Organize and manage on-street parking to ensure that parking does not impinge upon seamless vehicular and pedestrian circulation.
- Shift supply to off-street parking and minimize on-street parking supply to free up scarce street space for transit and NMT supportive uses.
- Free-up residential streets with regulated parking to allow these streets to transform into walkable & livable streets
- Inclusive planning of parking supply to support local business opportunities, facilitate people to access social infrastructure and recreational facilities.

Objective 2

Move from free parking to paid parking:

- Charge the user the cost of parking to largely transfer the cost of using a scarce resource from public at large to the beneficiary
- Unbundle parking charges and make users directly pay for their desired parking Convenience

Objective 3

Move from Government driven parking supply to market driven parking supply and management:

- Enable faster development of organized off-street parking supply and efficient management through means of private market forces.
- City needs to explore privately financed and market driven off-street parking regime, in addition to public funded, government created off-street parking regime.

Objective 4

Move from passive and weak enforcement of parking regulations to active management of parking demand:

- Urban local body to consider parking management as one of its key functions and deliver parking services in a systemic and efficient manner

-
- Use of technology in enforcement and management of parking to better address concerns of manpower shortage, efficiency, and pilferage.
 - Support and increase the patronage of public transport by cross subsidizing transit and NMT infrastructure through parking revenue

Parking Policy 2.0 has therefore identified zonal level Area Parking Plans as the implementation tool for the parking regulations identified in the policy.

1.3 Scope of Work

Scope of work for preparation of Area Parking Plans for Rajarajeshwari Nagar Zone includes the following-

- Identification of streets where on-street parking caters to more than 70% non-residential land use.
- Assessment of current parking demand characteristics like type of vehicles parked extent of parking etc.
- Assessment of site conditions for providing parking like carriageway widths, availability of footpaths, intensity of bus movement etc.
- Allocation of regulated parking based on policy stipulations, demand characteristics, and site constraints
- Detailed drawings of plans and street sections indicating mode-wise parking provision on road including location of signages
- Stakeholder consultations with zonal task force and ward level stakeholders

2 Study Methodology

The following methodology has been adopted to arrive at on-street parking arrangement plans for each road in the zone.



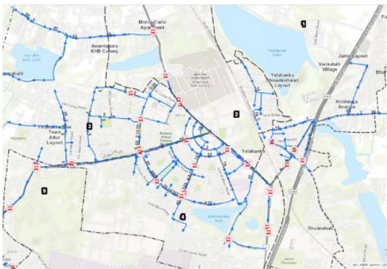

Figure 1: Methodology of Area Parking Plan

2.1 Reconnaissance Survey

Reconnaissance survey was carried out on all the roads in the zone. The road with non-residential parking demand were selected to further study and carry out data collection. Residential roads and roads with no parking demand were not considered in the study

2.2 Data Collection

To understand the street character and parking demand, inventory surveys were carried out using the Arc GIS collector application. The platform was developed to facilitate the data collection which was coded and allowed for capturing of photographs of the survey location. Various attributes as per the survey requirements were provided in the application format to collect the information. The following figures shows the user interface of the application and the attributes provided for data collection:

Photographs captured for each road segment along with Data

OBJECTID	995	Landuse_RHS	
Status	New	Landmark_RHS	open space
Surveyor_Name	C_N	CW_RHS	3.5
Road_Name	1st main Road	FP_RHS	1
Traffic_Movement	TwoWay	Shoulder_RHS	1.5
LandUse_LHS	Commercial	ParkingType_RHS	Parallel
LandUseRemark_LHS	open space	Legality_RHS	Authorised
LandMark_LHS	open space	Car_RHS	4
CW_LHS	3.5	Bike_RHS	12
FP_LHS	2	PBS_Cycle_RHS	3
Median	0	Cycle_RHS	15
Shoulder_LHS	0.75	LanduseRemarkRHS	Restaurant
ParkingType_LHS	Parallel	PrivateBus_RHS	0
Legality_LHS	Authorised	SchoolBus_RHS	1
Car_LHS	6	RTC_RHS	
Bike_LHS	40	Auto_RHS	8
PBS_Cycle_LHS	0	LCV_RHS	1
Cycle_LHS	10	HCV_RHS	1
PrivateBus_LHS	0	TractorTrailer_RHS	0
SchoolBus_LHS	1	Ambulance_RHS	1
RTC_LHS	0	Others_Specify_RHS	-
Auto_LHS	13	TSS	No
LCV_LHS	0	DemandSurvey	
HCV_LHS	0	Remarks	
TractorTrailer_LHS	0	Shape_Length	217.11082716484
Ambulance_LHS	1	date_	10/11/2021
Others_Specify_LHS			12:20:18 PM
		CreationDate	10/11/2021
			12:18:13 PM
		EditDate	10/11/2021
			12:18:13 PM

Figure 2: Attributes collected during the data collection phase

The following surveys were carried out using Arc collector GIS app on the identified road in reconnaissance survey to understand the existing parking characteristics:

2.2.1 Road Inventory survey

The road inventory was carried out for all the road with non-residential parking to capture the details of carriageway width, footpath width, one way/two-way traffic movement, divided/undivided road, bus stop locations, auto stand locations, etc. this helps in understanding the street character and availability of capacity for parking provisioning.

2.2.2 Parking Inventory Survey

The parking inventory was carried out on road with non-residential parking demand to collect the data related to attributes like mode wise count of vehicles parked, parking pricings (if any), legality of the parking, capacity, and location of existing off-street parking locations etc.

2.2.3 Land Use Survey

The land use of the building blocks was captured for roads where parking inventory was planned. A broad classification of the land use was survey to understand the overall character of the street with respect to the parking demand.

2.3 Parking Allocation Plan

A parking allocation plan was prepared for streets with parking demand based on the understanding of the street character (including road inventory, traffic intensity, intensity of bus movement, etc.), design principles and data captured to regulate the on-street parking demand. This parking allocation plan is at a conceptual level and provides the information on location at which parking is proposed, number of proposed parking bays for each vehicle type like cycle, shared micro mobility services, two wheelers, four wheelers, parking for persons with disability, auto stand, and designating spaces for pick up and drop, and loading and unloading.

2.4 Stakeholders' Consultation

The parking policy 2.0 of Bengaluru prescribes constitution of a zonal task force under the respective Zonal Joint Commissioner, BBMP with representatives from Traffic Police and jurisdictional RTO for each zone to assist/monitor in preparation and implementation of Area Parking plans. In this regard parking plans have been discussed with all the stakeholders under the chairmanship of Joint commissioner of the zone followed by discussion of ward wise plans and site visits with respective ward engineers and traffic police officials. The agenda of the consultations was to seek feedback and inputs on the parking allocation plan prepared for the zone and to get the approval of the zonal task force on the prepared parking plans. The details of the consultations and consultation proceedings are attached in annexure 2.

2.5 Detailed Drawing

Based on the inputs and feedback from Zonal task force, the Area Parking Plans for the zone have been appropriately finalized. The roads where parking has been finalized were surveyed to develop a base drawing depicting existing site conditions including identification of above ground utilities, cross rads, vehicular access ramps, trees, etc.

The base drawings were utilized to stipulate the parking bays for pick-up/ drop-off bays, loading/ unloading bays on the street as per the standard dimensions required for parking and detailed in Chapter 3. Signage is key for dissemination of information regarding the regulations governing the usage of the parking bays like type of vehicles that can park, parking charges applicable etc. Proposed locations of appropriate signage related to parking have been indicated in the detailed drawings.

3 Design Principles

3.1 Parking Principles

3.1.1 Principles for Parking Allocation

The principles considered for the allocation of on-street parking are given below:

- a. Parking has not been provided for up to 50 meters and 25 meters on each arm of major and minor junctions respectively, to avoid potential inconvenience to the pedestrians crossing at junctions or vehicles turning at junctions.
- b. Provision of on-street parking is prohibited within 250m of a Multi-Level Parking complex and metro stations to encourage people to use such facilities instead of parking on street.
- c. Roads with the high movement of traffic have been rationalized for provisioning of parking. Parking has been avoided on roads with high intensity of traffic movement or with high frequency of bus movement.
- d. Parking on the roads has been provided only after earmarking a width of 2 m for footpaths on either side of the road.
- e. As a part of Area Parking Plans, parking has been provisioned for all types of vehicles which includes cycles, SMMS, loading/unloading bays for trucks, autorickshaw stands, disabled parking and private vehicles.
- f. Parking bays are allocated based on the mode-wise demand captured from parking demand survey and street inventory survey.
- g. Parking bays for differently abled persons on each road are allocated closer to footpath ramps, elevators, or access to establishments.
- h. It is ensured where feasible that parking for cycles and SMMS is provided at every 250 to 300 m to facilitate last mile connectivity to public transport and short commute in the area

3.1.2 Principles of Parking bays design

The following are the design standards adopted for bays allocated for different kind of vehicles based on the relevant standards and studies

- Parking bays two-wheelers/ motor bikes (L*B) = 2.0 X 1.0 meters
- Parking bays for four-wheelers/ cars/ jeeps (L*B) = 5.5 X 2.5 meters
- Parking bays for Persons with Disabilities using two-wheelers (L*B) = 2.0 X 2.0 meters

- Parking bays for Auto rickshaw (L*B) = 3.0 X 2.0 meters
- Parking bays for Cycle and SMMS parking (L*B) = 2.0 X 10 meters
- Parking bays for Pick up & Drop Off – (L*B) = 11.0 X 2.5 meters (Equivalent to two car Bays)
- Parking bays for LCV (L*B) = 5.5 X 2.5 meters
- Parking bays for HCV (L*B) = 11 X 2.5 meters

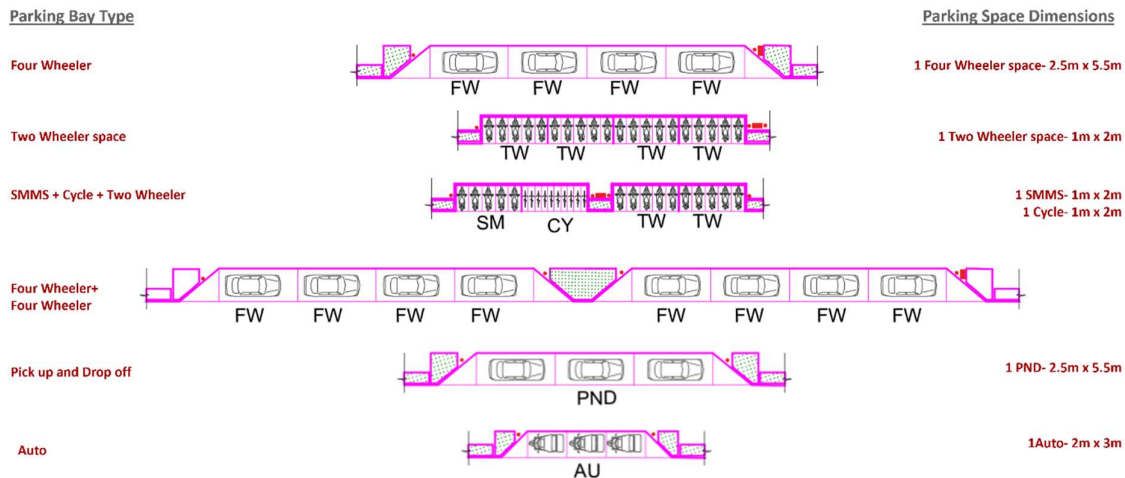


Figure 3: Typical arrangement of parking bays

3.2 Parking Signage

For implementing the parking policies, signage forms an important component of the parking system for communicating to road users regarding various parking regulations applicable at any given parking lot like type of vehicles allowed to park, maximum allowed duration for loading/unloading, parking fee structure etc. In this context, a parking signage manual has been developed which will be shared in due course.

The tentative signage plan is also included in the designs provided. Based on the manual guidelines the respective signage plan must be taken up for implementation.

4 Study Area

4.1 Zonal Details

The study area considered for preparation of Area Parking Plans is Rajarajeshwari Nagar zone which has 14 wards covering 116.39 sq. km area and with a total road network of 1,810 km. The population of approximately 1,40,262 lakh. The population density of the is Rajarajeshwari Nagar zone comes to about 2505 persons/sq.km. Below is the zonal map of the is Rajarajeshwari Nagar.

Some of the major roads with traffic movement and intense commercial activity are Mysore Road, Tumkur road, Outer Ring Road road, Ullal Main Road, Kengeri Main Road, HMT Main Road, Laggere Main Road, etc.

The major attraction points in the Rajarajeshwari Nagar zone are Peenya Industrial area, Kengeri Railway Station, Bangalore University, National Institute of Design, Sree Kanteerava Studios, etc.



Figure 4: Zonal Map of Rajarajeshwari Nagar

The zonal-level map of Rajarajeshwarinagar showing the roads on which the parking allocation is proposed is shown in the Figure 5. Number of parking spaces allocated for various modes on the roads where parking is proposed are presented in the Table 1.

4.2 Parking allocation – Zone Level

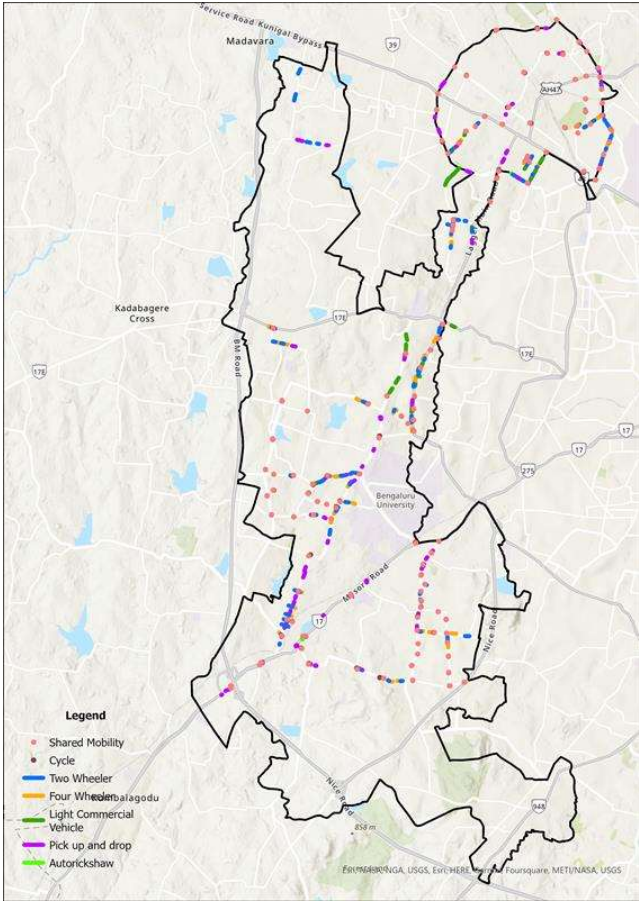


Figure 5. Map showing parking allocation in RR Nagar Zone.

Table 1. Allocation of parking spaces mode-wise on roads in RR Nagar Zone

Ward No	Road Name	CYCLE	SMMS	TWO-WHEELER	PWD	CAR	AUTO	PICK-UP/DROP-OFF	LCV	HCV	LOADING/UNLOADING
42	Digital Park Road	0	0	76	2	21	-	2	4	-	-
	5 th Main Road	0	0	18	1	0	0	0	0	0	0
	Kanteerava Studio Main Road	10	10	31	2	6					
	Kanteerava Studio Road	40	20	10	-	8	5	2	-	-	-
	MEI Road	10	5	-	-	7	-	-	10	-	-
16	BEL Road	30	20	-	-	-	-	6	-	-	-
	HMT Road	10	10	-	-	-	-	4	-	-	-
	Jalahalli Road	20	5	-	-	-	-	-	-	-	3
	Kalinga Rao Road	10	10	-	-	-	-	-	-	-	-
	Pipeline Road	10	10	-	-	-	-	-	-	-	-
	SM Road	10	10	-	-	-	-	-	-	-	-
	Vidyaranyapura Road	5	10	-	-	-	-	-	-	-	-
17	J P Park	10	10	-	-	4	-	-	3	-	-
	MS Ramiah Road	10	10	49	3	4	-	-	-	-	-
	Mohan Kumar Road	10	10	31	2	4	4	-	-	-	-
	Tank Bund Road	10	10	13	1	-	-	-	-	-	-
37	Mathikere Main Road	30	30	84	5	15	-	3	-	-	-
38	HMT Main Road	20	20	-	-	-	-	3	-	-	-
	Ring Road	70	35	-	-	-	-	4	-	-	-
	SM Road	-	-	-	-	-	-	2	-	-	-
	SRS Road	30	30	36	2	7	-	2	7	-	-

Ward No	Road Name	CYCLE	SMMS	TWO-WHEELER	PWD	CAR	AUTO	PICK-UP/DROP-OFF	LCV	HCV	LOADING/UNLOADING
69	Laggere Main Road	10	-	40	2	3	-	2	-	-	1
	Laggere 50 Feet Road	15	-	10	-	-	-	2	-	-	-
72	7 th Main Road	-	-	18	1	-	-	-	-	-	-
	Dwarakavasa Road	-	-	28	1	7	-	4	-	-	-
73	80 Feet Road	30	20	51	2	14	-	7	-	-	-
	Therige Bhavan Road	20	5	10	-	4	-	2	-	-	-
	7 th Main Road	-	-	10	-	-	-	-	-	-	-
	Old Outer Ring Road	40	30	10				10			10
129	Bangalore University Arch	10	-	-	-	-	-	-	-	-	-
	Muddinapalya Main Road	10	10	18	1	4	-	-	-	-	-
	Old Outer Ring Road	-	-	-	-	-	-	4	-	-	1
	Ullal Main Road	30	30	130	5	7	-	4	5	-	-
130	1 st Main Road	10	10	-	-	-	-	-	-	-	-
	100 Feet Road	60	60	-	-	-	-	-	-	-	-
	Amma Ashrama Main Road	10	10	-	-	-	-	-	-	-	-
	Dodda Basti Main Road	30	30	13	1	-	-	4	-	-	-
	Mangnahalli Road	20	20	20	1	-	-	-	-	-	-
	P Shankar Road	10	10	-	-	-	-	-	-	-	-
	Mariyappanapalya Road	-	-	13	1	3	-	-	-	-	-
	Old Outer Ring Road	10	10	36	2	6	-	2	-	-	-
	W0551	10	10	-	-	-	-	-	-	-	-
	W0603	10	10	-	-	-	-	-	-	-	-
	W0613	10	10	-	-	-	-	-	-	-	-
	W1302 SPL 8	10	10	-	-	-	-	-	-	-	-

Ward No	Road Name	CYCLE	SMMS	TWO-WHEELER	PWD	CAR	AUTO	PICK-UP/DROP-OFF	LCV	HCV	LOADING/UNLOADING
159	2 nd Cross Road	-	-	28	1	-	-	-	-	-	-
	4 th Cross road	-	-	18	-	-	-	-	-	-	-
	6 th Cross Road	-	-	18	1	-	-	-	-	-	-
	80 Feet Road	10	10	31	2	4	-	-	-	-	-
	Kommaghatta Main Road	-	-	15	-	4	-	-	-	-	-
	Old Outer Ring Road	40	30	10	-	-	-	16	-	-	-
160	12 th Cross Road	10	10	18	1	-	-	-	-	-	-
	Dr H Srinivasaih Road	10	5	-	-	-	-	-	-	-	-
	Jawaharlal Nehru Road	40	40	36	2	4	-	-	-	-	-
	Kempegowda Road	30	30	33	2	18	-	-	-	-	-
	Kenchanahlli Road	130	130	36	2	-	-	18	-	-	-
198	Mysuru Road	210	105	-	-	-	4	22	-	-	-
	Uttarahalli Main Road	70	40	36	2	10		9			
Total		1250	950	1034	49	164	13	134	29	0	15

4.3 Other Proposals – Zone Level

Other than parking allocation, to promote non-Motorized transport, DULT has also prepared a cycling network plan for Rajarajeshwari Nagar Zone. Below is the map showing proposed cycle network in the zone of Rajarajeshwari Nagar. The detailing of the cycle network plan will be shared subsequently.

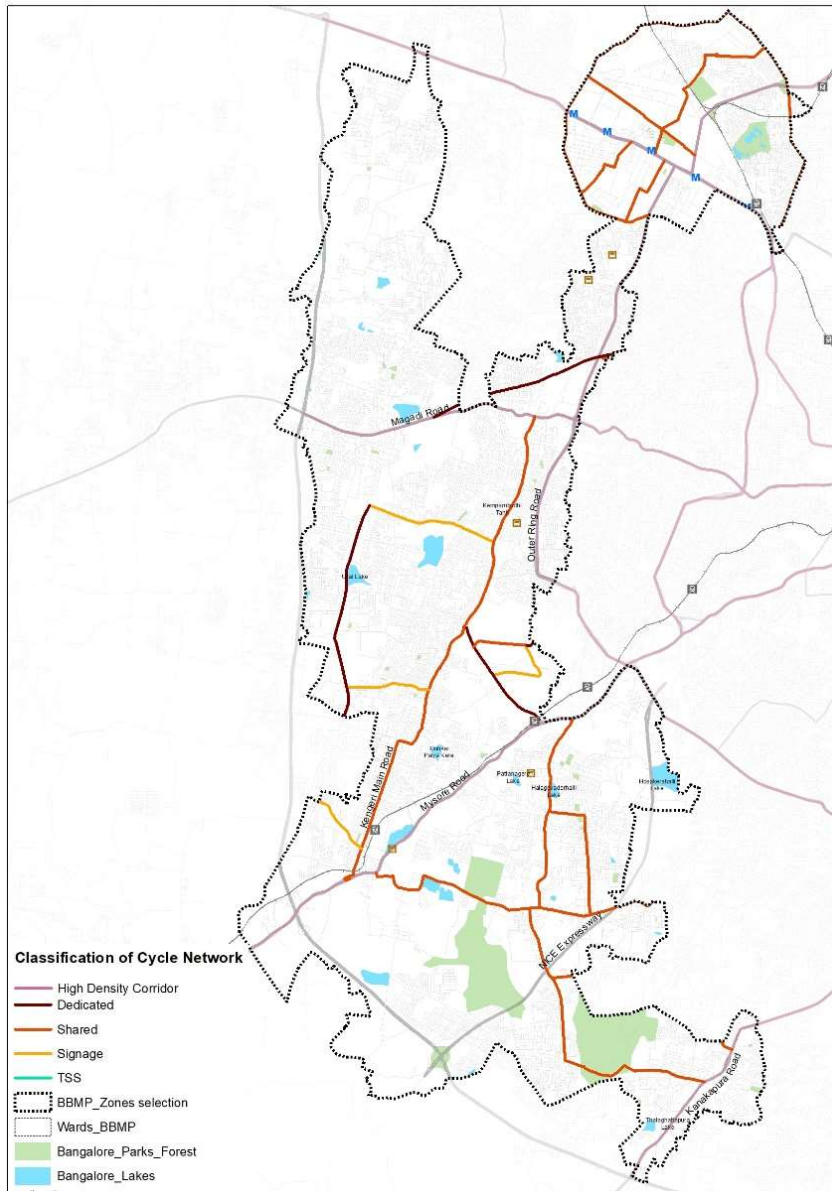


Figure 6: Map showing proposed cycle track/lane network in Rajarajeshwari Nagar

Table 2 indicates the roads on which both dedicated cycle track (physically segregated) and parking are provisioned.

Table 2. Roads where parking and cycle tracks are proposed.

Ward No.	Road Name
1	Bangalore University Road
2	100 feet Road, Ullal
3	Pipeline Road

Below table gives the roads on which both shared cycle lane (either with footpath or on road) and parking are provisioned.

Table 3. Road where parking and shared cycle lanes are proposed.

Ward No.	Road Name
1	Dr. Vishnuvardhan Road
3	Kengeri Main Road
4	RR Nagar Main Road
6	HMT Main Road
6	Kodipalya Main Road
7	Jalahalli Main Road

On the above-mentioned roads, where both parking and cycle tracks/lanes are proposed, the cycle tracks/lanes will be provided on the opposite side of the road where parking is provisioned.

4.4 Prototype of parking signage adopted in Designs



FOUR WHEELER PARKING
P1



TWO WHEELER PARKING
P2



PARKING (PWD)
P3



PICK-UP AND DROP-OFF
P4



SCHOOL BUS
PICK-UP AND DROP-OFF
P5



LOADING/
UNLOADING ZONE
P6



AUTO STAND
P7



SMMS PARKING
P8



TRIN TRIN HUB
P9

4.5 Detailed Designs Road wise

5 Annexure 1 – Ward Details

Ward 16 – Jalahalli Ward

Demographic Details

The Kempegowda ward with an area of 5.16 sq km consists of 29037 population (as per 2011 census) with a density of 5627.32 Persons per Sq.km.

Existing Land use

One of the major land uses in this ward are large pockets of Industrial land uses. It also comprises of residential land uses housing several high-rise apartments around the HMT Main Road. The ward also houses the Basaveshwara satellite bus terminal and the BMRCL Peenya Depot.

Transport Network

The major roads in the wards include Outer Ring road, HMT Main Road, Jalahalli Road, Pipeline Road and Subratho Mukerji Road.

The major attraction point in the ward are Air Force Station Jalahalli West, Basaweshwara Satellite Bus Terminal, Cluny Convent, Kendriya Vidyalaya, Our Lady of Fatima Church, Brigade Rubix, Jalahalli Sree Ayyappan Temple.



Figure 7: Map showing major roads and attraction points of Ward 16-Jalahalli ward

Parking allocation

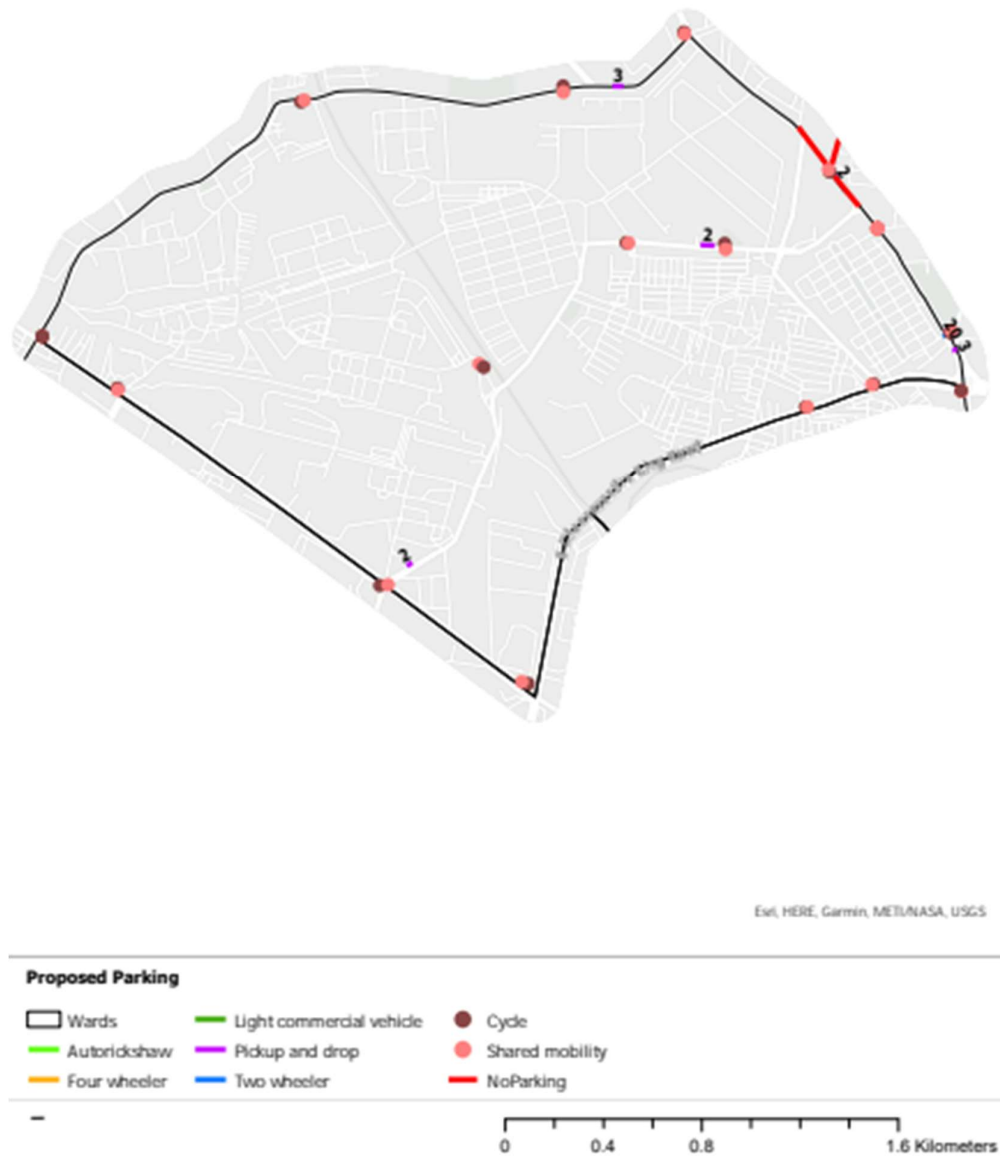


Figure 8: Parking Allocation of Ward 16-Jalahalli ward

Ward 17 – J P Park Ward

Demographic Details

Chowdeshwari ward with an area of 2.05 sq.km with a population of 35174 with a density of 17158 persons per Sq.km.

Existing Land use

The primary land use in the ward is Residential. The ward comprises of a large open spaces at the center which is the JP Park with an area of 85 acres. Mixed land uses area can be observed abutting the arterial and sub-arterial roads.

Transport Network

The only major road in this ward includes Outer Ring Road, HMT Main Road, 100 Feet Main Road, Mathikere Main Road, etc.

Outer Ring road is the main arterial road which carries large and heavy freight traffic.

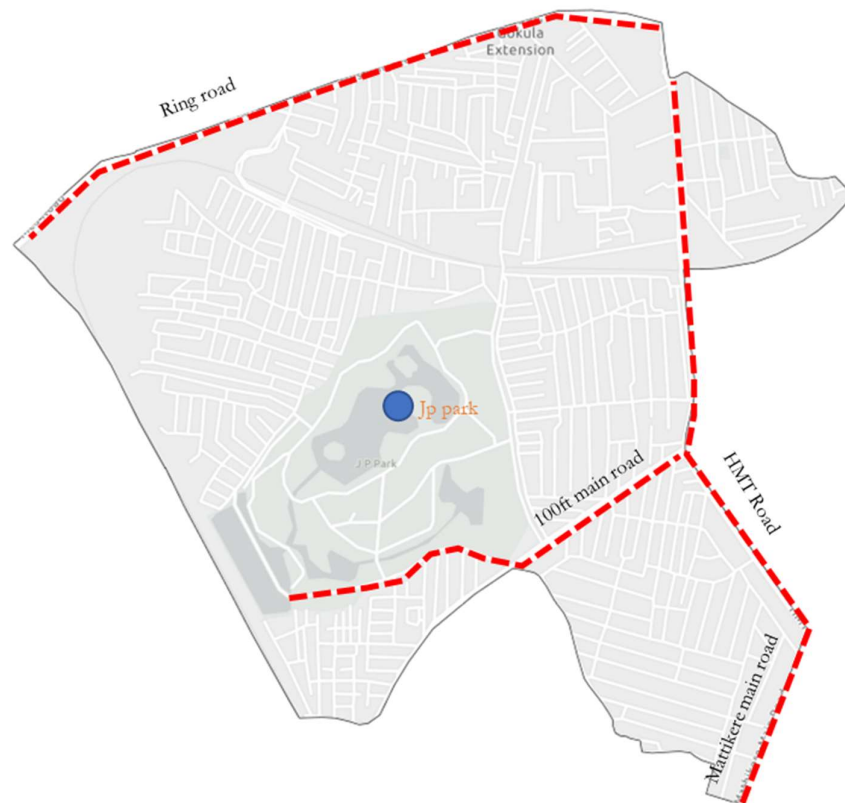


Figure 9: Map showing major roads and attraction points of Ward 17- J P Park

Parking allocation

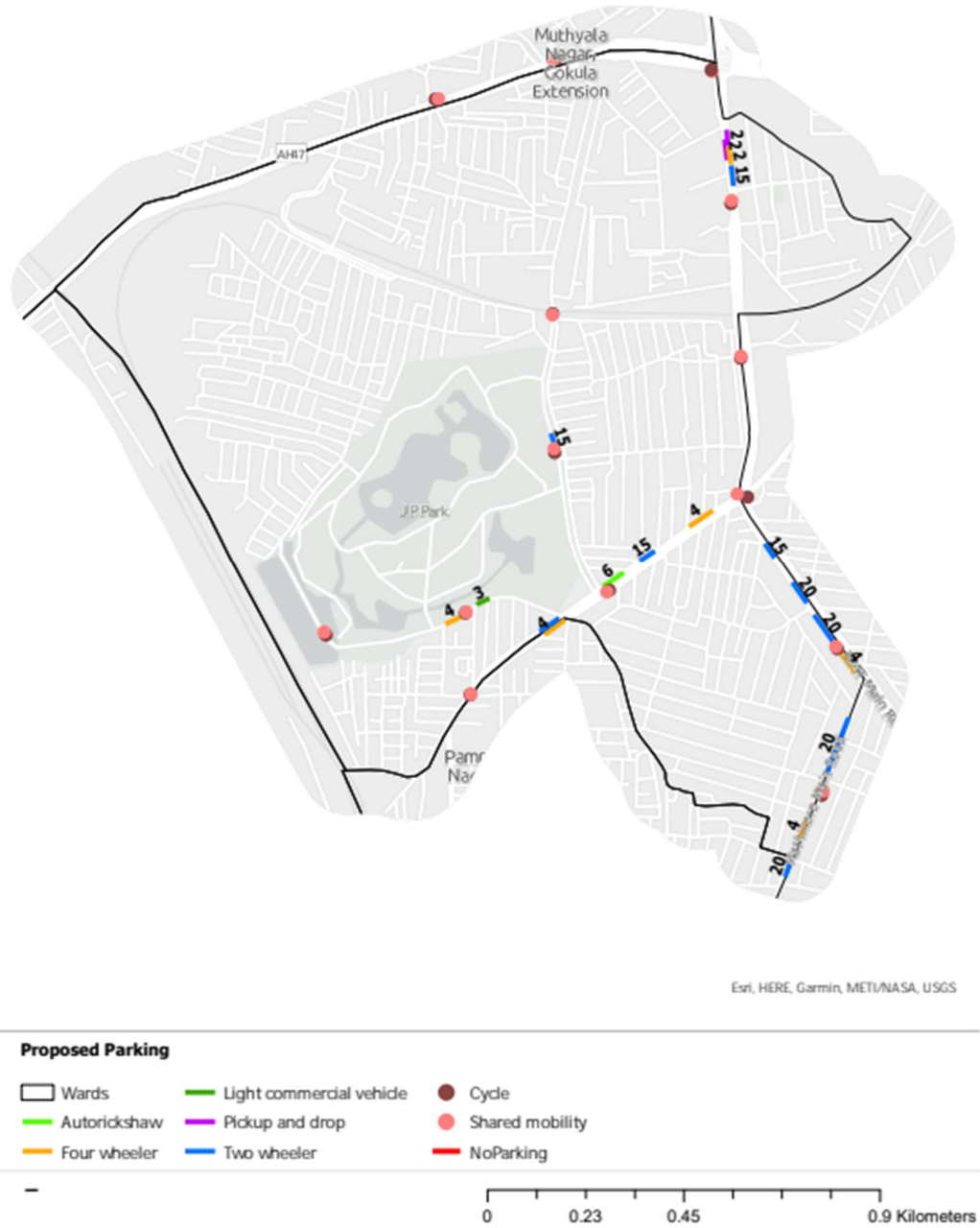


Figure 10: Parking Allocation of Ward 17-J P Park

Ward 37 – Yeshwanthpura

Demographic Details

Attur ward with an area of 0.78 sq.km has a population of 35972 with a density of 47117.9 persons per Sq.km.

Existing Land use

Residential and Public semipublic are the major land uses in this ward. Along with these, commercial land use is prevalent among the major roads.

The major attraction points in this ward are Yeshwantapura Railway Station, RTO office, Yeshwathapura Market, etc.

Transport Network

The major roads in the ward include, Mattikere main Road, Bazar Street, 100ft Road. Traffic is highly concentrated on the Mathikere Main Road and 1st Cross road as they are highly commercialized with high demand for on street parking while being the links to the public transport route. Some of the major attraction points in the ward are RTO Office, Vegetable Market, etc.

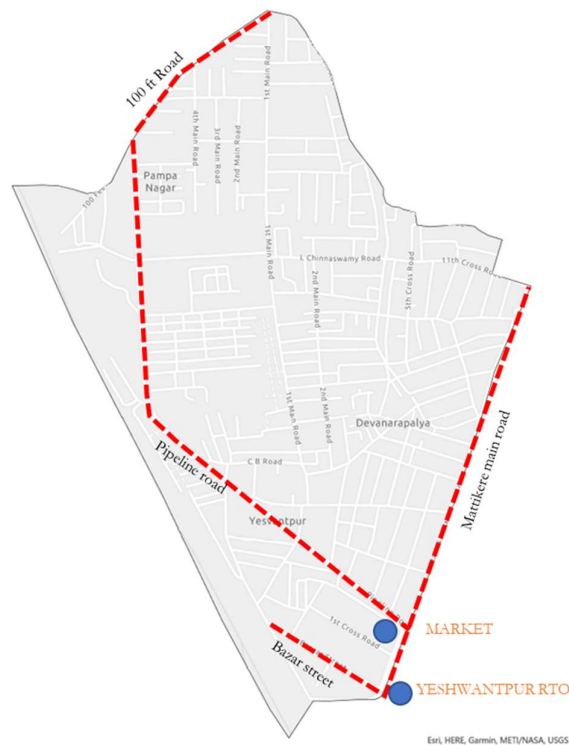


Figure 11: Map showing major roads and attraction points of Ward 37- Yeshwanthpura Ward

Ward 38 – HMT Ward

Demographic Details

HMT Ward spans with an area of 5.21 sq. km with a population of 29764 with a density of 5712 persons per Sq.km.

Existing Land use

The wards have a high percentage of Industrial land use. They mainly comprise of freight traffic which move in and out of the godowns and factories.

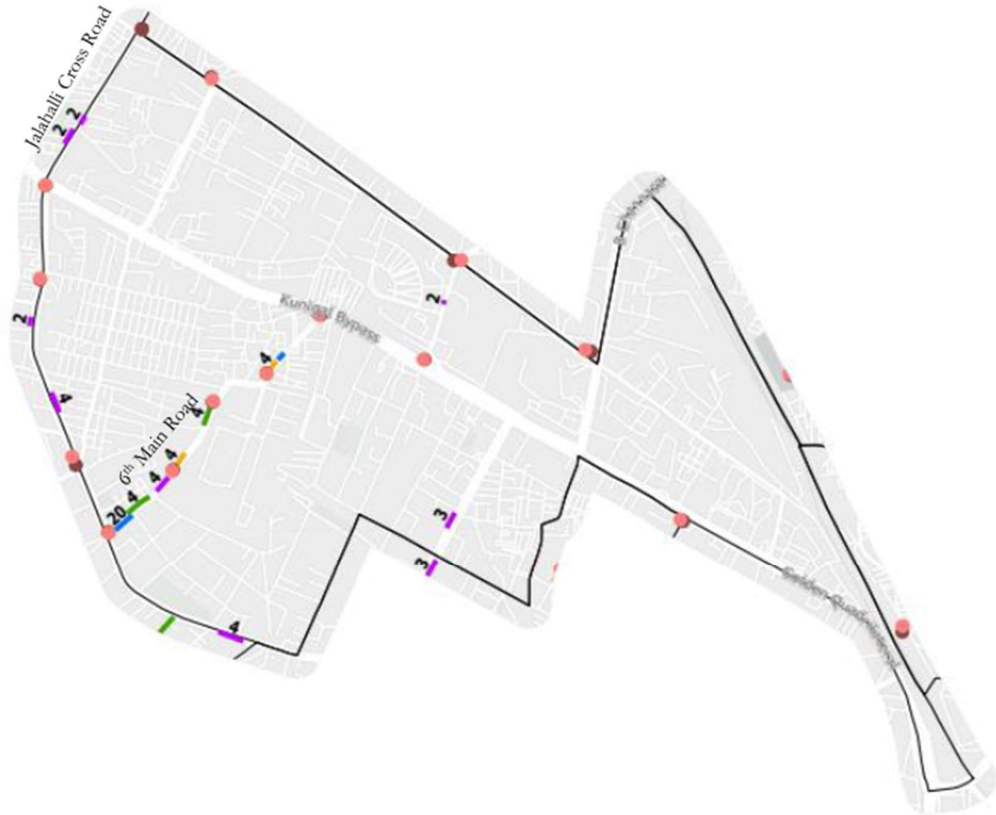
Transportation network

The major roads in this ward include Jalahalli cross road, 6th main road, etc

The major landmarks in the ward include Gokaldas industries, Muniswamappa park, etc



Figure 13: Map showing major roads and attraction points of Ward 38 – HMT Ward



Esri, HERE, Garmin, METI/NASA, USGS



Figure 14: Parking Allocation of Ward 38 – HMT Ward

Ward 40 – Dodda Bidarakallu Ward

Demographic Details

Dodda Bidarakallu ward spans with an area of 12.7 sq. km with a population of 19349 with a density of 1523 persons per Sq.km.

Existing Land use

The wards has a high percentage of vacant areas with newly developed residential and institutional areas developing around the sub arterial roads of Andrahalli and Tippenahalli Main Road.

Transportation network

The major roads in this ward include Tippenahalli Main Road, Andrahalli Main Road, etc

The major landmarks in the ward include Parle Biscuit Factory, Teppenahalli Government Hospital, etc

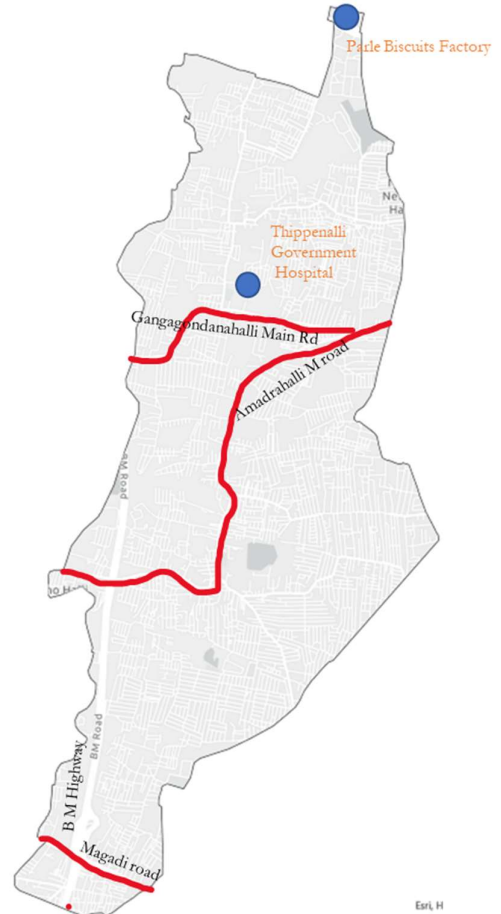


Figure 15: Map showing major roads and attraction points of Dodda Bidarakallu

*** No parking has been proposed in Ward 40 – Dodda Bidarakallu Ward.**

Ward 42 – Lakshmi Devi Nagar

Demographic Details

Lakshmi Devi Nagar ward is an area of 1.33 sq km with a population of 25578 and a density of 19231.6 persons per Sq.km.

Existing Land use

Three distinct land uses have been observed in the ward. The Northern side of the ward is Public on the left of the Outer Ring Road while is heavily Industrial on the right of the outer ring road. While the Southern side is a mix of residential and industrial land use. The major land uses in this ward is vacant and agriculture. Few large parcels of vacant land uses are also observed in the southern section of the ward.

Transportation & Bus route network

The major road network in this ward includes MEI Road, Tumkur Road, Outer Ring Road, etc

The major landmarks in the ward include Sree Kanteerava Studios Limited , APMC Yard, Modern Bread, Gokaldas Exports Ltd, etc.



Figure 16: Map showing major roads and attraction points of Jakkur ward

Parking allocation

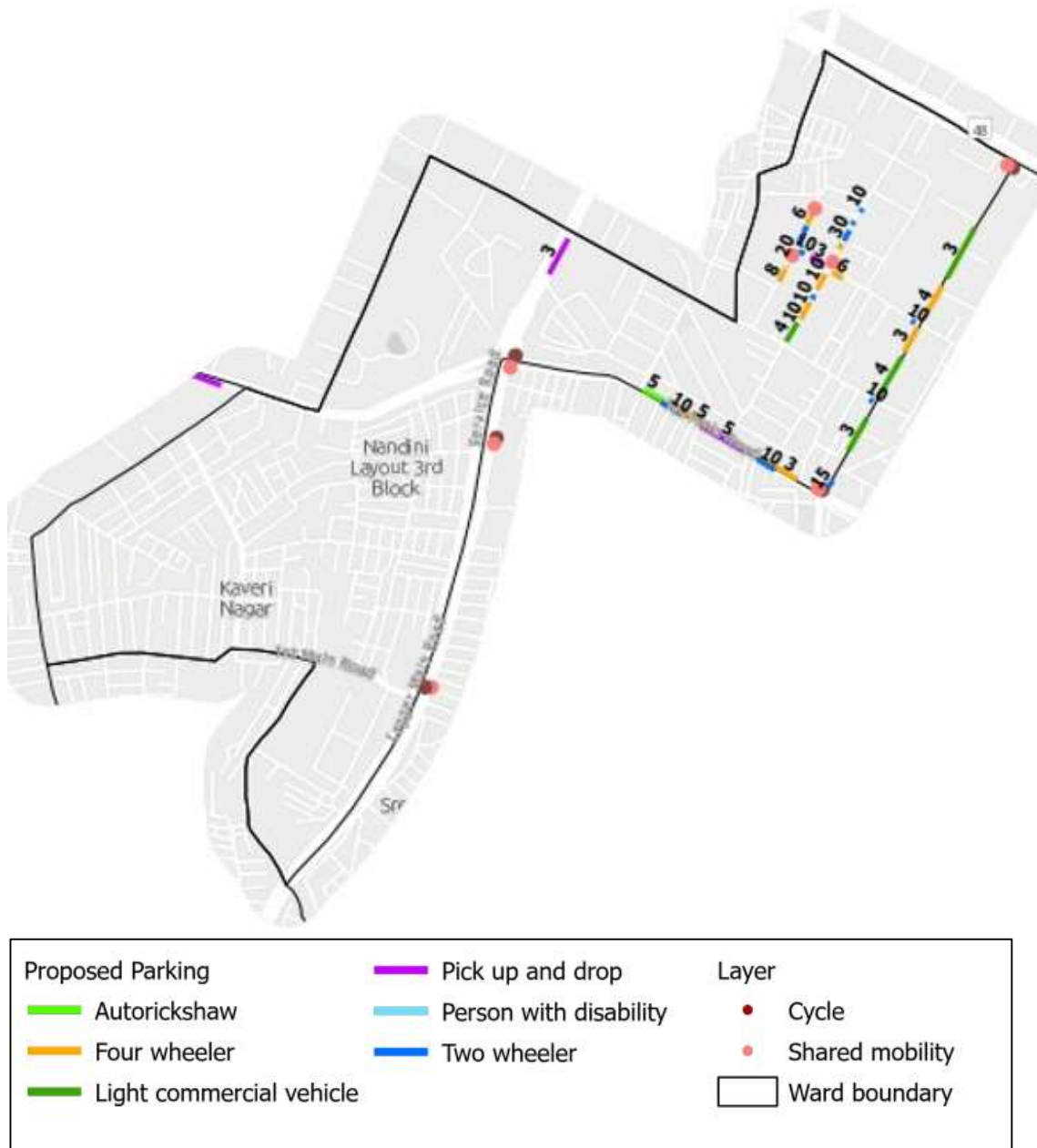


Figure 17: Parking Allocation of Ward 42 – Lakshmi Devi Nagar

Ward 72 – Herohalli ward

Demographic Details

Herohalli ward with an area of 7.7 sq.km has a population of 19668 with a density of 2554 persons per Sq.km.

Existing Land use

The major land uses in this ward is vacant and residential. The commercial land use is very limited. There are small pockets of public semipublic.

Transportation network

The major roads in this ward include Dwarakawasa main road and the 60ft road

The major landmarks in this ward are East west college, Herohalli lake, etc

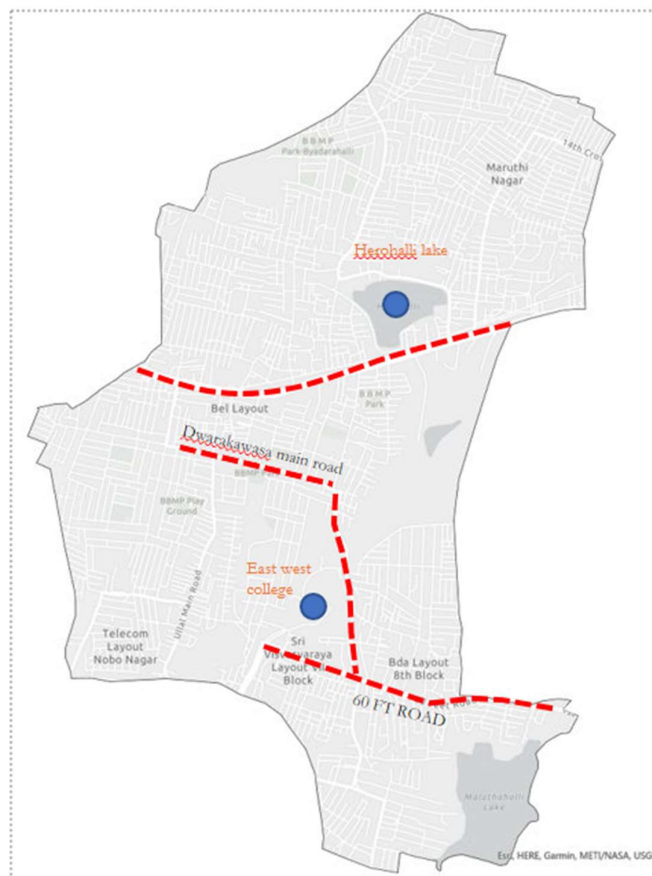
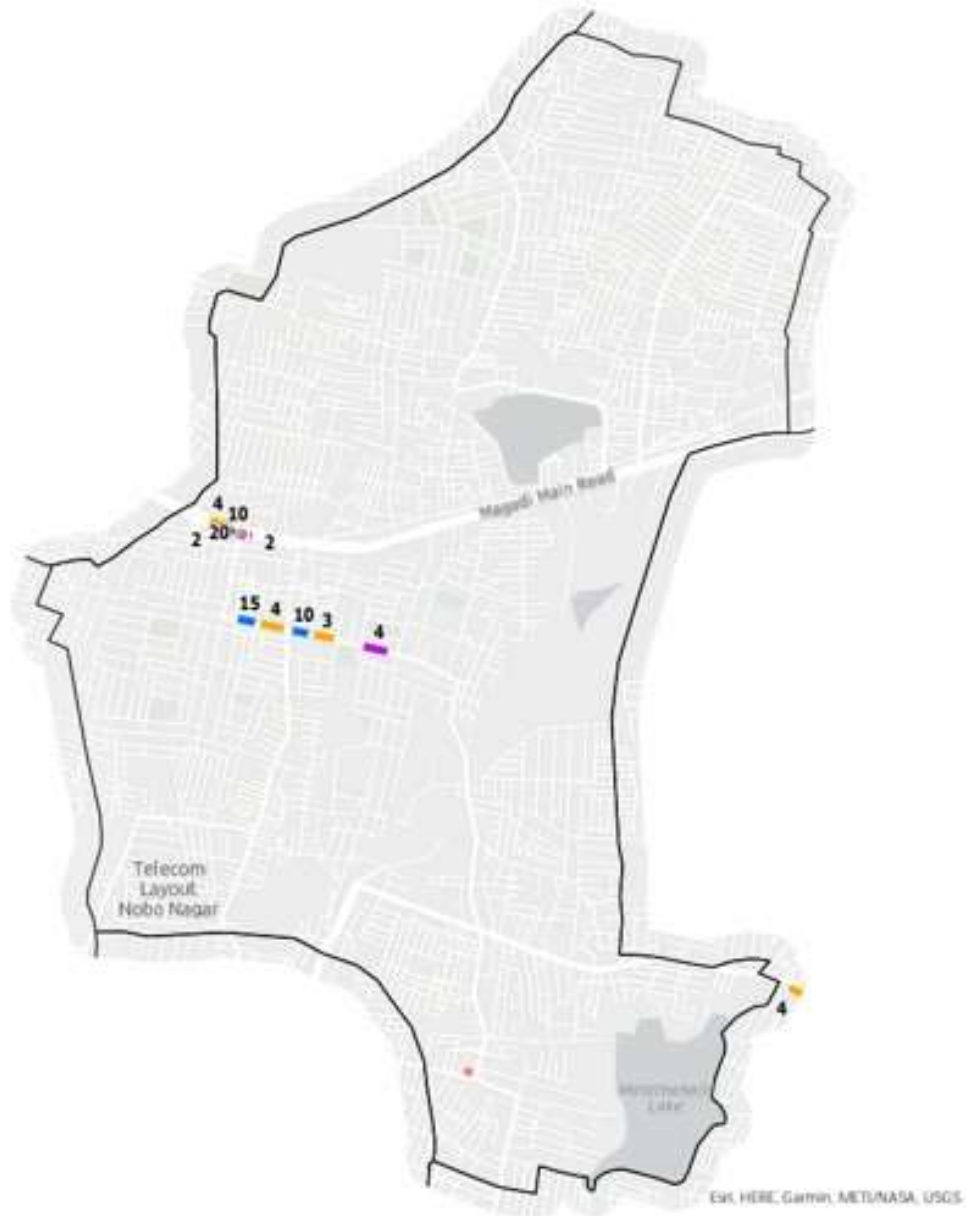


Figure 18: Map showing major roads and attraction points of Ward 72 – Herohalli ward

Parking allocation



Proposed Parking		Layer
█ Autorickshaw	█ Pick up and drop	● Cycle
█ Four wheeler	█ Person with disability	● Shared mobility
█ Light commercial vehicle	█ Two wheeler	 Ward boundary

Figure 19: Parking Allocation of Ward 72 – Herohalli ward

Ward 73– Kottegepalya Ward

Demographic Details

Kottegepalya ward with an area of 5.84 sq.km has a population of 29100 with a density of 4982 persons per Sq.km.

Major Roads : 100ft outer ring Road, 1st cross Road

Major Landmarks : Ramkrishna Hegde park, Beggars colony

Existing Land use

The major land uses in this ward is residential and large public spaces. The commercial land use is along the Outer Ring Road service road, Old Outer Ring Road. The remaining land use is vacant and open space.

Transportation network

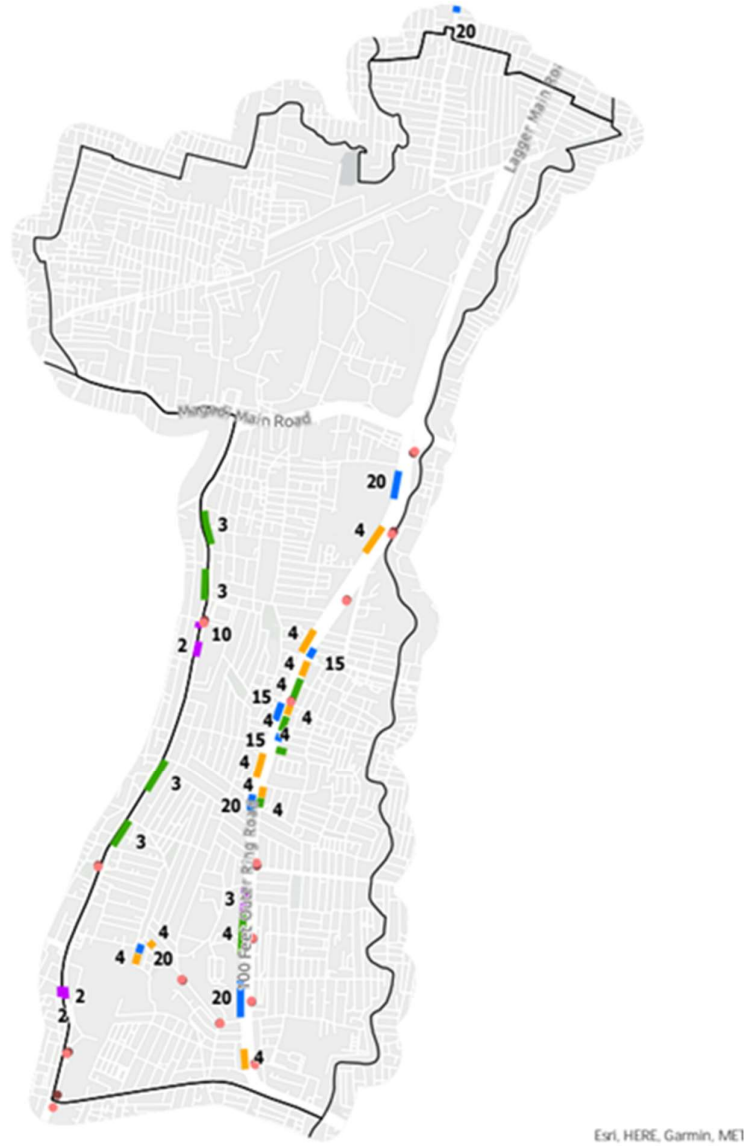
The major roads in this ward include 100ft outer ring Road, 1st cross Road and the older Outer ring Road

The major landmarks in this ward are Ramkrishna Hegde park, Beggars colony, etc



Figure 20: Map showing the major road and attraction points in Ward 73– Kottegepalya Ward

Parking allocation



Proposed Parking		Layer
— Autorickshaw	— Pick up and drop	● Cycle
— Four wheeler	— Person with disability	● Shared mobility
— Light commercial vehicle	— Two wheeler	 Ward boundary

Figure 21: Parking Allocation of Ward 73– Kottegepalya Ward

Ward 69 – Laggere Ward

Demographic Details

Kodigehalli ward with an area of 1.58 sq.km has a population of 25370 with a density of 16056 persons per Sq.km.

Existing Land use

The major land use in the ward is residential. The commercial land use is along the Laggere Main Road and Outer ring road.

Transportation network

The major roads in this ward include 50ft main Road, 1st main Road, Outer ring road, etc .

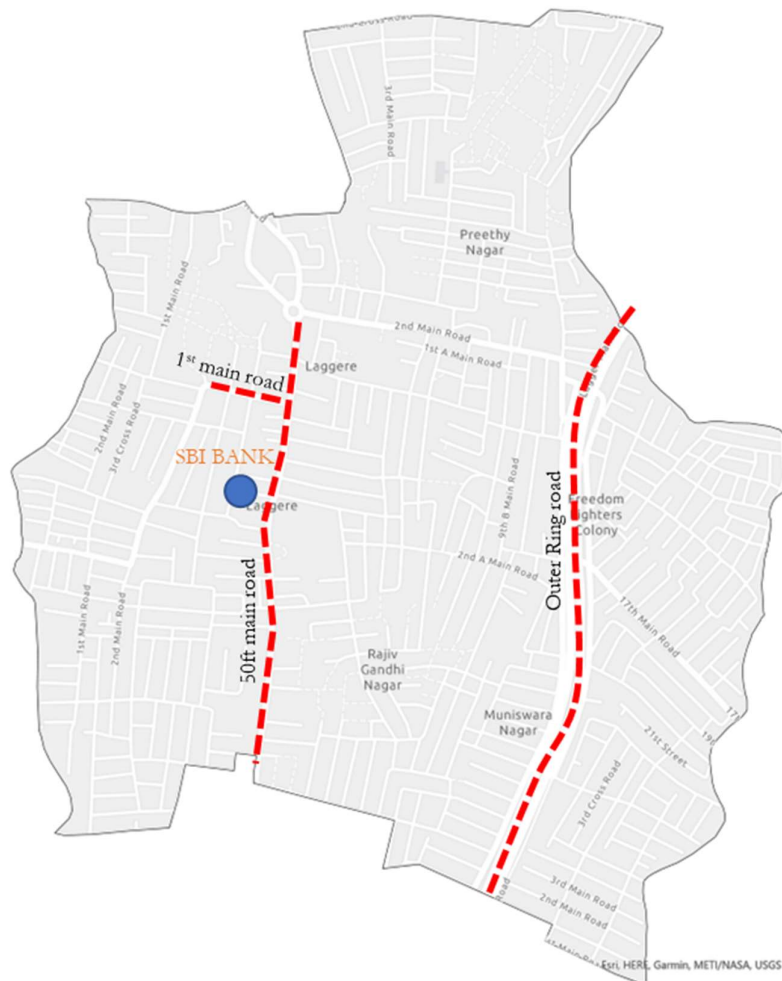
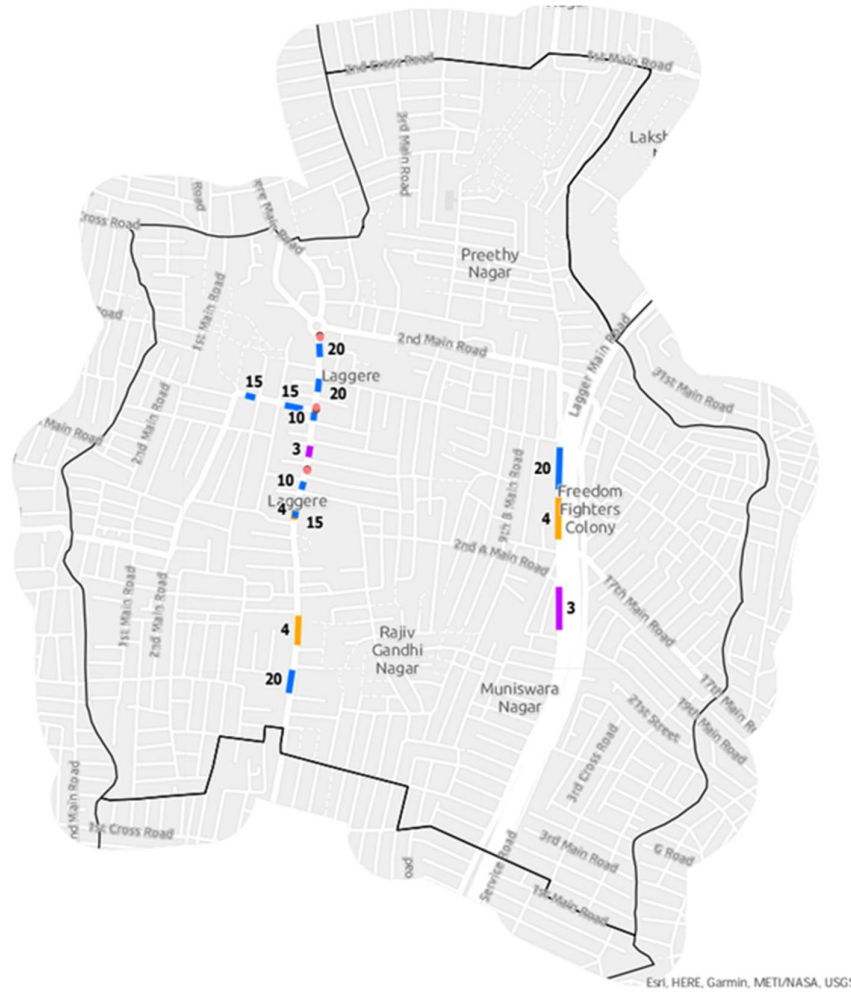


Figure 22: Map showing the major roads and trip attraction points in Ward 69 – Laggere Ward

Parking allocation



Proposed Parking		Layer	
█ Autorickshaw	█ Pick up and drop	● Cycle	 Ward boundary
█ Four wheeler	█ Person with disability	● Shared mobility	
█ Light commercial vehicle	█ Two wheeler		

Figure 23: Parking Allocation of Ward 69 – Laggere

5.1 Ward 160 – Rajarajeshwari nagar Ward

Demographic Details

Rajarajeshwari Nagar ward with an area of 11.35 sq.km has a population of 23282 with a density of 2051 persons per Sq.km.

Existing Land use

The major land uses in this ward is primarily residential with empty plots with potential for high rise buildings. The commercial land use is along arterial and sub arterial roads.

Transportation network

The major roads in this ward 60ft Road, H V Halli main road, 80ft double road, etc .

The major landmarks in this ward are Rajarajeshwari Temple, General Kariyappa Park, etc.

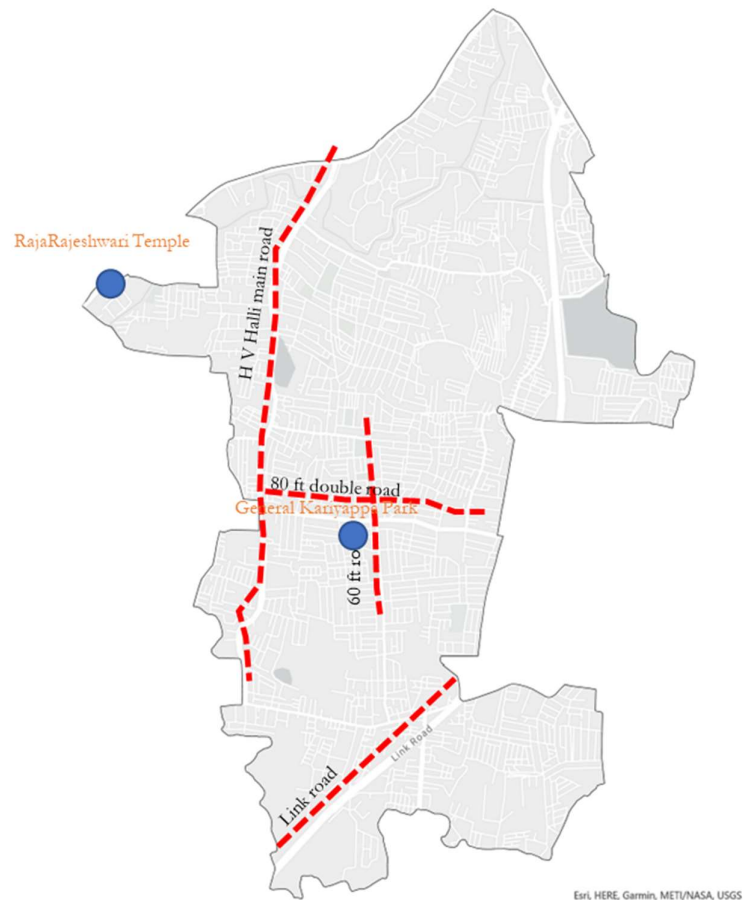


Figure 24: Map showing the major roads and trip attraction points in Ward 160 – Rajarajeshwari nagar Ward

Parking allocation

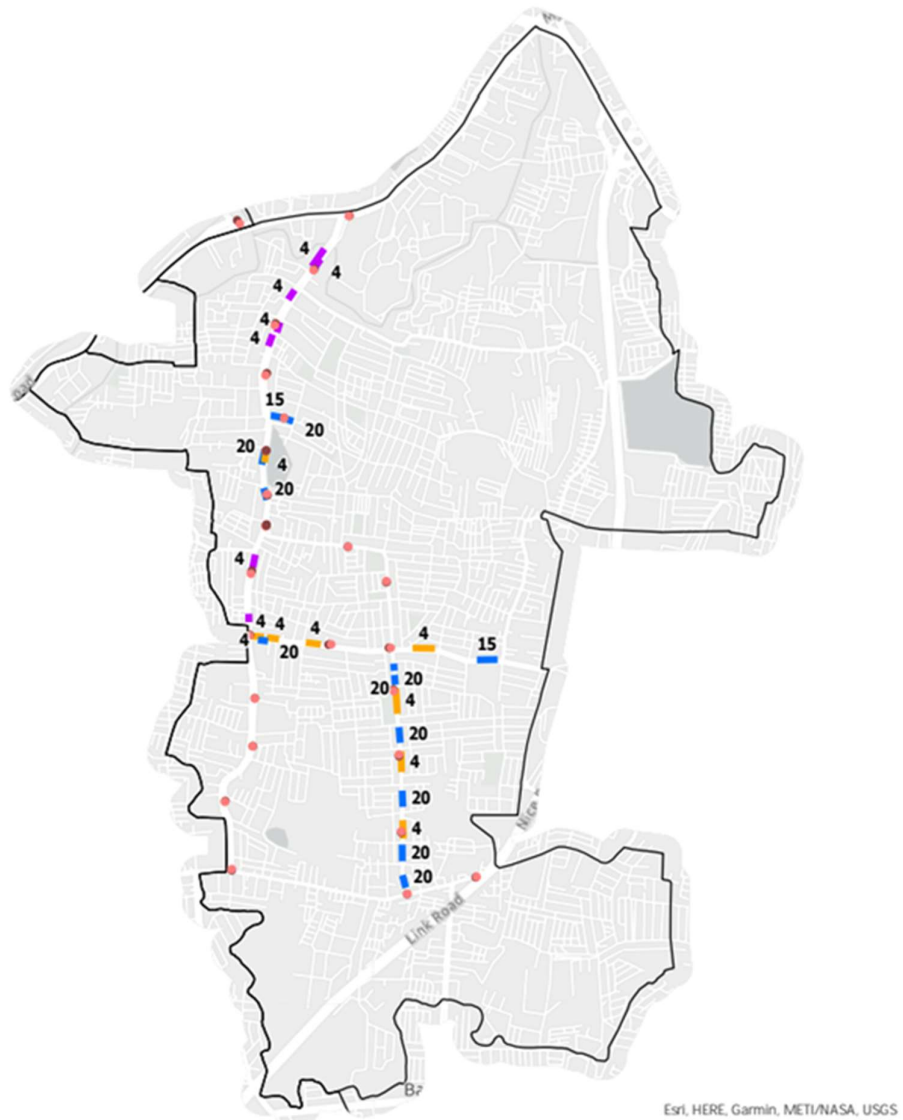


Figure 25: Parking Allocation of Ward 160 – Rajarajeshwari Nagar Ward

Ward 198 – Hemmigeपुरa Ward

Demographic Details

Hemmigeपुरa ward with an area of 28.59 sq.km has a population of 24311 with a density of 850 persons per Sq.km.

Existing Land use

The ward is relatively new in its development and can observe residential land use. Large vacant plots are in many. Few public spaces are scattered spatially. The commercial land use is very limited along the main arterials only.

Transportation network

The major roads in this ward include Dr. Vishnuvardhan Road, Utharahalli M Road, Kanakapura Main Road, Kodipalya Road

The major landmarks in this ward are Global Village, Kengeri TTMC, BGS College, etc

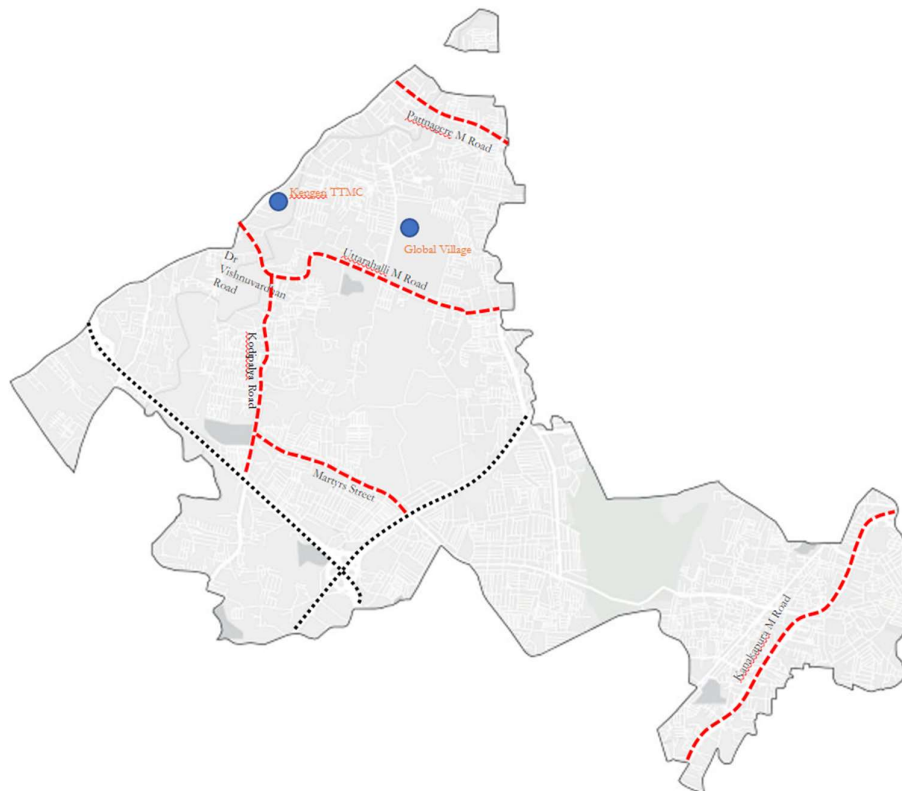


Figure 26: Map showing the major roads and trip attraction points in Ward 198 – Hemmigeपुरa Ward

Parking allocation

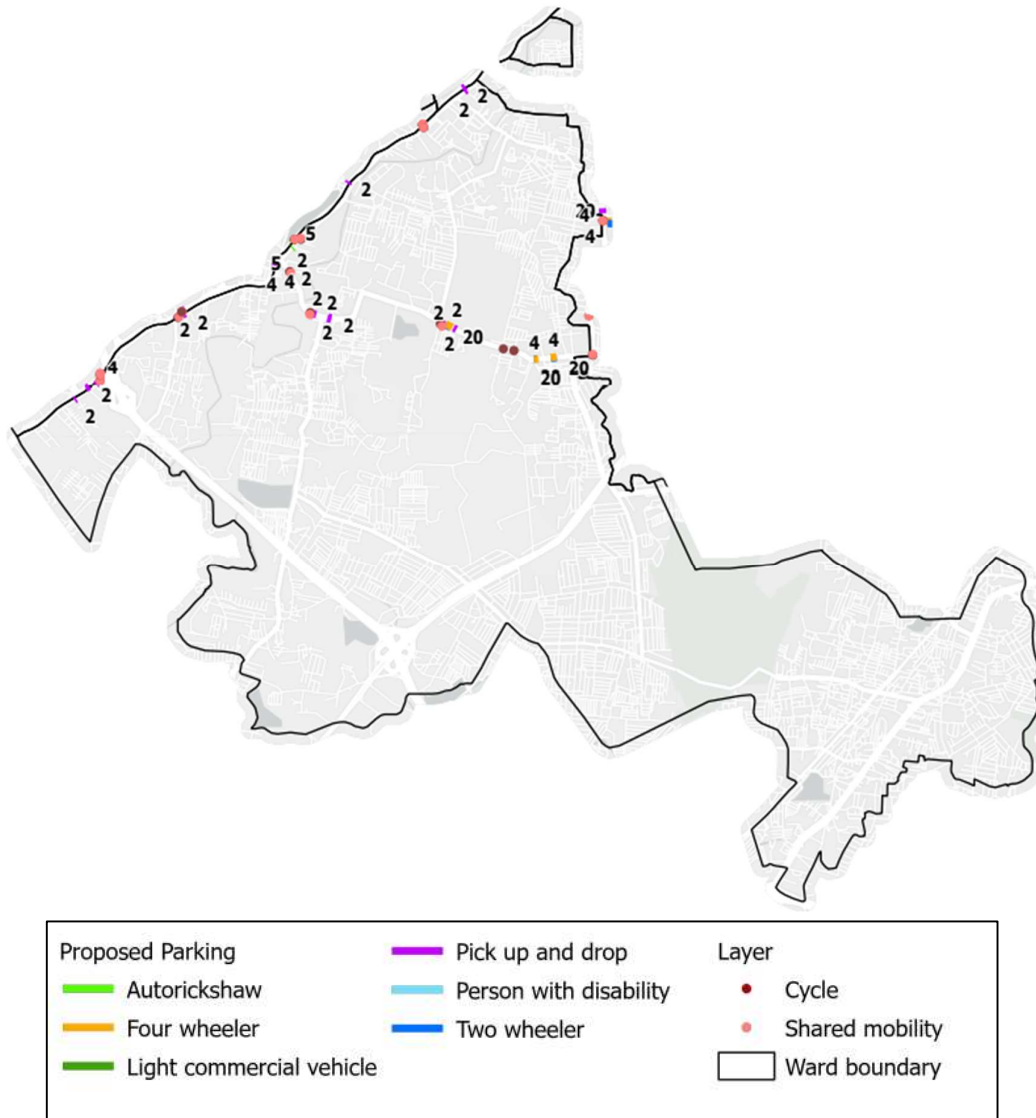


Figure 27: Parking Allocation of Ward 198 – Hemmigeपुरa

Ward 129 – Jnana Bharathi ward

Demographic Details

Jnana Bharathi ward with an area of 12.19 sq.km has a population of 25889 with a density of 2123 persons per Sq.km.

Existing Land use

A large chunk of area in the ward belong to the Bangalore University and hence has a puliv land use development, while the other sections may be catergorised a residential land use.

Transportation network

The major roads in this ward include ORR, Ullal M Road, 1st Main Road, etc

The major landmarks in this ward are Bangalore University, Ambedkar College, BDA complex, etc

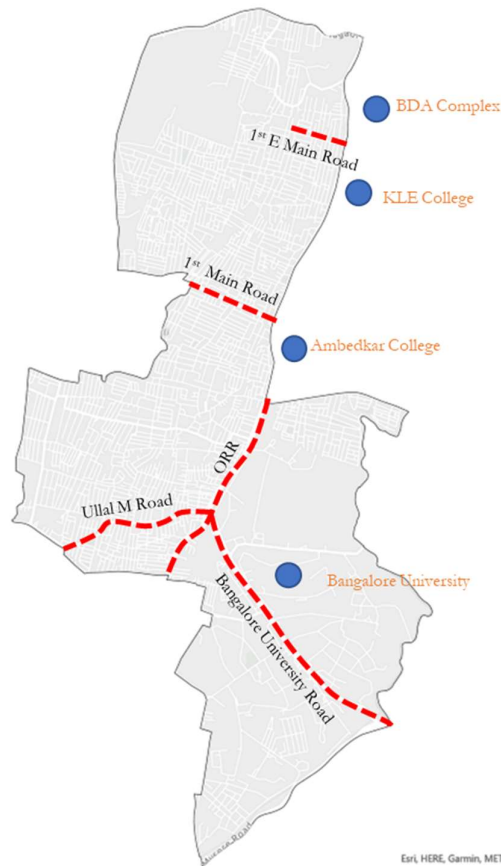


Figure 28: Map showing the major roads and trip attraction points in Ward 129– Jnana Bharathi ward

Parking allocation

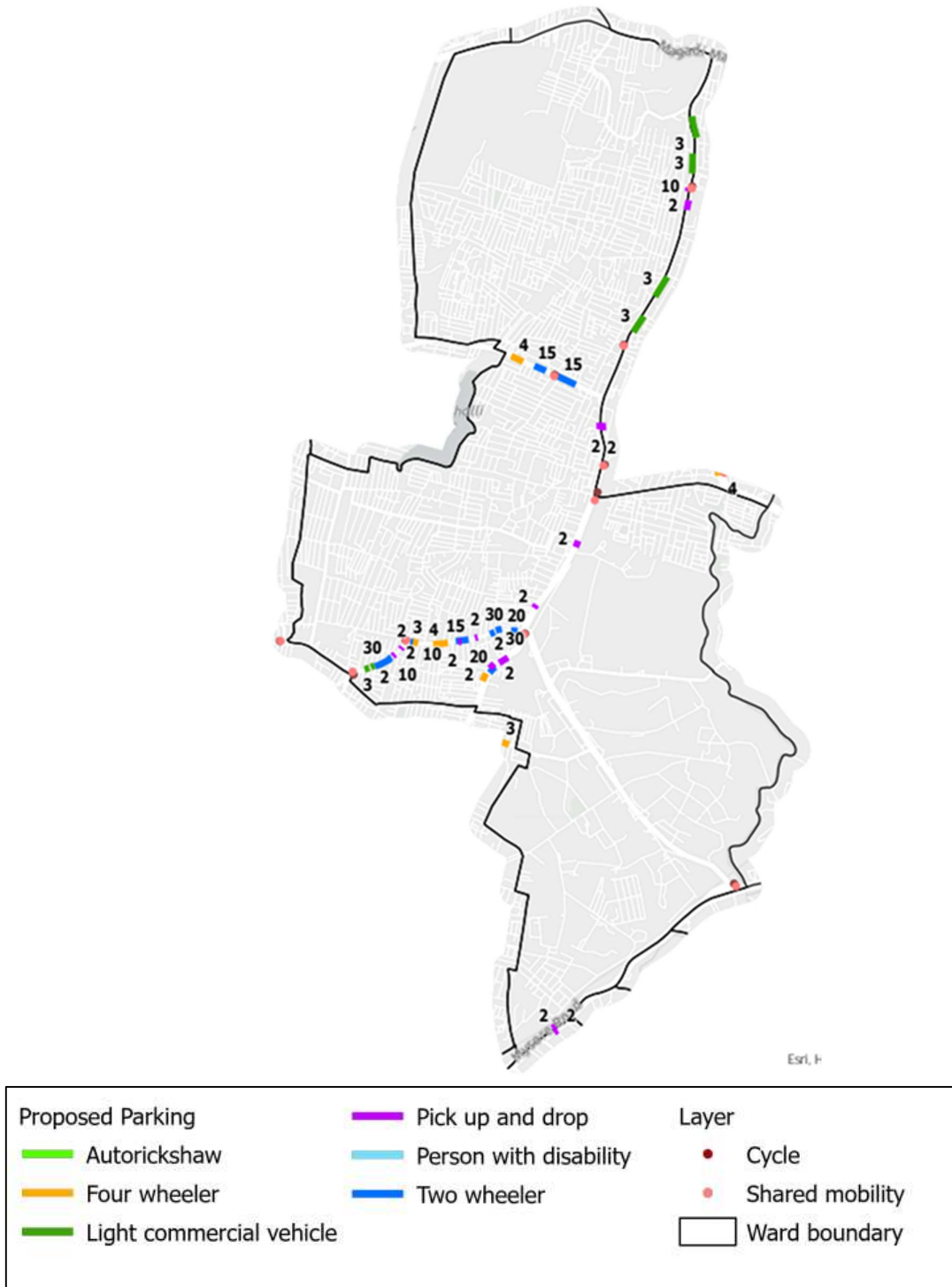


Figure 29: Parking Allocation of Ward 129– Jnana Bharathi ward

Ward 159 – Kengeri ward

Demographic Details

Kengeri ward with an area of 4.77 sq.km has a population of 24870 with a density of 5123 persons per Sq.km.

Existing Land use

The landuse is predominantly residential with commercial activities along the main corridor

Transportation network

The major roads in this ward include Railway Parallel Road, Kengeri M Road, Kommaghatta Road, etc

The major landmarks in this ward are Kengeri TTMC, Kengeri Railways Station, etc



Figure 30: Map showing the major roads and trip attraction points in Ward 159– Kengeri ward

5 Annexure 1 – Ward Details

Ward 16 – Jalahalli Ward

Demographic Details

The Kempegowda ward with an area of 5.16 sq km consists of 29037 population (as per 2011 census) with a density of 5627.32 Persons per Sq.km.

Existing Land use

One of the major land uses in this ward are large pockets of Industrial land uses. It also comprises of residential land uses housing several high-rise apartments around the HMT Main Road. The ward also houses the Basaveshwara satellite bus terminal and the BMRCL Peenya Depot.

Transport Network

The major roads in the wards include Outer Ring road, HMT Main Road, Jalahalli Road, Pipeline Road and Subratho Mukerji Road.

The major attraction point in the ward are Air Force Station Jalahalli West, Basaweshwara Satellite Bus Terminal, Cluny Convent, Kendriya Vidyalaya, Our Lady of Fatima Church, Brigade Rubix, Jalahalli Sree Ayyappan Temple.

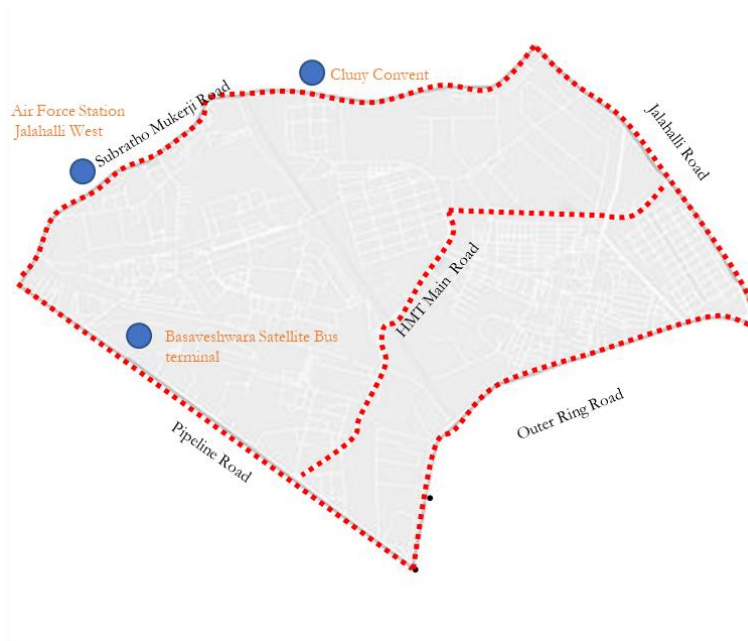


Figure 7: Map showing major roads and attraction points of Ward 16-Jalahalli ward

Parking allocation

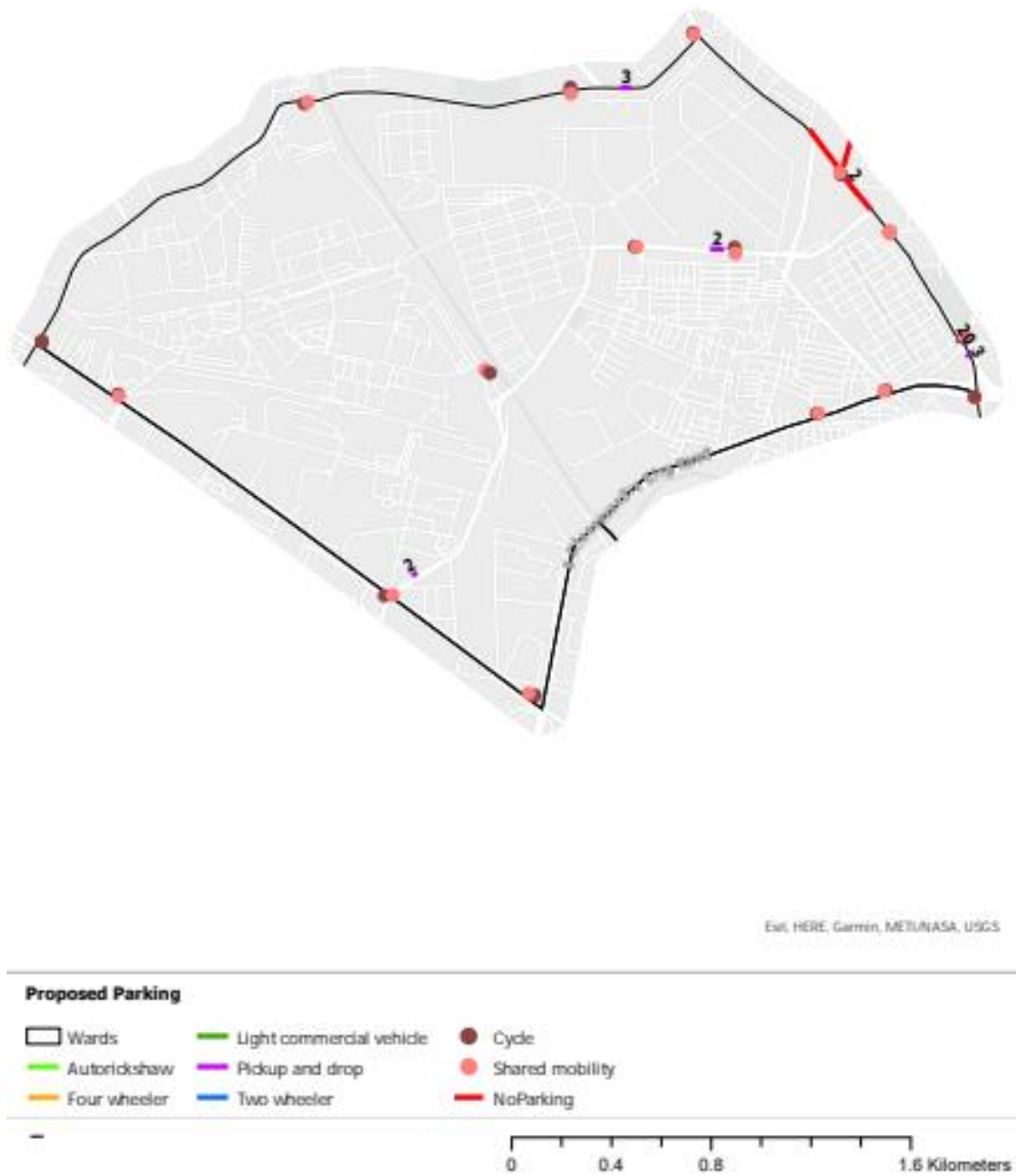


Figure 8: Parking Allocation of Ward 16-Jalahalli ward

Ward 17 – J P Park Ward

Demographic Details

Chowdeshwari ward with an area of 2.05 sq.km with a population of 35174 with a density of 17158 persons per Sq.km.

Existing Land use

The primary land use in the ward is Residential. The ward comprises of a large open spaces at the center which is the JP Park with an area of 85 acres. Mixed land uses area can be observed abutting the arterial and sub-arterial roads.

Transport Network

The only major road in this ward includes Outer Ring Road, HMT Main Road, 100 Feet Main Road, Mathikere Main Road, etc.

Outer Ring road is the main arterial road which carries large and heavy freight traffic.



Figure 9: Map showing major roads and attraction points of Ward 17- J P Park

Parking allocation

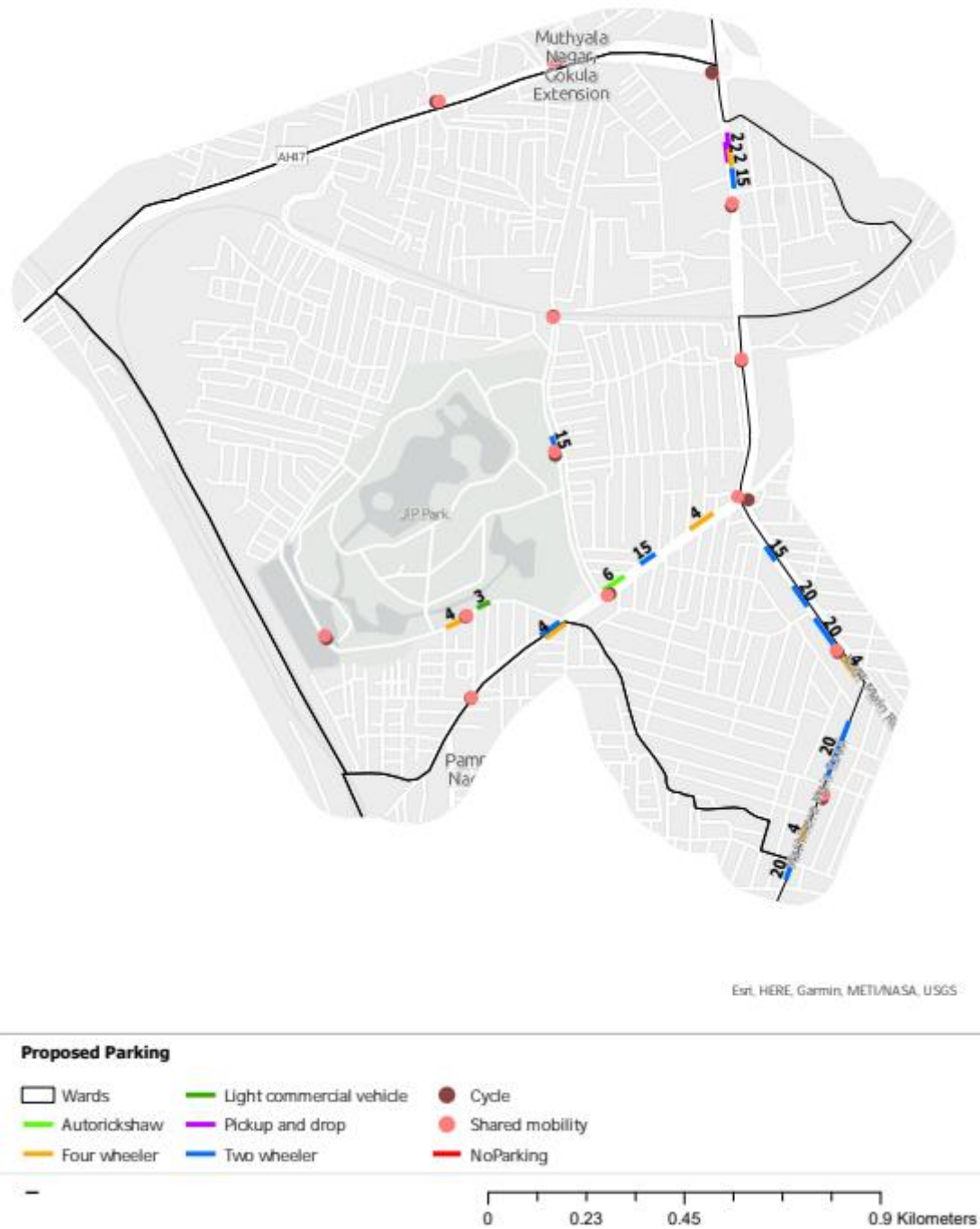


Figure 10: Parking Allocation of Ward 17-J P Park

Ward 37 – Yeshwanthpura

Demographic Details

Attur ward with an area of 0.78 sq.km has a population of 35972 with a density of 47117.9 persons per Sq.km.

Existing Land use

Residential and Public semipublic are the major land uses in this ward. Along with these, commercial land use is prevalent among the major roads.

The major attraction points in this ward are Yeshwantapura Railway Station, RTO office, Yeshwathapura Market, etc.

Transport Network

The major roads in the ward include, Mattikere main Road, Bazar Street, 100ft Road. Traffic is highly concentrated on the Mathikere Main Road and 1st Cross road as they are highly commercialized with high demand for on street parking while being the links to the public transport route. Some of the major attraction points in the ward are RTO Office, Vegetable Market, etc.

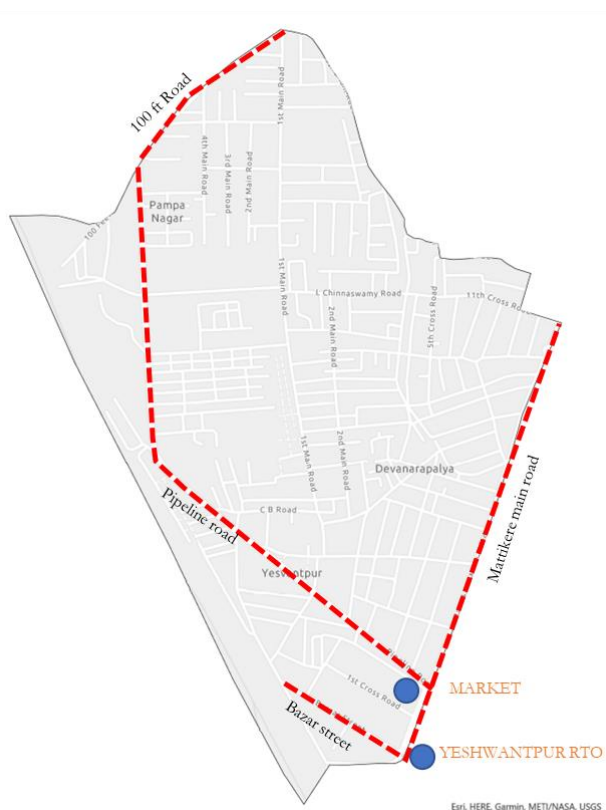


Figure 11: Map showing major roads and attraction points of Ward 37- Yeshwanthpura Ward

Parking allocation



Figure 12: Parking Allocation of Ward 37-Yeshwanthapura

Ward 40 – Dodda Bidarakallu Ward

Demographic Details

Dodda Bidarakallu ward spans with an area of 12.7 sq. km with a population of 19349 with a density of 1523 persons per Sq.km.

Existing Land use

The wards has a high percentage of vacant areas with newly developed residential and institutional areas developing around the sub arterial roads of Andrahalli and Tippenahalli Main Road.

Transportation network

The major roads in this ward include Tippenahalli Main Road, Andrahalli Main Road, etc

The major landmarks in the ward include Parle Biscuit Factory, Teppenahalli Government Hospital, etc

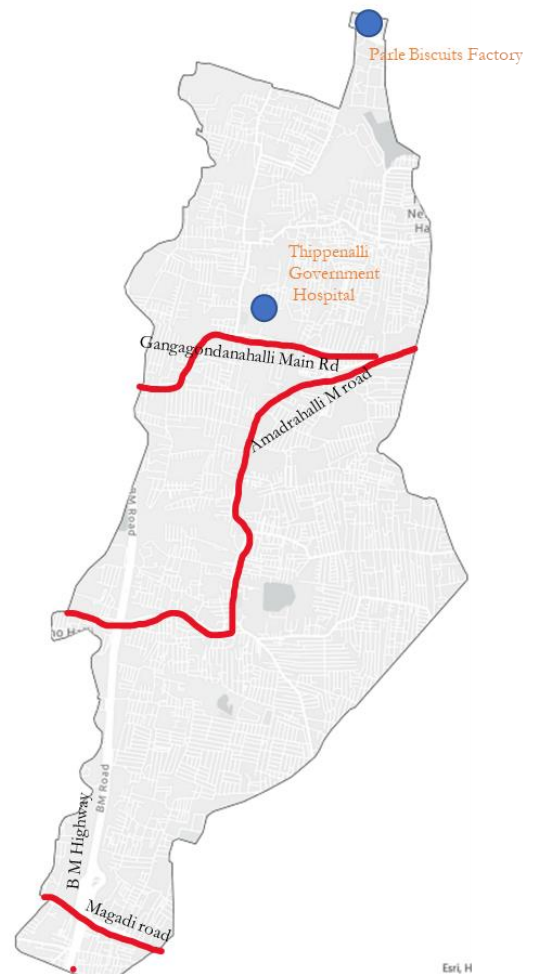


Figure 13: Map showing major roads and attraction points of Dodda Bidarakallu

Parking allocation

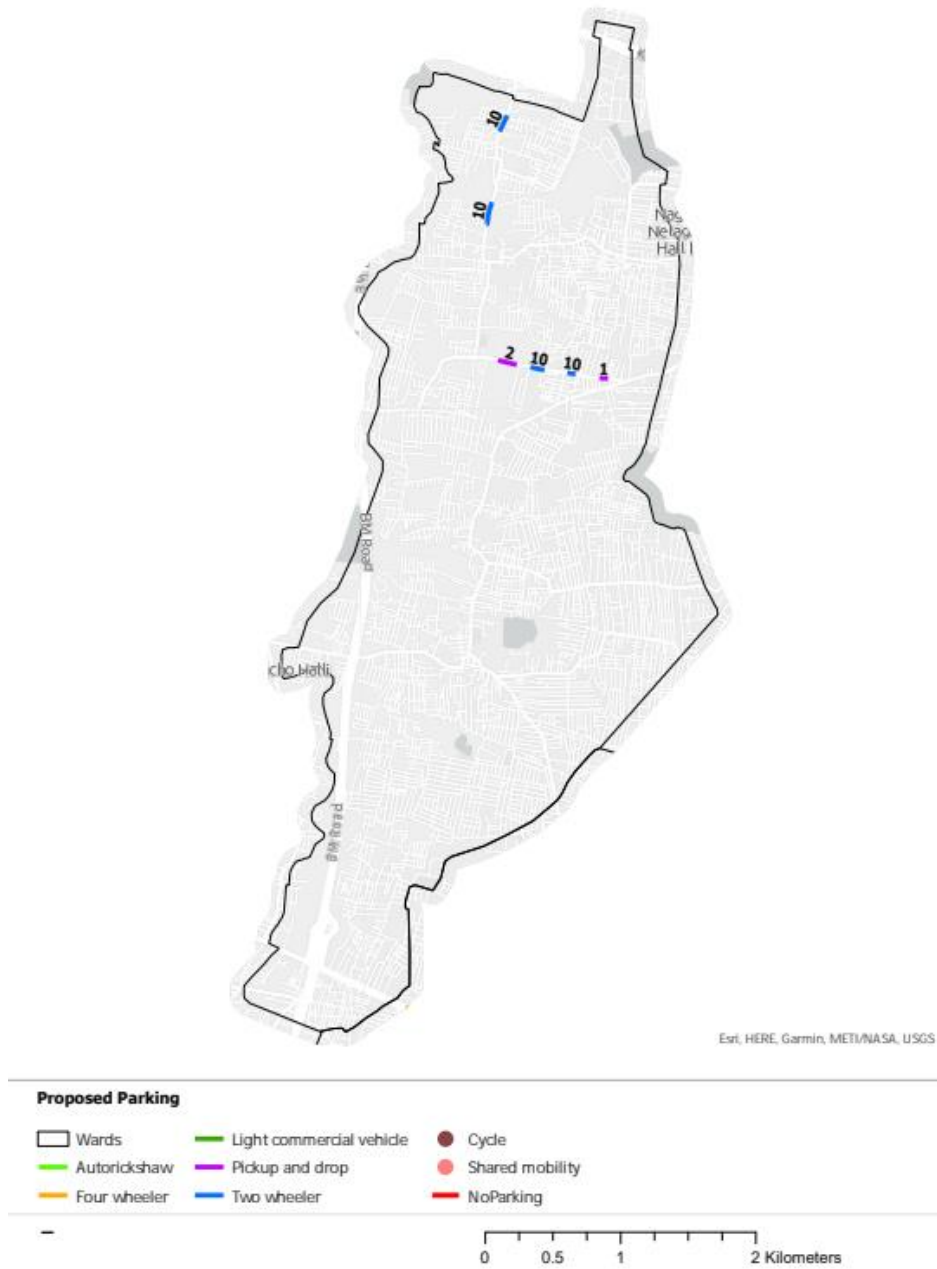


Figure 14: Parking Allocation of Ward 40-DoddaBirekallu Ward

Ward 42 – Lakshmi Devi Nagar

Demographic Details

Lakshmi Devi Nagar ward is an area of 1.33 sq km with a population of 25578 and a density of 19231.6 persons per Sq.km.

Existing Land use

Three distinct land uses have been observed in the ward. The Northern side of the ward is Public on the left of the Outer Ring Road while is heavily Industrial on the right of the outer ring road. While the Southern side is a mix of residential and industrial land use. The major land uses in this ward is vacant and agriculture. Few large parcels of vacant land uses are also observed in the southern section of the ward.

Transportation & Bus route network

The major road network in this ward includes MEI Road, Tumkur Road, Outer Ring Road, etc

The major landmarks in the ward include Sree Kanteerava Studios Limited , APMC Yard, Modern Bread, Gokaldas Exports Ltd, etc.



Figure 15: Map showing major roads and attraction points of Jakkur ward

Parking allocation

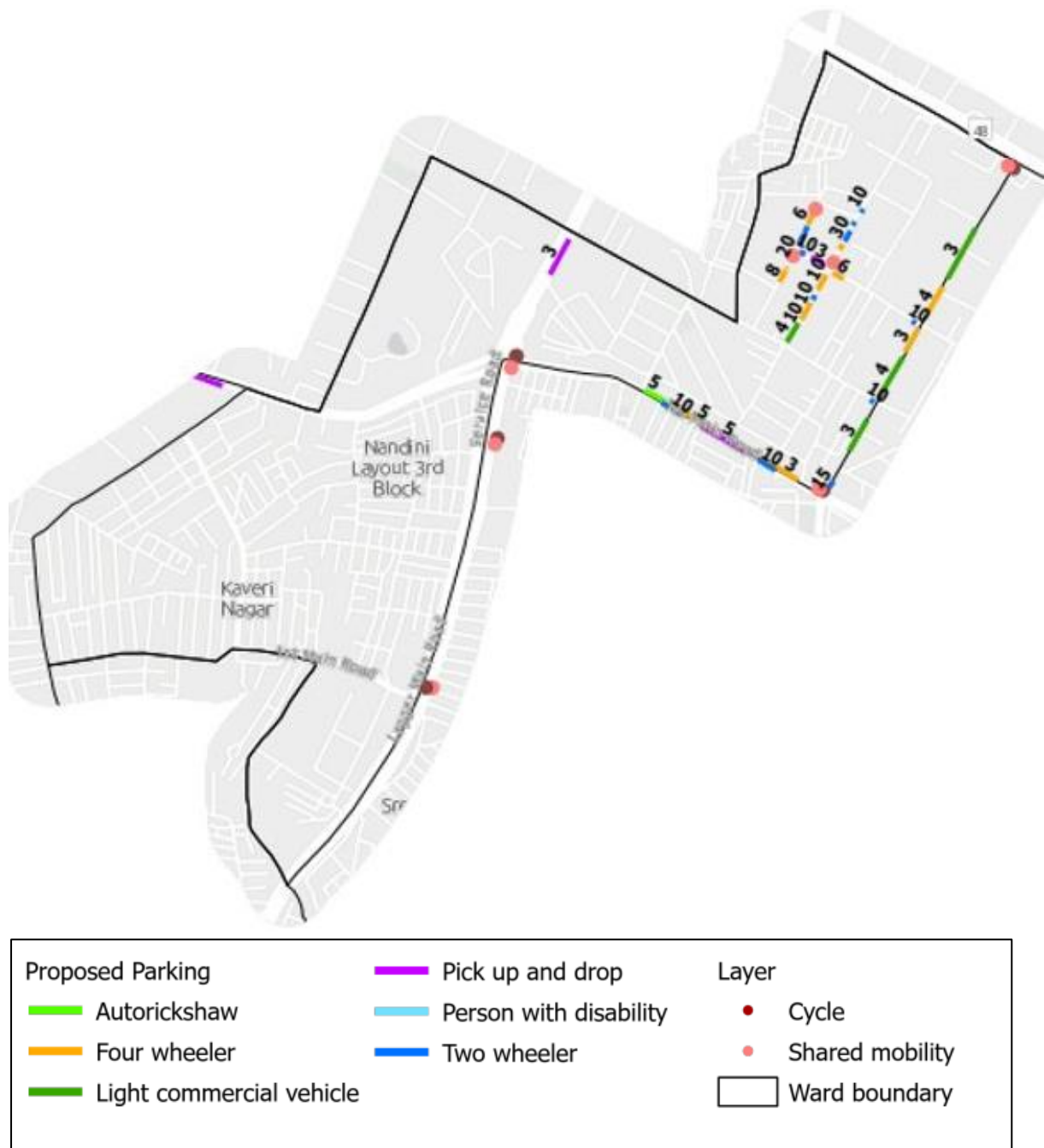


Figure 16: Parking Allocation of Ward 42 – Lakshmi Devi Nagar

Ward 72 – Herohalli ward

Demographic Details

Herohalli ward with an area of 7.7 sq.km has a population of 19668 with a density of 2554 persons per Sq.km.

Existing Land use

The major land uses in this ward is vacant and residential. The commercial land use is very limited. There are small pockets of public semipublic.

Transportation network

The major roads in this ward include Dwarakawasa main road and the 60ft road

The major landmarks in this ward are East west college, Herohalli lake, etc

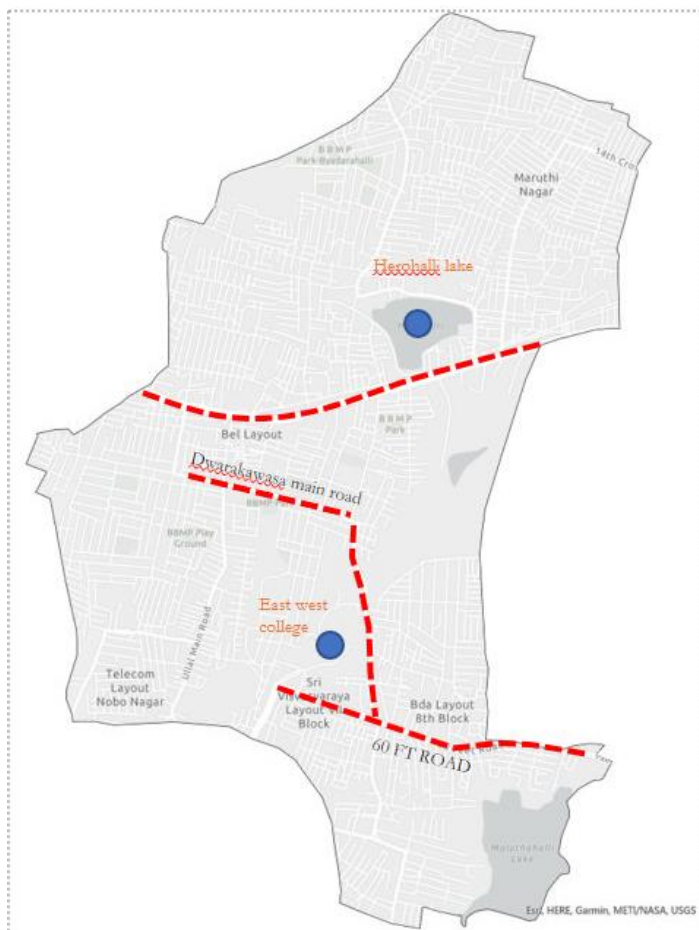


Figure 17: Map showing major roads and attraction points of Ward 72 – Herohalli ward

Parking allocation

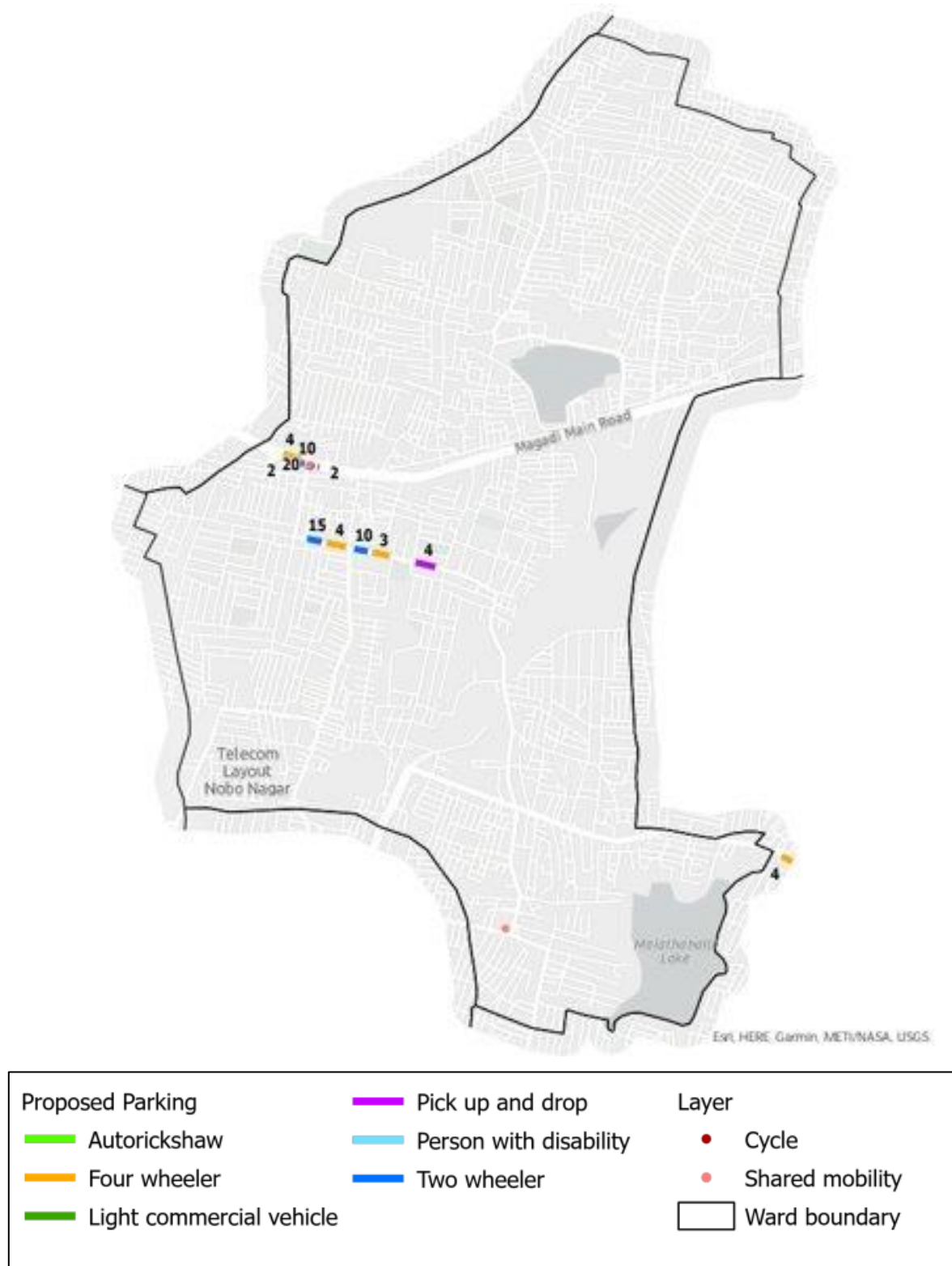


Figure 18: Parking Allocation of Ward 72 – Herohalli ward

Ward 73– Kottegepalya Ward

Demographic Details

Kottegepalya ward with an area of 5.84 sq.km has a population of 29100 with a density of 4982 persons per Sq.km.

Major Roads : 100ft outer ring Road, 1st cross Road

Major Landmarks : Ramkrishna Hegde park, Beggars colony

Existing Land use

The major land uses in this ward is residential and large public spaces. The commercial land use is along the Outer Ring Road service road, Old Outer Ring Road. The remaining land use is vacant and open space.

Transportation network

The major roads in this ward include 100ft outer ring Road, 1st cross Road and the older Outer ring Road

The major landmarks in this ward are Ramkrishna Hegde park, Beggars colony, etc



Figure 19: Map showing the major road and attraction points in Ward 73– Kottegepalya Ward

Parking allocation



Proposed Parking	Pick up and drop	Layer
Autorickshaw	Person with disability	Cycle
Four wheeler	Two wheeler	Shared mobility
Light commercial vehicle		Ward boundary

Figure 20: Parking Allocation of Ward 73– Kottegepalya Ward

Ward 69 – Laggere Ward

Demographic Details

Kodigehalli ward with an area of 1.58 sq.km has a population of 25370 with a density of 16056 persons per Sq.km.

Existing Land use

The major land use in the ward is residential. The commercial land use is along the Laggere Main Road and Outer ring road.

Transportation network

The major roads in this ward include 50ft main Road, 1st main Road, Outer ring road, etc .

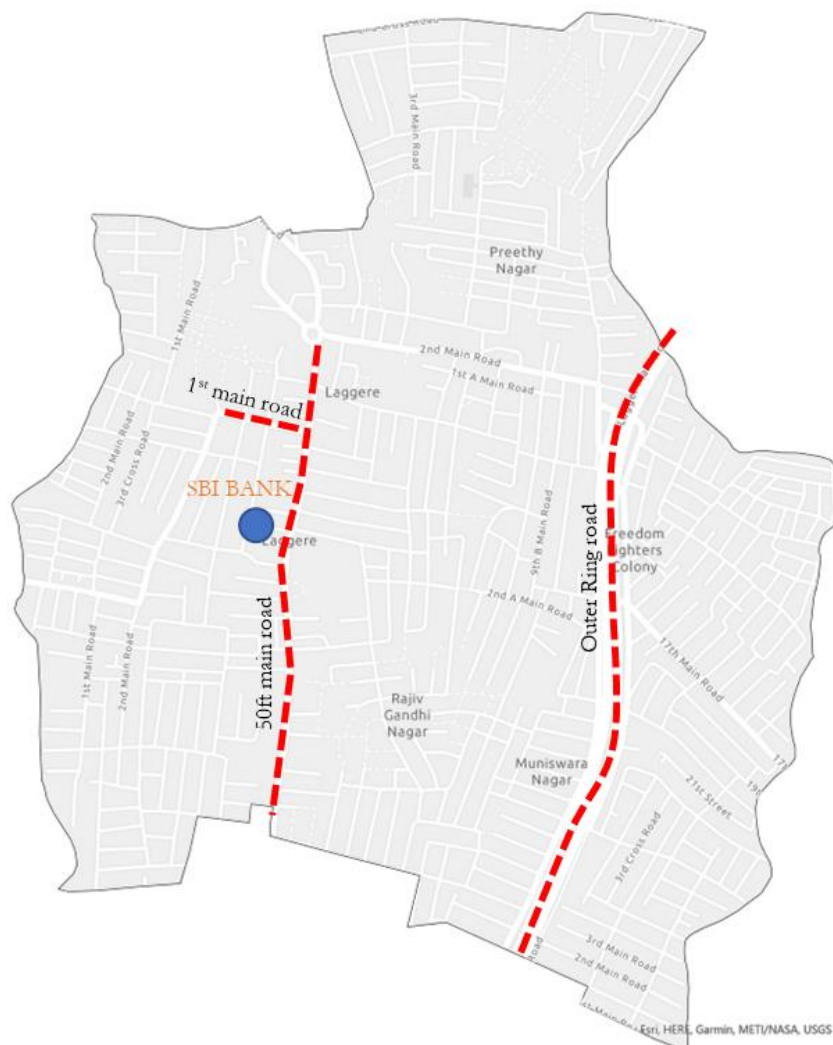
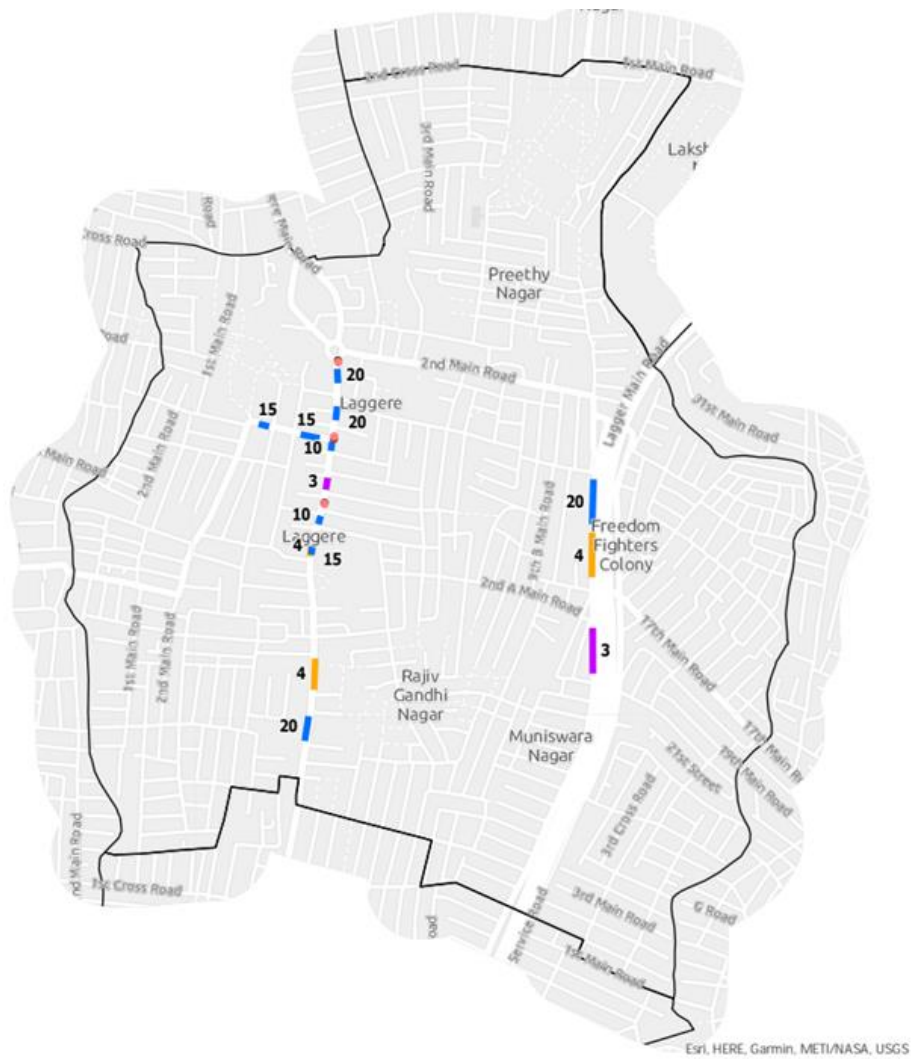


Figure 21: Map showing the major roads and trip attraction points in Ward 69 – Laggere Ward

Parking allocation



Proposed Parking		Pick up and drop	Layer	
	Autorickshaw			Cycle
	Four wheeler			Shared mobility
	Light commercial vehicle			Ward boundary

Figure 22: Parking Allocation of Ward 69 – Laggere

5.1 Ward 160 – Rajarajeshwari nagar Ward

Demographic Details

Rajarajeshwari Nagar ward with an area of 11.35 sq.km has a population of 23282 with a density of 2051 persons per Sq.km.

Existing Land use

The major land uses in this ward is primarily residential with empty plots with potential for high rise buildings. The commercial land use is along arterial and sub arterial roads.

Transportation network

The major roads in this ward 60ft Road, H V Halli main road, 80ft double road, etc .

The major landmarks in this ward are Rajarajeshwari Temple, General Kariyappa Park, etc.

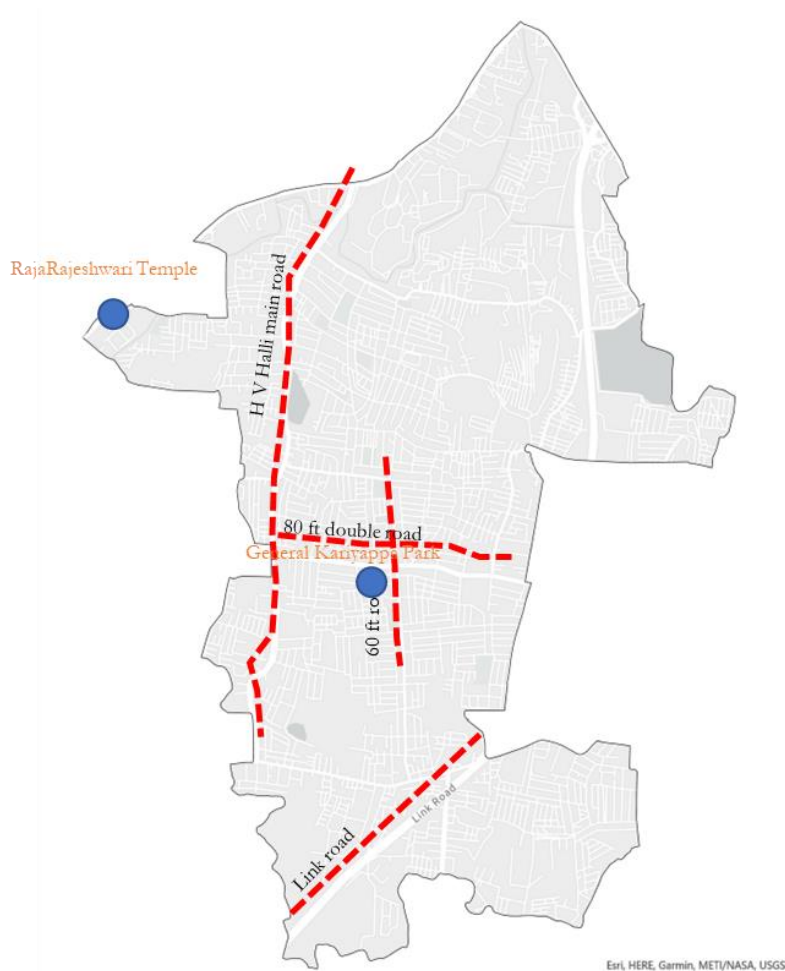
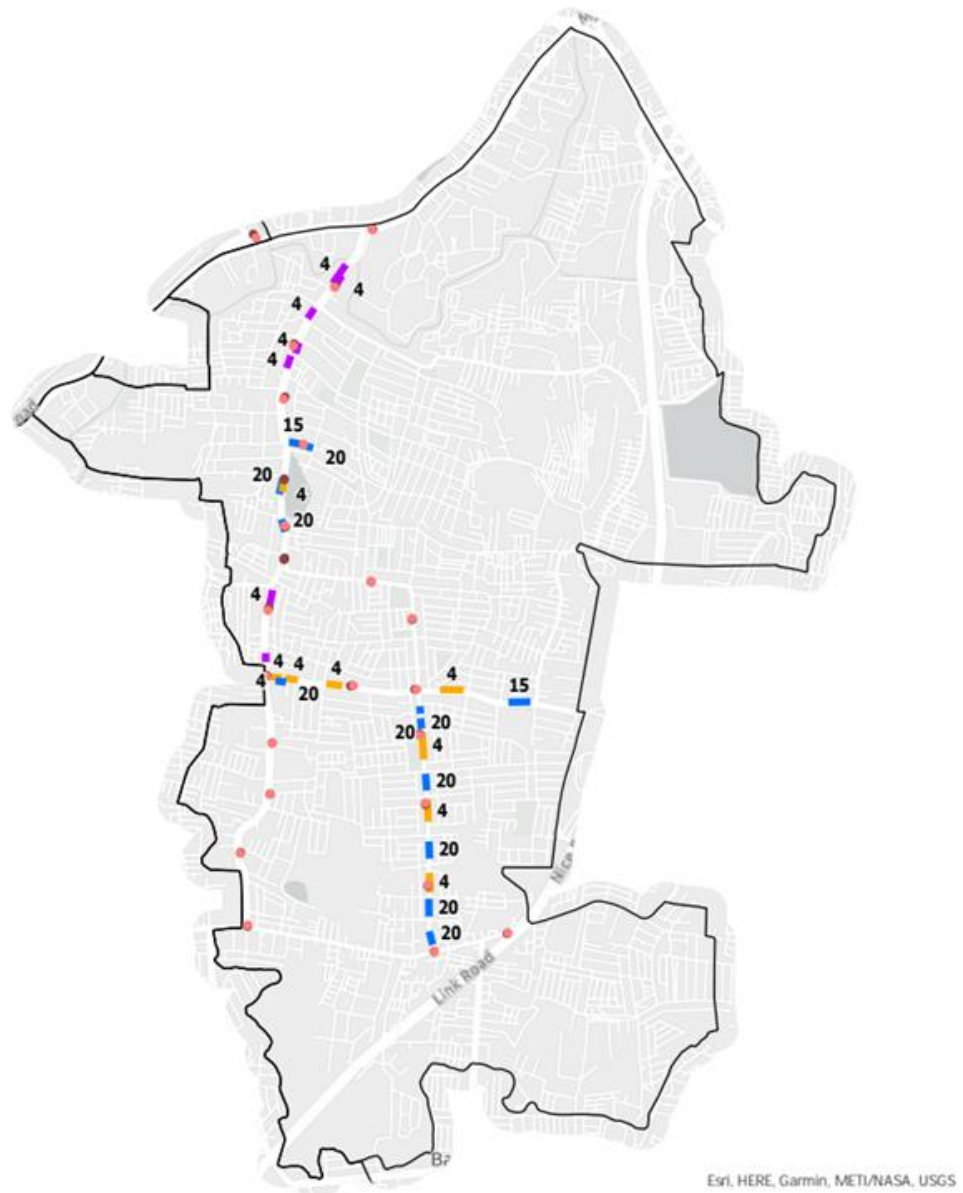


Figure 23: Map showing the major roads and trip attraction points in Ward 160 – Rajarajeshwari nagar Ward

Parking allocation



Proposed Parking		Layer
	Autorickshaw	Cycle
	Four wheeler	Shared mobility
	Light commercial vehicle	Ward boundary
	Pick up and drop	
	Person with disability	
	Two wheeler	

Figure 24: Parking Allocation of Ward 160 – Rajarajeshwari Nagar Ward

Ward 198 – Hemmigepura Ward

Demographic Details

Hemmigepura ward with an area of 28.59 sq.km has a population of 24311 with a density of 850 persons per Sq.km.

Existing Land use

The ward is relatively new in its development and can observe residential land use. Large vacant plots are in many. Few public spaces are scattered spatially. The commercial land use is very limited along the main arterials only.

Transportation network

The major roads in this ward include Dr. Vishnuvardhan Road, Utharahalli M Road, Kanakapura Main Road, Kodipalya Road

The major landmarks in this ward are Global Village, Kengeri TTMC, BGS College, etc

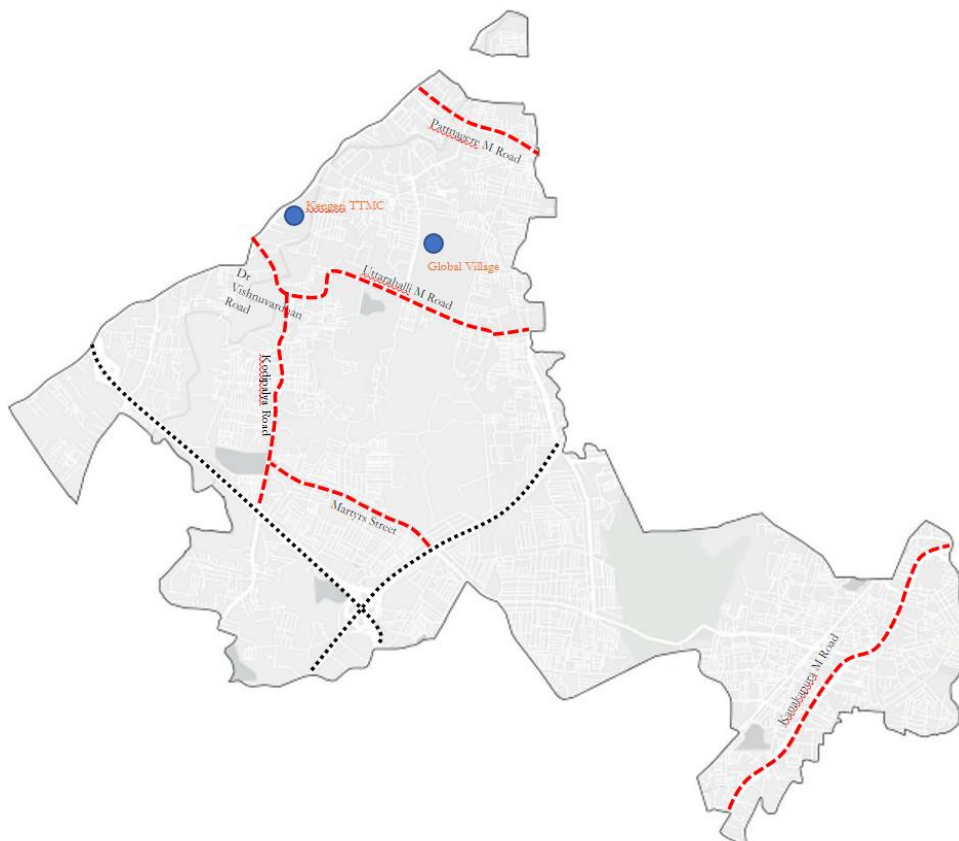


Figure 25: Map showing the major roads and trip attraction points in Ward 198 – Hemmigepura Ward

Parking allocation

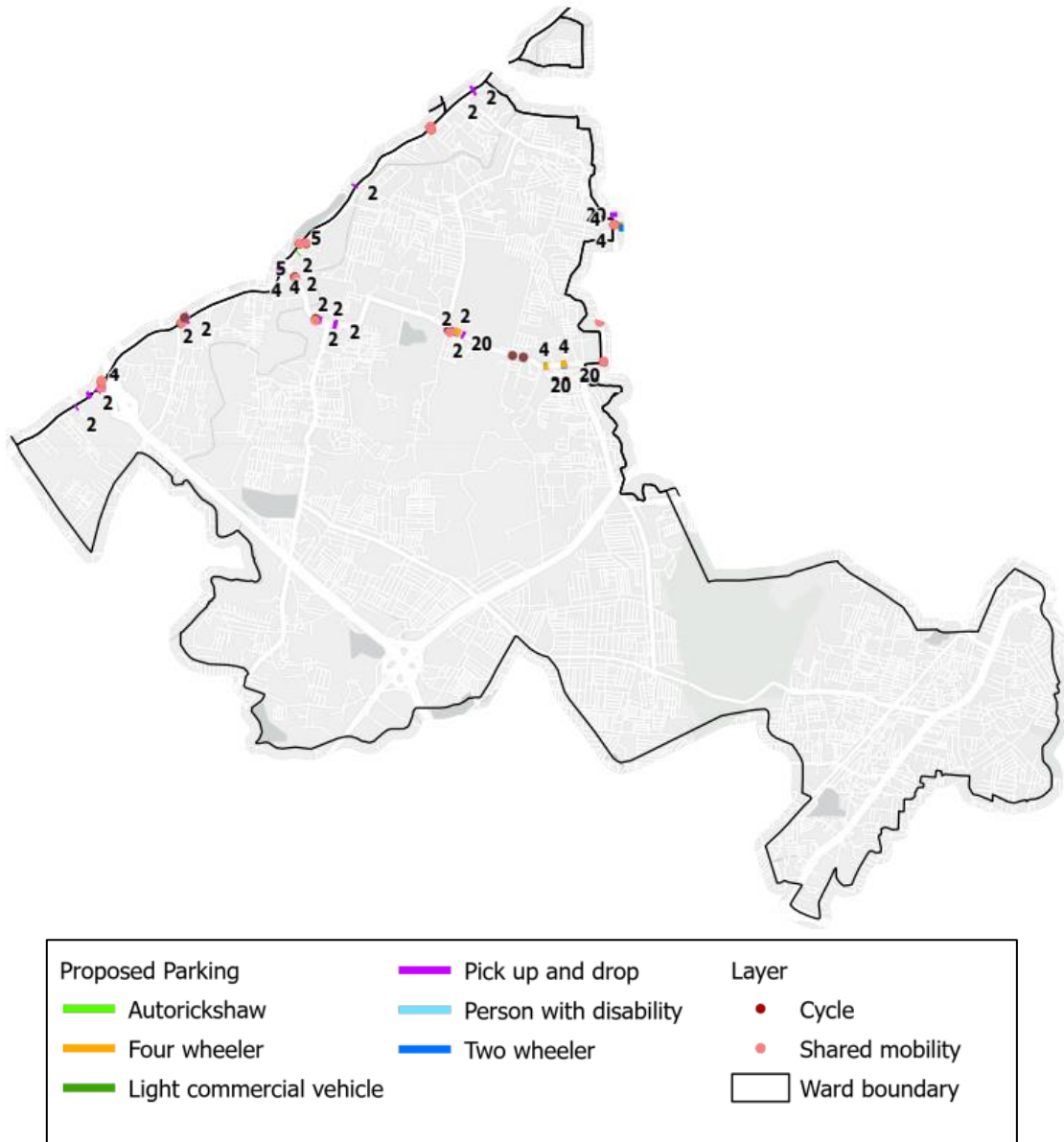


Figure 26: Parking Allocation of Ward 198 – Hemmigepura

Ward 129 – Jnana Bharathi ward

Demographic Details

Jnana Bharathi ward with an area of 12.19 sq.km has a population of 25889 with a density of 2123 persons per Sq.km.

Existing Land use

A large chunk of area in the ward belong to the Bangalore University and hence has a puliv land use development, while the other sections may be catergorised a residential land use.

Transportation network

The major roads in this ward include ORR, Ullal M Road, 1st Main Road, etc

The major landmarks in this ward are Bangalore University, Ambedkar College, BDA complex, etc

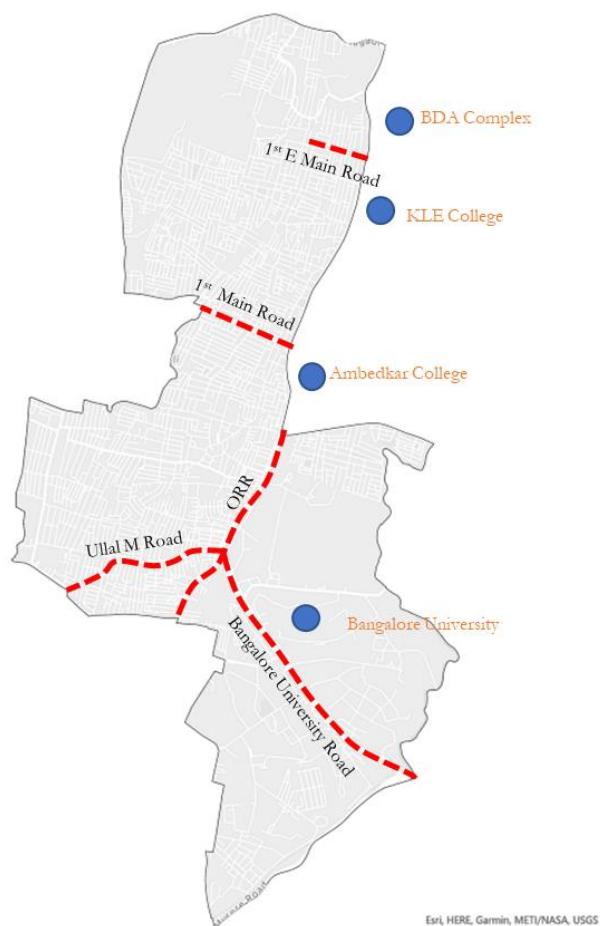


Figure 27: Map showing the major roads and trip attraction points in Ward 129– Jnana Bharathi ward

Parking allocation

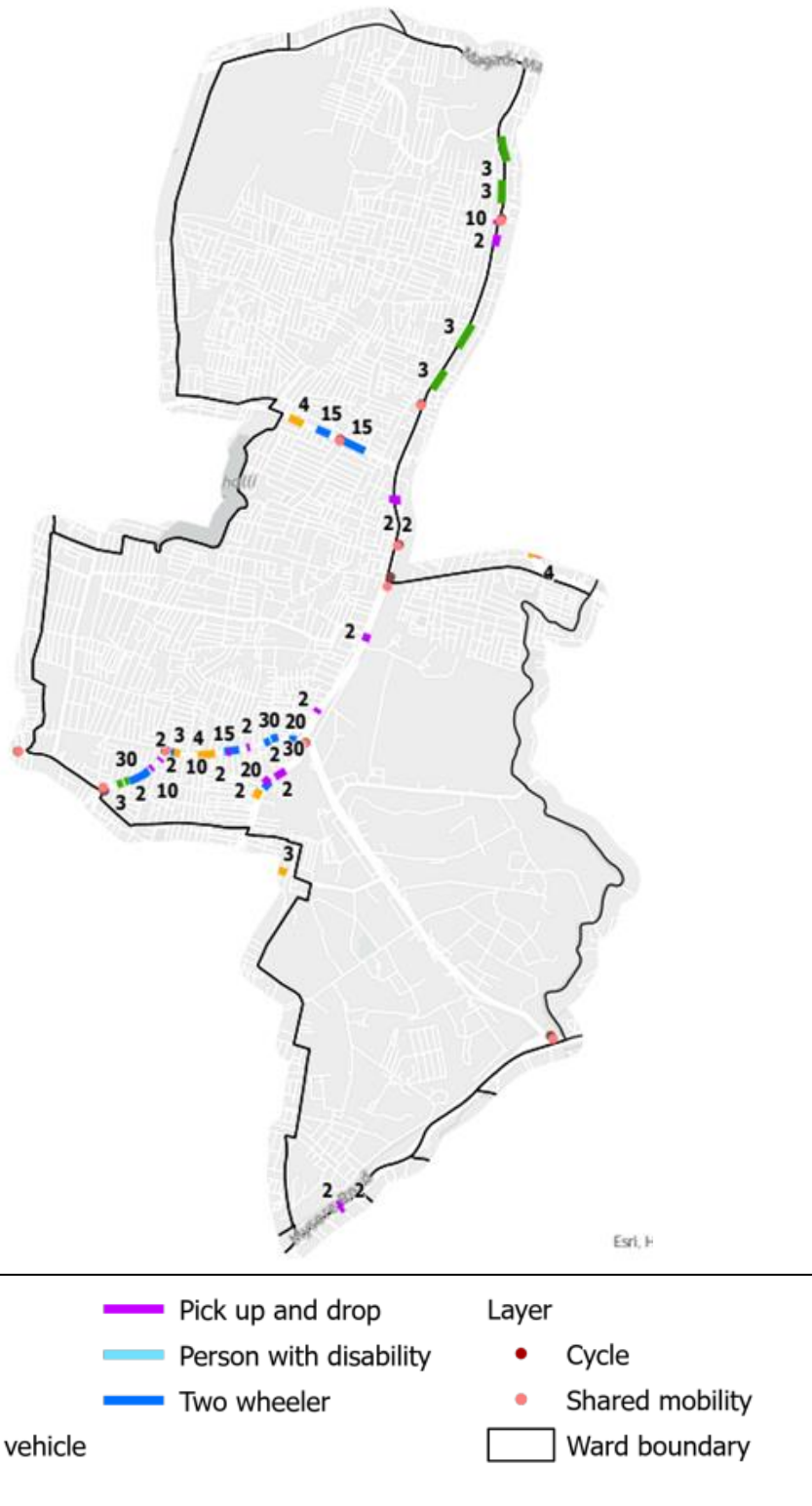


Figure 28: Parking Allocation of Ward 129– Jnana Bharathi ward

Ward 159 – Kengeri ward

Demographic Details

Kengeri ward with an area of 4.77 sq.km has a population of 24870 with a density of 5123 persons per Sq.km.

Existing Land use

The landuse is predominantly residential with commercial activities along the main corridor

Transportation network

The major roads in this ward include Railway Parallel Road, Kengeri M Road, Kommaghatta Road, etc

The major landmarks in this ward are Kengeri TTMC, Kengeri Railways Station, etc

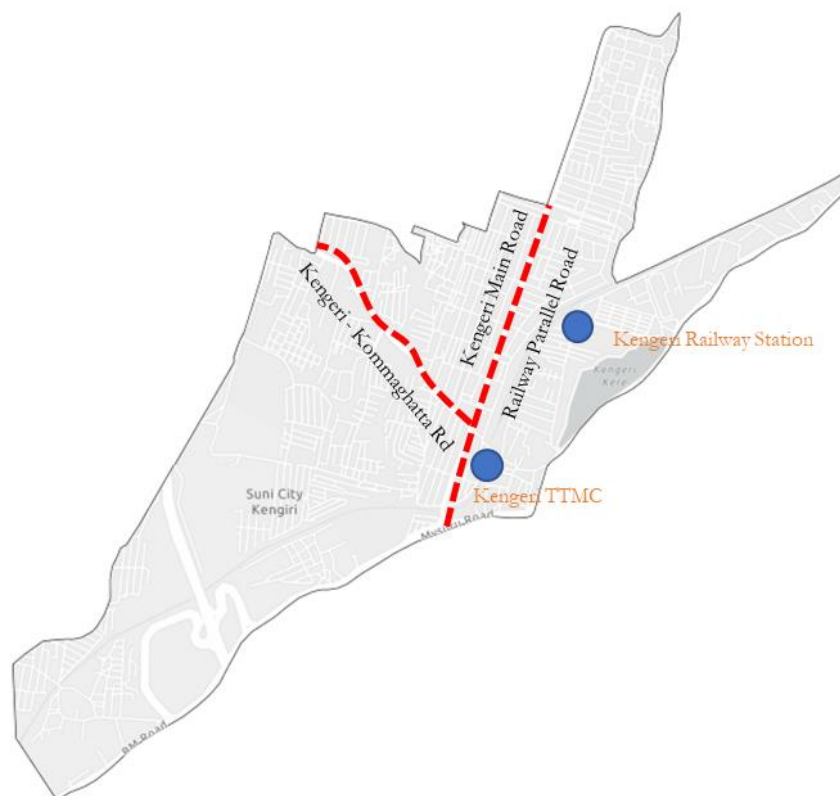


Figure 29: Map showing the major roads and trip attraction points in Ward 159– Kengeri ward

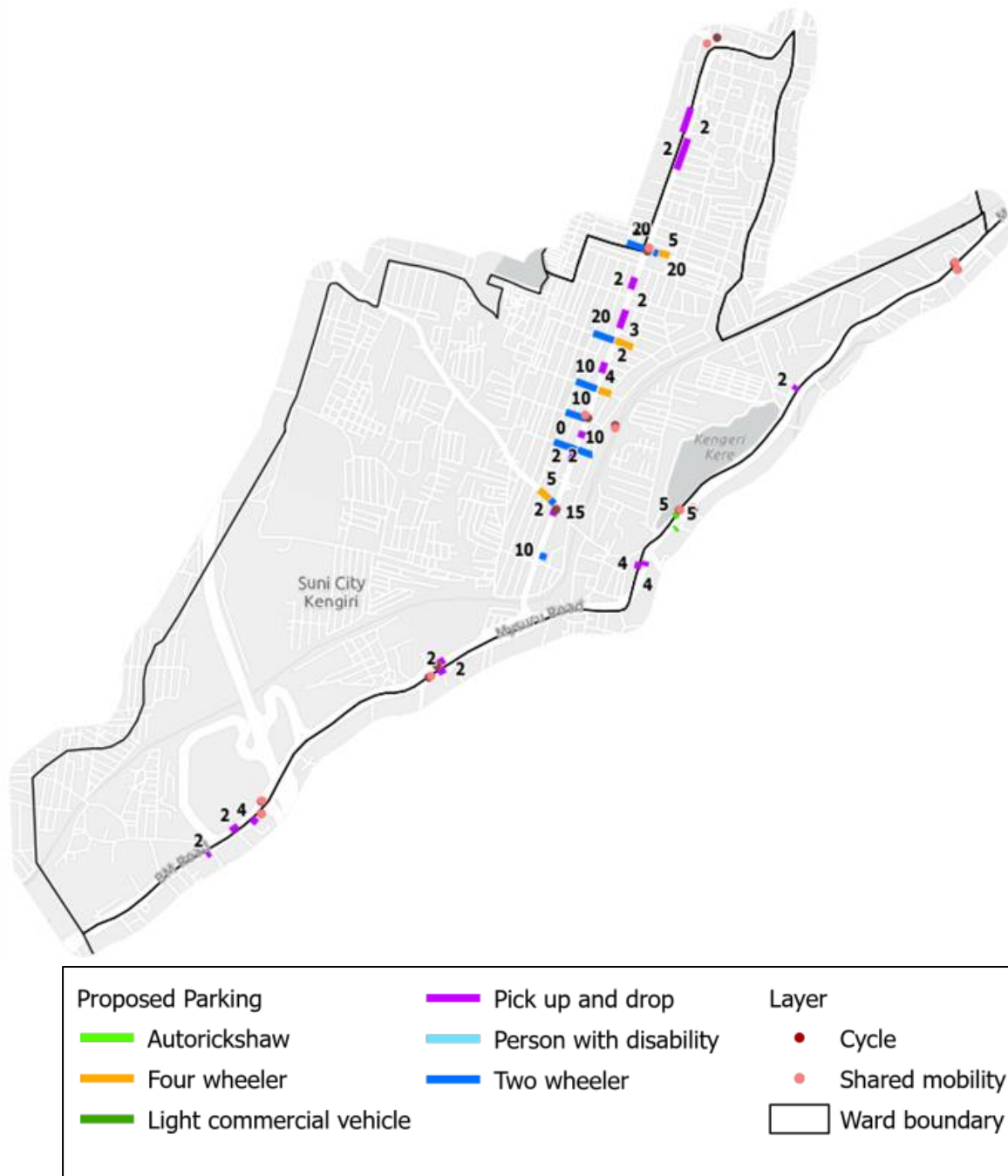


Figure 30: Parking Allocation of Ward 159– Kengeri ward

Ward 130 – Ullalu ward

Demographic Details

Ullalu ward with an area of 1.33 sq.km has a population of 25578 with a density of 19231 persons per Sq.km.

Existing Land use

The land use is predominantly budding residential layouts with commercial activities along the main corridor. Large institutional plots are also emerging.

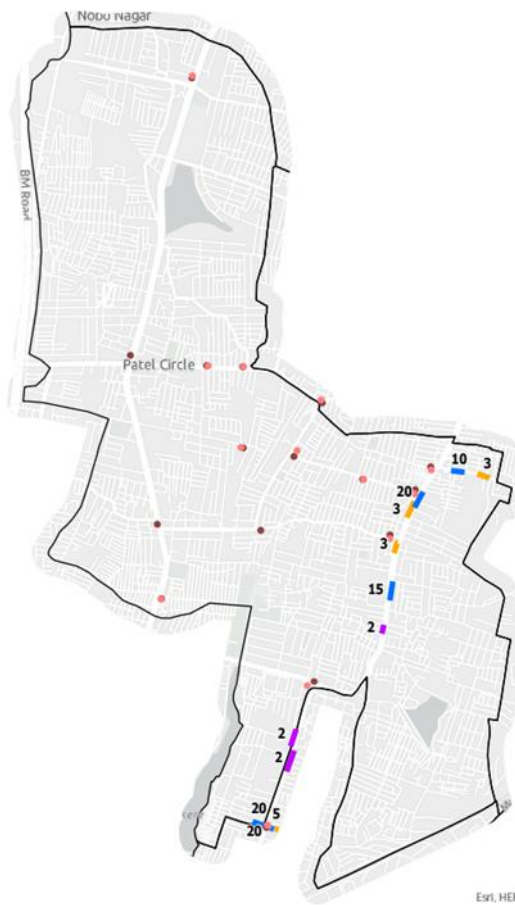
Transportation network

The major roads in this ward include 100 feet road, 80 feet road, Dobba basthi road, ORR, etc

The major landmarks in this ward are KLE Law college, Ullalu Government Hospital, Ullal RTO Office, etc



Figure 31: Map showing the major roads and trip attraction points in Ward 130– Ullalu ward



Esri, HERE, Garmin, N










Proposed Parking	 Pick up and drop	Layer
 Autorickshaw	 Person with disability	 Cycle
 Four wheeler	 Two wheeler	 Shared mobility
 Light commercial vehicle		 Ward boundary

Figure 32: Parking Allocation of Ward 130- Ullalu ward

Annexure 2

Stake-holder meeting

Following are the proceedings of the meeting held with stakeholders under chairmanship of Joint commissioner, Rajarajeshwari Nagar zone.


Proceedings of the Meeting held regarding Preparation of Area Parking Plan for Rajarajeshwari Nagar Zone, BBMP under the Chairmanship of Joint Commissioner, Rajarajeshwari Nagar Zone, BBMP on 20th April 2022 at 2:00 PM at BBMP, Office, RR Nagar, Bangalore.

List of Attendees:

- | | |
|--|---|
| <ol style="list-style-type: none">1. Joint Commissioner, BBMP RR Nagar.2. B C Lokesh, EE, Kengeri.3. M B Nagraj, AEE, Kengeri.4. M Siddaramaiah, AE, Jnanabarathi and RR nagar.5. Shilpa, A E, CE office6. Noor, AE, Doddabidrakallu7. Siddik D, AE, Laggere8. K M Yadukumar, AE Ullalu9. Dayananda N, AE, Hemmigepura10. Nataraja N, AE, Kengeri11. Chithaiah, AE, Herohalli12. Vishwas I K, AE, RR Nagar13. Poojasree R, AE, Jalahalli14. Hema ST, AE Yeshwantpur15. Guruprasad MV, ADTP, Yeshwantpur16. H Rajanna, ARTO, Jnanabharathi RTOJ17. L Nagesh, ACP Traffic North18. Mallikarjuna M, Police inspector, Kengeri Traffic station19. Ragavendra B L, Police inspector, Yeshwanthapura Traffic station20. M Shivanna PSI, Kamakshipalya Traffic21. R Ranganatha PSI, Byatarayanapura Traffic station22. K K Sridhar, PI, Peenya traffic station | <ol style="list-style-type: none">23. Gangadhar, PI, Jalahalli traffic station24. Shivarathna S, PI, Rajajinagar traffic station25. Sylvia Prakash, Sr. Transport Planner, DULT26. Gaurang N, Assistant Urban Planner, DULT27. Prashob Raj, Senior GIS Lead, DULT28. Deeshma M, GIS Lead, DULT |
|--|---|

- The Joint Commissioner (JC), Rajarajeshwari Nagar Zone, BBMP welcomed the attendees to the meeting and briefed the gathering that the intent of the meeting is to review the draft area parking plan that has been prepared for Rajarajeswarin nagar Zone as per the Parking Policy 2.0 and provide the inputs on the same.
- With representatives from the Traffic Police, RTO and BBMP, the JC requested the representatives to share their overviews on the parking issues in the city of Bengaluru. In this regard, the RTO representative highlighted the following:
 - Prominence to be given to off street parking over on street parking by scaling up through identification of empty public and private properties for MLCP.
 - Introducing pricing of parking spaces.
 - Provision for electric vehicle charging facility, etc.
- The JC then requested DULT to present the draft Area Parking Plan for RR Nagar.
- DULT representative provided a brief on the parking policy 2.0 that has been approved by the Government of Karnataka [GoK]. DULT also informed that as per the directions by the GoK, DULT is currently preparing the APP for all the 8 zones of Bengaluru. These plans would then be implemented by BBMP.
- The broad overview on the parking policy 2.0 recommendations were brought to the notice of the meeting, which included:
 - Restriction/prohibition of parking along high-density corridors, around transit nodes and multi-level car parking lots, etc.
 - Streamlining of on street parking to ensure parking for all users including SMMS and PBS, etc.
 - All parking shall be priced. The base parking fee shall be derived from the bus fare of an average trip length.
 - Parking on-street shall be charged 1.5-3.0 time higher than of an off-street parking.
- DULT also highlighted that the policy recommends a Zonal Task Force be constituted under the Zonal Commissioner, BBMP with representatives from Traffic police and jurisdictional RTO for each zone who would assist, evaluate, and monitor the preparation and implementation of Area Parking Plan for the respective BBMP Zones.
- After providing a brief on the approved parking policy, DULT representative presented the parking allocation plan for commercial /non-residential roads for all the 14 wards of the RR Nagar Zone.

- Upon the review of the draft parking allocation plan, the JC Rajarajeshwari Nagar Zone, mentioned that the plans prepared by DULT are very elaborate and have been prepared in a methodological manner. However, these planned need to be vetted by the thoroughly by the stakeholders [BBMP + BTP] on site. In this regard, the JC suggested that joint site visits with representatives from DULT, BBMP and Traffic police to be carried ward wise to validate the parking allocation proposed by DULT. DULT was directed to coordinate with the respective ward representatives (BBMP and BTP) schedule meetings and revise the parking allocation plans based on their feedbacks, if any.
- The JC informed that a follow-up meeting would be convened after completing all joint site visits for the 14 wards of RR Nagar. He suggested that the finalized parking plans can then be appraised to the people representatives of the RR Nagar constituency.
- In addition, the PBS SMMS approval system was presented to the JC and other attendees. The JC instructed DULT to convene a training at a date convenient to the Ward engineers and seek the necessary data/inputs required for the permits.
- The JC RR Nagar ended the meeting with a vote of thanks.


Joint Commissioner
Rajarajeshwari Nagar Zone
Bruhat Bengaluru Mahanagar Palike
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Proceedings of the meeting regarding preparation of Area Parking Plan for Rajarajeshwari Nagar Zone, BBMP held under the Chairmanship of Joint Commissioner, Rajarajeshwari Nagar Zone, BBMP on 9th June at 3:00 PM in BBMP, Office, RR Nagar, Bangalore.


List of Attendees:

1. Dr. Nagaraju S, KAS, Joint Commissioner, BBMP RR Nagar Zone.
2. Mr. H Rajanna, ARTO, Jnanabharathi RTO
3. Mr. Shamanth K P, Technical Head, DULT
4. Ms. Sylvia Prakash, Sr. Transport Planner, DULT
5. Mr. Gaurang N, Assistant Urban Planner, DULT

1. The Joint Commissioner (JC), Rajarajeshwari Nagar Zone, BBMP welcomed all to the meeting and requested DULT provide an update on the status of the parking plan consultations.
2. The DULT officials briefed the Joint Commissioner, RR Nagar Zone, BBMP that based on the directions given in the previous meeting held on 20th April 2022, DULT has completed the ward level consultations with stakeholders - the BBMP officers and traffic police and site visits were also carried out with stakeholders as necessary. It was informed that the inputs received from these ward-level consultations mostly pertained to:
 - a. Discussion on parking design elements such as number parking spaces, type of vehicle for which parking is allocated, allocation of space for cycles and shared mobility.
 - b. In addition, information on no parking zones/roads were received as inputs from the stakeholders.
 - c. The stakeholders were also informed that parking for all vehicles will be charged, except for cycles, as per the approved parking policy to regulate the parking demand in the RR Nagar zone.
3. The DULT officials informed that the inputs received by the stakeholders have been examined by DULT and have been appropriately addressed in the revised parking allocation plan and requested confirmation of the Joint Commissioner to finalize the parking allocation plan for RR Nagar Zone, so that DULT can proceed with the preparation

of detailed designs.

4. As many of concerned BBMP engineers and traffic police could not attend this meeting due to the preparatory activities that was required to be carried out for the scheduled visit of Prime Minister on 20th June 2022 to various locations in the RR Nagar Zone, the Joint Commissioner informed that a final allocation plan would be confirmed in the next meeting in presence of the BBMP engineers and traffic police, which will be scheduled after 20th June 2022. The Joint Commissioner directed DULT to carry on with further process to detailing out the parking plans in the meanwhile, as the plans have been discussed at ward-level and inputs have been taken by the concerned BBMP engineers and BTP officials.
5. The meeting with a vote of thanks


Joint Commissioner
Rajarajeswari Nagar Zone
Bruhat Bengaluru Mahanagar Palike
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shaping the way cities move

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Govt. of Karnataka

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